

PROFESSIONAL URBAN PLANNING, LAND DEVELOPMENT &
CPTED CONSULTANTS

TOWN OF HALTON HILLS
PLANNING DEPARTMENT
JAN 05 2021



16-18 MILL STREET (GEORGETOWN), HALTON HILLS, ONTARIO

Revised Urban Design Brief

Six-Storey (52 Unit)
Residential Building
16-18 Mill Street
Halton Hills, Ontario

Dec. 18, 2020

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Part 1- Introduction

1.1 Intent of Document

This Urban Design Brief has been prepared by Urban in Mind on behalf of ASK Multi-Res GP Ltd. to support the development of a proposed 6-storey residential building with 52 rental units at 16-18 Mill Street (Georgetown) in Halton Hills, Ontario.

As indicated in the pre-consultation meeting notes, the submission of an Urban Design Brief is a necessary requirement for obtaining the required Official Plan and Zoning By-Law Amendment approvals associated with the proposed development.

This Urban Design Brief outlines how site development, building design and landscape elements within the proposal are informed by good urban design principles and practices. It also describes how the proposal fits within the neighbourhood context and how it adheres to the Town's urban design standards.

Part 2 –Site and Surrounding Area

2.1 Subject Property

The subject property is municipally known as 16-18 Mill Street and consists of one rectangular shaped lot with a frontage of 40.24 m along Mill Street, and a depth of 56.48 m, with an approximate total site area of 2,271.69 m² (**Figure 1**).

The lot is currently occupied by a nine (9) unit 2-storey townhouse building and a three (3) unit 1.5-storey triplex building that are both visible from the street frontage (**Figure 2**). The site also contains an accessory structure in the rear yard (**Figure 1**). The buildings and structures on the site are in sub-par condition, and have not been identified by the Town as having any cultural heritage significance. Furthermore, all buildings are planned to be demolished to make room for the proposed 6-storey 52-unit residential development. Due to the large existing surface parking lot that wraps around the site, there is almost no landscaping on the property, with the exception of a few trees and shrubs. The entire frontage of the property is paved connecting the private parking area with the public sidewalk and roadway. There are no discernible driveway on the site, as nearly the entire frontage is currently paved.

Google Maps



Figure 2: Street View of Subject Property (16-18 Mill St)

Town of Halton Hills



Figure 1: Street View of Subject Property (16-18 Mill St)

2.2 Surrounding Area

The subject property is located on the north side of Mill Street, roughly mid-block between McNabb Street and Dayfoot Drive. The subject property is considered to be in a prominent location because it is the first developable lot on the eastern segment of Mill Street, and abuts the greenspace area that forms part of the Silver Creek Natural Heritage Corridor. This greenspace is planned to serve as a future trail connection and parkette (West Side Park) (Figure 6).

The surrounding residential neighbourhood is in a state of transition. It consists of a mix of older single detached homes, an apartment building (Figure 4) and a future redevelopment site with an active development application for a 14-unit townhouse and 116-unit apartment condominium (Figure 5).



Figure 4 – Multi-Dwelling Residential Infill
4-storey apartment at 24 Chapel Street

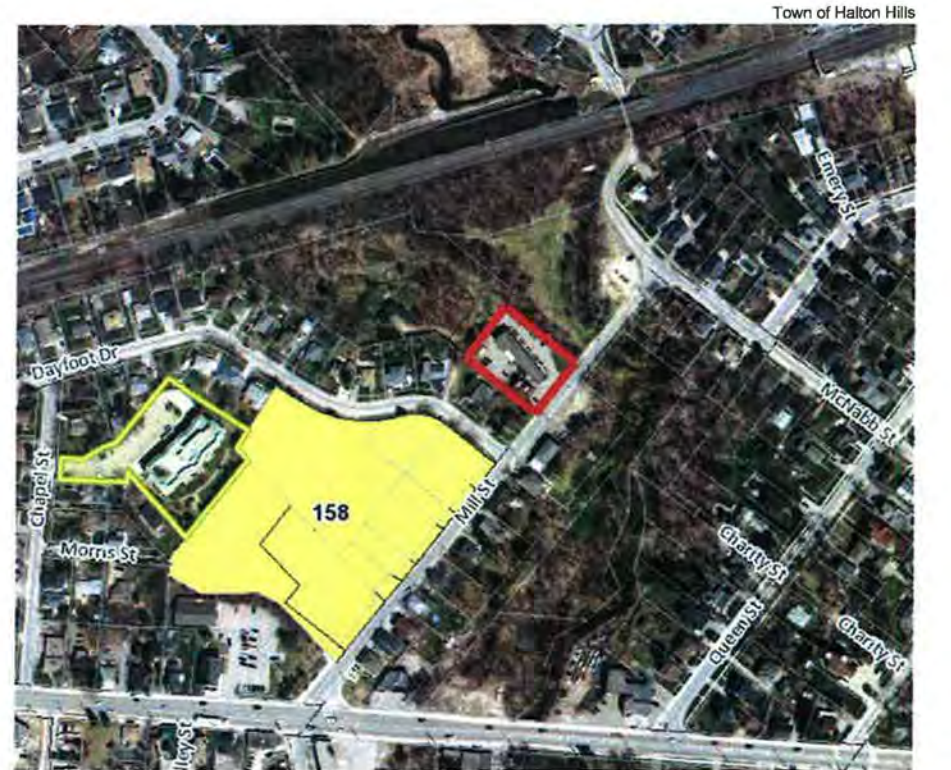


Figure 5 – Redevelopment Site (158 In Yellow)
D11SPA20.005 – Active Development Application
14-unit townhouse and 116-unit apartment condominium

Immediate Surrounding Land Uses

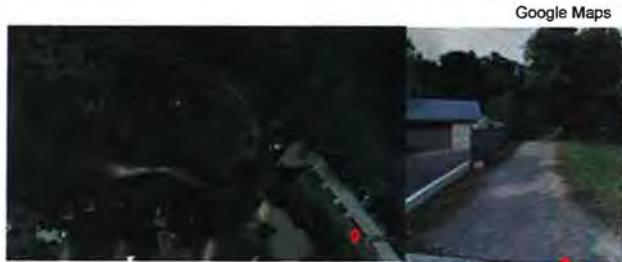


Figure 9 – NORTH of Subject Property
22 Dayfoot Dr. – Single Detached Home.



Figure 6 – EAST of Subject Property
14 Mill St. – Silver Creek Green Space.



Town of Halton Hills



Figure 8 – WEST of Subject Property
22 Mill St. – Single Detached Home.



Figure 7 – SOUTH of Subject Property
21 Mill St. – Kiyo's Car Service.



The subject property is centrally located just northeast of the Downtown Georgetown Commercial Main St (Figure 11) and southwest of the Georgetown Go Station (Figure 12). This gives the area a very 'urban feel' as local shops, community facilities and regional transit amenities can be reached within a 10 min walk.

Figure 10 – Surrounding Land Uses



Figure 11 – Downtown Main Street Shopping District

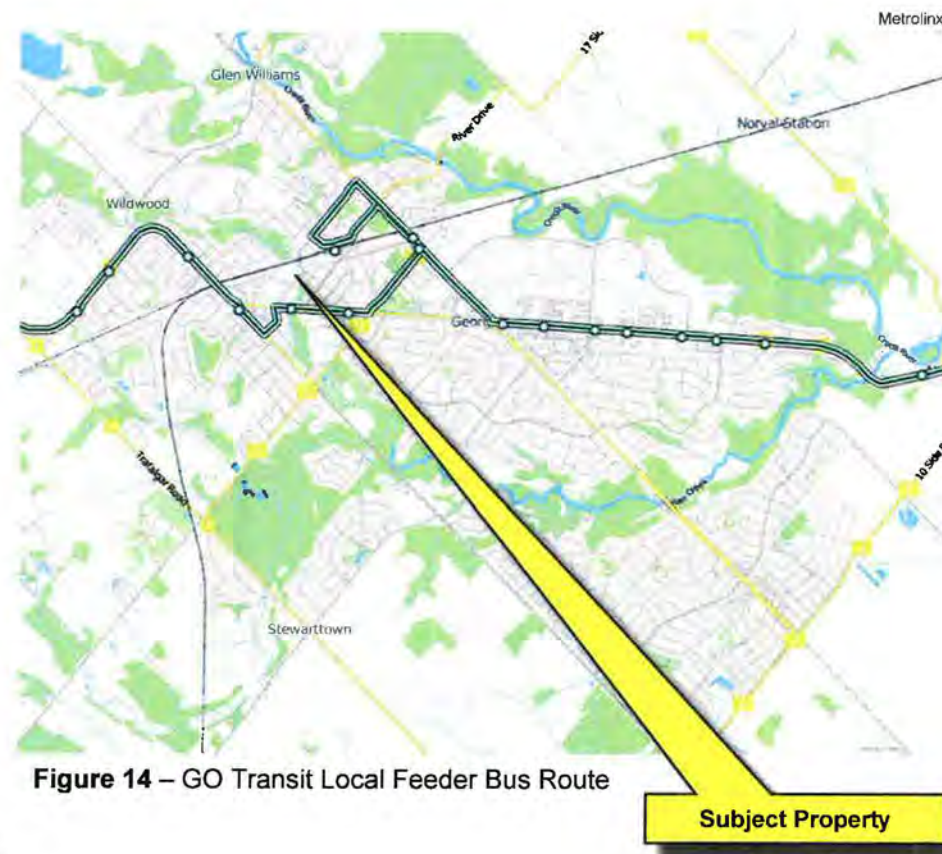


Figure 12 – Georgetown Go Station

2.3 Transportation Network

Mill Street is technically classified as a 'Local Road' with an approximate Right-of-Way of 10.0 m. The right-of-way width along Mill Street is expected to increase to 20.0 m as redevelopment in the area continues. As apart of the subject property's redevelopment, the Town is requiring a 5-metre Right-of-Way dedication from the site for a future road widening. Further, the proposed development will reduce the number of vehicular access points to the site from Mill Street as a delineated driveway will be established.

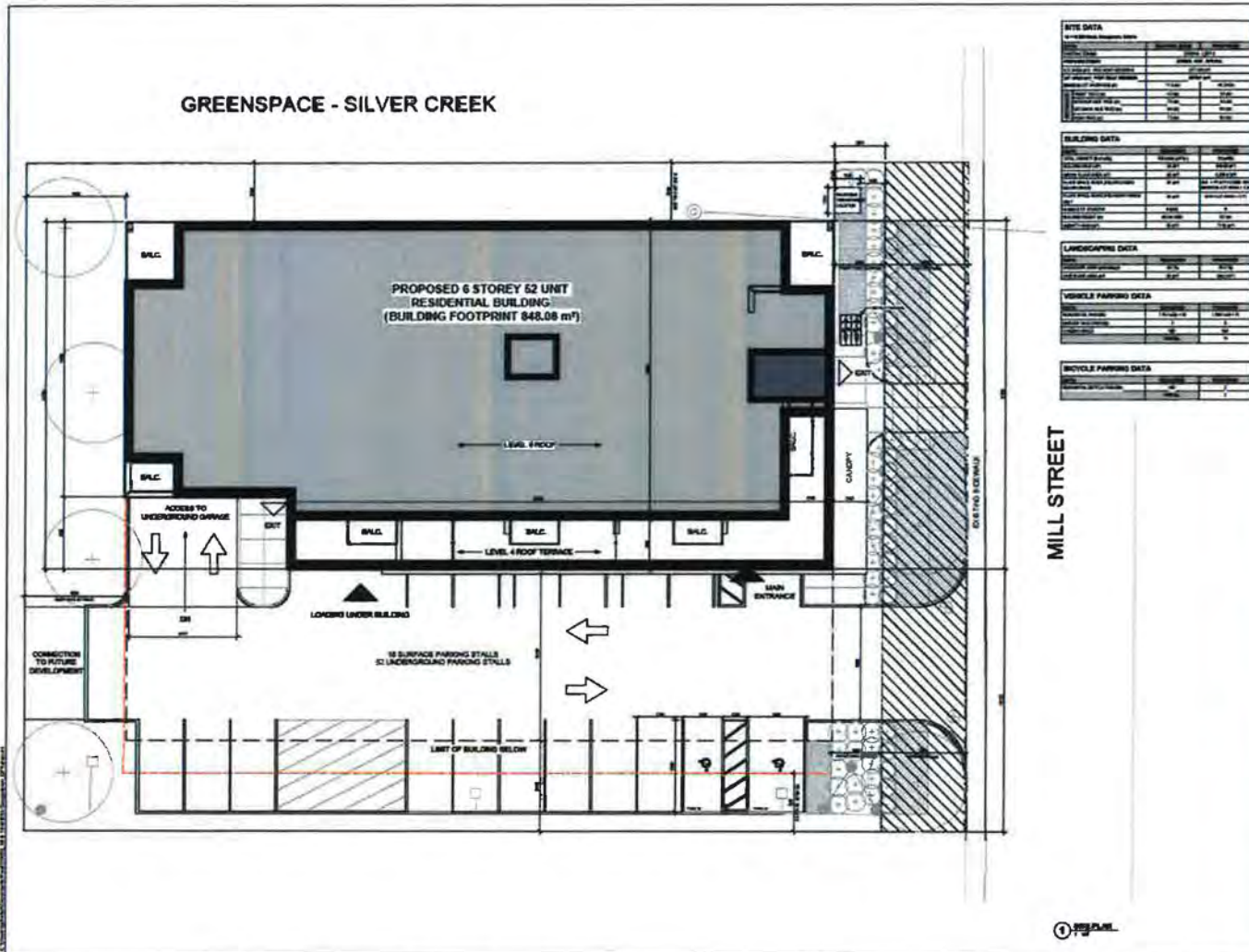
With the exception of specialized transit services for seniors and people with disabilities, the Town of Halton Hills relies entirely on Go Transit to serve the public transit needs of the Town. With that being said, public transit is an important means moving within other areas in the Greater Toronto Area Area (GTAA). The subject property is located within a 5-10-minute walk from the Georgetown 'Go Station' and within a 5-minute walk from a 'Go Transit Feeder Bus Stop' located near the intersection of Mill Street and Guelph Street. On any given day, residents living on the subject property can easily get to Downtown Acton in approximately 15 to 30 minutes or to Downtown Brampton/Guelph in approximately 45 minutes to 1 hour (**Figure 13**) using Go Transit buses or train. Within Georgetown, there are feeder buses that run along Guelph Street to provide convenient access to the majority of the Town's schools, community facilities, destination parks & trails, employment areas and commercial centres (**Figure 14**).



Part 3 – Development Concept

3.1 Site Plan and Site Data

SRM Architects



SITE DATA	
Site Area	10,000 sqm
Building Footprint	848.08 sqm
Site Coverage	8.48%
Site Yield	52 Units
Site Yield per sqm	0.061
Site Yield per sqft	0.0056
Site Yield per sqm (Gross)	0.061
Site Yield per sqm (Net)	0.061
Site Yield per sqm (Gross)	0.061
Site Yield per sqm (Net)	0.061

BUILDING DATA	
Building Type	Residential
Building Height	6 Storeys
Building Area	848.08 sqm
Building Volume	5,088.48 cu m
Building Density	0.085
Building Density (Gross)	0.085
Building Density (Net)	0.085
Building Density (Gross)	0.085
Building Density (Net)	0.085

LANDSCAPING DATA	
Landscaping Area	11,151.92 sqm
Landscaping Volume	66,911.52 cu m
Landscaping Density	0.006
Landscaping Density (Gross)	0.006
Landscaping Density (Net)	0.006
Landscaping Density (Gross)	0.006
Landscaping Density (Net)	0.006

VEHICLE PARKING DATA	
Vehicle Parking Stalls	30
Vehicle Parking Volume	1,800 cu m
Vehicle Parking Density	0.003
Vehicle Parking Density (Gross)	0.003
Vehicle Parking Density (Net)	0.003
Vehicle Parking Density (Gross)	0.003
Vehicle Parking Density (Net)	0.003

BICYCLE PARKING DATA	
Bicycle Parking Stalls	10
Bicycle Parking Volume	600 cu m
Bicycle Parking Density	0.001
Bicycle Parking Density (Gross)	0.001
Bicycle Parking Density (Net)	0.001
Bicycle Parking Density (Gross)	0.001
Bicycle Parking Density (Net)	0.001



- GENERAL NOTES**
- All work shall conform to the applicable codes and standards.
 - The site plan shall be used in conjunction with the architectural drawings.
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NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	10/10/2023
2	ISSUED FOR PERMIT	10/10/2023
3	ISSUED FOR PERMIT	10/10/2023
4	ISSUED FOR PERMIT	10/10/2023
5	ISSUED FOR PERMIT	10/10/2023
6	ISSUED FOR PERMIT	10/10/2023
7	ISSUED FOR PERMIT	10/10/2023
8	ISSUED FOR PERMIT	10/10/2023
9	ISSUED FOR PERMIT	10/10/2023
10	ISSUED FOR PERMIT	10/10/2023



16 & 18 MILL STREET, GEORGETOWN DEVELOPMENT

SITE PLAN



Figure 15 – Site Plan for a 6-storey 52-unit residential development

3.2 Requested Planning Approvals

To facilitate the proposed 6-storey 52-unit residential development, Urban in Mind will need to obtain an Official Plan Amendment, Site Specific Zoning By-Law Amendment, and Site Plan Approval from the Town of Halton Hills, as well as a Conservation Development Permit from the CVC. The Site-Specific Conditions associated with the Official Plan and Zoning By-Law Amendments have been included in Tables 1 & 2 as follows:

Official Plan Amendment	Current OP Designation	Proposed Designation	Site-Specific Conditions
Land Use Designation: Georgetown Go Secondary Plan	'Medium Density Residential' and 'Greenlands'	'High Density Residential / Community Facility Area'	Increased density and relief from D1.4.4
Permit Site Access onto a: (D.1.4.4.a)	Collector or Arterial Road	Collector or Arterial Road	Local Road
Greenlands Setback (H4.9.4)	5.0 meters	5.0 meters	3.5 meters
Density	35-75 units/ha Max Height: 5 storeys	Min FSI: 1.8 Max FSI: 2.0 Max Height: 8 storeys	Max FSI: 2.11 Max Height: 6 Storeys

Table 1 – Proposed Official Plan Amendment Details

Zoning By-Law Amendment	Current	Proposed Designation	Site-Specific Conditions
Zone By-Law 2010-0050	'LDR1-2'	'HDR'	'HDR SPECIAL'
Minimum Lot Frontage	15.0 m	11.0 m	11.0
Minimum Front Yard	6.0 m	4.5 m	3.0 m
Minimum Rear Yard	7.5 m	7.5 m	6.0 m
Minimum Exterior Side Yard	3.0 m	6.0 m	6.0 m
Minimum Interior Side Yard	1.2 m	7.5 m	3.5 m
Maximum Height	11.0 m	25.0 m	22.5 m
Density	-----	Maximum: 100 units per 1.0 hectare	Maximum FSI: 2.11
Angular Plane (6.3.11 a)	-----	Satisfied	Satisfied
Minimum Parking Spaces (Table 5.2)	1.5 spaces + 0.25 visitor spaces per unit	1.5 spaces + 0.25 visitor spaces per unit	1.35 spaces per unit
Minimum Loading Spaces GFA 3,701 – 9,250 sq. m. (Table 5.4)	3	3	1

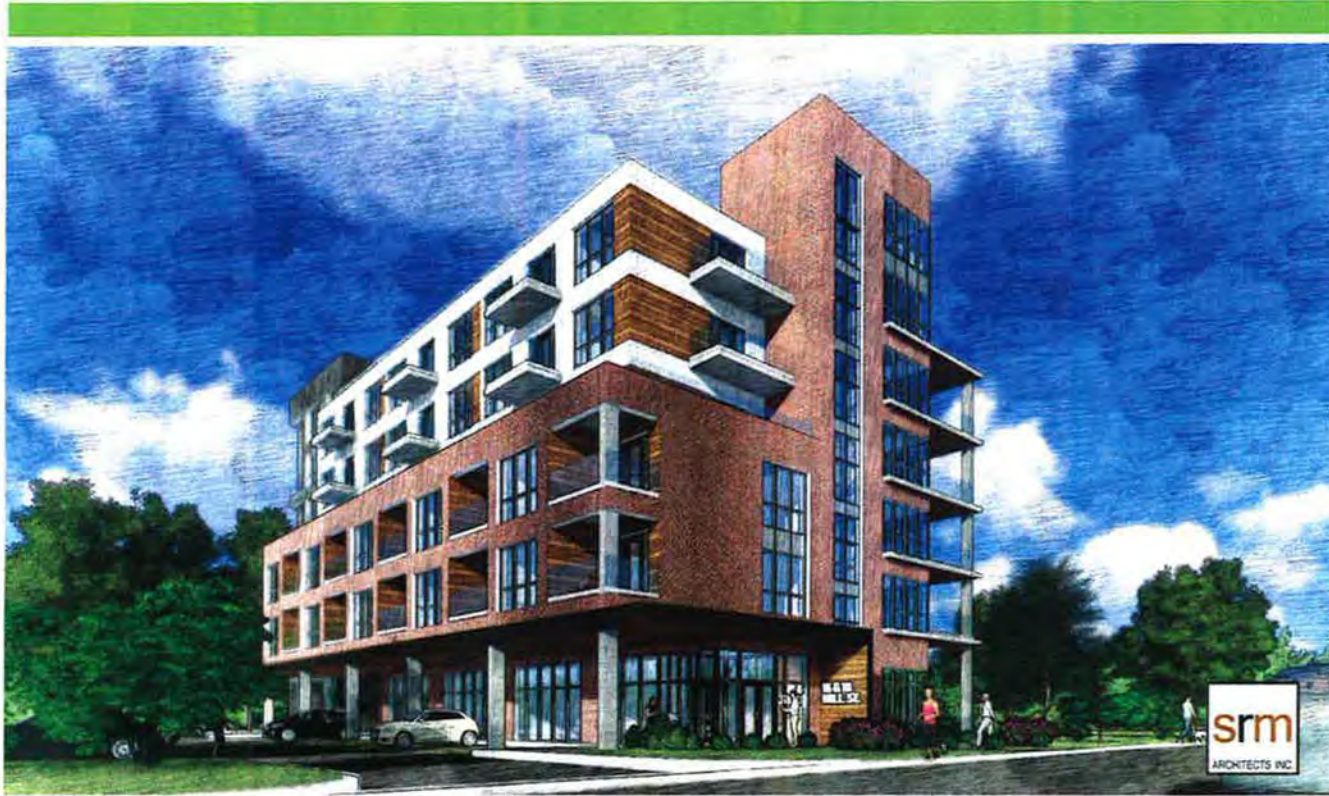
Table 2 – Proposed Zoning By-Law Amendment Details

3.3 Design Considerations

3.3.1 Architectural Design

- The blend of compatible materials and colours creates visual interest while also adding variety to the streetscape.
- The prominent entrance reinforces the street-to-building relationship.
- The balconies and large windows promote natural surveillance and ensure solar efficiency.
- The varied step-back and massing of the building promotes façade variety and a visually ordered design.
- The corner pillar design acts as a consistent architectural element that ties the building together.
- Attractive overhangs cover entry features and balconies to provide for weather protection.
- The penthouse residential unit on the 6th floor has raised ceilings that provide for an articulated roofscape.
- The proposed driveway access will allow landscaping to transition to the greenspace

The Design renderings shown below are for discussion purposes only. Please refer to the Site Plan and Elevations for a more accurate depiction of the proposal



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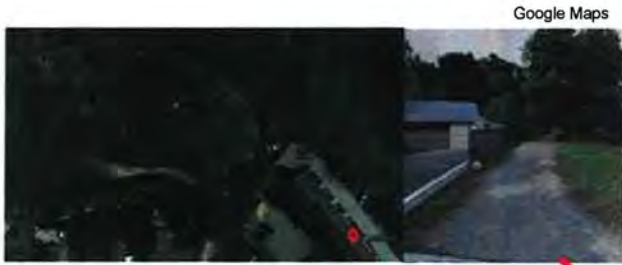


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4-storey apartment at 24 Chapel Street



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Google Maps

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22 Dayfoot Dr. – Single Detached Home.



Google Maps

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Town of Halton Hills



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Figure 12 – Georgetown Go Station

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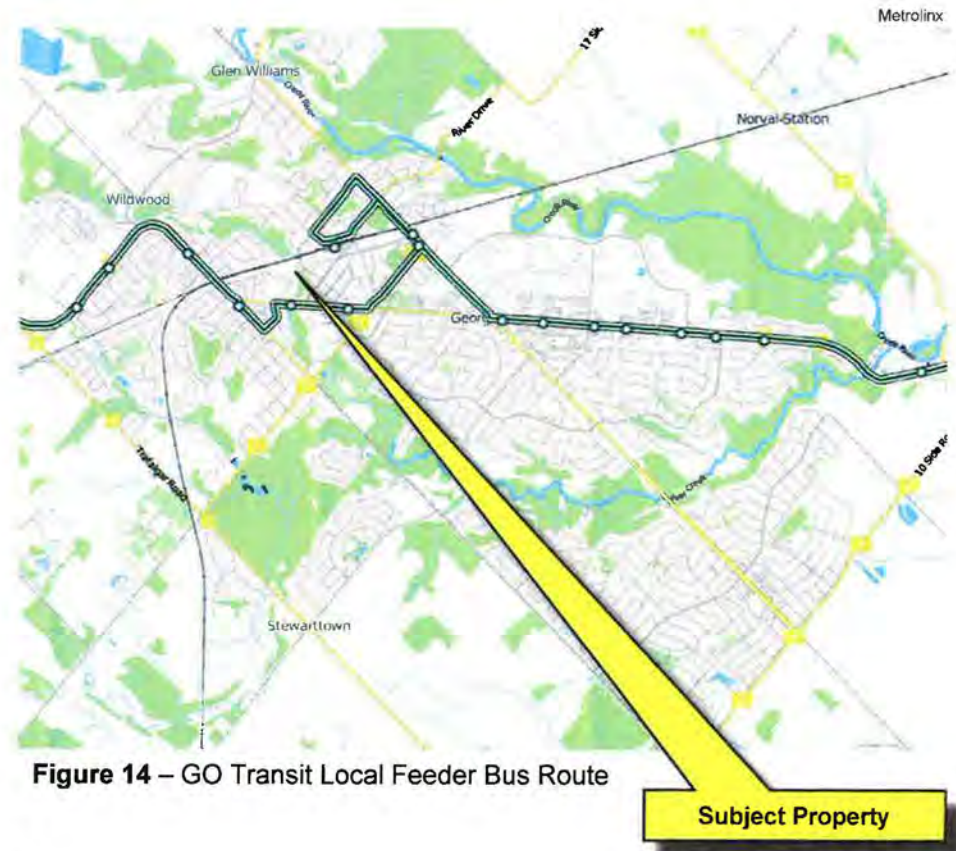


Figure 14 – GO Transit Local Feeder Bus Route



Figure 13 – GO Transit Kitchener Line

Part 3 – Development Concept

3.1 Site Plan and Site Data

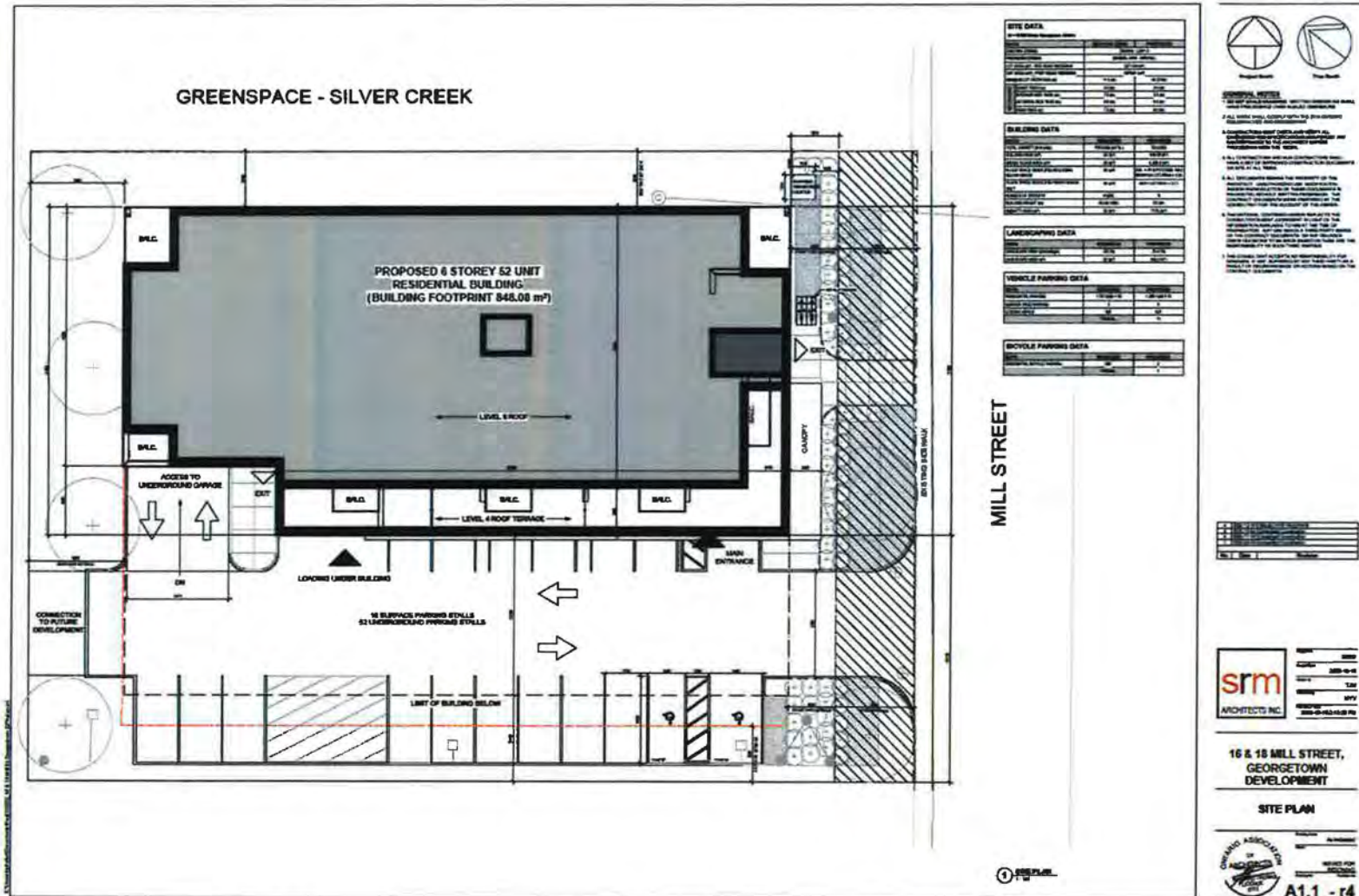


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Figure 16 – Design Renderings

3.3.2 Site Design

Blake Turner INC

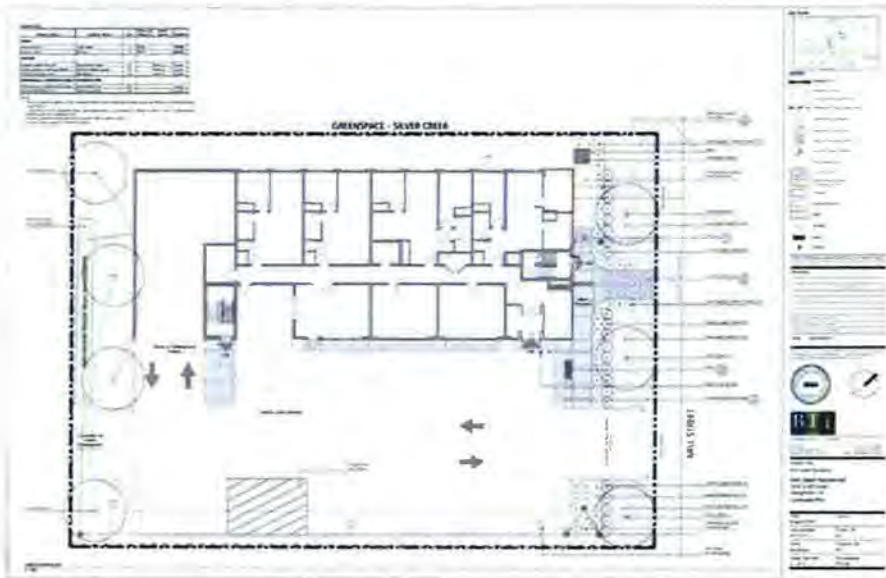


Figure 17 – Landscape Plan

Millennium Engineering

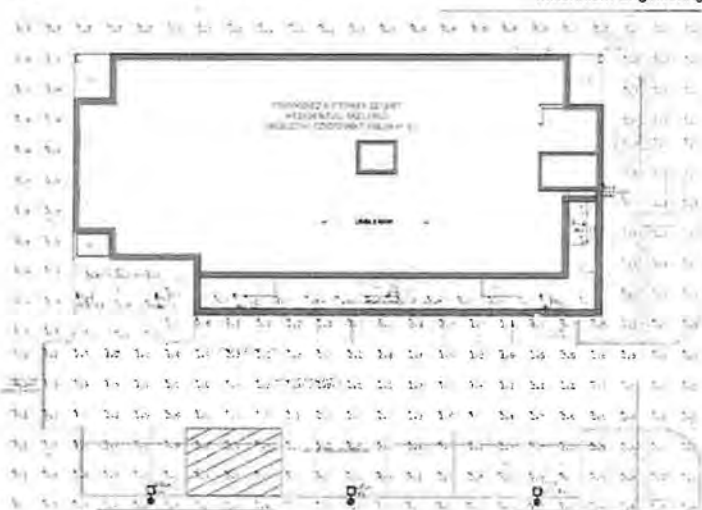


Figure 18 – Photometrics Plan (See Appendix E)

- The Landscape Strips fronting the property help to beautify the streetscape and reinforces entrances to the building and parking lot.
- A bench and bike racks have been installed in front of the building to reinforce a pedestrian-friendly streetscape.
- Sod surrounds the perimeter of the site to provide for an appropriate buffer to the abutting Silver Creek Natural Heritage Corridor and the low-density residential uses.
- A concrete walkway provides pedestrian connections to and from building entrances, the parking lot and the future public sidewalk.
- To reduce views from the public realm, the parking lot is situated in the side yard and is screened by the building and landscape elements.
- The loading area and underground parking ramp have been integrated into the side wall of the building so that they are not visible from the public realm.
- Lighting has been designed so as not to have any adverse impacts on adjacent properties and to reinforce CEPTED safety precautions.



Figure 19 – Shadow Study

SRM Architects
 4 March 21st at 01:00pm
 1" = 50'



Figure 20 – Project East Elevation

SRM Architects
 1 EAST ELEVATION (MILL ST.)
 1" = 12'

- The building has been sited on the eastern segment of the property and the upper floors have been stepped-back to ensure appropriate setbacks from the abutting low-density residential uses.
- Shadow impacts of the proposed development will not impact the neighboring homes.
- The required 45 degree angular plain has been met to ensure appropriate building separation.

Part 4 – Policy Review

4.1 Overarching Policy Framework

The subject property is located within the Georgetown Go Station Secondary Plan which shares the boundaries of the Georgetown Major Transit Station Area (MTSA). The Provincial Policy Statement envisions the planning and development of complete communities, characterized by a well-designed and compact urban form in Designated Growth Areas such as the Georgetown MTSA. The Growth Plan for the Greater Golden Horseshoe seeks to align growth and transit by directing intensification to Major Transit Station Areas that can support the creation of complete communities that offer a variety of housing options. According to the Halton Region Official Plan, Major Transit Station Areas should contribute to a vibrant, diverse and pedestrian-oriented urban environment and provide opportunities for innovative urban design. In general, planning policy in Ontario has shifted towards promoting more compact development patterns in areas that can support growth. The proposed development responds to this objective by providing new energy, new residents and invigoration of new life into an established low-density residential neighbourhood that is transitioning into a more urban and transit-supportive community.

As per the Georgetown Go Secondary Plan, the subject property is located within the Mill Street Corridor and South Precinct Areas. The majority of the property falls within the 'Medium Density Residential' land use designation. A small portion of the subject property abutting the 'Silver Creek Natural Heritage Corridor' falls within the 'Greenlands' land use designation. The proposed Official Plan Amendment would see the entirety of the subject property re-designated to 'High Density Residential/Community Facility Area' with special provisions to permit a 6-storey residential development with 52- rental units. Development will be permitted to front onto a 'local' road as opposed to a 'Collector' or 'Arterial' road and be setback 3.5 metres of the 'Greenlands' as opposed to 5.0 metres. One of the key objectives of the Georgetown Go Station Secondary Plan is to ensure that new development is compatible, context sensitive and respectful of the character of Mature Neighbourhood Areas. The urban design responses provided in the following section speaks to how this objective is upheld.

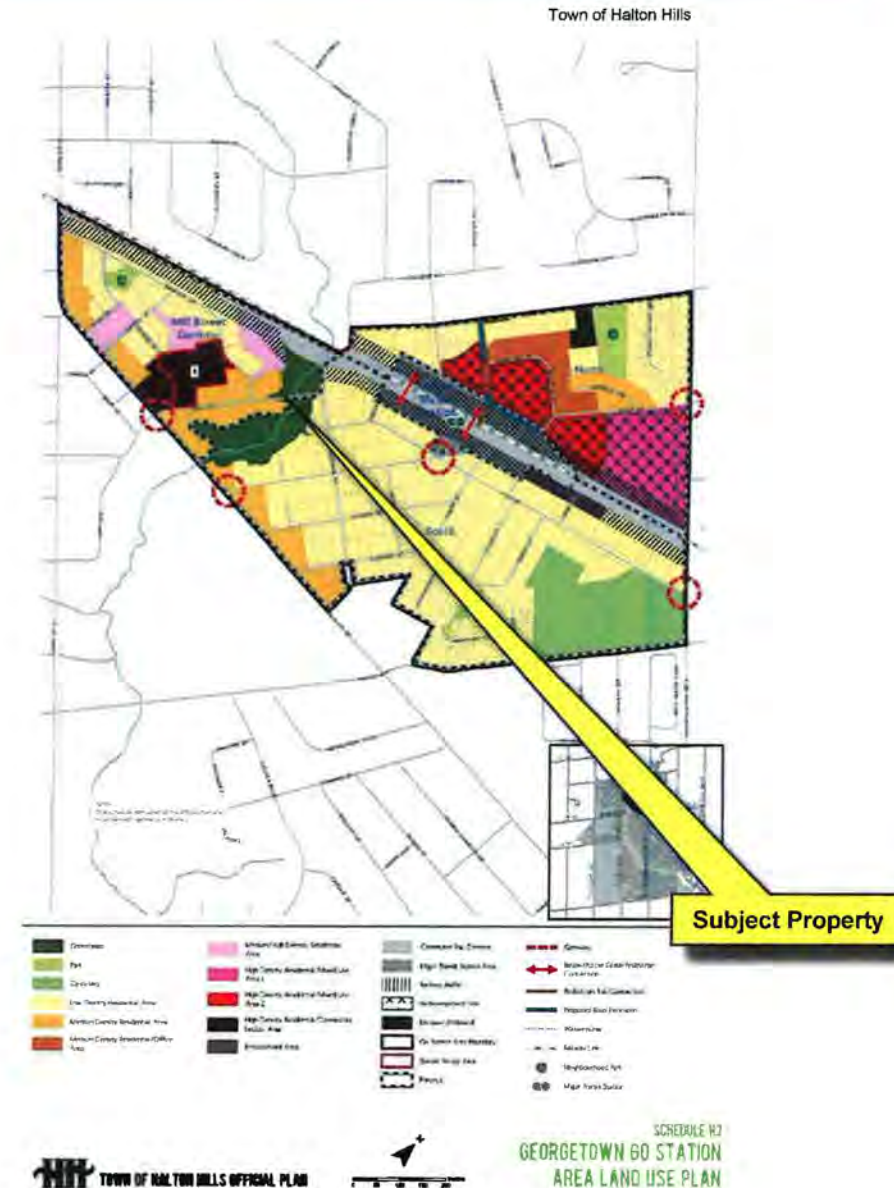


Figure 21 – Georgetown Go Station Area Land Use Plan

4.2 Response to Town's Urban Design Policies

As indicated in the Pre-Consultation Meeting Notes, the Town would like to see conformity with the urban design policies listed in **Sections F2, H3.3.6 and X4.2 of the Town of Halton Hills Official Plan**. The following includes a response that demonstrates adherence to those policies.

- **GENERAL DEVELOPMENT POLICIES: SECTION F2 URBAN DESIGN**

"F2.2.2.1 Site Design"

- Site design incorporates the built form of structures, landscaping, services and the layout of all amenities. Site design shall promote appropriate design relationship between the public realm, adjacent land uses, on-site operations and visual aesthetics, in order to promote an environment that is pleasant and attractive to the community.*
- Site design shall address compatibility between differing adjacent land uses in context of density, height and massing through appropriate site layout, building locations and landscape treatments.*
- The design of sites adjacent to parks, woodlots and watercourses shall be sensitive to these features. In these instances, appropriate setbacks shall be maintained between buildings and sensitive*

natural areas, while on-site landscaping shall be well integrated with natural areas.

- Continuous, highly visible, well-articulated and landscaped connections between building(s) and the street should be provided to establish appropriate pedestrian linkages between the sidewalk and building entrances, and generally improve access to public transit users.*
- On large sites, efforts shall be made to encourage pedestrian linkages between uses."*

Response to 'Site Design' Policies:

In terms of site design, the building will be placed close to the street frontage (post road widening dedication) to create a pedestrian-friendly landscaped environment. The outdoor parking lot will be situated in the side yard and screened by trees (and the building) to mitigate its views from the public realm. A concrete paved walkway will be situated along the southern and western perimeter of the building to offer pedestrian connections between the outdoor parking lot, loading area, underground parking ramp, building entrances, bike racks, and future public sidewalk.

A bench and bicycle rack in addition to landscape strips consisting of trees, shrubs, ornamental grasses and perennials will be sited along the frontage of the property to help animate the streetscape and to frame the primary entrance to the building and

parking lot. Appropriate setbacks that incorporate sod will be maintained around the perimeter of the property to create a buffer from the abutting uses which includes the Silver Creek Natural Heritage Corridor to the east and the low-rise residential uses to the north and west.

"F2.2.2.2 Building Design and Siting"

- The design of new buildings should achieve a complementary design relationship to existing buildings, while accommodating a diversity of architectural styles, building materials and colours, energy conservation techniques and innovative built forms.*
- The design of all buildings shall have regard to pedestrian safety and direct street access. Buildings should be massed to recognize pedestrian scale and provide an appropriate street wall height and street line and be architecturally articulated to provide visual variety and interest, yet be sensitive to high wind speeds, and long periods of shadowing. Generally, building articulation features such as canopies, cornice lines and varying façade materials should be used to reinforce pedestrian scale.*
- Buildings located at major vista terminations in their urban setting, or on view corridors within the development site, shall be given special treatment through the use of massing and building articulation strategies, such as added height, special roof treatments, and use of special cladding materials.*

- f) *Building functions that do not directly serve the public, such as loading areas, shall not face a public street and should be located away from noise sensitive land uses, such as residential areas, and buffered as necessary.*
- g) *Building should employ devices such as awnings, canopies, building cantilevers / overhangs to minimize uncomfortable high winds which may be associated with the height or placement of buildings, and generally improve the level of pedestrian comfort. Sheltered building entrances should be provided at primary building entrances to high-density residential, public, recreational, industrial, office and commercial buildings, where necessary.*
- h) *When development is located adjacent to existing, or planned residential areas, sufficient building setbacks should be provided to minimize potential height and massing impacts such as overlook, shadowing and high wind speeds. Massing strategies such as stepping down towards buildings of lower height should be employed to minimize potential impacts. Site Plan applications may be required to submit wind and/or shadow studies suites to address such potential conditions.*
- i) *Roofscapes shall be an integral part of the design of a building and harmonize with the design of the rest of the building. On the basis, roof top mechanical units shall be organized and screened with complementary materials, colours, and finishes as necessary to provide a skyline with desirable visual attributes.*

- j) *Freestanding buildings for retail, restaurants and services, as well as office and residential buildings, shall be located at the street edge where possible, to encourage their use by pedestrians.*
- l) *Building entrances shall be located to be visible from the adjoining street(s) and, where possible, directly linked to the sidewalks through appropriately articulated walkways."*

Response to 'Building Design and Siting' Policies:

The new development will bring about a more compact use of land to reinvigorate the low-density residential neighborhood which is transitioning into a more urban and transit-supportive community. The improved density and modern style of the new building is reflective of this change and will work to complement the historic but yet evolving character of the neighborhood.

The site abuts a greenspace that forms part of the Silver Creek Natural Heritage Corridor. This greenspace will be home to a future trail connection and parkette (West Side Park). The property is also the first developable lot on the north side of Mill St when coming west from McNabb St.. To address the site's increased visibility, a diversity of materials, colours and architectural treatments have been incorporated into the building's design to promote an attractive up-scale development.

To maintain a pedestrian friendly environment, the building has been brought up close to the street edge (post Road Widening dedication). In addition, the main entrance is both visible from the street (*CPTED principle*) and directly linked to the public sidewalk through a concrete walkway. Balconies and large windows wrap the perimeter of the building to promote eyes on the street. Overhangs have been incorporated above balconies and at building entrances to provide for weather shelter. Furthermore, the building's varied massing configuration also helps to create an articulated roofscape and to break up façades through the use of step-backs. The building has been appropriately setback to the eastern edge of the property and the upper levels of the building have been stepped back to reduce shadow impact on the adjacent low-density residential uses.

"F2.2.2.4 Landscaping

- a) *Landscaping is a major contributor to a vibrant streetscape. A high quality of landscape design shall be required to enhance the visual aesthetics of development and to enhance the site and land use compatibility.*
- b) *Landscaping within private lands shall be complementary to streetscape design and materials within the public realm.*
- c) *Where appropriate, planted landscaping strips and fencing shall be used to buffer development form adjacent uses and*

mitigate on-site operational activities such as loading and waste facilities.

- d) Landscape materials shall be selected for their aesthetic, ecological, disease-tolerance and maintenance characteristics.
- i) Native, non-invasive species shall be used on lands that are adjacent to the Greenlands System.”

Response to 'Landscape' Policies:

Landscape strips consisting of ornamental grasses, perennials, shrubs and deciduous trees will be sited along the frontage of the property. The landscape strips will contribute to the visual aesthetics of the Mill St corridor and will help to interface with the abutting Silver Creek Natural Heritage Corridor to the east. Sod will be planted along the Greenlands area, so as to minimize any aggressive vegetative encroachments.

"F2.2.2.5 Parking

- a) The location of parking is a major determinant for the layout of a development that is pedestrian friendly and transit supportive. Were appropriate, the Town shall encourage the provision of surface parking areas in locations not visible from the public street, such as in rear yards and/or well-landscaped side yards.
- b) Clearly defined pedestrian accesses between parking and adjacent buildings and entrances should be provided with well-delineated walkways using decorative paving surfaces.

- c) Surface parking lots shall be linked to the streets and other public areas with well-delineated walkways, utilizing decorative paving treatments.”

Response to 'Parking' Policies:

The majority of parking will be located underground. The outdoor parking lot will be screened by landscaping and the building, and located in the side yard to mitigate its views from the public realm. A private walkway will be situated along the eastern extent of the outdoor surface parking lot to provide pedestrian connections to the entrance of the building and the public sidewalk.

"F2.2.2.6 Signage, Display Areas and Lighting

- c) All lighting shall be internally oriented so as not to cause glare on adjacent properties or public roads. Outdoor lighting fixtures that reduce energy consumption and direct light away from the night sky shall be encouraged.

Response to 'Signage, Display Areas and Lighting' Policies:

The lighting selection will contribute to the aesthetics of the streetscape and the proposed building in addition to enhancing the feel of safety during the dark hours (CPTED Principle). Glaring effects will be minimized to reduce adverse impacts on adjacent properties and the night time sky as

demonstrated in the supporting Photometric Plan.

"F2.2.2.7 Services, Utilities, Outside Processing and Storage

- a) Site and building services and utilities such as waste storage facilities, loading, air handling equipment, shall be located and/or screened from public streets and adjacent residential areas or other sensitive land uses, in order to buffer their visual and operational effects. Waste storage areas should be integrated into the main building on the lot. Waste storage areas external to the main building shall be enclosed and shall not face a public street.
- b) Site access, service areas and loading areas shall be located away from the streets so as to minimize disruption or conflicts with adjacent land uses, sidewalks and both on-site, and off-site, pedestrian routes and shall be visually screened as necessary from public views. Screening areas should be buffered from noise impacts, particularly when located against residential areas. Buffering strategies include berms, tree and shrub planting and opaque noise walls and fences.”

Response to 'Services, Utilities, Outside Processing and Storage' Policies:

Building services and waste storage will be located inside the building. The loading area and underground parking ramp will be integrated into the exterior side wall of the building at the rear end of the property so

that they are not visible from the public realm.

"F2.2.2.8 Access and Circulation

- a) *The number of vehicular access points into their site and their width could potentially have detrimental effects on street frontages by reducing available areas for landscaping and by creating large expanses of asphalt. On this basis, joint access driveways shall be considered on adjacent sites.*
- b) *To ensure safety and promote their priority over vehicular traffic, major pedestrian routes on the site should be identified and delineated with paving materials that differentiate them from the driving surfaces. Pedestrian walkways should be made continuous across driving aisles as well as across driveway entrances at the street. The use of soft landscaping is also encouraged along major pedestrian routes.*
- c) *Generously sized walkways shall be provided along buildings, particularly in areas with large pedestrian traffic. These walkways should be connected to other pedestrian routes on the site and linked to major pedestrian entry points at the street, and where appropriate to adjacent developments."*

Response to 'Access and Circulation' Policies:

To maintain a pedestrian friendly street frontage, only one driveway access has been incorporated into the new site design. A continuous concrete paved walkway will

delineate the building envelop and outdoor parking lot while also providing pedestrian connections to the underground parking ramp, loading area, building entrances, and the public sidewalk.

• GEORGETOWN GO STATION AREA SECONDARY PLAN: SECTION H3.3.6 URBAN DESIGN

"d) Building Elements

- i) *materials and colours of new buildings and additions or renovations to existing structures should complement and be compatible with adjacent buildings;*
- ii) *The Facades of buildings should have windows which overlook streets, lanes and parking areas in order to maintain a safe pedestrian environment;*
- iii) *The main access to buildings or a group of buildings should face a street;*
- iv) *pedestrian entrances should be spatially and architecturally prominent and welcoming;*
- vi) *Blank walls are discouraged in situations which are exposed to public view. Where such walls are essential upgraded design and material standards are required; and,*
- vii) *Fine architectural detailing in building facades should be part of any new building or major addition to complete the streetscape."*

Response to 'Building Elements' Policies:

The new development will contribute to the evolution of Mill St by introducing new building materials, colours, architectural elements and an improved built form that seeks to complement the traditional architectural styles found in the neighbourhood. The proposed development will also create a varied streetscape that will result in a more diverse and attractive community. Crime Prevention Through Environmental Design (CEPTED) Principles have been incorporated throughout the building design, through the use of a publicly visible and prominent front entrance, large windows and upper-level balconies that promote eyes on the street and overlook onto the parking lot. Each elevation will be given a varying level of architectural treatment to promote visual interest while reducing monotony within the streetscape.

"e) Landscape, Parking and Service Areas

- i) *Surface parking lots should be screened from abutting streets through the use of low walls, decorative fences, planters, low shrubs or other landscaping, without compromising sightlines or maintenance flexibility.*
- ii) *Surface parking areas should be visually softened by introducing landscape islands, planters, low shrubs, or other landscaping, without compromising sightlines or maintenance flexibility.*

- iii) *All parking areas should be well lit to ensure pedestrian safety, but lighting should be designed to avoid light spillage into adjacent areas.*
- iv) *Ramps to underground parking areas should not detract from the façade or landscaping of the building.*
- v) *Parking shall generally not be permitted between buildings, other than a driveway for low and medium density residential uses, and the street. Landscape planting shall be provided between the street and the building to frame the building.*
- vi) *Planting of shade trees shall be encouraged.*
- vii) *Service and loading areas should be located away from the primary face and public view and integrated with buildings.*
- viii) *Appropriate screening of service and loading areas should be incorporated.”*

Response to 'Landscape, Parking and Service Areas' Policies:

The well-lit surface parking lot area and underground parking ramp are situated to the side of the building and are screened by trees and shrubs which have been sited along the street frontage to help block views from the streetscape.

TOWN OF HALTON HILLS URBAN DESIGN GUIDELINES: SECTION X4.2 GO STATION DISTRICT

X.4.2.1 BUILT FORM

"X4.2.1.2 Building Height and Massing

- *In the North and South Precincts, building height and massing should have regard to the scale, shadow impact, and privacy impact of adjacent properties.”*

Response to 'Building Height and Massing' Policies:

To ensure compatibility with the abutting and transitioning low-density residential uses, the proposed building will be setback to the eastern edge of the property and the upper levels of the building will be stepped back to reduce shadow impact. In addition, the required 45 degree angular plain setback has also been met.

"X4.2.1.3 Building Elements

- *Materials and colours for new buildings, and for additions or renovations to existing structures, should complement and be compatible with adjacent buildings.*
- *The facades of buildings should have windows, which overlook streets, lanes and parking areas, in order to maintain the character if a safe pedestrian environment.*
- *The main entrance of the residential buildings should have direct access facing the street.*

- *Pedestrian entrances to both single and multiple residential buildings should be spatially and architecturally prominent and welcoming.*
- *Blank walls demonstrating no specific architectural design are discouraged. Where such facades exist, the use of murals or landscaping to screen walls and provide visual interest will be encouraged.*
- *The use of reflective (mirror) glass should be discouraged.*

Response to 'Building Elements' Policies:

The proposed building will add visual diversity to the streetscape by introducing new (yet common to the area) colours, materials and architectural elements that complement adjacent buildings. The primary building entrance will be orientated towards the street and be complemented by pillars, large windows and landscape elements such as a bench and bike parking to reinforce the primary entrance's prominence and the overall pedestrian-friendly character of the site/community. The use of balconies on the upper levels of the building will help the animate the varying façades and to promote overlook onto the street and outdoor parking lot.

"X.4.2.3 LANDSCAPE"

- *Planting Strips with minimum widths of 4.5 metres should be provided between the street line and parking lots.*
- *Low fencing, combined with low shrubs, may be used along property lines to screen/protect parked vehicles, and also to provide visual interest.*
- *Decorative fences higher than 1.2 metres, or continuous planting of tall shrubs and coniferous trees, which obscure pedestrian views, should be discouraged.*
- *On sites where buildings are to be located closed to the front lot line and no parking in front of the building is proposed, landscape planting will be required in order to frame the building. Alternatively, the construction of low metal and masonry fences to define the site will be considered and it should be coordinated with the overall streetscape design.*
- *Shrubs should cover a minimum 50% of the planting strip.*
- *Screen planting, where provided, should cover a minimum of 50% of the planting strip area and should form a continuous visual screen between properties."*

Response to 'Landscape' Policies:

Landscape strips have been provided at the street frontage to help frame entrances to the building and the outdoor parking. The landscape elements will also serve to screen the surface parking lot from public views and

to promote a continuous landscaped street frontage that interfaces with the Silver Creek Natural Heritage Corridor.

"X.4.2.5 ACCESS AND CIRCULATION"

X.4.2.5.1 Vehicular Access and Circulation

- *Access into, and circulation within, an individual site should provide safe and well-defined routes.*
- *Property light, landscaping, and pedestrian amenities along the circulation routes will enhance the overall site appearance, promote public safety, and encourage the use of GO transit. Reference should be made to the relevant Regional and municipal documents in regard to safety"*

Response to 'Access and Circulation' Policies:

In terms of pedestrian access and circulation, there will be a continuous concrete walkway that will connect the public sidewalk to building entrances, the outdoor parking lot, the loading area and the underground parking ramp. Lighting and landscape features such as a bench and plantings will help to improve the walkway's appearance and promote feelings of public safety for pedestrians. The walkway is also to be partially located under a building overhang that will provide weather protection.

In terms of vehicular access and circulation, there is only one access point to the site and

it's from Mill St.. Access to the underground parking ramp and loading area are located closer to the rear end of the property for screening and turning movement purposes.

"X.4.2.6 PARKING AND SERVICE AREAS"

- *Parking areas that abut streets should be screened through the use of attractive low walls, decorative fences, planters, low shrubs, or rows of smaller street trees.*
- *Large surface parking areas should be visually softened by introducing street trees, planters and clearly defined pedestrian routes.*
- *Deciduous tree planting should provide definition to the street, shade opportunities, wind control or become part of a visually improving strip.*
- *Coniferous trees should provide wind control and become part of a visually improve planting strip.*
- *Shrub plants shall be used for wind control, visual screening and become part of a visually improved planting strip. Caution is made that any planting should not encourage places for hiding near pedestrian routes.*
- *Designated barrier-free parking spaces should be located as close as possible to barrier-free access routes and building entrances.*
- *A clearly defined pedestrian access route shall continue through all*
- *driveways into parking areas and facilities.*

- *Surface parking areas should be well lit to ensue pedestrian safety.*
- *Surface parking areas for the Go station or high density residential uses should avoid light spillage to the adjacent properties.*
- *Service (including exterior garbage storage and recycling containers) and loading areas should be located away from the primary building face and the public view, preferable in the rear or side yard of the building and integrated within the building, where possible.*
- *Appropriate screening of service and loading areas should be incorporated using landscaping, built screens, or a combination of both. Any building materials used to create screens should relate to those of the primary building exterior."*

Response to 'Parking and Service Areas' Policies:

The outdoor parking lot is well lit and connected to a walkway that provides pedestrian connections to building entrances and the public sidewalk. An adequate amount of Type 'A' and Type 'B' accessible parking spaces have been provided. Landscape strips are situated along the frontage of the property to both reinforce the entrance to the parking lot and to help screen views from the public realm.

Part 5 – Conclusion

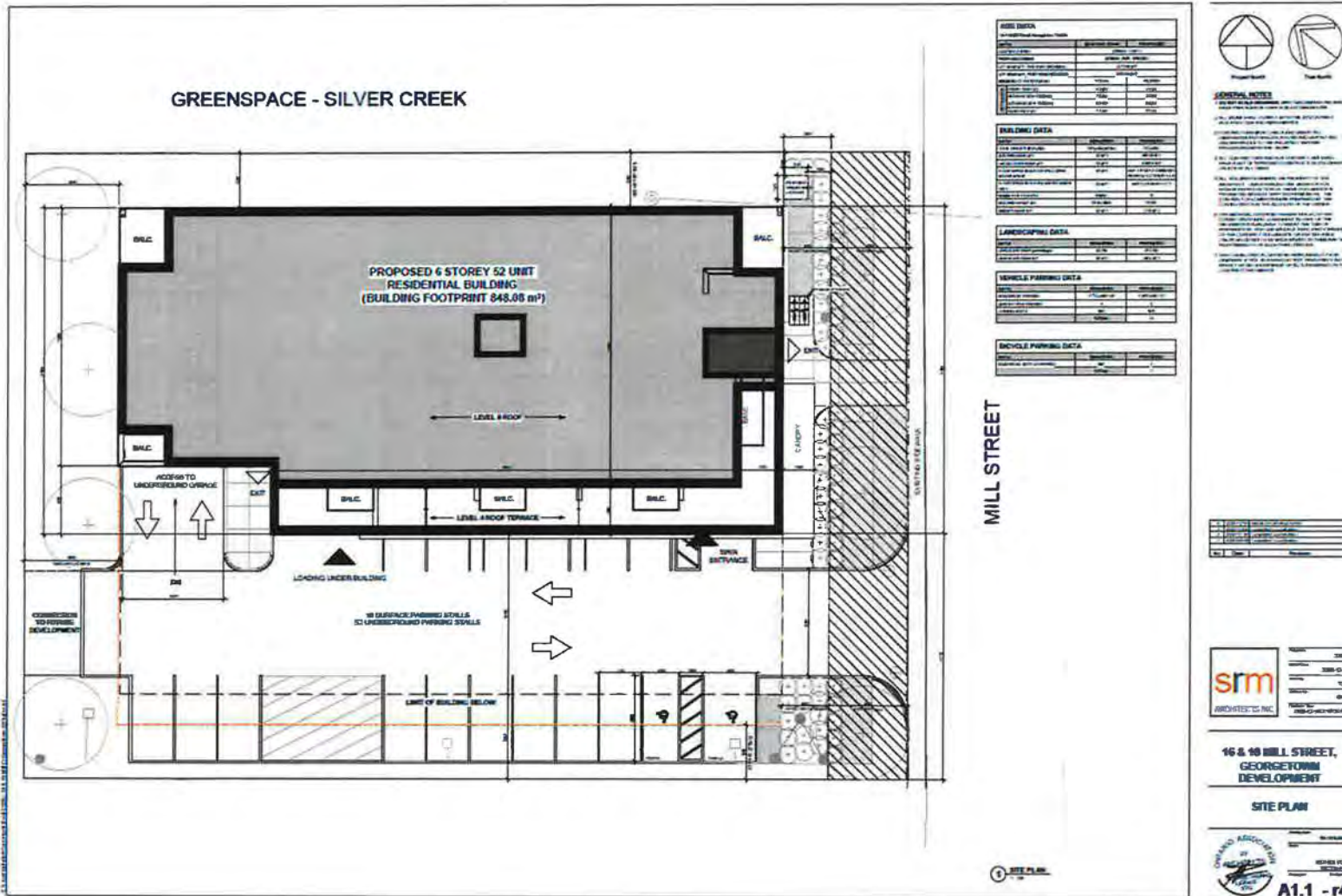
The subject property is located within a Major Transit Station Area. The proposed development would result in a more compact built form on an underutilized lot that is of sufficient size to accommodate a 6-storey 52-unit residential development. The new development is well-aligned with other redevelopment initiatives occurring along the Mill Street Corridor that seek to transform the evolving neighbourhood into a more urban and transit-supportive community. Design considerations have been made to ensure that the project is compatible with and complements both the historic character and natural features found in the area. These matters have been addressed in our response to the Town's urban design policies. To conclude, it is the author's opinion that the proposed development is a worthwhile project that will provide positive community outflows and municipal tax dollars for years to come.

Terrance Wm. Glover, RPP, CPT
Registered Professional Planner

Principal
Urban in Mind Planning Consultants

Part 6 – Appendices

Appendix A: Site Plan



Appendix B: Elevations



GENERAL NOTE

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF GEORGETOWN, VIRGINIA, AND THE STATE OF VIRGINIA, AND SHALL BE SUBJECT TO THE CITY OF GEORGETOWN, VIRGINIA, AND THE STATE OF VIRGINIA, AND SHALL BE SUBJECT TO THE CITY OF GEORGETOWN, VIRGINIA, AND THE STATE OF VIRGINIA.
2. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF GEORGETOWN, VIRGINIA, AND THE STATE OF VIRGINIA, AND SHALL BE SUBJECT TO THE CITY OF GEORGETOWN, VIRGINIA, AND THE STATE OF VIRGINIA.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF GEORGETOWN, VIRGINIA, AND THE STATE OF VIRGINIA, AND SHALL BE RESPONSIBLE FOR THE COST OF SUCH PERMITS AND APPROVALS.
4. ALL CONTRACTORS SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF GEORGETOWN, VIRGINIA, AND THE STATE OF VIRGINIA, AND SHALL BE RESPONSIBLE FOR THE COST OF SUCH PERMITS AND APPROVALS.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF GEORGETOWN, VIRGINIA, AND THE STATE OF VIRGINIA, AND SHALL BE RESPONSIBLE FOR THE COST OF SUCH PERMITS AND APPROVALS.
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7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF GEORGETOWN, VIRGINIA, AND THE STATE OF VIRGINIA, AND SHALL BE RESPONSIBLE FOR THE COST OF SUCH PERMITS AND APPROVALS.

1. 100'-0" (MILL ST.)
2. 100'-0" (MILL ST.)



16 & 18 MILL STREET,
GEORGETOWN
DEVELOPMENT
EAST & WEST
ELEVATIONS

PRELIMINARY

COORDINATION
A3.1 - r2



GENERAL NOTES

1. DIMENSIONS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
2. ALL WORK SHALL COMPLY WITH THE 2021 DISTRICT BUILDING CODE REQUIREMENTS.
3. CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND SPECIFICATIONS AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.
4. ALL CONTRACTORS AND SUB CONTRACTORS SHALL HAVE A SET OF APPROVED CONSTRUCTION DOCUMENTS ON SITE AT ALL TIMES.
5. ALL CONTRACTORS SHALL BE RESPONSIBLE FOR THE PROTECTION, MAINTENANCE AND REPAIR OF ALL UTILITIES AND STRUCTURES EXISTING ON THE PROJECT SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES EXISTING ON THE PROJECT SITE.
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10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES EXISTING ON THE PROJECT SITE.

No.	Date	Revisions



PROJECT: 16 & 18 MILL STREET, GEORGETOWN DEVELOPMENT
 DATE: 2023-10-26
 DRAWN BY: JLM
 CHECKED BY: WVS
 PROJECT NO: 2023-10-26 16 & 18 MILL STREET

**16 & 18 MILL STREET,
 GEORGETOWN
 DEVELOPMENT**

**NORTH & SOUTH
 ELEVATIONS**

PRELIMINARY

DATE: 11/08/23
 DRAWING NO: A3.2 - r2

Appendix C: Shadow Study



1 March 21st at 10:00am



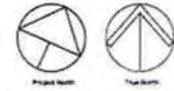
2 March 21st at 11:00am



3 March 21st at 12:00pm



4 March 21st at 1:00pm



GENERAL NOTES

1. SHADOW STUDY IS BASED ON THE ASSUMPTION THAT THE SUN IS AT AN ALTITUDE OF 75 DEGREES ON MARCH 21ST AT 10:00 AM.
2. SHADOWS ARE CAST FROM THE PROPOSED DEVELOPMENT AND EXISTING BUILDINGS.
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7. SHADOWS ARE CAST FROM THE PROPOSED DEVELOPMENT AND EXISTING BUILDINGS.

- 10:00 AM Proposed Development Daylight
- 11:00 AM Proposed Development Daylight
- 12:00 PM Proposed Development Daylight
- 1:00 PM Proposed Development Daylight
- 2:00 PM Proposed Development Daylight
- 3:00 PM Proposed Development Daylight
- 4:00 PM Proposed Development Daylight

No.	Date	Revision



SRM
ARCHITECTS INC.

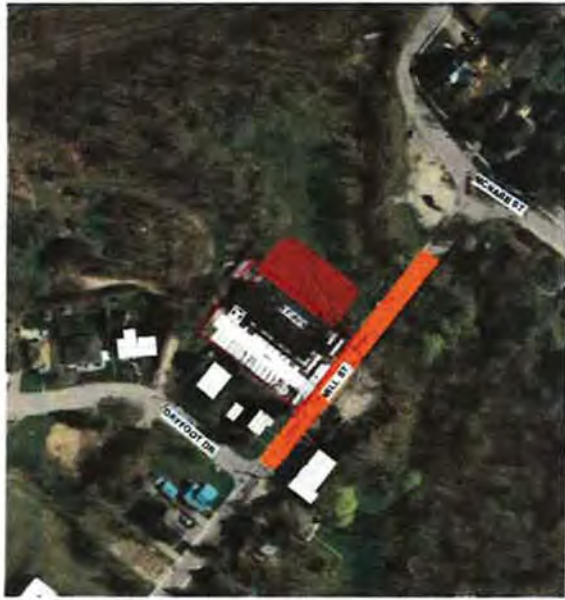
16 & 18 MILL ST.
GEORGETOWN

SHADOW STUDY -
MARCH 21st



PLANNING ASSOCIATION
OF THE CITY OF
GEORGETOWN

SD3.3 - r1



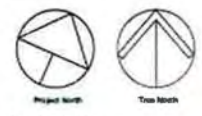
1 March 21st at 10:00am



2 March 21st at 11:00am



3 March 21st at 1:00pm



- GENERAL NOTES**
1. SHADOW STUDY CONDUCTED WITHIN 2000 FEET OF ALL BUILDINGS ON THE SITE.
 2. ALL SHADOWS 1 HOUR BEFORE THE SUN BEGINS RISING AND 1 HOUR AFTER SETTING.
 3. SHADOWS CAST FROM THE BUILDING TO THE SOUTH AND WEST. SHADOWS CAST FROM THE NORTH AND EAST ARE NOT SHOWN.
 4. ALL SHADOWS CAST FROM THE BUILDING TO THE SOUTH AND WEST. SHADOWS CAST FROM THE NORTH AND EAST ARE NOT SHOWN.
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- 10:00 AM Proposed Development Daylight
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- 12:00 PM Proposed Development Daylight
- 01:00 PM Proposed Development Daylight
- 02:00 PM Proposed Development Daylight
- 03:00 PM Proposed Development Daylight
- 04:00 PM Proposed Development Daylight


No.	Date	Revision



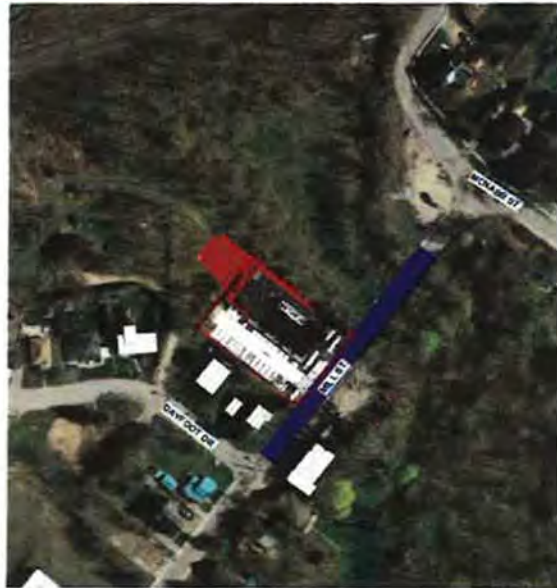
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2000-03-21 03:58 PM

16 & 18 MILL ST.
GEORGETOWN

SHADOW STUDY -
MARCH 21st



ONYARD ASSOCIATION
ARCHITECTS
2000-03-21 03:58 PM
SD3.4 - r1



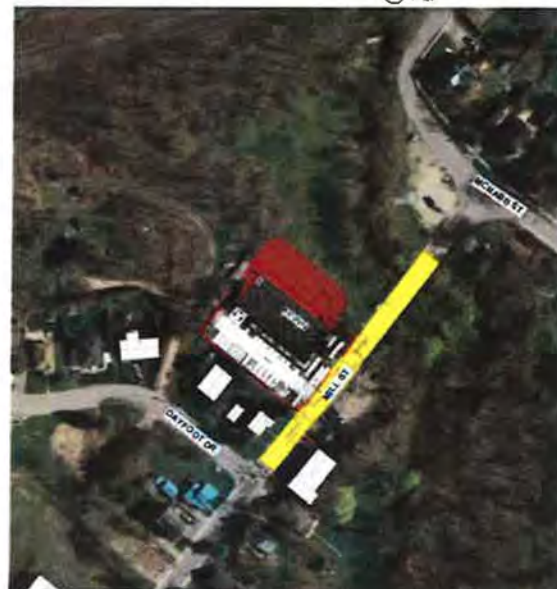
1 September 21st at 11:00am



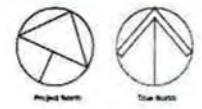
2 September 21st at 1:00pm



3 September 21st at 3:00pm



4 September 21st at 5:00pm



GENERAL NOTES

1. SHADOW STUDY CONDUCTED ON THE PROPOSED DEVELOPMENT AT 16 & 18 MILL ST. GEORGETOWN, VA. DATE: SEPTEMBER 21, 2018.
2. SHADOW STUDY CONDUCTED AT 11:00 AM, 1:00 PM, 3:00 PM, AND 5:00 PM.
3. SHADOW STUDY CONDUCTED ON THE PROPOSED DEVELOPMENT AT 16 & 18 MILL ST. GEORGETOWN, VA. DATE: SEPTEMBER 21, 2018.
4. SHADOW STUDY CONDUCTED ON THE PROPOSED DEVELOPMENT AT 16 & 18 MILL ST. GEORGETOWN, VA. DATE: SEPTEMBER 21, 2018.
5. SHADOW STUDY CONDUCTED ON THE PROPOSED DEVELOPMENT AT 16 & 18 MILL ST. GEORGETOWN, VA. DATE: SEPTEMBER 21, 2018.
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10. SHADOW STUDY CONDUCTED ON THE PROPOSED DEVELOPMENT AT 16 & 18 MILL ST. GEORGETOWN, VA. DATE: SEPTEMBER 21, 2018.

- 11:00 AM Proposed Development Daylight
- 1:00 PM Proposed Development Daylight
- 3:00 PM Proposed Development Daylight
- 5:00 PM Proposed Development Daylight
- 7:00 PM Proposed Development Daylight
- 9:00 PM Proposed Development Daylight

No.	Date	Revision

srm ARCHITECTS, INC.

Project No: 2018-12-18
 Date: 09/21/18
 Scale: 1/8" = 1'-0"

16 & 18 MILL ST.
GEORGETOWN

SHADOW STUDY -
SEPTEMBER 21st

SHADOW ASSOCIATION OF ARCHITECTS

SD3.5 - r1



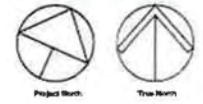
1 September 21st at 82:45pm



2 September 21st at 83:00pm



3 September 21st at 84:00pm



Project North Tree North

- GENERAL NOTES**
1. SHADOW STUDY CONDUCTED ON 21st SEPTEMBER 2022 AT 8:00 PM. SHADOWS PROJECTED TO 10:00 PM. (SEE GENERAL CONDITIONS)
 2. ALL SHADOWS SHALL BE CAST AT 15 MINUTE INTERVALS. (SEE GENERAL CONDITIONS)
 3. CONTAINERS SHALL BE CAST AT 15 MINUTE INTERVALS. (SEE GENERAL CONDITIONS)
 4. CONTAINERS SHALL BE CAST AT 15 MINUTE INTERVALS. (SEE GENERAL CONDITIONS)
 5. ALL SHADOWS SHALL BE CAST AT 15 MINUTE INTERVALS. (SEE GENERAL CONDITIONS)
 6. ALL SHADOWS SHALL BE CAST AT 15 MINUTE INTERVALS. (SEE GENERAL CONDITIONS)
 7. ALL SHADOWS SHALL BE CAST AT 15 MINUTE INTERVALS. (SEE GENERAL CONDITIONS)
 8. ALL SHADOWS SHALL BE CAST AT 15 MINUTE INTERVALS. (SEE GENERAL CONDITIONS)
 9. ALL SHADOWS SHALL BE CAST AT 15 MINUTE INTERVALS. (SEE GENERAL CONDITIONS)
 10. ALL SHADOWS SHALL BE CAST AT 15 MINUTE INTERVALS. (SEE GENERAL CONDITIONS)

- 10:00 AM Proposed Development Daylight
- 11:00 AM Proposed Development Daylight
- 12:00 PM Proposed Development Daylight
- 1:00 PM Proposed Development Daylight
- 2:00 PM Proposed Development Daylight
- 3:00 PM Proposed Development Daylight
- 4:00 PM Proposed Development Daylight

No.	Date	Revisions

sr
ARCHITECTS INC.

Project: 2022-10-16
Date: 2022-10-16
Scale: 1:500
Sheet: SD3.6 - r1

16 & 18 MILL ST.
GEORGETOWN

SHADOW STUDY -
SEPTEMBER 21st

ONTARIO ASSOCIATION
OF ARCHITECTS

SD3.6 - r1

Appendix E: Photometrics Plan

