



## **REPORT**

**REPORT TO:** Mayor Bonnette and Members of Council

**REPORT FROM:** Greg Macdonald, Senior Planner – Development Review

**DATE:** March 31, 2021

**REPORT NO.:** PD-2021-0019

**RE:** Recommendation Report for proposed Official Plan and Zoning By-law Amendments to allow for the development of 10 townhouse units at 20 Ransom Street (Acton)

### **RECOMMENDATION:**

THAT Report No. PD-2021-0019, dated March 31, 2021, regarding the “Recommendation Report for proposed Official Plan and Zoning By-law Amendments to allow for the development of 10 townhouse units at 20 Ransom Street (Acton)”, be received;

AND FURTHER THAT Town of Halton Hills Official Plan Amendment No. 42, which amends the Town of Halton Hills Official Plan, for the lands municipally known as 20 Ransom Street (Acton), as generally shown in SCHEDULE 4 – OFFICIAL PLAN AMENDMENT, be adopted as an exempt Local Official Plan Amendment;

AND FURTHER THAT the Zoning By-law Amendment, to amend Town of Halton Hills Zoning By-law 2010-0050, as amended, for the lands municipally known as 20 Ransom Street (Acton), as generally shown in SCHEDULE 5 – ZONING BY-LAW AMENDMENT, be approved on the basis that the application is consistent with the Provincial Policy Statement, conforms or does not conflict with all applicable Provincial plans, conforms with the Region of Halton Official Plan and the Town of Halton Hills Official Plan (as amended), has regard for matters of Provincial interest, and represents good planning for the reasons outlined in Report No. PD-2021-0019, dated March 31, 2021;

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

## **BACKGROUND**

The purpose of this report is to provide Council with recommendations concerning the final disposition of Official Plan and Zoning By-law Amendment applications to permit the development of 10 townhouse units on the lands municipally known as 20 Ransom Street in Acton.

### **Location and Site Characteristics:**

The subject property, municipally known as 20 Ransom Street, is located in Acton on the south side of Ransom Street, just west of Main Street South; see SCHEDULE 1 – LOCATION MAP. The 0.27 ha (0.68 ac) property is rectangular in shape and has 33.6 metres (110.0 ft.) of frontage on Ransom Street. The lands currently contain a single detached dwelling, which is proposed to be demolished.

Surrounding land uses to the subject property include (note for the purposes of the description, Main Street South is east of the property):

- To the North: Single detached dwellings (opposite side of Ransom Street on Adams Court)
- To the East: Single detached dwellings and a place of worship
- To the South: Block townhouses
- To the West: 3-Storey apartment building

### **Development Proposal**

On June 12, 2020, the Town deemed complete Official Plan and Zoning By-law Amendment applications submitted by Glen Schnarr & Associates Inc. (the Applicant), on behalf of Sovereign Ransom Street Company (the Owner), seeking the necessary land use approvals to facilitate the development of 10 two-storey townhouse units (six in Block 1 and four in Block 2) on a private road. A revised proposal, which included an increase in visitor parking from 3 to 4 spaces, was submitted in December 2020; see SCHEDULE 2 – SITE PLAN.



Figure 1: Concept Plan

Further details regarding the proposal are outlined in the table below.

Design Elements	Application Proposal
Number of Units	10 townhouses
Height (Storeys)	2-storeys (approximately 10.5 m to roof peak)
Unit Parking	2 space per unit (1 in garage; 1 in driveway)
Visitor Parking	4 spaces
Vehicular Access Points	1 (from Ransom Street)
Amenity Space	Private rear yard amenity area for each unit with screening

The Applicant has also provided updated conceptual elevations of the townhouse units for illustrative purposes that now show the prominent sides of the buildings; see SCHEDULE 3 – CONCEPT ELEVATIONS. Both townhouse blocks have the same general architectural details.

The proposed Official Plan Amendment seeks to change the current designation of the property from Low Density Residential Area to Medium Density Residential Area to allow the townhouse dwellings and proposed density; see SCHEDULE 4 – OFFICIAL PLAN AMENDMENT. The current Low Density Residential Area designation does not

permit townhouse units and restricts the maximum density of development to 15 units per net residential hectare (Section D1.3.1.2); the proposed 10-unit townhouse development would constitute a density of 38 units per net residential hectare. The Medium Density Residential Area designation permits block townhouse dwellings and a density of 21-50 units per net residential hectare.

The Zoning By-law Amendment proposes to rezone the subject property from Low Density Residential One – Mature Neighbourhood (LDR1-1)(MN) to a site-specific Medium Density Residential Two (MDR2) zone; see SCHEDULE 5 – ZONING BYLAW AMENDMENT. The site specific provisions that are designed to facilitate the current proposal are outlined in Section 1.5 of the ‘Comments’ section below. Through the Zoning Amendment a new Holding (H) Provision will also be applied to the property; the conditions of the (H) Provision are discussed later in this report.

Should the Official Plan and Zoning By-law Amendments be approved, the proposed development will require the submission of a Site Plan Control Application. A Draft Plan of Condominium Application would also be required to establish condominium tenure should the Applicant propose condominium tenure. A further Zoning application is also required in order to remove the Holding (H) Provision.

## **COMMENTS:**

This section of the report will identify, analyze, and respond to key matters of interest associated with the Official Plan and Zoning By-law Amendment applications. The section is broken down into the following three subsections:

- 1.0 Planning Context and Policy Framework
- 2.0 Town Department and External Agency Comments
- 3.0 Public Comments

### **1.0 Planning Context and Policy Framework:**

The purpose of this section is to evaluate the proposed Official Plan and Zoning By-law Amendment applications against the relevant Provincial, Regional and Town policy framework to determine conformity with the applicable policies and guidelines.

#### **1.1 Provincial Policy Statement**

The 2020 Provincial Policy Statement (PPS) provides broad based policies that promote an appropriate range of housing types that makes efficient use of infrastructure and public services facilities, thus supporting the development of healthy communities. The proposal is required to be consistent with the relevant policies of the PPS in accordance with Section 3 of the Planning Act.

Specifically, Section 1.1.3 of the PPS speaks to density, intensification and redevelopment. This section (1.1.3.1 to 1.1.3.5) promotes intensification and

redevelopment where appropriate in settlement areas, and where public health and safety are maintained. More specifically, the policy framework states:

- “1.1.3.1      *Settlement areas* shall be the focus of growth and development.
- 1.1.3.2      Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:
- a)      efficiently use land and resources;
  - b)      are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  - c)      minimize negative impacts to air quality and climate change, and promote energy efficiency;
  - d)      prepare for the *impacts of a changing climate*;
  - e)      support *active transportation*;
  - f)      are *transit-supportive*, where transit is planned, exists or may be developed; and
  - g)      are *freight-supportive*.

Land use patterns within *settlement areas* shall also be based on a range of uses and opportunities for *intensification* and *redevelopment* in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

- 1.1.3.3      Planning authorities shall identify appropriate locations and promote opportunities for *transit-supportive* development, accommodating a significant supply and range of *housing options* through *intensification* and *redevelopment* where this can be accommodated taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs.
- 1.1.3.4      Appropriate development standards should be promoted which facilitate *intensification*, *redevelopment* and compact form, while avoiding or mitigating risks to public health and safety.
- 1.1.3.5      Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions. However, where provincial targets are established through *provincial plans*, the provincial target shall represent the minimum target for affected areas.”

Planning staff is of the opinion that the proposed Zoning By-law Amendment application is consistent with the policies of the 2020 PPS.

## **1.2      Growth Plan for the Greater Golden Horseshoe:**

The subject lands are part of a larger designated urban area in Acton. The Growth Plan contains policies that speak to the provision of a diverse range and mix of housing options to accommodate people at all stages of life and creating an urban form that will optimize infrastructure to support the achievement of complete communities through a more compact built form. As per Section 3 of the Planning Act, the proposal shall conform and not conflict with the Growth Plan.

A major guiding principle of the Growth Plan is to prioritize intensification and higher densities, where appropriate, to make efficient use of land and infrastructure and support transit viability. The Growth Plan encourages intensification generally throughout the delineated built-up area. Section 2.2.2 of the Growth Plan also states that, until the Region of Halton completes its municipal comprehensive review, a minimum of 40 per cent of all residential development occurring annually will be within the delineated built-up area. Once the Region's comprehensive review has been completed, a minimum of 50 per cent of all residential development must be within the built-up area each year.

Planning staff is of the opinion that the proposed development is in conformity with the Growth Plan for the Greater Golden Horseshoe.

### **1.3 Greenbelt Plan**

As noted in the preceding section, the subject lands are located within Acton, which is classified as a Town/Village by the Greenbelt Plan. For purposes of infill development, Section 3.4.3 (Town/Village Policies) defers to the Growth Plan and the Official Plan from a policy perspective.

Staff is of the view that the proposed development conforms to the Greenbelt Plan.

### **1.4 Region of Halton Official Plan**

The 2009 Regional Official Plan (ROP) designates the subject lands as Urban Area (Acton). Section 76 of the OP states that the range of permitted uses and the creation of new lots in the Urban Areas will be in accordance with Local Official Plans and Zoning By-laws. Section 89 of the ROP requires all development within the Urban Area to be on full municipal services.

Regional staff has confirmed that the application is in conformity with the ROP.

### **1.5 Town of Halton Hills Official Plan**

The subject lands are designated Low Density Residential Area (LDRA) in the Town's Official Plan. Permitted uses in the LDRA include single detached, semi-detached and duplex dwellings up to a maximum density of 15 units per net residential hectare and a maximum height of three storeys (Section D1.3.1). The Applicant has proposed to amend the Official Plan for the subject lands to change the land use designation from

Low Density Residential Area to Medium Density Residential Area (MDRA). In this regard, Section D.1.4.4 contains criteria by way of which Official Plan Amendments to establish new medium (and high) density developments would be evaluated against:

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

Planning staff is of the opinion that the proposed 10-unit townhouse development satisfies the intent of Section D1.4.4, as follows:

Criteria a) – Ransom Street is identified as a local road, not a Collector or Arterial, under the Town's Official Plan. The intent of Criteria a) is to limit traffic infiltration into stable lower density neighbourhoods by directing high traffic generating uses to the periphery of these neighbourhoods. However, the subject site is only separated from Regional Road 25 (Main Street South), which is an Arterial Road, by one residential property (50 metres). Additionally, a 3-storey apartment building also currently fronts on to Ransom St. adjacent to the site. Therefore, staff is satisfied that the intent of criteria a) has been met and that the proposal will not result in a substantial amount of traffic being directed to the local road network in the area.

Criteria b) and c) – The two-storey townhouses provide a transition in height and density between the 3-storey apartment building to the west and single detached dwellings (predominantly single-storey) to the east. It is also complementary of the existing townhouse development immediately to the south. By orienting the 7.0 metre (23.0 ft.) deep rear yards for the proposed townhouse units to abut the rear yards of existing dwellings to the east it also ensures the access driveway and parking areas are furthest from the single detached dwellings. The townhouse development is also designed so

that the unit adjacent to Ransom Street will have its front entrance and porch facing the street to animate the streetscape and be consistent with the abutting dwelling to the east. Finally, the proposed townhouse units should easily be integrated into a neighbourhood that already contains a mix of dwelling types and uses, including an apartment building, townhouses and place of worship.

Criteria d) and e) – The Applicant has submitted a Traffic Impact Study (that has also been updated with additional information to address Town Transportation staff comments). Staff are satisfied that the development should not contribute to traffic hazards or unacceptable congestion. Similarly, staff support the TIS finding that turning movement delays at the intersection of Ransom Street and Main Street South would only be increased by up to 1.5 seconds. Acton (and all of Halton Hills) is not currently serviced by public transit except for Go Train/Bus service. However, providing a modest increase in density does contribute to future demand for public transit and would contribute to making future public transit more feasible.

Criteria f) – The subject lands are in close proximity to Fairview Cemetery, within which passive recreational uses such as walking is permitted. Existing municipal sidewalks on Ransom Street and on the west side of Regional Road 25 allow for walking or biking to both St. Joseph Catholic Elementary School and Robert Little Public School (approximately 1km) and to Greenore Park (approximately 800m). The proposed townhouses constitute a modest form of intensification consistent with a lower density neighbourhood and each dwelling unit would have its own 7.0 metre (23.0 ft.) deep private rear yard amenity area. Therefore, staff are satisfied that the intent of this criteria has been met.

Criteria g), h) and i) –The proposed townhouse development has been designed to incorporate sufficient separation from the adjacent single detached homes, appropriately address the streetscape, provides suitable amenity space for each of the 10 units and exceeds the minimum parking requirements for a townhouse development. Through the Site Plan process fencing and landscaping will be secured to provide screening and mitigate any privacy concerns. The proposed height of 2-storeys is not considered to reflect a ‘tall building’ pursuant to Criteria G; therefore, no adverse shadowing impacts are expected.

Criteria j) – The Region of Halton is satisfied that adequate municipal water and wastewater services is available to service the proposed 10 units.

The Official Plan also states that all new development requiring Planning Act approval shall conform to the Urban Design policies of the Plan (Section F2). The objective of the urban design policies is to ensure that the urban areas of the Town evolve in a manner that enhances the quality and vibrancy of urban life. It is Council’s desire to create and encourage a high quality of built form through good urban design. Staff is satisfied that the proposed height, massing and layout of the development generally comply with the urban design objectives of the Plan.



Schedule A6-1 of the Town’s Official Plan also identifies the subject lands as being located within the Built Boundary of the Urban Area of Acton. The intensification targets establish a minimum of 460 units within the Built Boundary of Acton between 2015 and 2031 (excluding Downtown Acton and the South Acton Special Study Area which have additional intensification targets). The proposed development is consistent with the intensification policies approved through Official Plan Amendment 9 (OPA 9). While only considered a modest increase in density, the proposed development contributes to meeting the planned intensification targets within the Built Boundary of Acton.

The subject lands were also identified as a potential infill opportunity site within the Town’s recent Residential Intensification Opportunities Study Update given its size and location adjacent to other existing high and medium density residential uses (apartment building and townhouse complex). This study was intended to identify possible development sites in Acton and Georgetown that could help achieve anticipated population growth targets established by the Province. The results of the Study Update were presented to Council in June 2020 and forwarded to the Region of Halton for use as part of their Regional Official Plan Review and Municipal Comprehensive Review program that is currently underway.

For the reasons outlined above, Planning staff is of the opinion that the proposed Official Plan Amendment will allow for the development of the subject lands in a manner consistent with the intent of the Town’s Official Plan, including implementing many of its goals and policy objectives. However, a site-specific policy is recommended to limit the permissions within the Medium Density Residential Area designation to a maximum of ten 2-storey townhouses.

### 1.5 Town of Halton Hills Zoning By-law 2010-0050

The subject lands are zoned Low Density Residential One – Mature Neighbourhood (LDR1-1)(MN), which permits only single detached dwellings. In order to permit the townhouse development, the Applicant is proposing to rezone the lands to a site-specific Medium Density Residential Two (MDR2) Zone. The site-specific provisions would alter the MDR2 zone as follows:

<b>Provision</b>	<b>MDR2 Zone (Current)</b>	<b>MDR2 (Site Specific)</b>
Permitted Uses	A range of multiple dwelling unit forms including townhouses on a private road, long term care facilities, retirement homes, Private Home Daycares and Home Occupations	Restricted to a maximum of 10 townhouse units (and Private Home Daycares and Home Occupations)
Height	25 metres and 4-storeys	10.5 metres and 2-storeys
Minimum Front Yard Setback	4.5 metres	2.3 metres
Minimum Rear Yard Setback	4.5 metres	1.4 metres

Minimum Interior Side Yard Setback	4.5 metres	7.0 metres
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Staff considers the proposal to rezone the property from LDR1-1 (MN) to a site-specific MDR2 zone appropriate given that the proposed development satisfies the Official Plan policies to establish new medium density residential developments. The site-specific provisions will ensure the development of the property is restricted to a maximum of 10 two-storey townhouse units with the setbacks outlined above.

Due to the angled nature of Ransom Street, the reduced front yard setback of 2.3 m only applies to the west corner of the townhouse block; the corner closer to the adjacent single detached home to the east provides a 4.1 m front yard setback. Staff is of the opinion that the proposed front setback is acceptable for the site and streetscape as Ransom Street does not have a consistent front yard character and there is only one other dwelling that actually fronts onto the street.

The proposed reduction in rear yard setback from 7.0 m to 1.4 m is more of a technicality as this yard functions as an interior side yard to the block of townhouses immediately abutting to the south. In fact, the Zoning By-law only requires a 1.2 m interior side yard setback for street townhouses whereas 1.4 m is proposed. Also, similar to the front yard, the actual setback increases to almost 4.0 m at the south-eastern corner of the proposed townhouse block.

With regards to the interior side yard setback, it is proposed that the minimum requirement be increased from 4.5 m to 7.0 m. This increase is to reflect that particularly the easterly side yard functions as a rear yard. Mandating at least a 7 m (23 ft.) setback ensures both adequately sized rear yard amenity is provided for the occupants of the new units and ensures a healthy setback to the single detached dwellings to the east to ensure neighbourhood character is maintained.

As noted in Section 2.0 of this report, a 'H' Holding Provision is also required to ensure water allocation. The Holding Provision will also contain a condition requiring external access to the rear yards of each townhouse unit for lawn maintenance be appropriately designed at the Site Plan stage as the options may differ depending on the final tenure for the townhouses (i.e., Common Element Condominium, Standard Form Condominium, or rental).

## **2.0 Water Allocation:**

The Region of Halton has identified that 7 SDE of water will be required to be allocated to the site to accommodate the development. Consistent with Town practice, staff will not bring forward a report recommending the allocation of 7 SDE to the project until after it has obtained conditional Site Plan approval. However, in the interim the Region of Halton is requiring that an 'H' Holding Provision be applied to the site with a condition being the allocation of the necessary SDE.

### **3.0 Town Department and External Agency Comments:**

The townhouse proposal was circulated to the Town departments and external agencies for review and comment, with the most recent full circulation occurring in December 2020. Staff from the various departments and agencies have completed their review of the proposed development and have indicated that they have no concerns or objections with the proposed Official Plan and Zoning By-law Amendments.

### **4.0 Public Comments:**

The development proposal was presented to the Public by way of Report No. PD-2020-0027 through a Statutory Public Meeting on September 14, 2020, where 7 (seven) individuals presented their concerns with the proposal. In advance of the public meeting, staff had received three (3) letters and one (1) phone call. The following sections describe the specific public questions / concerns and provide staff responses:

#### **4.1 Neighbourhood Character (Built Form, Streetscape, Density, Etc.):**

Comments were made that townhouses on the subject lands would be out of character and/or not compatible with the character of the existing mature neighbourhood.

#### ***Staff Response***

The subject property is located close to Regional Road 25, separated by only one adjacent house. The immediate neighbourhood already contains a range of land uses including a place of worship, apartment building, a large block townhouse development to the south and a municipal cemetery at the end of Ransom Street. The proposed development provides for a transition of both built form and density between the low density to the east to higher density to the west. The rear yards of the townhouses abut the existing rear yards of homes to the east so that the massing is kept as far from adjacent low density residential uses as possible. Additionally, the proposed architecture is complementary to the neighbourhood and addresses the street in a way that maintains streetscape character.

#### **4.2 Traffic and Parking:**

Comments were made that the proposed development does not contain sufficient on-site parking which could lead to overflow parking impacts and that the development would unduly contribute to increased traffic within the neighbourhood.

#### ***Staff Response***

Under the Zoning By-law, a 10unit townhouse development would require 2 resident parking spaces and 0.3 visitor parking spaces per unit (3 total visitor parking spaces). The proposal is providing the required 2 resident spaces per unit and 4 total visitor spaces, which exceeds the minimum. Additionally, the proposal has been designed to comply with the increased driveway and garage size requirements recommended

following the recent Halton Hills Residential parking Study. As such, staff is satisfied that sufficient on-site parking is being provided. While the use of on-street overflow parking is not encouraged, there is existing on-street parking located on the north side of Ransom Street for the legal parking of at least 9 vehicles between the Canada Post mailboxes and Main Street South.

With regards to traffic impact, a Traffic Impact Study has been submitted and reviewed by both Town and Regional transportation staff who concur with the conclusions of the report that there would be no undue delays or safety concerns at the intersection of Ransom Street and Main Street South due to the minimal traffic generated by the development.

#### **4.3 Servicing Concerns**

A concern was raised that due to occurrences of watermain breaks on Main Street South that the downstream servicing capacity for the subject lands may not be able to handle the additional units.

##### ***Staff Response***

The Region of Halton has reviewed the capacity of services to handle the proposed development which included hydraulic modeling that determined the slight increase in water demand should not result in increased occurrences of watermain breaks. However, as the watermain on Regional Road 25 is dated, the Region of Halton have identified it for replacement in 2024.

#### **4.4 Tree Loss and Off-Site Tree Impacts**

Concerns were raised that the proposed development would result in both on-site tree loss and impacts to trees on abutting properties.

##### ***Staff Response***

In order to accommodate the development, on-site trees (mostly non-native Norway Maples and a spruce hedge row) will likely have to be removed. In order to mitigate for the tree loss, tree plantings are required, and the conceptual landscape plan includes a new tree for each unit plus additional plantings at the front of the development. Off-site trees on abutting properties would be protected.

#### **4.5 Noise and Construction Impacts**

Concerns were raised both pertaining to nuisance impacts from construction (noise, dust, etc.) as well as noise impacts from additional traffic.

### ***Staff Response***

Regarding impacts from construction, through the required Construction Management Plan (at the Site Plan Control stage of development), Development Engineering would ensure matters such as erosion and sediment control fencing, dust mitigation measures, mud tracking avoidance and clean-up, etc. are implemented. All construction activities that include any heavy equipment can only occur during standard approved hours.

With regard from noise impacts from additional traffic, as discussed above, the increased traffic is expected to be minimal and should not create any increased impacts. Traffic noise from Main Street South (a major arterial road) is an existing situation not being exacerbated by the proposed development.

### **4.6 Loss of Rental Housing**

A concern was raised that demolition of rental housing is not permitted due to low vacancy rates because the existing dwelling on the subject lands was not owner-occupied (i.e. was rented).

### ***Staff Response***

Policies to protect existing rental housing from demolition (or conversion into condominium tenure) in the Halton Hills Official Plan and Region of Halton Official Plan apply only to purpose built multi-residential buildings, not to single detached dwellings.

### **4.7 Snow Storage**

A concern was raised that there is insufficient area within the concept plan for snow storage during winter storms.

### ***Staff Response***

Opportunities exist on the subject lands at the terminus of the condo road; behind the visitor parking; and, and near the mailboxes. However, further review of this issue would occur at the Site Plan Control stage of development.

### **4.8 Lack of Outdoor Amenity**

A concern was raised that insufficient outdoor amenity area has been provided on the property.

### ***Staff Response***

Each townhouse is provided with a minimum 7m deep individual outdoor amenity area in the form of a rear yard. Additional passive outdoor amenity via covered front porches is also available.

#### **4.9 Loss of Privacy**

Concern was raised that property owners, particularly those to the east in existing single detached dwellings that abut the subject lands could have loss of privacy.

##### ***Staff Response***

The maximum height of the townhouses is restricted to 10.5 m and 2-storeys, which is consistent with the permissions for the abutting low density residential properties. A 1.8 m tall privacy fence (wooden board-on-board design) is proposed along the property lines to further enhance privacy. The limitation on height, requirement for a minimum 7.0 m east yard setback and privacy fence should minimize any possible impacts of loss of privacy for abutting properties.

#### **4.10 Garbage Storage**

Concern was raised that outdoor garbage storage could occur in a communal collection area that would be both unsightly and attract vermin.

##### ***Staff Response***

The Region of Halton has confirmed that the design of the development will allow for individual curbside collection of garbage. The waste and recycling truck(s) would enter the development and collect in front of each unit instead of a common garbage collection point on Ransom Street or elsewhere on-site.

#### **RELATIONSHIP TO STRATEGIC PLAN:**

The proposed development is most closely aligned with the Town's value of achieving sustainable growth, the goal of which is:

*to ensure that growth is managed so as to ensure a balanced, sustainable, well planned community that meets the needs of its residents and businesses.*

This value is to be achieved, as it relates to this application, in part through the Town's priority of shaping growth:

- Halton Hills harnesses its future population and employment growth to provide new opportunities for residents, workers, businesses, and visitors.
- Halton Hills works to ensure housing is accessible to all its residents at any age or stage in life.
- Halton Hills grows in a way that embodies its values of social, economic, fiscal, and environmental sustainability. Staff engage with other levels of government to see that population growth in Halton Hills remains moderate.

**FINANCIAL IMPACT:**

There is no immediate financial impact to the Town budgets because of this application.

**CONSULTATION:**

Planning staff have consulted with appropriate Town Departments and the Region of Halton in preparation of this report.

**PUBLIC ENGAGEMENT:**

The proposed Official Plan Amendment and Zoning By-law Amendment application was presented to the Public through a Statutory Public Meeting on September 14, 2020 (Report No. PD-2020-0027). This meeting fulfilled requirements for public participation under the Planning Act, and provided for Transparency, Notification and Participation, as defined in the Town's Public Engagement Charter. Additionally, the Applicant held an earlier Public Information Centre (PIC) at the Dufferin Rural Heritage Centre in Acton on October 30, 2019.

**SUSTAINABILITY IMPLICATIONS:**

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life. The recommendation outlined in this report advances the Strategy's implementation.

This report supports the Environmental Health and Social Well-Being pillars of Sustainability and in summary the alignment of this report with the Community Sustainability Strategy is Very Good.

Compliance with the Town's Green Development Standards will be addressed through the approval of the Site Plan Control Application. The application of the Green Development Standards to this project will help achieve energy and water efficiencies along with other sustainable objectives.

**COMMUNICATIONS:**

Public Notice of Council's decision regarding the passage of the Official Plan Amendment and Zoning By-law Amendment will be completed in accordance with the requirements of the Planning Act.

**CONCLUSION:**

Staff has completed the review of the proposed ten-unit townhouse development at 20 Ransom Street in Acton. Relevant policies, department and agency-reviewed drawings and studies, as well as public comments were all considered, and staff is of the opinion that the proposal has merit and should be supported. The proposed Official Plan and Zoning By-law Amendments conform to the Growth Plan for the Greater Golden Horseshoe, are consistent with the Provincial Policy Statement and are in conformity with the Town and Region Official Plans.

For these reasons, Planning staff recommends that Council approve the Official Plan Amendment as generally shown in **SCHEDULE 4** of this Report and also approve the Zoning by-law Amendment generally shown in **SCHEDULE 5** of this Report.

Reviewed and Approved by,