



Georgetown

Planning Justification Report

Former McGibbon Hotel Project

Application to Amend the Zoning By-law

(as amended)

Submitted to: The Town of Halton Hills

Submitted by: Amico Properties Inc.





Halton Hills (Georgetown)

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1.0 Introduction

On November 1, 2017 the Ontario Municipal Board approved By-law 2017-0064 which was a By-law to amend Zoning By-law 2010-0050, as amended, for the lands described as Part Lots 1, 2 & 3, Registered Plan 37, Part of Lot 18, Concession 9, Town of Halton Hills, Regional Municipality of Halton. The By-law implemented Minutes of Settlement that were agreed to by the municipality and the applicant and approved by the Municipal Board.

The ownership group decided that it would/could not move forward with this project. As a result, the project has been on hold since the approval by the Municipal Board.

New investment interest has been generated and with it some modifications to the proposed project. In order to implement the desired modifications, a further amendment to the Zoning By-law Amendment that resulted from the approved Minutes of Settlement is required. This Planning Justification Report accompanies that application which seeks to further amend the zone provisions for the site.

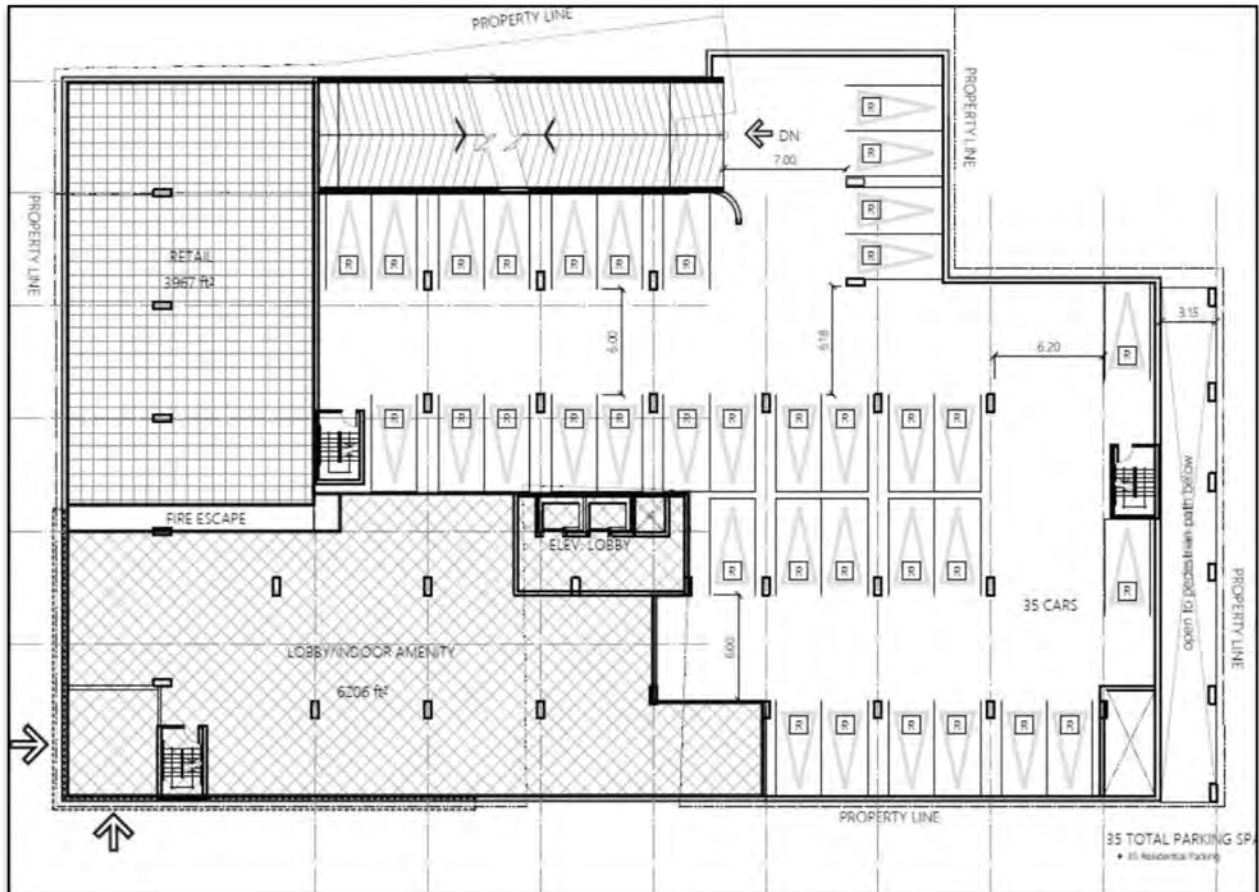
2.0 Site Description and Surrounding Land Uses

2.1 Purpose of Report

The purpose of this report is to describe how the modified development proposal differs from that which was previously approved and provide land use planning justification for the proposed changes. This report also provides a planning rationale as to how the modified development plan and as such, the proposed amendment, is in keeping with both Provincial Policy as well as the regional and municipal planning documents.

2.2 Property Description and Surrounding Land Uses

The subject property has the municipal address of 69 to 79 Main Street South and 94 to 98 Mill Street Halton Hills. Its legal description is Lots 1, 2 and 3 Registered Plan 37, Pt. Lt. 18, Concession 9. The lot outline is shown on the drawing below as are the proposed uses on the ground level floor. It is at this ground floor level that commercial and visitor parking will be provided.



2.3 Amended Development Proposal

The original development proposal as approved by the Ontario Municipal Board via Minutes of Settlement agreed to amongst the parties, established 125 as the maximum number of dwelling units and ten storeys of height with the tenth storey including a loft level. The new proposal includes 169 dwelling units as the maximum number of dwelling units and ten storeys of height with the tenth storey including a loft. It is important to note that the gross floor area of the building is about the same so the increase in the number of units is a result of having a greater number of smaller units than what was proposed in the original design. The overall maximum building height was set at 34.4 metres and is proposed to increase slightly to 36 metres, an increase of 1.6 metres. The step backs have also changed giving more of a step back appearance along Main Street. In addition, the application also seeks a



reduced parking requirement and is accompanied by a Parking Study that supports the proposed modification to the parking requirement.

Each of the proposed changes is discussed below in a little more detail.

The following changes are proposed for Schedule 2 to the Zoning By-law:

Increase in the maximum number of dwelling units from 125 to 169

Notwithstanding the increase in the proposed number of units, the gross floor area of the building is approximately the same. The proposal now includes a greater number of smaller units acknowledging that this site is in the heart of the downtown where smaller dwelling unit sizes would be expected. It is believed that the market will be looking for more smaller units than what the original proposal had included and so the design has been altered to accommodate that without significantly changing the size and floor area of the building. It is believed that the smaller units will be attractive to young people and seniors alike who require/desire less living space. It is also believed that many of the smaller units will be occupied by single residents and so the overall population of the building is not expected to increase significantly, notwithstanding the increase in the number of dwelling units.

Adding signage to those items listed as being allowed outside of the building envelope

The existing by-law establishes that cornices, light fixtures, ornamental elements, etc. are allowed to extend into the setback areas established in the by-law. The amendment seeks to add signage to the list to ensure that the McGibbon sign is also allowed to encroach into the setback area as is required in the heritage report.

Changing the parking requirements

The most significant of the changes being sought is to reduce the resident parking requirement so that there will be 1.2 resident parking spaces per dwelling unit required rather than the 1.5 resident parking spaces per dwelling unit currently required. It is believed that the smaller units will be attractive to those individuals who do not have a car and/or do not have the need for a car. The downtown location results in daily or regularly required goods being available within a comfortable walking distance. The Go Station is also within a comfortable walking distance. As an acknowledgement that people who do not regularly require a vehicle, might still need a vehicle for some trips, (large grocery runs, etc.) there is a proposal to include two ride share vehicles in the parking garage for resident use. The ride share spaces are proposed to be equal to 4 parking spaces when determining parking compliance.

The Committee of Adjustment approved a ratio of 0.15 visitor parking spaces per dwelling unit. This ratio is being maintained and met but the application seeks to allow the 26 required visitor parking spaces to also be considered as the commercial parking spaces required in the previous Board decision. It is believed reasonable to share the visitor parking spaces and the commercial parking spaces as the visitors and commercial users will have different hours of parking need. There is a Parking Study that accompanies the application to amend the by-law and supports the proposed parking for the modified proposal. It is also worth noting that the overall total number of parking spaces has increased from the original proposal.

Revising Schedule 3

Schedule 3 in the original by-law illustrated the setback requirements and the building step back requirements. The proposed modified building will still have 10 storeys as approved by the Ontario Municipal Board but will be 1.6 metres higher to allow for a little higher ceilings on those floors with smaller units. The higher ceilings will help make the unit feel a little larger. The revised Schedule 3 also establishes more regular step backs along the Main Street side of the proposed building. Finally, the new proposed Schedule 3 includes a pedestrian path at grade so Georgetown residents and visitors can access the municipal parking lot behind the proposed building without the need to walk around the building. This pedestrian connection linking the Back Street parking lot to Mill Street is being provided as a community benefit under Section 37 of the Planning Act in order to avoid the requirement to submit an application to amend the Official Plan. The proposed new Schedule 3 is attached to this report.

Revising Schedule 4

Schedule 4 of the By-law establishes the Height and Density Bonusing Requirements for the project. There is only one change being sought to this schedule and it is to introduce some flexibility into the language regarding the use of the original brick that is to be retained during demolition. Currently this requirement reads:

“The upper two floors of the façade on Main Street will be reconstructed in a two brick wythe using original brick retained during demolition, or in the alternative the upper two floors of the façade will be retained in situ and restored.”

The application seeks to insert the words “some of the” into the sentence so that the requirement would read:

*“The upper two floors of the façade on Main Street will be reconstructed in a two brick wythe using **some of the** original brick retained during demolition, or in the alternative the upper two floors of the façade will be retained in situ and restored.”*

The reason for this request is just an acknowledgement that some bricks will be damaged during demolition but there is a commitment to save and use as many of the bricks as is possible.

3.0 Policy Framework

This section of the report will evaluate the proposed development and amendment requests against the relevant Provincial, Regional and Municipal policy framework to determine conformity with applicable policies and guidelines.

3.1 2020 Provincial Policy Statement (PPS)



The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. In accordance with the Planning Act, the proposed development is required to be consistent with the relevant policies of the PPS. The policies and goals that are outlined in the PPS aim to promote strong and healthy communities, manage resources, improve economic growth, and promote public health and safety.

More specifically, Section 1.1.3 of the PPS emphasizes the importance of growth within existing settlement areas. Settlement areas are urban area and rural areas, and include cities, towns, villages and hamlets.

The following sections of the PPS help to substantiate the amendments being requested:

- 1.1.3.1 Settlement areas shall be the focus of growth and development;
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - f) are transit-supportive, where transit is planned, exists or may be developed.
- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow the efficient use of land, infrastructure and public service facilities.

It is our planning opinion that the proposed development of residential intensification within the existing built up area, and the zoning amendment being requested is consistent with the policies outlined in the PPS. More specifically, the proposed increase in the number of units by having a greater number of smaller units is consistent with the Provincial Policy goal of development having a compact form. Other aspects of the amendment request do not really fall under Provincial Policy direction.

3.2 Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides policies which guide municipal decisions related to housing, resource protection, transportation, infrastructure planning, land-use planning, and natural heritage.

The Growth Plan advises Municipalities to direct new growth to locations that make efficient use of transportation and servicing infrastructure and sets out general policies for residential intensification.



The proposed development helps to reinforce many of the goals stipulated as part of the Growth Plan. For example, the proximity of the development to the nearby GO Station helps implement the Growth Plan's objective of promoting transit-oriented development in strategic locations. In addition, Section 2.2.3 of the Growth Plan indicates that for each year after 2015, a minimum of 40% of all residential development occurring annually shall be within the built-up area. The proposed development at this location will help the Municipality to achieve this intensification target mandated as part of the Provincial Growth Plan. The increase in units currently being sought is consistent with the Growth Plan goals.

The proposed intensification at this site is in complete conformity with the strategic direction for residential growth, articulated in the Growth Plan for the Greater Golden Horseshoe. The subject lands are particularly well located for intensification being situated in the heart of the downtown and relatively close to the GO Station.

3.3 Region of Halton Official Plan (ROP)

The property is located within the Urban Area (Georgetown) of Halton Region's Official Plan. Section 76 of the ROP specifies that uses within the Urban Area are to be in accordance with the local official plan and zoning by-law and all other policies of the Regional Official Plan.

The ROP mandates certain goals and objectives within Urban Areas. The proposed development satisfies the following Urban Area goals of the ROP:

72(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.

Increasing the number of units by decreasing units size is directly consistent with this policy direction. Also, requesting a change to reduce the parking requirements in response to redesigned units that are more attractive to those residents who are less dependent upon the automobile is directly consistent with the above policy direction.

The current amendment application seeks to ensure that the growth is even more compact on a site that has a location that is supportive of transit use, is in the heart of the downtown and as such provides for non-motorized modes of travel, and reduces the dependence on the automobile. Intensifying the density as requested increases the efficient use of space and services at this location.

72(9) To facilitate and promote intensification and increased densities.

As stated above, the changes being sought by this amendment directly achieve this goal by further promoting intensification and slightly increased densities.



3.4 Town of Halton Hills Official Plan (HHOP)

The current zoning by-law amendment request is also consistent with the Official Plan direction of the Town of Halton Hills which in general terms encourages compact forms of development and residential intensification of fully serviced sites. More specifically, the subject property is located in the Downtown Core Sub-Area. The policy for this area encourages maximum use of buildings and the preservation of historic features, such as the McGibbon Hotel sign. The policy for this area recommends certain heights for redevelopment along Main and Mill. The revised step backs proposed are more consistent with this policy direction.

4.0 Site Servicing

A Functional Servicing Report was prepared and accompanied the former application. The same consultant has been asked to submit an addendum letter outlining how the modifications to the design impact the Functional Servicing Report, if at all.

5.0 Site Plan Application

To be prepared after the zoning issues have been fully addressed.

6.0 Other Considerations

6.1 Land Conveyances

Amico is aware that there are certain easements required for this project. Discussion necessary for these easements are underway.

6.2 Plan of Condominium

It is acknowledged that a Plan of Condominium will be required for this development.

7.0 Conclusion

In our opinion, the proposed amendment application will provide for development that is compatible and appropriate for the subject lands. The proposal is consistent with the Provincial Policy Statement (2020) and conforms to the Provincial Growth Plan and the Region of Halton's Official Plan. The proposed intensification at this location is supported by a number of goals and objectives within the locally planning documents and respects the urban design guidelines and policies for redevelopment in the area.

In conclusion, the Zoning By-law Amendment request represents good planning and should be approved for the following reasons:



1. The proposed development is consistent with the 2020 Provincial Policy Statement and conforms to the Provincial Growth Plan. The development will help achieve a number of Provincial policy directives, including required residential intensification and the utilization of existing infrastructure.
2. The proposed development conforms to the Region of Halton Official Plan and helps to satisfy a number of goals and objectives related to redevelopment in the urban core.
3. The proposed development conforms to the Town of Halton Hills Official Plan and seeks to satisfy a number of objectives outlined in the Halton Hills Official Plan.
4. The proposed development is considered compatible with existing and adjacent land uses and has employed, where necessary, the appropriate design techniques to soften building massing, scale and height.

Should you have any questions or concerns regarding the proposed development and the requested amendments, please do not hesitate to contact us.

Yours truly,

A handwritten signature in black ink, appearing to read "Cindy Prince".

Cindy Prince
Amico Properties