

PLANNING JUSTIFICATION REPORT

PREPARED FOR:

Official Plan Amendment,
Zoning By-Law Amendment
and Draft Plan of Subdivision
Gilbach (Georgetown) Inc.
130 Mountainview Road North

File no. 23177A

December 2024



PLANNING
URBAN DESIGN
& LANDSCAPE
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Executive Summary

This Planning Justification Report (PJR) has been prepared in support of a proposed Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA) and Draft Plan of Subdivision (POS) for the property municipally known as 130 Mountainview Road North in the Town of Halton Hills (the Subject Lands).

The Subject Lands are located on the southwest corner of Mountainview Road North and River Drive, with an approximate area of 2.85 ha (7.04 acres). The Subject Lands are currently occupied by a small warehouse building and a cleared gravel area, an access road to the adjacent property to the west, and a wooded area. The area surrounding the Subject Lands consists of low- and medium-density residential uses and light industrial uses slated for redevelopment. The CN Rail line is located immediately south of the Subject Lands, and the Georgetown GO Station is located to the west of the Subject Lands. The Subject Lands are within the Georgetown GO Major Transit Station Area (MTSA), which is planned for significant population and employment growth to 2051 to achieve a minimum density of 150 people and jobs per hectare in accordance with the *Provincial Planning Statement, 2024*.

The proposed POS consists of three development blocks and a new public road connecting River Drive and Mountainview Road North. The proposed development includes three multi-tower mixed-use and residential buildings with towers ranging in height from 17 to 22 storeys and podium heights of 4 storeys with a mezzanine, plus two additional transition storeys. A total of 1,481 residential units are proposed, with unit types ranging from studio to three-bedroom units. Retail space, totalling 525 square metres, is proposed at the corner of River Drive and Mountainview Road North. A 2,721 square-metre privately-owned, publicly accessible space (POPS) is also proposed.

The Subject Lands are currently designated *High Density Residential/Mixed Use Area 1* and *Redevelopment Site* in the Georgetown GO Station Area Secondary Plan. The proposed OPA adds a Special Policy Area to the Subject Lands to permit the proposed FSI of 4.56 for the whole site and maximum height of 22 storeys.

The Subject Lands are currently zoned *Development (D)* in the Town of Halton Hills Zoning By-law 2010-0050. A ZBA is required to change the existing zoning from *Development (D)* to a site-specific *Mixed-Use One-xx (MU1-xx)* Zone to bring the zoning into alignment with the Official Plan designation and to permit the proposed building heights, location of uses, parking rates, and front, rear and side yards.

A detailed planning analysis of the existing physical context as well as the Provincial and municipal policy and regulatory framework is provided in this PJR, which supports and justifies the proposed development, including the changes in density and height.

Based on the physical context and planning policy and regulatory framework analysis, the proposed development is consistent with and conforms to Provincial policies and legislation, as well as the Region and Town Official Plans. The proposed development represents planning in the public interest in that it is an efficient use of infrastructure, optimizes the development of the site, provides for an appropriate level of intensification for the site, is compatible with the surrounding physical and neighbourhood context, contributes to a complete community for the MTSA, and mitigates potential impacts, while meeting the appropriate policy and regulatory requirements.

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Appendix B: Draft Amendment to the Halton Hills Official Plan

Appendix C: Draft Amendment to the Halton Hills Zoning By-law 2010-0050

Appendix D: Proposed Draft Plan of Subdivision

Appendix E: Detailed Policy Assessment Table

We acknowledge that the Subject Lands reside on lands within the jurisdiction of Treaty 19 and on the traditional territory of the Mississaugas of the Credit as well as the traditional territory of the Huron-Wendat and the Haudenosaunee peoples. This acknowledgement reminds us of our responsibilities as Treaty people to our relationships and the lands on which we share, live and work.

1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC) has been retained by Gilbach (Georgetown) Inc. (the Owner) to assist with planning applications for the redevelopment of the property municipally known as 130 Mountainview Road North in the Town of Halton Hills (the Subject Lands).

This Planning Justification Report (PJR) has been prepared in support of a proposed Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA) and Draft Plan of Subdivision (POS) application (collectively the Applications) to facilitate the development of the Subject Lands with a multi-tower mixed-use development on three blocks that includes towers ranging in height from 17 to 22 storeys, with total floor space index (FSI) of 4.56. In total, the proposed development provides 129,503 square metres of gross floor area (GFA), 1,481 residential units and 525 square metres of retail space (the Proposed Development).

This PJR includes the following:

- A general description of the Subject Lands, existing uses, surrounding uses, and existing physical conditions to provide an understanding of the locational context;
- A description of the Proposed Development and its design elements;
- A summary of the technical reports and plans prepared in support of the proposal;
- A description of the proposed amendment to the Halton Hills Official Plan (OP);
- A description of the proposed amendment to the Halton Hills Zoning By-law 2010-0050;
- A description of the proposed POS;
- An assessment of the proposed redevelopment's consistency and conformity with Provincial, Regional and Town policies and regulations; and,
- A summary of key conclusions and recommendations related to the proposed redevelopment.

1.1 Pre-Consultation Meeting

A pre-consultation meeting to discuss the Proposed Development was held on January 18, 2024. Town of Halton Hills (Town) staff were in attendance, as well as the Owner, and representatives from MHBC. A copy of the pre-consultation meeting minutes is attached to this report as **Appendix A**.

The following reports and required submission items were identified as required for a complete application and are included as part of this application submission:

- Planning Justification Report, including Draft OPA and ZBA and Public Consultation Strategy;
- Site Plan Drawing, Building Elevations/Renderings
- Draft Plan of Subdivision
- Legal Survey
- Urban Design Brief;
- Shadow Impact Study;
- Massing/View Impact Assessment;
- Heritage Impact Assessment;
- Functional Servicing Report;
- Stormwater Management Report;
- Noise/Vibration Study;
- Transportation Impact Study, including Parking Justification Study, AutoTURN Vehicle Swept Path Analysis and Active Transportation Circulation Plan;
- Tree Preservation Report, including Tree Inventory/Tree Protection Plan;
- Scoped Environmental Impact Study;
- Green Development Standards Checklist;
- Well Survey and Monitoring Report;
- Water Usage and Sanitary Discharge Report; and,
- Archaeological Assessment.

The studies noted above are summarized in **Section 3.3** of this report. Together, these reports provide for the comprehensive assessment and justification for the proposed development of the Subject Lands.

1.2 Public Consultation Strategy

The public consultation process for the Proposed Development will follow the *Planning Act* statutory requirements. In accordance with Section G2.4 of the Halton Hills OP, it is a policy of the OP that public participation be an integral component of any land use planning process, and that Council shall be satisfied of the following prior to making any planning decision:

- a) Adequate public notice in accordance with the *Planning Act* has been given;
- b) Enough information to enable a person to reasonably understand the nature of the proposal and its impacts is available prior to any public meeting;
- c) All public and agency comments have been assessed and analyzed by staff; and,
- d) Their decision will appropriately balance the overall public interest against the private interest expressed in the application.

Section G2.4 of the OP also states that *“proponents shall be encouraged to pre-consult with neighbouring landowners to obtain their views before a formal application is submitted”*, however, this is not a requirement for a complete application. Additional opportunities to provide input are provided through the development application process once the Applications are deemed complete.

Throughout the duration of this process, commenting agencies, members of the public and stakeholders will be given the opportunity to provide written comments and request information with respect to the Applications.

Once deemed complete, Town staff will circulate the Applications for comment to commenting agencies and will provide a notice of complete application in accordance with the *Planning Act*. It is understood that all application materials will be made publicly available by the Town in accordance with the Town's standard procedures. Project contact information, along with Town staff contact information, will also be made available.

A statutory public meeting under the *Planning Act* will be held by the Town, which will provide further opportunity for public input. At this meeting, staff will provide the Committee with a report summarizing all comments and feedback received from the public, agencies and stakeholders. Additionally, members of the public will be provided with an opportunity to make oral comments at this meeting.

Public input received through the community engagement process will be summarized including how the community input has been addressed with any updates or changes to the planning and technical information and in response to staff comments.

The consultation strategy described herein will ensure that members of the public are given an opportunity to review, understand and comment on the proposal.

2.0 Background and Context

The consideration of an existing site's context is important in the planning analysis for a proposed development. Context must be evaluated not only as it relates to the existing physical environment and surrounding area, but also to the specific and immediate contextual setting and urban structure, which includes future land uses and infrastructure.

2.1 Site Description

As shown in **Figure 1**, the Subject Lands are located on the southwest corner of Mountainview Road North and River Drive in Georgetown, Halton Hills. The Subject Lands are approximately 2.85 ha (7.04 acres) in area, are irregular in shape, and have frontage of approximately 241 metres along Mountainview Road and 83 metres along River Drive. The Subject Lands are also adjacent to the commuter rail corridor to the south, with the Georgetown GO Station located to the west of the Subject Lands. The Subject Lands are within the Georgetown GO Major Transit Station Area (MTSA), which is a Strategic Growth Area (SGA), as described later in this report as part of the policy context for the Proposed Development.



Figure 1: Location Map

The Subject Lands are currently occupied by a small warehouse building and a cleared gravel area at the southeast corner, an access road along the southern property boundary connecting the building to the adjacent property to the west, and a wooded area over the remainder. The Subject Lands are currently accessed via Mountainview Road North. Overhead utilities are located along the extent of both street frontages.

The Subject Lands are a brownfield site, and were first used in connection with the adjacent west industrial paper coating mill property circa 1930. The original building at the southeast corner of the Subject Lands was either renovated or replaced circa 1970 and has been used for truck boom repair and installation, manufacturing of light products, a printing and labeling shop, a taxi service where automotive repair may have been conducted, and most recently, for tow trucks and commercial storage and parking. The Subject Lands are currently vacant.

2.2 Surrounding Area Context

Figure 2 and Images 1-7 illustrate the land uses surrounding the Subject Lands. The surrounding uses are described below.



Figure 2: Surrounding Area Context

NORTH: Low- and medium-density residential uses are located directly north of the Subject Lands, on Daniela Court (**Image 2** and **Image 3**) and Rosset Valley Court. Further north is John Street Park.

EAST: An employment use, being a communications and electronics medical equipment manufacturing facility, is located to the east of the Subject Lands, at the southeast corner of Mountainview Road North and River Drive. A medium-density townhouse development is also located to the east of the Subject Lands, at Mountainview Road North and Stewart MacLaren Road, as pictured in **Image 6**. Barber Mill Park is located further east, along River Drive.

SOUTH: The CN Rail line is located immediately south of the Subject Lands, which functions as a freight and GO Transit commuter rail corridor. Low-density residential uses about the rail line, as well as a small employment use along Lamb Street and other commercial uses.

WEST: The lands immediately west of the Subject Lands are currently occupied by light industrial uses, including a self-storage facility (see **Image 7**) and primarily vacant industrial buildings, but are identified as redevelopment sites and designated for high density residential and mixed uses. The Georgetown GO Station is located further west of the Subject Lands, with the Station and parking area located on the south side of the tracks. The Georgetown Layover Yard is located on the north side of the tracks, which is expected to be replaced by the new Heritage Road Layover Yard in 2026/2027.



Image 1: North side of Subject Lands (right side of image), looking east along River Drive to the Intersection of River Drive and Mountainview Road North



Image 2: Rear yards of residential development on Daniela Court, abutting River Drive



Image 3: Residential development located north of the Subject Lands, at River Drive and Daniela Court



Image 4: East side of Subject Lands, looking north along Mountainview Road North



Image 5: Existing driveway and building located on southeastern portion of Subject Lands



Image 6: Residential development located east of the Subject Lands, at Mountainview Road North and Stewart MacLaren Road



Image 7: Redevelopment site immediately west of the Subject Lands

Community Context

The Subject Lands are currently located in proximity to a number of existing community services, parks, and amenities, which are depicted in **Figure 3** and listed in **Table 1**.

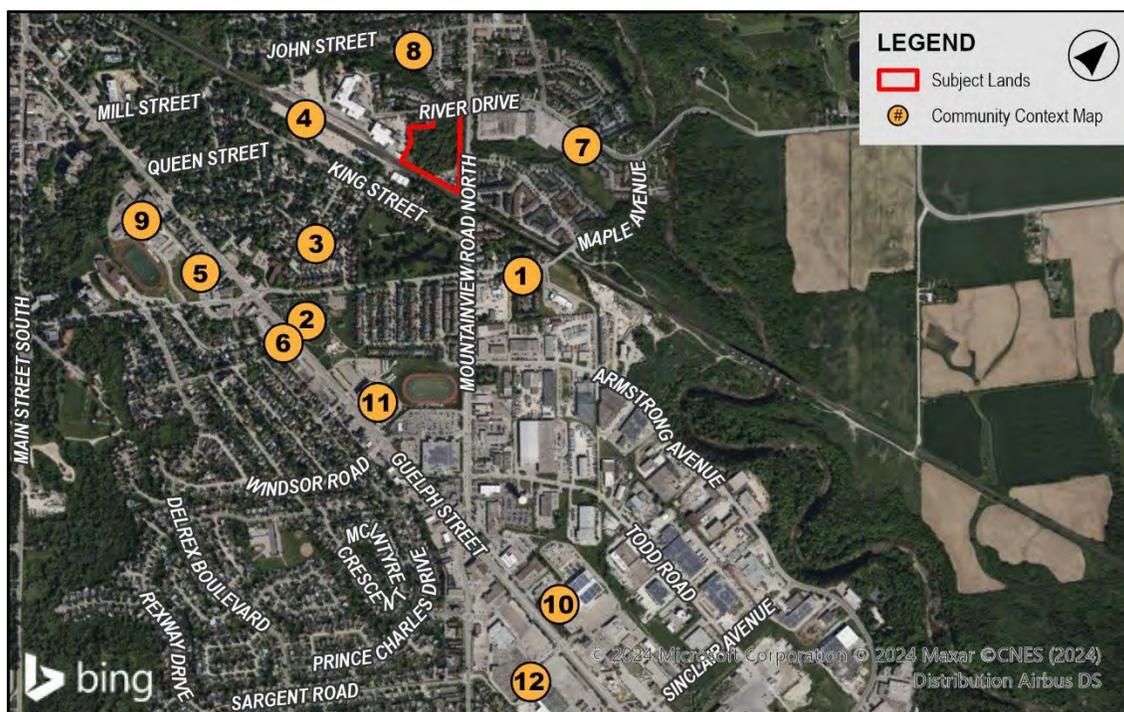


Figure 3: Locations of Proximate Community Services, Parks and Amenities

Table 1: Proximate Community Services, Parks and Amenities

	DESTINATION	DISTANCE (KM)	TRAVEL TIME (MINUTES)		
			WALKING	CYCLING	CAR
1	Regional Child Care Centre	0.45	6	2	1
2	Dominion Gardens Park	0.75	10	2	2
3	Durham Street Park	0.75	10	2	2
4	Georgetown GO Station	0.85	11	2	2
5	Halton Hills Youth Centre	1.1	15	3	2
6	Normandy Medical Clinic	1.1	14	4	2
7	Barber Mill Park	1.2	9	5	2
8	John Street Park	1.5	6	5	3
9	Georgetown District High School	1.5	18	5	3
10	Mold-Masters SportsPlex Arena	1.5	21	6	3

11	Christ the King Catholic Secondary School	1.6	14	4	3
12	Georgetown Market Place	1.7	23	7	4

Area Development Context

As part of the preparation of the planning assessment, a search of the Town’s development application database was undertaken to provide the context of existing and proposed developments within the Georgetown GO Station Area Secondary Plan. These applications are depicted in **Figure 4** and summarized in **Table 2**.

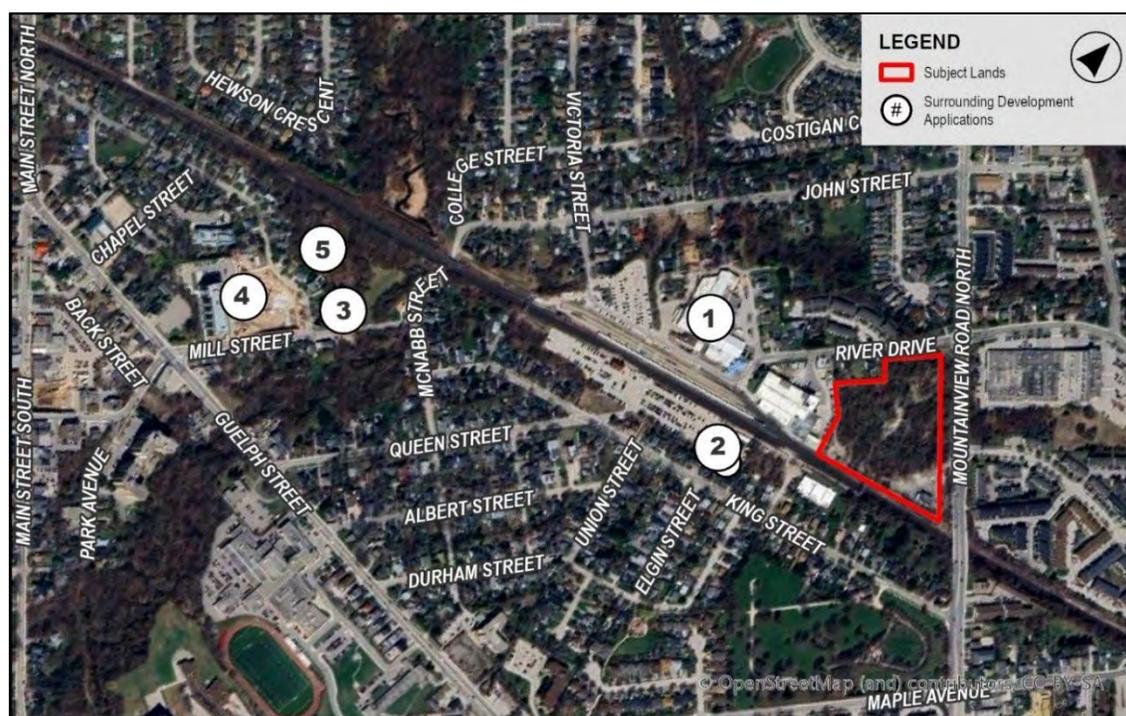


Figure 4: Locations of Active Development Applications

Table 2: Summary of Active Development Applications

	ADDRESS	TYPE	DESCRIPTION	STATUS
1	1 Rosetta Street and 6 & 8 Saint Michaels Street	OPA, ZBA	One 8-storey and two 12-storey residential condominium building with 637 units. OPA and ZBA required to permit increased height and density.	Under Review
2	59, 61 & 63 King Street	OPA, ZBA	Seven 2-storey townhouse units, a 3-storey double duplex building with 4 units, and a single detached dwelling.	Under Review
3	16 & 18 Mill Street	OPA, ZBA	One 6-storey residential building with 52 units.	Under Review

	ADDRESS	TYPE	DESCRIPTION	STATUS
4	26,28,30,34,36,38 & 42 Mill Street and 3 & 11 Dayfoot Drive	OPA, ZBA	Redevelopment of Memorial Arena Lands with two 6-storey residential buildings with a total of 130 residential units, and one 5-storey retirement residence with 144 units.	Building 1 Approved
5	12, 22 & 24 Dayfoot Drive	OPA	One 6-storey residential condominium apartment building with 155 units.	Under Review

Future Area Context

The area surrounding the Subject Lands is planned for significant transformation. This transformation began in 2010 through the adoption of the Georgetown GO Station Area Secondary Plan (the Secondary Plan), which identified and planned for strategic locations for redevelopment and intensification. The Subject Lands, as well as 9 additional properties on the north side of the rail tracks were identified as redevelopment sites. To date, one of these properties (9 Caroline Street) has received approvals for a ZBA and Plan of Condominium for three townhouse units, and three properties (1 Rosetta Street and 6 & 8 Saint Michaels Street) have active OPA and ZBA applications, as described above.

In November 2021, Regional Official Plan Amendment (ROPA) 48 was approved by the Province, which expanded the Georgetown GO Station Area and designated the area as an MTSA. To incorporate the new MTSA boundary and address policy updates at the Provincial and Regional levels, the Town is currently undertaking a review of the Georgetown GO Station Area Secondary Plan (now referred to as the Georgetown GO Station Area/Mill Street Corridor). Additionally, as the Region of Halton (Region) no longer has planning responsibilities, the Town is required to assign minimum density targets for the Georgetown GO MTSA.

The vision for the Georgetown GO MTSA is grounded in the establishment of a walkable, vibrant and complete community. This will be achieved through 1) redeveloping and intensifying strategic locations; 2) providing a range and mix of uses; 3) maintaining and enhancing natural, architectural and cultural heritage; and, 4) improving pedestrian and active transportation connections. Through the Secondary Plan review, the Town has highlighted the demand for new development in the area and the need to revise existing intensification policies for areas identified as strategic areas for growth. The Subject Lands are identified as the location where the highest density in the Secondary Plan Area shall occur.

2.3 Transportation Context

Public Transit

The Subject Lands are currently not served by a local public transit system. However, there are several connections to the GO Transit system in proximity to the Subject Lands, including the Georgetown GO train station located less than 1 kilometre west of the Subject Lands, which provides service between Kitchener and Union Station. A VIA Rail stop is also located at the Georgetown GO Station, which provides connections to the Toronto-London-Sarnia line. Additionally, there are two GO bus stops to the south of the Subject Lands on Mountainview Road North and Maple Avenue, and one larger GO bus station at the Georgetown GO Station. The GO bus stops provide connections to Route 31, which

provides service between the University of Guelph and Union Station, and Route 33, which provides service between the University of Guelph and York Mills. A map of proximate bus and train station stops is included as **Figure 5**.



Figure 5: Public Transit Stops

Road Network

Mountainview Road North is classified as a Minor Arterial in Map 3 of the Halton Regional Official Plan (ROP) (**Figure 6**) and Schedule B1 of the Halton Hills OP (**Figure 7**), with a maximum right-of-way (ROW) width of 35 metres as identified on Schedule B2 of the OP (**Figure 8**).

Mountainview Road North is currently approximately 19.5 metres wide and consists of a four-lane roadway with curbed shoulders, a sidewalk on the east side, and a narrow asphalt sidewalk on the west side. The Halton Region Transportation Master Plan (TMP), 2011 does not identify any planned improvements to Mountainview Road North to 2031.

River Drive, west of Mountainview Road North, is classified as a Local Road in Schedule B1 of the Halton Hills OP (**Figure 7**) with a maximum ROW width of 20 metres as identified on Schedule B2 (**Figure 8**). River Drive is currently 10.25 metres wide and consists of a two-lane roadway with curbed shoulders and a sidewalk on the north side.

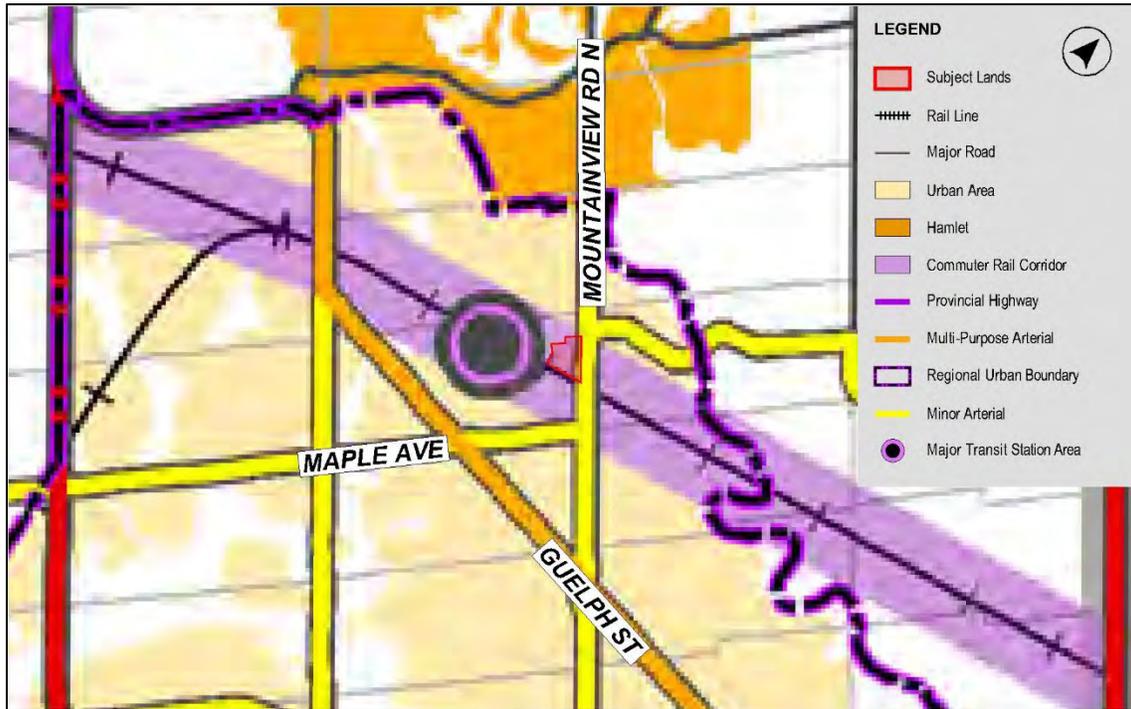


Figure 6: Halton ROP Map 3 - Functional Plan of Major Transportation Facilities

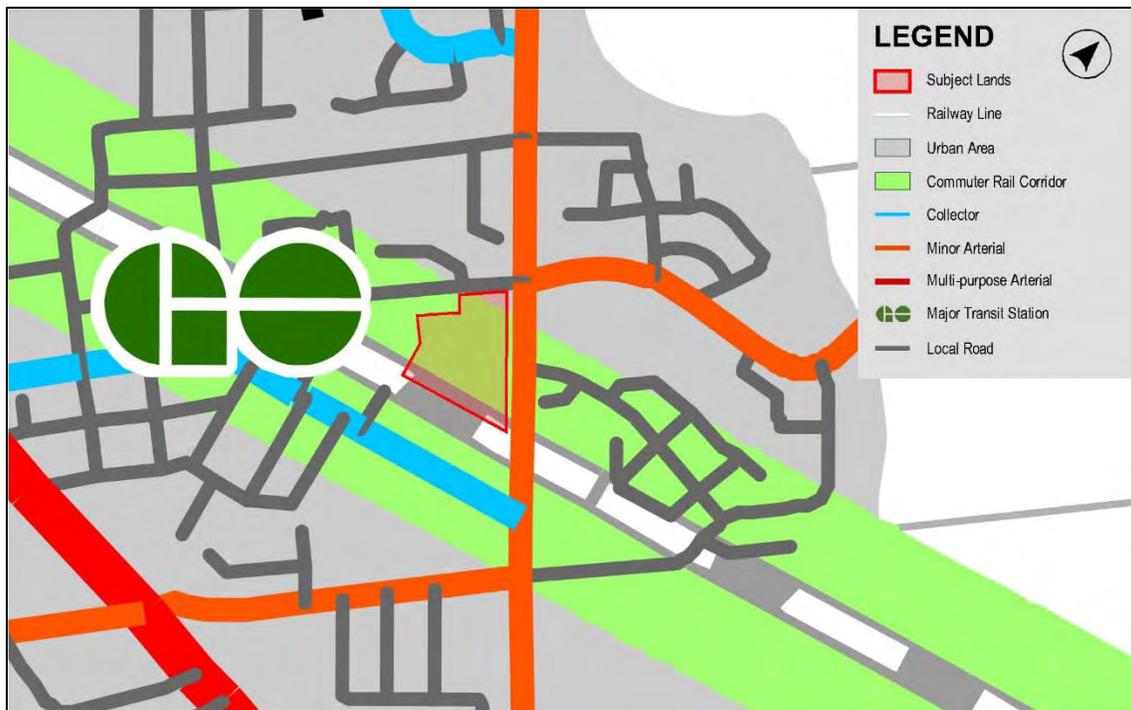


Figure 7: Halton Hills OP Schedule B1 - Functional Plan of Major Transportation Facilities



Figure 8: Halton Hills OP Schedule B2 - Right-of-Way Classifications

Cycling and Active Transportation

Cycling infrastructure in proximity to the Subject Lands is currently limited. The current Halton Hills Active Transportation Master Plan (ATMP), 2020 identifies a Proposed Buffered Bike Lane along Mountainview Road North (Map 2a), which is proposed over the long-term (10+ years) (Map 3a). A Proposed Signed Bike Route with Sharrows is located on River Drive (Map 2a), which is proposed over the short-term (0-5 years) (Map 3a). A Proposed Off-Road Facility crosses the CN Rail tracks to the east of the Subject Lands (Map 2a), which is further identified as a Type 1 (Primary) Trail (Map 2c) and is proposed over the short-term (0-5 years) (Map 3b). These active transportation elements are identified in **Figure 9** below.

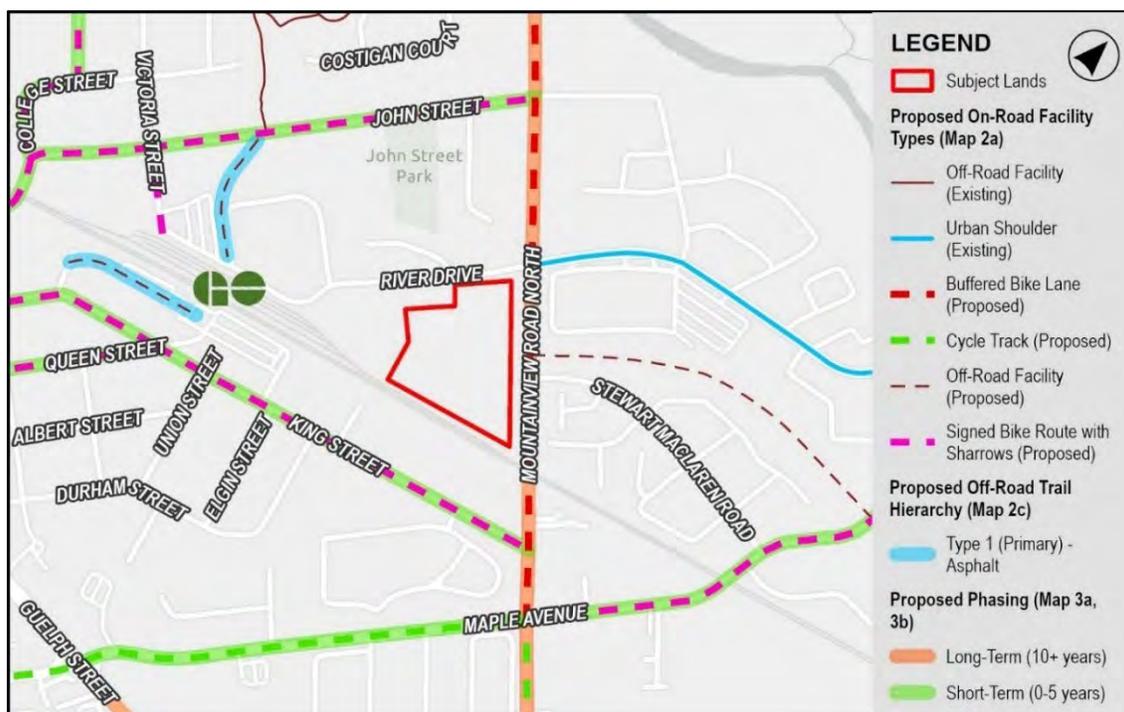


Figure 9: Halton Hills ATMP Cycling and Trail System

Mountainview Road North contains a sidewalk on the east side, and a narrow asphalt sidewalk on the west side. Per Map 4 of the Halton Region ATMP, 2015, Mountainview Road North, north of Guelph Street, is identified as a Proposed Route that is Regionally Significant within the Regional Walking Network. River Drive contains a sidewalk on the north side. There are currently no sidewalks on River Drive in proximity to the Subject Lands.

2.4 Housing Context

There is a significant need for increased housing supply to meet housing needs as identified in the Region's State of Housing Report and as reflected in the Town's recent housing pledge.

State of Housing Report (2023)

The Region issues a State of Housing Report annually which identifies its current housing needs. In the 2023 State of Housing Report, Halton Hills had a total of 247 housing completions and 166 new housing in development (starts and under construction). Of housing completions, approximately 31% were apartments, 37% were townhomes, and 32% were single detached units. In 2023, the number of housing completions in Halton Hills accounted for about 7% of the Region's total housing completions (3,743).

The Region has an established target of at least 65% of housing units produced annually be in the form of higher-density housing forms (i.e. townhouses or multi-storey buildings).

Housing Pledge

In response to the housing target of 9,500 units by 2031 assigned by the Province in August 2023, Town Council approved the Town's Housing Pledge on October 10, 2023. The Housing Pledge represents the Town's commitment to meeting the Province's housing target and outlines the tools and strategies they intend to use to achieve this target. Of note, the Housing Pledge highlights the potential for units to be delivered in the Georgetown GO Station Area by 2031, and the need to prioritize infrastructure by other levels of government to facilitate growth in key intensification areas, such as MTSAs, including by transforming the Kitchener Line into a two-way, all-day rapid transit line.

2.5 Policy Context

The following section provides an initial summary of the policy context for the Proposed Development. Summaries of the applicable legislation, policies and provisions, as well as key conclusions from the planning analysis are provided in **Section 4.0** of this report, and a detailed planning analysis of the policy framework is provided in **Appendix E**.



Planning Act

The *Planning Act* is the primary legislation governing land use planning in the Province of Ontario. The *Planning Act* provides the basis for consideration of Provincial interests in managing land and natural resources, preparing official plans and planning policies, establishing planning processes and requirements for land development (Draft Plans), and regulating land uses through zoning by-laws. Several other provincial policies are created from the authority of the *Planning Act*, including the *Provincial Planning Statement, 2024*.

Provincial Planning Statement, 2024

The *Provincial Planning Statement, 2024* (the "PPS") is issued under Section 3 of the *Planning Act* and came into force on October 20, 2024. The PPS replaced the *Provincial Policy Statement, 2020* and *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019* to form a consolidated statement of the Provincial government's policies on land use planning. The PPS focuses on providing municipalities with the tools and flexibility needed to build more homes by enabling municipalities to plan for and support development, align development with infrastructure, foster the long-term viability of rural areas, and protect agricultural lands, the environment and public health and safety.

As a policy statement under Section 3 of the *Planning Act*, land use planning decisions, including those made on applications for OPAs, ZBAs and POS must be consistent with the PPS. **Section 4.2** of this report provides an assessment as to how the Proposed Development is consistent with and implements the policies of the PPS.

Halton Regional Official Plan

The ROP served as Halton Region's guiding document for land use planning and was intended to manage growth across the Region's four municipalities. It contains the goals, objectives, and policies that manage growth and direct physical change and its effects on the social, economic and natural environment of the Region.

ROPA 49 was adopted by Regional Council on June 15, 2022 as part of the Region's Municipal Comprehensive Review (MCR). ROPA 49 was approved by the Province with modifications on November 4, 2022, and was subsequently amended by Bill 150, the *Planning Statute Law Amendment Act, 2023* and Bill 162, the *Get it Done Act, 2024*.

Per Bill 185, the *Cutting Red Tape to Build More Homes Act, 2024*, the ROP is now required to be addressed by the Town as the Region no longer maintains planning approval authority effective July 1, 2024.

Section 4.3 of this report provides a summary as to how the proposed redevelopment and accompanying OPA, ZBA and POS are in conformity with the policies of the ROP.

Halton Hills Official Plan

The Town's OP was adopted by Council in March 2008, with the most recent consolidation dated December 31, 2020. It sets out Council's direction towards the Town's long-term growth and development and is intended to serve as the basis for managing change to 2031.

It is noted that the Town will be commencing the statutory review of its OP to implement a number of legislative changes and ROPAs, including ROPA 48 and ROPA 49 (as amended by Bill 150 and 162). Additionally, as the Region no longer has planning responsibilities as of July 1, 2024, the Town is required to complete its work to ensure conformity to Provincial plans.

Section 4.4 of this report provides a summary as to how the Proposed Development and accompanying OPA, ZBA and POS are in conformity with the policies of the Town's OP.

Georgetown GO Station Area Secondary Plan

The Georgetown GO Station Area Secondary Plan was adopted by Town Council in May 2010 through OPA 7 and was approved by the Region in August 2011. The Secondary Plan reflects the Town's implementation of the Sustainable Halton Plan, builds on the policy framework of the Town's OP and implements the results of the Georgetown GO Station Area Land Use Study. The Secondary Plan provides an additional layer of detail regarding policy direction for the Secondary Plan area.

The Town is currently undertaking a review of the Secondary Plan to reflect the new Secondary Plan boundary for the MTSA as established by ROPA 48, which added 52 hectares of land to the east and south of the existing Plan area. At the time of writing this report, this review was still underway with a

preferred land use plan approved in principle by Council, however the proposed density target is less than the minimum set out by the Province in the PPS and is therefore not consistent with the PPS.

The draft OPA has been prepared for the Subject Lands to facilitate the Proposed Development within the MTSA and is included as **Appendix B** to this report. **Section 4.5** of this report summarizes how the Proposed Development and accompanying OPA, ZBA and POS conform to the current Secondary Plan policies, save and except height and density, which are the subject of the OPA, and how the proposed height and density meet the Regional and Provincial requirements and policies

Town of Halton Hills Zoning By-law 2010-0050

The Town of Halton Hills By-law 2010-0050 was passed by Town Council on July 19, 2010. It is the Comprehensive Zoning By-law that regulates the use of land and the erection of buildings and structures throughout the Town.

A ZBA is proposed to re-zone the Subject Lands to a site-specific Mixed-Use One-xx (MU1-xx) Zone to bring the zoning into conformity with the proposed OPA and MTSA policies and to permit the proposed building heights, location of uses, parking rates, and front, rear and side yards. A draft ZBA has been prepared to facilitate this development proposal and is included as **Appendix C** to this report. **Section 4.6** of this report provides a summary of the proposed ZBA in relation to the provisions of Zoning By-law 2010-0050.

3.0 Description of the Proposal

3.1 Development Proposal

The OPA, ZBA and POS applications will facilitate the Proposed Development of a three block, multi-tower mixed-use development with towers ranging in height from 17 to 22 storeys. The proposed OPA adds a Special Policy Area within the Georgetown GO Station Area Secondary Plan, and the proposed ZBA rezones the Subject Lands from Development (D) to a site-specific Mixed-Use One-xx (MU1-xx) Zone. The POS creates three development blocks and a local public road.

The intent of the Proposed Development is to provide for the comprehensive redevelopment of a brownfield site on a large 2.85 hectares site, in an area well-suited for intensification due to its location in proximity to the Georgetown GO Transit Station and within the Georgetown GO MTSA. The Proposed Development is the result of careful planning and design undertaken by the project team, in collaboration with technical experts and input from Town staff. In preparing the Applications, the Provincial policy framework for managing and directing growth, the Regional and Town policy context, and the physical context of the Subject Lands were taken into consideration.

The development proposal includes three multi-tower mixed-use and residential buildings with towers ranging in height from 17 to 22 storeys and podium heights of 4 storeys with a mezzanine, plus 2 additional transition storeys. A total of 1,481 residential units are proposed, with unit types ranging from studio to three-bedroom units. Retail space, totalling 525 square metres, is proposed at the corner of River Drive and Mountainview Road North. Outdoor and indoor amenity areas are featured throughout the site, totalling 5,924 square metres (4 square metres per unit), inclusive of outdoor terraces, private balconies, indoor amenity areas and a 2,721 square-metre privately-owned, publicly accessible space (POPS).

A total of 1,481 parking spaces are provided underground and in the building podiums, at a rate of 1.0 spaces per residential unit – 0.9 residential spaces per unit and 0.1 shared visitor and retail parking per unit. Both long-term and short-term bicycle parking are provided throughout the site, with 1,037 indoor long-term spaces and 34 outdoor short-term spaces for visitors and the retail space. The remainder of this section provides a summary of different components of the Proposed Development, including land uses, site design and development statistics, building massing and transition, transportation and site circulation, and servicing.

The conceptual site plan, elevations and aerial perspectives for the site, prepared by Arcadis are included as **Figure 10** to **Figure 14** below.

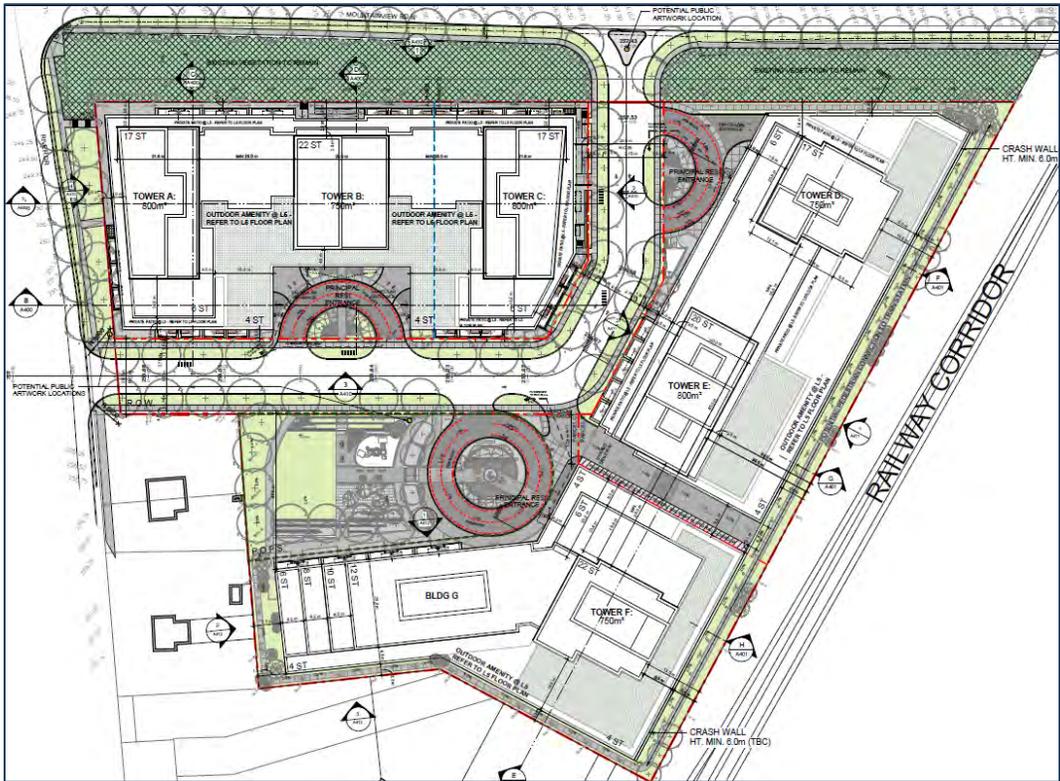


Figure 10: Site Plan



Figure 11: Building A Elevations



Figure 12: Building B and C Elevations

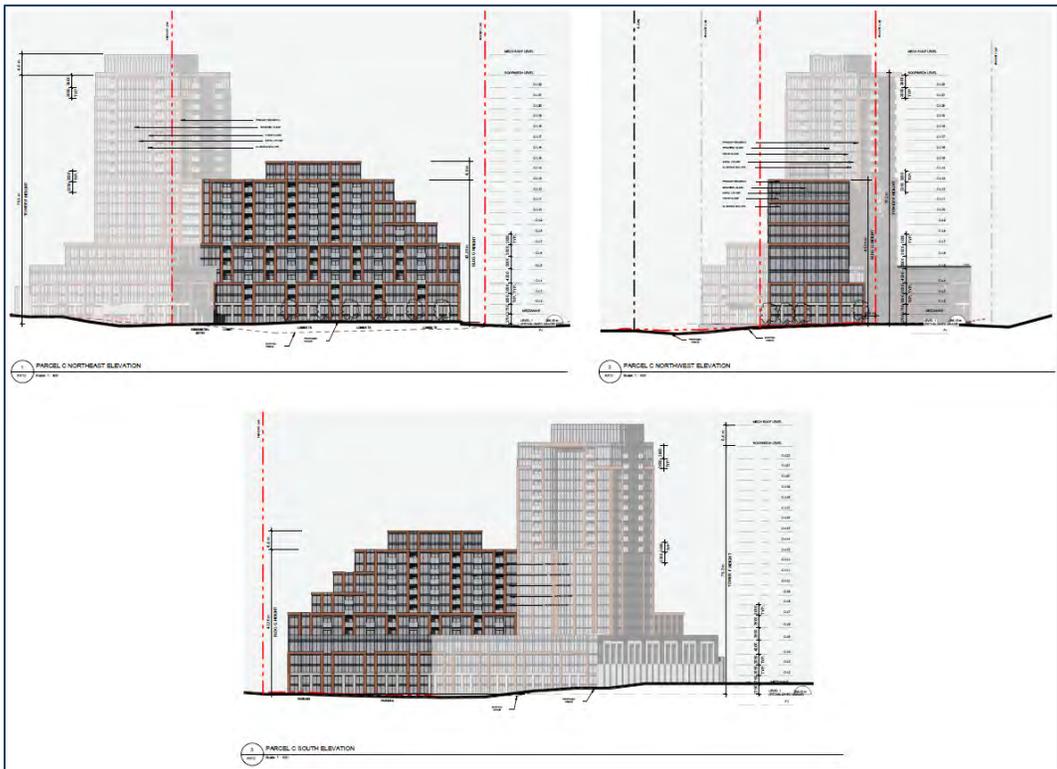


Figure 13: Building C Elevations



Figure 14: Aerial Perspectives

A summary of the Proposed Development statistics is provided in **Table 3** below, with key components described throughout the remainder of this section.

Table 3: Summary of Proposed Development Statistics

CHARACTERISTIC		BUILDING A	BUILDING B	BUILDING C	TOTAL
Site Area		7,820 m ²	7,865 m ²	8,880 m ²	28,467 m ²
Building Footprint (Ground Floor Area)		6,068 m ² (78%)	5,415 m ² (69%)	4,788 m ² (54%)	16,271.4 m ² (57%)
Maximum Building Height		22 storeys (74.75 m)	20 storeys (69.25 m)	22 storeys (75.3 m)	22 storeys (75.3 m)
GFA	Residential	59,094 m ²	34,750 m ²	35,370 m ²	129,214 m ²
	Non-Residential	525 m ²	0 m ²	0 m ²	525 m ²
	TOTAL	59,619 m ²	34,750 m ²	35,370 m ²	129,739 m ²
FSI		7.62	4.42	3.98	4.56
Landscaped Open Space		1,480 m ² (19%)	1,749 m ² (22%)	3,410 m ² (38%)	6,639.6 m ² (23%)
Amenity Area	Indoor (2 m²/unit)	1,340 m ²	826 m ²	796 m ²	2,962 m ²
	Outdoor (2 m²/unit)	1,340 m ²	826 m ²	796 m ²	2,962 m ²

	TOTAL (4 m ² /unit)	2,680 m ²	1,652 m ²	1,592 m ²	5,924 m ²
Residential Units		670	413	398	1,481
Parking Spaces	Resident (0.9/unit)	603	372	358	1,333
	Visitor/ Retail (0.1/unit)	67	41	40	148
	TOTAL (1.0/unit)	670	413	398	1,481
Bicycle Parking Spaces	Long-Term	469	289	279	1037
	Short-Term	12	12	10	34
	TOTAL	481	301	289	1,071

The Proposed Development includes one mixed-use building, two residential apartment buildings, a POPS and a new public ROW. In total, 129,214 square metres of residential GFA is provided and 525 square metres of non-residential GFA is provided, which is summarized per building below. The POPS occupies 2,721 square metres of the Subject Lands, and is located between Building C and the new ROW and abuts the rear yards of 15-17 River Drive. The public ROW connects River Drive and Mountainview Road North, is 20-metres wide and occupies 3,900 square metres of the Subject Lands.

Building A is a mixed-use building located on Block 1 of the POS. It consists of three towers (17, 22 and 17 storeys) on a shared podium of 4 storeys with a mezzanine, plus 2 additional transition storeys, providing a GFA of 59,619 square metres. The residential component of the building comprises 59,094 square metres of GFA, with a total of 670 residential units proposed. The retail component of Building A is located at the corner of River Drive and Mountainview Road North and comprises 525 square metres of GFA, with a ground-floor level and a mezzanine.

Building B is a residential building located on Block 2 of the POS. It consists of two towers (17 and 20 storeys) on a shared podium of 4 storeys with a mezzanine, plus 2 additional transition storeys, providing a GFA of 34,750 square metres with a total of 413 units.

Building C is a residential building located on Block 3 of the POS. It consists of one tower (22 storeys) and one mid-rise building (12 storeys) on a shared podium of 4 storeys with a mezzanine, plus 2 additional transition storeys, providing a GFA of 35,370 square metres with a total of 398 units.

A total of 1,481 residential units are proposed, currently consisting of 3.6% studio units, 49.8% one-bedroom units, 42.5% two-bedroom units and 4.2% three-bedroom units. A breakdown of the unit distribution per building as currently designed is demonstrated in **Table 4**. Building tenure has yet to be determined.

Table 4: Unit Breakdown

UNIT TYPE	Building A		Building B		Building C		DEVELOPMENT TOTAL	
	#	%	#	%	#	%	#	%
Studio	22	3.3%	11	2.7%	20	5%	53	3.6%
1 Bedroom	325	48.5%	259	62.7%	153	38.4%	737	49.8%
2 Bedroom	307	45.8%	123	29.8%	199	50%	629	42.5%
3 Bedroom	16	2.4%	20	4.8%	26	6.5%	62	4.2%
TOTAL	670		413		398		1,481	

Site Design and Site Statistics

The proposed buildings have been strategically located on the Subject Lands, and the overall development have been designed to provide for transit-oriented densities, foster complete communities, improve connectivity, and ensure the efficient use of land that is appropriate for the current and future area context.

As set out in **Table 3** above, the proposed buildings have a total footprint of 16,271.4 square metres, and the site has an FSI of 4.56. A total of 6,639.6 square metres of landscaped open space (23%) is provided throughout the site, which includes the 2,721 square-metre POPS and the landscaped areas around the buildings. A total of 5,924 square metres of amenity area is included (4 square metres per unit), including 2,962 square metres of indoor amenity and 2,962 square metres of outdoor amenity.

The 2,721 square-metre POPS is located along Street A, just off River Drive, and provides further connection between the Subject Lands and the surrounding area, providing a park space for use by future residents of the Proposed Development and the community at large.

Building Design, Massing and Transition

The building and towers have been strategically designed to provide appropriate transition to the surrounding residential areas and to maintain land use compatibility with the communications and electronics medical equipment manufacturing facility, located on the east side of Mountainview Road North, as well as the rail line and layover yard. The proposed towers have been designed to incorporate suitable setbacks, step backs and separation distances as well as other design features to maintain land use compatibility.

Building A includes a 4-storey podium with a mezzanine, plus 2 additional transition storeys to the superstructure to provide for a compatible interface with the predominant 2-storey residential built form on the north side of River Drive. Above the podium of Building A are three towers. The towers are stepped back further on the podium and are offset to be closer to Mountainview Road North. The tower heights are designed to provide two shorter towers (Towers A and C), reaching heights of 17 storeys, which flank the tallest tower (Tower B), which reaches a height of 22 storeys. A separation of 25 metres is provided between each of the towers. Along the Mountainview Road North frontage, Building A is set back 3 metres from the property line, with a vegetation strip within the municipal ROW providing an increased buffer between the building and the street. Along River Drive, Building A is set back 2 metres

from the property line of River Drive, and the proposed landscaping along the ROW will provide a buffer between the building and the street.

Building B also includes a 4-storey podium with a mezzanine, plus 2 additional transition storeys to the superstructure, with two towers located above the podium. Tower D is located closer to Mountainview Road North and reaches a height of 17 storeys, and Tower E is located on the interior of the site and reaches a height of 20 storeys. A separation of 25 metres is provided between Towers D and E. The towers are also designed to provide appropriate setbacks to the rail corridor, and to maintain a minimum separation of 30 metres between the dwelling units and the railway ROW. The podium also includes a crash wall along the portion of the building that faces the rail corridor. Along Mountainview Road North, Building B is set back 3 metres from the property line, with the existing strip of vegetation within the municipal ROW providing an increased buffer.

Building C includes a 4-storey podium with a mezzanine, plus 2 additional transition storeys to the superstructure, with a 12-storey mid-rise building (Building G) and one tower (Tower F) that reaches a height of 22 storeys. The mid-rise building is stepped back an additional 6.2 metres at top of the 6th, 8th and 10th storeys to provide for an appropriate transition to the neighbouring houses on River Drive. Tower F has been strategically situated to maintain a separation of 25 metres from Tower E while maintaining a minimum 30-metre separation between the dwelling units and the railway ROW. The podium of Building C also includes a crash wall along the portion of the building that faces the rail corridor.

Transportation and Site Circulation

The Proposed Development has been designed to improve connectivity in and around the Subject Lands, thereby improving mobility for all forms of transportation, including vehicular and active transportation modes. The Proposed Development is also designed to be transit-supportive in its design to encourage public transit use by providing accessible and walkable connections to transit.

The Proposed Development includes a new local road with a 20-metre ROW that connects Mountainview Road North and River Drive, providing direct access to the proposed buildings.

A total of 1,481 vehicle parking spaces are proposed. The parking areas are concealed in levels of underground parking and in the building podiums, improving the overall efficiency of the site by eliminating the need for surface parking. In Building A, 670 parking spaces are provided in three level of underground parking and levels 2-4 of the podium. In Building B, 413 parking spaces are provided in one level of underground parking and levels 1-4 of the podium. In Building C, 398 parking spaces are provided in one level of underground parking and levels 1-4 of the podium. A total of 6 loading spaces have also been incorporated into the parking areas. A parking rate of 1.0 spaces per residential unit is provided – 0.9 spaces per unit for residential parking and 0.1 spaces per unit for visitor and retail parking. As outlined in the Traffic Impact and Parking Study, the proposed parking rate is in alignment with the Transportation Tomorrow Survey data, which shows that approximately 18% of apartment households in Georgetown do not own a vehicle. The proposed shared commercial visitor and residential visitor spaces is consistent with the idea that the ground floor commercial uses proposed as part of a mixed-use site in dense urban environments will in time be primarily considered ancillary to the local areas as population increases.

Pedestrian mobility in and around the site will also be improved through the provision of sidewalks along Street A and new sidewalks along the River Drive and Mountainview Road North ROWs. An internal

network of sidewalks and pathways is also provided around each of the buildings and to the POPS, including a potential pedestrian connection to the GO Station between Buildings B and C and the rail corridor.

The proposal supports active transportation in and transit use in the area by providing a total of 1,071 bicycle parking spaces – 1,037 long-term spaces for residents and 34 short-term spaces for visitors and retail patrons. The long-term bicycle parking spaces are provided at the level 1 and mezzanine levels, and short-term spaces are provided at-grade. Transportation demand management (TDM) measures are also proposed to encourage residents to explore various modes of transportation to reduce their dependency on single occupancy vehicle trips.

Servicing

The proposed municipal servicing strategy for the proposed redevelopment satisfies the Town and the Region's servicing criteria as set out in the Functional Servicing and Stormwater Management Report. The Proposed Development will be provided on full municipal services. Sanitary servicing is proposed by a new 250 mm diameter sewer within the proposed ROW. Wastewater generated from the Proposed Development will be conveyed to the John Street wastewater pumping station via existing 300 mm sanitary sewers on River Drive and Mountainview Road North. Water servicing is proposed by a new 250 mm diameter watermain within the proposed ROW, which will connect at both ends to existing 250 mm watermains on River Drive and Mountainview Road North. The proposed storm drainage concept is designed to maintain flows and contributing drainage areas to the existing outlet, in accordance with quality and quantity control targets.

3.2 Description of Applications

Proposed Official Plan Amendment

The proposed OPA seeks to add a Special Policy Area within the Georgetown GO Station Area Secondary Plan to add a site-specific exception to permit to permit a maximum FSI of 4.56 for the whole site, and maximum height of 22 storeys.

A draft OPA has been prepared to facilitate the proposed redevelopment and is included as **Appendix B** to this report.

Proposed Zoning By-law Amendment

The proposed ZBA seeks to re-zone the Subject Lands from *Development (D)* to a site-specific *Mixed-Use One-xx (MU1-xx)* Zone to implement the OP designation and to permit the proposed building heights, location of uses, parking rates, and front, rear and side yards.

A draft ZBA has been prepared to facilitate the proposed redevelopment and is included as **Appendix C** to this report.

Draft Plan of Subdivision

The proposed POS, dated November 5, 2024, is shown in **Figure 15** and included as **Appendix D** to this report.

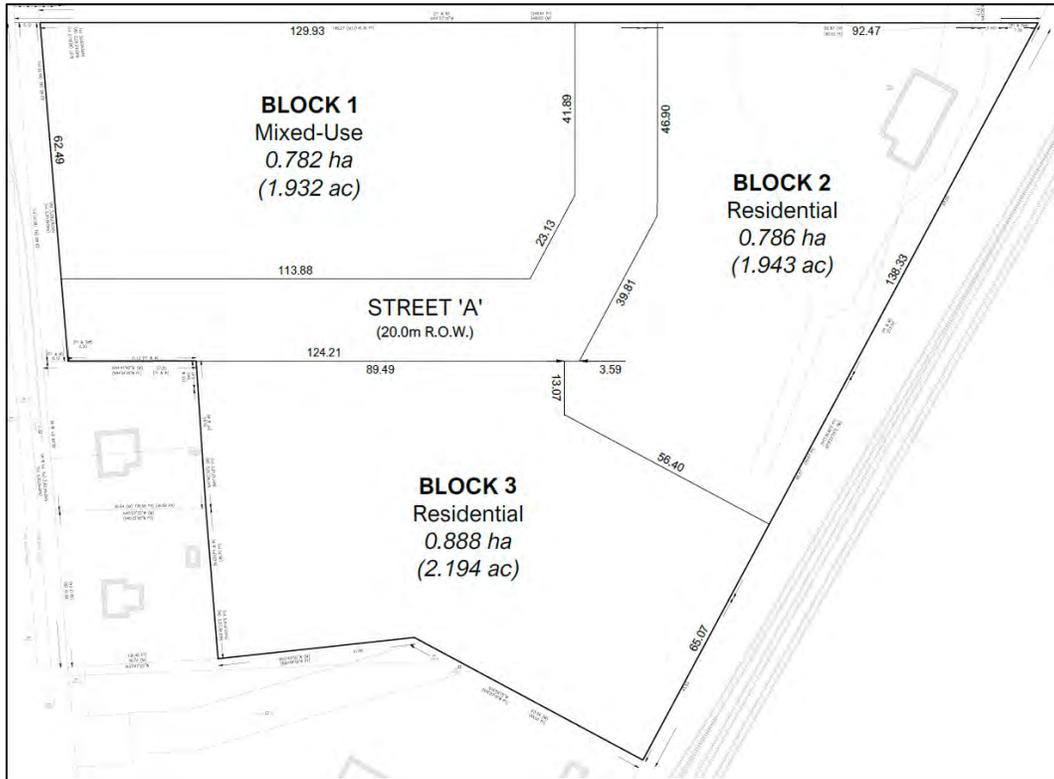


Figure 15: Proposed POS

The proposed POS is intended to facilitate the comprehensive development of the Subject Lands into that consists of three development blocks and one block for a new public road. The land use schedule is provided below in **Table 5**.

Table 5: POS Land Use Schedule

LAND USE	BLOCK	AREA		
		Hectares	Acres	%
Mixed-Use	1	0.782	1.932	27.5%
Residential	2	0.786	1.943	27.6%
Residential	3	0.888	2.194	31.2%
Street A	R.O.W.	0.390	0.964	13.7%
TOTAL		2.847	7.034	100%

3.3 Summary of Technical Reports

In order to ensure the Proposed Development fully addresses all policy and technical requirements of the Town and Region, a number of required supporting studies have been completed. Each of these studies are summarized in this section of the report. Many of these studies also identify how the proposed redevelopment and Applications advance Provincial and local policies.

Urban Design Brief

An Urban Design Brief was prepared by Arcadis, which provides additional details about the design elements of the Proposed Development, the opportunities and constraints provided by the Subject Lands, and describes how the applicable urban design policies and guidelines have been incorporated into the Proposed Development. The Urban Design Brief describes how the Proposed Development implements the design policies and guidelines as they relate to the public and private realm; streetscape design, roads and circulation; site design; building design, siting, setbacks, height and massing; landscaping; parking, services and utilities; heritage; public amenities; and noise and vibration impact. The Urban Design Brief also provides a summary of the driving design principles of the Proposed Development, focusing on incorporating sustainable measures such as transit-supportive densities, reduced parking rates, short- and long-term bicycle storage, improved pedestrian features, landscape features and efficient lighting.

Massing/View Impact Assessment

The Urban Design Brief also includes a Massing/View Impact Assessment to estimate and compare, in perspective view, the visual effect of the existing, as-of-right and Proposed Development from the viewpoints of Maple Avenue and Mountainview Road North, Guelph Street and Mountainview Road North, Maple Avenue and Guelph Street, Mountainview Road North and River Drive to the south and west, King Street and Mountainview Road North, John Street and Mountainview Road North, and Main Street and Confederation Street. Based on the simulated imagery, it is concluded that the Proposed Development does not negatively affect the view corridor significantly above the impact of the as-of-right building.

Shadow Impact Study

A Shadow Impact Study was prepared by Arcadis, which compares the current shadows generated by the small warehouse building currently on the Subject Lands, to the as-of-right shadows, to the shadows generated by the Proposed Development on key areas of interest, including surrounding residential areas, the employment area, and the POPS. The Shadow Impact Study concludes that the proposed shadows are not significantly greater than those permitted as-of-right, with the biggest difference being in December. Overall, the impacts on neighbouring streets and shadow-sensitive properties are minimal, with most properties never being impacted for more than two hours at a time.

Heritage Impact Assessment

A Heritage Impact Assessment (HIA) was prepared by LHC Heritage Planning & Archaeology Inc. (LHC) to assess potential impacts of the Proposed Development on the cultural heritage value or interest of adjacent heritage properties – specifically, the listed property at 2 Rosetta Street, known as the Georgetown Coated Paper Mill / Alliance Paper Mills / Domtar Paper Mills which is listed on the Town's Heritage Registrar as a non-designated property.

The HIA includes a legislation and policy review, historical research, and an assessment of impacts. Through the assessment of the Subject Lands and the Proposed Development, it was determined that the Subject Lands do not meet any criteria of *O. Reg. 9/06*. In the evaluation of the potential direct or indirect impacts of the Proposed Development to 2 Rosetta Street, , no direct impacts were identified. impacts were identified for 2 Rosetta Road as a result of construction.

As outlined in the HIA, the scale of the podiums and step backs help mitigate the difference between the scale and massing, and that proposed materials are to be compatible with 2 Rosetta Street, which could include brick, stone, corrugated metal sheeting and other metal products, and glass.

Functional Servicing & Stormwater Management Report

A Functional Servicing and Stormwater Management (SWM) Report was prepared by Urbantech Consulting (Urbantech) to provide functional servicing design and a stormwater management plan in support of the Proposed Development. The Report summarizes the site's existing soil and groundwater conditions and grading, current available infrastructure, and describes the proposed servicing. The proposed storm drainage concept is designed to maintain flows and contributing drainage areas to the existing outlet, in accordance with quality and quantity control targets. Stormwater quantity control storage for the development blocks will be provided by storage tanks located in the underground parking structures, whereas storage for the road ROW and POPS will be provided by superpipe, integrated with the proposed storm servicing plan. Runoff from the road ROW catchments is proposed to be captured by the proposed catchbasins to the storm sewer system, where the superpipe will provide the required storage attenuation. Enhanced Level 1 quality control will be provided by a treatment train approach combining treatment via oil/grit separator units and low-impact development (LID) measures. Retention will be achieved by a combination of LID measures.

Sanitary servicing is proposed by a new 250 mm diameter sewer within the proposed ROW. Wastewater generated from the Proposed Development will be conveyed to the John Street wastewater pumping station via existing 300 mm sanitary sewers on River Drive and Mountainview Road North. Sanitary hydraulic modelling shows that capacity is available in the existing system and at the downstream pump station and wastewater treatment facility to accommodate the Proposed Development.

Water servicing is proposed by a new 250 mm diameter watermain within the proposed ROW, which will connect at both ends to existing 250 mm watermains on River Drive and Mountainview Road North. Water modelling shows that adequate flow and pressure can be delivered to the Proposed Development under both domestic use and fire flow connections. Water treatment capacity and municipal groundwater supply will be available for new growth areas once the Region's lake-based service transfer is complete.

Erosion and sediment controls will be implemented during construction in accordance with Town and Conservation Authority guidelines.

Environmental Noise and Vibration Assessment

An Environmental Noise and Vibration Assessment was prepared by SLR Consulting (Canada) Ltd. (SLR) to examine the potential for impacts from the surrounding environment on the Proposed Development and impacts of the Proposed Development on the environment and on itself.

Regarding transportation noise generated by roadways and railway noise, the Proposed Development will require upgraded exterior wall construction and glazing. Due to high window Sound Transmission Class (STC) requirements, design considerations are provided for suite layouts and elevations. Central air conditioning and a Ministry of the Environment, Conservation and Parks (MECP) Type D warning clause are recommended for all residential units, as well as warning clauses for CN and Metrolinx. The Assessment recommends acoustic barriers for south-facing rooftop terraces.

Rail vibration levels were measured on the Subject Lands, in the approximate area of the nearest sensitive building footprint locations, and at a location closer to the rail ROW. The maximum vibration

levels were found to meet the CN and Metrolinx criteria, and, as such, no mitigation is anticipated to be required.

Stationary noise sources with the potential to impact the Proposed Development include the Communications & Power Industries Canada Inc. communications and electronics medical equipment manufacturing facility, and the Georgetown Layover Yard. Predicted sound levels were found to meet applicable stationary source sound level limits, and mitigation measures are not predicted to be required, however, due to the proximity of the Proposed Development to the facility and Layover Yard, an MECP Type E warning clauses have been recommended for all residential units.

Overall, the Assessment concludes that noise and vibration from the environment on the Proposed Development can be adequately controlled through mitigation measures, ventilation requirements and warning clauses, and that impacts of the Proposed Development on the surrounding area and itself are anticipated to be adequately controlled through design.

Traffic Impact and Parking Study

A Traffic Impact and Parking Study was prepared by GHD Limited (GHD) to establish baseline traffic conditions for the study area and determine future background operating conditions; estimate the site trips generated by the Proposed Development and distribute the traffic to the adjacent road network; determine future operating traffic conditions during the weekday peak periods; review the proposed site access and internal site circulation; and recommend transportation demand management (TDM) measures to reduce single occupancy vehicle trips to the site.

The Proposed Development is expected to generate a total of 364 two-way trips during the a.m. peak hour and 444 new two-way vehicle trips during the p.m. peak hour. Under the 2042 future background traffic conditions, following the lane arrangement changes on Mountainview Road North and River Drive (identified in the Rosetta Transportation Study), the intersection will continue to operate with acceptable v/c ratios, delays and queuing, and no further improvements are recommended. The intersection of John Street and Mountainview Road North currently operates satisfactorily, but with the addition of corridor growth and background traffic under future conditions, contains a critical movement during both the a.m. and p.m. peak hours. As there is no site traffic assigned to this intersection, no improvements have been recommended to accommodate the Proposed Development. All other movements continue to operate with acceptable v/c ratios, delays and queuing.

The proposed reduced parking rate is supported through several Provincial, Regional and City policies, and Transportation Tomorrow Survey data, which shows that approximately 18% of apartment households in Georgetown do not own a vehicle. Additionally, TDM measures are proposed to encourage residents to explore various modes of transportation to reduce their dependency on single occupancy vehicle trips. The proposed shared commercial visitor and residential visitor spaces is consistent with the idea that the ground floor commercial uses proposed as part of a mixed-use site in dense urban environments will in time be primarily considered ancillary to the local areas as population increases.

The proposed location of the new local road intersections with River Drive and Mountainview Road North satisfy the TAC intersection spacing recommendations. The proposed site accesses have been designed to meet OPSD 350 standards. Finally, the Vehicle Swept Path Analysis confirms the Proposed Development's ability to accommodate the required turning movements of a waste collection truck, MSU truck, emergency vehicle and passenger vehicles per TAC design guidelines.

Arborist Report

An Arborist Report was prepared by Jackson Arboriculture Inc. to provide an inventory of the wooded area on the Subject Lands. The Report includes an analysis of the wooded area inventory completed by LGL Limited (LGL), which indicates that about 42% of the trees are larger than 12 cm in diameter, and 74% of the trees are comprised of invasive and diseased tree species. The Report concludes that considering the wooded area is dominated by invasive and diseased tree species, is exhibiting low ecological integrity and is identified for development within the ROP, it poses a low constraint to development.

Evaluation of Woodlot Significance

The Arborist Report also includes a memorandum prepared by LGL, which evaluates whether the woodlot meets the criteria of “significant woodland” in accordance with provincial policies and the ROP. Based on two field investigations performed outside of the growing season, it was determined that the woodlot does not meet the criteria of a “significant woodland” based on size and tree density criteria.

Scoped Environmental Impact Study

A Scoped Environmental Impact Study (EIS) was prepared by GEI Consultants Ltd. (GEI) to assess the potential impacts of the Proposed Development on the Subject Lands on natural heritage features and their associated functions. The EIS finds no provincially or regionally significant natural heritage features were identified on the Subject Lands, one non-significant woodland, and no regulated features. The assessment focuses on the potential impacts associated with the removal of the woodland community to support the Proposed Development. The woodland habitat is described as being comprised of several non-native and invasive species and supportive of common, and the EIS supports best management practices to avoid spreading invasive species, and for trees to be removed outside of the migratory bird breeding period and the bat active period where possible. The EIS also reports that the development may result in some localized loss of wildlife habitat for some of the identified species, however, most of the species recorded are common in urban environments and would be expected to remain in the immediate vicinity following development. No roosting of Species at Risk (SAR) bats was confirmed on the Subject Lands, but some evidence of potential SAR foraging around the Subject Lands was recorded, and it is recommended that the final design incorporates landscaping measures that may promote insect availability for forage for species of SAR bats. Finally, the EIS reports some level of water retention on the Subject Lands following rain events and recommends the preparation of an erosion and sediment control plan prior to construction to ensure sediment-laden stormwater is retained on the Subject Lands.

It is noted that the Scoped EIS was previously submitted to Halton Region in August 2024 and is currently pending approval from the MECP.

Environmental Site Assessment

Phase 1 and Phase 2 Environmental Site Assessments (ESAs) were prepared by BlueFrog Environmental Consulting Inc. (BlueFrog).

Phase 1 ESA

The objective of the Phase 1 ESA was to identify potential site contamination arising from current and/or historical potentially contaminating activities on the Subject Lands and/or at neighbouring properties

(within 250 m) using physical setting sources, property use records and regulatory information. The ESA finds that the Subject Lands were first used in connection with the adjacent west industrial paper coating mill property circa 1930 with an industrial building was developed at the southeast corner of the Subject Lands with an access road connecting the building to the adjacent property. The wooded area of the Subject Lands was used for industrial lagoons circa 1969.

The original industrial building was either renovated or replaced circa 1970 and has been used for truck boom repair and installation, manufacturing of light products, a printing and labeling shop, a taxi service where automotive repair may have been conducted, and most recently by Atlantic Towing Company for tow trucks, commercial storage and parking, since 2014. Related wastes were generated from 1994-1998.

A number of potentially contaminating activities associated with past and present industrial uses on-site that may contribute to site contamination, including paper manufacturing and processing, commercial printing, petroleum storage, automotive maintenance and repair, and fill material and debris. Off-site potentially contaminating activities include the industrial and commercial uses at neighbouring and adjacent properties and related generation of hazardous wastes.

Phase 2 ESA

The objectives of the Phase 2 ESA were to assess the general environmental soil and groundwater conditions at areas of potential environmental concern identified in the Phase 1 ESA, and to assess for the presence of kaolinite at the subsurface. Based on the soil and groundwater analytical results, impacts were identified in both the soil and groundwater, and kaolinite waste was identified throughout the property and determined to be hazardous in one sample.

Soil and groundwater impacts have been identified on the Subject Lands above the MECP generic site condition standards for a variety of metals, petroleum hydrocarbons and volatile organic compounds. In accordance with *O. Reg. 153/04*, as amended, and as required by the Regulation when changing to a more sensitive land use, a MECP-acknowledged Record of Site Condition is required to be completed and submitted to the MECP. Based on initial subsurface environmental assessments, BlueFrog has recommended a risk-based approach. As such, a Risk Assessment, compliant with MECP standards, will be completed for the Subject Lands. The results of the Risk Assessment will require certain risk management measures (RMMs) to be employed to ensure there is no risk to receptors. Example RMMs include soft or hard caps, administrative plans and safety plans, and will be documented in a Certificate of Property Use, which will be filed with the MECP and remain on title for the Subject Lands. In addition, some physical remediation (e.g. excavation of impacted soil and entrained groundwater) may also be employed in certain areas to reduce the need for certain RMMs.

Well Survey and Monitoring Report

A Well Survey and Monitoring Report was prepared by BlueFrog to ensure the Proposed Development does not impact off-site wells. A pre-construction survey was completed and a well search was conducted of all the wells documented by the MECP's Ontario Well database. A total of 61 wells were identified within 500 metres of the Subject Lands, which were identified as monitoring well and test hole, test hole not used, other, and unknown. Those identified as "other" and "unknown" were investigated. The Report concluded that no known drinking water wells could be impacted from the

Proposed Development, and all dwellings in the study area appear to be connected to the municipal water supply.

Stage 1 Archaeological Assessment

A Stage 1 Archaeological Assessment was prepared by Archaeological Services Inc. (ASI) to determine if there are any known archaeological sites on or near the property. The Assessment includes a review of the historical and archaeological context, including the pre-development landscape and modelling archaeological potential. The Assessment indicates that the former presence of a watercourse approximately 150 metres northwest of the Subject Lands indicates that it would typically be considered to hold potential for the presence of Indigenous archaeological resources, and that the Subject Lands' location relative to Mountainview Road North would indicate that it would be considered to have potential for the presence of Euro-Canadian archaeological resources. Despite this however, the Assessment concludes that there is no potential for the survival of any archaeological resources of any type due to the twentieth-century landscape alterations in the form of intensive grading, settling pond construction and decommissioning and subsequent filling, which have obliterated the original topography of the Subject Lands.

The Stage 1 Archaeological Assessment was submitted to the Ministry of Citizenship and Multiculturalism in September 2024.

4.0 Policy Analysis

The current policy framework includes Provincial, Regional and local plans and policies, as well as the current and evolving policies. The relevant planning policies are analyzed below to demonstrate how the Proposed Development and supporting Applications address the goals, objectives and policies within the applicable policy and regulatory framework. The proposed Applications and development are evaluated against policies within the *Planning Act*, PPS, and the ROP and Town OP.

The following sections provide an overview of the applicable legislation and policy as they relate to the proposed redevelopment. A detailed policy assessment of each document is provided in **Appendix E**.

4.1 Planning Act

Section 2 of the *Planning Act* sets out the matters of provincial interest which the Minister, the council of a municipality, a local board, a planning board, and the Tribunal shall have regards to when carrying out their responsibilities under the Act. The following key matters of Provincial interest are of relevance and applicable to the analysis of the Applications and development proposal:

- *The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- *The orderly development of safe and healthy communities;*
- *The adequate provision of a full range of housing, including affordable housing;*
- *The appropriate location of growth and development;*
- *The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- *The promotion of built form that,*
 - i) *is well-designed,*
 - ii) *encourages a sense of place, and*
 - iii) *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

Section 51(24) of the *Planning Act* outlines the matters that the approval authority shall have regard for when considering a POS. In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality. Key additional considerations include: conformity of the plan to the relevant official plan; the suitability of the land; the adequacy of utilities and municipal services, the area of land to be conveyed or dedicated, and the relationship between the POS and site plan control matters.

Planning Act Summary

A full analysis of the relevant *Planning Act* legislation in relation to the proposed Applications and development can be found in **Appendix E**. In summary:

1. The proposed OPA, ZBA and POS applications have regard for, and implement, the applicable matters of Provincial interest under Section 2 of the *Planning Act*. The proposed redevelopment:
 - a. Makes efficient use of existing and planned infrastructure including transportation, water and wastewater services, and waste management systems.
 - b. Represents orderly development in an appropriate location for growth and development, as the site is located within an MTSA where the majority of intensification is expected to occur, and the site itself is identified for its redevelopment potential in the Georgetown GO Station Area Secondary Plan.
 - c. Will assist in the increase of housing stock and diversification of housing options in the area through the provision of 1,481 new residential units including apartment and townhouse units ranging in size from studio to three-bedroom units.
 - d. Has been designed in a manner that promotes sustainable development by introducing higher density residential uses and transportation demand management (TDM) measures such as reduced parking rates to support public and active transportation use. The new public road and sidewalk connections between Mountainview Road North and River Drive further enhance transit and pedestrian connectivity in the immediate area.
 - e. Embodies a well-designed development. The proposal provides a compatible use and built form that is well-integrated into the community and encourages a sense of place. Embodies a high quality of design with careful consideration given to the site's locational context. The proposal provides for a compatible use and built form that will be well-integrated into the community through thoughtful building siting, massing and architectural design.
2. The proposed POS has regard for, and implements, the requirements outlined in Section 51(24) of the *Planning Act*, including attention to the health, safety, convenience, and accessibility for all present and future residents of the municipality.

The proposed redevelopment and associated OPA, ZBA and POS applications have regard for matters of Provincial interest under the *Planning Act*.

4.2 Provincial Planning Statement, 2024

In accordance with the PPS, the Subject Lands are located within a Settlement Area and are within an SGA, being an MTSA. The Subject Lands are located in proximity to an Employment Area, being the Communications & Power Industries site, and abut a major facility, being the CN Rail line.

The following section provides a high-level summary of key sections and policies of the PPS and a summary of how the proposal is consistent with and implements the policies of the PPS.

Building Homes, Sustaining Strong and Competitive Communities

Section 2.1, Planning for People and Homes, provides guidance to municipalities for forecasting and accommodating growth. Policy 2.1.6 provides direction to municipalities to support the achievement of complete communities, including by accommodating an appropriate range and mix of land uses, housing options, transportation options, employment uses and parks to meet long-term needs.

Section 2.2, Housing, requires planning authorities to provide for an appropriate range and mix of housing options and densities to meet projected needs for current and future residents. To achieve this, municipalities shall: permit and facilitate all housing options and all types of residential intensification and redevelopment; promote densities for new housing that efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and require transit-supportive development and prioritize intensification in proximity to transit.

Section 2.3.1, General Policies for Settlement Areas, includes policies requiring Settlement Areas to be the focus of growth and development. Within Settlement Areas, growth should be focused in SGAs, including MTSAAs. Policy 2.3.1.2 specifies that land use patterns within Settlement Areas should be based on densities and a mix of uses, including those that that: efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; and are transit-supportive. Policy 2.3.1.3 requires planning authorities to support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options.

Section 2.4.1, General Policies for Strategic Growth Areas, provides policies outlining best practices for planning SGAs to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development. Policy 2.4.1.3 establishes that municipalities should identify the appropriate type and scale of development in SGAs and the transition of built form to adjacent areas; and permit development and intensification in SGAs to support the achievement of complete communities and a compact built form.

Section 2.4.2, Major Transit Station Areas, requires municipalities to delineate the boundaries of MTSAAs and encourages municipalities to promote development and intensification of MTSAAs, where appropriate, including by planning for land uses and built form that supports the achievement of minimum density targets. Policy 2.4.2.2 c) requires municipalities to plan for a minimum density target of 150 residents and jobs combined per hectare for MTSAAs served by commuter or regional rail.

Section 2.8.1, Supporting a Modern Economy, includes the requirement for municipalities to provide for an appropriate mix of range of employment uses to meet long-term needs, and to address land use compatibility adjacent to Employment Areas by providing an appropriate transition to sensitive land uses. Policy 2.8.1.3 specifies that development on lands within 300 metres of Employment Areas shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses within existing or planned Employment Areas.

Section 2.9, Energy Conservation, Air Quality and Climate Change, promotes the reduction of greenhouse gas emissions and encourages development that adapts to the impacts of climate change through incorporating climate change considerations in the development of infrastructure, supporting energy conservation and efficiency, and promoting the use of green infrastructure.

Infrastructure and Facilities

Section 3.2, Transportation Systems, states that transportation systems should be safe, energy efficient, facilitate the movement of people and goods, meet projected needs, and support the use of low emission vehicles. Additionally, policy 3.2.2 supports the efficient use of existing and planned infrastructure, including through the use of TDM strategies.

Section 3.4, Airports, Rail and Marine Facilities, outlines that planning for land uses in the vicinity of rail facilities shall be undertaken so that their long-term operation and economic role is protected, and rail facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with the land use compatibility policies.

Section 3.5, Land Use Compatibility, specifies that major facilities and sensitive land uses shall be planned and developed to minimize and mitigate any potential adverse effects and minimize risk to public health and safety where avoidance is not possible. Where avoidance is not possible, policy 3.5.2 specifies that development of adjacent sensitive land uses is only permitted if potential adverse effects to the proposed sensitive land use and potential impacts to major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

Section 3.6, Sewage, Water, and Stormwater, states that planning for sewage and water services shall accommodate forecasted growth in a timely and efficient manner that optimizes the use of existing infrastructure, is feasible and financially viable, protects human health and environmental safety, and is efficient. Planning for stormwater management shall be integrated with sewage and water services, to ensure optimization of the system, promote best practices, and align with municipal plans for stormwater management.

Section 3.9, Public Spaces, Recreation, Parks, Trails and Open Space, promotes healthy, active and inclusive communities, including by planning public streets to be safe, meet the needs of persons of all ages and abilities, foster social interaction and facilitate active transportation and connectivity; and by planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including parklands.

Protecting Public Health and Safety

Section 5.3, Human-Made Hazards, deals with development on, abutting or adjacent to lands affected by human-made hazards. Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.

Provincial Planning Statement, 2024 Summary

A full analysis of the relevant PPS policies in relation to the proposed redevelopment and supporting Applications can be found in **Appendix E**. In summary, the proposed redevelopment:

1. Provides for the efficient use of land and resources and the optimization of existing and planned infrastructure through the redevelopment and intensification of an underutilized site within the Settlement Area, and further, within a MTSA SGA with a prescribed minimum density target of 150 jobs and persons per hectare, where the focus of growth is to occur.
2. Supports the achievement of complete communities by providing for a range and mix of land uses, housing options, transportation options, employment uses and parks to meet long-term needs.
3. Supports the establishment of an appropriate range and housing options and densities required to meet current and future resident needs by providing for the redevelopment of an underutilized

site with a residential density that efficiently uses land, resources, infrastructure and public service facilities, supports the use of active transportation, and is transit-supportive.

4. Promotes opportunities for transit-supportive development, in an appropriate location, that accommodates a significant supply and range of housing options through the redevelopment of a brownfield site.
5. Is compatible with surrounding land uses, including the CN Rail line and the adjacent Employment Area use, and minimizes and mitigates any potential adverse effects and minimizes risk to public health and safety by providing for appropriate transition to, and separation from such land uses through thoughtful site and building design. For the CN Rail line, potential adverse effects are minimized and mitigated by providing a podium setback of 5.5 metres, incorporating crash walls into the podiums, and ensuring residential units maintain a minimum 30-metre separation from the rail corridor.
6. Promotes healthy, active communities and facilitates active transportation use and community connectivity by providing for a connected pedestrian network throughout and around the Subject Lands, a new public road, and through the provision of a 2,721 square metre POPS.
7. Reduces the potential for public cost or risk from human-made hazards through the remediation, as necessary, such that there will be no adverse effects.

The proposed redevelopment and associated OPA, ZBA and POS applications are consistent with the PPS.

4.3 Halton Regional Official Plan

In the ROP, The Subject Lands are designated Urban Area and are located within the Built-Up Area per Map 1 – Regional Structure (**Figure 16**).



Figure 16: Halton ROP Map 1 – Regional Structure

Within the Regional Urban Structure, the Subject Lands are within an SGA, being the Georgetown GO MTSA, as identified in **Figure 17** and **Figure 18** (Map 1h – Regional Urban Structure and Map 6g – Georgetown GO MTSA).

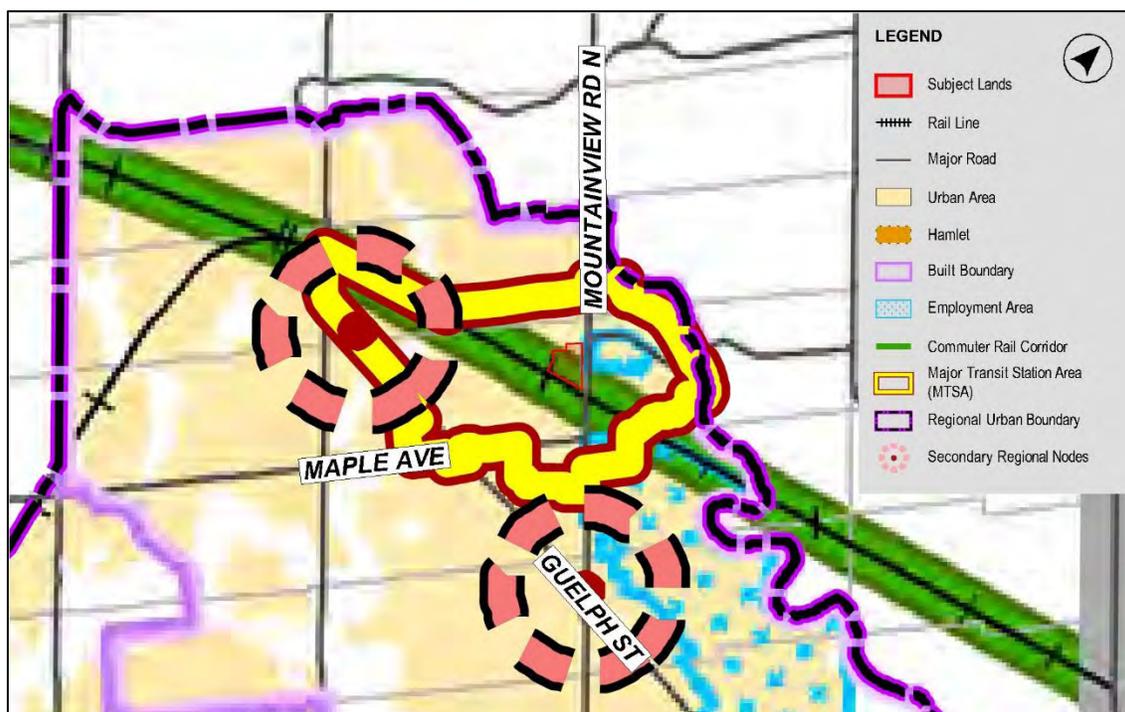


Figure 17: Halton ROP Map 1h – Regional Urban Structure

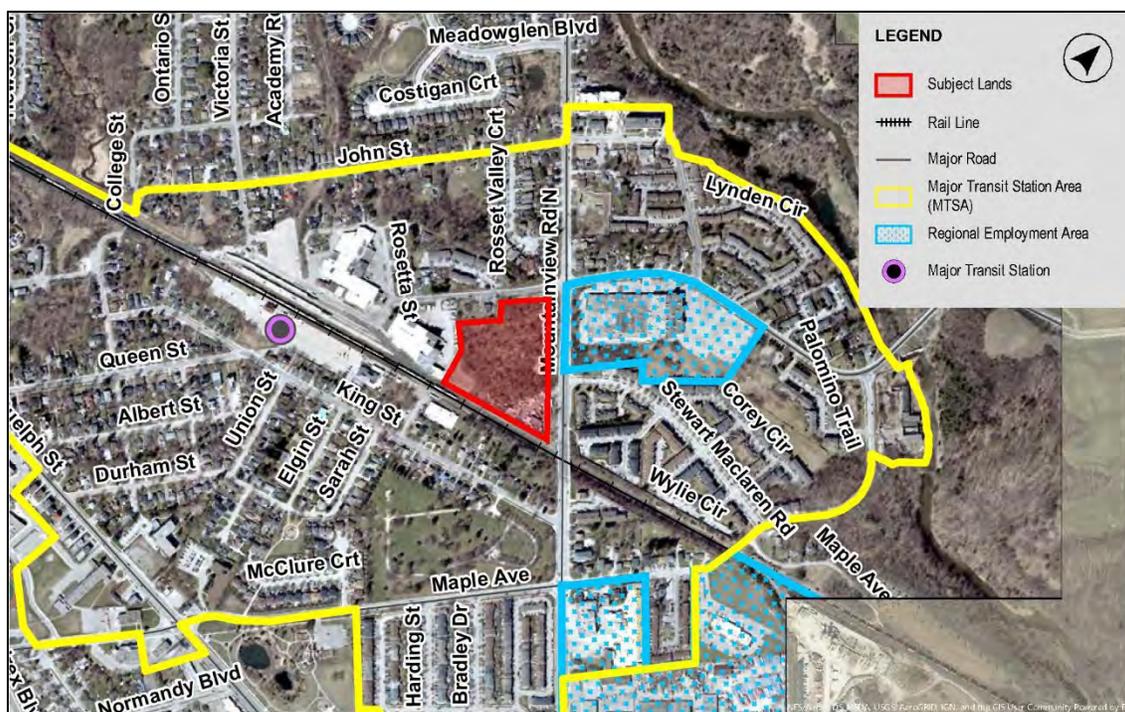


Figure 18: Halton ROP Map 6g – Georgetown GO MTSA

The Regional Structure is accompanied by a growth strategy for Halton based on population and employment forecasts for the planning horizon of 2051. Overall, the Region is expected to reach a population of 929,400 by 2041 and a population of 1,098,070 by 2051. Of the Regional total, it is intended that the Town will reach a population of 98,890 by 2041 and a population of 132,050 by 2051

(ROP, Table 1). In order to achieve Provincial directions and accommodate the forecasted growth, it is expected that a minimum of 3,600 new housing units are to be added to the Built-Up Area of Halton Hills (ROP, Table 2) by 2041. Table 2B of the ROP includes targets for SGAs. The Subject Lands are located within the Georgetown GO SGA, which is identified as an MTSA on a Commuter Rail Corridor, with targets set to be determined through the MCR. Since the Region no longer maintains planning authority, the Town will establish minimum density targets for the MTSA through their OP review process as well as the Georgetown GO Station Area Secondary Plan review process in accordance with the prescribed minimum density of 150 jobs and persons per hectare as set out in the PPS.

Section 72 to 77, Urban Area and the Regional Urban Structure, sets out a number of objectives for the Urban Area and the Regional Structure. The goal of the Urban Area and Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity. Section 72.1 identifies the objectives of the Urban Area, such as:

- “(2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy;*
- (3) To provide a range of identifiable, inter-connected complete communities of various sizes, types and characters, which afford maximum choice for residence, work and leisure;*
- (8) to promote the adaptive re-use of brownfield and greyfield sites and;*
- (9) to facilitate and promote intensification and increased densities.”*

Section 78, Regional Urban Structure, establishes the structure and hierarchy in which to direct population and employment growth within the Urban Area. The Regional Urban Structure consists of: SGAs, Regional Employment Areas, Built-Up Areas and Designated Greenfield Areas.

Section 79, Strategic Growth Areas, contains objectives and policies for development within SGAs, which consist of: Urban Growth Centres, MTSAs, Regional Nodes, Regional Intensification Corridors, Local Nodes and Local Intensification Corridors. The hierarchy of SGAs is as follows:

1. Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor;
2. Urban Growth Centres / Major Transit Station Areas on a Commuter Rail Corridor;
3. Major Transit Station Areas on a Priority Transit Corridor;
4. Major Transit Station Areas on a Commuter Rail Corridor;
5. Primary Regional Nodes;
6. Secondary Regional Nodes; and,
7. Regional Intensification Corridors.

Policy 79.3(1) specifies that development with higher densities and mixed uses shall be directed to SGAs in accordance with the hierarchy established within the ROP. Policy 79.3(12) highlights the need to ensure the long-term operational and economic viability of existing or planned major facilities and achieve land use compatibility between major facilities and sensitive land uses within or adjacent to SGAs in accordance with Policy 143(12).

Section 81, Major Transit Station Areas, provides policies that focus on providing a range and mix of transit-supportive uses within MTSAs, including residential, retail and parks and open spaces that support the area in a pedestrian-oriented environment, and directing development with higher densities and mixed uses to MTSAs in accordance with the hierarchy for SGAs.

Section 81.1 and 81.2, Protected Major Transit Station Areas, provides policies for PMTSAs designated in accordance with Section 16(16) of the *Planning Act*. While the Georgetown GO MTSA is not currently identified as a PMTSA, the Background and Policy Options Report prepared for the Georgetown GO Station Area/Mill Street Corridor Secondary Plan Review specifies that the Georgetown GO MTSA is expected to become a PMTSA through the assignment of minimum density targets following the MCR.

Section 84, Housing, contains policies that state the goal for housing to supply an adequate mix and variety of housing to satisfy differing physical, social and economic needs. Policies also address the need to make more efficient use of existing development lands, including the redevelopment of brownfield sites, to increase the supply of housing while maintaining the physical character of the existing neighbourhoods.

Sections 87-89, Urban (Water Supply and Wastewater Treatment) Services requires all development within the Urban Area to be on full municipal services.

Part IV, Healthy Communities, provides policies on healthy communities with a goal to achieve high-quality environment for future generations that will sustain life, maintain health and improve the quality of living (policy 140). Policy 143(12) requires the achievement of land use compatibility between sensitive land uses and major facilities in accordance with the policies of the PPS. With respect to potentially contaminated sites, policy 147(17) requires that proponents undertake a process in accordance with the Region's Guidelines (Protocol) for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites and any applicable Provincial legislation, regulations and guidelines to determine whether there is any potential contamination on the site and the steps necessary to bring the site to a condition suitable for its intended use. All development proponents will have regard for Healthy Communities Guidelines in considering and providing physical design features that promote safety and security (policy 156(1)). Sections 171-173 provide policies to ensure development is designed to support active transportation and public transit while promoting land use patterns and densities that can be easily served by public transit and active transportation. Policy 173(32) requires all safety measures be incorporated into the development with respect to properties adjacent to rail lines.

Halton Regional Official Plan Summary

A full analysis of the relevant ROP policies in relation to the proposed redevelopment and accompanying Applications can be found in **Appendix E**. In summary, the Proposed Development:

1. Contributes to the Region's growth targets and will assist in achieving the minimum growth target of 3,600 units in the Town's Built-Up Area by 2051.
2. Supports the Region's objectives to foster complete communities in the Urban Area by delivering a compact and efficient built form on a brownfield site with full municipal services, that facilitates

and promotes intensification and increased densities, provides for a mix of land uses, a range of housing options, and supports a range of transportation options.

3. Implements the Region's hierarchy for SGAs by providing for the development of a higher density and mixed-use building form within an MTSA on a Commuter Rail Corridor, which provides a range and mix of transit-supportive uses including residential, retail and POPS.
4. Supports active transportation and public transit through by introducing and improving pedestrian facilities in and around the Subject Lands, incorporating on-site short-term and long-term bicycle parking, and due to its location in proximity to a variety of GO Transit routes and a VIA station.
5. Achieves land use compatibility with the CN Rail line and the adjacent Employment Area use as it minimizes and mitigates any potential adverse effects and minimizes risk to public health and safety by providing for appropriate transition to, and separation from such land uses through thoughtful site and building design in accordance with the recommendations of the Noise and Vibration Assessment.

The proposed redevelopment and accompanying OPA, ZBA and POS are in conformity with the policies of the Halton ROP.

4.4 Halton Hills Official Plan

In the Town's OP (Office Consolidation, December 31, 2020), the Subject Lands are designated Georgetown Urban Area per Schedule A1 – Land Use Plan (**Figure 19**) and GO Station Area per Schedule A3 – Georgetown Urban Area Land Use Plan (**Figure 20**).

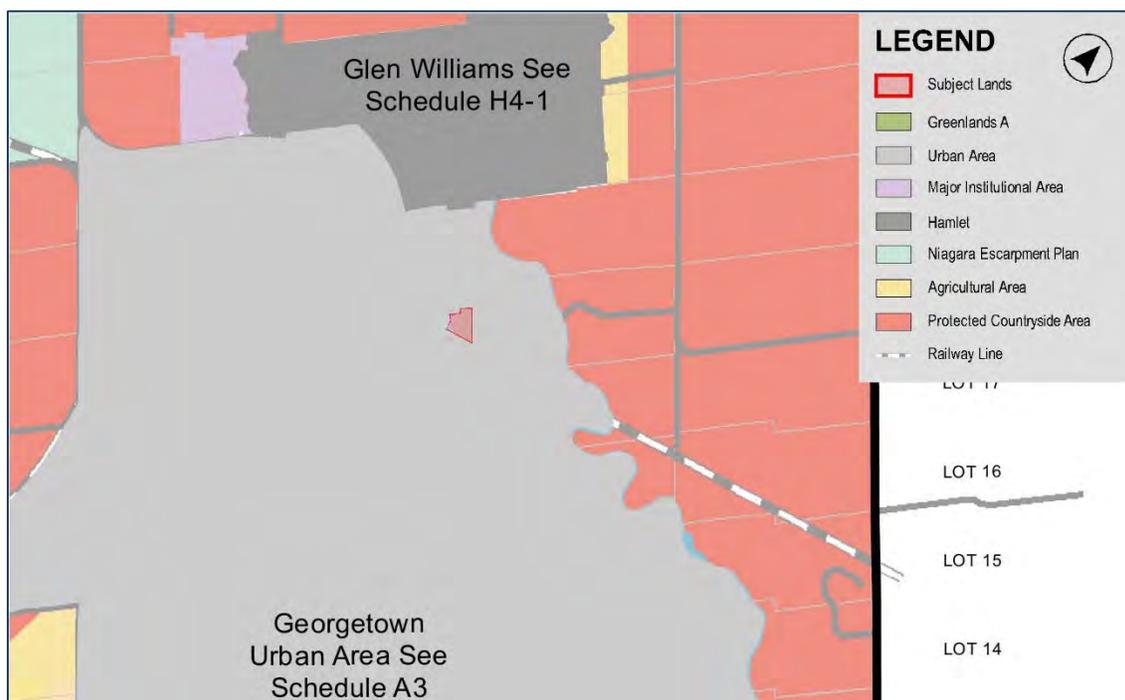


Figure 19: Halton Hills OP Schedule A1 – Land Use Plan

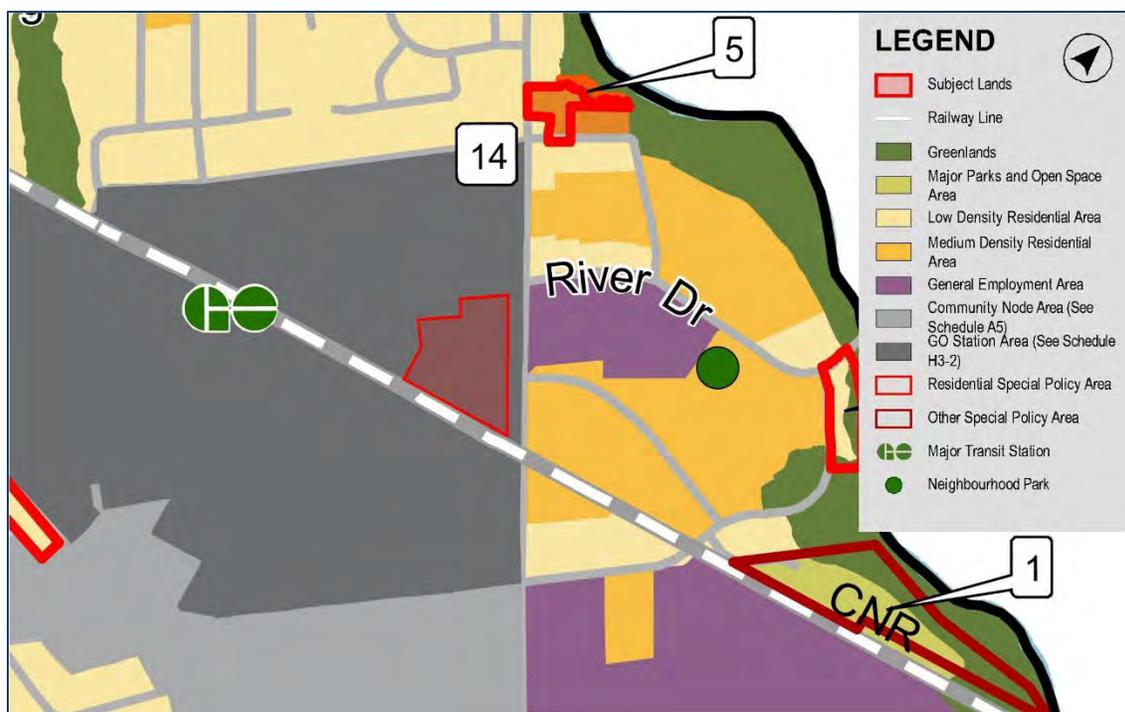


Figure 20: Halton Hills OP Schedule A3 – Georgetown Urban Area Land Use Plan

Section A1 of the OP establishes the population target of 94,000 residents by 2031. The population was 69,251 in the 2021 Census.

Section A2 of the OP sets out the goals and strategic objectives for the growth and development of the Town over the lifecycle of the plan. Town goals of note include:

- "A2.2.1 To direct most forms of development to urban areas where full wastewater and water services are available and to support the efficient use of land in these areas.*
- A2.3.1 To protect and enhance the character of existing urban areas and to maintain them as diverse, livable, safe, thriving and attractive communities.*
- A2.9.1 To provide an adequate housing supply and range of housing choices to meet the needs of present and future residents.*
- A2.11.1 To promote community development in a manner that is sustainable for present and future generations.*

Section A3, Land Use Concept, introduces the three categories of land use designations: Environmental and Open Space Area, Urban Area, and Agricultural/Rural Area. The Urban Area applies to the three primary urban areas in the Town, which includes Georgetown. It is noted that the specific land use designation for the Subject Lands is included in the Georgetown GO Station Area Secondary Plan.

Section C, Environmental Management, includes objectives related to environmental protection and management, such as encouraging the development of alternatives to automobile use and the development of housing at densities that support the use of these alternatives. This section also includes policies outlining requirements for various environmental studies, reports and plans, including those for potentially contaminated sites and sites in proximity to a railway ROW or railway yards to ensure land use compatibility.

Section D5, Built-Up Area and Intensification Areas, introduces the Intensification Areas within the Town, which include MTSAs, Intensification Corridors and other redevelopment areas. Intensification Areas are to be the focus for the majority of intensification within the Built-Up Areas. Table D5.1 introduces the minimum intensification target for the GO Station/Mill Street Corridor Area of 1,540 units to 2031. Policy D5.4.1 identifies the Georgetown GO Station/Mill Street Corridor Area as a MTSA, which is intended to be the primary focus for high density residential and/or mixed-use intensification.

Section F, General Development Policies, includes direction for the subdivision of land, urban design, cultural heritage, archaeological resources, transportation, and parkland. Policy F1.1 specifies that a POS is the required means of land division if the development of a new public road is required to access the Proposed Development, and policy F1.3 provides general policies to be considered with every POS application. Section F2 provides urban design policies to guide new development with respect to the public and private realms, natural and cultural heritage, safety and accessibility, public art and views and vistas. Appendix 4 of the OP provides urban design guidelines, with guidelines for the GO Station District provided in Section X4.2. Regarding parkland, policy F7.2.5 highlights that where appropriate, Council may encourage other agencies to provide open spaces and amenity areas for public use, and ensure the adequate provision of private indoor/outdoor amenity spaces through regulations pertaining to development applications. Policy F7.2.9 provides the basis for accepting cash-in-lieu of parkland. By-law 2022-0043 establishes the parkland dedication and cash-in-lieu of parkland requirements.

Section G, Plan Implementation and Administration, provides policies pertaining to the administration and implementation of the OP, including the OPA process, public participation, secondary

plans, relationship to the Zoning By-law, bonusing, and pre-consultation and complete application requirements.

Section G4.3, Height and Bonusing, provides bonusing triggers, criteria and implementation. It is noted that this section of the OP no longer applies, as bonusing legislation under the *Planning Act* has been repealed and replaced with Community Benefits Charges (CBCs). By-law 2022-0044 establishes CBCs for the Town of Halton Hills.

Appendix X4, Town of Halton Hills Urban Design Guidelines provides urban design guidelines for a number of geographic areas within the Town, including the GO Station District.

Halton Hills Official Plan Summary

A full analysis of the relevant OP policies in relation to the proposed redevelopment and accompanying Applications can be found in **Appendix E**. In summary, the proposed redevelopment:

1. Contributes to the provision of new housing stock on an underutilized parcel of land in the Urban Area, within an Intensification Area, where the majority of intensification is intended to occur, and where full water and wastewater services are available.
2. Encourages sustainable design by maximizing the efficiency of land in proximity to existing transit services through transit-supportive housing densities, mixed land uses, reduced parking rates, short- and long-term bicycle parking, and improved pedestrian mobility, all of which support alternatives to private automobile use.
3. Contributes to the Town's minimum intensification target of 1,540 units in the GO Station/Mill Street Corridor Area to 2031, and the future intensification targets to be established through the OP review which are to meet the 150 jobs and persons per hectare as prescribed by the PPS.
4. Implements the urban design policies and guidelines that apply to the Subject Lands, as outlined in the Urban Design Brief.
5. Enhances access to parkland and amenity areas by providing a POPS for the community and providing indoor and outdoor amenity areas for future residents.
6. Achieves land use compatibility with the CN Rail line and the adjacent Employment Area use as it minimizes and mitigates any potential adverse effects and minimizes risk to public health and safety by providing for appropriate transition to, and separation from such land uses through thoughtful site and building design in accordance with the recommendations of the Noise and Vibration Assessment.

The proposed redevelopment and accompanying OPA, ZBA and POS are in conformity with the policies of the Halton Hills OP.

4.5 Georgetown GO Station Area Secondary Plan

The Subject Lands are located within the North Precinct of the Georgetown GO Station Area Secondary Plan and are designated as High Density Residential/Mixed Use Area 1 with a Redevelopment Site overlay on Schedule H3 – Georgetown GO Station Area Land Use Plan (**Figure 21**). Schedule H3 also identifies a Gateway at the intersection of Mountainview Road North and River Drive and locates a portion of the Subject Lands as being within the Rail Buffer.

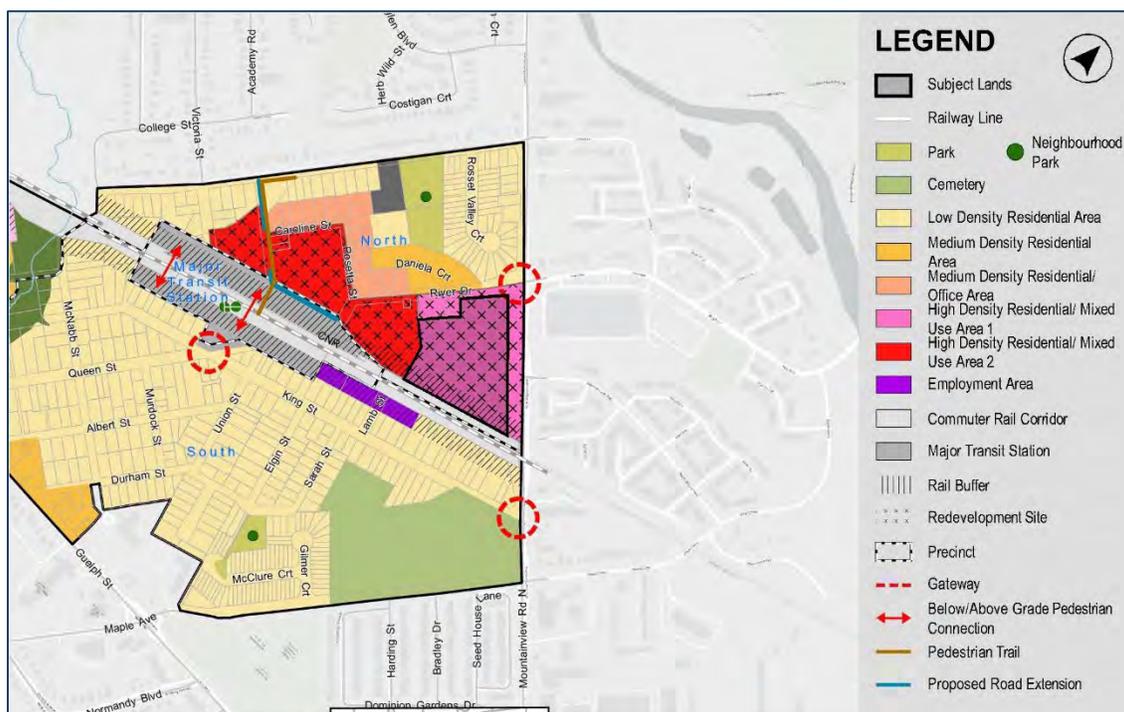


Figure 21: Halton Hills OP Schedule H3 - Georgetown GO Station Area Land Use Plan

Section H3.3, General Policies, includes the population and employment targets for the Secondary Plan area. The population target to the year 2031 is identified as 2,800, with the majority (2,200) being planned for the North Precinct on the lands designated High Density Residential/Mixed Use Area I and II, and the employment target is 300 jobs, all of which will be in the North Precinct. It is important to note that a decision was withheld for the population and employment targets due to the ongoing appeal at the Ontario Land Tribunal (OLT). Additionally, this section includes general policies for urban design and transportation.

Section H3.5, GO North Precinct Objectives and Policies, provides the objectives for the precinct and land use policies for each of the designations. Of note, it is the objective of the Town to encourage intensification and redevelopment of the existing brownfield lands immediately adjacent to the railway corridor and commuter rail station for high density residential with a mixed-use component.

Section H3.5.5 provides the policies for the High Density Residential/Mixed Use Area I designation. The main permitted uses in the High Density Residential/Mixed Use Area I designation are: apartment dwellings, long term care facilities and retirement homes, mixed use buildings, including high density residential, office and a full range of commercial uses; and parking facilities. Policy H3.5.5 b) provides for a maximum permitted FSI of 3.0, and a maximum height of 12 storeys, however, the maximum density and height may be further increased through the development process to a maximum of 3.5 FSI and maximum height of 16 storeys in accordance with the bonusing triggers in Section G4.3 of the OP and the additional bonusing triggers in Section H3.5.5 c). It is noted that bonusing is no longer permitted under the Planning Act, and has been replaced with CBCs, which allows municipalities to impose and collect CBCs from new developments that are a minimum of 5 storeys and have 10 or more residential units, to fund the capital costs of any public service associated with new growth.

The Town is currently undertaking a review of the Georgetown GO Station Area/Mill Street Corridor Secondary Plan to reflect the new Secondary Plan boundary as established by ROPA 48, which added 52 hectares of land to the east and south of the existing Plan area. The Preferred Land Use Option Report, published in October 2024, identifies the Subject Lands as being within the Georgetown GO Station Precinct, and proposes to maintain the High Density Residential/Mixed Use Area I designation and Redevelopment Site overlay for the Subject Lands. The draft permitted heights schedule proposes a minimum height of 12 storeys and a maximum height of 16 storeys on the Subject Lands as well as an FSI of 4.0. The draft parks and open space schedule identifies a potential park abutting the rail corridor on the Subject Lands, and identifies a potential POPS on the Subject Lands.

Georgetown GO Station Area Secondary Plan Summary

A full analysis of the relevant Secondary Plan policies in relation to the proposed redevelopment and accompanying Applications can be found in **Appendix E**. In summary, the proposed redevelopment:

1. Contributes to the Town's growth targets for the Secondary Plan area and the North Precinct through the provision of 1,481 new residential units.
2. Implements the urban design policies that apply to the Subject Lands, as outlined in the Urban Design Brief.
3. Supports the Town's objectives of encouraging intensification and high-density mixed-use development within the Secondary Plan area by redeveloping an existing brownfield site, identified by the Town as a redevelopment site, immediately adjacent to the railway corridor and commuter rail station.

An OPA is proposed to re-designate the Subject Lands to a site-specific High Density Residential/Mixed Use Area I designation in order to accommodate the proposed maximum height of 22 storeys and FSI of 4.56 for the whole site. A draft OPA has been prepared to facilitate the development proposal and conforms to the Secondary Plan policies, and is included as Appendix B.

4.6 Halton Hills Zoning By-Law 2010-0050

In accordance with the Town of Halton Hills Zoning By-law 2010-0050, the Subject Lands are currently zoned Development (D), as demonstrated in **Figure 22**. The Development (D) Zone only permits legally existing uses as of the effective date of the By-law. Therefore, a ZBA is requested to allow for the redevelopment of the Subject Lands in accordance with the High Density Residential/Mixed Use Area 1 designation in the OP and associated site-specific exceptions requested through the OPA.

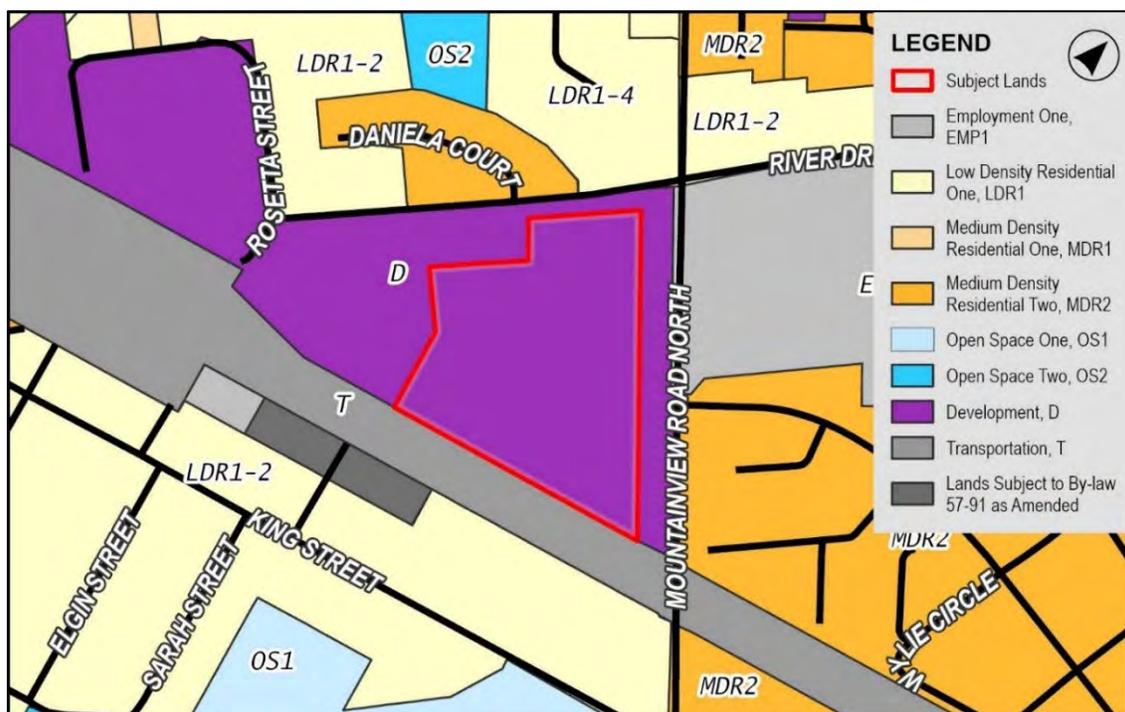


Figure 22: Zoning By-law 2010-0050 - Schedule A3-2

The proposed ZBA seeks to amend the mapping and text of the Zoning By-law by changing the existing Development (D) Zone applicable to the Subject Lands to a site-specific Mixed-Use One-xx (MU1-xx) Zone.

Permitted uses in the proposed Mixed-Use One (MU1) Zone are provided in **Table 6** below.

Table 6: MU1 Zone Permitted Uses

Street Townhouse Dwellings	Private Home Daycares	Retail Stores (3)
Multiple Dwellings	Day Nurseries (5)	Restaurants, Restaurants Take-Out (3)
Apartment Dwellings	Long Term Care Facilities	Service Commercial Uses (3)
Accessory Dwelling Units (1)	Medical Offices (3)	
Home Occupations (6) (7)	Retirement Homes	

- (1) Permitted only within single detached, semi-detached, or townhouse dwellings and provided the accessory dwelling unit occupies no more than 40 per cent or 110.0 square metres of floor area, whichever is lesser; OR the floor area of a basement within permitted dwelling types.
- (3) Permitted only within the first storey of an apartment building.
- (5) Only permitted with apartment and multiple unit buildings.
- (6) Provided there is no need for additional parking spaces in accordance with the provisions of this By-law.
- (7) Provided the use occupies no more than 25% Of the floor area of a dwelling unit, or a maximum of 45.0 square metres, whichever is the lesser.

Development on the Subject Lands will be subject to the requirements and restrictions relating to the MU1 Zone, as well as the general provisions of the By-law, as shown in **Table 7** below. **Table 7** includes a review of the compliance of the proposed Site Plan for the proposed redevelopment with the in-force zoning standards. In circumstances where the proposed Site Plan does not meet the zoning standards, a rationale is provided in **Table 8** as to why the exception to the zoning standard is necessary. The additional site-specific exceptions requested are outlined in the draft ZBA included in **Appendix C**.

Table 7: Zoning Review of Proposed Site Plan

PROVISION		REQUIREMENT	PROVIDED	COMPLIANCE															
PARKING AND LOADING STANDARDS																			
Minimum Size of Parking Spaces	Underground Parking Garage	2.6 m (width) x 5.5 m (length)	2.6 m x 5.5 m	Yes															
Minimum Aisle Width		6.7 m	6.7 m	Yes															
Minimum Width of Access Ramps and Driveways	Two-way traffic	6.0 m	6.0 m	Yes															
Loading Requirements																			
Minimum Loading Space Requirement	GFA: 301-1,850 m ² <i>*Commercial and Employment Zones Only</i>	1		Yes															
			Type G		Type B														
			A		3	0													
			B		1	1													
			C		1	0													
TOT	5	1																	
Parking Requirements																			
Residential: Apartment dwelling units	1.5 spaces per unit plus 0.25 parking spaces per unit for visitors where more than 4 apartment dwelling units are located.	0.9 spaces per unit plus 0.1 spaces for visitors / retail use.	<table border="1"> <thead> <tr> <th></th> <th>Res.</th> <th>Vis./Ret.</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>603</td> <td>37</td> </tr> <tr> <td>B</td> <td>372</td> <td>41</td> </tr> <tr> <td>C</td> <td>358</td> <td>40</td> </tr> <tr> <td>TOT</td> <td>1,333</td> <td>118</td> </tr> </tbody> </table>		Res.	Vis./Ret.	A	603	37	B	372	41	C	358	40	TOT	1,333	118	A site-specific exception has been added to the proposed ZBA to reduce the parking rate and propose revised rounding criteria.
	Res.	Vis./Ret.																	
A	603	37																	
B	372	41																	
C	358	40																	
TOT	1,333	118																	
	<table border="1"> <thead> <tr> <th></th> <th>Res.</th> <th>Vis./Ret.</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>1,005</td> <td>168</td> </tr> <tr> <td>B</td> <td>620</td> <td>104</td> </tr> <tr> <td>C</td> <td>597</td> <td>100</td> </tr> <tr> <td>TOT</td> <td>2,222</td> <td>372</td> </tr> </tbody> </table> <p><i>*Where the minimum number of parking spaces is calculated on the basis of a rate or ratio, the required number of parking spaces shall be routed to the next higher whole number.</i></p>		Res.	Vis./Ret.	A	1,005	168	B	620	104	C	597	100	TOT	2,222	372			
	Res.	Vis./Ret.																	
A	1,005	168																	
B	620	104																	
C	597	100																	
TOT	2,222	372																	
Non-Residential: Retail stores, personal service shops, service and repair shops, and department stores	1/20 sqm unless otherwise described = 16 retail spaces required	0.1 visitor/ retail spaces per unit.																	
Bicycle Parking Requirements																			
Retail, service commercial, institutional	2 spaces plus 1 space/1000 sqm GFA	<table border="1"> <thead> <tr> <th></th> <th>Short-Term</th> <th>Long-Term</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>12</td> <td>469</td> </tr> <tr> <td>B</td> <td>12</td> <td>289</td> </tr> <tr> <td>C</td> <td>10</td> <td>279</td> </tr> </tbody> </table>		Short-Term	Long-Term	A	12	469	B	12	289	C	10	279	Yes				
	Short-Term	Long-Term																	
A	12	469																	
B	12	289																	
C	10	279																	

	= 2 bicycle parking spaces required (retail)	TOT	34	1,037	
MIXED USE ONE (MU1) ZONE STANDARDS					
Permitted Uses	<ul style="list-style-type: none"> • Street Townhouse Dwellings • Multiple Dwellings • Accessory Dwelling Units • Apartment Dwellings • Home Occupations • Private Home Daycares • Day Nurseries • Long Term Care Facilities • Medical Offices • Retirement Homes • Retail Stores* • Restaurants, Restaurants take-out • Service Commercial Uses <p><i>*Permitted only within the first storey of an apartment building.</i></p>	<ul style="list-style-type: none"> • Apartment Dwellings • Retail (P1, L1) 	A site-specific exception has been added to the proposed ZBA to allow for retail uses on the P1 level.		
Apartment Dwelling Zone Standards					
Minimum Lot Frontage	11.0 m	A	116.5 m	Yes	
		B	41.0 m		
		C	36.3 m		
Minimum Required Front Yard	0.0 m* <i>*No less than 70% of the length of the first storey wall facing the front lot line or exterior lot line shall be located no further than 2.0 metres from the front lot line or exterior lot line.</i>	A	2.0 m <i>*Less than 70% of the length of the first storey wall is located within 2.0 m of the front lot line</i>	A site-specific exception has been added to the proposed ZBA to accommodate the proposed increased front yard dimensions, as less than 70% of the length of the first storey wall is located within 2.0 metres of the front lot line.	
		B	3.0 m <i>*Less than 70% of the length of the first storey wall is located within 2.0 m of the front lot line</i>		

		C	12.8 m <i>*Less than 70% of the length of the first storey wall is located within 2.0 m of the front lot line</i>	
Minimum Required Rear Yard	7.5 m	A	3.0 m	A site-specific exception has been added to the proposed ZBA to allow for reduced rear yards.
		B	5.5 m	
		C	3.0 m	
Minimum Interior Side Yard	3.0 m	A	N/A	A site-specific exception has been incorporated to allow the proposed reduced interior side yard dimension for Building C.
		B	4.1 m	
		C	0.0 m	
Minimum Exterior Side Yard	0.0 m* <i>*No less than 70% of the length of the first storey wall facing the front lot line or exterior lot line shall be located no further than 2.0 metres from the front lot line or exterior lot line.</i>	A	2.0 m	A site-specific exception has been added to the proposed ZBA to accommodate the proposed increased exterior side yard dimensions, as less than 70% of the length of the first storey wall is located within 2.0 metres of the exterior lot line.
		B	3.0 m	
		C	N/A	
Maximum Height	30.0 m	A	74.75 m	A site-specific exception has been added to the proposed ZBA to allow for an increased height.
		B	69.25 m	
		C	75.3 m	

Table 8: Rationale for Exceptions to the MU1 Zone

EXCEPTION	RATIONALE
Retail uses permitted on floor other than first storey	A site-specific amendment is required to allow retail uses to be permitted in the P1 level of Building A. There is a significant grade change across Building A, with the lowest grading at the northeast corner of the site, where the retail space is located. The "at-grade" level for this portion of the building falls in the underground parking level P1 for the rest of the building. Two levels of retail space are provided in level P1 and L1.
Reduced minimum parking requirements for apartment dwelling units and retail	A site-specific amendment is required to reduce the minimum residential parking requirements for apartment dwelling units and to bundle the visitor parking requirements for apartment dwelling units with the parking requirements for retail stores personal service shops, service and repair shops, and department stores. The proposed parking rate is 0.9 residential spaces per residential unit and 0.1 visitor/retail spaces combined per residential unit. The

	<p>TIS specifies that the residential rate of 0.9 spaces per unit is supported by the Transportation Tomorrow Survey, which shows that approximately 18% of households in Georgetown do not own a vehicle. The visitor parking rate of 0.10 spaces per unit is deemed sufficient to accommodate expected demand, while preventing an oversupply of spaces that would consume valuable land. The proposed sharing of the residential visitor and retail spaces is consistent with the idea that the ground floor retail uses proposed as part of a mixed-use sites in dense urban environments will, in time, primarily be considered ancillary to the local areas as population increases, and are therefore intended to service the needs of local residents within walking distance to the development and not expected to generate a substantial outside parking demand.</p>
<p>Increased minimum required front yard and exterior side yard</p>	<p>A site-specific amendment is required to increase the minimum required front yards for Buildings A, B and C and to increase the minimum exterior side yards for Buildings A and B. While the minimum required front yard and exterior side yards is 0 metres, the Zoning By-law specifies that no less than 70% of the length of the first storey wall facing the front lot line or exterior lot line shall be located no further than 2.0 metres from the front lot line or exterior lot line. In all instances, less than 70% of the length of the first storey wall facing the front or exterior lot line is within 2.0 metres of the front or exterior lot line.</p> <p>For Building A, a front yard depth of 2.0 metres is proposed, however, in order to accommodate the principal residential entrance and associated turning circle and driveway entrances, the building face is set further back and does not meet the minimum 70% requirement. Along Street A, exterior side yards of 3.0 metres and 3.5 metres are required to accommodate the sidewalks that provide street access to the units fronting Mountainview Road North and to accommodate front terraces.</p> <p>For Building B, a front yard depth of 3.0 metres is proposed to accommodate for the principal residential entrance and front terraces for the units fronting Street A.</p> <p>For Building C, a front yard depth of 12.8 metres is proposed to accommodate the principal residential entrance and the POPS.</p>
<p>Reduced minimum required rear yard and interior side yard</p>	<p>A site-specific amendment is required to reduce the minimum required rear yards for Buildings A, B and C, and interior side yard for Building C.</p> <p>For Building A, a rear yard depth of 3.0 metres is proposed to provide for consistent building setbacks along Mountainview Road North across Building A and B, and to provide for strong streetwall along Mountainview Road North.</p> <p>For Building B, a rear yard depth of 5.5 metres is proposed, as this section of the building abuts the CN Rail corridor.</p> <p>For Building C, a rear yard depth of 3.0 metres is proposed to provide for a consistent building interface with the neighbouring parcel at 2 Rosetta Street. Where Building C connects to Building B, an interior side yard depth of 0 metres is proposed, as the buildings share a driveway. The remaining interior side yards meet or exceed the minimum depth of 3.0 metres.</p>

<p>Increased maximum building height</p>	<p>A site-specific amendment is required to increase the maximum building heights. For Building A, a maximum building height of 74.75 metres is proposed for Tower B. For Building B, a maximum building height of 69.25 metres is proposed for Tower E. For Building C, a maximum building height of 75.3 metres is proposed for Tower F. All proposed building heights are measured from established grade to the roof and excludes mechanical penthouses, chimney vents, skylights, antennae, elevator machine rooms and parapet walls, to a maximum of 6.0 metres.</p> <p>The increased building heights are requested in order to ensure the development is provided in a manner that efficiently uses a parcel of land in a MTSA with transit-supportive densities and to assist in achieving the minimum density target of 150 residents and jobs per hectare within the MTSA, as prescribed by the PPS.</p>
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The proposed ZBA from Development (D) to Mixed-Use One-xx (MU1-xx) will allow for the redevelopment of the Subject Lands while meeting all of the associated zoning provisions. A copy of the draft ZBA is included in Appendix C of this report.

5.0 Rationale and Opinion

The Proposed Development should balance the objectives of the Provincial, Regional and Town policies that encourage and promote intensification in strategic locations, such as MTSA, while ensuring high quality design, land use compatibility, and ensuring the scale and height of development does not negatively impact surrounding land uses.

It is recognized that the Town's OP is the most important tool for the implementation of Provincial policy and legislation. However, the Town's current OP and Georgetown GO Station Area Secondary Plan have not been updated to address the PPS as it relates to providing optimized opportunities for the redevelopment and intensification of brownfield sites in SGAs in a manner that is transit-supportive and supports minimum density targets for the MTSA. While the Georgetown GO MTSA is identified by the Region and the Town as a location where highest levels of growth are anticipated to occur, the current low- and medium-density built form, and limited number of redevelopment sites with a maximum potential height of 16 storeys and FSI of 3.5, together with the complexity of redeveloping a brownfield site, make this difficult to achieve optimization of the lands.

The balance of policy objectives achieved by the Proposed Development represents planning in the public interest in that it is an efficient use of infrastructure, optimizes the development of the Subject Lands, provides for an appropriate level of intensification, is compatible with the surrounding physical and neighbourhood context, contributes to a complete community in the MTSA, and mitigates potential impacts, all while meeting the appropriate policy and regulatory requirements.

5.1 Appropriateness

The Proposed Development is appropriate for the Subject Lands both physically and within the policy framework. As demonstrated through this review, the Subject Lands are located within an MTSA, which is an SGA, where intensification is to be directed, and the majority of growth is anticipated to occur. This objective is reflected in the Secondary Plan, where the Subject Lands are designated High Density Residential/Mixed Use Area I, which is described as the location where the highest heights and densities are anticipated to occur in the Town. The Georgetown GO MTSA has limited sites that provide opportunities for intensification given the significant areas that are part of existing lower-density residential areas. As such, the sites that can contribute to intensification, such as the Subject Lands, should be done so in an optimal way to achieve minimum density targets. Although specific density targets for the Georgetown GO MTSA have not been formally established following ROPA 49, the PPS requires that planning authorities shall plan for a minimum density target of 150 residents and jobs combined per hectare for MTSA served by commuter or regional rail. According to the Region, the current density of the MTSA is an estimated 37 people and jobs per hectare. The proposed maximum height of 22 storeys and FSI of 4.56 optimize the potential for transit-supportive development within the MTSA.

In addition to MTSA being a location where growth and development is to be focused, in accordance with the PPS, both the PPS and ROP promote intensification through the redevelopment of brownfield sites. The Subject Lands are a brownfield site. As described in this report, the Subject Lands were first

used in connection with the adjacent west industrial paper coating mill circa 1930, and the wooded area of the Subject Lands was used for industrial lagoons circa 1969. Kaolinite waste was identified throughout the property. In order to limit the disturbance of the kaolinite waste via excavation and the costs associated with the disposal of contaminated fill, the potential to move all parking underground was limited and costly. By relocating the parking into the building podiums and increasing the building heights, the Proposed Development maximizes development potential while recognizing site constraints.

The Subject Lands are adequately serviced by the infrastructure necessary to accommodate the Proposed Development including existing water and wastewater services, among others. The Subject Lands are also serviced by existing public service facilities and amenities that make it ideal for intensification. The Proposed Development supports active transportation and transit use while minimizing private automobile dependency.

The level of intensification that is proposed is appropriate given the surrounding and emerging development context.

The Subject Lands can accommodate a high-density, mixed-use development that is transit-supportive and can serve as a landmark for the Georgetown GO MTSA. The development has been designed to appropriately transition to the existing and planned developments in the area. The proposal is appropriate and desirable for the Subject Lands.

5.2 Compatibility

Intensification and redevelopment should not occur without regard for the surrounding physical and neighbourhood context. This includes having regard for potential impacts of the Proposed Development onto surrounding land uses and vice versa.

With regard to potential impacts of the Proposed Development onto surrounding land uses, the Shadow Impact Study demonstrates a minimal increase in shadows compared to the as-of-right maximum height permission of 16 storeys. The site layout, orientation and siting of buildings have been carefully designed to balance the need to optimize the development of the land while maintaining compatibility with the surrounding neighbourhood by providing for appropriate building setbacks, stepbacks and the strategic tower placement on the podiums, and through the provision of landscaping to function as an additional buffer between the buildings and the street.

Regarding the potential impacts of existing land uses on the Proposed Development, the Noise and Vibration Assessment provides recommendations to mitigate transportation noise generated by roadways and railway noise to be addressed through building design and warning clauses. Predicted sound levels from flagged stationary noise sources (the manufacturing facility and the Georgetown Layover Yard) were found to meet applicable stationary source sound level limits, with a warning clause recommended for residential units.

As demonstrated through the supporting studies, the Proposed Development is compatible with the surrounding physical and neighbourhood context.

5.3 Policy and Regulatory Framework

As demonstrated throughout this review, the Proposed Development meets the land use policies set forth by the Province and Region. The development represents an intensification opportunity on an underutilized brownfield site in a key location within the Georgetown GO MTSA where the highest heights and densities are anticipated to occur.

With respect to the local planning framework, the current Secondary Plan height and density limits are limiting in relation to optimized development. The Proposed Development with greater height and density reflects an optimized development of the lands that is more transit-supportive and takes into account the complexity of redeveloping a brownfield site, is both preferable and better implements the SGA, MTSA and intensification policies of the PPS.

The Proposed Development better implements the policy objectives related to intensification, transit-supportive development, and complete communities than the current Secondary Plan currently provides. The proposal contributes to the appropriate policy objectives to achieve a complete community that is compact, transit-supportive, and optimizes the use of the MTSA lands.

6.0 Summary and Conclusions

Based on a review of the existing physical context and surrounding neighbourhood, a technical assessment of the proposed redevelopment concept, and an analysis of the proposal within the current policy framework and regulatory context of the Province, Region and Town, the Proposed Development, together with the proposed OPA, ZBA and POS:

1. Provide for an appropriate development of the Subject Lands given the existing and planned surrounding context;
2. Are consistent with the matters of Provincial interest as set out in the *Planning Act*;
3. Are consistent with the Provincial Planning Statement, 2024;
4. Conform to the Halton Regional Official Plan;
5. Conform to the Halton Hills Official Plan;
6. Promote the efficient use of land and will optimize existing and planned infrastructure;
7. Contribute to achieving a complete community; and,
8. Are compatible with, and will not create any adverse impacts on the existing or planned surrounding community.

The Proposed Development is appropriate for the Subject Lands, represents good planning, and is in the public interest. Based on these conclusions, it is recommended that the proposed OPA, ZBA and POS be approved.

Respectfully submitted,

MHBC



Dana Anderson, MA, FCIP, RPP
Partner



Kaitlin Webber, MA
Intermediate Planner

A

Appendix A: Pre-Consultation Meeting Notes



PRE-CONSULTATION / DEVELOPMENT REVIEW COMMITTEE MEETING NOTES (UPDATED TO REMOVE REFERENCE TO FUTURE SITE PLAN CONTROL)

January 18, 2024

D00ENQ24.001 – 130 Mountainview Road North

Project Manager/Planner: Greg McDonald

For this meeting a planner has been assigned to identify any issues or concerns regarding your development proposal and the information requirements that may be required in support of a formal application for the proposal. In the event you file a formal application(s) a **project manager/planner** from the Planning & Development Department will be assigned as the main contact for managing your application.

How to read these notes

The studies, reports and documentation listed in these pre-consultation notes form the basis for a complete submission necessary for processing any associated development application. If an Applicant has any questions about any of the requirements listed in these notes, please speak with the identified key contact in each Department or the **project planner**. The Town reserves the right to request additional information as required as the review of any formal application proceeds.

Where to find applications for the required planning approvals

Applicants can obtain copies of each of the development applications by visiting the Development Review section of the Town’s website at: <http://www.haltonhills.ca/planning/developmentReview.php>

Disclaimer

These notes:

- should be interpreted with regard to the specific details of the given proposal and the prevailing legislation, infrastructure planning and policy in place at the time when it was filed;
- are provided in response to an inquiry/proposal;
- are technical in nature, and do not confer approval in whole or in part;
- are to determine the basis for a complete application; and
- are subject to public disclosure upon request.

Pre-consultation notes need to be updated or the update requirement waived by the Commissioner of Planning & Development if they are older than 10 months, in the event of property ownership change, in the event of a revised or different proposal or in any other case where so warranted.

The Town of Halton Hills has a Pre-Consultation By-Law #2023-0011

Required Applications	Development Proposal
<input type="checkbox"/> Condominium (TBD if condo tenure proposed and only to be submitted at later stages of development) <input type="checkbox"/> Consent <input type="checkbox"/> Minor Variance <input checked="" type="checkbox"/> Official Plan Amendment <input type="checkbox"/> Site Plan (after OPA/ZBA/SUB process) <input checked="" type="checkbox"/> Subdivision (if new road would be public) <input checked="" type="checkbox"/> Zoning By-law Amendment <input type="checkbox"/> Other:	<p>Owner: Gilbach (Georgetown) Inc. - Annette Gilgan</p> <p>Applicant: MHBC Planning - c/o Melinda MacRoy</p> <p>Property Address: 130 Mountainview Road North</p> <p>Proposal: Two residential apartment buildings containing 5 towers that range in height from 19 to 26 storeys and a new public road bisecting the site</p>

Planning & Development

Greg Macdonald ext 2979 gmacdonald@haltonhills.ca

Submission Requirements:

Plans:

- Site Plan Drawing (i.e. concept plan for ZBA submission)
- Draft Plan of Subdivision
- Sketch by Surveyor (Land Division)
- Legal Survey
- Building Elevations/Renderings

Reports:

- Planning Justification Report
- Public Consultation Strategy
- Urban Design Brief
- Urban Design Guidelines
- Financial Impact Analysis
- Market Impact Analysis
- Source Water Protection

Other Documents and Materials:

- Application Fees
- Digital set of all drawings to scale and reports in PDF format
- Draft Official Plan Amendment and/or Zoning By-law Amendment
- Approved Zoning By-law Amendment or Minor Variance (Site Plan)
- Pre-Con Public Consultation Meeting Minutes (ZBA)
- Other:
 - Shadow Impact Study
 - Massing/View Impact Assessment

** Contact the Planning & Development Department for fee information.

Comments:

The proposal contemplates the construction of 2 apartment buildings containing a total of 5 towers (combined) ranging in height from 19 to 26 storeys and a new public road to connect River Drive with Mountainview Road North. Some mixed/commercial uses are proposed in one of the buildings. The development would contain up to a total of 1,419 units at a Floor Space Index (FSI) of 5.16. A new public park is also proposed.

Policy Context:

Official Plan:

The subject property is designated "High Density Residential/Mixed Use Area 1" under the Town's GO Station Secondary Plan. The lands are also identified as a "Redevelopment Site" within the Go North Precinct and a Gateway is identified at the northeast corner of the site (River Drive and Mountainview Road). Apartment buildings and mixed-use buildings are permitted under this designation.

Policy H3.3.6 contains Urban Design policies specific to the Secondary Plan. Included are policies applicable to Gateways and to Redevelopment Sites as well as more general policies pertaining to building design. Two or three storey base podiums are identified as a requirement within Redevelopment Sites and the policies speaks to attention given to the relationship between new development and existing low density residential areas to minimize height and massing impacts amongst other policy objectives.

Policy H3.5.1 contains objectives for the GO North Precinct which includes the promotion of intensification and high density residential development on brownfield lands adjacent to the railway corridor.

Policy H3.5.5(b) allows a Floor Space Index (FSI) of between 2.0 and 3.0 and a maximum height of 12 storeys. Buildings up to 16-storeys and a FSI of 3.5 may be allowed subject to bonusing. Policy H3.5.5(c) contains additional bonusing triggers to those contained within Policy G4.3.1.

Policy H3.3.7 contains a range of transportation policies, some of which are applicable to the subject site. Namely those that relate to proximity to the railway corridor (requirements for noise and vibration studies and railway setbacks) and off-street parking policies that may allow for a parking reduction subject to appropriate analysis.

	<p>Comments: An Official Plan Amendment is required to increase the permitted maximum height (from 12-16 to the proposed 19-26 storeys) and to increase the FSI (from the 2-3 FSI to the proposed 5.16).</p> <p>The policy references for bonusing within Policy H3.5.5 and G4.3.1 are dated due to <i>Planning Act</i> updates that have replaced bonusing with a Community Benefit Charge. The Town of Halton Hills approved its Community Benefits Charge By-law in 2022 (By-law No. 2022-0044) and it is in effect for when the applications will be submitted (although the GO Station Secondary Plan may not yet be updated to reflect this change). Never-the-less, the proposed height and FSI increases exceed what the current Secondary Plan allows even under the former bonusing regime.</p> <p>The Town of Halton Hills has commenced a review of the GO Station Secondary Plan, which is expected to be completed in 2023. The Applicant should consider participating in the public forums that will occur during the Secondary Plan review process. Depending on the timing of the completion of the Secondary Plan and timing of submission of the applications it will have to be considered as to whether the applications would formally amend the existing Secondary Plan or the future updated Secondary Plan. If draft land use policies are available at the time of submission, the Planning Justification Report (PJR) should evaluate both the existing and proposed policy framework.</p> <p>Zoning By-law: The property is zoned Development (D) under Zoning Bylaw 2010-0050. This zone only permits existing uses; therefore, a Zoning By-law Amendment is required. A site-specific High Density Residential (HDR) Zone would likely be the most appropriate. The draft By-law and PJR should discuss any site-specific zoning provisions required as the proposed development concept will not comply with some of the existing HDR zoning provisions (ie. height, setbacks, parking, etc.)</p> <p>Planning and Urban Design Comments:</p> <ul style="list-style-type: none"> Both the proposed FSI and building heights far exceed the limits provided for under the Official Plan. While the Georgetown GO Station Secondary Plan review exercise will be evaluating the current building height and density permissions in the High Density/Mixed Use Areas in the North Precinct, the forthcoming draft Preferred Land Use Plan is still recommending 16-storeys as a maximum height for this area. The heights being proposed through this development concept are not contemplated and 16-storey buildings on the site were viewed as being able to provide a sufficient amount of density to support the Town's long-term growth objectives.
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	<ul style="list-style-type: none">• There is minimal precedent locally for the proposed heights. In addressing the compatibility of this proposal with the surrounding area it is expected that the Planning Justification Report and Urban Design Report must provide rationale for why the proposed building heights are necessary and contextually appropriate for both the North Precinct of the Georgetown GO Station Area Secondary Plan and the Major Transit Station Area as a whole.• It is planning staff's opinion that a reduction in height would be required to address: the existing and future proposed policy direction; to provide an appropriate transition to adjacent lower density uses that exist on River Drive and across the train tracks on King Street; and such heights may not be contextually appropriate to the overall area.• At this preliminary design stage, without having both existing grades and proposed grades, it's unclear what the impact of the existing site elevations would have on the visual dominance of the various buildings. Existing grades drop from the railway line down to River Drive. While having higher buildings closest to the railway and future high density lands to the west may be appropriate, there is some concern that the proposed heights in this area may be exacerbated as this is also the 'highest' point of the subject lands.• It is somewhat unclear what podium heights are proposed adjacent to River Drive (is it 3, 4 or even 6 in some places). Consider maximum podium heights of 3-4 storeys in this area due to proximity of lower density residential uses and to maintain a lower height at the street edge in that area.• Provide animation and public interest at grade where possible along both major roads. It is appreciated that due to the elevation drop from Mountainview Road onto the site that direct unit accesses may not be possible at the 1st storey along Mountainview. However, ensure as much of the Mountainview Road and River Drive frontages have animation, architectural interest, perhaps patio and street furniture options as possible. This is particularly important as that intersection is a special Gateway area with special policy direction needing to be implemented.• While the Secondary Plan does contain policies that allow for the consideration of reduced parking standards, the proposed rate is lower than any rate previously approved in Halton Hills. Any proposed reduction still needs to be considered in the context of a parking justification study (see Transportation comments later in these notes).• The inclusion of retail space as part of this proposal is important and supports the policies of the High Density Residential/Mixed-Use Area. It is critical that this
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component be part of a formal development application. This area is forecasted to see accelerated growth in the next 20 years, creating a need for mixed-use development, wherever opportunities present themselves. Providing community assets for current and future residents (including retail/commercial uses), represents good planning for complete communities and therefore, consideration should be given to increasing the proposed retail/commercial area to better accommodate potential retail/commercial uses that would serve (primarily) the new residents brought in by the development.

- Investigate whether a future pedestrian pathway connection to the adjacent property (2 River Drive) is possible through the Metrolinx Buffer Zone. While it is understood that no development is currently being proposed on that property, a potential connection should be mapped to support future pedestrian connectivity to the GO Station that does not compete with vehicular traffic.

Complete Application Submission Requirements:

The plans, reports, documents and materials required to be submitted in support of a complete application are identified in the checklist column located on the left side of the pre-consultation notes. All reports identified by each department and agency shall be prepared in accordance with Terms of Reference approved by the Town, and where applicable the Region of Halton and/or pertinent Conservation Authority, and shall have the signature or seal of the qualified professional who prepared the report affixed. Additional details regarding specific submission materials includes:

Official Plan/Zoning By-law Amendment Applications:

Planning Justification Report: must evaluate all general housing, urban design, natural heritage, and transportation policies of the Halton Hills OP and in particular the policies of the GO Station Secondary Plan (in effect and possible future draft policies) and identify the need for any site-specific Official Plan and zoning provisions and provide planning justification for their inclusion in the Official Plan and Zoning By-law Amendments.

Urban Design Brief: must consider the urban design policies of Section F2 of the Official Plan; those contained within the GO Station Secondary Plan policy framework; those of Appendix 4 to the Official Plan for the GO Station District; and any applicable recommendations pertaining to design or building placement from the Scoped Heritage Impact Assessment. Include an evaluation of angular plane to adjacent properties and roadways. A Sun/Shadow Impact Study must also be included. The urban design study should also contain a Visual Impact Assessment (VIA) component to review from key landmarks and/or intersections in the surrounding area how the proposed development would look (i.e. renderings imposed on photographs) and compare

impacts to those from as-of-right permissions from the Secondary Plan. **These documents may be peer-reviewed at the expense of the Owner.**

- Scoped Heritage Impact Assessment (see requirements below)
- Public Consultation Strategy (can be contained within the Planning Justification Report and should contain the minutes from the Pre-Con Public Consultation Meeting – see below)
- Concept Plan
- Conceptual Building Elevations (including colour),
- Renderings, Modelling / Massing Assessment

Approved Zoning By-law Amendment or Minor Variance: In order to issue a decision on a Site Plan application within the statutory timeframes established under Bill 109, the Town will not accept Site Plan applications filed concurrently with Zoning By-law Amendment or Minor Variance applications. An approved Zoning By-law Amendment or Committee of Adjustment decision for a Minor Variance application will be required as part of a complete Site Plan application where such zoning approval is required to facilitate the proposal.

Pre-Con Public Consultation Meeting:

Proponents are to hold a public consultation meeting to obtain feedback from the community prior to filing the formal Zoning By-law Amendment application. Submission of minutes from the public consultation meeting should form part of a complete Zoning By-law Amendment application submission. Please contact Town Planning staff to obtain direction on how notification for the public consultation meeting should occur.

Application Review Process & Pre-Submission Application:

Bill 109 *More Homes for Everyone Act, 2022*, amended the *Planning Act* to require that municipalities refund fees for ZBA, combined OPA/ZBA and Site Plan applications where no decisions are issued within the identified statutory timeframes. The fee refund requirements apply to applications submitted on, or after July 1, 2023. Consistent with the intent of the legislation, the Town will prioritize issuing decisions for these applications within the statutory timeframes.

The changes to the application review process due to Bill 109 has established constrained timeframes for the Town to issue a decision, which may result in the potential refusal of applications (or issuance of complex conditional approvals) that did not submit studies or plans that meet applicable standards or could otherwise have reached consensus if additional time was available to resolve outstanding concerns. Therefore, to influence the best outcome for applications a voluntary Pre-Submission Application review process has been established that would enable the review of at least one initial

submission outside of the statutory timeframes. The Pre-Submission Application filing and review process entails:

- Filing of a complete submission as part of a Pre-Submission Application, which consists of plans, reports and materials identified through the pre-consultation process;
- Payment of a Pre-Submission Application fee, which would be credited towards the fees required for a subsequent formal *Planning Act* application;
- Circulation of the Pre-Submission Application to all pertinent Town departments and external agencies to receive comments on the submission in a timely period. The staff comments would provide direction for the subsequent *Planning Act* application to influence the best outcome for the proposal within the statutory timeframes established through Bill 109; and
- Any necessary meetings with Town and external agency staff to understand the issued comments and facilitate the filing of a subsequent *Planning Act* application.

It is strongly encouraged that this proposal proceeds through the Pre-Submission Application process before filing the formal *Planning Act* application. Alternatively, for proposals requiring Official Plan Amendment or Plan of Subdivision approvals in addition to a Zoning By-law Amendment, staff strongly encourage the unbundling of the applications to allow for a proper review to be conducted.

Please contact Town Planning staff for further discussion on how best to position the proposal to be considered by the Town in a timely manner.

Fees: (note:

Town of Halton Hills application fees will be calculated as follows and may differ whether the proposed road will be public (i.e., through a Draft Plan of Subdivision) or private:

- Pre-Submission Application – Combined OPA/ZBA
- Combined OPA/ZBA – OPA Base Fee + Variable Rate and ZBA Base Fee
- Subdivision – Minor/Technical Fee (if new proposed road is public)

The Town of Halton Hills fee schedule can be found on the Town's website at <https://www.haltonhills.ca/userfees/>. Please contact Planning & Development prior to submitting any application to confirm the required fee amount. Applications with an incorrect fee may not be accepted at the time of submission and will not be deemed complete.

Heritage

Laura Loney ext. 2358 lloney@haltonhills.ca

Submission Requirements:

- Heritage Impact Assessment
- Consultation with Heritage Halton Hills recommended
- Other:

Comments:

Property is adjacent to the listed heritage property at 2 Rosetta Street which has been identified as having Cultural Heritage Value.

Given that an evaluation of 2 Rosetta has already taken place, please submit a scoped Heritage Impact Assessment to identify potential impacts and mitigation measures.

Terms of Reference for a Scoped HIA will be provided by staff

Zoning

Rachel Purdy ext. 2320 rpurdy@haltonhills.ca

Submission Requirements:

- Zoning By-law Matrix
- Designated Disabled Person Parking
- Sign By-law
- Other:

Comments:

The property is Zoned Development (D) as per the Comprehensive Zoning By-law 2010-0050.

A site specific re-zoning is required.

Based on By-law 2010-0050 for 1419 residential units @ 1.5 per unit = 2129 parking spaces & 0.25 spaces for visitor = 355 visitor spaces

Retail – 16 spaces

Total required parking spaces – 2,500
Proposed parking spaces – 1,709

Drive aisles accessing parking spaces at 90 degrees are required to be minimum 6.7 metres in width - proposed 6.0 metres

Surface parking spaces minimum 2.75 metres x 5.5 metres

Underground parking spaces are permitted to be 2.6 metres x 5.5 metres

Railway setback in the By-law is a minimum 30.0 metres.

Maximum height 25 metres

Max density 284 units permitted - proposed 1,419 units

Planning & Development (Legal)

Romaine Scott ext. 2344 romaines@haltonhills.ca

Submission Requirements:

- Agreement
- Transfer
- Other: draft ref plan/plan of subdivision (if subdivision is proposed)

Comments:

- The registered owner will be required to enter into the appropriate Subdivision Agreement with the Town.
- All the development lands must be registered to the same owner(s).
- All the development lands must be brought into Land Titles Absolute qualifier prior to the registration of any subdivision or condominium plan.
- All required security, insurance and cash payments, including administration fee and cash-in-lieu of parkland dedication will be required prior to the Town signing the Development (Subdivision) Agreement.
- Development Agreements must be registered on title in first position and as such, any other party having prior interest in the lands, at the time of registration must postpone the priority of its interest in favour of the Development Agreement(s).
- The applicant must provide a draft reference plan of any lands or interest in lands that are to be transferred to the Town, (e.g. road widening or storm easement) for review and approval by staff before it is deposited at the Land Registry Office.
- All lands or interests in lands must be transferred free and clear of encumbrances and a solicitor's Certificate of Title provided to the satisfaction of the Town. The owner must be prepared to provide partial releases of any existing mortgages or other charges registered on title to the lands.
- The applicant will be required to provide a draft plan of subdivision.

Engineering

Vincent Mendones ext. 2368 vmendones@haltonhills.ca

Submission Requirements:

Plans:

- Grading/Drainage Plan
- Site Servicing Plan
- Photometrics (Illumination/Lighting Plan)
- Sediment and Erosion Control Plan

Reports:

- Functional Servicing Report
- Stormwater Management Report
- Geotechnical/Slope Stability Report
- Noise/Vibration Study
- Transportation Impact Study
- Water Balance Assessment

OPA/ZBA Information

For the OPA/ZBA application Development Engineering will require a Traffic Impact Study (TIS) and a Functional Servicing Report (FSR) that outlines the development proposal and discuss at a high-level, items such as but not limited to, general grading, servicing, stormwater management, noise impact and mitigation, site circulation and proposed site entrances. Also note that for the Stormwater management report, on-site quality (enhance level 80% TSS removal) and quality control up to 100 year storm to 5 year storm pre is required, but the overall criteria would be the capacity of the Town's storm sewer system on the road allowance. Ensure that the SWM information for each building are separated in the report. The applicant is encouraged to submit and acquire approval of terms of reference for each document.

<p>Other Documents and Materials:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Cost Estimates - Site Works <input type="checkbox"/> Construction Management Plan <input type="checkbox"/> Salt Management Plan <input type="checkbox"/> Development Agreement for External Works <input type="checkbox"/> License Agreement for External Works <input type="checkbox"/> Entrance Permit <input type="checkbox"/> Excavation Permit <input type="checkbox"/> Site Alteration Permit <input type="checkbox"/> Other: <p>The applicant is also required to apply for a Municipal CLI-ECA for the new storm sewer on the new public road.</p>	<p>General Comments</p> <p>Please note that it is the Town's expectation that the applicant will be responsible for all costs to improve the existing boulevards along Mountainview Road and River Drive to include, as a minimum, improved grading per Town Standards, new sidewalks, street trees, etc. This may be addressed as part of the Draft Plan of Subdivision (or if no subdivision proposed, then at the future Site Plan Control stage).</p> <p>Should work or improvements to the existing road allowance be required to support this development proposal, the applicant will be required to enter into a Development Agreement with the Town. This agreement will outline items such as, but not limited to, fees, securities, warranties, traffic protection requirements and insurance requirements. This may be addressed as part of the Draft Plan of Subdivision (or if no subdivision proposed, then at the future Site Plan Control stage).</p> <p>Based on the plans provided the applicant should consider reviewing the on-site traffic circulation through the TIS submission. The proposed underground parking ramps appear to be too close to the proposed site access to both Mountainview Road and River Drive. Further the TIS needs to evaluate the proposed access to Mountainview Road based on TAC guidelines, From our experience with Stewart Maclaren Road the sightlines are not sufficient to support the proposed full movement access.</p> <p>The proposed public road will also have to be evaluated through drawings to demonstrate the centerline of the road, space for utilities and street lighting are consistent with our standard roadway cross-sections and roadway geometrics. Note that the Town's standard width for local roads is 20m.</p>
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Transportation

Ivan Drewnitski ext. 2328 ldrewnitski@haltonhills.ca

<p>Submission Requirements:</p> <p><u>Plans:</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Traffic Signage & Pavement Marking Plan <input checked="" type="checkbox"/> AutoTURN Vehicle Swept Path Analysis <input type="checkbox"/> On-Street Parking Plan <input checked="" type="checkbox"/> Active Transportation Circulation Plan <p><u>Reports:</u></p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Transportation Impact Study <input checked="" type="checkbox"/> Parking Justification Study 	<p>Comments:</p> <p>A Transportation Impact Study (TIS) is required. The full scope of work is to be circulated to the transportation contact listed above for approval prior to commencing the study. PDF's and hard copies are to be provided. Any new access proposals are subject to a comprehensive site access review based on transportation industry standards; this will be outlined within our comments on the proposed scope of work. The TIS can include the AutoTURN Vehicle Swept Path Analysis.</p> <p>Transportation will only consider a Right-in/Right-Out at Mountainview Road North. A Functional design drawing will be required to illustrate this access.</p>
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<p><u>Other Documents and Materials</u></p> <p><input type="checkbox"/> Construction Management Plan</p> <p><input checked="" type="checkbox"/> Other: PDF of all studies and electronic submission of all Synchro files</p>	<p>Transportation do not support the current proposal of the 17m Right-of-Way for the internal road. Detailed review for the ROW must demonstrate that all street furniture, buried infrastructure and utilities will be accommodated.</p> <p>Any deficiencies that are triggered from the site onto the transportation network, the applicant would be required to implement any such improvements to accommodate the development (i.e. road widening, pedestrian crossovers, traffic signals, etc). PDF as well as hard copies are to be provided.</p> <p>The underground parking locations closer to River Drive must demonstrate that traffic operations are not effected due to the close proximity to River Drive.</p> <p>Any consideration for a reduction of parking as per the existing zoning by-law would be considered under the approval of a comprehensive parking justification study. The scope of work for the Parking Study must be circulated to Town staff and be approved by the Town before commencing with the study.</p> <p>A TDM plan will be required to be established and implemented. The purpose of the TDM plan is to address the increase in transportation demand resulting from the proposed development. The site will look into initiatives that increase sustainable travel and reduce single occupancy vehicles by promoting transit, carpooling, cycling and pedestrian infrastructure. The TDM plan can be part of the TIS.</p> <p>The applicant is required to submit a vehicle turning plan from the site driveway entrance to the underground parking garage for the proposed site development. Additionally, the site must ensure that truck traffic (garbage/loading/activan) can enter/exit the site in a forward motion and access to the garbage, loading, and fire route areas are functional. On separate plans, illustrate truck turning movements with one continuous path with AutoTURN and insert the design vehicles on the plan.</p> <p>The site will need to incorporate sidewalks internally to promote active transportation. Due to the anticipated high pedestrian volumes generated from this development and the park block expected to be an attraction for the local neighbourhood community, we would like to see the applicant to implement sidewalks along River Drive and Mountainview Road fronting the proposed development to improve active transportation safety & connectivity to/from the existing community.</p> <p>Significant consideration must be given to pedestrian circulation. Safe and convenient (direct) pedestrian connections from the building entrances to the municipal sidewalk. The pedestrian connections should minimize walking distance and vehicular conflict points. Wider walkways are preferable throughout the site.</p>
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	<p>Bicycle parking spaces need to be shown on the plan. The bicycle parking spaces should be in close proximity to the main entrances. The provision of additional bicycle parking spaces is strongly recommended to encourage and promote active transportation.</p>
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Building Services
 Loris Vaccher ext. 2216 lorisv@haltonhills.ca

<p>Submission Requirements:</p> <p><u>Plans:</u></p> <p><input type="checkbox"/> Demolition Plan</p> <p><u>Reports:</u></p> <p><input type="checkbox"/> Geotechnical/Slope Stability Report</p> <p><u>Other Documents and Materials:</u></p> <p><input type="checkbox"/> Ontario Building Code Data Matrix</p> <p><input type="checkbox"/> Building Permit</p> <p><input type="checkbox"/> Change of Use Permit</p> <p><input type="checkbox"/> Demolition Permit</p> <p><input type="checkbox"/> Other:</p> <p>** Contact the Building Section regarding building permit fee information**</p>	<p>Comments: N/A at OPA/ZBA stage (see previous comments for Site Plan requirements)</p>
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Economic Development, Innovation and Culture
 Tony Boutassis ext. 2338 tonyb@haltonhills.ca

<p>Submission Requirements:</p> <p><u>Plans:</u></p> <p><input type="checkbox"/> Site Plan Drawing</p> <p><input type="checkbox"/> Elevations</p> <p><u>Reports:</u></p> <p><input type="checkbox"/> Financial Impact Analysis</p> <p><input type="checkbox"/> Planning Justification Report</p> <p><input type="checkbox"/> Market Impact Analysis</p> <p><u>Other Documents and Materials:</u></p> <p><input type="checkbox"/> Ontario Building Code Data Matrix</p> <p><input type="checkbox"/> Other:</p>	<p>Comments:</p> <p>No comments at this time.</p>
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Fire Services
 Jason Blackmere ext. 2139 jblackmere@haltonhills.ca

<p>Submission Requirements:</p> <p><input type="checkbox"/> Other:</p>	<p>Comments:</p> <p>The Fire Department has the following comments/concerns:</p>
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	<ul style="list-style-type: none"> • The applicant shall clarify if any security gates will be installed. • The applicant shall provide a Fire Route Plan for review including turning radius, fire hydrants, distance from nearest fire hydrant to fire department connection, and fire route signage. • See previous comments regarding fire route requirements for the future site plan application.
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Recreation & Parks

Angela Mourao ext. 2012 amouaro@haltonhills.ca

<p>Submission Requirements:</p> <p><u>Plans:</u></p> <p><input type="checkbox"/> Landscape Plan</p> <p><input checked="" type="checkbox"/> Tree Inventory/Tree Protection Plan</p> <p><u>Reports:</u></p> <p><input checked="" type="checkbox"/> Tree Preservation Report</p> <p><u>Other Documents and Materials:</u></p> <p><input type="checkbox"/> Cash-in-lieu of Parkland – By-Law No. 2022-0043 <i>Creation of new lots always triggers cash in lieu of parkland costs owing by the proponent</i></p> <p><input type="checkbox"/> Landscape Buffer</p> <p><input type="checkbox"/> Cost Estimates – Landscape</p> <p><input type="checkbox"/> Other:</p> <p>Parkland Dedication https://www.haltonhills.ca/en/your-government/resources/Documents/09_Town-of-Halton-Hills-Official-Plan-Part-F.pdf</p>	<p>Comments:</p> <p>Parkland dedication / Cash In Lieu (while normally a Site Plan matter because a new public park is proposed the applicant should be aware of the following):</p> <ul style="list-style-type: none"> • Based on how much land is given, if land is not 10% then the cash in Lieu would be charged at a rate of 1/1000 for the remaining percentage to achieve 10%. • Parkland must be usable parkland and adhere to the Criteria set out in Town’s OPA Section F 7. Public access to have significant street frontage, parkland has to be flat table, land configured to fit park facilities, not restricted in uses, services stubbed for future hook ups etc. • Further Discussions during site plan to determine if the Right of way can be used for access to park. • Developer to determine with MOE on what is required for the contaminates cap. What are the restrictions for future development. Does the MOE need information on future use/ development criteria of the park. What are the monitoring requirements for the site. • Metrolinx buffer is not acceptable for parkland dedication. • If park is a Strata parks, council would need to review and approve, further discussions and legal agreements/perpetual securities would need to be addressed. <p>Tree Preservation Report</p> <ul style="list-style-type: none"> • A terms of reference is requested to determine the extent of tree preservation report and comensation strategy. • We understand the site has contaminates, it is not a significant woodlot and all the trees will be removed. Tree preservation report/compensation strategy is required.
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Green Development Standards

Michelle Bourdeau ext. 2365 mbourdeau@haltonhills.ca

Submission Requirements:

- Green Development Standards Checklist
- Other:

Comments:

The Town of Halton Hills Green Development Standards v3 will apply. All submissions must achieve a minimum of 20 points by selecting items from the checklist. Documentation necessary under each section is outlined in the checklist.

The updated checklist and additional resources are available on the Town of Halton Hills website here:

<https://www.haltonhills.ca/en/residents/green-development-standard.aspx>

For further information, or to receive a copy of the checklist, please contact Michelle Bourdeau, Manager, Environment and Climate (mbourdeau@haltonhills.ca)

Finance (Development Charges)

Scott O'Donnell ext. 2226 DevelopmentCharges@haltonhills.ca

Submission Requirements:

- Development Charges
- Other: Community Benefit Charges (CBC)

Comments:

See previous comments re. future development charges and CBC.

Collection of Development Charges

The Town collects development charges on behalf of Halton Region, the local school boards, and the Town of Halton Hills. Development Charges must be paid when the building permit is issued.

Calculation of Applicable Development Charges

Development Charges fall into two broad development categories: (1) Residential and (2) Non-residential. Residential Development Charges are based on the type of residential dwelling unit (e.g. single family dwelling, townhouse, apartment units). Non-Residential development is calculated on the total floor area (m²) of the converted / new building.

Indexing of Development Charges

Municipalities are allowed to index their Development Charges if this provision is included in their by-law. Both the Town of Halton Hills and Halton Region periodically index their Development Charges. Contact the Town of Halton Hills Corporate Services for more information and scheduled dates. Note – the indexing dates can trigger higher development charges and any prospective development should factor these costs and scheduled rate increases into their development plans.

Credits

If a building on a property has been demolished or destroyed by fire, the Town and the Region may provide a credit against development charges payable, provided a demolition permit has been issued and a building permit for redevelopment is issued within 5 years from demolition permit issuance. The school boards have a two year time period for residential redevelopment and five years for non-residential redevelopment from demolition permit issuance. Please contact Town staff as soon as possible to determine if any credits are applicable.

Conversion credits shall be applied against the Town's and the Region's development charges payable when an existing building or land is converted from one principal use to another principal use on the same land.

Exemptions

Certain types of developments are exempt from Town Development Charges including municipally-owned lands, agricultural structures, public hospitals, lands owned by religious organizations, and boards of education. Contact the Town for other exemptions that may be available.

Deferral of Regional and Town of Halton Hills Development Charges (Non-Residential only)

Both the Region of Halton and the Town of Halton Hills may defer the payment of Development Charges for a period of up to 10 years. Payments are made annually. The Town's rate of interest is determined at the time of the application and is based on the borrowing rate of the Municipality plus 1% and fixed for the term of the agreement. Applicants must apply in writing and the agreement will be registered on title with all costs borne by the applicant. Please contact the Town and the Region for eligibility criteria.

Current Development Charges

The attached chart provides in detail the amount of Development Charges that may be applicable. This chart should be used as a guide only as rates are subject to change. You are encouraged to contact the Finance department at the extension shown above.

Despite the information provided above applicants are strongly urged to contact the Town to review the specifics of their development proposals to avoid misunderstandings later on in the development review process.

Finance (Public Sector Account Board)

Amy Pruetter ext. 2959 amyp@haltonhills.ca

As of January 1, 2009 Federal government legislation requires that municipalities report the value of:

- any lands dedicated to the Town; or
- works undertaken on existing Town owned land or lands dedicated in the development review process.

Where applicable:

the value of all improvements to existing Town owned or dedicated lands must be communicated to the Corporate Services/Finance Department before any securities are released or lands assumed

Halton Hills Hydro Inc.

Natasha Roknic 519-853-3700 ext. 216 natashar@haltonhillshydro.com

Redwan Syed rsyed@haltonhillshydro.com

Submission Requirements:

If your proposed development results in changes:

- that require alterations to existing servicing of the subject property, or
- your development proposal changes: from that submitted as part of the pre-consultation application, or
- after you have applied for a development approval either as a result of a change you have initiated or in response to comments provided by commenting agencies and/or Town Departments your existing or proposed hydro servicing connections may require changes that carry additional costs. Please confirm with Halton Hills Hydro Inc (HHHI).

Comments:

Halton Hills Hydro Inc. (HHHI) is to be contacted for any electrical changes and service layouts.

The conceptual site layout drawing constitutes a subdivision development in respect to HHHI servicing. However, a technical service layout may be considered for each service. To begin the process for designing and supplying power to the development the applicant will need to contact HHHI's Engineering Department at (519) 853-3700 Ext. 213 to discuss and make such a request.

The applicant should also contact the HHHI Engineering Department to discuss the anticipated load of the building(s) and determine the point of supply from the distribution system. HHHI would also like to discuss the anticipated timing of the project, and if the project is anticipated to be completed in phases or all at once.

HHHI must be contacted for an Electrical Service Layout if a new service or upgrade to an existing service is required; including metering changes (Ext. 213).

Any costs due to changes required of HHHI's distribution system (i.e. moving poles to accommodate lane ways, driveways and parking lots, etc.) will be borne by the applicant.

If the application is for a subdivision, the applicant is required to complete the necessary requirements to obtain a Registered Subdivision Agreement with HHHI (Ext. 213)

Please send an email to natashar@haltonhillshydro.com and rsyed@haltonhillshydro.com with the tentative timing for the anticipated in-service date(s) for each building along with the estimated monthly peak load (kW) for each building. This information is required by HHHI for planning purposes.

HHHI has specific limitations on the size of transformer they will provide based on the system voltage being utilized for the connection. These requirements are discussed below and within our Conditions of Service (<https://haltonhillshydro.com/for-business/conditions-of-service>).

Based on the unit count of each of the building(s) it may be required for the applicant to be supplied from HHHI's 44kV system voltage, resulting in the applicant to provide their own private transformation and associated hardware. However, this is to be confirmed with Engineering once further information regarding loading is received and/or discussed.

Presently, there is an existing electrical service to 130 Mountainview Road North supplied from Halton Hills Hydro Inc.'s (HHHI) 4.16kV distribution system along Mountainview Road North. The applicant will need to contact HHHI's office for a disconnect and removal of the service(s) prior to demolition, if required.

As per our Conditions of Service, HHHI offers individual suite metering and common element metering. If the Applicant is interested in these services, please contact the Engineering Department directly at 519-853-3700 Ext. 222. Attached is HHHI's Suite metering brochure. We also encourage the applicant to visit our website <https://haltonhillshydro.com/for-business/suite-metering-for-multi-unit-residential-buildings/> for further details.

All new electrical services must be in accordance with our present Conditions of Service ([Conditions of Service - Halton Hills Hydro](#)), Standards, and Specifications. If the applicant requires a Technical Service Layout or Layouts for a new or temporary service, please contact HHHI at 519-853-3700 Ext. 213 to make an application for a Technical Service Layout (TSLO).

- When applying for each TSLO, the applicant will need to provide hydro with (at minimum):
 - Copies of the site plan, electrical room drawing, and switchgear in paper and AutoCAD format. Scale shall be 1:500 or 1:1000.
 - Electrical single line diagram showing electrical requirements for the building (i.e. voltage, amps), and estimated demand load in kW and kVA.

	<ul style="list-style-type: none"> ○ All new services and in some cases upgraded services are supplied underground from HHHI's distribution system. Where a padmounted transformer is on private property HHHI may require an easement for the transformer. Easements shall be surveyed and supplied to HHHI by the applicant at the applicant's expense. ○ HHHI requires 3.0m (10ft) clearance around the transformer to allow access to the equipment and provide a safe work environment for field staff. Clear zones shall be kept free from any obstructions including but not limited to man-made structures, vegetation (trees, bush, hedges, flowers, etc.), and vehicles. Clear zones shall be kept free of snow storage. Bollards may also be required around said equipment. Easement, clear zone, and bollard requirements will be determined at the TSLO stage. ○ HHHI has specific limitations on the size of transformer this LDC will provide based on the system voltage being utilized for the connection. These requirements are discussed below and within our Conditions of Service (https://haltonhillshydro.com/for-business/conditions-of-service/). Customers will be required to provide their own transformation and associated hardware if/ when they require transformation greater than 300kVA connecting to our 4.16/2.4kV distribution voltages. In the event a customer requires greater than 300kVA of transformation in areas where 4.16/2.4kV or 8.32/4.8kV exists, the customer shall be required to build a privately owned substation including transformation which will be supplied from HHHI's 44kV system voltage unless otherwise advised by HHHI's Engineering Department. ● If the applicant or their contractors require a temporary service during construction, please contact HHHI for a temporary TSLO. ● If the applicant needs to enter into a subdivision agreement with HHHI. HHHI will perform the electrical design of supplying power to and throughout the development using one of our approved engineering firms. The applicant will be required to pay the fees associated with design, upgrades and connections, and inspections and other fees as may be applicable. If required, HHHI will ask for a blanket easement in order to encompass the entire electrical infrastructure. ● All civil infrastructure and some electrical materials required for electrical servicing to the site shall be supplied and installed by the applicant. This includes but is not limited to trenches, ducts, transformer foundation, ground loop, primary and secondary cable, conduit/ cable guard and clips for termination pole, and high potential (hi-pot) testing of the primary cable. Additional details on this and approved equipment will be provided by HHHI as part of the TSLO.
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	<ul style="list-style-type: none"> • The applicant and/ or their contractors shall obtain locates prior to any excavation. • Due to the scope HHHI is recommending the applicant engage HHHI as early as possible in their process to begin a TSLO and/or enter into a Subdivision Agreement. As well, the applicant should be aware that any new padmounted transformers required for the site will need to be ordered from a supplier. Transformers can take upwards of 52 weeks to receive once ordered. As well, metering equipment such as instrument transformers can take upwards of 52 weeks to receive once ordered. HHHI does not order materials for a project until a TSLO is complete and the applicant has paid their construction charges. Please note, this is if transformation is being provided by HHHI, which may not be the case. • HHHI requires the new address and/or unit number for the building(s) once they have been established.
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Conservation Authorities
 Credit Valley Conservation – Elizabeth Paudel elizabeth.paduel@cvc.ca
 Conservation Halton – Matthew Lauzon mlauzon@hrca.on.ca; Ola Panczyk opanczyk@hrca.on.ca; General Email chplanning@hrca.on.ca

Submission Requirements:

Reports:

- Geodetic Elevations
- Staking of Drip Line
- Staking of Top of Bank
- Functional Servicing Report
- Stormwater Management Report
- Geotechnical/Slope Stability Study
- Hydrogeological Study
- Floodplain Analysis Study
- Meander Belt Study/Erosion Assessment
- Environmental Impact Study

Other Documents and Materials:

- CVC/CH Development Permit is required under (Ontario Regulation No. 160/06 (CVC) or No.162/06(CH))
- Digital set of all drawings to scale and reports in PDF format
- Property is Regulated by the *Development Interference with Wetlands, and Alterations to Shorelines and Watercourses (Ontario Regulation No. 160/06)*
- Other:

Comments:

No comments at this time.

Halton Region

Shelley Partridge shelley.partridge@halton.ca

Submission Requirements:

Reports:

- Environmental Site-Screening Questionnaire
- Scoped Environmental Impact Study
- Environmental Site and/or Risk Assessment
- Subwatershed Impact Study
- Agricultural Impact Study
- Well Survey and Monitoring Report
- Water Usage and Sanitary Discharge Report
- Aggregate Resource Assessment
- Archaeological Assessment with Provincial acknowledgement
- Functional Servicing Report
- Geotechnical/Slope Stability Report
- Noise/Vibration Study
- Transportation Impact Study
- Hydrogeological Study
- Grading and Drainage Plan
- Tree Inventory Plan
- Tree Preservation Report
- Servicing Agreement
- Service Permit
- Subdivision Agreement

Other Documents and Materials:

- Application Form
- Regional Review Fee(s)
- Full Digital Submission
- Other:
 - Planning Justification Report, including land use compatibility section
 - Air Quality Study (if requested by rail authority)
 - Water Balance Assessment (reviewed and approved by Town of Halton Hills staff)
 - Waste Plan, if municipal collection is required

Comments:

- the subject property is located in the Urban Area designation of the Regional Official Plan (ROP) – the range of permitted uses and creation of lots within the Urban Area are to be in accordance with Local Official Plans and Zoning By-laws, as outlined in Section 76 of the ROP, but all development is subject to the policies within the ROP
- objectives of the Urban Area speak to facilitating and promoting intensification and increased densities, promoting the adaptive re-use of brownfield and greyfield sites, as well as the provision of a range of identifiable, interconnected and complete communities of various sizes, types and characters, which afford maximum choices for residences, work and leisure
- Through Regional Official Plan Amendment (ROPA) 48, the subject property is within a Major Transit Station Area (MTSA) within the Georgetown Built Boundary, which is one of the Strategic Growth Areas within the Urban Area. Development with higher densities and mixed uses are directed to MTSA's.
- Through amendments to the Regional Official Plan, minimum density targets for population and employment for MTSA's were captured in Table 2B of the ROP – however, for the Georgetown GO MTSA, the various targets are meant to be determined through the municipal comprehensive review, the outcome of which may impact the subject property
- Section 81.2(4) requires local municipalities to prepare detailed official plan policies or an Area-Specific Plan for Major Transit Station Areas that in part identify minimum density targets, establish affordable housing targets, etc. – the Town of Halton Hills has initiated a Secondary Plan for this area which will need to address the ROP requirements
- as part of the Secondary Plan review exercise, a Scoped Natural Heritage System Analysis is required, among other technical studies
- although the property is not designated as Regional Natural Heritage System, there are key features of the RNHS that are not mapped in the ROP, such as significant habitat of endangered and threatened species and significant wildlife habitat – Regional staff have worked with the landowners since the time of the last pre-consultation meeting, have confirmed that the woodlands on the property are not significant and have commented on the required environmental analysis needed for this property - the offer to review a Terms of Reference for this work (along with a completed report) prior to the submission of a development application is still something that can be undertaken by Regional staff

	<ul style="list-style-type: none"> • Sections 77(5)f.1) and 83.2(7) of the ROP speak to the local municipalities ensuring through the Secondary Plan process that land use compatibility is addressed in accordance with applicable Regional and Ministry of the Environment guidelines – should this application proceed in advance of the Secondary Plan being approved, the Planning Justification Report will need to address if appropriate setbacks are in place from the neighbouring industrial uses and make recommendations of any mitigation that should be undertaken (as directed through Sections 79.3(12) and 143(12)) • Section 89(3) of the ROP requires all development within the Urban Area to be on full municipal services - further servicing comments are included below • Section 143(9) requires proposed development adjacent or in proximity to railway lines or railway yards to undertake the following studies and to implement the study recommendations, including the restriction of new residential and other sensitive land uses: <ul style="list-style-type: none"> a) noise study, if the development is within 300m of a railway right-of-way; b) vibration study, if the development is within 75m of a railway right-of-way; <p>Regional staff will rely on the appropriate rail authority for review of the studies and will rely on the rail authority direction with respect to whether an air quality study should be undertaken.</p> • Section 147(17) of the ROP requires that prior to the Region or Local Municipality considering a development application, the proponent identify whether there is any potential for soils on the site to be contaminated – Regional staff are aware of former industrial uses on this property, which means that a change to a residential use on this property constitutes a change to a more sensitive use, thus requiring a Record of Site Condition to be approved for this site – Regional staff request that any Environmental Site Assessments done to O.Reg. 153/04 standards to obtain the RSC be provided to the Region, with the author(s) extending third party reliance to the Region of Halton using the Region’s template for reliance letters that is available from Regional staff upon request • Regional records indicate a former pulp and paper industry on the property, with liquid waste lagoons and related waste from the industrial use historically present – this will need to be addressed through the Record of Site Contamination process • Section 149(7) speaks to Regional Guidelines for the design of buildings to facilitate source separation, collection, storage of solid waste – if municipal waste collection is desired for this development, a Waste Plan will be required that shows how the development follows these guidelines. The Guidelines can be found online at:
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	<p>https://www.halton.ca/Repository/Development-Design-Guidelines-for-Source-Separatio</p> <ul style="list-style-type: none"> • Section 167(6) of the ROP requires that prior to development occurring in or near areas of archaeological potential, assessment and mitigation activities be undertaken in accordance with Provincial requirements and the Regional Archaeological Management Plan - the subject property has high potential for archaeological resources – an archaeological assessment needs to be completed and provincially approved prior to any site alteration on the subject property – please provide any archaeological assessment(s) and the associated provincial acknowledgement letter(s) to Regional staff • Section 173(32) of the ROP requires all safety measures be incorporated into the development with respect to properties adjacent to rail lines – comments from rail authorities are to be implemented to their satisfaction • The proposed development may be in close proximity to properties that are serviced by private wells and to ensure there are no impacts to off-site wells, the applicant is to carry out a well survey and monitoring report in accordance with Section 2.8 of Halton Region’s Urban Services Guidelines, that may be peer reviewed by the Region’s peer reviewer at the applicant’s expense. Any dewatering required for the proposed development would need to consider impacts to any adjacent wells. • Any existing well(s) that are not being used or maintained for future use are to be decommissioned by a licensed well contractor in accordance with O.Reg. 903. • Any existing septic systems that are not being used or maintained for future use are to be properly decommissioned by a licensed contractor. <p>Source Water Protection:</p> <ul style="list-style-type: none"> • The subject property is located within the jurisdiction of the CTC Source Protection Plan (SPP), which can be accessed online at: http://www.ctcswp.ca/ctc-source-protection-plan/. The property is fully located in a WHPA-Q1/Q2 (moderate risk) and partially located in a WHPA-E (VS-9) and an Issue Contributing Area for Chloride. • The proposed development/paved area within the WHPA-E (VS-9) and ICA is less than 200 m² therefore, no policies apply and the application can proceed from the perspective of Source Water Protection and no S.59 notice will be required – should the proposed paved area change, this requirement may need to be revisited • It should be noted that the application may be subject to CTC SPP Planning policy: <ul style="list-style-type: none"> ○ As per policy REC-1, a Water Balance Assessment (WBA) may need to be submitted and approved as part of a complete application for development. ○ The WBA is to be reviewed and approved by the Planning Approval Authority (i.e., the Town of Halton Hills) to confirm that they meet the objectives stated under policy REC-1.
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- Attached to these notes is reference material for the applicant related to the Source Water Protection program and the important role landowners play in protecting drinking water sources.

Regional Servicing:

- There is a 250mm diameter watermain adjacent to the property along Mountainview Road North, but there are no Regional sanitary wastewater mains along Mountainview Road North.
- There is a 250mm diameter watermain adjacent to the property as well as a 300mm sanitary wastewater main adjacent to the property along River Drive.
- A complete detailed Functional Servicing Report (FSR) as outlined in the Region of Halton's Development Engineering Review Manual will also be required for analysis and review – the FSR should provide for a full analysis of water system requirements and any downstream capacity constraints regarding the current sanitary sewer system design of the development. The FSR is to be completed to the satisfaction of the Region of Halton's Development Project Manager and should follow the direction the Area Servicing Plan being undertaken as part of the Secondary Plan exercise for this area. We also note that a functional servicing report (FSR) should be completed for this property in order to fully understand servicing constraints. The FSR should look at how this site will connect to existing infrastructure and demonstrate that Regional requirements with respect to water distribution can be met. The FSR should also include wastewater modelling to identify any constraints from the point of connection to a major trunk system leading to the wastewater treatment plant.
- The Owner shall submit a Water Usage and Sanitary Discharge Report that is signed and stamped by a Professional Engineer, and prior to Regional Services Permit issuance, to the satisfaction of Halton Region. The report shall provide details of the estimated water consumption and wastewater discharge (measured in cubic metres/day) for the development. The report may be in the form of a letter (see attached template) that references the specific property by name and address as well as planning file number. The letter report will show how the water usage and wastewater discharge was calculated and shall take into consideration; building size, number of occupants (staff and visitors), phasing of development, showers available to how many employees and visitors, processes requiring water, cooling systems requiring make up water, irrigation water, etc. The Ontario Building/Plumbing Code (Sewage System Design Flows) can be used as a reference in determining equivalent water quantities. This is required for only the retail/ commercial spaces within the proposed development and not for the residential portion of the proposal.

	<ul style="list-style-type: none"> • Based on this proposal, the applicant will be required to obtain eight hundred and fifteen 815 SDEs of servicing allocation for the residential portion of the proposed development. The required SDEs for the retail portion will be calculated based on the information contained in the required Water Usage and Sanitary Discharge Report. The servicing allocation is subject to change based on the unit counts of subsequent submissions. • at this time, the Town of Halton Hills has not been provided sufficient servicing capacity from the Region of Halton to meet the servicing requirements of this development – as Georgetown is currently serviced from groundwater sources, there are limitations to the available capacity – further discussions would be required with Town and Regional staff to determine when additional capacity may be made available for this proposed development, which will be dependent on the timing of lake-based services to a portion of Georgetown – this could delay the Regional support of some of the planning applications required for this development proposal • The owner should be aware that there may not be sufficient water or wastewater plant capacity, storage or pumping facilities and associated infrastructure to accommodate this development, that additional capacity may not become available within the term of this application approval and that granting of site plan approval does not imply a guarantee by the Region to service this development within the term of site plan approval. • No wastewater service laterals or water service connections are to cross existing or proposed property lines. • Any system upgrades or extensions to water or wastewater services that will be required to service the proposed development will be at the expense of the owner and will require entering into a Servicing Agreement with the Region of Halton, MECP approvals as well as a Services Permit. • Any existing water or wastewater services that must be abandoned will be required to be disconnected at the respective mains by the owner and at the cost of the owner. • The applicant shall comply with the Region’s current construction and design standards as stated in the Region’s Development Engineering Review Manual, Region of Halton Design Criteria, Contract Specifications and Standard Drawings, Sewer Discharge By-Law 02-03, Multi-unit Servicing Policy as set out in Report PPW01-96 and the By-Law Respecting the Prevention of Backflow Into the Water System as set out in By-Law 157-05 and Drinking Water System By-law 71-19 as required. • Prior to final approval, the owner shall obtain water and wastewater servicing permits from Halton, pay all the necessary fees associated with the permits and meet all of the service permit requirements including the installation of
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	<p>all water meters, to the satisfaction of Halton's Development Project Manager.</p> <ul style="list-style-type: none"> • Prior to site plan approval, the owner must verify with Halton's Development Project Manager that sufficient servicing capacity exists to accommodate this development. • Any works to be completed by the owner shall be supervised during their construction by a licensed Professional Engineer of the Province of Ontario with all professional engineering fees paid by the owner. The owner's engineer must provide competent full-time inspection staff on site during construction activities to obtain the required "as constructed" field information, and to ensure compliance with the approved drawings and Halton Region's Current Construction and Design Standards. <p>Required Studies:</p> <ul style="list-style-type: none"> • Application Form • Regional Review Fee(s) • Scoped Environmental Impact Assessment • Planning Justification Report, including land use compatibility section • Noise & Vibration Study • Air Quality Study (if requested by rail authority) • Well Survey & Monitoring Report • Record of Site Condition • Water Balance Assessment (reviewed and approved by Town of Halton Hills staff) • Archaeological Assessment with provincial acknowledgement • Waste Plan, if municipal collection is required • Functional Servicing Report, including a Water Usage & Sanitary Discharge Report • Full Digital Submission
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CN Rail
 proximity@cn.ca

Comments:

It is noted that the site is adjacent to CN's corridor. CN has concerns of developing/densifying residential uses abutting our railway right-of-way. Development of sensitive uses in proximity to railway operations cultivates an environment in which land use incompatibility issues are exacerbated. CN's guidelines reinforce the safety and well-being of any existing and future occupants of the area.

As specified in the email dated March 11, 2022, CN encourages the municipality to pursue the implementation of the following criteria as conditions of an eventual project approval:

1. Safety setback of habitable buildings from the railway rights-of-way to be a minimum of 30 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2.5 meters above grade at the property line, with side slopes not steeper than 2.5 to 1.

2. The Owner shall install and maintain a chain link fence of minimum 1.83 meter height along the mutual property line.
3. The Owner shall engage a consultant to undertake an analysis of noise. At a minimum, a noise attenuation barrier shall be adjoining and parallel to the railway rights-of-way, having returns at the ends, and a minimum total height of 5.5 metres above top-of-rail. Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre of surface area. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.
4. Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 meters of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz, ± 3 dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.
5. The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way:

“Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.”
6. The storm water management facility must be designed to control storm water runoff to pre-development conditions including the duration and volume of the flow and accordingly have no impacts on CN right of way, including ditches, culverts and tracks. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from CNR and be substantiated by a drainage report to the satisfaction of the Railway.
7. The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.
8. The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.
9. The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.

CN anticipates the opportunity to review a N&V study and a storm water management report taking into consideration the CN development guidelines.

Metrolinx

development.coordinator@metrolinx.com

Comments:

It is Metrolinx's understanding that the Proponent plans to construct 5 residential apartment buildings with a total of 1,419 residential units. Metrolinx comments on the Application are noted below:

- The subject property is located within 300m of CN Rail's Halton subdivision, which carries Kitchener GO rail service.
- As CN Rail is the owner of the adjacent railway corridor, they are the authority to provide commentary on matters related to rail safety. Metrolinx suggests that CN Rail is circulated the application for review.
- Metrolinx recommends that a Noise and Vibration Impact Study, prepared by a qualified consultant be submitted for review and satisfaction of Metrolinx. The proponent may obtain the most up-to-date rail volume forecast by submitting a request to raildatarequests@metrolinx.com.
- The proponent shall provide confirmation to Metrolinx that the following warning clause will be inserted into all Development Agreements, Offers to Purchase and Agreements of Purchase and Sale or Lease of each unit within 300 metres of the Railway Corridor:

Warning: Metrolinx and its assigns and successors in interest operate commuter transit service within 300 metres from the subject land. In addition to the current use of these lands, there may be alterations to or expansions of the rail and other facilities on such lands in the future including the possibility that Metrolinx or any railway entering into an agreement with Metrolinx or any railway assigns or successors as aforesaid may expand their operations, which expansion may affect the environment of the occupants in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual units. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under these lands.

- An environmental easement for operational emissions is required. This easement will be registered on title for all uses within 300 metres of the rail right-of-way. The proponent may contact David.Tsai@Metrolinx.com with questions and to initiate the registration process.

B

Appendix B: Draft OPA

BY-LAW NO. 2024-XXXX

A By-law to adopt Amendment No. XX to the Official Plan of the Town of Halton Hills, for the lands described as Lots 25-36, 41-56, Part of Lots 17-24, 40, 57-76, Part of West 20-Foot Lane, Part of East 20-Foot Lane, Part of Matthews Street, and Part of Reserve Block, Registered Plan 119, Town of Halton Hills, Regional Municipality of Halton, municipally known as 130 Mountainview Road North

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

AND WHEREAS on _____, 202_, Council for the Town of Halton Hills approved Report No. PD-202_-____, dated _____, 202_, in which certain recommendations were made regarding amending the Official Plan for the Town of Halton Hills to permit the development of three multi-tower mixed-use and residential buildings on the lands municipally known as 130 Mountainview Road North.

NOW THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CORPORATION OF THE TOWN OF HALTON HILLS ENACTS AS FOLLOWS:

1. That Amendment No. XX to the Official Plan for the Town of Halton Hills, being the attached Schedule and text, is hereby approved;
2. That the Town Clerk is hereby authorized to circulate the Official Plan Amendment as provided for by the Planning Act, R.S.O. 1990, c.P.13, as amended, regarding the appeal process.

BY-LAW read and passed by the Council for the Town of Halton Hills this ____ day of _____, 202_.

MAYOR – ANN LAWLOR

TOWN CLERK – VALERIE PETRYNIAK

**AMENDMENT No. XX
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 Schedule and text constitutes Amendment No. XX to the Official Plan of the Town of Halton Hills

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

The attached Schedule and text constitute Amendment No. XX 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 202_-XXXX in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P.13, as amended;

THE CORPORATION OF THE TOWN OF HALTON HILLS

MAYOR – ANN LAWLOR

TOWN CLERK – VALERIE PETRYNIAK

PART A – THE PREAMBLE

PURPOSE OF THE AMENDMENT

This Amendment is intended to facilitate the development of three multi-tower mixed-use residential buildings with towers ranging in height from 17 to 22 storeys, with 1,481 residential units and 525 square metres of retail space, and a privately-owned publicly accessible space (POPS) on the lands municipally known as 130 Mountainview Road North within the Georgetown GO Major Transit Station Area (MTSA). The subject lands are currently designated as High Density Residential/Mixed Use Area 1 in the Georgetown GO Station Area Secondary Plan and have a Redevelopment Site overlay.

The approved policies for the High Density Residential/Mixed Use Area 1 allow for the main permitted uses of apartment dwellings and mixed-use buildings including high density residential, office and a full range of commercial uses at a height not exceeding 16 storeys and a floor space index (FSI) not exceeding 3.5 for the site as a whole.

The Amendment changes the Official Plan designation on these lands from High Density Residential/Mixed Use Area 1 to High Density Residential/Mixed Use Area 1 with Special Provisions which would allow the development to achieve heights up to 22 storeys with an FSI of 4.56 for the site as a whole, inclusive of publicly conveyed lands.

LOCATION AND SITE DESCRIPTION

The subject lands are municipally known as 130 Mountainview Road North in the Georgetown GO MTSA. The subject lands are approximately 2.85 ha (7.04 acres) in area, are irregular in shape, and have frontage of approximately 241 metres along Mountainview Road and 83 metres along River Drive. The subject lands are a brownfield site and currently contain a small warehouse building and a cleared gravel area on the southeast corner of the property, an access road along the southern property boundary connecting the building to the adjacent property to the west, and a wooded area across the remainder of the property.

BASIS FOR THE AMENDMENT

The following planning and land use considerations have been identified and are considered appropriate to provide for the increased FSI and height on the subject lands:

1. The proposed development makes efficient use of an underutilized brownfield site in a Strategic Growth Area, where growth is intended to occur and where appropriate levels of infrastructure and public service facilities exist;
2. The proposed development supports the achievement of complete communities by providing for a range and mix of land uses, housing options and transportation options, through the provision of 1,481 residential units, 525 square metres of retail space, a privately-owned public space (POPS), a new roadway and pedestrian connections in and around the subject lands;

3. The proposed development supports the establishment of an appropriate range and mix of housing options and densities to meet projected requirements of current and future residents, and will assist the Town in achieving the population target assigned by the Region and the housing target assigned by the Province.
4. The proposed development is transit-supportive, providing a compact, mixed-use development with high residential density within close proximity to the Georgetown GO Station, and implements policy objectives for development within Major Transit Station Areas (MTSAs), including the Provincially-assigned minimum density target of 150 residents and jobs per hectare;
5. The proposed development maintains compatibility with proximate major facilities and employment areas; and,
6. The proposed development is appropriate for and complements the surrounding existing physical context, while advancing objectives for the redevelopment of the MTSA.

PART B – THE AMENDMENT

All of this part of the document consisting of the following Schedule and text constitutes Amendment No. XX to the Official Plan for the Town of Halton Hills.

DETAILS OF THE AMENDMENT

The Official Plan for the Town of Halton Hills is amended as follows:

1. That Schedule H3 – Georgetown GO Station Area Land Use Plan is hereby amended by marking with a number “X” and adding a solid red line around the lands shown in Schedule ‘1’ to this Amendment, municipally known as 130 Mountainview Road North.
2. That Section H3.9 of the Georgetown GO Station Secondary Plan for the Town of Halton Hills is hereby amended by adding a new subsection, which shall read as follows:

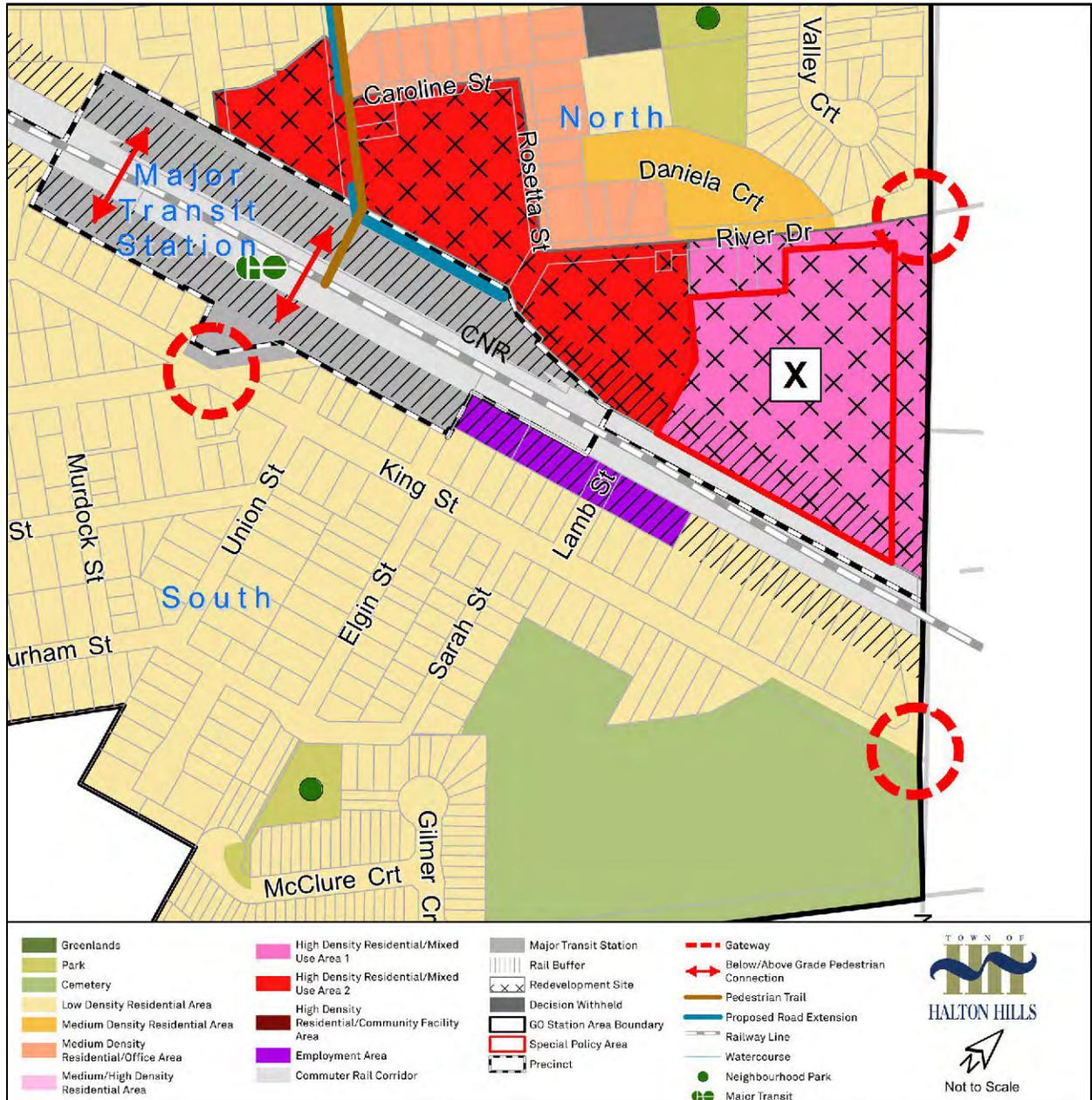
H3.9.X Special Policy Area X

The following policies apply to lands designated as High Density Residential/Mixed Use Area 1 and identified as Special Policy Area X, as shown on Schedule H3 of this Plan:

a) Density and Height

For the site as a whole, inclusive of publicly conveyed lands, a maximum FSI of 4.56, and a maximum height of 22 storeys, exclusive of rooftop mechanical equipment, is permitted.

Schedule 1 to Amendment No. XX



C

Appendix C: Draft ZBA

BY-LAW NO. 2024-XXXX

A By-law to Amend Zoning By-law 2010-0050, as amended, for the lands described as Lots 25-36, 41-56, Part of Lots 17-24, 40, 57-76, Part of West 20-Foot Lane, Part of East 20-Foot Lane, Part of Matthews Street, and Part of Reserve Block, Registered Plan 119, Town of Halton Hills, Regional Municipality of Halton, municipally known as 130 Mountainview Road North

WHEREAS Council is empowered to enact this By-law by virtue of the provisions of Sections 34 and 37 of the Planning Act, R.S.O.1990, as amended;

AND WHEREAS on _____, 202_, Council for the Town of Halton Hills approved Report No. PD-202_-__, dated _____, 202_, 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, as amended by Official Plan Amendment No. XX.

NOW THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CORPORATION OF THE TOWN OF HALTON HILLS ENACTS AS FOLLOWS:

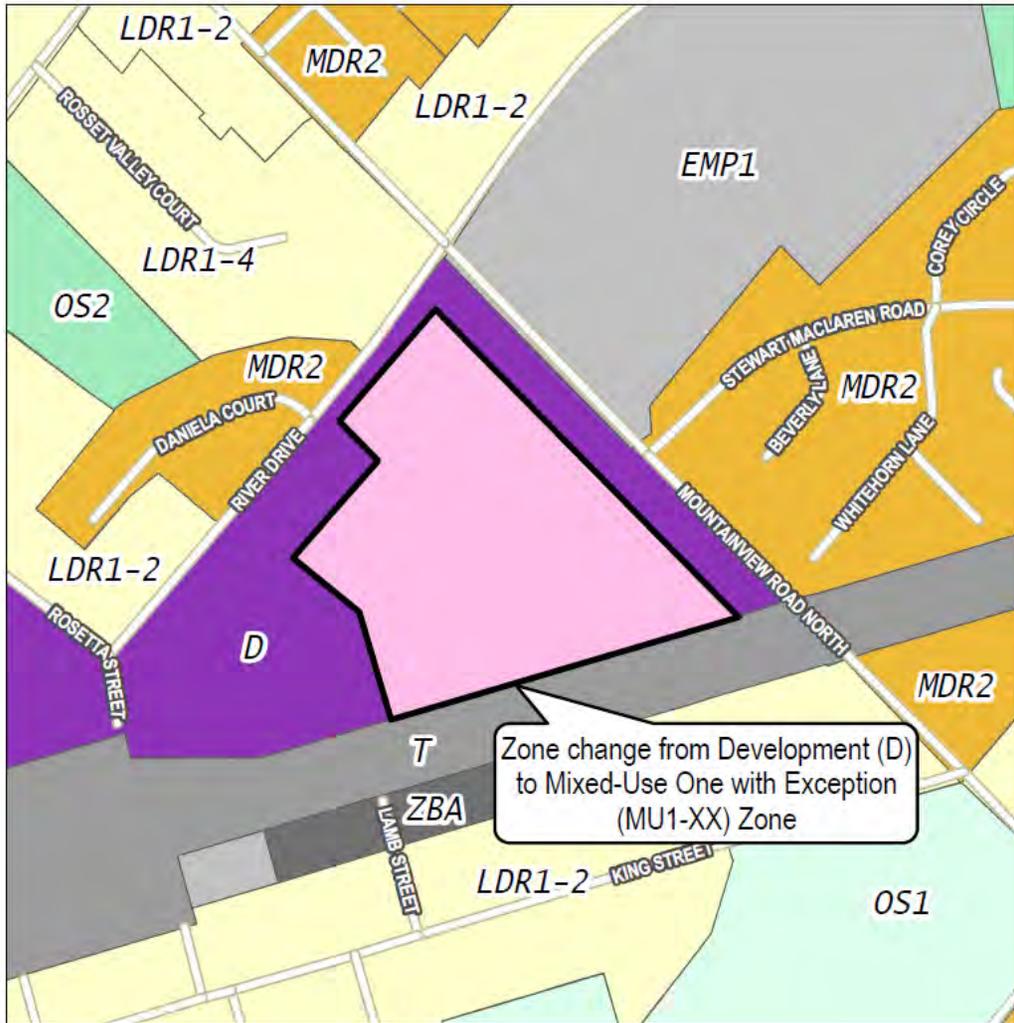
1. That Schedule “A3-2” of Zoning By-law 2010-0050, as amended, is hereby further amended by rezoning the lands described as Lots 25-36, 41-56, Part of Lots 17-24, 40, 57-76, Part of West 20-Foot Lane, Part of East 20-Foot Lane, Part of Matthews Street, and Part of Reserve Block, Registered Plan 119, Town of Halton Hills, Regional Municipality of Halton, municipally known as 130 Mountainview Road North, as shown on Schedule “A” attached to and forming part of this By-law from the Development (D) zone to a Mixed-Use One with Exception (MU1-XX) zone.
2. That Table 13.1: Exceptions of Zoning By-law 2010-0050, as amended, is hereby further amended by adding the Exception Provision contained in Schedule “B” 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 _____, 202_.

MAYOR – ANN LAWLOR

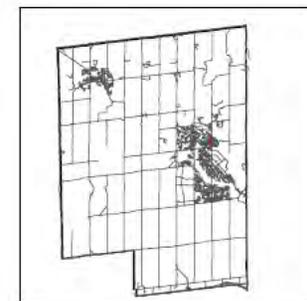
TOWN CLERK – VALERIE PETRYNIAK

SCHEDULE A to By-law 2024-XXXX



LEGEND

-  130 Mountainview Rd N
-  Mixed-Use One with Exception, MU1-XX
-  Employment One, EMP1
-  Low Density Residential One, LDR1
-  Medium Density Residential Two, MDR2
-  Open Space One, OS1
-  Open Space Two, OS2
-  Development, D
-  Transportation, T
-  Lands Subject to By-law 57-91 as Amended



Schedule B to By-law 202_-____

13.1 EXCEPTIONS

1	2	3	4	5	6	7
Exception Number	Zone	Municipal Address	Additional Permitted Uses	Only Permitted Uses	Uses Prohibited	Special Provisions
XX 202_-XXXX Georgetown	MU1	130 Mountainview Road North				<p>The following provisions apply to all of the lands zoned (MU1-XX) and identified as Block 1, Block 2 and Block 3 on Schedule C attached to and forming part of this By-law:</p> <ul style="list-style-type: none"> i) For the purpose of applying zoning provisions for parking and height, Blocks 1, 2 and 3 shall be considered as one lot. ii) Notwithstanding provision 5.2.2 of By-law 2010-0050, where the application of the parking ratio results in a fraction of a <i>parking space</i> being required, the minimum number of spaces shall be increased to the next highest whole number if the fraction is 0.5 or greater and shall be decreased to the next lowest whole number if the fraction is less than 0.5. iii) Notwithstanding Table 5.2 and Table 5.3 of By-law 2010-0050, the number of <i>parking spaces</i> required shall be calculated in accordance with the following standards: <ul style="list-style-type: none"> a. Residential <i>parking spaces</i> – 0.9 spaces per <i>dwelling unit</i> b. Visitor and Retail <i>parking spaces</i> – 0.1 spaces per <i>dwelling unit</i> iv) For the purposes of this Zone, “Height” means: with reference to a <i>building</i> or <i>structure</i>, the vertical distance measured from the <i>established grade</i> to the building roof. The building height shall exclude mechanical penthouse, parapets, guard rails, trellises, eaves, screens, stairs, roof drainage, window washing equipment, lightning rods, garbage chute overruns, make up air units, elevator overruns, and architectural features which may extend past the maximum building height to a maximum of 6.0 metres;

					<p>The following provisions apply to the lands identified as Block 1 on Schedule C attached to and forming part of this By-law:</p> <ul style="list-style-type: none"> i) The lot line parallel to Mountainview Road North shall be deemed the <i>front lot line</i>; ii) Minimum <i>front yard</i> – 2.0 m; iii) Minimum <i>rear yard</i> – 3.0 m; iv) Minimum <i>exterior side yard</i> – 2.0 m; v) Maximum <i>height</i> – 74.75 m; vi) Notwithstanding special provision 3 of Table 6.1 of By-law 2010-0050, <i>Retail Stores</i> shall be permitted at-grade fronting onto River Street and Mountainview and may include a mezzanine level.
					<p>The following provisions apply to the lands identified as Block 2 on Schedule C attached to and forming part of this By-law:</p> <ul style="list-style-type: none"> i) The lot line parallel to River Drive shall be deemed the <i>front lot line</i>; ii) Minimum <i>front yard</i> – 3.0 m; iii) Minimum <i>rear yard</i> – 5.5 m; iv) Minimum <i>interior side yard</i> – 4.1 m; v) Maximum <i>height</i> – 69.25 m;
					<p>The following provisions apply to the lands identified as Block 3 on Schedule C attached to and forming part of this By-law:</p> <ul style="list-style-type: none"> i) Minimum <i>front yard</i> – 12.8 m; ii) Minimum <i>rear yard</i> – 3.0 m;

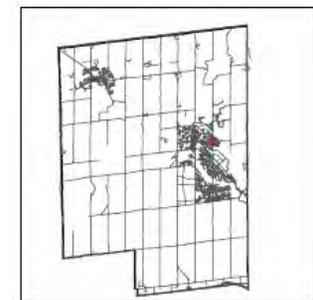
						<p>iii) Minimum interior <i>side yard</i> – 0.0 m;</p> <p>iv) Maximum <i>height</i> – 75.3 m;</p>
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SCHEDULE C to By-law 2024-XXXX



LEGEND

 130 Mountainview Rd N



D

Appendix D: Proposed Draft Plan of Subdivision

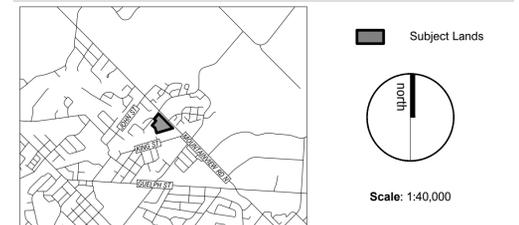
LEGAL DESCRIPTION
 LOTS 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55 AND 56
 AND
 PART OF LOTS 17, 18, 19, 20, 21, 22, 23, 24, 40, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75 AND 76
 AND
 PART OF WEST 20-FOOT LANE
 PART OF EAST 20-FOOT LANE
 PART OF MATTHEWS STREET
 (MATTHEWS STREET AND LANES CLOSED BY JUDGES ORDER REGISTERED AS INSTRUMENT N 265642)
 AND
 PART OF RESERVE BLOCK
 REGISTERED PLAN 119
 TOWN OF HALTON HILLS
 REGIONAL MUNICIPALITY OF HALTON

OWNER'S CERTIFICATE
 I AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO SUBMIT THIS PLAN FOR APPROVAL.

Date: _____ Signature: _____
 name
 title

SURVEYOR'S CERTIFICATE
 I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN

Date: _____ Signature: _____
 name
 title



Additional Information Required Under Section 51(17) of the Planning Act R.S.O. 1990, c.P.13 as Amended:

A. As Shown	F. As Shown
B. As Shown	G. As Shown
C. As Shown	H. Municipal Water Supply
D. Residential, Mixed-Use	I. Halton Till; Silt / Silty Clay
E. As Shown	J. As Shown
	K. All Services as Required
	L. As Shown

SITE STATISTICS

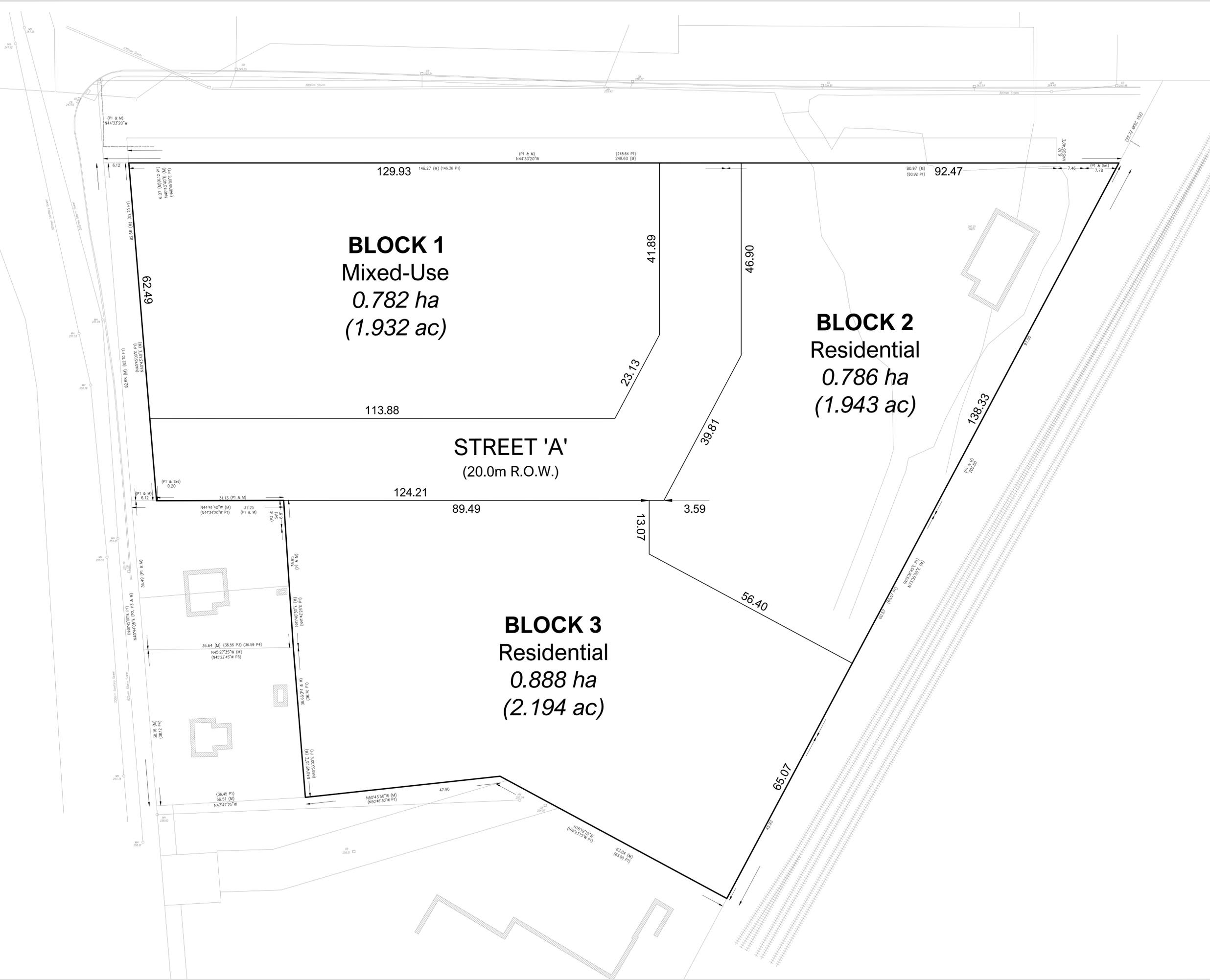
No.	Block	Hectares	Acres	%
1	Mixed-Use	0.782	1.932	27.5%
2	Residential	0.786	1.943	27.6%
3	Residential	0.888	2.194	31.2%
R.O.W. Street 'A'		0.390	0.964	13.7%
Total:		2.847	7.034	100.0%

1. 2024-11-05 Revise ROW and Parcel B & C to match architectural plan RM
 NO. DATE REVISION BY



Approval Stamp: _____ Date: November 27, 2024
 File No.: 23177 - A
 Plan Scale: 1:400
 Drawn By: R.M.
 Checked By: K.W.
 Project: 130 Mountainview Rd N
 Georgetown, Ontario

File Name: **Draft Plan of Subdivision**



E

Appendix E: Detailed Policy Assessment Table

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
Planning Act, R.S.O 1990, c. P. 13 (July 1, 2024)		
<i>Provincial Interest</i>		
<i>2 The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,</i>		
(a)	<i>the protection of ecological systems, including natural areas, features and functions;</i>	The accompanying Scoped EIS assessed the potential impacts of the proposed development on natural heritage features and their associated functions, and provided recommendations for mitigation measures consistent with existing policies and legislation to ensure protection of ecological systems.
(d)	<i>the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;</i>	An archeological assessment has been completed through a Stage 1 Archaeological Assessment.
(f)	<i>the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;</i>	As demonstrated through the Traffic Impact and Parking Study and Functional Servicing and SWM Report, the proposed development will make efficient use of existing and available infrastructure including transportation, water and wastewater services, and waste management systems.
(h)	<i>the orderly development of safe and healthy communities;</i> <i>(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;</i>	The proposed development represents the orderly development of safe and healthy communities by providing for the intensification of an underutilized brownfield site within an MTSA that has been identified for redevelopment. It is intended that the development will follow all relevant requirements of the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act in order to support the orderly development of safe and healthy

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
		communities. These matters will be addressed at the Site Plan and the Building Permit stage.
(j)	<i>the adequate provision of a full range of housing, including affordable housing;</i>	The proposed development will provide a range of unit types and sizes (studio to three-bedrooms) will assist in the diversification of the housing options available in the area.
(p)	<i>the appropriate location of growth and development;</i>	The proposed development on the Subject Lands represents an appropriate location for growth and development as it consists of the intensification of an underutilized brownfield site identified for redevelopment, within a defined SGA that is an MTSA.
(q)	<i>the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;</i>	The proposed development on the Subject Lands promotes sustainable development by introducing higher density residential uses, reduced parking rates and other TDM measures to support the use of existing transit services. The proposed development is oriented to pedestrians through the integration of ground-related uses and enhances pedestrian mobility through the provision of a new public road and sidewalk connections between Mountainview Road North and River Drive.
(r)	<i>the promotion of built form that,</i> <i>(i) is well-designed,</i> <i>(ii) encourages a sense of place, and</i> <i>(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;</i>	As discussed further in the Urban Design Brief, the proposal promotes a built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant. Careful consideration has been given to the site's locational context to establish a built form and design that is compatible with the surrounding area, while creating transit-supportive densities. Through the site's design, integration of retail uses, addition of a new public

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
		road and POPS, the proposed development will be well-integrated into the community.
<p><i>Plan of Subdivision Approvals</i></p> <p><i>51 (24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,</i></p>		
(a)	<i>the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;</i>	The proposed POS has been designed to support the Provincial interests outlined in Section 2.
(b)	<i>whether the proposed subdivision is premature or in the public interest;</i>	The proposed POS is not premature and is in the public interest as it serves to organize the development of the Subject Lands with blocks and a public road
(c)	<i>whether the plan conforms to the official plan and adjacent plans of subdivision, if any;</i>	The proposed POS conforms to the OP as the lands are designated for blocks of residential and mixed uses. The OPA is required to facilitate the proposed height and density.
(d)	<i>the suitability of the land for the purposes for which it is to be subdivided;</i>	The POS proposes to subdivide the land into three development blocks for mixed-use and residential buildings, and one block for a new public road. The lands are within a MTSA, and the POS reflects an appropriate division of land for the implementation of development within the MTSA.
(g)	<i>the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;</i>	All constraints and restrictions to development have been adequately addressed including the required setbacks to the adjacent CN Rail lands.

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
(h)	<i>conservation of natural resources and flood control;</i>	As outlined in the Scoped EIS, no provincially or regionally significant natural features were identified on the Subject Lands.
(i)	<i>the adequacy of utilities and municipal services;</i>	The proposed development will make efficient use of existing and available infrastructure including transportation, water and wastewater services, and waste management systems. The proposed new public road will provide for adequate municipal servicing and utility connections.
(k)	<i>the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;</i>	The proposed public road block is to be conveyed to the municipality.
(m)	<i>the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006.</i>	Future Site Plan applications will be required to facilitate the development of the Subject Lands. Each proposed development block is of sufficient size to accommodate the proposed development.
Provincial Planning Statement (2024)		
<p>The Subject Lands are within a Settlement Area (Built-Up Area) and are within a Strategic Growth Area, being a Major Transit Station Area.</p> <p>The Subject Lands are located to the west of an Employment Area – being the Communications & Power Industries site and are north of a major facility – being the CN Rail line.</p>		
Chapter 2: Building Homes, Sustaining Strong and Competitive Communities		
2.1 Planning for People and Homes		
2.1.6 Planning authorities should support the achievement of complete communities by:		

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
a)	<i>accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</i>	The proposed development accommodates a range and mix of new housing of land uses and a variety of housing options through the addition of 1,481 residential units with a mix of unit types and sizes, new retail spaces, and a POPS to meet resident needs. The proposed development is in a location near existing transit and has been designed to support a variety of transportation options.
b)	<i>improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and</i>	The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA and all required accessibility standards. The proposed development will be located within close proximity to a range of services and amenities as identified in Table 1 of the PJR.
c)	<i>improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.</i>	The proposed development will assist in improving social equity and the overall quality of life in the area by introducing a mix of housing, a new POPS, and access to public and active transportation.
2.2 Housing		
<i>2.2.1 Planning authorities shall provide for an appropriate range of housing options and densities to meet projected needs of current and future residents of the regional market area by:</i>		
b)	<i>permitting and facilitating:</i> <ol style="list-style-type: none"> <i>1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and</i> <i>2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;</i> 	<ol style="list-style-type: none"> 1. The proposed development will assist in diversifying the range and mix of housing options in the area to accommodate people at all stages of life and the needs of all household sizes and incomes through the addition of 1,481 residential that provide a mix of unit types and sizes not currently common in the area. 2. The proposal represents intensification in the form of the redevelopment of a brownfield site for residential uses, resulting in a new increase in residential units.

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
c)	<i>promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</i>	The proposed development includes 1,481 residential units on a 2.85 ha parcel – a residential density of 520 residents per hectare. As such, the development efficiently uses an underutilized piece of land within an MTSA, and efficiently uses available resources, infrastructure and public service facilities. The development supports the use of active transportation through the provision of sidewalks on the municipal ROWs, an internal pedestrian sidewalk network, and the inclusion of bicycle parking spaces.
d)	<i>requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.</i>	The proposed development is transit-supportive and provides for intensification in proximity to transit. The proposal provides a compact, mixed-use development that has a high level of residential density within an MTSA, in proximity to the Georgetown GO Station, which provides connections to the GO and VIA transit network and is also in proximity to several GO bus stops.
2.3 Settlement Areas and Settlement Area Boundary Expansions		
2.3.1 General Policies for Settlement Areas		
<i>2.3.1.1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.</i>		The Subject Lands are located in the Settlement Area of Halton Hills and are within a SGA, being a MTSA.
<i>2.3.1.2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:</i>		
a)	<i>efficiently use land and resources;</i>	The proposed development will make efficient use of land and resources through the redevelopment of an underutilized brownfield site into a high-density mixed-use development in an SGA slated for growth and redevelopment within the Settlement Area.

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
b)	<i>optimize existing and planned infrastructure and public service facilities;</i>	The proposed development optimizes existing infrastructure connections and existing and future public service facilities.
c)	<i>support active transportation;</i>	<p>The Subject Lands are located in proximity to several community parks, amenities and transit stops, supporting the use of active transportation. It is noted that the Town of Halton Hills plans to expand active transportation infrastructure in the area as outlined in the ATMP, 2020.</p> <p>The proposed development further supports the use of active transportation through the inclusion of bicycle parking spaces for residents and visitors, the addition of sidewalks along both sides Street A and along the Mountainview Road North and River Drive frontages, and the provision of an internal sidewalk network.</p>
d)	<i>are transit-supportive, as appropriate; and</i>	The proposed development is transit-supportive, as it provides a compact, mixed-use development that has a high level of residential density within an MTSA, in proximity to the Georgetown GO Station and GO bus stops. The proposed development improves the viability of existing transit infrastructure.
2.3.1.3. <i>Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.</i>		The proposed development represents the intensification and redevelopment of an underutilized site in a MTSA, optimizing existing infrastructure and public service facilities, and further supports the achievement of complete communities by providing for a range and mix of unit types and sizes.
2.3.1.4. <i>Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.</i>		ROPA 49 established a minimum growth target of 3,600 new housing units within the Built-Up Area of Halton Hills to be achieved by 2051 and identified that minimum

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
		<p>density targets will be established. The OP establishes a minimum intensification for the Georgetown GO Station Area Secondary Plan of 1,540 units to 2031.</p> <p>The proposed development supports the achievement of minimum targets for intensification and redevelopment as assigned by the Province and allocated by the Region and Town by contributing 1,481 residential units to the Georgetown GO MTSA.</p>
2.4 Strategic Growth Areas		
2.4.1 General Policies for Strategic Growth Areas		
<i>2.4.1.1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.</i>		The proposed development is located in an SGA.
<i>2.4.1.2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:</i>		
a)	<i>to accommodate significant population and employment growth;</i>	The proposed development provides for 1,481 residential units within the SGA, accommodating significant population growth.
c)	<i>to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and</i>	The proposed development accommodates and supports the transit network by providing for transit-supportive densities within the Georgetown GO MTSA.
<i>2.4.1.3. Planning authorities should:</i>		
c)	<i>permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;</i>	The proposed development represents the intensification of an underutilized site within an SGA to support the achievement of complete communities and a compact built form.

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
2.4.2 Major Transit Station Areas		
<i>2.4.2.1. Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800-metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.</i>		The Subject Lands are located within the Georgetown GO MTSA.
<i>2.4.2.2. Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:</i>		
c)	<i>150 residents and jobs combined per hectare for those that are served by commuter or regional rail.</i>	The proposed development includes 1,481 residential units on a 2.85 ha parcel – a residential density of 520 residents per hectare. According to the Region, the current density of the MTSA is 37 people and jobs per hectare. As such, the proposed development will assist in achieving minimum density target of 150 residents and jobs per hectare.
<i>2.4.2.3. Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:</i>		
a)	<i>planning for land uses and built form that supports the achievement of minimum density targets; and</i>	The proposed high density and mixed land uses and built form will support the achievement of minimum density targets.
2.8 Employment		
2.8.1 Supporting a Modern Economy		
<i>2.8.1.1. Planning authorities shall promote economic development and competitiveness by:</i>		
e)	<i>addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.</i>	The proposed development provides for an appropriate transition to the employment area to the east through building massing and compatible design.

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
<p><i>2.8.1.2. Industrial, manufacturing and small-scale warehousing uses that could be located adjacent to sensitive land uses without adverse effects are encouraged in strategic growth areas and other mixed-use areas where frequent transit service is available, outside of employment areas.</i></p>		<p>The Noise and Vibration Study confirms that the predicted sound levels from the adjacent communications and electronics medical equipment manufacturing facility meet all applicable stationary source sound level limits.</p>
<p><i>2.8.1.3. In addition to policy 3.5, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the longterm economic viability of employment uses within existing or planned employment areas, in accordance with provincial guidelines.</i></p>		<p>The Subject Lands are within 300 metres of an employment area. The Noise and Vibration Study confirms that the impacts of the proposed development on the surrounding area are anticipated to be adequately controlled through design.</p>
<p>2.8.2 Employment Areas</p>		
<p><i>2.8.2.3. Planning authorities shall designate, protect and plan for all employment areas in settlement areas by:</i></p>		
<p>e)</p>	<p><i>including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.</i></p>	<p>The development is appropriately transitioned to the existing employment area through an appropriate transition to ensure land use compatibility and economic viability.</p>
<p>2.9 Energy Conservation, Air Quality and Climate Change</p>		
<p><i>2.9.1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:</i></p>		
<p>a)</p>	<p><i>support the achievement of compact, transit-supportive, and complete communities;</i></p>	<p>The proposed development represents a compact and transit-supportive development that fosters a complete community by providing for a range and mix of land uses, unit types and sizes in a high-density format, that supports the reduction of single occupancy vehicle trips and increased use of public and active transportation modes.</p>

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
d)	<i>promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and</i>	<p>As outlined in the Functional Servicing and SWM Report, water balance retention volume will be achieved by a combination of low impact development measures (to be defined at the Site Plan stage).</p> <p>The proposed development supports the use of active transportation through the improvements to the sidewalk network on Mountainview Road North and River Drive, the provision of new sidewalks on Street A, an internal sidewalk network, and the provision of long-term and short-term bicycle parking spaces for residents, visitors, and retail patrons.</p>
Chapter 3: Infrastructure		
3.1 General Policies for Infrastructure and Public Service Facilities		
<i>3.1.2. Before consideration is given to developing new infrastructure and public service facilities:</i>		
a)	<i>the use of existing infrastructure and public service facilities should be optimized; and</i>	The proposed development supports the optimization of existing infrastructure and public service facilities.
3.2 Transportation Systems		
<i>3.2.2. Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</i>		The proposal incorporates TDM measures to encourage residents to explore various modes of transportation in order to reduce their dependency on single occupancy vehicle trips. These measures include a reduction in the parking supply, pedestrian connections to the municipal rights-of-way and transit information packages.
3.4 Airports, Rail and Marine Facilities		
<i>3.4.1. Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:</i>		

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
b)	<i>airports, rail facilities and marine facilities, and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 3.5.</i>	The proposed sensitive land use has been appropriately designed and buffered from the adjacent CN Rail line through a separation distance of 30 metres from residential units and a crash wall in the podium.
3.5 Land Use Compatibility		
	<i>3.5.1. Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.</i>	As outlined in the Noise and Vibration Study, the proposed development has been designed to minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and ensure the long-term operational and economic viability of the CN Rail line and the employment uses east of the Subject Lands. A 6 m crash wall has been incorporated along the edge of Buildings B and C, where they abut the railway corridor and appropriate building setbacks have been incorporated into the proposed development to provide for adequate separation between uses.
	<i>3.5.2. Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.</i>	The proposed development protects for long-term viability of the neighbouring employment use. The Town has identified the need for the proposed use on the Subject Lands through its designation as High Density Residential/Mixed Use Area 1 and Redevelopment Site in the Georgetown GO Station Area Secondary Plan and location within the Georgetown GO MTSA. Adverse effects to the proposed residential use are minimized and mitigated through transition and the siting of the buildings and towers and the incorporation of appropriate building setbacks and landscape buffers. The Environmental Noise and Vibration Assessment predicted sound levels from the neighbouring employment use on the residential portions

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
		of the towers and podium and outdoor terrace levels meet Class 1 sound level limits at all project locations.
3.6 Sewage, Water and Stormwater		
<i>3.6.1. Planning for sewage and water services shall:</i>		
a)	<i>accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;</i>	As described in the Functional Servicing and SWM Report, the proposed development can be accommodated by existing municipal sewage and water services, supporting their optimization.
<i>3.6.2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.</i>		The proposed development will be serviced by municipal sewage and water services.
<i>3.6.8. Planning for stormwater management shall:</i>		
a)	<i>be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;</i>	The FSR and SWM Reports have been prepared to integrate planning for stormwater management with planning for sewage and water services. The SWM Report further identifies how the proposed development minimizes contaminant loads, erosion and changes in water balance, mitigates risks to human health, safety, property and the environment, maximizes the extent and function of vegetative and pervious surfaces, and promotes stormwater management best practices.
b)	<i>minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;</i>	
c)	<i>minimize erosion and changes in water balance including through the use of green infrastructure;</i>	
e)	<i>maximize the extent and function of vegetative and pervious surfaces;</i>	
f)	<i>promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and</i>	
3.9 Public Spaces, Recreation, Parks, Trails and Open Space		
<i>3.9.1. Healthy, active, and inclusive communities should be promoted by:</i>		

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
a)	<i>planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;</i>	The proposed new public road through the Subject Lands provides a pedestrian-friendly connection from Mountainview Road North to Riverside Drive. Sidewalks are provided on both sides of the road to enhance pedestrian mobility, foster social interaction and facilitate active transportation and community connectivity.
b)	<i>planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;</i>	The proposed development will improve access to publicly-accessible built and natural settings for recreation in the community through the provision of a 2,721 square metre POPS.
Chapter 4: Wise Use and Management of Resources		
4.1 Natural Heritage		
<i>4.1.1. Natural features and areas shall be protected for the long term.</i>		The Scoped EIS confirms that no provincially or regionally significant natural features were identified on the Subject Lands.
4.6 Cultural Heritage and Archaeology		
<i>4.6.1. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.</i>		As outlined in the HIA, the Subject Lands do not meet any criteria of O. Reg. 9/06.
<i>4.6.2. Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.</i>		The Stage 1 Archaeological Assessment confirms that there is no potential for the presence of significant precontact Indigenous or Euro-Canadian archaeological resources that may be impacted by the proposed development.
<i>4.6.3. Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.</i>		The HIA assessed the proposed development's scale, form, massing and proposed materials with respect to its compatibility with the adjacent listed property at 2 Rosetta

POLICY	ASSESSMENT
	Street and concludes that the proposed materials are consistent with the industrial origins of the area.
Chapter 5: Protecting Public Health and Safety	
5.1 General Policies for Natural and Human-Made Hazards	
<p><i>5.1.1. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.</i></p>	<p>The Subject Lands do not represent an area where there is an unacceptable risk to public health or safety or of property damage, and the development does not create new or aggravate existing hazards.</p>
5.3 Human Made Hazards	
<p><i>5.3.2. Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.</i></p>	<p>An MECP-compliant Risk Assessment will be completed for the Subject Lands. The results will require certain RMMs to be employed to ensure there is no risk to receptors. These RMMs will be documented in a Certificate of Property Use which will be filed with the MECP and remain on title. In addition, some physical remediation may also be employed in certain areas to reduce the need for certain RMMs.</p>
Halton Regional Official Plan (November 4, 2022)	
<p>The Subject Lands are identified as follows in the ROP:</p> <ul style="list-style-type: none"> • Within the Settlement Area and within the Regional Urban Boundary, and designated Urban Area (Map 1 – Regional Structure) • Within a Strategic Growth Area, being a Major Transit Station Area (MTSA) (Map 1h – Regional Urban Structure) • Within the Georgetown GO Strategic Growth Area, which is an MTSA on a Commuter Rail Corridor (Table 2b – Strategic Growth Area Targets) • Urban Area with Regional Phasing to 2021 (Map 5 – Regional Phasing) <p>Mountainview Road North is identified as a Minor Arterial road (Map 3), and the CN Rail line is identified as a Commuter Rail Corridor (Map 1h, Map 3).</p> <p>The Subject Lands are located to the west of an Employment Area (Map 1h), and the Communications & Power Industries Canada site west of the Subject Lands is identified as a Regional Employment Area (Map 6g).</p>	

POLICY	ASSESSMENT
Part II – Basic Position	
Halton’s Regional Structure	
<p><i>50.2 The Regional Structure implements Halton’s planning vision of its future landscape as described in Section 27 by organizing land uses into the following broad categories:</i></p> <p><i>(1) Settlement Areas, consisting of the Urban Areas within the Regional Urban Boundary as well as Hamlets and Rural Clusters, as shown on Map 1,</i></p>	<p>The Subject Lands are located within a Settlement Area and are within the Urban Area within the Regional Urban Boundary.</p>
<p><i>51. The Regional Structure consists of the following mutually exclusive land use designations:</i></p> <p><i>(1) Urban Area, where urban services are provided to accommodate concentrations of existing and future development,</i></p>	<p>The Subject Lands are designated Urban Area.</p>
<p><i>51.3 Within the Urban Area designation as shown on Map 1, this Plan defines a Regional Urban Structure consisting of the following:</i></p> <p><i>(1) Strategic Growth Areas that are subject to policies and/or conditions for development as described in Section 78 to 82.7 of this Plan and which are identified below and shown on Map 1H:</i></p> <p><i>b) Major Transit Station Areas;</i></p> <p><i>The detailed boundaries of Urban Growth Centres, Major Transit Station Areas, and Primary Regional Nodes are identified on Map 6.</i></p> <p><i>The Strategic Growth Areas are not land use designations and their delineation or identification does not confer any new land use designations nor alter any existing land use designations. Development on lands within Strategic Growth Areas is subject to the applicable policies of this Plan and is to occur in accordance with Local Official Plans and Zoning By-laws.</i></p> <p><i>(3) The Built-Up Area as shown on Map 1H and the Designated Greenfield Area, consisting of lands within the Urban Area outside of the Built-Up Area, which are subject to specific targets and policies of this Plan.</i></p>	<p>The Subject Lands are located in an MTSA, which is a delineated SGA, and are within the Built-Up Area.</p>
<p><i>55. The Regional Structure is accompanied by a growth strategy for Halton based on the distribution of population and employment as contained in Table 1, which has been updated to the planning horizon year of 2051 through the municipal comprehensive review, and in accordance with the Regional phasing outlined on Map 5, as well as by other infrastructure elements such as transportation systems and urban services and other policies of this Plan.</i></p>	<p>The proposed development will assist the Town and the Region in achieving its growth targets.</p>

POLICY							ASSESSMENT											
Table 1 – Population and Employment Distribution																		
	Population ¹			Employment														
Municipality	2021	2041	2051	2021	2041	2051												
<i>Halton Hills</i>	<i>66,010</i>	<i>98,890</i>	<i>132,050</i>	<i>24,510</i>	<i>45,900</i>	<i>65,460</i>												
<i>Halton Region</i>	<i>620,990</i>	<i>929,400</i>	<i>1,098,070</i>	<i>279,200</i>	<i>421,230</i>	<i>507,240</i>												
¹ Population numbers in this table are “total population” numbers including approximately 4% undercoverage from the official “Census population” numbers reported by Statistics Canada.																		
<p>55.1 The Regional Structure also sets out targets for intensification within the Built-Up Area and for the density of Designated Greenfield Areas and Employment Areas, as contained in Table 2.</p> <p>Table 2 – Intensification and Density Targets</p> <table border="1"> <thead> <tr> <th rowspan="2">Target</th> <th colspan="2">Municipality</th> </tr> <tr> <th>Halton Region</th> <th>Halton Hills</th> </tr> </thead> <tbody> <tr> <td>Intensification Target</td> <td></td> <td></td> </tr> <tr> <td><i>Housing Units in Built-Up Area ¹</i></td> <td><i>53,300</i></td> <td><i>3,600</i></td> </tr> </tbody> </table> <p>¹ Target for the number of new housing units occurring within the Built-Up Area as shown on Map 1H between 2022 and 2041 and representing 45% of all new housing units during this period</p>							Target	Municipality		Halton Region	Halton Hills	Intensification Target			<i>Housing Units in Built-Up Area ¹</i>	<i>53,300</i>	<i>3,600</i>	<p>The proposed development will assist the Town and the Region in achieving the intensification target for housing units in the Built-Up Area.</p>
Target	Municipality																	
	Halton Region	Halton Hills																
Intensification Target																		
<i>Housing Units in Built-Up Area ¹</i>	<i>53,300</i>	<i>3,600</i>																
<p>55.2 The Regional Structure also sets out the Regional phasing to be achieved every five years from 2022 to 2051 between the Built-Up Areas and the Designated Greenfield Areas in Table 2a.</p> <p>Table 2a – Regional Phasing</p> <table border="1"> <thead> <tr> <th>Municipality</th> <th>2022-2026</th> <th>2027-2031</th> <th>2032-2036</th> <th>2037-2041</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>							Municipality	2022-2026	2027-2031	2032-2036	2037-2041						<p>The proposed development will support the achievement of units inside the Built Boundary through the addition of 1,481 residential units in Halton Hills.</p>	
Municipality	2022-2026	2027-2031	2032-2036	2037-2041														

POLICY					ASSESSMENT												
<i>Halton Region</i>																	
<i>Units inside the Built Boundary</i>	<i>12,430</i>	<i>13,200</i>	<i>13,680</i>	<i>13,950</i>													
<i>Halton Hills</i>																	
<i>Units inside the Built Boundary</i>	<i>780</i>	<i>830</i>	<i>1,050</i>	<i>1,070</i>													
<p>55.3 <i>The Regional Structure also sets out targets that apply to Strategic Growth Areas as contained in Table 2b, including:</i></p> <p><i>a) specific minimum density targets, planned to be achieved by 2031 or earlier for Urban Growth Centres and beyond the 2051 planning horizon of this Plan for other Strategic Growth Areas; and</i></p> <p><i>b) general targets for an overall proportion of residents and jobs to be planned for and achieved over the long-term. The general targets for an overall proportion of residents and jobs in Strategic Growth Areas may be refined by the Local Municipalities, subject to Regional approval, and provided the change does not compromise the overall intent of the Region's growth strategy.</i></p> <p>Table 2b – Strategic Growth Area Targets</p> <table border="1"> <thead> <tr> <th rowspan="2"><i>Strategic Growth Area Type</i></th> <th rowspan="2"><i>Strategic Growth Area</i></th> <th rowspan="2"><i>Minimum Density Target * (Residents and Jobs Combined Per Hectare)</i></th> <th colspan="2"><i>General Target Proportion of Residents and Jobs **</i></th> </tr> <tr> <th><i>Residents</i></th> <th><i>Jobs</i></th> </tr> </thead> <tbody> <tr> <td><i>MTSAs on a Commuter Rail Corridor</i></td> <td><i>Georgetown GO ****</i></td> <td><i>TBD</i></td> <td><i>TBD</i></td> <td><i>TBD</i></td> </tr> </tbody> </table> <p><i>**** Targets to be determined through the municipal comprehensive review.</i></p>					<i>Strategic Growth Area Type</i>	<i>Strategic Growth Area</i>	<i>Minimum Density Target * (Residents and Jobs Combined Per Hectare)</i>	<i>General Target Proportion of Residents and Jobs **</i>		<i>Residents</i>	<i>Jobs</i>	<i>MTSAs on a Commuter Rail Corridor</i>	<i>Georgetown GO ****</i>	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>	<p>The SGA targets for the Georgetown GO MTSA have not been established in the ROP.</p>
<i>Strategic Growth Area Type</i>	<i>Strategic Growth Area</i>	<i>Minimum Density Target * (Residents and Jobs Combined Per Hectare)</i>	<i>General Target Proportion of Residents and Jobs **</i>														
			<i>Residents</i>	<i>Jobs</i>													
<i>MTSAs on a Commuter Rail Corridor</i>	<i>Georgetown GO ****</i>	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>													
<p>55.4 <i>The Regional Structure is based on a strategy to accommodate population and employment growth in Halton to 2051 by directing growth to the Urban Areas within the Regional Urban Boundary as shown on Map 1 and in accordance with the distribution of population and employment in Table 1.</i></p>					<p>The proposed development provides for growth in an Urban Area within the Regional Urban Boundary.</p>												

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
<i>56.1 Through a future Amendment to this Plan as part of the current municipal comprehensive review, the Region will update Table 2 and 2a, and associated table footnotes, to the planning horizon of 2051.</i>		It is noted that the Town of Halton Hills will be completing its new Official Plan and updates given the removal of planning responsibilities for Halton Region associated with Bill 185.
Part III – Land Stewardship Policies		
Development Criteria		
<i>57. Development is directed to environmentally suitable areas with the appropriate land use designation in accordance with the goals, objectives and policies of this Plan.</i>		The proposed development is located in a suitable area with the appropriate Urban Area land use designation.
<i>58. Uses are permitted as specified for each land use designation provided that:</i>		
(1)	<i>the site is not considered hazardous to life or property due to conditions such as soil contamination, unstable ground or soil, erosion, or possible flooding;</i>	As demonstrated in the Phase 2 ESA, impacts were identified in both the soil and groundwater, and kaolinite waste was identified throughout the property and determined to be hazardous in one sample. A Risk Assessment will be completed, RMMs will be employed, and some physical remediation may also be employed in certain areas.
(1.1)	<i>adequate supply of water and treatment of wastewater for the proposed use has been secured to the satisfaction of the Region; and</i>	The proposed development will be serviced by an adequate supply of water and treatment of wastewater.
(2)	<i>development meets all applicable statutory requirements, including regulations, Official Plan policies, zoning by-laws, and municipal by-laws.</i>	Following the approval of the OPA and ZBA, the proposed development will meet all statutory requirements.
Land Use Designations		
<i>71. The geographic area of Halton is divided into the following mutually exclusive land use designations, as shown on Map 1 with the exception of Regional Waterfront Parks, which are shown by symbol on Map 1 and detailed on Map 2:</i> <i>(1) Urban Area,</i>		The Subject Lands are designated as Urban Area on Map 1 – Regional Structure.

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
Urban Area and the Regional Urban Structure		
<i>72.1 The objectives of the Urban Area are:</i>		
(1)	<i>To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.</i>	The proposal embodies a well-designed development that is compatible with the surrounding area while providing for transit-supportive densities and contributing to the creation of healthy communities.
(2)	<i>To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.</i>	The proposed development provides for a built form that is compact and makes efficient use of land in the MTSA, thereby supporting transit usage and non-motorized modes of travel.
(6)	<i>To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.</i>	The proposed development introduces new residential units at a higher density on an underutilized site within an SGA.
(7)	<i>To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.</i>	The proposed development supports this objective by contributing to the diversification of the housing stock in the community, which will improve the likelihood that residents who work in the area can also find suitable housing in the area, reducing the need for long distance vehicle commuting and supporting an increased the modal share for transit and active transportation.
(9)	<i>To facilitate and promote intensification and increased densities.</i>	The proposed development provides for the intensification of an underutilized site with a higher-density form of housing.
<i>74. The Urban Area consists of areas so designated within the Regional Urban Boundary as delineated on Map 1, where urban services are or will be made available to accommodate existing and future urban development and amenities.</i>		Noted. Urban services are available to accommodate the proposed development.

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
<p><i>75. The Urban Area is planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities as shown in Table 1, the intensification and density targets as shown in Table 2, the Regional phasing as shown in Table 2a, and the targets for Strategic Growth Areas as shown in Table 2b.</i></p>		<p>The proposed development will assist in the achievement of population targets, intensification targets, and the future targets for the SGA.</p>
<p><i>77. It is the policy of the Region to:</i></p>		
(2.1)	<p><i>Direct, through Table 2 and Table 2a, to the Built-Up Area a minimum of 45 percent of new residential development occurring annually within Halton in between 2022 and 2051.</i></p>	<p>The proposed 1,481 new residential units in the Built-Up Area will support the Town in achieving the Region's intensification requirements.</p>
<p>Regional Urban Structure</p>		
<p><i>78. Within the Urban Area, the Regional Urban Structure, as shown on Map 1H, implements Halton's planning vision and growth management strategy to ensure efficient use of land and infrastructure while supporting transit, and the long-term protection of lands for employment uses.</i></p> <p><i>The Regional Urban Structure consists of the following structural components:</i></p> <p><i>(1) Strategic Growth Areas;</i></p> <p><i>(3) Built-Up Areas; and</i></p>		<p>The Subject Lands are designated as Urban Area within the Built Boundary, are within the Commuter Rail Corridor and located in a MTSA which is identified as an SGA on Map 1H – Regional Urban Structure.</p>
<p><i>78.1 The objectives of the Regional Urban Structure are:</i></p>		
(2)	<p><i>To focus a significant proportion of population and certain types of employment growth within Strategic Growth Areas through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan;</i></p>	<p>The proposed development supports this objective by providing for 1,481 new residential units within an SGA through mixed use intensification of an underutilized site.</p>
(5)	<p><i>To support climate change mitigation by directing growth to areas that will support achieving complete communities and the minimum intensification and density target of this Plan as well as reducing dependence on the automobile and supporting existing and planned transit and active transportation.</i></p>	<p>The proposed development offers a reduced parking standard to promote the use of the existing nearby Georgetown GO and is proposing 1,071 bicycle parking spaces to promote active transportation with nearby identified cycling routes.</p>

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
Strategic Growth Areas		
<i>79. The objectives of the Strategic Growth Areas are:</i>		
(1)	<i>To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities.</i>	The proposed development supports this objective by providing for a compact urban form that is complementary to existing developed areas through appropriate transition while being in line with the Town's redevelopment vision for the MTSA, and while accommodating for transit-supportive densities, supporting reduced automobile use and increased transit use and active transportation. The proposed development will contribute to the establishment of a complete community through the addition of residential uses, retail space and POPS.
(4)	<i>To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.</i>	The proposed development supports this objective by providing for residential, retail, and POPS uses.
(5)	<i>To create a vibrant, diverse and pedestrian-oriented urban environment.</i>	This objective is supported through the addition of POPS, the addition of a new public road with sidewalks on both sides, and through the ground-related uses along the building frontages.
(6)	<i>To cumulatively attract a significant portion of population and employment growth.</i>	The proposed development will attract a significant portion of population growth through the addition of 1,481 residential units.
(7)	<i>To provide high quality public parks and open spaces with site design and urban design standards that create attractive and vibrant places to promote the development of complete communities.</i>	This objective is supported through the addition of a 2,721 square metre POPS to serve current and future residents, and the overall site design and urban design standards foster an attractive and vibrant public realm, supporting the achievement of complete communities.

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
(8)	<i>To support transit and active transportation for everyday activities.</i>	The proposed development supports transit and active transportation for everyday activities by integrating a retail component, incorporating bicycle parking spaces for residents and visitors, and new sidewalks to support pedestrian mobility.
(9)	<i>To generally achieve higher densities than the surrounding areas.</i>	The proposed development provides higher densities than the surrounding areas by achieving a residential density of 520 units per hectare on the site.
(10)	<i>To achieve an appropriate transition of built form to adjacent areas.</i>	The proposed development provides an appropriate transition of built form to adjacent areas through the strategic location of the buildings, towers and park area, incorporating appropriate transition through setbacks and step backs, and providing landscaped buffers around the site.
<p>79.1 <i>Strategic Growth Areas are integral to the Regional Urban Structure within the Urban Area and consist of:</i></p> <p><i>(2) Major Transit Station Areas as delineated on Map 1H and Map 6 and identified by symbol on Map 3, which generally consist of areas within 500 m to 800 m of the Major Transit Station, subject to specific policies in Section 81, in addition to those for Strategic Growth Areas.</i></p>		The Subject Lands are located within a Major Transit Station Area which is delineated as an SGA in the Regional Structure.
<p>79.2 <i>The Regional Urban Structure contains a hierarchy of Strategic Growth Areas as delineated or identified by symbol on Map 1H:</i></p> <p><i>(4) Major Transit Station Areas on a Commuter Rail Corridor;</i></p> <p><i>The Strategic Growth Areas are not land use designations and their delineation or identification does not confer any new land use designations nor alter any existing land use designations. Development on lands within Strategic Growth Areas is subject to the applicable policies of this Plan and is to occur in accordance with Local Official Plans and Zoning By-laws.</i></p>		The Subject Lands are delineated as a Major Transit Station Areas on a Commuter Rail Corridor and area identified as an SGA on Map 1H – Regional Urban Structure.
<p>79.3 <i>It is the policy of the Region to:</i></p>		

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
(1)	<i>Direct development with higher densities and mixed uses to Strategic Growth Areas in accordance with the hierarchy identified in Section 79.2 of this Plan.</i>	The proposed development will bring 1,481 residential units and 525 square metres of retail space to the Georgetown GO SGA.
(7)	<i>Require the Local Municipalities to:</i> <i>a) include Official Plan policies and adopt Zoning By-laws to meet intensification and mixed-use objectives for Strategic Growth Areas;</i> <i>b) prescribe in Official Plans and Zoning By-laws minimum development densities for lands within Strategic Growth Areas in accordance with Table 2b, where applicable;</i> <i>d) promote development densities that will support existing and planned transit services.</i>	It is noted that the Town of Halton Hills is updating the Georgetown GO Station Area Secondary Plan to assign minimum development densities to the Georgetown GO MTSA. The proposed development supports intensification and mixed-use development and provides for transit-supportive densities.
(7.2)	<i>Consider intensification and development of Strategic Growth Areas as the highest priority of urban development within the Region and implement programs and incentives, including Community Improvement Plans, Community Planning Permit System, and Inclusionary Zoning in Protected Major Transit Station Areas under the Planning Act, to promote and support intensification and further the development of Affordable Housing.</i>	The proposed development is located within an SGA, which is the highest priority of urban development within the Region. The proposed development recognizes this prioritization by providing for the intensification of an underutilized site within the Georgetown GO SGA.
(7.3)	<i>Ensure that Strategic Growth Areas are development-ready by:</i> <i>a) making available at the earliest opportunity water, waste water and transportation service capacities to support the development densities prescribed for Strategic Growth Areas; and</i>	The proposed development can be accommodated with existing water, wastewater and transportation service capacities.
(8)	<i>Encourage the Local Municipalities to adopt parking standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit.</i>	The proposed development incorporates reduced parking standards and incorporates significant bicycle parking facilities to promote the use of active transportation and public transit.
(12)	<i>Ensure the long-term operational and economic viability of existing or planned major facilities, and achieve land use compatibility between major facilities and sensitive land uses within or adjacent to Strategic Growth Areas in accordance with Section 143(12) of this Plan.</i>	The proposed development achieves land use compatibility with the adjacent CN Rail line through site and building design and the incorporation of appropriate mitigation measures.

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
Major Transit Station Areas		
<i>81. The objectives of the Major Transit Station Areas, as delineated on Map 1H and Map 6, are:</i>		
(1)	<i>To leverage infrastructure investments and the development of public service facilities to support a significant share of growth and achieve transit support densities through existing or planned frequent transit service.</i>	The proposed development leverages existing infrastructure and public service facilities to provide for transit-supportive densities near existing transit service.
(2)	<i>To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the area in a pedestrian-oriented urban environment.</i>	This objective is supported by the proposed development by providing for a mix of transit-supportive uses, including residential, retail and a POPS that support a pedestrian-oriented environment.
(3)	<i>To function as an important Strategic Growth Area component of the Regional Urban Structure and leverage infrastructure investment and frequent transit service to accommodate increased densities and transit-supportive growth.</i>	The proposed development will improve the function of the Georgetown GO MTSA as an important SGA, and the density of 520 units per hectare will support transit-supportive growth.
(6)	<i>To protect existing employment uses within and adjacent to Major Transit Station Areas by ensuring land use compatibility with adjacent new development is achieved. New developments are required to meet the Provincial Policy Statement, 2020 requirements for land use compatibility.</i>	The proposed development protects for long-term viability of the adjacent employment use. The Town has identified the need for the proposed use on the Subject Lands through its designation as High Density Residential/Mixed Use Area 1 and Redevelopment Site in the Georgetown GO Station Area Secondary Plan and location within the Georgetown GO MTSA. Adverse effects to the proposed residential use are minimized and mitigated through the siting of the buildings and towers and the incorporation of appropriate building setbacks and landscape buffers.
(7)	<i>To maximize the number of potential transit users within walking distance of a station, while considering contextually appropriate intensification opportunities within stable residential neighbourhoods to ensure the protection of neighbourhood character, to be determined through the preparation of Area Specific Plans.</i>	The proposed development maximizes the number of potential transit users within walking distance of a station by providing for 1,481 residential units in proximity to the Georgetown GO station, while respecting the context of the surrounding community.

POLICY		ASSESSMENT
Protected Major Transit Station Areas		
<p><i>81.1 The Major Transit Station Areas (including the Major Transit Station Areas that are also Urban Growth Centres), with minimum density targets as identified on Table 2b, and as delineated on Map 1H and Map 6, are identified as Protected Major Transit Station Areas in accordance with Section 16(16) of the Planning Act.</i></p>		<p>It is noted that the Subject Lands are not currently identified as a PMTSA. While the Georgetown GO MTSA is not currently identified as a PMTSA, the Background and Policy Options Report prepared for the Georgetown GO Station Area/Mill Street Corridor Secondary Plan Review specifies that the Georgetown GO MTSA is expected to become a PMTSA through the assignment of minimum density targets. As such, an evaluation of the policies is included below.</p>
<p><i>81.2 It is the policy of the Region to:</i></p>		
(1)	<p><i>Direct development with higher densities and mixed uses to Major Transit Station Areas in accordance with the hierarchy of Strategic Growth Areas identified in Section 79.2 of this Plan.</i></p>	<p>The proposed development provides for a high-density and mixed-use development within the Georgetown GO MTSA.</p>
(2)	<p><i>Require Local Official Plans to plan to achieve:</i></p> <p><i>a) the minimum density target for each Major Transit Station Area as prescribed in Table 2b, which may be achieved beyond the planning horizon of this Plan; and</i></p> <p><i>b) a general target proportion of residents and jobs within each Major Transit Station Area in accordance with Section 55.3 and Table 2b of this Plan, where applicable.</i></p>	<p>The proposed development will assist in achieving the future minimum density targets of the Georgetown GO MTSA to be assigned by the Town.</p>
Employment Areas		
<p><i>83.2 It is the policy of the Region to:</i></p>		
(2)	<p><i>Plan for, protect and preserve the Employment Areas for current and future use. Development in proximity to major facilities are required to meet the Provincial Policy Statement, 2020 requirements for land use compatibility.</i></p>	<p>The proposed development plans for, protects, and preserves the neighbouring Employment Area for current and future use.</p>
(7)	<p><i>Where Employment Areas are located within a Major Transit Station Area as delineated on Map 1H, recognize the dual role and function of these Major Transit Station Areas as mixed use Strategic Growth</i></p>	<p>The proposed development is located to the west of an Employment Area, which is in the expanded MTSA area</p>

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
	<p><i>Areas as well as the location of existing employment uses, and, require the Local Municipalities, when planning for these areas through an Area-Specific Plan in accordance with Section 81.2(4) of this Plan, to:</i></p> <p><i>a) recognize the importance of the protection of existing employment uses and the potential for appropriate employment growth and intensification within the Employment Area and within adjacent non-employment areas;</i></p> <p><i>b) provide an appropriate interface between the Employment Area and adjacent non-employment areas to maintain land use compatibility; and</i></p> <p><i>c) only permit sensitive land uses within adjacent non-employment areas if land use compatibility can be addressed in a manner that protects existing employment uses in accordance with Sections 79.3(12) and 143(12) of this Plan.</i></p>	<p>introduced by ROPA 49. These lands are not captured in the current Georgetown GO Station Area Secondary Plan but have been incorporated into the Georgetown GO Station Area/Mill Street Corridor Secondary Plan Review.</p> <p>The proposed development recognizes the dual role and function of MTSAs as mixed-use SGAs as well as the location of existing employment uses by providing for an appropriate interface between the Employment Area to maintain land use compatibility and protect the existing employment uses.</p>
Housing		
	<p>84. <i>The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.</i></p>	<p>The proposed development supports the Region's housing goal by increasing the mix and variety of housing in the Town and Region to support current and future residents.</p>
	<p>85. <i>The objectives of housing are:</i></p>	
(4)	<p><i>To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.</i></p>	<p>The proposed development makes more efficient use of an underutilized parcel of land to increase the housing supply in the area while maintaining the physical character of the surrounding existing area.</p>
(13)	<p><i>To promote residential intensification through the development or redevelopment of brownfield and greyfield sites.</i></p>	<p>The proposal promotes residential intensification through the redevelopment of a brownfield site.</p>
	<p>86. <i>It is the policy of the Region to:</i></p>	
(6)	<p><i>Adopt the following housing targets:</i></p>	<p>The proposed development will assist the Region in achieving its housing target by providing 1,481 residential units in multi-storey buildings.</p>

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POLICY		ASSESSMENT
	<i>a) that the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter; and</i>	
(13.1)	<i>In partnership with the Local Municipalities, other government agencies and the private sector, identify brownfield and greyfield sites outside Employment Areas and work towards making them available, where appropriate, for development or redevelopment for housing purposes with components of Assisted, Affordable and Special Needs Housing. Such sites or lands may be declared as Community Improvement Project Areas under the Planning Act to facilitate their development or redevelopment.</i>	The Subject Lands have been identified by the Town as a brownfield site suitable for redevelopment, through the Redevelopment Site overlay in the Georgetown GO Station Area Secondary Plan and the Development (D) zoning.
Urban (Water Supply and Wastewater Treatment) Services		
<i>89. It is the policy of the Region to:</i>		
(3)	<i>Require that approvals for all new development within the Regional Urban Boundary as delineated on Map 1 of this Plan, be on the basis of connection to Halton's municipal water and wastewater systems, unless otherwise exempt by other policies of this Plan.</i>	As outlined in the Functional Servicing and SWM Report, the proposed development proposes to connect to the municipal water and wastewater systems.
Natural Heritage System		
<i>113. The Natural Heritage System consists of the Greenbelt Natural Heritage System and the Regional Natural Heritage System.</i>		The Scoped EIS confirms that no provincially or regionally significant natural features were identified on the Subject Lands.
Part IV – Healthy Communities Policies		
Air and the Ambience		
<i>142. The objectives of the Region are:</i>		
(5)	<i>To support urban forms that will reduce long distance trip-making and the use of the private automobile.</i>	The proposed development supports this objective by providing for an urban form that will assist in the reduction of long-distance trip-making and the use of the private automobile due to its convenient access to existing transit, location in proximity to a variety of services and amenities, and the provision of new retail and POPS.

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
(6)	<i>To promote trips made by active transportation and public transit.</i>	The proposed development will promote trips made by active transit and public transit due to its location in proximity to existing transit stops and planned active transportation improvements, a reduction in the parking supply, the provision of bicycle parking facilities, and pedestrian connections within and outside the Subject Lands.
(7)	<i>To promote tree planting in both rural and urban areas for the purposes of improving air quality, sequestering carbon dioxide and reducing energy use through shading and sheltering.</i>	The proposed development will remove the existing, predominantly invasive and diseased trees on the Subject Lands in order to remediate the contaminated soils and incorporates significant tree planting throughout the site.
(8)	<i>To address the impact of air pollution, noise, vibration and light on land uses.</i>	A Noise and Vibration Assessment has been prepared in support of the proposed development.
143. It is the policy of the Region to:		
(4)	<i>Promote walking, cycling and public transit over other modes of transportation.</i>	The proposed development promotes walking, cycling and public transit over other modes of transportation as it provides for new pedestrian connections, and its location in proximity to public transit stops will encourage its usage.
(9)	<i>Require proposed development adjacent or in proximity to railway lines or railway yards to undertake, prior to development approval, the following studies by qualified consultants in accordance with Provincial policies, to the satisfaction of the Region, the Local Municipality and the Ministry of the Environment, and in consultation with the appropriate railway agency, and to implement the study recommendations, as approved, including the restriction of new residential and other sensitive land uses:</i> <i>a) noise studies, if the development is within 300m of a railway right-of-way or 1000m of a railway yard;</i>	A Noise and Vibration Assessment has been prepared in support of the proposed development.

Appendix E: Detailed Policy Assessment Table

POLICY	ASSESSMENT	
	<p><i>b) vibration studies, if the development is within 75m of a railway right-of-way or a railway yard; and</i></p> <p><i>c) air quality studies, if the development contains sensitive land uses and is within 1,000m of a railway yard.</i></p>	
<p><i>(12)</i></p>	<p><i>Achieve land use compatibility between sensitive land uses and major facilities by:</i></p> <p><i>a) requiring that such uses are planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential adverse effects from odour, noise, vibration, air pollutants, and other contaminants, to minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities, in accordance with Provincial guidelines, standards, and procedures;</i></p> <p><i>b) where avoidance is not possible, protecting the long-term viability of existing or planned industrial, manufacturing, or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated through appropriate studies in accordance with Provincial guidelines, standards and procedures:</i></p> <p><i>[i] there is an identified need for the proposed use;</i></p> <p><i>[ii] alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;</i></p> <p><i>[iii] adverse effects to the proposed sensitive land use are minimized and mitigated; and</i></p> <p><i>[iv] potential impacts to industrial, manufacturing or other uses are minimized and mitigated; and</i></p>	<p>The proposed development has been designed to minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and ensure the long-term operational and economic viability of the CN Rail line and the employment uses east of the Subject Lands.</p> <p>A 6 m crash wall has been incorporated along the edge of Buildings B and C, where they abut the railway corridor and appropriate building setbacks have been incorporated into the proposed development to provide for adequate separation between uses.</p> <p>The proposed development protects for long-term viability of the neighbouring employment use. The Town has identified the need for the proposed use on the Subject Lands through its designation as High Density Residential/Mixed Use Area 1 and Redevelopment Site in the Georgetown GO Station Area Secondary Plan and location within the Georgetown GO MTSA. Adverse effects to the proposed residential use are minimized and mitigated through the siting of the buildings and towers and the incorporation of appropriate building setbacks and landscape buffers.</p>
<p>Land</p>		
<p>146. <i>The objectives of the Region are:</i></p>		

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
(6)	<i>To protect significant tree-covered areas as a natural resource and promote the enhancement of woodland coverage in Halton.</i>	The Arborist Report confirms that approximately 74% of the trees located on the property are invasive or diseased. The proposed development incorporates significant planting to enhance the quality of the treed areas on the site.
(7)	<i>To promote the conservation and wise economic use of trees consistent with the ecological and environmental goals, objectives and policies of this Plan.</i>	The Landscape Concept demonstrates the wise economic use of trees consistent with the environmental goals, objectives and policies of the ROP.
(11)	<i>To ensure that development takes place on sites that are safe from soil contamination.</i>	As outlined in the Phase 2 ESA, impacts were identified in both the soil and groundwater, and kaolinite waste was identified throughout the property and determined to be hazardous in one sample. An MECP-compliant Risk Assessment will be completed for the Subject Lands. The results will require certain RMMs to be employed to ensure there is no risk to receptors. These RMMs will be documented in a Certificate of Property Use which will be filed with the MECP and remain on title. In addition, some physical remediation may also be employed in certain areas to reduce the need for certain RMMs.
147. It is the policy of the Region to:		
(5)	<i>Recognize and protect trees as a renewable natural resource essential to the health and welfare of Halton residents, wildlife and rural environment, and to this end:</i> <i>a) Enact, in cooperation with the Local Municipalities, a Regional tree conservation by-law to regulate the removal of trees in regulated areas within Halton.</i> <i>e) Support the Local Municipalities in requiring that all development proposals, to the maximum degree possible, preserve existing trees and plant additional trees in accordance with good forestry management practice.</i>	As noted in the Arborist Report, Section 4 of the Regional Woodland By-law No. 121-05 provides exemptions for woodlands that require removal in accordance with an approved development application under the Planning Act. There are no provisions that prevent the approval of a development application where By-law regulated trees reside on a property. As such, the By-law regulates the

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
	<i>f) Require all development proposals to submit, at the time of initial application, an inventory of trees on site and a tree saving and planting plan unless the development will not result in the removal of any trees.</i>	<p>trees until the time that there is an approved development application.</p> <p>The Arborist Report provides an inventory of the trees on site and confirms that the wooded area is dominated by invasive and diseased and exhibits low ecological integrity. In order to remediate the contaminated soil on the Subject Lands, the removal of the entire wooded area is required.</p> <p>The Landscape Concept provides for the generous provision of new trees throughout the Subject Lands.</p>
(17)	<i>Require that, prior to the Region or Local Municipality considering any development proposals, the proponent undertake a process in accordance with the Region's Guidelines (Protocol) for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites and any applicable Provincial legislation, regulations and guidelines to determine whether there is any potential contamination on the site and the steps necessary to bring the site to a condition suitable for its intended use.</i>	It is understood that a process in accordance with the Region's Guidelines for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites and any applicable Provincial legislation, regulations and guidelines to bring the site to a condition suitable for its intended use.
(18)	<i>Consider approval for development proposals only when the development site complies with Provincial guidelines, Regional standards and other requirements regarding soil and groundwater quality.</i>	An MECP-compliant Risk Assessment will be completed for the Subject Lands. The results will require certain RMMs to be employed to ensure there is no risk to receptors. These RMMs will be documented in a Certificate of Property Use which will be filed with the MECP and remain on title. In addition, some physical remediation may also be employed in certain areas to reduce the need for certain RMMs.
Cultural Heritage Resources		
167. It is the policy of the Region to:		
(3)	<i>Require that development proposals on adjacent lands to protected Cultural Heritage Resources:</i>	The Subject Lands are adjacent to 2 Rosetta Street – known as the Georgetown Coated Paper Mill / Alliance

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
	<p><i>a) study and consider the preservation, relocation and/or adaptive re-use of historic buildings and structures based on both social and economic costs and benefits;</i></p> <p><i>b) incorporate in any reconstruction or alterations, design features that are in harmony with the area's character and existing buildings in mass, height, setback and architectural details; and</i></p> <p><i>c) express the Cultural Heritage Resources in some way, including: display of building fragments, marking the traces of former locations, exhibiting descriptions of former uses, and reflecting the former architecture and uses.</i></p>	<p>Paper Mills / Domtar Paper Mills and is listed on the Town's Heritage Registrar as a non-designated property.</p> <p>As outlined in the HIA, the scale of the podiums and step backs help mitigate the difference between the scale and massing, and that proposed materials are to be compatible with 2 Rosetta Street, which could include brick, stone, corrugated metal sheeting and other metal products, and glass.</p> <p>The HIA also notes that 2 Rosetta Street is identified as a Redevelopment Site in the Georgetown GO Station Area Secondary Plan.</p>
(6)	<p><i>Prior to development occurring in or near areas of archaeological potential, require assessment and mitigation activities in accordance with Provincial requirements and the Regional Archaeological Management Plan.</i></p>	<p>The Stage 1 Archaeological Assessment confirms that there is no potential for the presence of significant precontact Indigenous or Euro-Canadian archaeological resources that may be impacted by the proposed development.</p>
Transportation		
<i>172. The objectives of the Region are:</i>		
(8)	<p><i>To achieve a level of public transit usage that averages at least 20 per cent of all daily trips made by Halton residents by year 2031.</i></p>	<p>The proposed development will support this objective by locating a high-density mixed-use development in proximity to existing GO and VIA train and GO bus stops.</p>
(9.1)	<p><i>To ensure development is designed to support active transportation and public transit.</i></p>	<p>The proposed development is designed to support active transportation and public transit usage by incorporating a new public road with sidewalks, bicycle parking spaces, and reduced parking rates to support alternative modes of transportation.</p>

POLICY		ASSESSMENT									
<i>173. It is the policy of the Region to:</i>											
(32)	<i>Require proposed development adjacent or in proximity to railway lines/yards/terminals or within railway rights-of-way to ensure that appropriate safety measures such as setbacks, berms and security fencing are provided to the satisfaction of the Region and the Local Municipality to mitigate any safety concerns by the railway agency and/or abutting residents.</i>	Appropriate setbacks are provided to the CN Rail line, and a 6 m crash wall is proposed along the edges of Buildings B and C.									
HALTON HILLS OFFICIAL PLAN (2020 OFFICE CONSOLIDATION)											
The Subject Lands are identified as follows in the OP:											
<ul style="list-style-type: none"> • Georgetown Urban Area (Schedule A1 – Land Use Plan) • GO Station Area (Schedule A3 – Georgetown Urban Area Land Use Plan) • Significant Woodlands (Appendix X1A – Environment Natural Areas) 											
PART A COMMUNITY VISION, GOALS, AND STRATEGIC OBJECTIVES											
A1 THE COMMUNITY VISION											
A1A POPULATION AND EMPLOYMENT											
<p><i>This Plan provides a land use planning framework to direct and manage growth to the 2031 planning horizon based on the population and employment targets contained in Table A1A.</i></p> <p>Table A1A: Population and Employment Targets</p> <table border="1"> <thead> <tr> <th>Year</th> <th>2006</th> <th>2031</th> </tr> </thead> <tbody> <tr> <td>Population</td> <td>58,000</td> <td>94,000</td> </tr> <tr> <td>Employment</td> <td>20,000</td> <td>43,000</td> </tr> </tbody> </table> <p>Note: Population numbers are Total Population including approximately 4% undercoverage from the official Census Population reported by Statistics Canada.</p>		Year	2006	2031	Population	58,000	94,000	Employment	20,000	43,000	The proposed 1,481 residential units will assist the Town in achieving their population target.
Year	2006	2031									
Population	58,000	94,000									
Employment	20,000	43,000									

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
A2 GOALS AND STRATEGIC OBJECTIVES		
A2.2 GROWTH AND SETTLEMENT		
<p>A2.2.1 Goal <i>To direct most forms of development to urban areas where full wastewater and water services are available and to support the efficient use of land in these areas.</i></p>		<p>The proposed development supports the Town's Growth and Settlement goal by providing for the efficient use of an underutilized parcel of land within the Urban Area, where full wastewater and water services are available.</p>
<p>A2.2.2 Strategic Objectives</p>		
<p>a)</p>	<p><i>To direct the majority of new residential and employment growth to Urban Areas, where full services exist;</i></p>	<p>The proposed development is located within the Urban Area, where full municipal services exist.</p>
A2.3 URBAN CHARACTER		
<p>A2.3.1 Goal <i>To protect and enhance the character of existing urban areas and to maintain them as diverse, livable, safe, thriving and attractive communities.</i></p>		<p>The proposed development supports the Town's Urban Character goal, as it will enhance the urban character of the existing and evolving area through the introduction of a well-designed mixed-use community on a brownfield site that improves housing variety, supports transit and active transportation use, and introduces a new park to the area.</p>
<p>A2.3.2 Strategic Objectives</p>		
<p>b)</p>	<p><i>To ensure that all new urban development has a positive contribution on urban life in the Town;</i></p>	<p>The proposed development will have a positive contribution to urban life in the Town by providing for a more urbanized and transit-supportive form of housing near existing GO Transit services, and through the provision of new retail space and park space to support local needs.</p>
<p>c)</p>	<p><i>To maintain and enhance the character and identity of existing residential areas;</i></p>	<p>The proposed development maintains and enhances the evolving character of the area and appropriately transitions to the north and east through the siting and massing of the buildings and towers on the site and the</p>

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
		inclusion of sufficient building setbacks and landscape buffers.
d)	<i>To ensure that all urban streets are defined by buildings and public spaces wherever possible and appropriate;</i>	The proposed buildings provide for a consistent built form at the intersection of Mountainview Road North and River Drive, and along Mountainview Road North.
e)	<i>To encourage a high quality of site and building design for all forms of development within the Town;</i>	The proposal embodies a high quality of site and building design. Refer to the Urban Design Brief for additional details.
g)	<i>To ensure that new development areas are integrated into the fabric of the existing community;</i>	The new development will be integrated into the fabric of the existing and evolving community by providing for a new public road and sidewalks that travel through the site, and through the provision of a new POPS to serve the future residents and the surrounding community.
h)	<i>To ensure that neighbourhoods are compact and pedestrian-friendly with a mix of housing types, community facilities, public schools, commercial centres and open spaces; and,</i>	The proposed development will assist the Town in achieving this objective through the addition of a high-density residential built form with a variety of unit types and sizes, new residential space, and a new POPS.
i)	<i>To foster a sense of civic identity and pride through a high standard of urban design in all future developments.</i>	The proposal embodies a high quality of urban design to support a sense of civic identity and pride.
A2.8 INFRASTRUCTURE		
A2.8.1 Goal <i>To provide infrastructure that meets the needs of present and future residents and businesses in an efficient, environmentally-sensitive, cost effective and timely manner.</i>		Existing infrastructure connections that are available are optimized to support the proposed development. Refer to the Functional Servicing and SWM Report for additional details.
A2.8.2 Strategic Objectives		

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
a)	<i>To consider the economics of providing services to the people of the Town as part of the review of any development proposal to ensure that the development pattern is efficient and does not lead to a decline in the level of municipal service;</i>	The proposed development achieves this objective by leveraging existing infrastructure connections in the Town.
c)	<i>To establish an integrated transportation system that safely and efficiently accommodates various modes of transportation including trains, automobiles, trucks, public transit, cycling and walking;</i>	The proposed development supports the establishment of an integrated transportation system through the addition of a new public road and sidewalks to improve connectivity in and around the Subject Lands, and supports transit use due to its location in proximity to existing GO Transit train and bus stops and VIA train stop.
A2.9 HOUSING		
A2.9.1 Goal <i>To provide an adequate housing supply and range of housing choices to meet the needs of present and future residents.</i>		The proposed development will assist the Town in achieving this goal by introducing 1,481 new residential units of ranging unit types and sizes to support the needs of current and future residents.
A2.9.2 Strategic Objectives		
b)	<i>To assist in the achievement of residential intensification and affordable housing by encouraging opportunities for mixed-use development in appropriate locations;</i>	The proposed development assists in the achievement of residential intensification by providing for a mixed-use development on a site identified by the Town as an appropriate location for high-density and mixed-use redevelopment.
d)	<i>To ensure that a full range of housing opportunities are available for residents in the Town in accordance with the Town's Municipal Housing Statement;</i>	The proposed development supports in the achievement of a full range of housing opportunities by providing for 1,481 residential units in a range of types and sizes, in a high-density format. The proposed development will assist the Town in achieving their provincially assigned housing target of 9,500 units by 2031.

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
k)	<i>To support universal physical access and encourage the building industry to incorporate such features in new residential structures.</i>	It is intended that development follow all relevant requirements of the Ontario Building Code and AODA in to support universal physical access. These matters will be addressed at the Site Plan and the Building Permit stage.
PART C ENVIRONMENTAL MANAGEMENT POLICIES		
C1 ENVIRONMENTAL MANAGEMENT OBJECTIVES		
<i>It is the objective of this Plan to:</i>		
o)	<i>encourage the development of alternatives to automobile use through the establishment of transit, pedestrian and bicycle routes and the development of housing at densities that support the use of these alternatives;</i>	The proposed development provides for transit-supportive densities and facilitates the use of active transportation due to its location in proximity to GO Transit train and bus stops, VIA train stop, the provision of new sidewalks and bicycle parking, and the reduced parking rates provided to encourage alternative forms of transportation.
s)	<i>identify means for ensuring that new development is built in a more sustainable manner, including the implementation of Green Development Standards.</i>	The Green Development Standards checklist has been included with this submission. An initial score of 20 has been achieved. It is anticipated that this score will increase through the Site Plan process.
C8 STORMWATER MANAGEMENT		
<i>All commercial, industrial, institutional, recreational and residential development proposals shall be supported by a Stormwater Management (SWM) report unless waived by the Town through a pre-consultation process in accordance with Section G12 of this Plan.</i>		A Functional Servicing and SWM Report has been prepared in support of the proposed development.
C9 TREE PRESERVATION/PLANTING		
<i>It is the policy of this Plan to support the enactment of a tree conservation by-law by the Region of Halton to regulate tree cutting, including the requirement of a permit for the removal of trees, within the Greenlands System as shown on the Schedules to this Plan and woodlands 0.5 hectares or larger outside of the Greenlands System.</i>		It has been confirmed that the wooded area on the Subject Lands does not constitute a Significant Woodland. The Arborist Report confirms that the wooded area is

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
<p><i>There are wooded areas within the Town that are not within the Greenlands System, primarily because of their small size or their location within urban areas. However, these areas also contribute to the character of the community. It is the policy of this Plan that:</i></p>		<p>dominated by invasive and diseased and exhibits low ecological integrity. In order to remediate the contaminated soil on the Subject Lands, the removal of the entire wooded area is required.</p> <p>The Landscape Concept provides for the generous provision of new trees throughout the Subject Lands. Details about the quality, size and variety of trees will be determined through the Site Plan process.</p>
a)	<p><i>treed areas outside of the Greenlands System shall be retained in their natural state and additional trees shall be planted in accordance with good forestry management practice, whenever possible and appropriate, as a condition of development approval. To this end, all development proposals shall be accompanied by a tree inventory and preservation plan and proposed planting program;</i></p>	
b)	<p><i>the Region and Town, in making public work decisions, shall have regard to the existence of trees and make every reasonable effort to protect them. If trees will be lost due to a public work, it is a policy of this Plan that replanting programs be initiated to compensate for the loss of trees;</i></p>	
c)	<p><i>the Town require the planting of trees of appropriate quality, size and variety as a condition of development approvals wherever possible. Particular attention will be paid to surface parking lots and the softening of their visual impact on abutting lands and streets;</i></p>	
C13 CONTAMINATED SITES		
<p><i>Prior to the Town and the Region considering a development application, the proponent shall identify whether there is any potential for contamination on the site using information available from the Region, Province, and other sources in accordance with the Region's protocol pertaining to contaminated or potentially contaminated sites. If the site of a proposed use is known or suspected to be contaminated, Council shall require the proponent to prepare a study prepared in accordance with the Ministry of Environment regulation that determines the nature and extent of the contamination and the identification of a remedial plan if required. Where the need for remediation is identified, the site shall be restored in accordance with the remedial plan before development occurs to ensure that there will be no adverse effects on the proposed uses or adjacent land uses. On-site soil rehabilitation of contaminated sites, rather than off-site removal of contaminated soil, shall be encouraged. Development shall only be permitted if the Town and the Region of Halton are satisfied through appropriate studies that there will not be any adverse effects and that the site complies with Ministry of Environment regulations, Regional standards and other requirements regarding soil, surface water and groundwater quality.</i></p>		<p>The ESA prepared for the proposed development identifies soil and groundwater impacts have been identified at the Site above the MECP generic site condition standards for a variety of metals, petroleum hydrocarbons and volatile organic compounds. An MECP-compliant Risk Assessment will be completed for the Subject Lands. The results will require certain RMMs to be employed to ensure there is no risk to receptors. These RMMs will be documented in a Certificate of Property Use which will be filed with the MECP and remain on title. In addition, some physical remediation may also be employed in certain areas to reduce the need for certain RMMs.</p>

Appendix E: Detailed Policy Assessment Table

POLICY	ASSESSMENT
C14 LAND USE COMPATIBILITY	
<p><i>Land uses such as residential, schools, hospitals, and day nurseries, are considered sensitive to noise, vibration, odour or other emissions associated with various types of industries. It is a policy of this Plan that incompatible land uses be separated or otherwise buffered from each other to prevent adverse effects from odour, noise and other contaminants, and minimize risk to public health and safety. Where a proposed development is located adjacent to a potentially incompatible land use, an assessment of the compatibility of the proposal shall be required in accordance with guidelines prepared by the Ministry of Environment.</i></p> <p><i>Such a study shall be prepared to the satisfaction of Council and the appropriate agencies and shall include recommendations on how the impacts can be mitigated. The approval of development proposals shall be based upon the achievement of adequate separation distances and the implementation of the recommendations of the required studies.</i></p>	<p>A Noise and Vibration Assessment has been prepared in support of the proposed development.</p>
C15 NOISE AND VIBRATION	
<p><i>It is a policy of this Plan to minimize any adverse noise and vibration impacts from highways, arterial roads and railways on sensitive land uses. To this end, a Noise Impact Study in accordance with Ministry of Environment guidelines shall be undertaken for proposed development involving sensitive land uses that are adjacent to or in proximity to a highway, arterial road or industrial use to the satisfaction of Council and the Region. The approval of development applications shall be based on the implementations of the required study, such as the restriction of new residential and other sensitive land uses and the provision of appropriate safety and mitigating measures and notices on title.</i></p> <p><i>A Noise Impact Study shall be required where proposed development involving sensitive land uses is within 300 metres of a railway right-of-way or 1,000 metres of a railway yard. A Vibration Study shall be required where proposed development involving sensitive land uses is within 75 metres of a railway right-of-way. Noise and vibration studies shall be prepared to the satisfaction of Council and the Region in consultation with the appropriate railway agency. The approval of development applications shall be based on the implementation of the recommendations of the required studies, such as the restriction of new residential and other sensitive land uses and the provision of appropriate safety measures, such as setbacks, berms and security fencing, mitigating measures, and notices on title.</i></p>	<p>A Noise and Vibration Study has been prepared for the proposed development.</p>
C16 ENERGY CONSERVATION	
<p><i>The Town shall encourage energy conservation by promoting:</i></p>	

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
b)	<i>mixed use development in appropriate locations and live-work relationships that reduce automobile use;</i>	The proposed development introduces a mixed-use development that is transit-supportive and encourages the use of active transportation.
e)	<i>cycling and walking.</i>	
PART D URBAN LAND USE POLICIES		
D1 LIVING AREAS		
<p>D1.4.7 Housing Supply</p> <p><i>It is a policy of this Plan to maintain a ten year supply of land through residential intensification, redevelopment, and if necessary lands designated and available for residential development, and a three year supply of land zoned for residential intensification and residential lots/units in registered and draft plan approved subdivisions within the context of the population target contained in this Plan and provided that there is sufficient water and wastewater capacity available to service development in the Georgetown and Acton Urban Areas.</i></p>		The Subject Lands are recognized for their redevelopment potential due to their Redevelopment Site overlay and Development (D) zoning.
<p>D1.4.8 Housing Mix</p> <p><i>It is the policy of this Plan to ensure the provision of a complete range of housing within the Town of Halton Hills. On this basis, the optimum housing mix target to be achieved by the 2031 planning horizon is:</i></p> <ul style="list-style-type: none"> • 65% low density housing; • 20% medium density housing; and, • 15% high-density housing <p><i>This housing mix is to be achieved by targeting the following housing mix for development over the 2006 to 2031 planning period, within Halton Hills as a whole, through intensification within the Built Boundary, as well as development within the Designated Greenfield Area:</i></p> <ul style="list-style-type: none"> • 46% low density housing; • 32% medium density housing; and, • 22% high-density housing. <p><i>New development that assists in achieving this housing mix shall be encouraged.</i></p>		The proposed development supports the Town in achieving a complete range of housing by providing for 1,481 new residential units in a high-density form.
D5 BUILT-UP AREA AND INTENSIFICATION AREAS		
D5.1 OBJECTIVES		

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
<i>It is the objective of this Plan that:</i>		The proposed development supports the Town's objectives for Intensification Areas as it provides for 1,481 new residential units in an area intended to accommodate population growth in a compact and transit-supportive and mixed-use urban form that is appropriate for the area and embodies a high quality of urban design.
a)	<i>Intensification Areas provide the focus for the majority of intensification within the Built-up Areas of Acton and Georgetown, and cumulatively attract a significant portion of the planned population and employment growth of these Urban Areas to 2031;</i>	
b)	<i>Intensification Areas provide an urban form that is compatible with existing development areas, promotes live-work relationships, facilitates social interaction, improves public safety, is transit-supportive and reduces reliance on the automobile, promotes active transportation, and is more environmentally sustainable;</i>	
g)	<i>the appropriate type and scale of development in Intensification Areas is addressed through detailed area-specific plans for each area;</i>	
h)	<i>development or redevelopment through intensification is characterized by high quality urban design;</i>	
i)	<i>minimum densities for development and redevelopment are achieved in Intensification Areas; and,</i>	
j)	<i>Intensification Areas provide high quality public open spaces with site and urban design that create attractive pedestrian-friendly places for social interaction.</i>	
<p>D5.2 LOCATION</p> <p><i>The Intensification Areas of the Town of Halton Hills consist of:</i></p> <p style="padding-left: 40px;"><i>a) a Major Transit Station Area, represented by the Georgetown GO Station/Mill Street Corridor Area and the Acton Downtown Redevelopment and Medium Density Residential/Commercial Sub-Areas;</i></p>		The Subject Lands are within the Georgetown GO/Mill Street Corridor Area MTSA.
<p>D5.3 INTENSIFICATION TARGETS</p> <p><i>This Plan provides policies to assist in achieving the minimum intensification targets, contained in Table D5.1, for residential development within the Built Boundary of Acton and Georgetown, as shown on Schedules A3-1 and A6-1 of this Plan.</i></p> <p><i>The Intensification Areas identified in Section D5.2 and Table D5.1 are intended to be the focus for intensification within the Town of Halton Hills over the planning period to 2031.</i></p>		The proposed development will assist the Town in achieving the minimum intensification target for the GO Station/Mill Street Corridor Area by contributing 1,481 new residential units to the area.

POLICY	ASSESSMENT				
<p><i>The minimum intensification targets for new residential units within the Built Boundary provide for a level of intensification that conforms to the policies and land use designations of this Plan. The number of units constructed within the Built Boundary, commencing in 2015 and each year thereafter, will be monitored to ensure conformity with the Region's requirements under the GGH Growth Plan.</i></p> <p>Table D5.1: Minimum Residential Intensification Targets within Built Boundary</p> <table border="1" data-bbox="209 488 1110 630"> <thead> <tr> <th data-bbox="209 488 658 558">Intensification Area</th> <th data-bbox="658 488 1110 558">2015-2031 Target (Units)</th> </tr> </thead> <tbody> <tr> <td data-bbox="209 558 658 630">GO Station/Mill Street Corridor Area</td> <td data-bbox="658 558 1110 630">1,540</td> </tr> </tbody> </table>	Intensification Area	2015-2031 Target (Units)	GO Station/Mill Street Corridor Area	1,540	
Intensification Area	2015-2031 Target (Units)				
GO Station/Mill Street Corridor Area	1,540				
<p>D5.4.1 Major Transit Station Areas</p> <p><i>The Georgetown GO Station/Mill Street Corridor Area is a Major Transit Station Area which is intended to be the primary focus for high density residential and/or mixed use intensification in the Town, and is subject to detailed Secondary Plan policies contained in Section H3 of this Plan.</i></p> <p><i>Planning for the Major Transit Station Area shall be guided by the following objectives:</i></p> <ul style="list-style-type: none"> <i>a) To achieve increased residential and employment densities to ensure the viability of existing and planned transit infrastructure and service; and,</i> <i>b) To provide access from various transportation modes to the transit station, including consideration of, but not limited to, pedestrians, bicycle routes and bicycle parking, commuter pick-up/drop-off areas, carpool parking, car share vehicles, and parking/recharging stations for electric vehicles.</i> 	<p>The proposed development supports the Town's intention by providing for a high-density mixed-use development on an underutilized site within the MTSA.</p>				
PART F GENERAL DEVELOPMENT POLICIES					
F2 URBAN DESIGN					
F2.2 Urban Design Policies					
F2.2.1 Public Realm					
F2.2.1.1 Streetscape	Refer to Urban Design Brief for additional information.				

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POLICY		ASSESSMENT
b)	<i>Streetscape features located within public rights-of-way, such as lighting fixtures, directional and street signs, parking meters, transit shelters, and street furniture shall be complementary in their design and located in an integrated manner, so as to avoid visual clutter.</i>	The streetscape features within the public rights-of-way will be complementary in their design and located in an integrated manner.
c)	<i>Gateway features shall be established at strategic locations within the municipality, as identified in Council-adopted Secondary Plan policies and/or Urban Design Guidelines and may include specialized boulevards, landscape medians, decorative street lightings, and/or decorative signage treatments.</i>	As outlined in the Urban Design Brief, Gateway landscape and decorative signage treatments will be explored at strategic locations.
F2.2.1.2 Roads		
<p><i>Road designs shall include well-designed streetscape features, incorporating, among other things: street tree planting, street lighting and furnishings, sidewalk and boulevard treatments, a variety of paving materials, and, where appropriate, bicycle lanes, community mailboxes and future transit shelters.</i></p> <p><i>Road designs may incorporate traffic calming techniques such as narrower rights-of-way, traffic circles, and speed control devices, where appropriate, to promote a safer pedestrian environment and/or to maintain vehicles within designated speed limits. The Town will consider alternative standards for public road rights-of-way in order to achieve urban design objectives in certain areas of the municipality.</i></p> <p><i>The design of roads shall incorporate a high quality of urban design standards. On this basis:</i></p>		
a)	<i>road rights-of-way shall be designed to secure a separation of vehicles and pedestrians and should provide an appropriate sidewalk for pedestrian use;</i>	The new ROW secures the separation of vehicles and pedestrians by providing 1.5 m sidewalks on both sides of the ROW, separated by a landscape buffer.
d)	<i>a regularized pattern of street tree planting shall be encouraged along roads within Urban Areas and Hamlet Areas, and the Town shall establish minimum planting standards and species types in the Site Plan Manual and/or Council-adopted Urban Design Guidelines;</i>	A regularized pattern of street planting is provided along the new ROW and along River Drive and Mountainview Road North.
f)	<i>street lighting shall, where appropriate, incorporate pedestrian-level lighting to maintain pedestrian safety; and;</i>	As described in the Urban Design Brief, Safe well-lit access routes are located strategically along the entry plaza, to lead all vehicle circulation away from pedestrian flow. Entry plazas are equipped with linear benches, pedestrian

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POLICY		ASSESSMENT
		level lighting and low height trees and planting designed not to obscure the entrance lobbies and egress doors.
<i>F2.2.1.3 Services and Utilities</i>		
a)	<i>Services and utilities shall be encouraged to locate underground in a common trench, where possible, in order to maintain a pleasant visual environment along public roads.</i>	Where possible, services and utilities are located underground in a common trench.
<i>F2.2.2 Private Realm</i>		
<i>F2.2.2.1 Site Design</i>		
a)	<i>Site design incorporates the built form of structures, landscaping, services and the layout of all amenities. Site design shall promote an appropriate design relationship between the public realm, adjacent land uses, on-site operations and visual aesthetics, in order to promote an environment that is pleasant and attractive to the community.</i>	The site design incorporates the built form of structures, landscaping, services and the layout of all amenities. The proposed development has been designed to promote an appropriate relationship between the public realm, adjacent land uses, on-site operations and visual aesthetics. Refer to the Urban Design Brief for additional information.
b)	<i>Site design shall address compatibility between adjacent land uses in context of density, height and massing through appropriate site layout, building locations and landscape treatments.</i>	As outlined further in the Urban Design Brief, the site's design addresses compatibility between adjacent land uses by providing appropriate massing transition by stepping back the massing of the podium and towers and staggering the location of the high-density towers at opposite ends of the shared podiums.
d)	<i>Continuous, highly visible, well-articulated and landscaped connections between building(s) and the street should be provided to establish appropriate pedestrian linkages between the sidewalk and building entrances, and generally improve access for public transit users.</i>	Direct pedestrian linkages are provided between the sidewalk and main building entrances, as well as to several of the units with grade-related entrances and to the retail space. An internal public walkway system is provided around all buildings to maximize connectivity throughout the Subject Lands.

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POLICY		ASSESSMENT
f)	<i>Along collector and arterial roads within Urban Areas and Hamlet Areas, reverse frontage residential lots shall be minimized through techniques such as window streets and where reverse frontage lots are provided, shall incorporate a substantial landscape buffer to improve the visual amenity of such areas.</i>	Grade-related units are provided along River Drive, Mountainview Road North and the new ROW to improve the visual amenity of the proposed development.
g)	<i>On large sites, efforts shall be made to encourage pedestrian linkages between uses and adjacent sites.</i>	A potential future pedestrian connection connecting to the neighbouring site is protected for in the proposed development.
F2.2.2.2 <u>Building Design and Siting</u>		
a)	<i>The design of new buildings should achieve a complementary design relationship to existing buildings, while accommodating a diversity of architectural styles, building materials and colours, energy conservation techniques and innovative built forms.</i>	The overall development's scale, form, massing, design, and selected materials are proposed to be consistent with the industrial origins of the area to ensure harmony with the features of the existing buildings in the vicinity of the project site.
b)	<i>The design of all buildings shall have regard to pedestrian safety and direct street access. Buildings shall have regard to pedestrian safety and direct street access. Buildings should be massed to recognize pedestrian scale and provide an appropriate street wall height at the street line and be architecturally articulated to provide visual variety and interest, yet be sensitive to high wind speeds, and long periods of shadowing. Generally, building articulation features such as canopies, cornice lines and varying façade materials should be used to reinforce a pedestrian scale.</i>	As described in the Urban Design Brief, the site's design maximizes efficiency and safety by separating vehicular/pedestrian circulation and enhancing the pedestrian realm around the site through appropriate landscape design and site circulation. Appropriate treatment for all frontages is provided to enhance human scale and active frontages by providing grade-related units and retail uses.
d)	<i>Buildings located at major vista terminations in their urban setting, or on view corridors within the development site, shall be given special treatment through the use of massing and building articulation strategies, such as added height, special roof treatments, and use of special cladding materials.</i>	The Subject Lands are located in the area intended for the highest density and building heights in the MTSA.
g)	<i>Buildings should employ devices such as awnings, canopies, building cantilevers / overhangs to minimize uncomfortable high winds which may be associated with the height or placement of buildings, and generally improve the level of pedestrian comfort. Sheltered building entrances should be provided at primary building entrances to high-density residential buildings, where necessary.</i>	Special façade treatments, fenestrations, awnings, recessed and projected balconies are provided to improve the level of pedestrian comfort.

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POLICY		ASSESSMENT
<i>h)</i>	<i>When a development is located adjacent to existing, or planned residential areas, sufficient building setbacks should be provided to minimize potential height and massing impacts such as overlook, shadowing and high wind speeds. Massing strategies such as stepping down towards buildings of lower height should be employed to minimize impacts. Site Plan applications may be required to submit wind and/or shadow studies to address such potential conditions.</i>	As outlined further in the Urban Design Brief, the site's design addresses compatibility between adjacent land uses by providing appropriate massing transition by providing appropriate building setbacks, stepping back the massing of the podium and towers and staggering the location of the high-density towers at opposite ends of the shared podiums. A Visual Impact Study and Shadow Study has been prepared in support of the proposed development.
<i>i)</i>	<i>Roofscapes shall be an integral part of the design of a building and harmonize with the design of the rest of the building. On this basis, roof top mechanical units shall be organized and screened with complementary materials, colours and finishes as necessary to provide a skyline with desirable visual attributes.</i>	As described in the Urban Design Brief, the mechanical penthouses are integrated with building facades and seamlessly connected to entire building to create a coherent elevation and contribute to overall aesthetics of the project.
<i>k)</i>	<i>Buildings on corner lots shall be located in close proximity to the street rights of way. Corner lots should emphasize their important urban presence by employing appropriate strategies for major landscape treatments as well as building massing and articulation that emphasize the corner condition.</i>	The proposed development is located at the corner of Mountainview Road North and River Drive. A consistent building setback of 3.0 metres is provided for the buildings along Mountainview Road North and a setback of 2.0 metres is provided along River Drive.
<i>l)</i>	<i>Building entrances shall be located to be visible from the adjoining street(s) and, where possible, directly linked to the sidewalks through appropriately articulated walkways.</i>	The principal building entrances are located to front the new public ROW, with sidewalk connections provided.
F2.2.2.4 Landscaping		
<i>a)</i>	<i>Landscaping is a major contributor to a vibrant streetscape. A high quality of landscape design shall be required to enhance the visual aesthetics of development and to enhance the site and land use compatibility;</i>	The Landscape Concept demonstrates a high quality of landscape design which enhances the site and land use compatibility.
<i>b)</i>	<i>Landscaping within private lands shall be complementary to streetscape design and materials within the public realm;</i>	The landscaping treatments throughout the site are complementary to those provided along the ROWs.

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POLICY		ASSESSMENT
d)	<i>Landscape materials shall be selected for their aesthetic, ecological, disease tolerance and maintenance characteristics.</i>	Landscape materials will be selected at the Site Plan stage.
e)	<i>Hard and soft landscaping shall be used for the spaces between the street line and buildings to enhance the streetscape, as well as provide a buffering function when onsite parking is placed close to the street or in side yards. To help create a strong landscape presence that also screens surface parking, a generously sized area and/or low decorative fencing should be provided along the street line to allow for an aesthetically pleasing view from the street into the site.</i>	The proposed development incorporates hard and soft landscaping for the spaces between the street line and buildings. Surface parking is not proposed.
f)	<i>Vehicular entrances often present opportunities for landscaping that highlight entry points into the site. Therefore, appropriate landscaping shall be provided on either side of driveway entrances, particularly at the main entrances.</i>	Each building features a landscape entry plaza connected to the ROW, which feature distinctive floor patterns, outdoor furniture and pedestrian lighting.
h)	<i>Landscaping can play an important role in delineating a site's side yards and often provides a visual break in large asphalted areas. In this regard, landscape strips planted with trees and/or shrubs and flowers shall be used to separate each development and the associated parking areas. The presence of significant trees on a development site shall be determined through a tree survey and, where appropriate, preserved, maintained and integrated into the new landscape design.</i>	The proposed development avoids large asphalted areas by incorporating all parking in levels of underground parking and in the podiums. Landscaped strips are provided around the perimeter of the proposed development and along the ROWs.
F2.2.2.5 Parking		
a)	<i>The location of parking is a major determinant for the layout of a development that is pedestrian friendly and transit supportive. Where appropriate, the Town shall encourage the provision of surface parking areas in locations not visible from the public street, such as in rear yards and/or well-landscaped side yards.</i>	Parking is provided in levels of underground parking and is integrated into the buildings' podiums, and is therefore not visible from the street.
c)	<i>Clearly defined pedestrian accesses between parking and adjacent buildings and entrances should be provided with well-delineated walkways using decorative paving surfaces.</i>	The parking areas have been designed to ensure safe pedestrian access from the parking spaces to the lobby access points.
F2.2.2.7 Services, Utilities, Outside Processing and Storage		
a)	<i>Site and building services and utilities such as waste storage facilities, loading, air handling equipment, hydro and telephone transformers and switching gears and metering equipment, shall be located and/or</i>	

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POLICY		ASSESSMENT
	<i>screened from public streets and adjacent residential areas or other sensitive land uses, in order to buffer their visual and operational effects. Waste storage areas should be integrated into the main building on the lot. Waste storage areas external to the main building shall be enclosed and shall not face a public street.</i>	Exhaust/intake air shafts, gas meters, and other utilities are located away from pedestrian circulation and visually screened. These elements are either located high above pedestrian routes or screened by landscape elements where permitted. Refer to the Urban Design Brief for additional information.
b)	<i>Site access, service areas and loading areas shall be located away from streets so as to minimize disruption or conflicts with adjacent land uses, sidewalks and both on-site, and off-site, pedestrian routes and shall be visually screened as necessary from public views. Screening should be designed to use landscaping and/or solid fencing. Loading and service areas should be buffered for noise impacts, particularly when located against residential areas. Buffering strategies include berms, tree and shrub planting and opaque noise walls and fences.</i>	As described in the Urban Design Brief, internalized waste and loading services are provided away from street frontages. Loading bays are well linked to garbage, bulk storage, and moving rooms.
F2.2.2.8 Access and Circulation		
b)	<i>To ensure safety and promote their priority over vehicular traffic, major pedestrian routes on the site should be identified and delineated with paving materials that differentiate them from the driving surfaces. Pedestrian walkways should be made continuous across driving aisles as well as across driveway entrances at the street. The use of soft landscaping is also encouraged along major pedestrian routes.</i>	Sidewalks and internal walkways are separated from vehicular traffic by landscaped buffers and delineated with paving materials that differentiate them from driving surfaces. The surface treatments are continuous across driveway entrances along the new ROW.
c)	<i>Generously sized walkways shall be provided along buildings, particularly in areas with large pedestrian traffic. These walkways should be connected to other pedestrian routes on the site and linked to major pedestrian entry points at the street, and where appropriate to adjacent developments.</i>	In addition to the sidewalks within the ROWs, an internal walkway system is provided throughout the site, which improves circulation throughout the site and provides additional connections to the public sidewalks, the POPS and to the neighbouring site.
F6 TRANSPORTATION		
F6.1 OBJECTIVES <i>It is the objective of this Plan to:</i>		The proposed development supports the Town's transportation objectives by providing for a new public

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POLICY		ASSESSMENT
b)	<i>establish an integrated transportation system that safely and efficiently accommodates various modes of transportation including trains, automobiles, trucks, public transit, cycling and walking;</i>	road with sidewalks to facilitate improved pedestrian and traffic flow in and around the Subject Lands and maximizing the use of public transit by providing for increased density and reduced parking rates on a site with convenient access to GO Transit train and bus stations and VIA train stop.
c)	<i>promote public transit, cycling and walking as energy efficient, affordable and accessible forms of travel;</i>	
g)	<i>ensure that appropriate right-of-way widths for all existing and proposed roads are provided in accordance with the Planning Act;</i>	
h)	<i>encourage the use of alternative development standards for roads, where appropriate;</i>	
i)	<i>encourage the efficient use of land along transportation corridors to maximize the use of public transit; and,</i>	
F7 PUBLIC PARKLAND		
F7.2.5 Other Sources of Parkland and Facilities <i>Where appropriate, Council May:</i>		The proposed development incorporates a 2,721 square-metre POPS to service future residents and the surrounding area.
a)	<i>encourage other agencies to provide open space and amenity areas for public use;</i>	
d)	<i>ensure the adequate provision of private indoor/outdoor amenity spaces through regulations pertaining to development applications.</i>	
F7.3 PARKLAND DEVELOPMENT POLICIES		
F7.3.1 Parkland Siting and Design <i>All public parkland shall:</i>		The proposed POPS is strategically located on the Subject Lands to have frontage on the new public road and to maintain connectivity with the adjacent area. Appropriate measures such as planting and fencing are incorporated to provide a buffer between the POPS and the residential dwellings abutting the POPS on River Drive.
a)	<i>have as much street frontage as possible and be open to view on as many sides as possible to maximize visibility from adjacent streets and promote safety;</i>	
b)	<i>maximize public safety through park block size, visibility, configuration and location of park fixtures and facilities;</i>	

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POLICY		ASSESSMENT
c)	<i>have direct and safe pedestrian access from adjacent residential areas or adjacent greenlands where appropriate;</i>	
d)	<i>be designed to minimize any potential negative impacts on adjacent residential areas through the use of such measures as planting, fencing and the provision of appropriate access, parking and buffers to active recreational facilities;</i>	
f)	<i>Be integrated into the fabric of the adjacent neighbourhood by promoting open space or walkway linkages to adjacent facilities, neighbourhoods and natural features;</i>	
g)	<i>Be connected, wherever possible, to trail systems, cycling routes, walkways, natural heritage corridors and drainage systems; and,</i>	
F7.3.4 LOCAL PARKLAND		
<p><i>Local Parkland is intended to fulfill the needs and interests of residents in the surrounding residential area. The major components of Local Parkland include:</i></p> <p><i>a) Parkettes; and,</i></p> <p><i>b) Neighbourhood Parks.</i></p> <p><i>Parkettes and Neighbourhood Parks are a permitted use in the Living Area (Low, Medium and High Density Residential Area designations) and do not require a separate land use designation. The conceptual locations of existing and planned Neighbourhood Parks are shown by symbol on the Land Use Schedules of this Plan. New Secondary Plans shall conceptually delineate the location of Local Parkland. Council will encourage the provision of Local Parkland at a ratio of 1.2 hectares per 1,000 residents. Council recognizes that factors, such as the amount and location of available vacant land, the proximity of lands within the Greenlands System and the location of schools, places of worship and Non-Local Parkland may influence the amount and location of Local Parkland provided in each area of the Town.</i></p>		<p>The proposed development includes a 2,721 square-metre POPS. It is assumed that the POPS will be credited at 100% and therefore meet the parkland conveyance requirements of the Town.</p>
F7.3.4.1 Parkettes		<p>The proposed POPS would be considered a Parkette under the OP. The POPS is centrally located to service the proposed development and the surrounding residential</p>
a)	<i>Generally service lands within a 0.2 to 0.4 kilometre radius, depending on population density;</i>	

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POLICY		ASSESSMENT
b)	<i>Generally range from 0.2 to 0.6 hectares in size;</i>	neighbourhoods immediately north and east of the Subject Lands. Additional details about POPS design and programming will be addressed at the Site Plan stage.
e)	<i>be centrally located within the neighbourhood it is intended to serve; and,</i>	
f)	<i>provide a range of opportunities for active and passive activities, particularly for young children and older adults seeking close to home activities.</i>	
F8 COMMUNITY FACILITIES AND SERVICES		
F8.2 MUNICIPAL WATER AND WASTEWATER SERVICES		
<p><i>Municipal water and wastewater services are the responsibility of the Region of Halton as set out in the Regional Plan. It is the policy of this Plan that:</i></p> <p><i>a) All development in the Urban Area shall be connected to municipal water and wastewater systems unless exempted by the policies of this Plan and the Regional Official Plan;</i></p> <p><i>b) Development be limited in the Urban Area to the ability and financial capability of the Region to provide municipal water and wastewater services in accordance with its approved Development Charges Bylaws;</i></p> <p><i>c) The extension of municipal water and wastewater services across Urban Area boundaries is prohibited, unless the services are being provided to lands within the Hamlet Area designation or other exceptions specifically identified in the Regional Plan; and,</i></p> <p><i>d) The allocation of municipal water and wastewater system capacities through the development approvals process will be based upon a program developed in consultation with the Region, and implemented through reports to Council when necessary, which ensures the timely and efficient use of these services.</i></p>		As described in the Functional Servicing and SWM Report, the proposed development can be accommodated by existing municipal sewage and water services.
CHAPTER G PLAN IMPLEMENTATION AND ADMINISTRATION		
G2 OFFICIAL PLAN ADMINISTRATION		
G2.1 AMENDMENTS TO THE PLAN		
<p><i>It is the intent of this Plan to serve as the basis for managing change in the Town until 2031. It is therefore a policy of this Plan that this Plan should only be amended when the policies of this Plan have been found not to address issues, or alternatively, issues have been raised with respect to site-specific proposals that must be addressed in a comprehensive manner. However, where Official Plan Amendments are contemplated by the policies of this Plan, Council shall consider them.</i></p>		It is recognized that the Town's OP is the most important tool for the implementation of Provincial policy and legislation. However, the Town's current OP and Georgetown GO Station Area Secondary Plan are not consistent with the PPS as it relates to providing

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POLICY	ASSESSMENT
<p><i>Any Amendment shall conform to the overall intent of the Official Plan as set out in the:</i></p> <ul style="list-style-type: none"> <i>a) community vision, goals and strategic objectives;</i> <i>b) other relevant objectives and policies of this Plan;</i> <i>c) and, 'environment-first' philosophy that is enshrined within this Plan.</i> 	<p>appropriate opportunities for the redevelopment and intensification of brownfield sites in SGAs in a manner that is transit-supportive and supports minimum density targets for the MTSA. While the Georgetown GO MTSA is identified by the Region and the Town as a location where highest levels of growth are anticipated to occur, the current low- and medium-density built form, and limited number of redevelopment sites with a maximum potential height of 16 storeys and FSI of 3.5, together with the complexity of redeveloping a brownfield site, do not allow for optimization of development of the Subject Lands. The Proposed Development and the implementing Planning Instruments are consistent with the PPS.</p>
G2.4 PUBLIC PARTICIPATION	
<p><i>It is policy of this Plan that public participation be an integral component of any land use planning process. On this basis, before making any planning decisions, Council shall be satisfied that:</i></p> <ul style="list-style-type: none"> <i>a) Adequate public notice has been given;</i> <i>b) Enough information to enable a person to reasonably understand the nature of the proposal and its impact is available prior to any public meeting;</i> <i>c) All public and agency comments have been assessed and analyzed by staff; and,</i> <i>d) Their decision will appropriately balance the overall public interest against the private interest expressed in the application. Proponents shall be encouraged to pre-consult with neighbouring landowners to obtain their views before a formal application is submitted.</i> 	<p>Throughout the duration of this process, commenting agencies, members of the public and stakeholders will be given the opportunity to provide written comments and request information with respect to the application.</p> <p>A statutory public meeting under the <i>Planning Act</i> will be held by the Town, which will provide further opportunity for public input. At this meeting, staff will provide the Committee with a report summarizing all comments and feedback received from the public, agencies and stakeholders. Additionally, members of the public will be provided with an opportunity to make oral comments at this meeting.</p> <p>Public input received through the community engagement process will be summarized including how the community input has been addressed with any updates or changes to the planning and technical information and in response to staff comments.</p>

POLICY	ASSESSMENT
G4 ZONING BY-LAWS	
<i>G4.3 HEIGHT AND DENSITY BONUSING</i>	
<p><i>G4.3.1 <u>Bonusing Triggers</u></i> <i>Council may pass a by-law pursuant to the Planning Act that increases the maximum density and/or height permitted by this Official Plan for medium and high-density residential development if the increase will result in the provision of a significant public benefit that would have not otherwise been realized.</i></p>	<p>It is noted that the <i>Planning Act</i> updates have replaced Section 37 bonusing with a Community Benefits Charge via By-law 2022-0044.</p>
<p><i>G4.3.2 <u>Criteria</u></i> <i>It is the intent of this Plan that there has to be a clear and measurable public interest served by the granting of a height and/or density bonus. Prior to granting a bonus, Council shall be satisfied that:</i></p> <ul style="list-style-type: none"> <i>a) the proposed development will conform with the development policies of the applicable designation of this Plan;</i> <i>b) the built form will contribute to the urban design policies of this Plan, as set out in Section F2;</i> <i>c) the use will be a positive addition to the urban landscape and contribute to the vibrancy of the urban area;</i> <i>d) and, the development of the use will potentially facilitate the development or establishment of other uses in the area, thereby furthering the objectives of this Plan.</i> <p><i>It is the intent of this Plan that each request for a bonus shall be carefully considered on a case-by-case basis. The approval of one request by Council shall not be considered a precedent for other requests.</i></p>	
<p><i>G4.3.3 <u>Implementation</u></i> <i>A site-specific zoning by-law passed by Council shall establish detailed development standards that would apply when a bonus is awarded and the relationship between these standards and the conditions that must be met.</i> <i>In the granting of a height and density bonus, the Town may require the owner to enter into one or more agreements with the municipality dealing with facilities, services or other matters to be provided.</i> <i>The maximum residential density and height permitted through the bonus provisions may exceed that which is permitted in the general Official Plan policies. Notwithstanding the foregoing, no bonus may be granted that:</i></p>	

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POLICY	ASSESSMENT
<p><i>a) increases the density of development in the Medium Density Residential Area by more than 20 percent;</i> <i>b) increases building height in the Medium Density Residential Area by more than two storeys;</i> <i>c) increases the density of development in the High Density Residential Area by more than 50 percent; and,</i> <i>d) increases building height in the High Density Residential Area by more than four storeys.</i></p> <p><i>In considering any bonusing request, Council shall have regard for the policies in Section D1 and D2 of this Plan.</i></p>	
GEORGETOWN GO STATION AREA SECONDARY PLAN	
<p>The Subject Lands are identified as follows on Schedule H3 – Georgetown GO Station Area Land Use Plan of the Secondary Plan:</p> <ul style="list-style-type: none"> • High Density Residential/Mixed Use Area 1 • Redevelopment Site • Rail Buffer • North Precinct 	
H3.1 VISION STATEMENT	
<p><i>The GO Station/Mill Street Corridor Area will provide opportunities for redevelopment and intensification at strategic locations, and enhanced connections to other areas of the community, particularly the Downtown Area, where such connections will not be to the detriment of the existing community. This redevelopment and intensification will have a positive impact on the quality of life in Halton Hills, including support for the Town's economic and housing objectives, while still ensuring that the character of these existing, well established residential areas are maintained and enhanced, including improvements which will mitigate the impact of traffic on the community.</i></p>	<p>The proposed development represents the intensification of a site in a strategic location, which will support the Town's economic and housing objectives. Careful attention has been paid to the surrounding context to ensure the proposed development is compatible with the proximate residential and employment uses.</p>
H3.2 GOALS	
<p><i>a) To maintain and enhance existing residential areas, with intensification focused primarily on strategic redevelopment sites.</i></p>	<p>The proposed development represents intensification on a strategic redevelopment site.</p>
<p><i>c) To introduce an improved circulation system for pedestrians and cyclists, as well as improvements in accessibility for vehicular traffic, both within the Secondary Plan area and to other parts of Georgetown.</i></p>	<p>The proposed development includes a new public road connecting Mountainview Road North and River Drive and</p>

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POLICY	ASSESSMENT
	will assist in improving circulation for pedestrians, cyclists and vehicular traffic.
<p><i>e) To ensure that the necessary capacity is available in the Town's infrastructure for any proposed redevelopment, recognizing the need for stormwater management controls which are appropriate for the proposed redevelopment and intensification.</i></p>	<p>The proposed development takes advantage of existing municipal water and wastewater services and incorporates appropriate stormwater management controls to service the proposed development.</p>
<p>H3.3 GENERAL POLICIES</p>	
<p>H3.3.1 POPULATION AND EMPLOYMENT TARGETS</p> <p><i>The population target for the Secondary Plan Area to the year 2031 is 2,800 with the majority, in the order of 2,200, being planned for the North Precinct on the lands designated High Density Residential/Mixed Use Area I and High Density Residential/Mixed Use Area II.</i></p> <p><i>The employment target for the Secondary Plan area to the year 2031 is 300 jobs, all of which will be found in the North Precinct, the majority in the High Density Residential/Mixed Use Area I and II designations.</i></p> <p>Note: <i>Decision Withheld – only for the population and employment targets to the year 2031.</i></p> <p><i>Any site-specific Official Plan or zoning by-law amendment to reduce development density in the Secondary Plan area is prohibited unless it is part of a municipal comprehensive review of the Official Plan or review of the Secondary Plan Area.</i></p>	<p>The proposed development will assist the Town in achieving the population and employment targets for the Secondary Plan area.</p>
<p>H3.3.4 PARKS</p> <p><i>The Parks designation on Schedule H3 identifies the existing local parkland. These facilities are limited and, with additional development proposed for the Secondary Plan area, the Town shall, in accordance with the policies of Section F7 of the Official Plan:</i></p> <p><i>b) As part of any proposed development:</i></p> <p><i>i) Require the dedication of land for the creation of additional parkland, particularly for the lands in the High Density Residential/Mixed Use Area I and II designations in the North Precinct; and/or,</i></p> <p><i>ii) Use cash-in-lieu of parkland to expand or improve existing parkland and/or to create new parkland.</i></p>	<p>The proposed development incorporates a 2,721 square metre POPS.</p>

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H3.3.6 Urban Design	
<p>b) <u>Gateways</u></p> <p><i>Key Gateways to the Secondary Plan area are designated on Schedule H3 at the following intersections:</i></p> <ul style="list-style-type: none"> • <i>River Drive and Mountainview Road North</i> <p><i>The Town will develop plans for the streetscape in these areas which incorporate upgraded street furniture, appropriate signage, and landscaping as well as special pavement treatments to reflect their role. In addition, consideration should be given to the introduction of nonhabitable structures such as a clock tower, decorative poles with banners and/or specialized lighting to serve as a focal point at the gateway at Queen and King Streets which serves as the entrance to the GO Station in the South Precinct, and, as part of the redevelopment of the station in the North Precinct.</i></p> <p><i>In addition, development on lots fronting and flanking these intersections shall be designed so that any buildings reinforce the streetscape edge and have upgraded elevation treatments and gateway features.</i></p>	<p>Refer to the Urban Design Brief.</p>
<p>c) <u>Redevelopment Sites</u></p> <p><i>Significant redevelopment shall only be permitted on certain strategic sites, as identified on Schedule H3, subject to the relevant policies in Sections H3.5.5, H3.5.6 and H3.6.5, In addition, careful attention shall be given to:</i></p> <ol style="list-style-type: none"> <i>i) The relationship between the proposed new development and existing, adjacent Low Density Residential Areas to minimize potential height and massing impacts and to protect privacy;</i> <i>ii) The relationship of the proposed new development in the North Precinct to the Secondary Plan as a whole, and surrounding lands generally, taking into account the topography of the area;</i> <i>iii) The relationship of the buildings to the street to ensure that the development form reinforces the streetscape with the front entrances oriented to the street, and allows for suitable sidewalk and boulevard widths for pedestrian use and the placement of streetscape amenities; and,</i> <i>iv) The relationship of adjacent buildings to the rail corridor to minimize noise and vibration impacts.</i> <p><i>In this regard, massing strategies such as the stepping down of buildings to buildings of lower density and the use of two or three storey base podiums, with increased setbacks for storeys above the podium, rather than “slab” building forms, will be employed to minimize impacts, overlook, shadowing, and high wind speeds.</i></p>	<p>The proposed development is located on a Redevelopment Site. The proposal has been thoughtfully designed to be compatible with the existing adjacent residential development through appropriate building massing which incorporates large podiums, setbacks and step backs, and the strategic location of towers. The proposal has been designed to minimize and mitigate impacts from the rail corridor, accommodate the topography of the area, and reinforce the streetscape with grade-related uses along Mountainview Road North and River Drive.</p>

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<p>d) <i>Building Elements</i></p> <p><i>Development shall be designed to reflect the character of the surrounding area. In particular:</i></p> <ul style="list-style-type: none"> <i>i) Materials and colours for new buildings and additions or renovations to existing structures should complement and be compatible with adjacent buildings;</i> <i>ii) The facades of buildings should have windows which overlook streets, lanes and parking areas in order to maintain a safe pedestrian environment;</i> <i>iii) The main access to buildings or a group of buildings should face a street;</i> <i>iv) Pedestrian entrances should be spatially and architecturally prominent and welcoming;</i> <i>v) Buildings on corner lots should have upgraded elevation treatments for both front and flankage;</i> <i>vi) Blank walls are discouraged in situations which are exposed to public view. Where such walls are essential upgraded design and materials are required; and,</i> <i>vii) Fine architectural detailing in building facades should be part of any new building or major addition to complement the streetscape.</i> 	<p>As outlined in the Urban Design Brief, building materials and colours complement adjacent buildings and are reflective of the area's industrial origins. At-grade residential units and retail space are provided at-grade and oriented to the new ROW and to River Drive and Mountainview Road North, with upgraded elevation treatments provided for Building A at the corner of Mountainview Road North and River Drive. The main accesses to the buildings are oriented to the new ROW and are designed to be spatially and architecturally prominent and welcoming. Blank walls are not exposed to public view, and fine architectural detailing is reflected in the building facades.</p>
<p>e) <i>Landscape, Parking and Service Areas</i></p> <ul style="list-style-type: none"> <i>iii) All parking areas should be well lit to ensure pedestrian safety, but lighting should be designed to avoid light spillage into adjacent residential areas.</i> <i>iv) Ramps to underground parking areas should not detract from the façade or landscaping of the building.</i> <i>v) Parking shall generally not be permitted between buildings, other than a driveway for low and medium density residential uses, and the street. Landscape planting shall be provided between the street and the building to frame the building.</i> <i>vi) The planting of shade trees shall be encouraged.</i> <i>vii) Service and loading areas should be located away from the primary building face and public view and integrated within buildings.</i> <i>x) Consideration should be given to the creation of a berm and noise attenuation wall along the railway in conformity with the design specifications of CNs Principal Mainline Requirements. The design should soften</i> 	<p>All parking, service and loading areas for the proposed development have been accommodated in levels of underground parking and in the building podiums. The driveways and ramps to the parking areas have been designed so as not to detract from the façade or landscaping of the building. The proposed development incorporates significant planting, as demonstrated in the Landscape Concept Plan.</p>

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<p><i>the visual impact of the wall on both the side adjacent to development and the rail side to contribute to the ambience of the GO Station.</i></p>	
<p>H3.3.7 TRANSPORTATION</p>	
<p>a) <u>Pedestrian and Cycling Routes and Facilities</u> <i>The establishment of pedestrian and cycling connections to serve any redevelopment shall be a condition of approval. The system will be designed to maximize:</i></p> <ul style="list-style-type: none"> <i>ii) Connectivity between the Secondary Plan area and other areas of the Town, particularly the Downtown;</i> <i>iv) Bicycle storage facilities.</i> 	<p>The new public road provides for new pedestrian and cycling connections to improve connectivity within the Secondary Plan area and other areas of the Town. Long-term and short-term bicycle parking spaces are proposed for residents, visitors and retail patrons have been incorporated into the proposed development.</p>
<p>b) <u>Road Network</u> <i>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></p> <ul style="list-style-type: none"> <i>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.</i> <i>ii) Changes to the intersection of River Drive and Mountainview Road North, including signal timing modifications and possibly the extension of the north and/or westbound left turn tapers;</i> 	<p>A TIS has been prepared in support of the proposed development. The proposed development incorporates a new road connection between Mountainview Road North and River Drive to improve traffic movement in the area.</p>
<p>c) <u>Rail Network and Related Facilities</u> <i>The rail line which runs through the Secondary Plan area is designated on Schedule B1 to the Official Plan and Schedule H3 as Commuter Rail Corridor to reflect its existing and planned role. The GO Station, which is designated as a Major Transit Station on Schedule B1 to the Official Plan and Schedule H3, is a major transit station. The Town recognizes the significance of the GO station and related facilities to the community as a whole, both as a transportation facility and as a focus for intensification. The Town will work with Metrolinx to ensure both that the use of the station is maximized, and that impacts on adjacent residential development are minimized.</i></p>	<p>The proposed development is based on the implementation of a Noise and Vibration Assessment.</p>

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<p><i>In particular, the Town will ensure that:</i></p> <ul style="list-style-type: none"> <i>i) In conformity with Sections C15 and F6.7 c), all proposed development adjacent to, or in proximity to, the railway corridor, is based on the implementation of required noise and vibration studies which take into account CN's Principal Main Line Requirements (PMLR);</i> <i>ii) Where new development abuts railway property fencing will be required generally in accordance with the PMLR;</i> <i>iii) The pedestrian/cycling plan is designed to maximize accessibility to the railway station; and</i> <i>iv) Redevelopment of the sites in the North Precinct adjacent to the tracks is designed to be coordinated with the station use including the provision of services and facilities for transit users such as commercial uses, "kiss and drive" facilities, shared parking, and bus stop areas.</i> 	
<p>d) <u>Railway Buffer</u></p> <p><i>The Railway Buffer overlay on Schedule H3 identifies the general area where a setback is required from the edge of the railway corridor by the CNR and/or Metrolinx for all buildings and structures. The precise setback will be determined at the time of application in accordance with the PLMR, but is generally a minimum of 30 metres. In some cases, consideration may be given to a crashwall and vertical/horizontal setback combination. The Town will work with CN to maximize the development opportunities in this area, recognizing its intensification potential, without compromising safety considerations.</i></p>	<p>Appropriate setbacks to the building towers have been incorporated into the proposed development to maintain a 30-metre separation between the railway ROW and residential units.</p> <p>A crash wall has been incorporated along the edge of Buildings B and C, where they abut the railway corridor.</p>
<p>e) <u>Off-Street Parking</u></p> <p><i>Where redevelopment is proposed in the North Precinct, the Town will work with the proponent and GO Transit to develop a parking strategy which may include the reduction of parking requirements based on a parking analysis which examples factors such as:</i></p> <ul style="list-style-type: none"> <i>i) The impacts of the proximity to the GO Station;</i> <i>ii) The types of uses, and a determination that they require parking at different times of day, including consideration of situations where parking is shared by the GO Station and the adjacent uses;</i> <i>iii) The availability of public off-street parking; and,</i> <i>iv) The potential for, and scale of, above-ground or underground parking structures.</i> 	<p>As supported by the TIS, the proposed development incorporates reduced parking rates due to the site's location in proximity to the GO Station.</p>

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<p><i>In addition, based on this analysis, the Town may give consideration to other approaches to the provision of parking in this area including the use of cash-in-lieu of required parking, to allow for the establishment of a reserve fund for the creation, improvement or expansion of public parking facilities.</i></p>	
<p>H3.5 GO NORTH PRECINCT OBJECTIVES AND POLICIES</p>	
<p>H3.5.1 OBJECTIVES</p> <p><i>a) To encourage the intensification and redevelopment of the existing brownfield lands immediately adjacent to the railway corridor and commuter rail station for high density residential with a mixed use component.</i></p>	<p>The proposal is for the intensification and redevelopment of an existing brownfield site immediately adjacent to the railway corridor and commuter rail station for high density residential with a mixed-use component.</p>
<p>H3.5.5 High Density Residential / Mixed Use Area I</p>	
<p>a) Main Permitted Uses</p> <p><i>The main permitted uses in the High Density Residential/Mixed Use Area I are limited to:</i></p> <ul style="list-style-type: none"> • <i>Apartment dwellings;</i> • <i>Long term care facilities and retirement homes;</i> • <i>Mixed use buildings including high density residential, office and a full range of commercial uses; and,</i> • <i>Parking facilities, including above ground and underground parking garages, which may include a public parking component for GO patrons.</i> 	<p>The proposed development includes apartment and retail uses.</p>
<p>b) Density and Height</p> <p><i>A minimum Floor Space Index (FSI) of 2.0 and maximum FSI of 3.0 for the site as a whole, with a maximum height of 12 storeys for certain portions of the site is permitted. Building heights will vary across the site as specified in Section H3.3.6 (c) of this Plan, in order to ensure that there is no significant visual impact on the surrounding area.</i></p> <p><i>In addition, the maximum density and height may be further increased through the development process to a maximum FSI of 3.5 for the site and a maximum height of 16 storeys for some portions of these lands subject to the provisions of Section G4.3 of the Official Plan, and provided that the Town is satisfied that there will be no significant impact on the surrounding area, based on the submission of:</i></p> <ul style="list-style-type: none"> <i>i) detailed plans and models; and,</i> <i>ii) a traffic analysis addressing the issues identified in Section H3.3.7.</i> 	<p>The OPA requests a FSI of 4.56 for the whole site and a maximum building height of 22 storeys.</p>

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<p>c) <i>Bonusing</i> In addition to bonusing triggers in Section G4.3.1, the following additional bonusing triggers are applicable: iii) Development of public parkland and/or private open space which is designed to be accessible to the public, as well as residents of the development; and,</p>	<p>It is noted that the <i>Planning Act</i> updates have replaced bonusing with a Community Benefits Charge via By-law 2022-0044.</p>



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