PLANNING JUSTIFICATION REPORT

APPLICATIONS FOR
OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT

CASTLEGROVE DEVELOPMENTS INC.

97 BOWER STREET
LOTS 268 and 272 on REGISTRARS COMPILED PLAN 1098
TOWN OF HALTON HILLS, HALTON REGION

DECEMBER 2025

KLM FILE No: P-3458

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1.0 INTRODUCTION

KLM Planning Partners Inc. ("**KLM**") has been retained by Castlegrove Developments Inc. (the "**Owners**" or "**Clients**") with respect to the development of their lands municipally known as 97 Bower Street, and legally described as Lots 268 and 272 on Registrars Compiled Plan 1098 (the "**Subject Lands**") in the Town of Halton Hills (the "**Town**"), in the Region of Halton (the "**Region**") (refer to **Figure 1**)

This Planning Justification Report ("**PJR**" or "**Report**") accompanies applications for an Official Plan Amendment (the "**OPA Application**") and a Zoning By-law Amendment (the "**ZBA Application**") (together, the "**Applications**") required to facilitate the development of the Subject Lands consisting of a residential apartment building.

A Pre-Consultation Meeting was held on February 15, 2024, where the development proposal was discussed with staff prior to issuance of the Development Review Committee Notes outlining application submission requirements and preliminary comments from internal departments and external agencies. The materials submitted in support of the Applications are in accordance with the requirements identified in the Pre-Consultation notes, and will assist with the formal review of the proposed development. The comments from the Town, Region and external agencies were taken into consideration in drafting the Applications prior to their submission.

1.1 PURPOSE AND BACKGROUND

This Report is intended to provide an overview of the development proposal as it relates to the applicable Provincial, Regional and Municipal land use policies and plans. The Report will also provide an analysis and planning rationale for the development, detailing how the proposal represents an appropriate form of development and good land use planning.

The purpose of the submitted Applications is to amend the Town's Official Plan and Zoning By-law 2010-0050 to implement a high-density residential development on the Subject Lands. Details of the development can be found in **Section 3** of this Report. Applications for Site Plan Approval will be submitted at a later date once the Owner's consulting team has had an opportunity to consider preliminary comments.

The Subject Lands are also located within the Acton GO Major Transit Station Area ("**MTSA**"). The MTSA's are intended to contribute significantly to residential intensification and to produce developments at transit supportive densities in a proximity-based approach. The submitted Applications will facilitate the development of the presently underutilized lands for a high-density, residential development within an MTSA in a manner considerate of the existing context, and efficiently using existing land and infrastructure resources implementing the goals and directions of the Provincial, Regional and Municipal policy framework.

2.0 SITE AREA AND CONTEXT

2.1 DESCRIPTION OF SUBJECT LANDS

The Subject Lands are located to the east of Main Street North, north of Mill Street East and south of the Goderich-Exeter/Metrolinx Guelph Subdivision rail line (the "**rail line**"). The Subject Lands are approximately 0.96 hectares (2.37 acres) in size with 18.41 metres of frontage on the north side of Bower Street. The site is currently vacant and contain a woodlot in the north-western portion of the lands.

2.2 SURROUNDING USES

The Subject Lands are surrounded by a variety of land uses as described below:

North: The rail line abuts the Subject Lands to the north, followed by lands designated as "Low Density Residential Area" and "Private Open Space Area" within the Town's Official Plan. Further north are the Halton Hills Public Library and the Robert Little Public School.

East: Lands designated "General Employment Area" as per the Town's Official Plan. The lands include the rail line as well as industrial uses. Further east are residential uses consisting of primarily single detached residential dwellings.

South: The Acton Downtown Area is directly south of the Subject Lands followed by residential uses consisting of single detached dwellings along with various commercial uses including restaurants, and shops..

West: Halton Hills Hydro abuts the Subject Lands to the west, followed by Single detached residential dwellings and commercial and institutional uses such as a post office and the St. Alban's Anglican Church.

2.3 SURROUNDING APPLICATIONS

There are several ongoing or recently approved development applications within close proximity to the Subject Lands. A brief summary of surrounding development applications in the immediate vicinity of the Subject Lands is provided below, however it should be noted that this is not an exhaustive list of ongoing development applications across the Town.

- **125 McDonald Blvd.**
  - Site Plan Application
  - Medium density residential street townhouse development.
  - Status: Under review.
- **20 Ransom St.**
  - Site Plan Application
  - Nine (9) townhouses in two (2) private buildings on a private driveway.
  - Status: Approved.
- **47 Maria Street**
  - Site Plan Application.
  - Supportive housing apartment dwelling with twelve (12) dwelling units.
  - Status: Approved.

3.0 DEVELOPMENT PROPOSAL

The Applications will facilitate the development of a five (5) storey residential apartment building, with eighty (80) dwelling units. A total of ninety-two (92) parking spaces are proposed with fifty-nine (59) spaces at grade (including forty-seven (47) resident spaces and twelve (12) visitor spaces), and with thirty-three (33) resident spaces within a one level underground parking structure.

A breakdown of the unit mix is below:

- Eight (8) studio units
- Twenty (20) 1-bedroom units
- Twenty-two (22) 1-bedroom + den units
- Eighteen (18) 2-bedroom + den units
- Twelve (12) 3-bedroom units

The development includes a network of internal walkways connecting to the existing municipal sidewalk that exists on Bower Street. Also proposed is a shared outdoor amenity space/dog run area of 103 square metres. A singular access to the site will be provided via Bower Street. The development as described above will hereinafter be referred to as the "**Proposed Development**". The Proposed Development has been comprehensively planned to meet the suite of Provincial, Regional and Municipal policies guiding development within the area. The vision of an attractive, diverse, walkable and transit-supportive community will be established through the Proposed Development and is demonstrated through the technical documents and materials submitted in connection with the Applications.

3.1 FORECASTED POPULATION AND EMPLOYMENT

The Town of Halton Hills Official Plan (the "**Town OP**"), further analyzed in Appendix A of this Report, establishes population growth forecasts for the Town to ensure that the Town makes efficient use of land, infrastructure, fosters the creation of complete communities, supports investments in transit and contributes to housing affordability. This section of the Report will demonstrate how the Proposed Development will contribute to the Town's population distribution targets.

Population growth is fueled by the combination of net immigration of people from other parts of the Greater Toronto Area (the "**GTA**") along with natural increase of the existing population. The 2022 Development Charges Background Study for the Town of Halton Hills, prepared by Watson & Associates Economists Ltd, dated April 15, 2022 (the "**Town's DC Background Study**") indicates that the population in Halton Hills is anticipated to reach 91,890 by mid 2036. The implementation of the Proposed Development, which contributes 80 residential units, would contribute to the achievement of the intensification targets.

Based on the population projections outlined below, the Proposed Development of the Subject Lands will contribute approximately 136.4 people which is based upon the assumed Persons Per Unit ("PPU") by unit type in the Town's DC Background Study. Based upon a combined total of approximately 136.4 residents, and a net site area of 0.96 hectares, the Proposed Development results in a density of 142.1 residents per net hectare. As such, the Proposed Development has a positive contribution to the Region and Town's population and density targets.

TABLE 1 – FORECASTED POPULATION FIGURE

Unit Type	Net Land Area (ha)	Total Units	Density (Units/ha)	Persons Per Unit	Population	Density (Residents/ha)
Apartment	**0.96**	80	**83.33**	1.637	136.4	**142.1**

4.0 PLANNING APPLICATIONS

4.1 OFFICIAL PLAN AMENDMENT

Halton Region has identified an MTSA around the Acton GO station, and the Subject Lands are located within the MTSA. As Halton Hills has not yet completed work to establish designations for the area which respond to the MTSA, an Official Plan Amendment is required to establish appropriate permissions for the intensification of the site. The Subject Lands are within the "Urban Area" as per Schedule A6-1 - Acton Built Boundary and Intensification Areas and are designated "Low Density Residential Area" as per Schedule A6 - Acton Urban Area Land Use Plan in the Town of Halton Hills Official Plan. Permitted uses in the "Low Density Residential Area" designation include but are not limited to single detached dwellings, semi-detached dwellings and duplex dwellings. The maximum building height within this designation is three (3) storeys in height, therefore an Official Plan Amendment is required in order to facilitate the Proposed Development.

On behalf of the Owner, KLM has submitted an OPA Application to amend the Town of Halton Hills Official Plan to modify the land use designation, redesignating the Subject Lands to "High-Density Residential Area" and establish an appropriate policy framework to guide the development of the Subject Lands.

An analysis of the appropriateness of the proposed amendment is provided in **Appendix A** of this Report. A copy of the Draft OPA has been included as part of the submission materials and is appended to this Report as **Appendix C**.

4.2 ZONING BY-LAW AMENDMENT

The Subject Lands are currently zoned "Low Density Residential One (LDR1-4 (6)(H1)" and "Environmental Protection One (EP1) as per Zoning By-law 2010-0050. The "Environmental Protection One" Zone does not permit residential uses. The "Low Density Residential One" Zone permits uses including but not limited to single detached dwellings, semi-detached dwellings, apartment dwellings, bed and breakfast establishments, among others. The maximum permitted height in this zone is 11 metres, and therefore and amendment to the Zoning By-law is required in order to facilitate the Proposed Development.

On behalf of the Owner, KLM has submitted a ZBA Application to amend the Town of Halton's Zoning By-law 2010-0050, as amended, to rezone the Subject Lands to a "High Density Residential – Exception (HDR)" Zone and "Environmental Protection (EP)" Zone to establish site-specific provisions to facilitate the development as proposed.

The submitted ZBA Application will implement the Town's Official Plan as proposed to be amended, establishing site-specific zone provisions to address site and building design as proposed.

An analysis of the appropriateness of the proposed amendment is provided in **Appendix A**. A copy of the Draft ZBA has been included as part of the submission materials and is appended to this Report as **Appendix D**.

5.0 SUPPORTING STUDIES

In addition to this Report, several additional studies/reports have been prepared by various professional consultants in connection with the Applications. A brief summary of each report is provided below:

5.1 FUNCTIONAL SERVICING REPORT

A Functional Servicing Report (the "**FSR**"), prepared by Pearson Engineering, dated September 2025, has been prepared in order to assess the existing municipal infrastructure, onsite stormwater management facilities and internal services required to service the Proposed Development. The Functional Servicing Report also includes preliminary design calculations, outlines the proposed internal services and provides comments on the ability of the various secondary utilities to service the site. The FSR indicates that adequate infrastructure exists to service the Proposed Development. The FSR concludes that the Proposed Development will require the connection of sanitary and watermain services to the existing municipal services on Bower Street. The quantity control for the Proposed Development will be provided through the underground storage tank located to the northeast corner of the site and the quality control will be provided via an OGS unit and underground storage chambers to obtain enhanced level quality control for the site.

5.2 PHASE ONE AND PHASE TWO ENVIRONMENTAL SITE ASSESSMENT

A Phase One Environmental Site Assessment ("**Phase One ESA**") has been prepared by Palmer (now SLR), dated September 27, 2024. The Phase One ESA, comments on the assessment of adjacent lands and neighbouring lands within a 250-metre radius of the site. The Phase One ESA concluded that seventeen potentially contaminating activities ("**PCAs**") were identified either on the Phase One Property or within the Phase One Study Area. The PCAs were determined to be contributing to five areas of potential environmental concern ("**APECs**") on the Phase One Property. The five APECs are a historic fuel oil tank, fill material of unknown quality and historic waste disposal, existing railway corridor, existing hydro facility, and historic manufacturing facility. It was recommended that a Phase Two Environmental Site Assessment is undertaken in order to assess subsurface impacts as a result of the PCAs and APECs.

A Phase Two Environmental Site Assessment ("**Phase Two ESA**") has been prepared by Palmer (now SLR), dated September 27, 2024. The Phase Two ESA was completed to assess the potential subsurface impacts as a result of the PCAs and APECs found during the Phase One ESA. The Phase 2 ESA notes that three areas of impacted soil and three areas of impacted ground water were identified on the Phase Two Property. The Phase Two ESA concludes that supplemental investigations are required in order to determine the extent of the impacts followed by remedial activities.

5.3 NOISE AND VIBRATION FEASIBILITY STUDY

A Noise and Vibration Feasibility Study ("**NVFS**") has been prepared by HGC, dated October 6, 2025, to determine the impact of environmental noise and vibration from the surrounding area in accordance with the Ministry of Environment, Conservation and Parks ("**MECP**") and railway guidelines. The NVFS indicates that the primary sources of noise at the Proposed Development are rail

traffic on the rail line to the north and road traffic on Mill Street. The results of the NVFS indicated that the Proposed Development is feasible with the noise control measures outlined in the NVFS. Measures such as central air conditioning, upgraded glazing construction, an acoustic barrier for the outdoor amenity area and noise warning clauses are described in the NVFS. The NVFS also outlines the ground-borne vibration measurements that were performed for five train pass-bys at the location of the nearest building façade to the rail line, 20 metres from the railway right-of-way and at a location 10 metres further from the rail line. The NVFS concludes that the measured vibration levels were found to be within the applicable criteria and therefore mitigation for train vibration is not required. The NVFS also concludes that the sound emissions of the nearby stationary noise sources are expected to be within the MECP guideline sound levels at the Proposed Development and mitigation for existing stationary noise sources is not required.

5.4 STAGE 1 & 2 ARCHAEOLOGICAL ASSESSMENT

A Stage 1 & 2 Archaeological Assessment has been prepared by Archaeological Consultants Canada ("**ACC**"), dated June 5, 2024. The Stage 1 background research indicated that the Subject Lands have general archaeological potential and a portion of the Subject Lands (0.88 hectares) that retained archaeological potential and was recommended for a Stage 2 assessment. The Stage 1 & 2 Archaeological Assessment concludes that no artifacts or other archaeological resources were identified during the Stage 2 archaeological assessment, and the Subject Lands do not require any additional fieldwork.

5.5 TRANSPORTATION IMPACT STUDY

A Transportation Impact Study ("**TIS**") has been prepared by Paradigm Transportation Solutions Limited, dated August 2025, providing an assessment of the existing transportation networks, development and analysis of future traffic forecasts, and recommendations for future transportation requirements and/or considerations. The TIS also contains a Transportation Demand Management Plan ("**TDM**"), a review of the proposed parking supply, site plan access and circulation and the development of a Pavement Marking and Signage Plan ("**PMSP**"). The TIS concludes that the Proposed Development will have a minor impact on the adjacent transportation network, and the proposed parking supply provisions will adequately serve the development given the adjacent supporting transit and active transportation infrastructure/networks.

5.6 CULTURAL HERITAGE IMPACT STATEMENT

A Cultural Heritage Impact Statement ("**CHIS**") has been prepared by LHC Heritage Planning & Archaeology Inc., dated September 12, 2025, to identify any adverse impacts to surrounding heritage properties from construction and development on the Subject Lands. The CHIS concludes that the property is not a cultural heritage resource. Further, there are no expected direct or indirect adverse impacts to the Harrison-Wolf House at 93 Bower Street, and the nearby Syndicate Housing Heritage Conservation District ("**SHHCD**") properties at 87-89 Bower Street, or the Listed properties at 105 Bower Street, 111 Bower Street, 115 Bower Street, and 119 Bower Street from the construction and development of the Subject Lands. The CHIS found that the distance between the proposed building and the adjacent cultural heritage properties along with the proposed trees are a screen that is

sympathetic to the area, avoiding potential impact. The CHIS also provides recommendations pertaining to materiality of the proposed building. The CHIS recommends that the design of the proposed building use stone, brick and other natural materials and colours in order to harmonize with the character of the surrounding area and adjacent heritage properties.

5.7 GEOTECHNICAL INVESTIGATION

A Geotechnical Investigation has been prepared by SLR Consulting (Canada) Ltd., dated October 8, 2025, to determine the subsurface conditions across the site. The Geotechnical Investigation noted that additional borehole investigation is required to verify the suitable native soil deposits for feasible foundation support. The Geotechnical Investigation provides recommendations pertaining to the design and the construction of the Proposed Development.

5.8 HYDROGEOLOGICAL INVESTIGATION

A Hydrogeological Investigation has been prepared by Palmer (now SLR), dated October 6, 2025, outlining the hydrogeological conditions for the Proposed Development and related recommendations. The Hydrogeological Investigation indicates that the site is within areas mapped as Wellhead Protection Area E, Highly Vulnerable Aquifer, and a Significant Groundwater Recharge Area, noting that this does not limit the Proposed Development but may restrict specific site uses such as the storing of bulk level of fuel or the use of salt applications and impose restrictions on changes in infiltration rates. The Hydrogeological Investigation also notes that the site is ideal for infiltration with permeable surficial soils and as the site is located within a Significant Groundwater Recharge Area, Low Impact Development measures should be utilized. A registration of an Environmental Activity and Sector Registry with the Ministry of the Environment, Conservation and Parks is expected to be required to support construction.

5.9 ENVIRONMENTAL IMPACT STUDY

An Environmental Impact Study, ("**EIS**") was prepared by Palmer (part of SLR), dated October 31, 2025, to characterize the existing natural environment conditions and identify environmental constraints and opportunities for the Subject Lands. The EIS concludes that the Proposed Development is environmentally feasible and will have no net negative impacts to the natural environment. This is subject to the implementation of the recommendations outlined in the EIS including the completion and approval of an enhancement and restoration plan and consultation with the Ministry of Environmental Conservation and Parks ("**MECP**").

The EIS details the limit of the Proposed Development, with consideration for the rail line, natural features and their setbacks (10 metre woodland dripline setback, 30 metre railway setback, 30 metre wetland setback and a 30-metre buffer associated with the tributary to the west of the Subject Lands). The Proposed Development is proposed to encroach into 313 square metres of two separate areas consisting of an ecological encroachment within the woodland buffer and into the regulated area of the Credit Valley Conservation's Regulated Area. For the primary development footprint, there is no proposed encroachment into the floodplain, watercourse buffer or wetland buffer.

The EIS notes that the Proposed Development will result in the removal of hedgerow, scattered trees, and anthropogenic lawn. The Proposed Development has the potential to remove or disturb areas that may provide direct habitat or indirect habitat functions for wildlife. These impacts include, removal of

vegetation, the spread of invasive species, and impacts to Species at Risk in Ontario ("SAR") or Significant Wildlife Habitat ("SWH"). These impacts are addressed through the mitigation measures outlined in the EIS.

The EIS outlines mitigation measures and enhancement opportunities to minimize potential impacts from the Proposed Development on the local landscape and associated natural features. Tree removal is proposed to be mitigated through conducting vegetation removal during appropriate timing windows in order to avoid potential impacts to breeding birds and SAR bats. A qualified wildlife biologist is recommended to confirm the presence or absence of a small owl that was identified in an inventory tree that is proposed to be removed. tree protection fencing along the perimeter of the woodline dropline is to be regularly inspected

There is the potential for erosion and offsite transport of sediment to be directed to the surface water features on the Subject Lands during the construction phase. The EIS recommends implementing Best Management Practices ("BMPs") related to Erosion and Sediment Control ("ESC") measures including a comprehensive ESC plan.

The EIS also recommends a comprehensive spills action plan be implemented in order to address any potential release of hydrocarbons or other deleterious substances to the surrounding environment and prevent them from being drawn downstream into the watercourse. All machinery and equipment is recommended to be refuelled or serviced at least 30 metres from any watercourse, and all material is to be properly contained in areas at least 30 metres from any waterbody.

Construction monitoring by an ecologist or arborist and certified inspector of sediment and erosion control is recommended where applicable and post construction monitoring of restoration areas during peak growing seasons is recommended by a qualified ecologist for two years following construction works

6.0 PLANNING POLICY

6.1 PROVINCIAL POLICY

6.1.1 THE PLANNING ACT

The Planning Act (the "**Act**") provides the foundation for land use planning in Ontario and describes how land uses may be controlled. The purpose of the Act is to promote economically, environmentally, and socially sustainable development through a land use planning system guided by provincial policy that aims to integrate matters of provincial interest in planning decisions. The Act recognizes the decision-making authority and accountability of municipal councils, and endeavors to provide for fair, open, accessible, timely and efficient planning processes.

With respect to the Proposed Development on the Subject Lands, an Official Plan Amendment under Section 22 of the Act and a Zoning By-law Amendment under Section 34 of the Act is required. Section 22 (4) of the Act provides that applications for Official Plan Amendments should include the prescribed information and material as outlined in Ontario Regulation 543/06. Section 34 (10.1) of the Act provides that applications for Zoning By-law Amendments should include the prescribed information and material as outlined in Ontario Regulation 545/06. Further, Sections 22 (5) and 34 (10.2) of the Act provide that applicants requesting Official Plan Amendments and Zoning By-law Amendments may be required to submit other information or material that the municipality considers it may need, but only if the official plan contains provisions relating to requirements under this subsection. The contents of this Report, along with the submitted municipal application forms and technical studies, include the information required by the above noted sections of the Act.

Section 3 (5) of the Act states that all planning decisions shall be consistent with the Provincial Policy Statements issued under the Act, and shall conform to, or not conflict with, in-effect Provincial Plans. The submitted Application is consistent with the Provincial Planning Statement and conforms to the Provincial Plans that are currently in-effect at the time of writing this Report.

Appendix A to this Report provides a detailed policy analysis that demonstrates how the Official Plan Amendment and Zoning By-law Amendment proposed for the Subject Lands meet the requirements of the Planning Act.

6.1.2 PROVINCIAL PLANNING STATEMENT (2024)

The Provincial Planning Statement 2024 (the "**PPS**") is a guiding document providing policy direction on matters of Provincial interest related to planning and development. The PPS seeks to set a policy foundation for regulations on land use and development while also supporting the Provincial goal to enhance the quality of life for Ontarians. The PPS includes policies that direct growth to existing urban areas which contributes to the creation of strong communities, healthy environments, and long-term economic growth. As noted above, Section 3 (5) of the Act states that all decisions respecting planning matters must be consistent with policy statements issued under the Act, including the PPS.

The PPS, issued under Section 3 of the Planning Act, came into effect on October 20th, 2024

A founding principle and theme throughout the PPS is building strong communities that are sustainable and resilient for people of all ages. Strong communities provide long-term prosperity and social well-being for all Ontarians. To achieve this objective, the PPS promotes efficient land use and development patterns that accommodates for a range of

dwelling types and densities, which improves the financial viability of the province and its municipalities. By promoting the integration of land use planning, growth management, transit-supportive development and intensification, municipalities are able to meet growth projections and the needs of existing and future residents. Directing development and residential intensification within built-up areas which have sufficient infrastructure capacity to service new dwelling units, supports municipalities in achieving their density and population targets. These goals are also achieved by supporting development that is compact and which optimizes the use of land while maintaining appropriate levels of public health and safety.

The submitted Applications will facilitate a development that address the PPS with regard to the efficient use of land, infrastructure, and public service facilities. The Proposed Development contributes to the Province's housing and density targets within an identified Urban Area, which aligns with the policies of the PPS. The Proposed Development includes a mix of residential units, ranging from studio units to 3-bedroom units, accommodating families of different sizes. The Subject Lands are located within an MTSA. Policies pertaining to MTSAs in the PPS indicate that these areas should be designed to be transit supportive. Further, these areas are intended for growth and development with higher density targets. The Proposed Development promotes a compact and transit-supportive use of the lands, contributing to the variety of housing options in the Town.

Appendix A to this Report provides a detailed policy analysis of the PPS that demonstrates how the Proposed Development of the Subject Lands is consistent with applicable policies of the PPS.

6.2 REGIONAL POLICY

6.2.1 REGIONAL MUNICIPALITY OF HALTON OFFICIAL PLAN (2024)

The current iteration of the Halton Region Official Plan ("**Regional OP**") came into effect in May 2024. The Regional OP provides direction for how physical development should occur in order to meet the needs of current and future residents. The Regional OP outlines the Region's long-term planning vision for sustainable development, which focuses on meeting the needs of the Region in the present without compromising the ability for future generations. The Regional OP indicates the importance in managing population and employment growth. The Region's OP affirms that the necessary steps should be taken in order to ensure that growth can be accommodated in a manner that is manageable, while maintaining a level of sensitivity towards the natural environment, heritage and culture. The concept of "landscape permanence" is a core value in the Region's land use planning vision and guides decisions and changes with regards to land use.

The Subject Lands are designated "Urban Area" as per Map 1 - Regional Structure in the Regional OP (refer to **Figure 3**). The Subject Lands are also located within a Major Transit Station Area as per Map 6H – Acton GO MTSA (refer to **Figure 9**) which delineates the boundaries of these areas. Within the Urban Area designation, there are defined Strategic Growth Areas, one of which are MTSAs. Map 1H – Regional Urban Structure in the Regional OP (refer to **Figure 7**). outlines the Strategic Growth Area that the Subject Lands are within.

The goal of the Urban Area is to manage growth in a way that fosters complete communities, improves mobility, housing affordability, sustainability, economic prosperity and addresses climate change.

As of July 1, 2024 the Region no longer has upper-tier jurisdiction over land use planning matters within the Region. The Regional OP is now deemed to be a local plan under the authority of local municipalities in Halton.

It should be noted that Regional Staff provided comments contained in the Pre-Consultation meeting notes, dated February 15, 2024, noting that the Subject Lands fall within the Protected Countryside Area of the Greenbelt Plan (2017). Regional Staff noted that Acton is considered a Settlement Area and Regional Staff is of the opinion that there are no conformity issues with the Greenbelt Plan. The Pre-Consultation minutes are appended to this Report. Section 1.4.2 of the Greenbelt Plan outlines the structure of the plan and notes that Settlement Areas are made up of Towns/Villages and Hamlets, noting that the Greenbelt Plan defers to Official Plans for the detailed delineation of settlement area boundaries and that the Greenbelt Plan does not apply to lands within the boundaries of Towns/Villages and hamlets. Official plans are to govern land use within these settlement areas based on the policy direction of the Growth Plan.

Appendix A to this Report provides for a detailed policy analysis of the Regional OP and demonstrates that the Proposed Development of the Subject Lands conforms to the applicable policies of the Regional OP.

6.3 LOCAL POLICY

6.3.1 HALTON HILLS OFFICIAL PLAN

The Town of Halton Hills Official Plan ("**Town OP"**) comprises the 2008 Town OP consolidated to April 2024. The Town OP provides the policy framework for land use decisions in the Town of Halton Hills. The Town OP provides guidance related to managing growth while remaining supportive of the Town's character, diversity, and natural and cultural heritage.

The Subject Lands are designated "Low Density Residential Area" as per Schedule A6 - Acton Urban Area Land Use Plan (refer to **Figure 10**). The Subject Lands are within the "Urban Area" as per Schedule A6-1 Acton Built Boundary and Intensification Areas in the Town OP (refer to **Figure 11**).

The Town OP indicates that the majority of the residential growth in the Town is to occur in the Urban Area, ensuring that a range of housing forms are available in order to help the Town reach its growth targets. The Proposed Development helps contribute to the Town's housing supply, by providing a higher-density built form which is comparatively more affordable than predominantly single detached dwelling units in the surrounding area.

Appendix A to this Report provides a detailed policy analysis and demonstrates that the Proposed Development of the Subject Lands conforms to the policies of the Town OP, subject to the proposed OPA. The Draft OPA is appended to this Report as **Appendix C**.

6.3.2 HALTON HILLS ZONING BY-LAW

The Subject Lands are currently zoned "Low Density Residential One (LDR1-4 (6)(H1)" and "Environmental Protection One (EP1) in the Zoning By-law, where residential developments of five storeys in height are not permitted. As such, this Report and the supporting technical materials summarized in Section 5.0 have been prepared in connection with the Applications to facilitate the rezoning of the Subject Lands to an ""High Density Residential – Exception (HDR)" Zone and Environmental Protection (EP) Zone to establish site-specific provisions to facilitate the development as proposed.

An analysis of the appropriateness of the submitted application is provided within **Appendix A.** The Draft ZBA is appended to this Report as **Appendix D**

7.0 PUBLIC CONSULTATION STRATEGY

The Planning Act requires the following public consultation process for Official Plan and Zoning By-law Amendment applications:

- Notice of Application signage is posted on the property by the owner;
- Notice of Application and Public Meeting are mailed out to property owners within 120 metres of the Subject Lands and posted on the Town's website by the Town Clerk; and
- A statutory Public Meeting is held by the Town of Halton Hills no earlier than 20 days after the Notice of Application and Public Meeting signage has been posted on the property and mailed to property owners within 120 metres.

The Applications as described in this Report will be subject to the public consultation process outlined above, in accordance with requirements of the Planning Act.

8.0 CONCLUSION

Overall, the design and layout of the Proposed Development have been undertaken in a manner to ensure a suitable relationship with the existing character of the surrounding area and provides a functional improvement to an underutilized parcel of land, as well as efficient use of existing municipal infrastructure and services. Based on the analysis included within this Report and the recommendations of the reports submitted in connection with the Applications, the Proposed Development is consistent with the relevant policy framework outlined in the Provincial Planning Statement (2024). The Proposed Development also conforms to the policies of the Region of Halton Official Plan and the proposed amendments to the Town of Halton Hills Official Plan and Zoning By-law are appropriate to implement Provincial and Regional Policy direction, and in our opinion represent good land use planning.

KLM Planning Partners Inc.

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APPENDIX A – POLICY ANALYSIS

Further to the summary policy analysis provided in Section 6.0 of this report, this appendix includes a detailed analysis of the Proposed Amendments and the Proposed Development in the context of the applicable Policy direction set out in the Planning Act, 2024 PPS, the Region of Halton Official Plan and the Town of Halton Hills Official Plan.

THE PLANNING ACT

Policy:

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,

a) the protection of ecological systems, including natural areas, features and functions;
b) the protection of the agricultural resources of the Province;
c) the conservation and management of natural resources and the mineral resource base;
d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
e) the supply, efficient use and conservation of energy and water;
f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
g) the minimization of waste;
h) the orderly development of safe and healthy communities;
h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
j) the adequate provision of a full range of housing, including affordable housing;
k) the adequate provision of employment opportunities;
l) the protection of the financial and economic well-being of the Province and its municipalities;
m) the co-ordination of planning activities of public bodies;
n) the resolution of planning conflicts involving public and private interests;
o) the protection of public health and safety;
p) the appropriate location of growth and development;
q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
r) the promotion of built form that,
    a. is well-designed,
    b. encourages a sense of place, and
    c. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

Response: The Proposed Development has regard for matters of Provincial interest. The protection of ecological systems, including the natural areas features and functions is captured within the submitted EIS which provides details regarding the woodlot located in the northern portion of the Subject Lands. The EIS concludes that the Proposed Development is environmentally feasible and will have no net negative impacts to the natural environment. This is subject to the implementation of

the recommendations outlined in the EIS including the completion and approval of an enhancement and restoration plan and consultation with the MECP. The Proposed Development will encroach into a portion of the overall 313 square combined buffer and regulated areas that include the woodland buffer. A 627 square metre enhancement area is proposed northwest of the development limits to offset for the buffer and regulated area encroachment. The Proposed Development has regard for the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest. This is demonstrated through the submission of a CHIS, which confirms that the property is not a cultural heritage resource and the construction and development of the Subject Lands will not create direct or indirect adverse impacts on surrounding properties and the submission of a Stage 1 & 2 Archaeological Assessment which confirms that no artifacts or other archaeological resources were found during the Stage 2 work to warrant the need for additional field work.

The Proposed Development will introduce a higher density apartment housing form to the Town, contributing to the available housing stock and unit mix. The proposed unit mix includes studio apartments to 3-bedroom dwellings, providing residents with different socio-economic background the ability to purchase, and live in the Town. The Subject Lands are located within an MTSA, an area that is designed to accommodate higher densities. The Subject Lands are located within 400 metres (five-minute) walking distance of the Acton GO Station. Further the development includes a proposed sidewalk, connecting to the existing municipal sidewalk, providing future residents with an accessible development that is transit supportive. The Proposed Development makes efficient use of energy and water, as well as communication, transportation, sewage and water services and waste management services.

Policy:

3(5) A decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter,

a) *shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and*

b) shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.

Response: The submitted Applications are consistent with the Provincial Planning Statement (2024) and conforms to Provincial Plans that are currently in effect as outlined in this Report. The Proposed Development represents an appropriate form of intensification on lands intended for intensification and represents the efficient use of land that is transit-supportive, pedestrian oriented and supports the provision of a broad range of housing choice in the Acton community.

Policy:

22 (4) A person or public body that requests an amendment to the official plan of a municipality or planning board shall provide the prescribed information and material to the council or planning board.

22 (5) A council or a planning board may require that a person or public body that requests an amendment to its official plan provide any other information or material that the council or

planning board considers it may need, but only if the official plan contains provisions relating to requirements under this subsection.

34 (10.1) A person or public body that applies for an amendment to a by-law passed under this section or a predecessor of this section shall provide the prescribed information and material to the council.

34 (10.2) A council may require that a person or public body that applies for an amendment to a by-law passed under this section or a predecessor of this section provide any other information or material that the council considers it may need, but only if the official plan contains provisions relating to requirements under this subsection.

Response: The contents of this Report, along with the submitted municipal application forms and supporting technical studies, include the information required by the above noted sections of the Act to support applications for Official Plan Amendment and Zoning By-law Amendment. The list of materials required by the Town were identified in the Pre-Consultation Development Review Committee Meeting Notes dated February 15, 2024, to support the proposed applications for Official Plan Amendment and Zoning By-law Amendment.

It is our opinion that the Applications meet the requirements of the *Planning Act*.

PROVINCIAL PLANNING STATEMENT (2024)

This section demonstrates that the Proposed Development on the Subject Lands is consistent with the policies of the 2024 PPS.

Chapter 1 of the 2024 PPS establishes the province's vision for Ontario, including prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities that will support convenient access to housing, quality employment, services and recreation for all Ontarians.

Chapter 2 of the 2024 PPS provides direction to municipalities on building homes, sustaining strong and competitive communities, and planning for people.

Policy:

2.1 Planning for People and Homes

1. As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.

2. Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning

4. To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and

b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*

6. Planning authorities should support the achievement of complete communities by:

a) *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;*
b) *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
c) *improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
b) *permitting and facilitating:*

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

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;

c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

Response: The Region of Halton and the Town of Halton Hills have identified their population targets to 2031 and have identified a need for a significant amount of housing to support existing and proposed growth within the Town.

The Proposed Development represents a compact form of development, at a transit supportive density, making efficient use of an underutilized parcel of land. The proposed apartment housing typology adds to the available housing mix in the surrounding area, providing future residents of different ages, family structures and incomes the opportunity to live, work and age in the Town. The proposed apartment typology consists of a range of unit types including studios, 1-bedroom units, 1-bedroom plus den units, 2-bedroom plus den units and 3-bedroom units. While the development will not be marketed as affordable housing; the apartment form is inherently more affordable than single

detached dwellings, expanding upon the housing options in the area and meeting the needs of residents.

The development being proposed is transit supportive, at an appropriate density within a strategic growth area and located within the Acton GO MTSA, with the Acton Go Station located roughly 400 metres (five-minute) walking distance. Acton Go bus stops are located within 190 metres east of the Subject Lands (three-minute walking distance). The Kitchener line (KI) serves the Acton Go Station. This line operates from Kitchener to Union Station in the City of Toronto. Acton Go buses 31 and 33 stop at Mill Street East at Elgin Street North and Elgin Street South stops near the Subject Lands. The GO Transit 31 bus operates between the university of Guelph and Union Station in the City of Toronto. The route has 55 stops and buses depart roughly every 20 minutes. The GO Transit 33 bus operates between the University of Guelph and Mount Pleasant GO, with 39 stops. The Proposed Development optimizes current and future investments in transit and other infrastructure and has access to existing or planned public service facilities in the area.

Policy:

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

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.

2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:

a) efficiently use land and resources;
b) optimize existing and planned infrastructure and public service facilities;
c) support active transportation;
d) are transit-supportive, as appropriate; and
e) are freight-supportive.

3. 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.

4. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

Response: The Subject Lands are within the "Urban Area" as per Map 1 – Regional Structure in the Region of Halton Official Plan and within a Major Transit Station Area, where growth and development is to be focused. Furthermore, the Subject Lands are currently vacant, resulting in an underutilized parcel of land within the settlement area. The Subject Lands are currently designated for low-density

residential uses but have remained vacant for many years. The Proposed Development will facilitate the intensification of the highest and best use of the Subject Lands resulting in efficient development that supports both the provision of new housing in the Town and supports bringing people closer to jobs and transit which exist in the surrounding community. This is the foundation on which complete communities are built and will support a greater range and mix of uses in the surrounding area. The proposal represents a land use that is appropriate and efficiently uses the infrastructure and public service facilities that are available and will contribute to achieving the Town's long term growth targets as identified by the Province, the Region and the Town.

The proposed intensified land use together with the resulting development pattern, will respond to the criteria of Policy 2.3.1.2., by optimizing existing and planned transit infrastructure. Specifically, the Province has identified the lands as being within a Major Transit Station Area where transit-supportive development is directed. The Proposed Amendments would facilitate a substantial supply of housing and add a range and diversity of housing permissions and types to the area, which will encourage and support active and public transportation and reduce reliance on private automobile use.

As discussed in Section 3.1 of this Report, the Proposed Development of the Subject Lands will contribute approximately 136 people to the Town's share of the residential allocation to the 2031 horizon. As such, the Proposed Development would have a positive contribution to the Town's population, and density targets, supporting the growth targets established by the Province, the Region and the Town.

Policy:

2.4.1 General Policies for Strategic Growth Areas

1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

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:

a) to accommodate significant population and employment growth;
b) as focal areas for education, commercial, recreational, and cultural uses;
c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and
d) to support affordable, accessible, and equitable housing.

3. Planning authorities should:

a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;
b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;
c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;
d) consider a student housing strategy when planning for strategic growth areas; and
e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.

2.4.2 Major Transit Station Areas

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.

2. Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:

- *a) 200 residents and jobs combined per hectare for those that are served by subways;*
- *b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or*
- *c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.*

3. Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:

- *a) planning for land uses and built form that supports the achievement of minimum density targets; and*
- *b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.*

4. For any particular major transit station area, planning authorities may request the Minister to approve an official plan or official plan amendment with a target that is lower than the applicable target established in policy 2.4.2.2, where it has been demonstrated that this target cannot be achieved because:

- *a) development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or*
- *b) there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.*

5. Planning authorities may plan for major transit station areas that are not on higher order transit corridors by delineating boundaries and establishing minimum density targets.

6. All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:

- *a) connections to local and regional transit services to support transit service integration;*
- *b) infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
- *c) commuter pick-up/drop-off areas.*

Response: The Subject Lands are within the "Urban Area" as per Map 1 – Regional Structure in the Region of Halton Official Plan. The Subject Lands are also located within an MTSA, which is considered to be a Strategic Growth Area as per Map 1H – Regional Urban Structure in the Regional OP. The Subject Lands are located within an area that is intended for development, as growth is to be focused within settlement areas, more specifically in strategic growth areas including MTSAs. The Proposed Development will make efficient use of the Subject Lands as it introduces a compact, high-density

housing form on a currently vacant parcel of land within a strategic growth area. The proposed housing form represents a currently underrepresented housing typology in the area, providing housing that is accessible to future residents of different ages, family structures and socio-economic backgrounds.

The Subject Lands are within 400 metres of the Acton GO Station and are within 190 metres of Acton GO bus stops at Mill Street E and Elgin Street N and Elgin Street S. The Proposed Development includes 1.5 metre wide sidewalk around the apartment building, connecting to the existing municipal sidewalk. The proposed sidewalk connections will allow future residents to easily access the surrounding public transit options. The Proposed Development achieves a density of 142.1 residents per hectare, positively contributing to intensification targets associated with MTSAs and implementing the Settlement Area, Strategic Growth Area and MTSAs within the PPS.

Policy:

2.9 Energy Conservation, Air Quality and Climate Change

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

a) support the achievement of compact, transit-supportive, and complete communities;
b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
c) support energy conservation and efficiency;
d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

Response: The Proposed Development includes sidewalks connecting to the existing municipal sidewalk, providing future residents with the ability to walk from the Subject Lands to the nearby Acton GO bus stops and the Acton GO Station, helping to support the achievement of compact transit supportive and complete communities. Further, the Proposed Development also includes areas for bicycle parking, supporting the use of active transportation. The connectivity between the Subject Lands and surrounding public transportation promotes more climate friendly, energy efficient modes of transportation, minimizing reliance on private automobiles.

Policy:

3.1 General Policies for Infrastructure and Public Service Facilities

1. Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

a) are financially viable over their life cycle, which may be demonstrated through asset management planning;
b) leverage the capacity of development proponents, where appropriate; and
c) are available to meet current and projected needs.

2. Before consideration is given to developing new infrastructure and public service facilities:

a) the use of existing infrastructure and public service facilities should be optimized; and

b) opportunities for adaptive re-use should be considered, wherever feasible.

3. Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Chapter 5: Protecting Public Health and Safety.

4. Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

5. Planning authorities, in collaboration with school boards, should consider and encourage innovative approaches in the design of schools and associated child care facilities, such as schools integrated in high-rise developments, in strategic growth areas, and other areas with a compact built form.

Response: The Proposed Development can be serviced by existing municipal water and sanitary services available within the area, as outlined in the submitted Functional Servicing Report prepared by Pearson Engineering dated September 22, 2025. Connecting to the existing municipal infrastructure is consistent with the direction to make efficient use of exiting infrastructure, ensuring optimization of the available services.

Policy:

3.2 Transportation Systems

1. Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero-and low-emission vehicles.

2. Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

3. As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries

Policy:

3.4 Airports, Rail and Marine Facilities

1. Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:

a) their long-term operation and economic role is protected; and
b) 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.

3.5 Land Use Compatibility

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.

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.

Response: The Proposed Development seeks to make efficient use of the existing transportation infrastructure, including sidewalks, roads and public transit and is being developed at a density which is transit supportive and pedestrian focused.

The Subject Lands are adjacent to the rail line located north and east of the site and the Halton Hills Hydro Station located west of the site. The potential impacts from the surrounding uses have been discussed in the submitted Noise and Vibration Feasibility Study prepared by HGC, dated October 6, 2025. The report confirms that mitigation for the train vibration is not required, and the Proposed Development is feasible provided that noise mitigation measures recommended in the report are pursued. The submitted Site Plan illustrates a 30-metre setback from the rail line which is in accordance with the Metrolinx Guidelines and sufficiently addresses the buffers needed in order for the rail line to operate.

Policy:

3.6 Sewage, Water and Stormwater

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.

8. Planning for stormwater management shall:

- *a) 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;*
- *b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- *c) minimize erosion and changes in water balance including through the use of green infrastructure;*
- *d) mitigate risks to human health, safety, property and the environment;*
- *e) maximize the extent and function of vegetative and pervious surfaces;*
- *f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- *g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*

Response: The Proposed Development will be serviced by municipal services. The Functional Servicing Report prepared by Pearson Engineering confirms that the Proposed Development can be adequately serviced by existing municipal water and sanitary infrastructure.

Policy:

3.9 Public Spaces, Recreation, Parks, Trails and Open Space

1. Healthy, active, and inclusive communities should be promoted by:

a) 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;

Response: The Subject Lands are located within 400 metres (five-minute) walking distance of the Acton GO Station. Further, the site is within 190 metres (three-minute) walking distance from GO bus stops on Mill Street, providing connectivity to the surrounding area and various communities within the GTA. The development includes bike parking and sidewalks that promote community connectivity and multi-modal, active transportation. existing municipal sidewalks. The connectivity between the site and the existing sidewalk network will offer access to the surrounding public streets and amenities in the area. Amenities within the area include Prospect Park which features sports facilities, a playground and splashpad as well as water access at Fairy Lake. The Dufferin Rural Heritage Community Centre, provides sports facilities, offices and meeting rooms, which contribute to fostering social interaction within the community.

Policy:

4.1 Natural Heritage

1. Natural features and areas shall be protected for the long term.

2. The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

3. Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.

4. Development and site alteration shall not be permitted in:
- *a) significant wetlands in Ecoregions 5E, 6E and 7E1; and*
- *b) significant coastal wetlands.*

5. Development and site alteration shall not be permitted in:
- *a) significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;*
- *b) significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
- *c) significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
- *d) significant wildlife habitat;*
- *e) significant areas of natural and scientific interest; and*
- *f) coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 4.1.4.b), unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.*

6. Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.

7. Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.

8. Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

9. Nothing in policy 4.1 is intended to limit the ability of agricultural uses to continue.

Response:. The submitted EIS notes that a portion of the woodlot that is on the Subject Lands is approximately 0.24 hectares in size and located along the north and northwestern border of the Subject Lands. A 10-metre variable buffer has been applied. The woodland and associated buffers are to be preserved, notwithstanding an area of disturbance that will result from remediation of contamination on the site. The submitted EIS concludes that the Proposed Development is environmentally feasible and will have no net negative impacts to the natural environment. This is subject to the implementation of the recommendations outlined in the EIS including the completion and approval of an enhancement and restoration plan and consultation with the MECP.

Policy:

4.6 Cultural Heritage and Archaeology

1. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.

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.

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.

4. Planning authorities are encouraged to develop and implement:

- *a) archaeological management plans for conserving archaeological resources; and*
- *b) proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.*

5. Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources, built heritage resources and cultural heritage landscapes.

Response: A Stage 1 & 2 Archaeological Assessment has been submitted in support of the Applications. The Stage 1 & 2 Archaeological Assessment confirms that no artifacts or other archaeological resources were identified during the Stage 2 archaeological assessment, therefore, no additional fieldwork is required. A Cultural Heritage Impact Statement has been submitted in support

of the Applications. The CHIS concludes that the property is not a cultural heritage resource, and the construction and development of the Subject Lands will not create direct or indirect adverse impacts on surrounding properties.

In consideration of the foregoing, it is our opinion that the Proposed Development is consistent with the Provincial Planning Statement (2024).

HALTON REGION OFFICIAL PLAN

The current iteration of the Halton Region Official Plan provides direction for how physical development should occur in order to meet the needs of current and future residents. The Regional OP outlines the Region's long-term planning vision for sustainable development, which focuses on meeting the needs of the Region in the present without compromising the ability for future generations. The Regional OP indicates the importance in managing population and employment growth. The Region's OP affirms that the necessary steps should be taken in order to ensure that growth can be accommodated in a manner that is manageable, while maintaining a level of sensitivity towards the natural environment, heritage and culture

The Subject Lands are designated "Urban Area" as per Map 1 - Regional Structure in the Regional OP and are also located within a Major Transit Station Area as per Map 6H – Acton GO MTSA. The Subject Lands are additional located within a defined Strategic Growth Area (an MTSA) as per Map 1H – Regional Urban Structure, which is intended to accommodate residential growth and intensification.

Policy:

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.

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.

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.

TABLE 1 POPULATION AND EMPLOYMENT DISTRIBUTION

	Population[1]			Employment		
Municipality	2021	2041	2051	2021	2041	2051
Burlington	195,000	240,050	265,160	98,340	114,330	124,390
Oakville	222,000	313,460	349,990	111,980	160,880	181,120
Milton	137,990	277,000	350,870	44,390	100,120	136,270
Halton Hills	66,010	98,890	132,050	24,510	45,900	65,460
Halton Region[2]	**620,990**	**929,400**	**1,098,070**	**279,220**	**421,230**	**507,240**

[1] Population numbers in this table are "total population" numbers including approximately 4% undercoverage from the official "Census population" numbers reported by Statistics Canada.

[2] Totals for the Region may not add up due to rounding.

TABLE 2 INTENSIFICATION AND DENSITY TARGETS

Target	Municipality				
	Halton Region	Burlington	Oakville	Milton	Halton Hills
Intensification Target					
Housing Units in Built-Up Area[1]	**53,300**	20,500	19,400	9,800	3,600
Community Area Density Targets					
People and Jobs per Hectare in the Designated Greenfield Area[2]	**62**	76	70	59	53
Employment Area Density Targets					
Jobs per Hectare in the Employment Areas[3]	**26**	33	36	19	24

[1] Target for the number of new housing units occurring with the Built-Up Area as shown on Map 1H between 2022 and 2041 and representing 45% of all new units during this period.

[2] Target for the number of people and jobs per hectare in the *Designated Greenfield Area* by 2041, consisting of the lands within the Regional Urban Boundary and outside of the *Built-Up Area* as shown on Map 1H and measured in accordance with Section 227.1 of this Plan.

[3] Target for the number of jobs per hectare in the *Employment Areas* by 2041, as shown on Map 1H and measured in accordance with Section 227.1 of this Plan.

TABLE 2A REGIONAL PHASING

Municipality	2022-2026	2027-2031	2032-2036	2037-2041
Halton Region				
Units in *Designated Greenfield Area*	**14,970**	**15,900**	**16,470**	**16,810**
Low Density Units	5,920	6,270	6,560	6,690
Medium & High Density Units	9,050	9,610	9,920	10,120
Units inside the *Built Boundary*	**12,430**	**13,200**	**13,680**	**13,950**
Employment	**34,700**	**36,800**	**34,700**	**35,400**

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.

Response: The Subject Lands are within the "Urban Area" as per Map 1 – Regional Structure and are within the built boundary. The Subject Lands are located within an MTSA which is identified as a Strategic Growth Area as per Map 1H – Regional Urban Structure in the Regional Official Plan. The Urban areas within the built boundary are intended to accommodate existing and future growth within the Region. The Proposed Development will accommodate growth within the built boundary, contributing to the Region's intensification targets and conforming with Region of Halton policies.

The Proposed Development contemplates a five-storey apartment building with 80 residential units. A range of unit types are envisioned, with eight (8) studio units, twenty (20), 1-bedroom units, twenty-two (22), 1-bedroom plus den units, eighteen (18), 2-bedroom plus den units and twelve (12), 3-bedroom units. The variety of units will allow for future residents of different family sizes and incomes to live and work in the Town. As outlined in Table 1 above, the projected population for the Town of Halton Hills in 2051 is 132,050 people. The Proposed Development will result in approximately 136.4 people, positively contributing to the population projections of the Region. Further, the proposed 80 units will positively contribute to the Region's 3,600-unit intensification target for Halton Hills described in Table 2 of the Official Plan.

Policy:

58. Uses are permitted as specified for each land use designation provided that:

> *(1) 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;*
>
> *(1.1) adequate supply of water and treatment of wastewater for the proposed use has been secured to the satisfaction of the Region; and*
>
> *(2) development meets all applicable statutory requirements, including regulations, Official Plan policies, zoning by-laws, and municipal by-laws.*

61. In addition to those policies governing the land use designation(s) where it is located, development may be affected by, and:

> *(1) shall be consistent with objectives and policies relating to areas of constraint as shown on Map 1 or Maps 1B through 1G, and the objectives and policies relating to the Regional Urban Structure as shown on Map 1H;*
>
> *(2) shall be consistent with all applicable goals, objectives and policies under Part IV of this Plan;*
>
> *(3) may be subject to the applicable regulations of the appropriate Conservation Authority; and*
>
> *(6) have regard for the requirement for pre-consultation for Regional Official Plan Amendments and plans of subdivision between the proponent, the Region, the approval authorities and agencies, as outlined in Section 187(3), and submission of other information prescribed by the Region to support applications for Regional Official Plan Amendments, plans of subdivision and consent applications, as outlined in Section 187(10) of this Plan.*

63.1 All development within the Greenbelt Plan Protected Countryside Area and Greenbelt Natural Heritage System, as shown on Map 1, is subject to the provisions of the Greenbelt Act and the Greenbelt Plan, as well as applicable policies of this Plan, Local Official Plan, and Local Zoning By-laws.

Response: As per the Pre-Consultation meeting notes, dated February 15, 2024, the Subject Lands fall within the Protected Countryside Area of the Greenbelt Plan (2017), however, Acton is considered a Settlement Area and Regional Staff is of the opinion that there are no conformity issues with the Greenbelt Plan. The Pre-Consultation minutes are appended to this Report. Section 1.4.2 of the Greenbelt Plan outlines the structure of the plan. This section notes that Settlement Areas are made up of Towns/Villages and Hamlets noting that the Greenbelt Plan defers to official plans for the detailed delineation of settlement area boundaries and that the Greenbelt Plan does not apply to lands within the boundaries of Towns/Villages and hamlets.

Policy:

72. The goal of the Urban Area and the 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.

72.1 The objectives of the Urban Area are:

(1) 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.

(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 and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.

(4) To ensure that growth takes place commensurately both within and outside the Built Boundary.

(5) To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.

(6) To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.

(7) 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.

(8) To promote the adaptive re-use of brownfield and greyfield sites.

(9) To facilitate and promote intensification and increased densities.

(10) To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs.

(10.1) To direct where employment uses should be located and to protect areas designated for such uses.

(11) To provide opportunities for post-secondary education facilities to locate within Halton.

Response: The Proposed Development supports the efficient use of land and infrastructure through the compact, pedestrian and transit-oriented built form. The proposed residential development is located within the built boundary and has a density of 142.1 residents per hectare, positively contributing to the Region's intensification targets. The Proposed Development is pedestrian friendly as it includes a sidewalk around the residential building, connecting to existing municipal sidewalks, providing future residents with a well-connected pedestrian network. This network will allow future residents to walk to surrounding parks including Prospect Park which is 800 metres (ten-minute) walking distance from the site and has features such as baseball diamonds, tennis courts, a splash pad, playground, and Fairy Lake.

The Subject Lands are located within a Strategic Growth Area and the Acton GO MTSA as per Map 6H – Acton Go MTSA in the Region's Official Plan. The Proposed high-density residential development represents the type of development that is intended for MTSAs and Strategic Growth Areas as they are designed for increased intensification. The Proposed Development is transit supportive as the lands are roughly 400 metres (five-minute) walking distance of the Acton GO Station and Acton GO bus stops are located roughly 190 metres (three-minute) walking distance of the site. The Kitchener Line operates through Acton GO Station, connecting future residents to stations between downtown Kitchner and Union Station in the City of Toronto. GO Transit 31 bus operates between the university of Guelph and Union Station in the City of Toronto. The route has 55 stops. GO Transit bus 33 operates between the University of Guelph and Mount Pleasant GO, with 39 stops. Future residents will have access to different methods of transportation, contributing to the connectivity of the area, supporting the creation of complete communities and helping to reduce the dependency on automobiles and single occupancy vehicle trips.

Policy:

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.

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.

76. The range of permitted uses and the creation of new lots in the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All development, however, shall be subject to the policies of this Plan.

Response: The Subject Lands are designated "Urban Area" and are within the Regional Urban Boundary as per Map 1 – Regional Structure in the Regional Official Plan. These areas are intended to support the current and future growth in the Region. There are a number of services and amenities that are within walking distance of the site that will support the proposed high-density development.

- The Urgent Care Pharmacy is located within 350 metres (four-minute) walking distance of the site,
- Halton Hills Public Library is located within 450 metres (five-minute) walking distance,
- Robert Little Public School is located within 750 metres (ten-minute) walking distance and
- A number of restaurants and pubs are within walking distance including the Red Harp Pub, located 290 metres (roughly four-minute) walking distance from the Subject Lands.

The Proposed Development will be connected to and serviced by existing municipal infrastructure, making efficient use of the existing services. The Proposed Development achieves a density of 142.1 residents per hectare, positively contributing to the Region's intensification targets. Table 2b indicates that the Strategic Growth Area targets for the Acton GO are to be determined through the municipal comprehensive review and therefore targets are not provided by the Region.

Policy:

78.1 The objectives of the Regional Urban Structure are:

> *(1) To provide a structure and a hierarchy in which to direct population and employment growth within the Urban Area to the planning horizon of this Plan;*
>
> *(2) 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;*
>
> *(3) To provide increased opportunities for the development of Affordable Housing, particularly within Strategic Growth Areas;*
>
> *(4) To identify Regional Employment Areas and protect them for long-term employment use, while providing flexibility to address changes in the role and function of these areas in relation to prevailing trends in the economy of the Region.*
>
> *(5) 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.*

79.1 Strategic Growth Areas are integral to the Regional Urban Structure within the Urban Area and consist of:

> *(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*

79.2 The Regional Urban Structure contains a hierarchy of Strategic Growth Areas as delineated or identified by symbol on Map 1H:

> *(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.*

79.3 It is the policy of the Region to:

(1) 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.

(2) Require Local Official Plans to identify Strategic Growth Areas with detailed boundaries in accordance with the objectives and policies of this Plan, and for Urban Growth Centres, Major Transit Station Areas, and Primary Regional Nodes, in accordance with the boundaries as delineated on Map 1H and Map 6.

(6) Require the Local Municipalities to ensure the proper integration of Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.

(7) Require the Local Municipalities to:

a) include Official Plan policies and adopt Zoning By-laws to meet intensification and mixed-use objectives for Strategic Growth Areas;
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;
c) prohibit site-specific reductions to development density within a Strategic Growth Area unless it is part of a review of the Local Official Plan or a review of the Area-Specific Plan for the Strategic Growth Areas and only if it is not identified as a protected major transit station area and where it is demonstrated that the change will not impact the ability to achieve the targets in Table 2b; and
d) promote development densities that will support existing and planned transit services.

(7.2) 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.

(12) 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.

Response: The Proposed housing typology differs from the predominantly single detached dwellings that are located in the Strategic Growth Area. While these proposed units will not be marketed as affordable housing, the apartment typology is inherently more affordable than single detached dwellings, adding to the range of housing options and prices in the area.

The Subject Lands are located within an MTSA on a commuter rail corridor as per Map 1H – Regional Urban Structure in the Regional Official Plan and listed as #4 on the above list hierarchy of Strategic Growth Areas. As the Subject Lands are located within an MTSA, the lands are intended to accommodate intensification and development at higher densities to efficiently utilize and support the existing and planned transit network and reducing dependency on private automobiles. The proposed 1.5 meter wide sidewalk around the proposed building connects to the existing municipal sidewalk, enhancing the pedestrian network, helping to integrate the proposed development with the surrounding neighbourhood.

The Proposed Development works to ensure proper transition measures are in place between the proposed high-density apartment building and the surrounding area. The adjacent single detached

dwellings are two storeys in height, as such, the proposed five storey residential building has been designed with a significant front yard setback of 26.45 metres in order to create an appropriate buffer and minimize visual impacts and shadowing on existing single detached dwellings. Further, the building maintains a 30-metre setback from the adjacent rail line as per Metrolinx's Adjacent Development Guidelines. The submitted NVFS confirms that the Proposed Development is feasible subject to the noise mitigation measures outlined in the report, ensuring compatibility between the land uses.

Policy:

81. The objectives of the Major Transit Station Areas, as delineated on Map 1H and Map 6, are:

> *(1) 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.*
>
> *(2) 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.*
>
> *(3) 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.*
>
> *(4) To achieve multimodal access to stations and support complete communities. To plan for a diverse mix of uses, including additional residential units and Affordable Housing, where appropriate.*
>
> *(5) To protect existing employment uses within and adjacent to Major Transit Station Areas by ensuring land use compatibility with adjacent new development is achieved.*
>
> *(6) New developments are required to meet the Provincial Policy Statement, 2020 requirements for land use compatibility.*
>
> *(7) 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.*

Response: The Proposed Development is within an MTSA and Strategic Growth Area as per Map 1H – Regional Urban Structure in the Regional Official Plan. The Proposed Development contributes to the creation of complete communities as it provides residential housing at a transit supportive density and designed to be pedestrian oriented. The Proposed Development will add to the range and mix of housing types in the Strategic Growth Area by offering studios, 1-bedroom units, 1-bedroom + den units, 2-bedroom + den units and 3-bedroom units. The mix of unit type will allow future residents of different family sizes and incomes to live in the Town. Apartment buildings are not a common form of housing in the surrounding area, and the proposed height will contribute to the higher densities needed to support the existing transit services.

The Acton GO Station is located within 400 metres five-minute) walking distance of the site. The Kitchener Line stops at the Acton GO Station, which route operates between downtown Kitchener and Union Station in Toronto. It appears that trains operate between the Acton GO Station and Union Station several times a day with trains operating every half hour during the morning and afternoon

rush hour commute. Buses also operate from Acton GO Station, with the 33F bus making stops between Acton GO and Mount Pleasant GO. The 31 and 33 bus stops are located 190 metres (three-minute) walking distance from the site. It appears that bus schedules differ depending on time of day and direction, with some routes operating hourly. The proposed sidewalk around the residential building will connect to existing municipal sidewalks, increasing walkability and providing a way for future residents to access surrounding transit options, helping to maximize the number of potential transit users. There are also a number of commercial and recreational uses within walking distance of the Subject Lands. Restaurants such as the Red Harp, Prospect Park and The Dufferin Rural Heritage Community Centre are within walking distance of the Subject Lands. The Dufferin Rural Heritage Community Centre is home to the Acton Agricultural Society and the Acton Soccer Club. Drop-in programs are held weekday mornings during the fall and winter to help promote active living in the community. The proposed sidewalk network will support a pedestrian oriented environment as it provides connections to the community, allowing residents to walk to, and access the existing community services and amenities.

Policy:

84. 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.

85. The objectives for housing are:

> *(1) To establish housing targets by type and appropriate density for the Local Municipalities and the Region as a whole.*
>
> *(2) To explore and implement new approaches to reduce residential land and construction costs and to effect an adequate supply of Affordable Housing.*
>
> *(3) To coordinate, improve upon, and expedite the development approval process so as to reduce the overall cost of housing.*
>
> *(4) 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.*
>
> *(5) To meet housing needs through the provision of Assisted Housing, Affordable Housing and Special Needs Housing in Halton.*
>
> *(6) To integrate Assisted and Special Needs Housing with Market Housing.*
>
> *(7) To provide and manage Assisted Housing in Halton through the Halton Community Housing Corporation.*
>
> *(8) To encourage the Local Municipalities and the building and development industry to develop innovative housing designs that stress flexibility in use, mix of compatible land uses, good environmental practices, universal physical access, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles.*
>
> *(9) To encourage the Local Municipalities to maintain the quality of the existing housing stock.*
>
> *(10) To participate in and deliver Provincial and/or Federal housing programs that are beneficial to housing development in Halton.*

(11) To coordinate and provide information on housing needs in Halton through centres that are accessible in each Local Municipality.

(12) To support the use of surplus public and not-for-profit lands, where appropriate, for developing Assisted Housing and Affordable Housing.

(13) To promote residential intensification through the development or redevelopment of brownfield and greyfield sites.

89. It is the policy of the Region to:

(1) Provide urban services only within the Regional Urban Boundary as delineated on Map 1 of this Plan, unless otherwise permitted by specific policies of this Plan.

(3) 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.

Response: The Proposed Development represents the efficient use of a currently underutilized parcel of land that will contribute to the range and mix of housing within the Regional Urban Boundary. No affordable housing is being contemplated within this development, however, the proposed apartment typology is inherently more affordable than single detached dwellings, adding a more affordable housing typology to the housing stock in the Town. The current surrounding residential dwellings are primarily single detached homes. The proposed apartment building will provide a range and mix of units, from studio apartments to 3-bedroom units, providing options with regards to space and layout that can support residents of different ages and family sizes.

As outlined in the submitted FSR, the Proposed Development will be serviced by municipal services, making efficient use of the existing services.

Policy:

142. The objectives of the Region are:

(5) To support urban forms that will reduce long distance trip-making and the use of the private automobile.

(6) To promote trips made by active transportation and public transit.

143.

(4) Promote walking, cycling and public transit over other modes of transportation.

(5) Require all new urban development to consider in its design the provision of safe and accessible active transportation facilities and access to public transit services, or transit stops where they are likely to be located, within a walking distance of 400m.

(9) 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:

a) *noise studies, if the development is within 300m of a railway right-of-way or 1000m of a railway yard;*
b) *vibration studies, if the development is within 75m of a railway right-of-way or a railway yard; and*
c) *air quality studies, if the development contains sensitive land uses and is within 1,000m of a railway yard.*

Response: The Proposed Development supports the objectives of the Region related to the promotion of active transportation and public transit. The Subject Lands are located within the Acton GO MTSA and is within 400 metres (five minute) walking distance of the Acton GO station. Further, the site is served by Acton GO buses with stops located 190 metres (three minute) walking distance of the site. Proximity to existing public transit options promotes a more climate friendly mode of transportation and reduces dependency on private automobiles.

The Proposed Development includes a sidewalk that will connect with the existing municipal sidewalk, providing residents with a pedestrian oriented environment, connecting them to the natural environment at the rear of the site, surrounding transit options and nearby amenities.

The Subject Lands are located within 75 metres of a rail line and therefore a Noise and Vibration Feasibility study is required. The submitted NVFS confirms that the measured vibration levels were found to be within the applicable criteria and therefore mitigation for train vibration is not required. Further, the submitted NVFS confirms that the Proposed Development is feasible from a noise and vibration perspective with the noise control measures outlined in the report.

Policy:

145.

(3) Identify the following Municipal Wellhead Protection Zones as shown on Map 1D, based on the migratory pattern of groundwater upstream from each of the active municipal wells supplying water to Halton:

a) Zone 1—100-day travel time, which is immediately adjacent to the municipal well and allows limited time for natural remediation of any contaminants in the groundwater.

b) Zone 2—100-day to 2-year travel time, which is considered to be close to the wellhead, whereby groundwater contaminated with petroleum hydrocarbons or industrial solvents within this area would arrive at the well in a relatively short time frame.

c) Zone 3—2-year to 10-year travel time, which is further from the wellhead, whereby any groundwater contamination within this area would have some time to be attenuated and diluted before reaching the municipal well; in addition, there may be sufficient time to secure a new water supply or undertake remedial action prior to the contamination of the wellhead.

(5) Require that any development proposal that has the potential to release or discharge contaminants to affect the quality of groundwater be subject to a review by the Region to assess the risk of such uses to potentially contaminate the groundwater system in Halton. As a result of such an assessment, the proponent may be required to carry out a hydrogeological study to the satisfaction of the Region and implement its recommendations which may result in a prohibition or restriction of the proposed use, or an agreement to adopt best management practices as prescribed by the Region.

146.

(11) To ensure that development takes place on sites that are safe from soil contamination.

147.

(18) Consider approval for development proposals only when the development site complies with Provincial guidelines, Regional standards and other requirements regarding soil and groundwater quality.

Response: The submitted Hydrogeological Investigation indicates that a Source Water Protection screening determined that the Subject Lands are within Wellhead Protection Area E, a Highly Vulnerable Aquifer and a Significant Groundwater Recharge Area. The Hydrogeological Investigation notes that this does not limit the Proposed Development but may restrict site specific uses such as the storing of bulk level of fuel, the use of salt applications and impose restrictions on infiltration rates.

The submitted Phase One and Phase 2 Environmental Site Assessments confirm that additional investigations will need to be pursed in order to confirm the quality of the soils on the Subject Lands. The remediation of contamination identified ESAs as part of the development will be desirable for the site and community.

Policy:

150.

(1) To achieve a sustainable state of health for all on the basis of a clean environment, economic prosperity, social equity, public safety and provision of opportunities for individuals to develop their maximum potential.

(2) To develop and maintain healthy communities by fostering physical, social and economic conditions that will enhance the state of well-being and the quality of life for the residents of Halton.

152. It is the policy of the Region to:

(1) Develop, jointly with the Local Municipalities, and adopt Healthy Communities Guidelines in accordance with the characterization under Section 31, which include, among other things:

a) description of general characteristics of a healthy community,
b) desirable mix of land uses within the community,
c) community design features that will promote integration of the community and accessibility by residents to services within and outside the community through active transportation and public transit,
d) physical design features that will promote health and safety of the community's inhabitants,
e) land use regulatory tools for promoting the shared use of land or facility by compatible uses or activities to facilitate the local delivery of human services,
f) suggested level of service and facility requirement for the provision of human services over the full human lifecycle and under special circumstances, and
g) other community features, facilities, programs and plans that will promote a healthy lifestyle based on the principles of sustainability, including access to local food supplies, reduction in automobile use, use of renewable energy sources, measures of conservation and stewardship of the environment.

156. It is the policy of the Region to:

(1) Require all proponents of development to have regard for the Healthy Communities Guidelines in considering and providing physical design features that promote safety and security.

167. It is the policy of the Region to:

6) 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.

3) Require that development proposals on adjacent lands to protected Cultural Heritage Resources:

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;
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
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.

Response: A Stage 1 & 2 Archaeological Assessment has been completed as part of the required materials for the Applications. The assessment concluded that no artifacts or other archaeological resources were identified during the Stage 2 Assessment, and no further fieldwork is required. The submitted Cultural Heritage Impact Study in support of the applications, concludes that the subject property is not a cultural heritage resource and there are no expected direct or indirect adverse impacts to the Harrison-Wolf House at 93 Bower Street, the SHHCD properties at 87-89 Bower Street, or the Listed properties at 105 Bower Street, 111 Bower Street, 115 Bower Street, and 119 Bower Street from the construction and development of the Subject Lands. The CHIS found that the distance between the proposed building and the adjacent cultural heritage properties along with the proposed trees that provide a sympathetic screen avoids any potential impact.

The CHIS makes recommendations with respect to the materiality of the proposed building in order to harmonize with the character of the surrounding area and adjacent heritage properties. The recommendations include the use of stone, brick and other natural materials for the proposed apartment building. The use of these materials will further contribute to ensuring that the Proposed Development reflects the existing neighbourhood character. The use of these materials will be further explored through the future site plan process to achieve outcomes sensitive to and compatible with the context.

Policy:

172. The objectives of the Region are:

9.1) To ensure development is designed to support active transportation and public transit.

173. The policy of the Region to:

32) 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.

Response: The Subject Lands are located within the Acton GO MTSA and are within 400 metres (five-minute) walking distance of the Acton GO Station. The proposed sidewalk around the apartment building connects to the existing sidewalk network and will provide future residents with a way to access the nearby transit station. The rail line adjacent to the site has been accounted for by introducing a 30-metre setback, as per the Metrolinx's Adjacent Development Guidelines, referenced in the Pre-Consultation meeting notes. The submitted NVFS recognizes the rail line as a primary source of noise and confirms that the Proposed Development is feasible with noise control measures outlined in the report.

Based on the above, it is our opinion that the Proposed Development conforms to the applicable policies of the Region of Halton Official Plan (2024).

HALTON HILLS OFFICIAL PLAN

The following is a summary of the core policies of the Town of Halton Hills Official Plan and our land use planning opinion on them with regard to the proposed Development. This section demonstrates that the Proposed Development of the Subject Lands conforms with the policy directions and intent of the Halton Hills Official Plan.

The Subject Lands are located within the Urban Area and are designated "Low Density Residential Area" as per Schedule A6 - Acton Urban Area Land Use Plan. High-density uses are not permitted within this “Low Density Residential” designation, as such, an amendment to the Official Plan is proposed.

Policy:

A1A POPULATION AND EMPLOYMENT

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.

Year	2006	2031
Population	58,000	94,000
Employment	20,000	43,000

Note: Population numbers are Total Population including approximately 4% undercoverage from the official Census Population reported by Statistics Canada.

Response: The Subject Lands are located within the “Urban Area” as per Schedule A6-1 - Acton Built Boundary and Intensification Areas as per the Halton Hills Official Plan. The population targets for the Town increase significantly between 2006 and 2031, adding 36,000 people within this timeframe. The Proposed Development will positively contribute to these population targets as it contemplates the creation of 80 units, with a population of 136 people at a density of 142.1 residents per hectare.

Policy:

A2.1.2 STRATEGIC OBJECTIVES

a) *To protect significant natural heritage and hydrologic features and their associated ecological functions;*
b) *To ensure that a comprehensive understanding of the natural environment, including the values, opportunities, limits and constraints that it provides, guides land use decision-making in the Town;*
c) *To require that land use planning contributes to the protection, maintenance and enhancement of water and related resources and aquatic ecosystems on an integrated watershed management basis;*
d) *To maintain and enhance significant woodland features and the habitats and ecological functions they provide;*

e) *To recognize that a healthy community is made up of an interconnected system of open spaces and natural heritage features;*
f) *To promote the retention of natural heritage features so that they can be enjoyed by future generations and serve as a legacy of the community's desire to protect their role and function;*
g) *To increase awareness of the role natural heritage features play in establishing the character of the community;*
h) *To minimize negative changes to the water quality and hydrological and hydrogeological characteristics of watercourses, lakes, aquifers and wetlands;*
i) *To prohibit development that will result in a negative impact to the critical functions and processes of watercourses, lakes, aquifers and wetlands;*
j) *To prohibit the loss or fragmentation of provincially significant wetlands and significant habitat of endangered and threatened species;*
k) *To maintain and enhance significant areas of natural and scientific interest, significant valleylands, escarpment slopes and related landforms, and significant wildlife habitat areas;*
l) *To maintain and enhance surface and groundwater resources in sufficient quality and quantity to meet existing and future needs on a sustainable basis;*
m) *To promote land use decisions that incorporate water conservation measures and the efficient use of water resources on a watershed and sub-watershed basis;*
n) *To encourage the establishment of a greenspace network that links environmental and recreational resources both within and beyond the boundaries of the Town as part of the development of a Natural Heritage Strategy;*
o) *To encourage the development of a safe, convenient, affordable, efficient and energy conserving transportation system that minimizes impacts on the natural environment;*
p) *To encourage the municipal acquisition of valleylands and other Environmentally Sensitive Areas within the Town, particularly in the urban areas; and,*
q) *To consult with the Region, the Conservation Authorities, the Town Environmental Advisory Committee and, where appropriate, neighbouring municipalities when making land use decisions that may impact on natural heritage features and related ecological functions.*

Response: The Subject Lands are within the Credit Valley Conservation Authority area, and a portion of the Subject Lands is within a regulated area. It is anticipated that the applications will be subject to comments and/or permits from the Credit Valley Conservation Authority. The submitted drawings in support of the Applications indicate depict the existing woodlot located in the northern portion of the site. Setbacks have been provided in order to maintain the woodlot with a few areas of compensation proposed. The submitted EIS notes that the Proposed Development is proposed to encroach into 313 square metres of two separate areas consisting of an ecological encroachment within the woodland buffer and into the regulated area of the Credit Valley Conservation's Regulated Area. For the primary development footprint, there is no proposed encroachment into the floodplain, watercourse buffer or wetland buffer. A 627 square metre enhancement area is proposed northwest of the development limits to offset for the buffer and regulated area encroachment. The EIS concludes that the Proposed Development is environmentally feasible and will have no net negative impacts to the natural environment. This is subject to the implementation of the recommendations outlined in the EIS including the completion and approval of an enhancement and restoration plan and consultation with the MECP.

Policy:

A2.2.1 GOAL

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.

A2.2.2 STRATEGIC OBJECTIVES

a) *To direct the majority of new residential and employment growth to Urban Areas, where full services exist;*

   i) To ensure that all urban development is appropriately phased and in conjunction with required infrastructure improvements where appropriate.

Response: As detailed in the submitted FSR, the Proposed Development will be serviced by existing municipal services, making efficient use of the services available to support the growth and intensification of the Town.

Policy:

A2.3 URBAN CHARACTER

A2.3.1 GOAL

To protect and enhance the character of existing urban areas and to maintain them as diverse, livable, safe, thriving and attractive communities.

A2.3.2 STRATEGIC OBJECTIVES

b) *To ensure that all new urban development has a positive contribution on urban life in the Town;*
c) *To maintain and enhance the character and identity of existing residential areas;*
d) *To ensure that all urban streets are defined by buildings and public spaces wherever possible and appropriate;*
e) *To encourage a high quality of site and building design for all forms of development within the Town;*
f) *To exercise appropriate municipal development control in order to achieve a consistently high standard of site, building and landscape design;*
g) *To ensure that new development areas are integrated into the fabric of the existing community;*
h) *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) *To foster a sense of civic identity and pride through a high standard of urban design in all future developments.*

A2.8.1 GOAL

To provide infrastructure that meets the needs of present and future residents and businesses in an efficient, environmentally-sensitive, cost effective and timely manner.

A2.9 HOUSING

A2.9.1 GOAL

To provide an adequate housing supply and range of housing choices to meet the needs of present and future residents.

A2.9.2 STRATEGIC OBJECTIVES

a) To ensure that there is an adequate supply of land for residential development subject to the availability of water and wastewater capacity;
b) To assist in the achievement of residential intensification and affordable housing by encouraging opportunities for mixed-use development in appropriate locations;

d) 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;

Response: The Subject Lands are located within the "Urban Area" as per Schedule A6-1 - Acton Built Boundary and Intensification Areas as per the Halton Hills Official Plan, an area in which residential intensification is to be focused and residential character is to be maintained.

The Proposed Development will include a 1.5 metre sidewalk around the building, connecting to the existing municipal sidewalk on the north side of Bower Street, enhancing the connectivity between the Subject Lands and the surrounding area. The Subject Lands are located in close proximity to community services such as the Halton Hills Public Library 450 metres (five-minute) walking distance, Robert Little Public School 750 metres (ten-minute) walking distance and the Dufferin Rural Heritage Community Centre 700 metres, (ten-minute) walking distance which includes sport facilities and office and meeting rooms available for use by surrounding residents. Further, the Subject Lands are located just north of the Acton downtown area which offers a variety of retail and commercial uses. The Proposed Development will contribute to the Town's goal of creating complete communities as it contemplates a compact, pedestrian friendly built form. The proposed sidewalk network will meet the needs of future residents ensuring they are able to walk around the site safely, and access the adjacent natural areas, transit options and surrounding amenities. Further, the proposed sidewalk connectivity will promote social interaction within the surrounding area as residents will be able to walk to existing amenities, without the need for a vehicle.

The Proposed Development will contribute to the available housing stock in the Town by providing an additional 80 residential units ranging from a studio apartment to a 3-bedroom unit. As the surrounding residential uses are predominantly single detached dwellings, the proposed apartment building will provide a level of intensification needed in order to meet the population projections for the Town.

A 30-metre setback from the existing rail line has been incorporated into the plan as required by the Metrolinx's Adjacent Development Guidelines.

The EIS details the limit of the Proposed Development, with consideration for the rail line, natural features and their setbacks (10 metre woodland dripline setback, 30 metre railway setback, 30 metre wetland setback and a 30-metre buffer associated with the tributary to the west of the Subject Lands). The Proposed Development is proposed to encroach into 313 square metres of two separate areas consisting of an ecological encroachment within the woodland buffer and into the regulated area of the Credit Valley Conservation's Regulated Area. For the primary development footprint, there is no proposed encroachment into the floodplain, watercourse buffer or wetland buffer.

Policy:

A2.11 SUSTAINABLE COMMUNITY DEVELOPMENT

A2.11.1 GOAL

To promote community development in a manner that is sustainable for present and future generations.

A2.11.2 STRATEGIC OBJECTIVES

To develop an energy efficient mix of land uses in urban areas by integrating land use planning with energy conservation practices that take into account community layout, building types and densities, mix of uses and other factors that contribute to creating efficient, vibrant, compact, complete and healthy communities;

To reduce the consumption of energy, water and land, and non-renewable resources;

To promote sustainable site and building design and construction techniques in new development that reduce energy and water consumption, improve air and water quality, encourage alternative modes of transportation, provide for enhanced natural environment conditions, and improve waste management; and,

To promote a total and per capita reduction in energy and water consumption in all sectors by encouraging retrofitting of existing buildings and facilities.

A3.2 URBAN AREA

The land use designations within the Urban Area are described below:

A3.2.1 LIVING AREA

This designation applies to lands that are primarily used for residential purposes in the urban areas of Acton and Georgetown. A number of sub-designations, including Low Density Residential Area, Medium Density Residential Area and High Density Residential Area are applied as appropriate to all of the lands that comprise the Living Area of the Town of Halton Hills.

Response: The Proposed Development supports sustainable community development as the proposed five storey apartment building reflects the intent of the Urban Area with respect to having an appropriate range and mix of residential uses, representing the efficient use of land and infrastructure. The Proposed apartment building will provide a high-density form of development, adding 80 units ranging from studio apartments to 3-bedroom units within the Urban Area.

The Proposed Development supports the goals associated with integrating land use planning with energy efficiency as the Subject Lands are located within an MTSA, with the Acton GO Station located 400 metres (five minute) walking distance from the site and GO bus stops located 190 metres (three minute) walking distance from the site. The proposed sidewalk and bicycle parking spaces will provide pedestrian connectivity between the Subject Lands and Acton GO station, encouraging future residents to utilize alternative, more energy efficient modes of transportation.

Policy:

B1.2.4 ADJACENT LANDS

Adjacent lands are the lands adjacent to a natural heritage feature within which potential impacts of a development proposal must be considered. For the purposes of this Official Plan, adjacent lands are defined as all lands partially or wholly within:

• 120 metres of the boundary of a provincially significant wetland;

• 50 metres of the boundary of a regionally significant wetland;

• 50 metres of the boundary of an Environmentally Sensitive Area;

• 50 metres of the boundary of a provincially or regionally significant area of natural and scientific interest;

• 50 metres of the significant habitat of an endangered or threatened species;

• 50 metres of the boundary of a significant woodland;

• 50 metres of the boundary of a significant valleyland;

• 50 metres of the boundary of an area of fish habitat; and,

• 50 metres of the boundary of an area of significant wildlife habitat. Within the Natural System of the Greenbelt Plan, adjacent lands are lands within 120 metres of Key Natural Heritage Features and Key Hydrologic Features, and the applicable policies are contained in Section E2.5.3.3 (d) of this Plan.

Response: The EIS notes that there are no designated areas such as provincially significant wetlands, costal wetlands or Areas of Natural and Scientific Interest on or adjacent to the Subject Lands. There is a woodland feature within and adjacent to the Subject Lands. The EIS outlines that a small riparian wetland community was identified and located primarily off the Subject Lands along the watercourse and a watercourse along the northwest side of the property was identified as having potential fish habitat. Appropriate buffers have been provided respecting these identified features.

Policy:

C6.1 POLICIES

c) to require those land uses that have the potential to release or discharge contaminants to significantly affect the quality of groundwater be subject to a review by the Region to assess the risks of such uses to potentially contaminate groundwater and, based on this assessment, to determine whether: the landowner is required to undertake a hydrogeological study to the satisfaction of the Region and implement its recommendations. Such recommendations may result:

i. in the prohibition of the use;
ii. in the restriction of the use; or,
iii. an agreement to adopt Best Management Practices as prescribed by the Region;,

Response: The submitted Hydrogeological Investigation indicates that a Source Water Protection screening determined that the Subject Lands are within Wellhead Protection Area E, a Highly Vulnerable Aquifer and a Significant Groundwater Recharge Area, noting that this does not limit the Proposed Development but may restrict site specific uses such as the storing of bulk level of fuel, the use of salt applications and impose restrictions on infiltration rates.

Policy:

C8 STORMWATER MANAGEMENT

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 preconsultation process in accordance with Section G12 of this Plan. The content and scope of the SWM report shall be determined when the development is proposed or through the completion of an EIR where required by an approved Subwatershed Plan. The SWM Report shall be prepared to the satisfaction of the Town and the appropriate agencies and be prepared in accordance with The Ministry of Environment Stormwater Management Planning and Design Manual, 2003, or its successor, or through the completion of an EIR where required by an approved Subwatershed Study, and shall:

a) provide recommendations on a stormwater quantity system that ensures that post development peak flow will not be greater than the pre-development levels for storms up to and including the Regional storm and the 1:100 year storm event;
b) document the possible impacts of development on watershed flow regimes including their interconnection with groundwater resources;
c) provide recommendations on how to maintain post-development water quality and improve run-off where appropriate;
d) document the means by which stormwater volume control will be provided;
e) determine and describe the necessary site management measures required to be undertaken during construction to mitigate the potential negative impact of development; and,
f) where applicable, describe how the requirements of the Watershed and/or Subwatershed Plan, or EIR will be implemented in the stormwater management plan.

All stormwater management facilities in a Plan of Subdivision shall be placed in an appropriate Environmental Zone in the implementing Zoning By-law to reflect the potential for these lands to be flooded and to ensure that their intended use is recognized. Stormwater management facilities for condominium developments and other large single uses may be privately owned and maintained. Agreements with the Town shall be required as a condition of approval, to provide for their continued maintenance.

Response: As per the submitted FSR, the Proposed Development will be serviced by existing municipal services.

Policy:

C16 ENERGY CONSERVATION

The Town shall encourage energy conservation by promoting:

a) compact urban form in new greenfield areas that is transit supportive;
b) mixed use development in appropriate locations and live-work relationships that reduce automobile use;
c) lot and building design that maximizes direct access to sunlight during the winter;
d) the use of vegetation that will reduce energy consumption of buildings; and,
e) cycling and walking.

C19 GREEN DEVELOPMENT

To ensure that the goals and strategic objectives of this Plan to facilitate sustainable development practices are addressed through development applications, all applicable development applications

in the Town shall promote the following goals through the use of technologies, innovations, features, landscaping, site plans, subdivision plans and any other means available to the developer:

- *Energy conservation;*
- *Water conservation and quality;*
- *Natural environment;*
- *Air quality;*
- *Waste management;*
- *Communication; and,*
- *Transportation and/or community design.*

C19.1 GREEN DEVELOPMENT STANDARDS

A development application will be deemed to have met the above goals if it meets the requirements of the Green Development Standards adopted by Council, and as amended from time to time, to provide detailed direction for the implementation of this policy.

D1 LIVING AREAS

D1.1 OBJECTIVES

It is the objective of this Plan to:

a) *maintain and enhance the character of Mature Neighbourhood Areas by ensuring that new housing, replacement housing, additions, and alterations are compatible, context sensitive, and respectful of the existing character of the neighbourhood;*
b) *maintain and enhance the character and stability of existing and well established residential neighbourhoods by ensuring that development and redevelopment is compatible, in terms of built form, with the character of adjacent buildings and neighbourhoods and the scale and density of existing development;*
c) *encourage the provision of a range of housing types to accommodate persons with diverse social and economic backgrounds, needs and desires while promoting the maintenance and improvement of existing housing;*
d) *encourage the provision of a full range of housing opportunities to meet the Town's projected housing needs;*
e) *promote the efficient use of existing and planned infrastructure by creating the opportunity for various forms of residential intensification, where appropriate;*
f) *encourage more intensive residential development to locate at the boundaries of existing residential areas;*
g) *ensure that all residential areas are served by schools, parks and other facilities which are intended to function as community hubs and neighbourhood gathering places;*
h) *ensure that residential areas permit a variety of complementary and compatible land uses including special needs housing, community facilities, schools, small-scale commercial uses and open space areas; and,*
i) *establish a comprehensive set of design guidelines and policies that foster the establishment of an urban environment that is safe, functional and attractive.*

Response: The Proposed Development consists of a five-storey residential apartment with 80 units ranging in size from a studio apartment to a 3-bedroom unit, representing a housing form that supports the growth projections of the Town. The proposed range and mix of units will accommodate future residents from different social and economic backgrounds, further supporting the needs of future residents and contributing to the housing supply within the Town of Halton Hills.

The Proposed Development represents a form of residential intensification that compliments the surrounding area as the Subject Lands are located within an MTSA which are areas intended for growth and intensification. The Proposed Development is context sensitive, as the surrounding neighbourhood has been considered through the proposed 26.45 metre front yard setback, helping to create an appropriate separation between the proposed five-storey building and the surrounding heritage-listed two-storey single detached dwellings. As recommended in the submitted CHIS, the materiality of the proposed building can help to complement the existing neighbourhood character through the use of natural materials such as brick and stone, using similar colour schemes to the surrounding existing buildings.

The Proposed Development will be served by surrounding schools, parks and community facilities that function as community gathering spaces. Prospect Park is located within 800 metres (ten-minute) walking distance of the Subject Lands and contains community amenities such as sports facilities, a playground, and access to Fairy Lake where people can fish and canoe or kayak. Prospect Park is also home to the downtown Acton Market where seasonal and speciality vendors sell goods. The market runs every Thursday from June to September. Halton Hills Public Library is located within 450 metres (five-minute) walking distance of the site; Robert Little Public School is located 750 metres (ten-minute) walking distance of the site and Knox Presbyterian Church is located within 450 metre (five-minute) walking distance of the site. The Dufferin Rural Heritage Community Centre is located within 700 metres (ten-minute) walking distance of the site. The Dufferin Rural Heritage Community Centre contains turf soccer fields, offices, meeting rooms, and is home to the Acton Agricultural Society and the Acton Soccer Club. Drop-in programs are held weekday mornings during the fall and winter to help promote active living in the community. The existing schools, parks and community facilities are within walking distance of the Subject Lands and help to meet the social and well being needs of residents in the community, making this an appropriate area for intensification.

Policy:

D1.3 DESIGNATIONS

D1.3.3 HIGH DENSITY RESIDENTIAL AREA

D1.3.3.1 Main Permitted Uses

The main permitted uses in the High Density Residential Area designation are limited to:

a) *apartment dwellings; and,*
b) *long term care facilities and retirement homes.*

D1.3.3.2 Density and Height

The density range shall be 51 to 100 units per net residential hectare and the maximum building height shall not exceed eight storeys. The maximum density and/or height may be increased subject to Section G4.3 of this Plan.

D1.3.3.3 Complementary Uses

Complementary uses that may be permitted in the High Density Residential Area designation include the following:

a) *home occupations subject to Section D1.3.1.4 of this Plan; and,*
b) *local parkland subject to Section F7.3.4 of this Plan.*

D1.3.3.4 Criteria for Designation

New high-density residential areas shall be established by way of Amendment to the Official Plan in accordance with Section D1.4.3 of this Plan.

D1.4.3 INFILL DEVELOPMENT IN ESTABLISHED RESIDENTIAL NEIGHBOURHOODS

Infill development, in accordance with the applicable land use designation in this Plan, shall be encouraged provided Council is satisfied that:

a) *the proposed development, including building form and density, is compatible with the character of the existing neighbourhood;*
b) *new buildings are designed in a manner that is sensitive to the location, massing and height of adjacent buildings;*
c) *a suitable transition in lot sizes, densities, building forms and heights is provided from adjacent development;*
d) *existing trees and vegetation will be retained and enhanced where possible and additional landscaping will be provided to integrate the proposed development with the existing neighbourhood;*
e) *the proposed development will not create a traffic hazard or an unacceptable increase in traffic on local roads; and,*
f) *significant views and vistas which help define a residential neighbourhood are preserved.*

Response: The Subject Lands are currently designated "Low Density Residential Area" as per Schedule A6 – Acton Urban Area Land Use Plan. The proposed five-storey apartment building is not permitted within this designation and therefore an Official Plan Amendment is required. The submitted application proposes to redesignate the Subject Lands to "High Density Residential Area" which permits apartment dwellings that do not exceed eight storeys in height. The Proposed Development will conform to the policies of the Town's Official Plan, subject to the proposed amendment.

The Proposed Development is respectful of the lower density uses to the south of the site by providing a 26.45 metre front yard setback in order to avoid shadow impacts on the adjacent buildings. The submitted CHIS confirms that the distance between the proposed building and adjacent cultural heritage properties along with the proposed trees along the property line acting as a screen is sympathetic to the area and avoids potential adverse impacts. The CHIS provides recommendations related to the materiality of the proposed building, recommending the use of natural materials such as stone and brick in order to complement the existing residential character. The Landscape/Surface Materials Plan, prepared by Landscape Planning, dated June 2025, illustrates where trees on the Subject Lands are to remain, and where proposed trees and compensation area planting are to be located. The landscaping features such as the trees along the property line will help to integrate the Proposed Development with the existing neighbourhood. The submitted TIS confirms that the Proposed Development will have a minor impact on the adjacent transportation network, and the proposed parking supply will adequately serve the development given the supporting transit options.

Policy:

D1.4.4 NEW MEDIUM AND HIGH DENSITY RESIDENTIAL AREAS

In considering the development of new medium and high density residential development by way of Amendment to this Official Plan, Council shall be satisfied that the proposal:

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

Response: The Subject Lands are located on a Local Road, not a Collector or Arterial Road. The submitted TIS supports the Proposed Development located on a Local Road as it concludes the proposed high-density development will have a minor impact on the existing transportation network. Adjacencies to the north, east and west consist of employment uses, Natural Heritage System and rail infrastructure, and as such the building has been oriented to interface with these uses, away from both the road and low-density residential uses to the south. The orientation of the building reflects appropriate transitions and relationship to the context. The Proposed Development respects the character of the adjacent lower density residential dwellings through the provided 26.45 metre front yard setback. The front yard setback will help to mange any shadow related impacts to the adjacent dwellings. The submitted CHIS recommends that the materiality of the building be considered and that the materials used reflect and complement the existing residential character of the area. The proposed underground parking structure will help to manage the number of at-grade parking spaces and the provided bicycle parking spaces will promote active transportation. The proposed sidewalk connection will connect to the municipal sidewalk, providing a path between the site and the nearby Acton GO Station, located 400 metres (five-minute) walking distance from the site. As discussed throughout this Report, the Subject Lands are located within walking distance to community facilities such as:

- Prospect Park is located 800 metres (ten-minute) walking distance of the Subject Lands with access to the downtown Acton Market and Fairy Lake.
- Halton Hills Public Library is located within 450 metres (five-minute) walking distance of the site.
- Robert Little Public School is located within 750 metres (ten-minute) walking distance of the site.
- Knox Presbyterian Church is located within 450 metre (five-minute) walking distance of the site.

- The Dufferin Rural Heritage Community Centre is located within 700 metres (ten-minute) walking distance of the site which offers access to the Acton Agricultural Society and the Acton Soccer Club.

The submitted FSR demonstrates that the Proposed Development can be serviced by existing municipal services, further demonstrating how the Proposed Development can be easily integrated with the surrounding land uses, making this an ideal location for high-density development.

Policy:

D1.4.8 HOUSING MIX

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:

• 65% low density housing;

• 20% medium density housing; and,

• 15% high-density housing.

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:

• 46% low density housing;

• 32% medium density housing; and,

• 22% high-density housing.

New development that assists in achieving this housing mix shall be encouraged. In addition, Official Plan Amendment applications that propose the down-designation of sites for medium and high density housing, outside of Intensification Areas, shall be discouraged, since these sites will ultimately assist in achieving an appropriate balance of housing in the Town and the population target identified by this Plan. All such applications shall be accompanied by a planning justification report in accordance with Terms of Reference approved by the Town in consultation with the Region that assesses the implications of the proposal on:

a) the Town's ability to meet the housing mix and population targets outlined in this Plan; and,
b) the impact such a down-designation will have on other sites that are designated for medium and/or high density purposes in the surrounding area.

D5.3 INTENSIFICATION TARGETS 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.

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.

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.

TABLE D5.1: MINIMUM RESIDENTIAL INTENSIFICATION TARGETS WITHIN BUILT BOUNDARY

Intensification Area	2015-2031 Target (Units)
GO Station/Mill Street Corridor Area	1,540
Downtown Area	340
Community Node	170
Civic Centre District	520
Other Intensification	630
Georgetown TOTAL	3,200
Downtown Area	90
South Acton Special Study Area	1,240
Other Intensification	460
Acton TOTAL	1,790
Hamlets	110
Built Boundary TOTAL	5,100

Note: 'Other Intensification' refers to intensification on individual sites outside of Intensification Areas, and/or accessory apartments within permitted land use designations of this Plan.

D5.4 INTENSIFICATION POLICIES Intensification within the Built-up Area identified in this Plan is subject to the following general policies:

a) The Town shall ensure that Intensification Areas are development-ready by:

i) coordinating with the Regional the provision of water, wastewater, stormwater and transportation infrastructure with sufficient capacity to support the development densities planned for these areas;

ii) coordinating discussions with utility providers to ensure that adequate utility services are or will be in place to serve the proposed development; and,

iii) adopting Zoning By-laws or a Secondary Plan or Comprehensive Development Plan, within one year of the approval of the Official Plan Amendment introducing the Intensification Area;

b) *The intersections of Guelph Street and Mill Street, Guelph Street and Maple Avenue, and Guelph Street and Mountainview Road, are recognized as Activity Nodes, and are identified on Schedule A3-1 to this Plan, in which mixed-use intensification is to be focused, within the broader Intensification Areas identified in this Plan;*
c) *High quality urban design for development and redevelopment through intensification shall be required, consistent with the Urban Design Guidelines contained in Appendix X4 of this Plan, and any other urban design guidelines prepared in support of Secondary Plans or Comprehensive Development Plans;*
d) *The appropriate type and scale of development in Intensification Areas shall be addressed through detailed Secondary Plans or Comprehensive Development Plans for each area, including the preparation of urban design guidelines, where appropriate; and,*
e) *Any site-specific Official Plan or Zoning By-law amendment to reduce development density within an Intensification Area is prohibited by this Plan, unless it is part of a municipal comprehensive review of the Official Plan or a review of the Secondary Plan for the Intensification Area.*

Response: The Proposed Development and Official Plan Amendment contemplates a form of high-density residential development that will positively contribute to the Town's range and mix of housing options and intensification targets by offering 80 units ranging from studio apartments to 3-bedroom units at a transit-supportive density of 142.1 residents per hectare. The proposed 80 units will contribute to the Town's intensification target of 1,790 units by 2031. Following a review of the surrounding residential uses, there is currently a lack of high-density residential uses in the Town. Surrounding residential uses consist of primarily two storey residential dwellings. The Subject Lands are located within a Strategic Growth Area and an MTSA, where growth and development are intended to be focused.

Policy:

D5.4.1 MAJOR TRANSIT STATION AREAS

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.

The Acton Major Transit Station Area is located in Downtown Acton and generally corresponds to the Acton Downtown Redevelopment Sub-Area designation. This area is intended to accommodate moderate levels of intensification, and policies for the Acton Downtown Redevelopment Sub-Area and adjacent Acton Downtown Medium Density Residential Commercial Sub-Area are contained in Sections D2.5.1.7 and D2.5.1.8 of this Plan. Planning for the Major Transit Station Area shall be guided by the following objectives:

a) *To achieve increased residential and employment densities to ensure the viability of existing and planned transit infrastructure and service; and,*
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*

Response: The Subject Lands are located just north of the Downtown Acton Area, but is within the Acton Go MTSA, as per the Region's Official Plan. The Proposed Development represents a pedestrian and transit-supportive form of development that will contribute to the level of intensification required in these areas.

Policy:

F5.1.2 CULTURAL HERITAGE IMPACT STATEMENTS

Council shall require the submission of a Cultural Heritage Impact Statement (CHIS) to support an application for development if the affected lands are the site of an identified or significant cultural heritage resource or are located in close proximity to a significant cultural heritage resource or are on adjacent lands to a significant cultural heritage resource. The purpose of the CHIS is to determine what impacts the development will have on the resource and whether the application for development will conform to the goals, objectives and policies of this Plan and/or the area-specific policies or zoning regulations described in Section F5.1.1 of this Plan.

Development or site alteration may be permitted on adjacent lands to a protected heritage property where a CHIS has demonstrated that the heritage attributes of the protected heritage property will be conserved, including the use of mitigation measures and/or alternative development approaches.

The CHIS shall be in the form of a report and contain a description of:

a) the proposed development;
b) the cultural heritage resource(s) to be affected by the development;
c) the impacts upon the cultural heritage resource(s) of the proposed development;
d) the measures necessary to mitigate the negative impacts of the development upon the cultural heritage resource(s);
e) how the proposed development will relate, in terms of height, bulk, massing and presence with identified heritage buildings on the property and in the area; and,
f) how the policies of the CHMP have been incorporated or satisfied, where one has been prepared and the recommendations have been incorporated into this Plan.

Response: A Cultural Heritage Impact Statement has been submitted in support of the Applications. As summarized in Section 5, the CHIS concludes that the property is not a cultural heritage resource and the construction and development of the Subject Lands will not create direct or indirect adverse impacts on surrounding properties.

In consideration of the above, it is our opinion that the Proposed Development conforms to the applicable policies of the Town of Halton Hills Official Plan (2024), subject to the submitted Official Plan Amendment.

HALTON HILLS ZONING BY-LAW

The Subject Lands are currently zoned "Low Density Residential One (LDR1-4 (6)(H1))" and Environmental Protection One (EP1)" as per Zoning By-law 2010-0050. The "Environmental Protection One Zone permits uses including but not limited to agricultural uses, and conservation uses. The Low Density Residential One Zone permits uses including but not limited to single detached dwellings, semi-detached dwellings, apartment dwellings, bed and breakfast establishments, among others.

The proposed use is not permitted within the existing zoning category and as such, an amendment to the Zoning By-law is required in order to facilitate the development as proposed.

The submitted ZBA Application proposes to rezone the Subject Lands to High Density Residential – Exception (HDR) Zone and Environmental Protection (EP) Zone to establish site-specific provisions to facilitate the development as proposed. Revisions to the number of required resident and visitor

parking spaces is supportable as the Subject Lands are located within an MTSA, and within 400 metres (five-minute) walking distance of the Acton GO Station. Furthermore, the provision related to bicycle parking will provide future residents with an area to park their bicycles, further reducing the reliance on vehicles and promoting an environmentally friendly and active mode of transportation. The site-specific provisions being requested within the Draft Zoning By-law Amendment are outlined below.

EXCEPTIONS

1	2	3	4	5
Exception Number	Zone	Municipal Address	Additional Permitted Uses	Special Provisions
XX 2026-XXX	HDR	97 Bower Street	Block Townhouse Dwellings Rear Lane Townhouse Dwellings	i. Minimum required interior side yard (Western Lot Line) – 4.5m ii. Minimum setback from an interior lot line for a building with a height greater than 13.4m – 4.5m. iii. The 45-degree angular plane from the lot line shall not be applicable to the Western Lot Line. iv. Notwithstanding Table 5.2- Residential parking requirements - residential parking requirements for Units 1-249: 1.15 spaces per unit inclusive of visitor parking. v. Bicycle Parking Spaces: 0.5 spaces per unit vi. Policy 4.3 a) shall not apply and waste storage areas are permitted to be located outside of the main building within the High Density Residential (HDR) Zone.

Overall, the Proposed Development represents a compact residential built form which will efficiently utilize the Subject Lands, municipal services and transit infrastructure. The development proposal will positively contribute to the Region and Town's intensification targets and will assist with providing housing that is transit-supportive, supports the creation of complete communities, and accommodates the projected population growth within a Strategic Growth Area and MTSA.

It is our opinion that the proposed ZBA represents appropriate development of the Subject Lands, is good planning and in the public interest.

APPENDIX B – REPORT FIGURES

FIGURE 1 – CONTEXT MAP

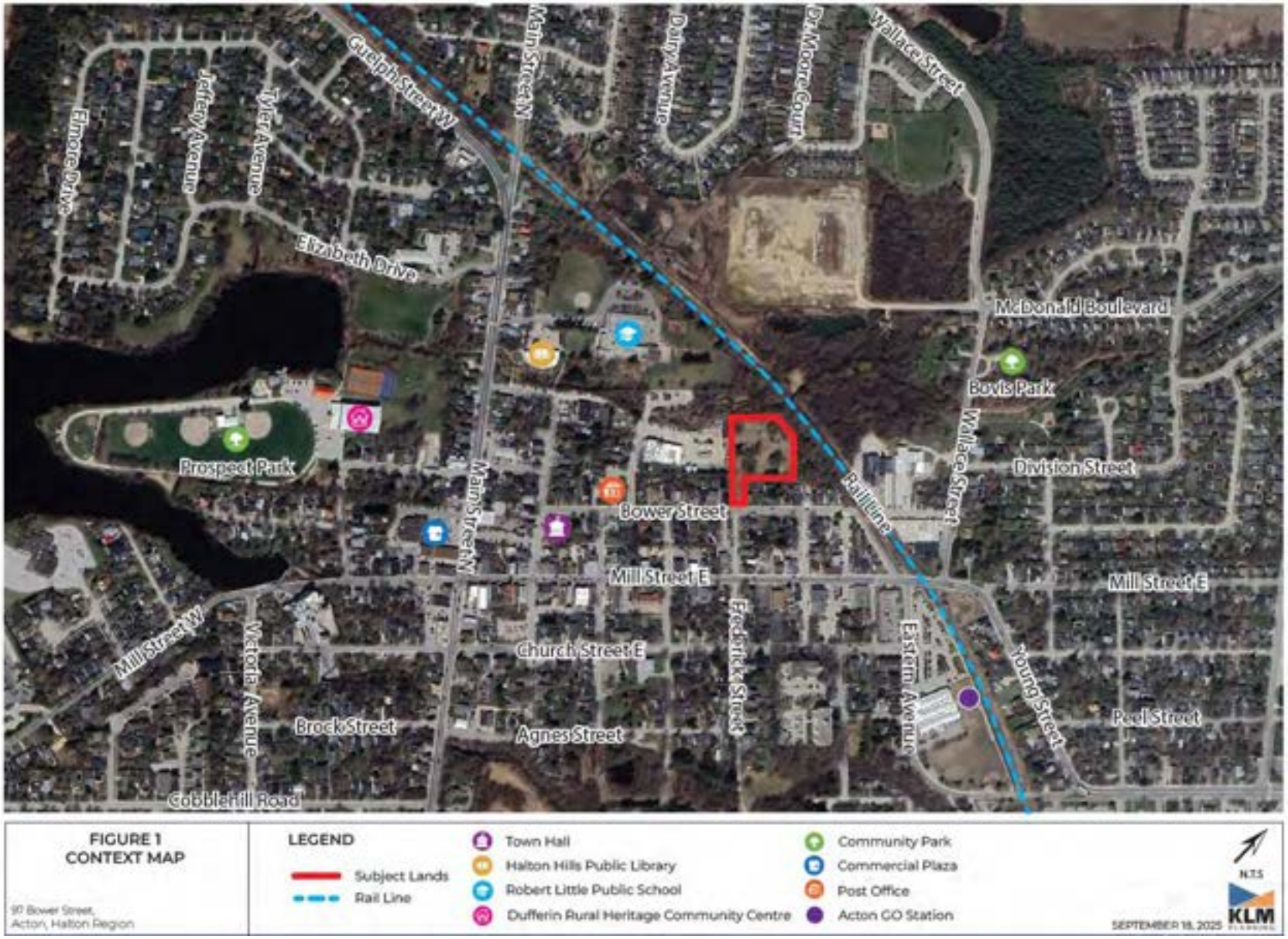


FIGURE 2 – MTSA OVERLAY

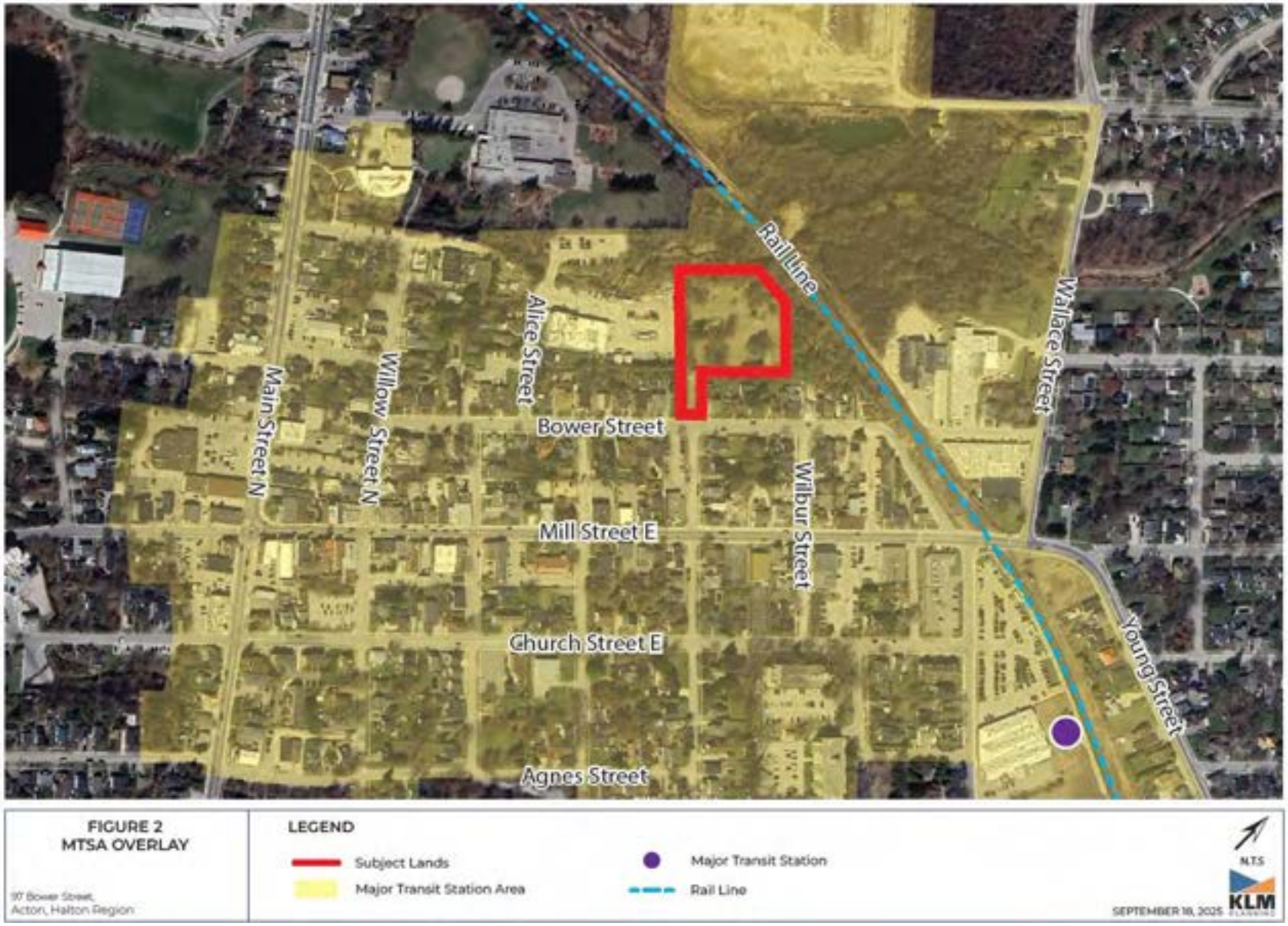


FIGURE 3 – REGION OF HALTON OFFICIAL PLAN MAP 1 – REGIONAL STRUCTURE

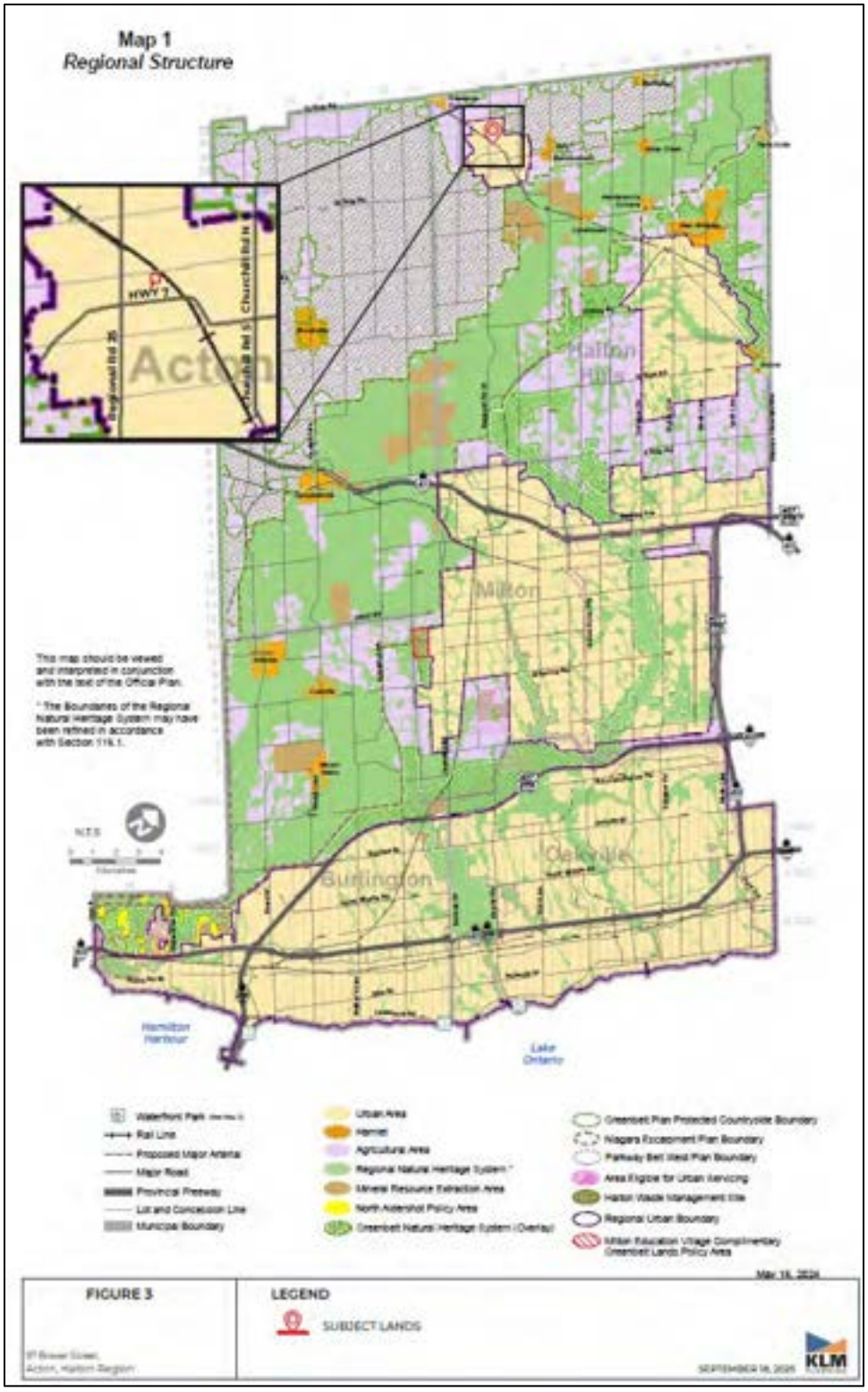


FIGURE 4 – REGION OF HALTON OFFICIAL PLAN MAP 1A – PROVINCIAL PLAN AREA LAND USE

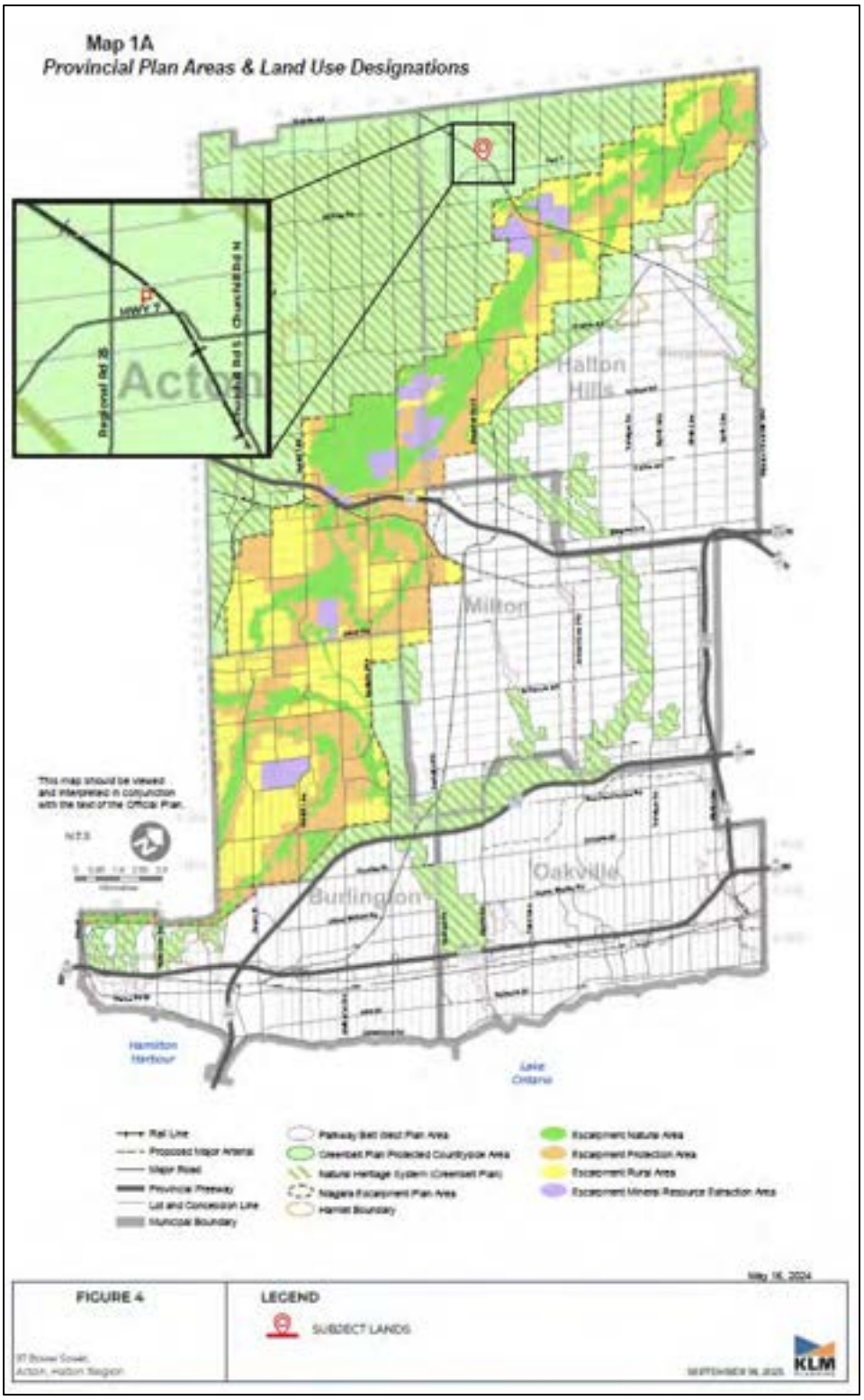


FIGURE 5 – REGION OF HALTON OFFICIAL PLAN MAP 1D – WELLHEAD PROTECTION ZONES

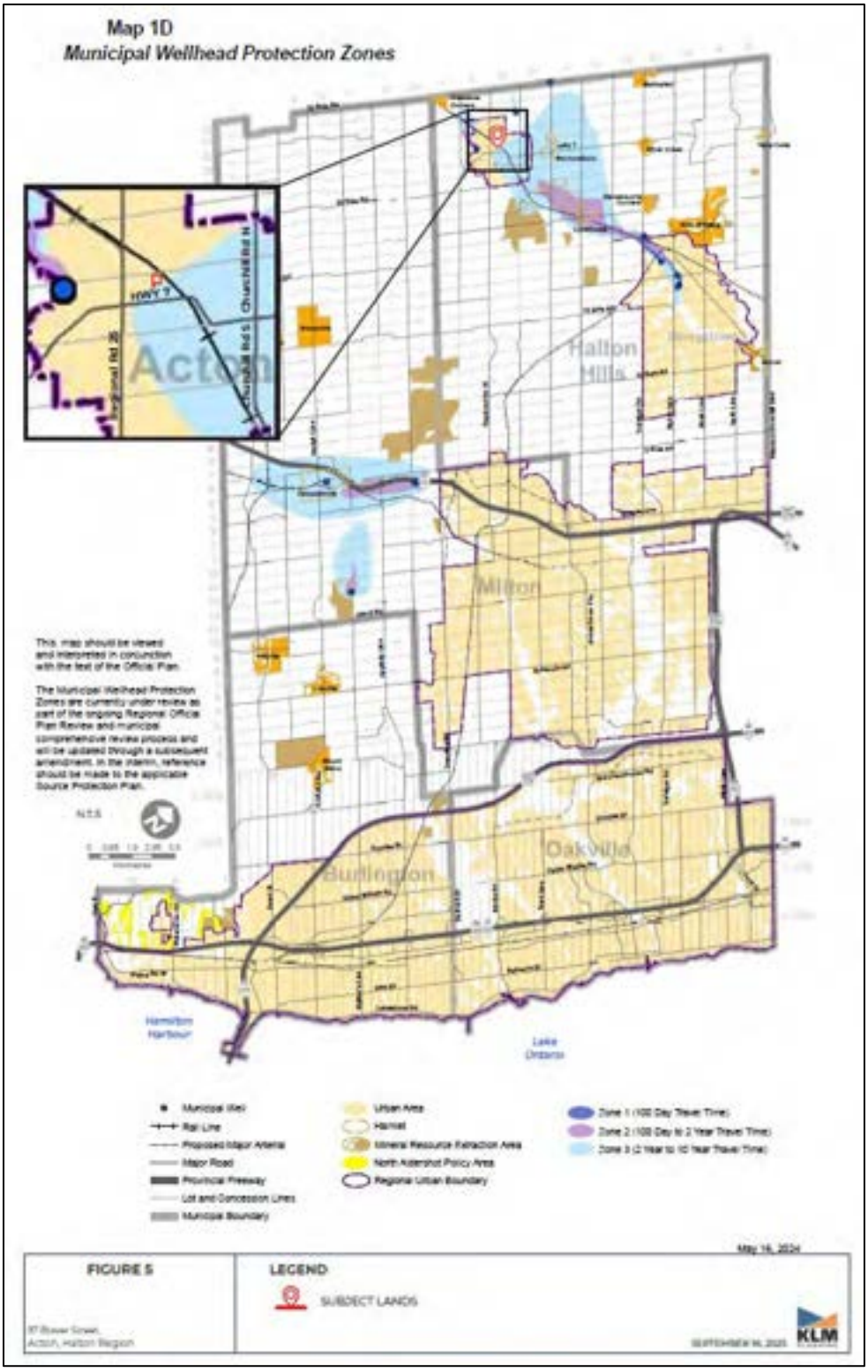


FIGURE 6 – REGION OF HALTON OFFICIAL PLAN MAP 1G – GREENBELT NATURAL HERITAGE FEATURES

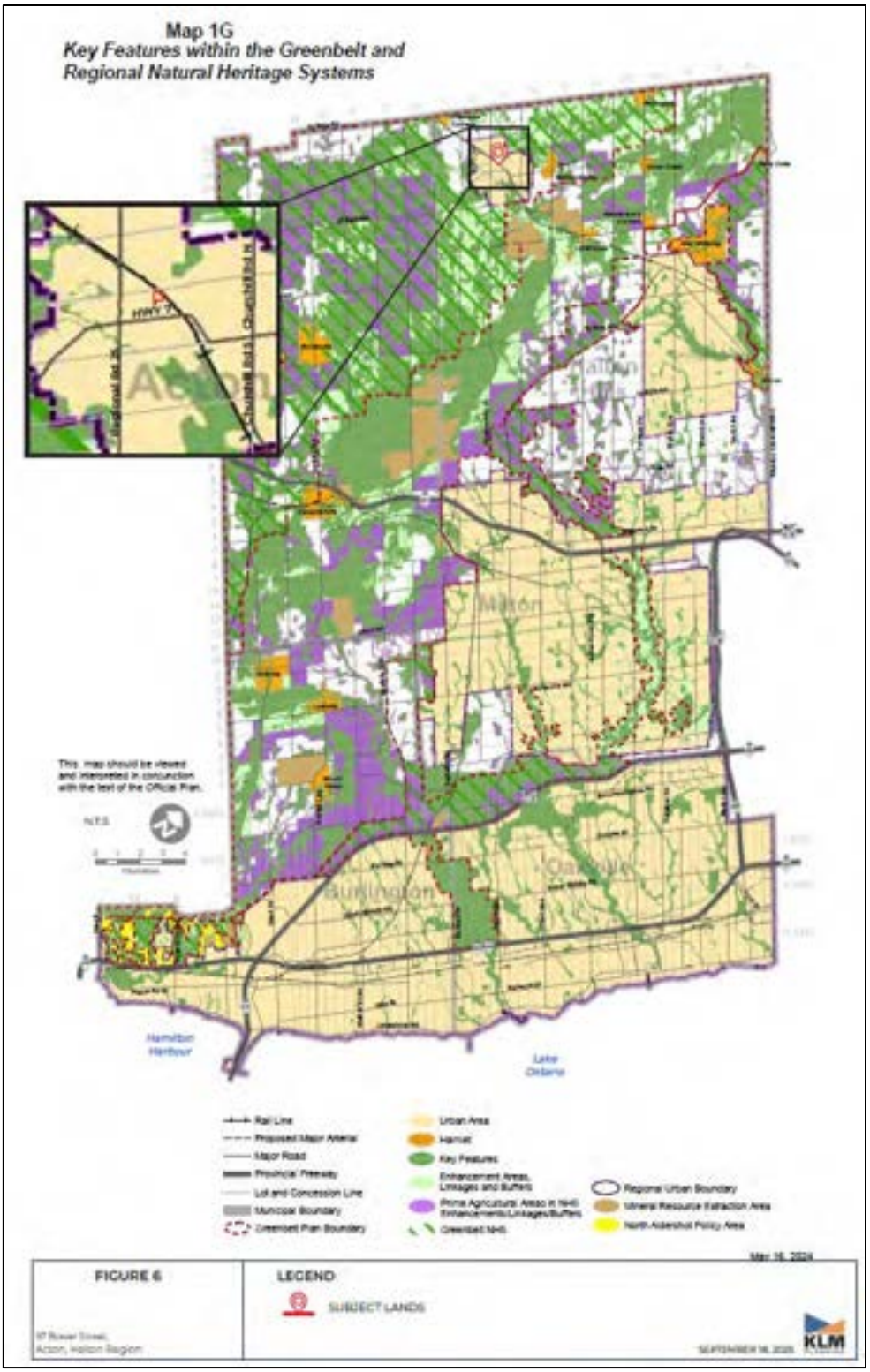


FIGURE 7 – REGION OF HALTON OFFICIAL PLAN MAP 1H – REGIONAL URBAN STRUCTURE

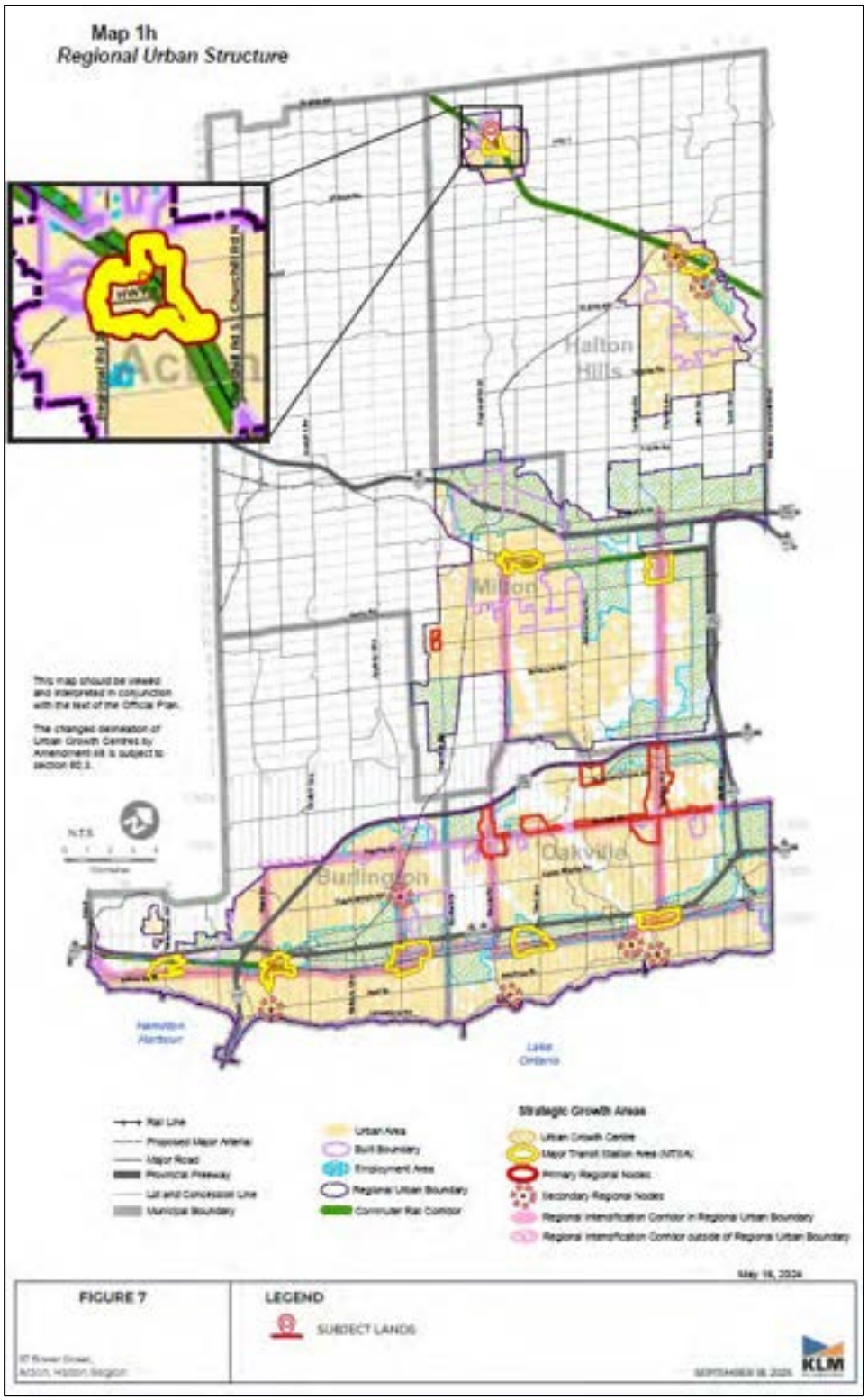


FIGURE 8 – REGION OF HALTON OFFICIAL PLAN MAP 3 – MAJOR TRANSPORTATION FACILITIES

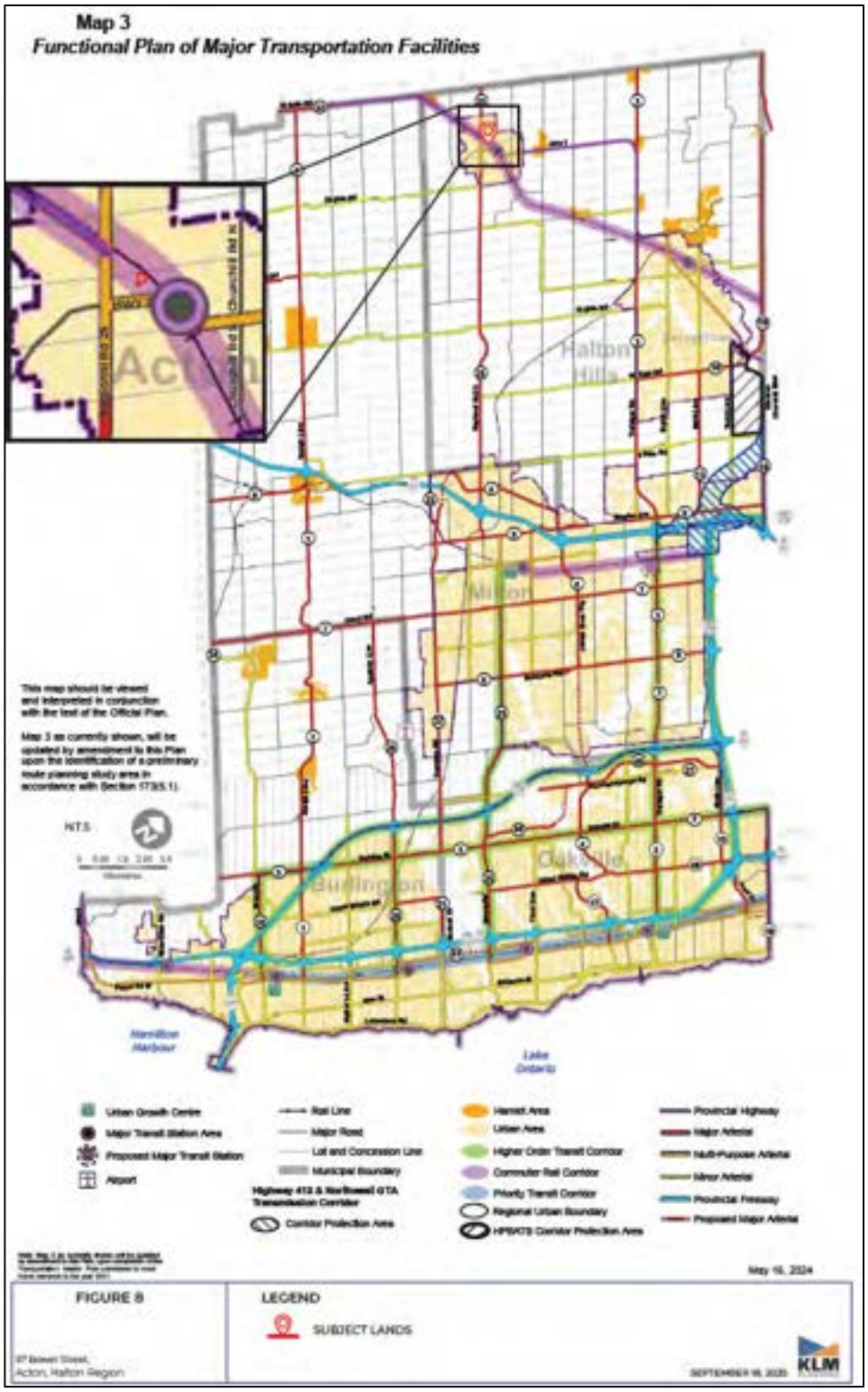


FIGURE 9 – REGION OF HALTON OFFICIAL PLAN MAP 6 - MTSA



FIGURE 10 – TOWN OF HALTON HILLS OFFICIAL PLAN - SCHEDULE A6 – ACTON URBAN AREA LAND USE PLAN

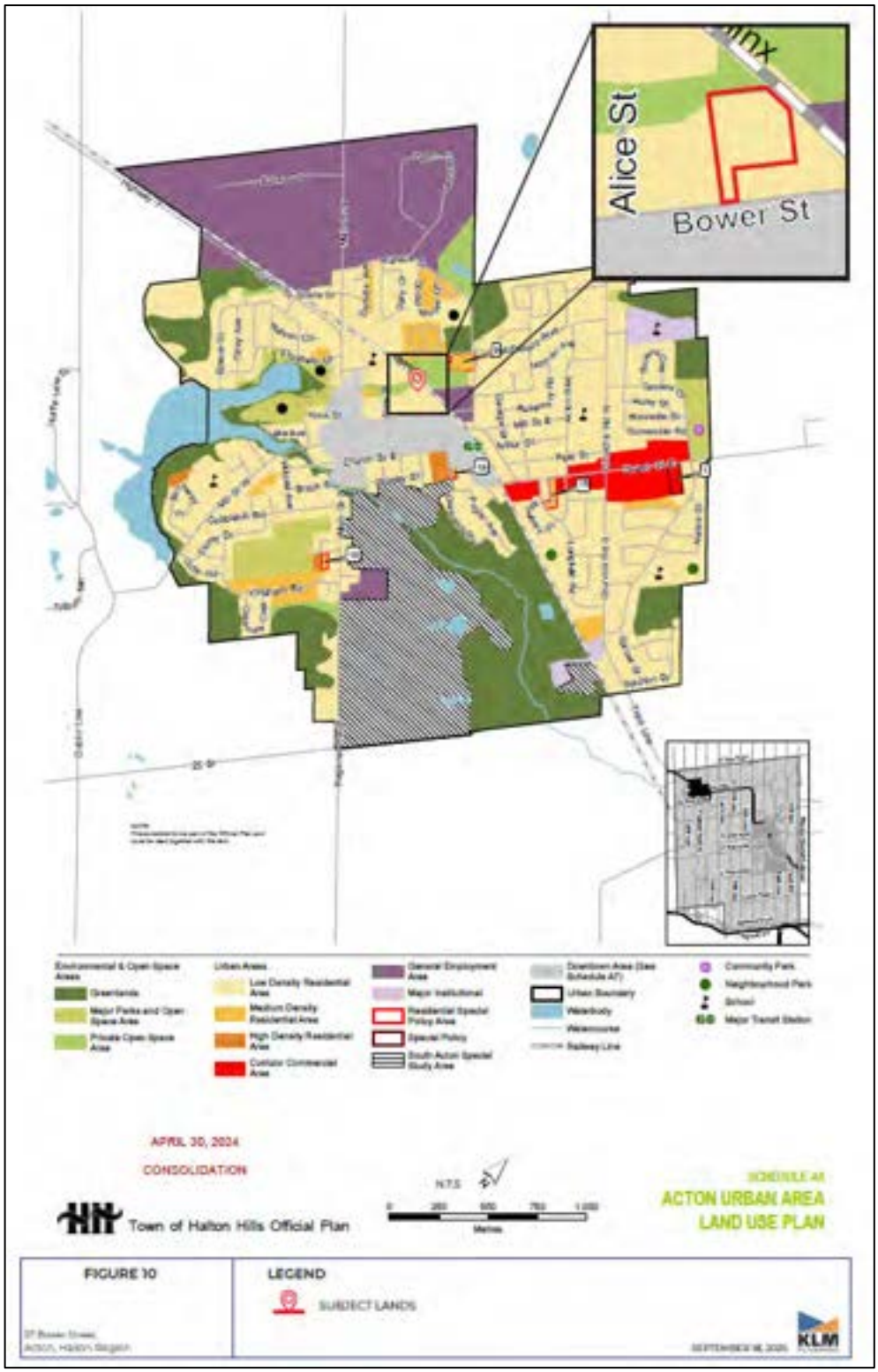


FIGURE 11 – TOWN OF HALTON HILLS OFFICIAL PLAN – SCHEDULE A6-1 – ACTON BUILT BOUNDARY AND INTENSIFICATION AREAS

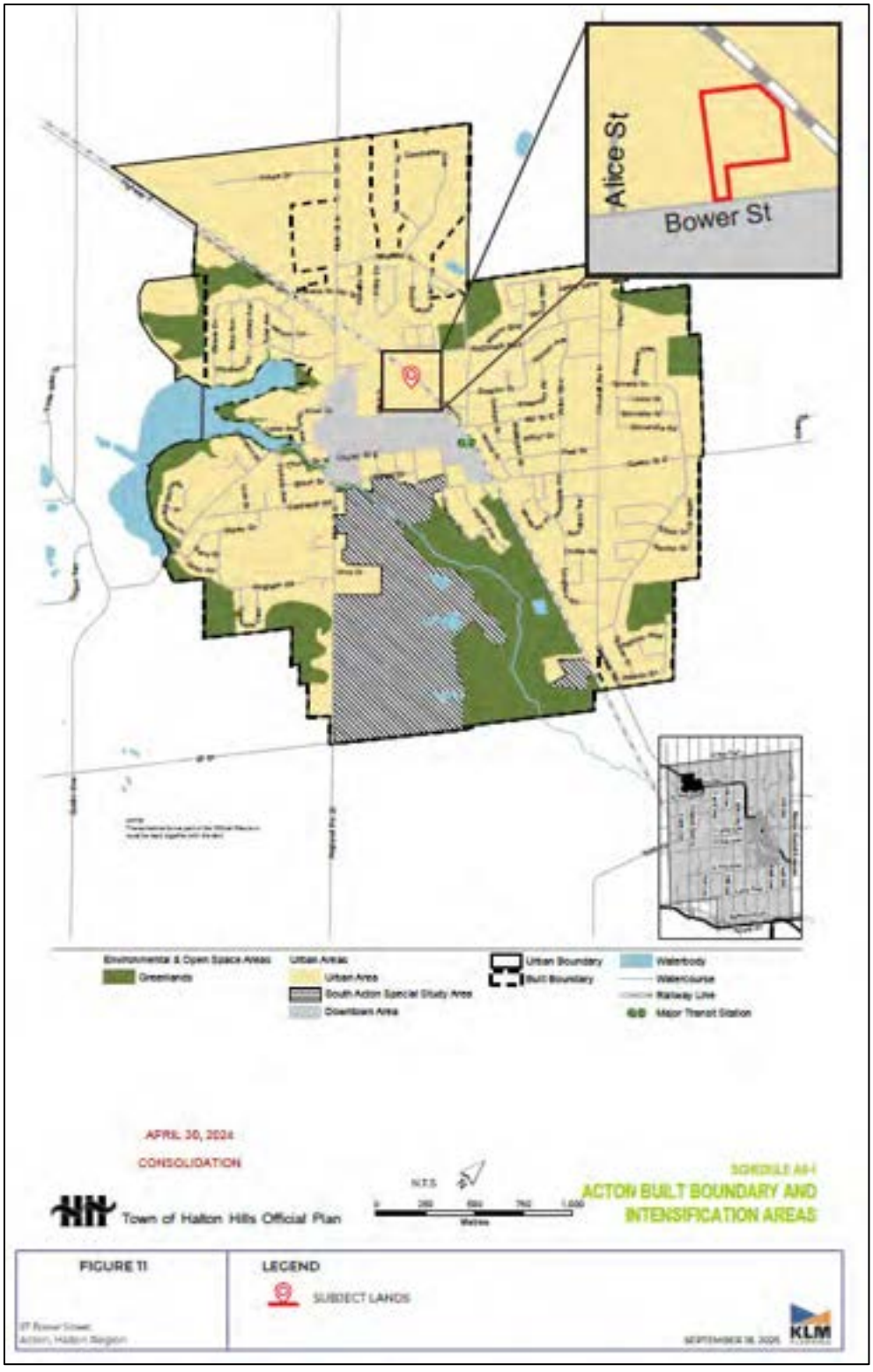
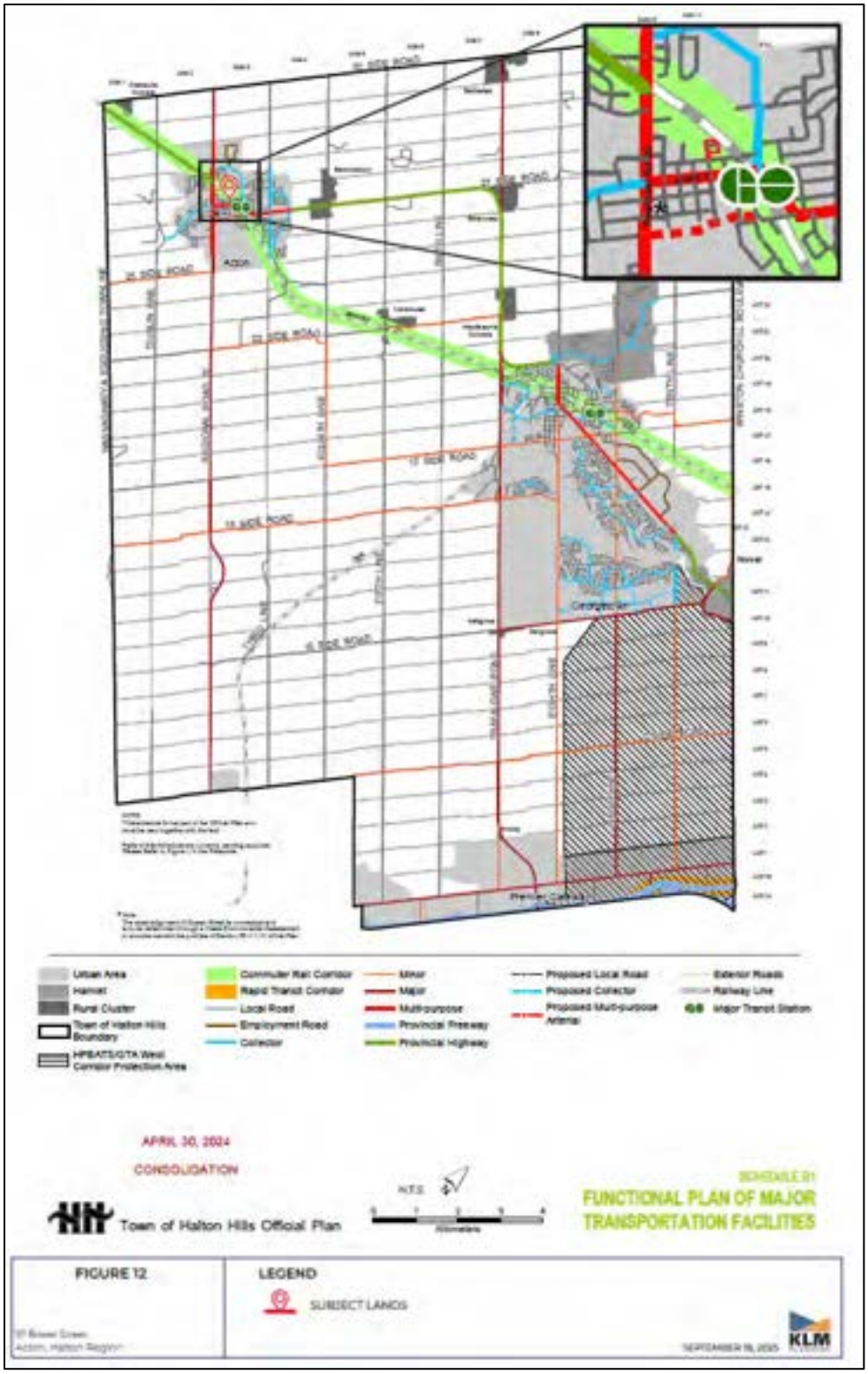


FIGURE 12 – TOWN OF HALTON HILLS OFFICIAL PLAN – SCHEDULE B1 – FUNCTIONAL PLAN OF MAJOR TRANSPORtATION FACILITIES



Appendix C – Official Plan Amendment

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

THE CORPORATION OF THE TOWN OF HALTON HILLS
BY-LAW NO. 2026-XXXX

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

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

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

By-Law read and passed by the Council of the Town of Halton Hills this _____ day of _____, 2026.

_____
Mayor – Ann Lawlor

_____
Clerk – Valerie Petryniak

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

The attached text and schedules constitute Amendment No. XXXX to the Official Plan of the Town of Halton Hills, which was adopted by the Council of the Town of Halton Hills by By-law 2026-XXXX, in accordance with the provisions of the Planning Act, 1990, R.S.O. c.P. 13, as amended:

THE CORPORATION OF THE TOWN OF HALTON HILLS

_____ _____

MAYOR – Ann Lawlor CLERK – Valerie Petryniak

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

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

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

PART A – THE PREAMBLE

1. Purpose of the Amendment

The applicant (Castlegrove Developments Inc.) proposes to develop the property municipally known as 97 Bower Street. Official Plan Amendment and Zoning Bylaw Amendment applications have been submitted to allow for an 80-unit residential development within a five (5) storey mid-rise building. The purpose of this amendment is to redesignate the subject lands from Low-Density Residential Area to High-Density Residential Area to permit the development as proposed.

2. Location of the Amendment

The amendment applies to lands shown on Schedule 1.

3. Details of the Amendment

Map Change

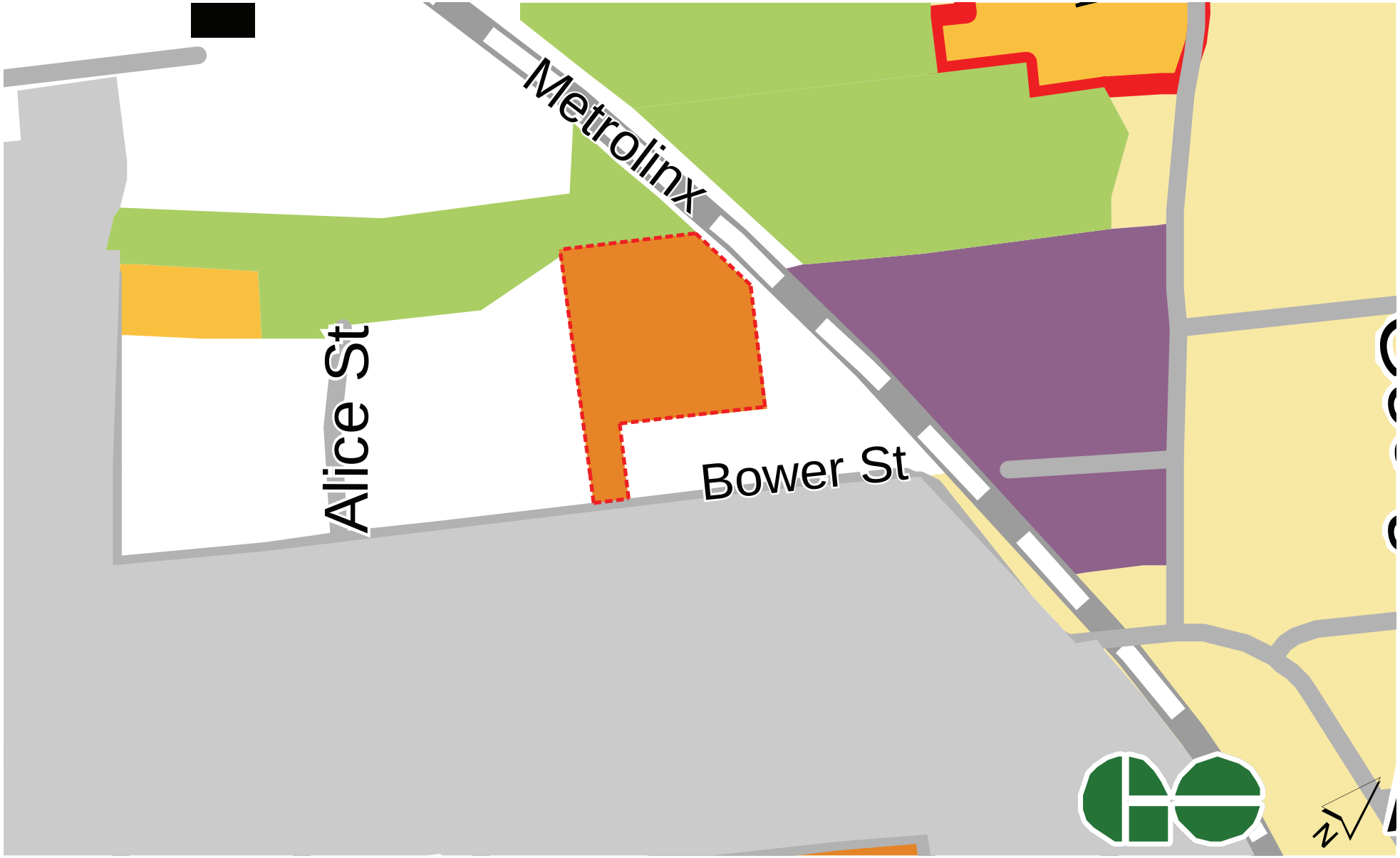
Schedule A6 ACTON URBAN AREA LAND USE PLAN has been amended to show the High-Density Residential Area designation on the Subject Property.

PART B - THE AMENDMENT

1. Map Change – That Schedule A6 - ACTON URBAN AREA LAND USE PLAN is hereby amended by identifying lands municipally known as 97 Bower Street as High-Density Residential Area as shown in Schedule ‘1’ to this amendment.

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SCHEDULE 1 to OPA No.XX



Medium Density Residential Area

High Density Residential Area

Private Open Space Area

General Employment Area

0 250 500 750 1000 1250

Metres

Town of Halton Hills

Appendix D – Zoning By-law Amendment

DRAFT ZONING BY-LAW AMENDMENT
BY-LAW NO. 2026-_____

Being A By-law to Amend Zoning By-law 2010-0050, as amended, of the Town of Halton Hills, Lots 268 and 272 on Registrars Compiled Plan 1098 municipally known as 97 Bower Street, Town of Halton Hills, Regional Municipality of Halton ("the Subject Lands")

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

AND WHEREAS on _____, 2026, Council for the Town of Halton Hills approved Report No. PL _____, dated _____ in which certain recommendations were made relating to amending Zoning By-law 2010-0050;

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

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

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

1. That Schedule "A06-Acton" of Zoning By-law 2010-0050, as amended, is hereby further amended by rezoning the Subject Lands described above as shown on Schedule 1 attached to and forming part of this By-law from a Low Density Residential (LDR1-4) and Environmental Protection (EP) Zone to an HDR - High Density Residential – Exception and Environmental Protection (EP) Zone as shown on Schedule 2 attached to and forming part of this By-Law.

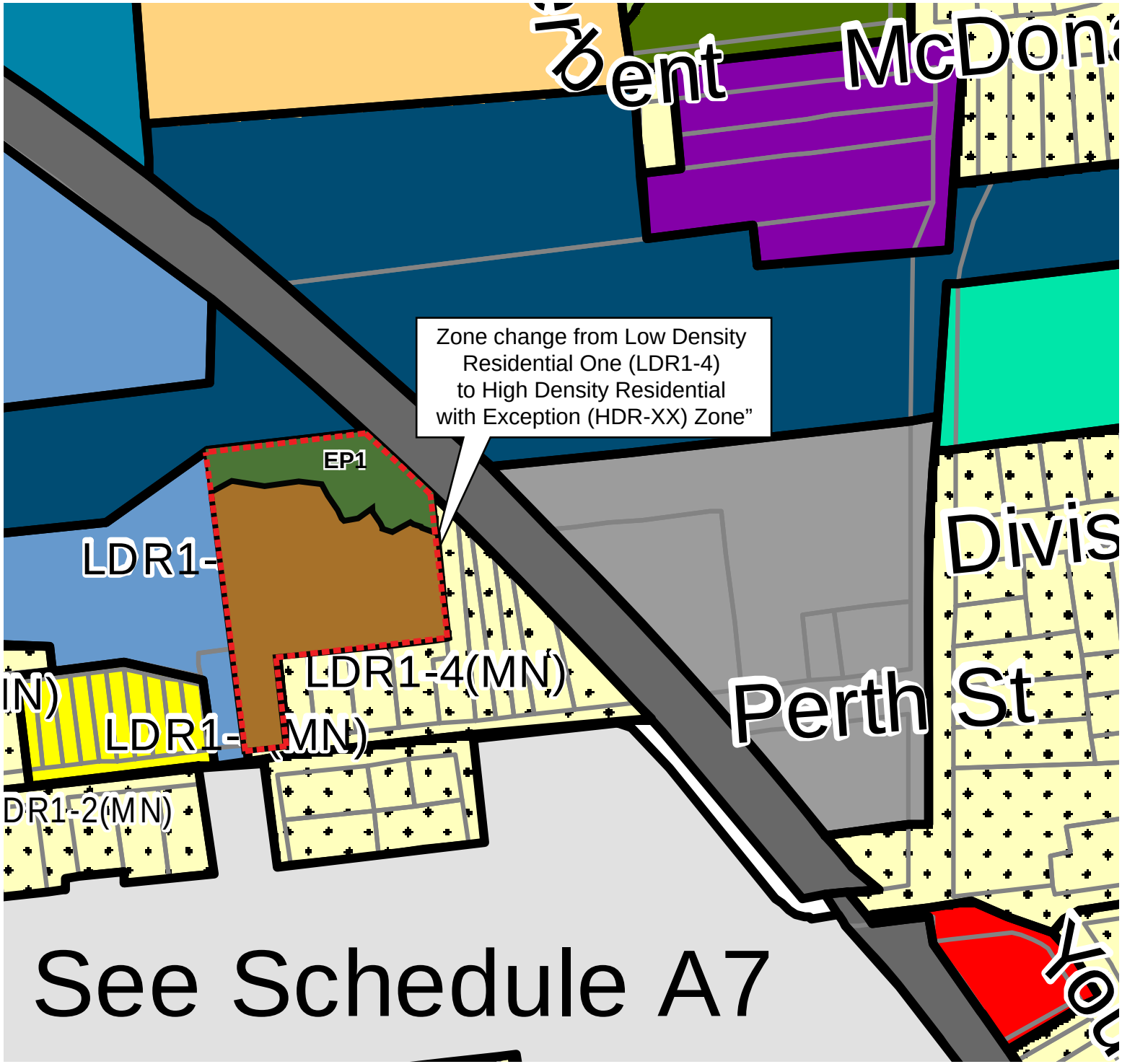
2. That Table 13.1: Exceptions of Zoning By-law 2010-0050 is hereby amended by adding the Exception Provision contained in Schedule 2 attached to and forming part of this By-law.

BY-LAW read and passed by the Council for the Town of Halton Hills this ____ day of _____, 2026.

_____
Mayor – Ann Lawlor

_____
Clerk – Valerie Petryniak

SCHEDULE 1 to By-law 202__-___



Town of Halton Hills

LEGEND

- 97 Bower Steer
- Development, D
- Employment One, EMP1
- Environmental Protection One, EP1
- Environmental Protection Two, EP2
- Institutional, I
- Corridor Commercial, CC
- Local Commercial, LC
- Low Density Residential One, LDR1
- Low Density Residential Two, LDR2
- Medium Density Residential One, MDR1
- Medium Density Residential Two, MDR2
- High Density Residential, HDR
- Open Space One, OS1
- Open Space Two, OS2
- Open Space Three, OS3
- Open Space Four, OS4
- Transportation, T
- Low Density Residential One Mature Neighbourhood, LDR1(MN)

SCHEDULE 2 to By-Law 2026-XXXX – DRAFT ZONING BY-LAW

EXCEPTIONS

1	2	3	4	5
Exception Number	Zone	Municipal Address	Additional Permitted Uses	Special Provisions
XX 2026-XXX	HDR	97 Bower Street	Block Townhouse Dwellings Rear Lane Townhouse Dwellings	i. Minimum required interior side yard (Western Lot Line) – 4.5m ii. Minimum setback from an interior lot line for a building with a height greater than 13.4m – 4.5m. iii. The 45-degree angular plane from the lot line shall not be applicable to the Western Lot Line. iv. Notwithstanding Table 5.2- Residential parking requirements - residential parking requirements for Units 1-249: 1.15 spaces per unit inclusive of visitor parking. v. Bicycle Parking Spaces: 0.5 spaces per unit vi. Policy 4.3 a) shall not apply and waste storage areas are permitted to be located outside of the main building within the High Density Residential (HDR) Zone.

Appendix E – Pre-Consultation Meeting Minutes

PRE-CONSULTATION / DEVELOPMENT REVIEW COMMITTEE MEETING NOTES
February 15, 2024
D00ENQ24.007 – 97 Bower Street

Project Manager/Planner: John McMulkin
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
☐ Condominium ☐ Consent ☐ Minor Variance ☒ Official Plan Amendment ☐ Site Plan ☐ Subdivision ☒ Zoning By-law Amendment ☐ Other:	**Owner:** Castlegrove Developments Inc. c/o Rob Bucci **Applicant:** KLM Planning Partners Inc. c/o Marshall Smith **Property Address:** 97 Bower Street **Proposal:** 8-storey, 140-unit residential apartment building

Planning & Development

John McMulkin ext 2339 jmcmulkin@haltonhills.ca

Submission Requirements:

Plans:
- ☒ Site Plan Drawing
- ☐ Draft Plan of Subdivision
- ☐ Sketch by Surveyor (Land Division)
- ☒ Legal Survey
- ☒ Building Elevations/Renderings (Colour)

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 Study
  - Environmental Impact Study

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

Comments:

The subject proposal seeks to permit an 8-storey, 140-unit residential apartment building. The proposal includes a total of 161 parking spaces consisting of 100 surface spaces and 61 underground spaces.

It should be noted that following the pre-consultation meeting the Applicant submitted a preliminary townhouse concept for consideration. Planning comments regarding the townhouse proposal are provided as part of these notes as well.

Policy Context:

Official Plan:

The subject property is designated Low Density Residential Area under the Town's Official Plan. The Low Density Residential Area designation does not permit apartment dwellings. Therefore, an Official Plan Amendment is required.

Staff suggests that any amendment seek to change the designation to High Density Residential Area, which permits apartment dwellings at a maximum height of 8 storeys and a maximum density of 100 units per net residential hectare of land. The proposed 8-storey, 140-unit apartment dwelling represents a density of approximately 146 units per net residential hectare.

Section D1.4.4 of the Official Plan states that in considering high density residential development by way of Official Plan Amendment, Council shall be satisfied that the proposal:

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

	j) municipal water and wastewater services are adequate and available. <u>Zoning By-law:</u> The property is zoned Low Density Residential One Exception (LDR1-4(6)) and Environmental Protection One (EP1) under Comprehensive Zoning By-law 2010-0050. The LDR1-4(6) zone is subject to a Holding (H1) Provision, which may be lifted once a site plan agreement has been executed and servicing allocation has been granted to the development. The LDR1-4(6) zone only permits single detached dwellings, semi-detached dwellings and home occupations, and the maximum number of units permitted within this site-specific zone is 13. The EP1 zone does not permit any residential uses. Therefore, a Zoning By-law Amendment is required. Staff suggests that any amendment seek to change the zoning to a High Density Residential (HDR) zone, which permits apartment dwellings at a maximum density of 100 units per net residential hectare of land. <u>Urban Design:</u> The proposed development is subject to the Urban Design policies outlined in Section F2 of the Town's Official Plan. The Applicant will be required to submit an Urban Design Brief, from a 3rd party, outlining conformity with these policies. The Urban Design Brief may be peer-reviewed at the cost of the Applicant. **Staff Comments on Proposal:** • As part of the proposed applications the Applicant will need to demonstrate how the proposal meets the criteria for considering high density development by way of Official Plan Amendment as outlined in Section D1.4.4 of the Official Plan. Based on these criteria and the scale of the proposed development, staff questions whether the proposal is appropriate for the site. Some of the factors that were considered include: o Bower Street is classified as a Local Road under the Town's Official Plan, which is not intended to accommodate high volumes of traffic. o Given the building is proposed to be 8 storeys in height and the homes in the surrounding neighbourhood are 1 or 2 storeys in height, the proposed building would be at least 6 storeys taller than the surrounding homes. o Given the height and location of the proposed building, there is potential for significant shadow impacts to surrounding residential properties. o The proposal is deficient by a significant number of parking spaces. Given 245 parking spaces are required for the proposed 140 residential units and only 161 spaces are being provided, the proposal is deficient by 84 spaces. This represents a defincicency of approximately 34%. • A portion of the building and the proposed surface parking area appears to be located within the portion of the property

	zoned EP1, which is not permitted. As part of the review Credit Valley Conservation and Halton Region will need to be satisfied that a zoning change in these areas to accommodate the proposed development will meet their policies and regulations. Credit Valley Conservation staff would also like to set up a site visit to view and confirm the regulated features on the property in the spring growing season. Please see the Credit Valley Conservation and Halton Region sections of these notes for further information. • The minimum setback from the railway right-of-way under the Zoning By-law is 30 metres, but only a setback of 20 metres to the proposed building is being provided. As part of the review of the proposal CN Railway and Metrolinx will need to confirm whether 20 metres is sufficient. Please see the CN Railway and Metrolinx sections of these notes for further information. • As part of the conditions of draft approval for the previous Draft Plan of Subdivision for the subject property (which was later withdrawn by the Owner), the Owner was required to transfer ownership of a small parcel of land (Part 2, Plan 20R-12317) to the abutting property (101 Bower Street) in order to address an encroachment of a portion of the dwelling (attached garage) located at 101 Bower Street onto the 97 Bower Street property. The Owner was also required to register a common ownership agreement with the Town with respect to this parcel and the abutting property prior to completing the transfer. Given this has not yet occurred, the Owner will be required to register a common ownership agreement and transfer ownership of this parcel as part of the proposal or prior to the submission of the proposed applications. • To facilitate the transfer, approval of a Draft Plan of Subdivision, Consent or Part Lot Control Exemption By-law application will be required. Please note that the transfer may only occur through the Part Lot Control Exemption By-law process if the land is described in accordance with a registered plan of subdivision. • Should the Official Plan and Zoning By-law Amendment applications be approved, the proposal will be subject to the approval of a Site Plan application. A separate pre-consultation meeting will be required for the Site Plan application and any Condominium application at a later date. **Staff Comments on Townhouse Proposal:** • After the pre-consultation meeting for the above proposal, the Applicant submitted a townhouse proposal for the subject property to obtain preliminary feedback from staff. The proposal consists of 35, 3-storey townhouse dwelling units on a private condominium road and includes: o 16 back-to-back and 19 conventional townhouse dwelling units within 4 townhouse blocks; o 6.5m wide private condominium road; o 12 visitor parking spaces; o 20m development setback from railway right-of-way; and o Outdoor amenity area adjacent to railway.

	• Overall, Planning staff views the townhouse proposal to be a more appropriate form and scale of development than the subject apartment building proposal. The following provides Planning staff's preliminary comments regarding the townhouse proposal. • Townhouse dwellings are not permitted under the property's current Low Density Residential Area designation and LDR1-4(6)(H1) zone. Townhouse dwellings are permitted within the Medium Density Residential Area designation and Medium Density Residential Two (MDR2) zone at a maximum density of 50 units per net residential hectare of land. Given the proposal represents a density of 37 units per net residential hectare, an Official Plan Amendment is required to redesignate the site to Medium Density Residential Area along with any needed special policies. A Zoning By-law Amendment is also required to rezone the site to MDR2 along with any needed special provisions. • The same submission requirements that apply to the apartment building proposal will apply to the townhouse proposal. However, should the Owner wish to sell the units individually, a Condominium application will also be required. In this case, the following additional applications will be required depending on how ownership of the site is intended to be split up: o Standard Condominium application – should the entire site be included within the condominium; or o Commen Elements Condominium and Part Lot Control Exemption By-law applications – should the proposal consist of freehold units with common elements (e.g., private road, visitor parking, outdoor amenity areas). An administrative Draft Plan of Subdivision application will also be required to facilitate the Part Lot Control Exemption By-law application should the property not be described in accordance with a registered plan of subdivision. • Maintain a minimum rear yard setback of 7.5 metres for the townhouse dwellings located at the south end of the site to accommodate an appropriately sized and usable private outdoor amenity area, buffer the development from existing residential properties along Bower Street, and provide opportunities for landscaping and vegetative screening. The height of these townhouses should also be reduced to 2 storeys to mitigate potential overlook and shadow impacts to these properties. Greater heights may be considered at the north end of the site and adjacent to the railway. • A minimum of 2 resident parking spaces per dwelling unit will need to be provided in addition to the 12 visitor parking spaces. The Applicant is encouraged to provide additional visitor parking where space permits. • The private condominium road width will need to be increased to a minimum of 6.7 metres in accordance with the minimum aisle width under Zoning By-law 2010-0050. • Part of the proposed development appears to be located within the portion of the property zoned EP1, which is not permitted.

	As part of the review of the proposal Credit Valley Conservation and Halton Region will need to be satisfied that a zoning change in this area to accommodate the proposed development will meet their policies and regulations. • As noted, the minimum setback from the railway right-of-way under the Zoning By-law is 30 metres. As part of the review of the proposal CN Railway and Metrolinx will need to confirm whether 20 metres is sufficient. • Consider relocating the outdoor amenity area to the interior of the site to mitigate impacts from the adjacent railway operations and providing additional visitor parking spaces within the minimum railway setback where permitted under applicable policies and regulations. • Should the Official Plan and Zoning By-law Amendment applications be approved, the proposal will be subject to the approval of a Site Plan application. A separate pre-consultation meeting will be required for the Site Plan application and any Subdivision, Condominium and Part Lot Control Exemption By-law applications at a later date. **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. **Complete Application Submission Materials:** 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 include: *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. **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 have 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 encourages the unbundling of the applications to allow for a proper review to be conducted. *Note:* should Bill 185 be adopted by the Province the fee refund requirements established through Bill 109 may no longer apply and a Pre-Submission application may no longer be applicable. **Fees:** Town of Halton Hills application fees will be calculated as follows: • Pre-Submission Application – Combined OPA/ZBA (credited to combined OPA/ZBA fee) • Official Plan Amendment – (Base Fee + Variable Fee) • Zoning By-law Amendment – (Base Fee if submitted concurrent with Official Plan Amendment)

	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:	Comments:
☒ Heritage Impact Assessment ☒ Consultation with Heritage Halton Hills recommended ☐ Other:	The property at 97 Bower Street is adjacent to several properties listed on the Town's Heritage Register, including: 93 Bower Street (Anderson-Harrison House), 105 Bower Street, 111 Bower Street, 115 Bower Street, and 119 Bower Street. While not directly adjacent, the Syndicate Housing HCD is located in close proximity to the subject property, and several listed properties are located along the south side of Bower Street. A Heritage Impact Assessment is required as part of this proposal in accordance with OP Policy F5.1.2 (Terms of Reference provided). A rendering/3D modelling of the proposed building in relationship to the existing listed properties adjacent to the subject property should also be included as part of the HIA.

Zoning

Rachel Purdy ext. 2320 rpurdy@haltonhills.ca

Submission Requirements:	Comments:
☐ Zoning By-law Matrix ☐ Designated Disabled Person Parking ☐ Sign By-law ☒ Other: Draft Zoning By-law Amendment	The subject property is zoned Low Density Residential One (Exception 6)(Holding 1) (LDR1-4(6)(H1)) and Environmental Protection One (EP1). No buildings or structures are permitted within the EP1 zone. Site-specific HDR rezoning is required, which includes relief from the following provisions: • Maximum density – 100 units per 1.0 hectare of lot area. • Maximum height – 25 metres. • Minimum setback from an interior or rear lot line for a building with a height greater than 13.4 metres: o 13.4 metres for the portion above 13.4 metres in height; o For the portion that has a height of 4.6 metres or less, the setback is required to be 6.0 metres; and o For the portion that has a height between 4.6 metres and 13.4 metres, the building shall be constructed within the 45-degree angular plane from the lot line. • Parking is required to be provided at a rate of 1.5 resident spaces per dwelling unit plus 0.25 visitor spaces per dwelling unit. • The Zoning By-law requires a minimum 30m setback from the land owned by the railway authority. • Waste storage areas in an HDR zone are required to be located within the main building.

Planning & Development (Legal)

Romaine Scott ext. 2344 romaines@haltonhills.ca

Submission Requirements:

☒ Agreement
☒ Transfer
☐ Other:

Comments:

- As a condition of Site Plan Approval, the registered owner will be required to enter into a Site Plan Agreement with the Town.
- 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 Site Plan 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 Agreements.

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

Other Documents and Materials:
☒ Cost Estimates - Site Works
☒ Construction Management Plan
☐ Salt Management Plan
☐ Development Agreement for External Works
☐ License Agreement for External Works
☒ Entrance Permit
☒ Excavation Permit
☐ Site Alteration Permit
☐ Other:

Comments:

For the Official Plan and Zoning By-law Amendment Applications, Development Engineering will require:

- Detailed Servicing and Grading Plans for both on-site and off-site services.
- Sediment and Erosion Control Plan.
- Functional Servicing Report.
- Noise Impact Study to address any on-site noise generators in accordance with the MOE Environmental Noise Guidelines, Publication NPC-300 2013 or newest published version. The report shall identify the noise generator(s) and provide recommendations to mitigate any exceedances.
- A copy of any required Phase 1 and/or Phase 2 Environmental Site Assessment (ESA).

For the Site Plan Application, Development Engineering will require:

- Lighting and Photometrics Plan demonstrating that all proposed lighting has achieved full cut-off at property line.
- Stormwater Management Report that demonstrates the storm drainage flows will be controlled from 5-year pre-development flow rates to 100-year post development flow rates and that on-site quality control is being met for a minimum of 80% TSS removal. Please note that the watercourse north of the property drains towards Fairy Lake. Demonstrate through the SWM report that the development will not increase the levels of phosphate.
- Transportation Impact Study based on final layout.
- Geotechnical Report discussing any soil related concerns and providing recommended pavement for light duty and heavy roadway make-ups.
- Design drawings for all external servicing and road works.
- Construction Management Plan accounting for items such as, but not limited to, site trailer, material storage/stock pile

	location, construction access, road cleaning, construction stages, trucking routes, and draft construction notice to surrounding properties. • Construction Cost Estimates for all civil works to determine the securities for the Site Plan Agreement.

Transportation

Ivan Drewnitski ext. 2328 idrewnitski@haltonhills.ca

Submission Requirements:	**Comments:**
Plans: ☒ Traffic Signage & Pavement Marking Plan ☒ AutoTURN Vehicle Swept Path Analysis ☐ On-Street Parking Plan ☐ Active Transportation Circulation Plan Reports: ☒ Transportation Impact Study ☒ Parking Justification Study Other Documents and Materials ☐ Construction Management Plan ☒ TIS – Terms of Reference ☒ Other: • Transportation Demand Management (TDM) Plan • PDF of all studies and electronic submission of all Synchro files	OPA/ZBA 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 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 Applicant will be required to implement any improvements to accommodate the development (e.g., road widening, pedestrian crossovers, traffic signals, etc.) and address any deficiencies that are triggered from the site onto the transportation network. A review of the proposed site access to Bower Street will be required. Ensure that all TAC standards are adhered to including, but not limited to, sightlines, intersection spacing, corner clearances, road alignments, etc. Any consideration to 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. Any rate reductions would be considered and reviewed based on, but not limited to, similarities between the proxy site and the proposed site and why they will generate a similar parking demand, TDM measures, review of Institute of Transportation Engineers Parking Generation Manual, Transportation Tomorrow Survey data, and supporting conclusions/recommendations. 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 development should implement initiatives that increase sustainable travel and reduce single occupancy vehicles by promoting transit, carpooling, cycling and pedestrian infrastructure. SPA Comments 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 is functional. On separate plans, illustrate truck turning movements with one continuous path using AutoTURN and insert the design vehicles on the plans. Traffic signage and pavement markings are to be noted on the site plan. Please refer to the Ontario Traffic Manual regarding the type and location of signs and pavement markings. The site will need to incorporate sidewalks internally to promote active transportation. Significant consideration must be given to pedestrian circulation. Safe and convenient (direct) pedestrian connections from the building entrances to the municipal sidewalk shall be provided. The pedestrian connections should minimize walking distance and vehicular conflict points. Wider walkways are preferable throughout the site. Bicycle parking spaces and a detail of the proposed bike racks need to be shown on the site 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.

Building Services

Loris Vaccher ext. 2216 lorisv@haltonhills.ca

Submission Requirements:	**Comments:**
Plans: ☐ Demolition Plan Reports: ☐ Geotechnical/Slope Stability Report Other Documents and Materials: ☒ Ontario Building Code Data Matrix ☒ Building Permit ☐ Change of Use Permit ☐ Demolition Permit ☐ FSR – Terms of Reference ☒ Other: • Site Servicing Plan • Regional Services Permit ** Contact the Building Section regarding building permit fee information**	• A building permit is required. • Provide an Ontario Building Code (OBC) Data Matrix. • Provide a site servicing plan. • A regional services permit is required. • Show the location of the fire route. • Show the location of all fire hydrants.

Economic Development, Innovation and Culture

Tony Boutassis ext. 2338 tonyb@haltonhills.ca

Submission Requirements:	**Comments:**
Plans: ☐ Site Plan Drawing ☐ Elevations	No comments at this time.

Reports: ☐ Financial Impact Analysis ☐ Planning Justification Report ☐ Market Impact Analysis Other Documents and Materials: ☐ Ontario Building Code Data Matrix ☐ Other:	

Fire Services

Jason Blackmere ext. 2139 jblackmere@haltonhills.ca

Submission Requirements:	**Comments:**
☐ Other:	• A fire safety plan for each building shall be submitted 8 weeks before occupancy for review and approval. • A Fire Department key box shall be installed before occupancy. • 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. Indicate the required fire route signage on site plan. • The fire route shall meet the following standards: 1. A clear width not less than 6 m is required, unless it can be shown that lesser widths are satisfactory. 2. A centerline radius not less than 12 m is required. 3. An overhead clearance not less than 5 m is required. 4. A change of gradient not more than 1 in 12.5 over a minimum distance of 15 m is permitted. 5. Designed to support the expected loads imposed by firefighting equipment and be surfaced with concrete, asphalt or other material designed to permit accessibility under all climatic conditions and support a load of not less than 25,000 lbs. (11,363 kg) per axle. 6. Turnaround facilities for any dead-end portion of the access route more than 90 m long are required. 7. Connection to a public thoroughfare is required.

Recreation & Parks

Angela Mourao ext. 2012 amouaro@haltonhills.ca

Submission Requirements:	**Site Plan Comments:**
Plans: ☒ Landscape Plan ☒ Tree Inventory/Tree Protection Plan Reports: ☒ Tree Preservation Report	A Tree Preservation Report (TPS) shall be prepared by a certified arborist, providing an assessment of the condition of any existing trees on and off site that may be impacted or removed by the proposed site works. (This may also be included as part of any Regional or Conservation Authority Requirements). A Tree Inventory Plan shall be prepared by a certified arborist, including: • A Mitigation Strategy, including tree protection details; and

Other Documents and Materials: ☒ Cash-in-lieu of Parkland – By-Law No. 2022-0043 *Creation of new lots always triggers cash in lieu of parkland costs owing by the proponent* ☒ Landscape Buffer ☒ Cost Estimates – Landscape ☐ Other:	• A Compensation Strategy for trees to be removed. No trees shall be removed until a review of the Tree Inventory Plan is completed by the Town. A Landscape Plan shall be prepared by a Landscape Architect, addressing: • 1.8m solid screen fence, against existing properties. • Tree inventory and preservation report recommendations. • The location of all existing trees to be impacted by development. • The location of all existing trees to be retained, and associated tree protection details. • Outdoor amenity area for proposed residents or terraces. • Enhanced landscape or façade treatments due to reduced setbacks. • Protection and Enhancement of natural features. • Direct and safe pedestrian and trail connections onto and throughout the site. • Strong Visual Identity with High Quality of Built Form (Building/Signage) and Landscape Treatments. • Enhanced and coordinated landscape treatment along the street frontages and building entrances, to provide visual interest and a quality urban form that reflects and reinforces the site's prominence and enhances the public realm. • Landscaping and minimum landscape widths and buffers in accordance with the Town's Site Plan Application Guide and Zoning Requirements. It is expected that all proposals will complement, and be sensitive to, the existing architectural quality, scale and character of the built form and public spaces on adjacent properties and in the greater community. For additional Site Plan requirements, please see the Site Plan Application Guide: https://www.haltonhills.ca/en/business/Site-Plan-Application-Guide.pdf Under the Town's By-law 2022-0043 "The Conveyance of Land or Payment of Cash-in-lieu of Parkland for Public Park Purposes", cash-in-lieu will apply. Within a Medium/High Density Residential Area cash-in-lieu will apply at a rate of 1 hectare per 1,000 dwelling units.

Green Development Standards

Michelle Bourdeau ext. 2365 mbourdeau@haltonhills.ca

Submission Requirements:	Comments:
☒ Green Development Standards Checklist ☐ Other:	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 and must be submitted as a single package. The version 3 Standards with 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:	Comments:
☒ Development Charges ☒ Other: Community Benefits Charges	Development Charges would be applicable to the new residential structure and payable prior to building permit issuance. Community Benefits Charges would also apply given the proposed structure is greater than 5 storeys and 10 dwelling units. Further information regarding both DCs and CBCs can be found here: https://www.haltonhills.ca/en/business/development-charges.aspx#2022-DC-and-CBC-Background-Studies

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 Prueter 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:	**Comments:**
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	Halton Hills Hydro Inc. (HHHI) is to be contacted for any electrical changes and service layouts. Presently, there is no electrical service to this site (97 Bower Street). When the Applicant is ready to coordinate electrical servicing to the property, the Applicant will need to contact Halton Hills Hydro Inc. at 519-853-3700 ext. 213 to request a Technical Service Layout. The Applicant should contact the utility as early as possible to begin the Layout process. There can be significant lead times for some materials such as meters and transformers.

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). 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).	The Applicant should contact HHHI's Engineering Department to discuss the anticipated load and determine the point of supply from the distribution system. Currently, there is only one single phase conductor (2.4kV distribution voltage) fronting 97 Bower Street and therefore the Applicant will most likely require an Expansion of HHHI's distribution system. Please refer to HHHI's Conditions of Service under Section 2.1.2. for further details regarding expansions: https://haltonhillshydro.com/for-business/conditions-of-service. Furthermore, please provide HHHI with anticipated/tentative timing for the servicing. **Please send an email to natashar@haltonhillshydro.com and rsyed@haltonhillshydro.com with the tentative timing for the anticipated in-service date along with the estimated monthly peak load (kW). This information is required by HHHI for planning purposes.** 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 HHHI 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. Furthermore, if any EV chargers will be installed, the Applicant is to let HHHI know what level of chargers will be installed and how many. The pole at the front entrance looks to be in conflict with the driveway and will most likely need to be relocated. This will need to be evaluated in the Technical Service Layout process. Please note: location of transformation on the property will be established as part of the Technical Service Layout process, if required. However, it is recommended that the Applicant considers space for a transformer(s) in their site plan design. All new electrical services must be in accordance with our present Conditions of Service (https://haltonhillshydro.com/for-home/conditions-of-service/), Standards, and Specifications. The Applicant will require a Technical Service Layout for each new service to coordinate any electrical service upgrades or modifications for the property. Please contact HHHI at 519-853-3700 Ext. 211 to make an application for a Technical Service Layout (TSLO). • When applying for each TSLO, the Applicant will need to provide HHHI with (at minimum): o Copies of the site plan, electrical room drawing, and switch gear in paper and AutoCAD format. Scale shall be 1:500 or 1:1000.

	o Electrical single line diagram showing electrical requirements for the building (i.e., voltage, amps) and estimated demand load in kW and kVA. o 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. o 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. o 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-home/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. • 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. • The Applicant and/or their contractors shall obtain locates prior to any excavation. • Due to the scope of the project HHHI is recommending the Applicant engages HHHI as early as possible in their process to begin a TSLO. 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. In addition, 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. • HHHI requires the new address and/or unit number for the building(s) once they have been established.

Conservation Authorities

Credit Valley Conservation – Elizabeth Paudel elizabeth.paudel@cvc.ca

Submission Requirements:	**Comments:**
Reports: ☒ Geodetic Elevations ☐ Staking of Drip Line ☐ Staking of Top of Bank ☒ Functional Servicing Report ☒ Stormwater Management Report ☐ Geotechnical/Slope Stability Study ☒ Hydrogeological Study and Site-Based Water Balance ☐ 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: • CVC Review Fee(s) • Site Plan • Constraints Plan/Map	Based on our mapping, the property at 97 Bower Street in Halton Hills is adjacent to Black Creek and traversed by its associated flood and meander belt/erosion hazards. As such, the property is subject to CVC Ontario Regulation 160/06: Regulation for Development, Interference with Wetlands and Alterations to Shorelines and Watercourses. A permit from CVC will be required for any development on the property within CVC's Regulated Area. The property is also located within a significant groundwater recharge area, highly vulnerable aquifer, and WHPA-E of the CTC Source Protection Plan. It is recommended that an appropriate restrictive zoning be placed over all lands beyond the approved limit of development (natural hazards) including all applicable buffers/setback areas and the lands be put into public ownership for long-term protection and maintenance. Please illustrate the areas to be placed into restrictive zoning on all relevant plans, including the Site/Grading Plan and the Constraints Plan. Flood Hazard Based on CVC's official floodplain mapping for Black Creek, the Regulatory Flood Elevation (R.F.El.) for the subject site ranges from 350.09 – 350.20 m. In order to determine the extent of flooding within the subject site, please provide a geodetic survey and delineate R.F.El. of 350.09 – 350.20 m on the Site Plan. Please see the provided CVC floodplain mapping. Meander Belt/Erosion Hazard The Applicant must retain a Qualified Fluvial Geomorphologist to provide a site-specific Erosion Hazard/Meander Belt Assessment. The Applicant should follow CVC's Fluvial Geomorphology Fact Sheet I. Note that the proposed development must be located outside of the erosion hazard. Constraints Map A constraints map is to be provided and should depict the extent of all natural hazards (as determined through site stakings and technical studies), as well as the Limit of Development (LOD) as a bold contour line, to encompass all site preparation, servicing, grading, ground disturbance, and construction activities associated with the proposed development, and clearly show the buffer to the natural hazards. Generally, a minimum 10m buffer is applied to the greatest constraint to establish the LOD.

	Hydrogeology A full-scale hydrogeological study and site-based water balance will be required. Where the pre to post water balance concludes a reduction in infiltration in the order of 10% or greater, the proponent is required to propose measures (LID) with justification required by the MECP guidelines, etc., to mitigate the shortfall. Please see the provided CVC documents. Stormwater Management Please refer to CVC's Stormwater Management Guideline: • Water Quality – Flooding (Section 3): Post development peak flows should be controlled to pre-development levels for all storms including 2, 5, 10, 25, 50 and 100 year. Please also refer to Recommendations 2.3 to 2.5 of the Black Creek Subwatershed Study. • Erosion (Section 4): CVC recommends "at a minimum retain 5 mm on site where conditions do not warrant the detailed analysis". • Water Balance: Since the site is located within an SGRA, a site-based water balance will be required showing pre-development infiltration will be met or exceeded in post-development conditions. At the current stage, CVC does not have servicing plans and does not know where the site is discharging. If the site will be discharging flows to Black Creek, the outfall should be located outside of the 100 year erosion hazard or 30 m from the watercourse. Erosion treatment of the outfall may be addressed by a Qualified Geomorphologist. LID CVC staff strongly recommends the adoption of Low Impact Development (LID) as part of the SWM Plan where feasible. Please refer to the CVC/TRCA Low Impact Development Planning and Design Guide for guidance, or: https://wiki.sustainabletechnologies.ca/index.php?title=Main_Page. ESC ESC measures will be required to be implemented on site throughout the duration of the construction. Erosion and sediment controls should remain in place until the construction activity is completed and all disturbed areas are vegetated/stabilized. • Please refer to the Standard Notes for Drawings Submitted for CVC Review, and apply the notes to the Erosion and Sediment Control drawings as necessary. • Erosion and sediment control measures should be installed in accordance with the Ontario Provincial Standard Drawings (OPSDs); refer to the ESC Guide for Urban Construction for guidance. CVC staff would like to set up a site visit to view and confirm the regulated features on the property. Please contact CVC to arrange for a site visit in the spring growing season.

	CVC review fees will be required at application submission as per our fee schedule here: https://cvc.ca/about-planningpermits/fee-schedule/. Please contact CVC to confirm the fees at application submission.

Halton Region

Shelley Partridge shelley.partridge@halton.ca

Submission Requirements:

Reports:

- ☒ Environmental Site-Screening Questionnaire
- ☒ Environmental Impact Study
- ☒ Environmental Site and/or Risk Assessment (TBC)
- ☐ Subwatershed Impact Study
- ☐ Agricultural Impact Study
- ☐ Well Survey and Monitoring Report
- ☒ Water Usage and Sanitary Discharge Report
- ☐ Aggregate Resource Assessment
- ☒ Archaeological Assessment
- ☒ 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(s)
- ☒ Regional Review Fee(s)
- ☒ Full Digital Submission
- ☒ Other:
  - Waste Plan (if municipal waste collection is required)
  - Dewatering Information

Comments:

- Clarification on the status of the Regional Official Plan policies is provided below, given new provincial legislative changes:
  - Through Bill 150, the former provincial decision on ROPA 49 was essentially repealed, save for three modifications.
  - ROPA 49 is considered approved, as Bill 150 received Royal Assent on December 6, 2023.
- The subject property falls within the Protected Countryside Area of the provincial Greenbelt Plan (2017), however Acton is considered a settlement area and Regional staff is of the opinion that there are no conformity issues with the Greenbelt Plan.
- The 2009 Regional Official Plan (ROP), as amended, designates the subject lands as Urban Area. The range of permitted uses and the creation of new lots within the Urban Area are to be in accordance with local Official Plans and Zoning By-laws. All development, however, shall be subject to the ROP policies as per Section 76 of the ROP.
- The subject property falls within a Major Transit Station Area (MTSA) in the ROP, which is one of the Strategic Growth Areas in the Region – within the ROP, the policies outline that development with higher densities be directed to Strategic Growth Areas
- However, as indicated in Table 2B of the ROP, density targets for this area are deferred to the Town of Halton Hills to be determined through the Town's Secondary Plan process.
- 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.
- Directly adjacent to the rear lot line is a tributary (Black Creek) regulated by Credit Valley Conservation (CVC) – Regional staff would request a scoped EIA be undertaken to ensure that there is no negative impact to this natural area. Regional staff would need to be involved in scoping the Terms of Reference for this work, but it is expected that the work would be limited to potential impacts to fish habitat, Significant Wildlife Habitat screening and species at risk screening (prior to the removal of any trees on the property).
- Section 147(17) of the ROP requires that prior to the Region or local municipality considering a development application, the proponent identifies whether there is any potential for soils on the site to be contaminated – the Applicant is required to complete an Environmental Site-Screening Questionnaire (attached). Should any Environmental Site Assessments be required, the studies are to be done to O. Reg. 153/04

	standards and the author(s) will need to provide third party reliance to the Region of Halton. Please note that through a former plan of subdivision (24T-95026/H) for this site, former investigation revealed an informal waste disposal area on site. • Section 143(9) requires proposed development adjacent to 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: o Noise study, if the development is within 300 m of a railway right-of-way; and o Vibration study, if the development is within 75 m of a railway right-of-way. Note: Regional staff will rely on the review of the noise and vibration studies by the appropriate rail authority and/or Metrolinx. • Section 173(32) requires development adjacent or in proximity to railway lines to ensure that appropriate safety measures, such as setbacks, berms and security fencing are provided to the satisfaction of the Region and local municipality to mitigate any safety concerns by the railway agency. • 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. Regional mapping shows the entire property as having high potential for archaeological resources – an archaeological assessment is to be completed and provincially approved prior to any site alteration on the subject property. The provincial acknowledgement needs to be provided to Regional staff. • If municipal waste collection is required for this development, the design of the site needs to follow the Region's Development Design Guidelines for Source Separation of Solid Waste, found on the Region's website at the following link: Halton - Regional Official Plan Guidelines. A Waste Plan would also need to be provided which follows the direction of the Region's Guidelines. **Source Water Protection:** • The subject property is located within the jurisdiction of the CTC Source Protection Plan (SPP), which can be accessed online at: https://www.ctcswp.ca/source-protection-plan/the-ctc-source-protection-plan. The property is located in a Highly Vulnerable Aquifer and a WHPA-E (VS=8.1). Based on the information provided by the Applicant, no source protection policies apply. • A Section 59(2a) Notice is attached, which will allow this application to move forward from a source protection perspective. • Attached are reference materials related to the Source Water Protection program and the important role landowners play in protecting drinking water sources.

	• Regional staff will be interested in any potential dewatering that may be required for the proposed development and may require well monitoring – no dewatering will be permitted to be discharged to the Region's sanitary sewer. **Regional Servicing:** • There is a 200mm watermain and a 200mm sanitary sewer adjacent to the property along Bower Street. • One complete detailed Functional Servicing Report (FSR) as outlined in the Region of Halton's Development Engineering Review Manual (DERM) will also be required for analysis and review. The FSR should provide for a full analysis of 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. • The Owner shall submit a Water Usage and Sanitary Discharge Report that is signed and stamped by a Professional Engineer, 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. • Based on this preliminary submission the Applicant is required to obtain Eighty-One (81) SDEs of Servicing Allocation from the Town of Halton Hills for the proposed 8-storey building with 140 units. The amount of SDEs of Servicing Allocation is subject to change, if changes to the number of units proposed in the development is amended in the future. • No wastewater service laterals or water service connections are to cross existing or proposed property lines. • Any system installation, 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, and a Services Permit. • 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 By-Law 157-05 Respecting the Prevention of Backflow Into the Water System.

	• 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 all water meters, to the satisfaction of Halton's Development Project Manager. • Prior to site plan approval, the Owner must verify with Halton's Development Project Manager that sufficient servicing capacity exists to accommodate this development. • 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 and that additional capacity may not become available within the term of this site plan approval. The Owner acknowledges 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. • The 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. **Required Studies:** • Application Form(s) • Regional Review Fee(s) • Scoped EIA • Environmental Site-Screening Questionnaire • Noise & Vibration Study • Archaeological Assessment • Waste Plan • Dewatering Information • Functional Servicing Report • Water Usage & Sanitary Discharge Report • Full Digital Submission

CN Railway

Alexandre Thibault alexandre.thibault@cn.ca; General Email proximity@cn.ca

Comments:

It is noted that the subject site is adjacent to a Main Line. CN has concerns of developing/densifying residential uses in proximity to railway operations. Development of sensitive uses in proximity to railway operations cultivates an environment in which land use incompatibility issues are exacerbated. CN is not the owner of the adjacent mainline; CN strongly recommends contacting the appropriate owner for their comments. However, CN has a running trackage right and still operates on this rail line.

CN encourages the municipality to pursue the implementation of the following criteria as conditions of an eventual project approval:

- Safety setback of principal 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 metres above grade at the property line, with side slopes not steeper than 2.5 to 1.
- The Owner shall engage a consultant to undertake an analysis of noise. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.
- Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 metres 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.
- The Owner shall install and maintain a chain link fence of minimum 1.83 metre height along the mutual property line.
- 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 300 metres of the railway right-of-way:

  "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a right-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."

- 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 railway right of way, including ditches, culverts and tracks. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from appropriate railway operator and be substantiated by a drainage report to the satisfaction of the Railway.
- 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 detailed site plan, a noise and vibration study and a storm water management report taking into consideration CN development guidelines.

Metrolinx

David Tsai david.tsai@metrolinx.com; General Email development.coordinator@metrolinx.com

Comments:

Please see the below memorandum dated April 1, 2024 for Metrolinx's comments.

METROLINX

MEMORANDUM

To: John McMulkin, Senior Planner, Town of Halton Hills

From: David Tsai, Project Manager
Adjacent Development – GO (Heavy Rail)
Third Party Project Review
Metrolinx

Date: April 1, 2024

Re: 97 Bower Street, Town of Halton Hills – Pre-Consultation Application Comments

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1. Overview

Metrolinx is in receipt of the above-noted Pre-Consultation Application for 97 Bower Street. I note that the application proposes an eight-storey mid-rise residential building with 140 total units. The subject site is directly adjacent to the Metrolinx Corridor, Guelph Subdivision, to which Metrolinx operates the Kitchener GO Service.

2. Metrolinx GO Heavy Rail Comments

Metrolinx has reviewed the circulation documents for **97 Bower Street, Town of Halton Hills**. Our comments on the Application are noted below:

a. We note that a setback of 20 meters appears to be shown on the submitted site plan. As per Metrolinx's Adjacent Development Guidelines, sensitive uses (e.g., commercial, residential, and industrial (high occupancy)) must be set back 30 metres from the rail corridor (measured from the Metrolinx property line to the nearest commercial and residential unit). A reduction to the setback (of up to 5 metres) may be contemplated when a higher order safety barrier (such as a crash wall or larger earthen berm) is considered.

b. A safety barrier to protect the development in the event of a train derailment scenario is required in accordance with Metrolinx's Adjacent Development Guidelines. Safety berms are required for lands up to 120 metres from the railway corridor, with the standard height being 2.5 meters. Please demonstrate how rail safety will be addressed for the proposed development. If an earthen berm is not practicable, an alternative safety barrier (e.g., crash wall) may be proposed, but must provide an equivalent level of protection. The safety barrier design must be reviewed and to the satisfaction of Metrolinx and Metrolinx's Technical Advisor, and be supported with a Rail Safety Study.

c. We will require that a Rail Safety Study be submitted for review and approval by Metrolinx and our Technical Advisor prior to Metrolinx providing clearance to the Town at the Site Plan stage. The study should outline how the aforementioned setback and safety barrier will meet RAC/FCM and Metrolinx safety standards. The applicant is advised to contact Metrolinx Project Manager, Third Party Projects Review – Adjacent Development Review (David.Tsai@metrolinx.com) to initiate coordination between the applicant and the Metrolinx Technical Advisor for their technical review.

d. The Owner shall be responsible for all costs associated with the review completed by Metrolinx's Technical Advisor. Fees will be confirmed once the Level of Effort by our technical advisor has been determined. Additional time and cost for technical review will need to be accounted for by the owner/proponent.

e. The Site Plan should clearly identify the distance between the nearest live track to the subject development.

f. A 3.5 metre vegetation setback, to be measured from the Metrolinx property line, has been established in association with Metrolinx's GO Expansion Program. Limited types of vegetation are allowed within this section such as low-rise shrubs and/or decorative grasses. This setback should be illustrated in the Landscape Plan.

g. A 2.4-metre high-security fence (anti-trespass barrier) shall be provided along the Metrolinx property line where direct access to the rail corridor is afforded (standard form is non-cut-able/non-climbable high-security fencing). The location and proposed fencing solution should be identified on the Site Plan / Landscape Plan. The current Metrolinx fencing standard is linked below for the proponent's reference:

   http://www.gosite.ca/engineering_public/GO%20Track%20Standards/Fencing%20and%20Anti-Trespassing%20Requirements%20R01%20-%20Appendices%20Included.pdf

h. A noise and vibration study, prepared by a qualified consultant, shall be submitted for review and satisfaction of Metrolinx. The most up-to-date rail volume forecast needed to prepare the aforementioned study can be obtained by contacting raildatarequests@metrolinx.com.

i. A Stormwater Management Plan prepared by a qualified consultant, shall be submitted for review. The report is subject to the review and satisfaction of Metrolinx and our Technical Advisor. Any proposed alterations to the existing drainage pattern affecting Metrolinx property must receive prior concurrence from Metrolinx. Any drainage/stormwater management outlets shall not be directed toward the Metrolinx rail corridor and should be outlined in the report conclusion. The analysis must include the final safety barrier design within the scope of the report.

j. Please note that depending on the construction method, additional agreements and/or technical reviews will be required (i.e. shoring, tiebacks, and crane swing) and

as appropriate, the final development design will need to be reviewed by our Technical Advisor, and to the satisfaction of Metrolinx if:

i. The work is within 30 feet (10-metres) of any Metrolinx/GO Rail corridor;
ii. The work is adjacent to the 30-foot (10-metre) limit of any Metrolinx/GO rail corridor and involving an elevating device (crane, boom truck, Genie Lift, etc.); and,
iii. The work is adjacent to the 30-foot (10-metre) limit of any Metrolinx/GO rail corridor and involves excavation that may impact the railway loading zone (soil disturbance, full locates required including Metrolinx).

Please provide more information on your construction methodology when available.

k. If any excavation/drilling work impacts MX Track's Zones of Influence (per Appendix W of GO Transit Track Standard), a track monitoring plan must be submitted for Technical Advisor and Metrolinx Stakeholder review.

l. As appropriate, the final development design will need to be reviewed by our Technical Advisor, and to the satisfaction of Metrolinx.

3. Agreements – GO Heavy Rail

Metrolinx notes that the applicant may be required to enter into the below agreements. Templates of these agreements will be sent directly to the applicant. The Proponent may contact david.tsai@metrolinx.com to initiate this process at their earliest convenience.

a. The proponent shall satisfy all Metrolinx rail safety requirements and the Owner shall enter into an "Adjacent Development Agreement" with Metrolinx stipulating how applicable concerns will be addressed. The agreement will include an environmental easement for operational emissions, to be registered on title against all residential dwellings within 300 metres of the rail corridor and in favour of Metrolinx.

b. As required, the Owner may also enter into additional agreements, including, but not limited to, shoring, crane swing, and tie-back agreements.

c. 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 has or have a right-of-way within 300 metres from the subject land. There may be alterations to or expansions of the rail or other transit facilities on such right-of-way in the future including the possibility that Metrolinx or any railway entering into an agreement with Metrolinx to use the right-of-way or their assigns or successors as aforesaid may expand or alter their operations, which expansion or

alteration 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 lots, blocks or units.

d. The Owner shall grant Metrolinx an environmental easement for operational emissions, which is to be registered on title for all uses within 300 metres of the rail right-of-way. Included is a copy of the form of easement for the Proponent's information. The Proponent may contact David.Tsai@metrolinx.com with any questions and to initiate the registration process at their earliest convenience. Wording of the easement is included below and registration of the easement will be required prior to clearance of Site Plan Approval. (It should be noted that the registration process can take up to 6 weeks).

e. The Owner shall be responsible for all costs for the preparation and registration of agreements/undertakings/easements/warning clauses as determined appropriate by Metrolinx, to the satisfaction of Metrolinx.

Should you have any questions or concerns, please do not hesitate to contact me.

Best regards,

David Tsai, Project Manager
Adjacent Development – GO (Heavy Rail)
Third Party Project Review
Metrolinx
20 Bay Street Suite 600, Toronto

Form of Easement

WHEREAS the Transferor is the owner of those lands legally described in the Properties section of the Transfer Easement to which this Schedule is attached (the "**Easement Lands**").

IN CONSIDERATION OF the sum of TWO DOLLARS ($2.00) and such other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Transferor, the Transferor transfers to the Transferee, and its successors and assigns, a permanent and perpetual non-exclusive easement or right and interest in the nature of a permanent and perpetual non-exclusive easement over, under, along and upon the whole of the Easement Lands and every part thereof for the purposes of discharging, emitting, releasing or venting thereon or otherwise affecting the Easement Lands at any time during the day or night (provided that doing so is not contrary to law applicable to Metrolinx) with noise, vibration and other sounds and emissions of every nature and kind whatsoever, including fumes, odours, dust, smoke, gaseous and particulate matter, electromagnetic interference and stray current but excluding spills, arising from or out of, or in connection with, any and all present and future railway or other transit facilities and operations upon the lands of the Transferee and including, without limitation, all such facilities and operations presently existing and all future renovations, additions, expansions and other changes to such facilities and all future expansions, extensions, increases, enlargement and other changes to such operations.

THIS Easement and all rights and obligations arising from the above easement shall extend to, be binding upon and enure to the benefit of the parties hereto and their respective officers, directors, shareholders, agents, employees, tenants, sub-tenants, customers, licensees and other operators, occupants and invitees and each of its or their respective heirs, executors, legal personal representatives, successors and assigns. The covenants and obligations of a party hereto, if such party comprises more than one person, shall be joint and several.

Easement in gross.

Town of Halton Hills, Region of Halton, and Halton School Boards Development Charges (DC), and Community Benefits Charges (CBC) Effective April 1st, 2024

Residential DC Rates

	Per Dwelling Unit					
	Single and Semi-Detached Dwelling	Multiples - 3 Bedrooms +	Multiples - Less than 3 Bedrooms	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Needs Dwelling
Town of Halton Hills*	$ 32,591.69	$ 22,921.27	$ 15,407.94	$ 16,810.71	$ 12,394.80	$ 10,228.46
Education						
Halton District School Board	$ 5,792.00	$ 5,792.00	$ 5,792.00	$ 5,792.00	$ 5,792.00	See
Halton Catholic District School Board	$ 3,769.00	$ 3,769.00	$ 3,769.00	$ 3,769.00	$ 3,769.00	Non-Residential
Total Education	$ 9,561.00	$ 9,561.00	$ 9,561.00	$ 9,561.00	$ 9,561.00	
Region of Halton*						
Rural	$ 34,086.57	$ 27,633.89	$ 18,346.52	$ 16,680.37	$ 12,299.59	$ 9,960.76
Urban - Built Boundary	$ 44,590.13	$ 36,149.05	$ 23,974.40	$ 21,793.58	$ 16,085.38	$ 13,032.82
Urban - Greenfield (Non-Recovery Area)	$ 64,439.80	$ 52,216.70	$ 34,593.93	$ 31,424.84	$ 23,216.32	$ 18,803.09
Urban - Greenfield (Recovery Area)	$ 68,118.80	$ 55,061.70	$ 36,750.93	$ 33,401.84	$ 24,718.32	$ 19,938.09
Total Combined						
Rural	**$ 76,239.26**	**$ 60,116.16**	**$ 43,315.46**	**$ 43,052.08**	**$ 34,255.39**	**$ 20,189.22**
Urban - Built Boundary	**$ 86,742.82**	**$ 68,631.32**	**$ 48,943.34**	**$ 48,165.29**	**$ 38,041.18**	**$ 23,261.28**
Urban - Greenfield (Non-Recovery Area)	**$ 106,592.49**	**$ 84,698.97**	**$ 59,562.87**	**$ 57,796.55**	**$ 45,172.12**	**$ 29,031.55**
Urban - Greenfield (Recovery Area)	**$ 110,271.49**	**$ 87,543.97**	**$ 61,719.87**	**$ 59,773.55**	**$ 46,674.12**	**$ 30,166.55**

Non-Residential DC Rates

	Per Square Metre			Per Square Foot		
	Industrial	Non-Industrial	Retail	Industrial	Non-Industrial	Retail
Town of Halton Hills*	$ 35.26	$ 98.11	$ 98.11	$ 3.28	$ 9.11	$ 9.11
Education						
Halton District School Board	$ 15.18	$ 15.18	$ 15.18	$ 1.41	$ 1.41	$ 1.41
Halton Catholic District School Board	$ 10.12	$ 10.12	$ 10.12	$ 0.94	$ 0.94	$ 0.94
Total Education	$ 25.30	$ 25.30	$ 25.30	$ 2.35	$ 2.35	$ 2.35
Region of Halton*						
Rural	$ 98.083	$ 98.083	$ 511.641	$ 9.112	$ 9.112	$ 47.534
Urban - Built Boundary	$ 135.614	$ 135.614	$ 549.172	$ 12.599	$ 12.599	$ 51.021
Urban - Greenfield	$ 199.208	$ 199.208	$ 612.766	$ 18.507	$ 18.507	$ 56.929
Total Combined						
Rural	**$ 158.643**	**$ 221.493**	**$ 635.051**	**$ 14.742**	**$ 20.572**	**$ 58.994**
Urban - Built Boundary	**$ 196.174**	**$ 259.024**	**$ 672.582**	**$ 18.229**	**$ 24.059**	**$ 62.481**
Urban - Greenfield	**$ 259.768**	**$ 322.618**	**$ 736.176**	**$ 24.137**	**$ 29.967**	**$ 68.389**

Community Benefits Charges (CBC) - Town of Halton Hills

Amount of Charge:
4% of the appraised value of land at time of building permit issuance for eligible development subject to reductions as outlined in section 37 (32) of the Planning Act

Eligible Development as defined under section 37 (4) of the Planning Act, R.S.O. 1990:
High density residential development or redevelopment with 10 or more dwelling units and 5 or more storeys

***Development Charge rates for the calculation of DCs payable will be subject to section 26.2 of the Development Charges Act, 1997**
***Current Rates reflect phased-in rates as per section 5(6) of the Development Charges Act, 1997. Phase-in adjustments will occur on September 1st each year**

Town of Halton Hills
Development Charges By-law No. 2022-0042 - Effective September 1st 2022. Rates Subject to indexing on April 1st of each year.
Community Benefits Charges By-law No. 2022-0044 - Effective September 1st 2022.

Education
Halton District School Board (HDSB) Education Development Charges By-Law, 2018 (Effective July 4, 2018) and amended July 4, 2022.
Halton Catholic District School Board (HCDSB) Education Development Charges By-Law, 2018 (Effective July 4, 2018) and amended July 4, 2022.

Region of Halton
By-law 25-22, By-law 48-21, By-law 159-01 (as amended by By-laws 78-12 and 38-17)
By-law 25-22 and By-law 159-01 (as amended by By-laws 78-12 and 38-17) are subject to indexing on April 1st of each year.
Note: A Front-ending Recovery Payment now applies to Regional residential development in addition to development charges noted herein. Questions should be directed to Halton Region's Development Officer. Further information is also available on Halton Region's website at www.halton.ca/The-Region/Finance-and-Transparency/Financing-Growth/Development-Charges-Front-ending-Recovery-Payment

FOR FURTHER INFORMATION PLEASE CONTACT:

Town of Halton Hills	Finance Staff	905-873-2600 Ext. 2226 - DevelopmentCharges@haltonhills.ca
Region of Halton	Development Officer	905-825-6000 or 1-866-442-5866 Ext. 7290 - developmentcharges@halton.ca
Public and Separate Board of Education	Branko Vidovic	905-340-2173 - VidovicB@hcdsb.org

Notice of Residential Front-Ending Recovery Payment

Commencing January 1, 2017

The Front-ending Recovery Payment has a water, wastewater and roads components that will apply to all Regional Urban residential development and Rural residential development connected to water and/or wastewater services. For Rural development **not** connected to water and/or wastewater services, only the roads portion of the Front-ending Recovery Payment will apply.

Residential Development Categories	Front-Ending Recovery Payment *		
	Water/ Wastewater	Roads	Total
Single and Semi-Detached	$ 8,325.05	$ 1,174.95	**$ 9,500.00**
Multiples - 3 or More Bedrooms	6,652.44	938.89	**7,591.33**
Multiples - Less than 3 Bedrooms	4,833.84	682.22	**5,516.06**
Apartments - 2 or More Bedrooms	4,079.44	575.75	**4,655.19**
Apartments - Less than 2 Bedrooms	3,142.94	443.58	**3,586.52**
Special Care/Need and Accessory Dwelling	2,601.38	367.14	**2,968.52**

* **NOTE:** The following residential development are **not** subject to the Front-ending Recovery Payment:
- 2012 and prior Allocation Programs;
- any development that has executed a Subdivision Agreement with the Region or the local municiplaity prior to Jan. 1, 2017; and
- any development that has executed a Site Plan Agreement or Consent Agreement prior to Jan. 1, 2017.