

Attachment-9 Planning Analysis

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), 2020, provides direction on matters of provincial interest related to land use planning and development. Section 1.1 of the PPS promotes efficient land use and development patterns that support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth. Policy 1.1.1 of the PPS encourages creating healthy, livable and safe communities, including promoting efficient development patterns and accommodating an appropriate affordable and market-based range and mix of residential types [1.1.1a),b)]. Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society [1.1.1f)].

Section 1.4 focuses on housing, providing an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area, including establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans [1.4.3 a)]. This includes permitting all housing options required to meet the needs of residents, including special needs requirements, through both intensification and redevelopment [1.4.3 b)]. This section further directs that new housing is to be directed to locations where appropriate levels of infrastructure and public services are and will be available to support anticipated needs [1.4.3 c)].

This application to permit the development of 32 supportive housing units is consistent with the policies of the PPS. The proposed development represents a compact form of development, infilling and intensifying existing residential lands within the City's settlement area, efficiently using land, infrastructure and public service facilities, in an area where infrastructure is already available and transit is available.

As supportive housing, the site would provide an alternative residential type to the area and contribute to achieving an appropriate range of housing types and densities to help the City of Guelph meet projected requirements for current and future residents. The site would provide affordable special needs housing which aligns with both the PPS and the City's Affordable Housing Strategy.

The City's Official Plan is meant to be the main instrument for implementation of the PPS in Guelph [4.7] and a more detailed review of proposed Zoning By-law Amendment's consistency with policies in the City's Official Plan will be outlined later in this analysis.

Provincial Growth Plan for the Greater Golden Horseshoe (A Place to Grow)

The Growth Plan for the Greater Golden Horseshoe, 2019 (the Growth Plan) is issued under the Places to Grow Act and works to support the achievement of complete communities, manage forecasted population and employment growth, protect the natural environment, and support economic development. While the PPS as outlined above provides broader policy direction on matters of provincial interest, the Growth Plan provides more focused direction for development within the Greater Golden Horseshoe area.

The policies of the Growth Plan focus on the key themes of building more compact and vibrant communities; directing a significant share of new growth to existing built-up areas of the City; promoting the development of transit-supportive densities and the use of active transportation methods; and creating complete communities through ensuring a healthy mix of residential, employment and recreational land uses.

Sections 2.2.1 and 2.2.2 of the Growth Plan identify how population growth to the horizon year of 2041 will be accommodated within the 'Delineated Built-up Areas' of the City. The subject lands are located within the Delineated Built-up Area. These sections contain policies related to intensification, the creation of complete communities and efficient use of infrastructure and public service facilities. Specific to the creation of complete communities is the goal of improving social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes and the provision of a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes [2.2.1.4].

The proposed Zoning By-law Amendment conforms to the policies of these sections by:

- Providing supportive housing units, a housing form that is proposed to be affordable and meet an identified housing gap in the City;
- Directing intensification to lands within the existing delineated built-up area of the City;
- Promoting development that supports active and public transportation options;
- Adding new housing units that contributes to enhancing and broadening the mix of housing types and options available;
- Further contributing to the mix of land uses in the surrounding area and building a complete community through intensification that is in close proximity to existing services, public transit and public open space; and
- Makes efficient use of existing municipal infrastructure and public service facilities.

Section 2.2.6 outlines policies for housing throughout the Greater Golden Horseshoe, including the following policies:

- Policy 2.2.6.1 supports housing choice and affordable rental housing through the achievement of the minimum intensification and density targets of the Growth Plan, land use planning and financial tools, aligning land use planning with housing and homelessness plans, and through official plan policies, designations and zoning by-laws.
- Policy 2.2.6.2 expands on the previous policy to support the achievement of complete communities through intensification, meeting density targets, considering the range and mix of housing options and densities of the existing housing stock, and planning to diversify overall housing stocks across a municipality.

The Zoning By-law Amendment application at 85 & 89 Willow Road proposes 32 supportive housing units which would contribute to the range and mix of housing options in the City. The units are proposed to be affordable and will address the goals of the City's Affordable Housing Strategy.

Overall, the proposed development is a compact and efficient form of development that will be served by adequate infrastructure and public service facilities in the surrounding built-up neighbourhood. The development will contribute to the overall intensification of the City's built-up area by creating 32 dwelling units at a residential density of approximately 121 units per hectare, together with the main floor of the building which provides support, office and amenity space.

Based on the above summary of policies, Planning staff are of the opinion that the proposed Zoning By-law Amendment is consistent with and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

Official Plan Conformity

High Density Residential

The Site is designated High Density Residential in the Official Plan which permits multiple unit residential buildings mostly in the form of apartment buildings. The designation permits a minimum height of three storeys and a maximum of height of ten storeys together with a density between 100 and 150 units per hectare.

The proposed Zoning By-law Amendment application at 85 & 89 Willow Road to develop a five storey building containing 32 units of supportive housing meets the requirements of the High Density Residential land use designation.

The proposed five storey building is comprised of a main floor containing offices, support space and amenity space for the residents, and each of the upper floors would contain 8 bachelor apartment suites for a total of 32 units. With 32 residential units, the density on the proposed site would be approximately 121 units per hectare, within the permitted density range in this designation.

Special Needs Housing

The Official Plan has policies specific to the development of Special Needs Housing, which is defined in the City's Official Plan as:

Any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for the elderly. For the purposes of this Plan, it also includes group homes, emergency shelters, special care facilities for persons with disabilities and housing for seniors (rest homes, palliative care, nursing homes).

Supportive housing is an example of special needs housing as it generally refers to a combination of housing assistance and supports that enable people to live as independently as possible in their community.

Section 9.2.2 sets out that special needs housing shall be permitted within land use designations where residential uses are permitted and that the City should work with other levels of government to support the development and retention of special needs housing throughout the City. It also specifies that when a zoning by-law amendment is required to allow special needs housing, consideration should be given to

- i) The nature of the proposed use and its *compatibility* with the immediate neighbourhood;
- ii) The objective of community integration;
- iii) The existing *Zoning By-law* regulations;
- iv) Specific performance standards such as dwelling type, buffering, minimum amenity area and minimum floor space; and
- v) Access to community facilities such as education, public transit and recreation.

The proposed development of a five storey building containing 32 units of supportive housing at 85 & 89 Willow Road addresses these criteria in the following ways. The site is meant to permanently house people that experience chronic homelessness and need support to stay housed and live with independence. The site is located in an existing residential neighbourhood on lands designated in the Official Plan for High Density Residential uses. The proposed building is compatible in height and use with the neighbouring residential apartment buildings along Willow Road that are 6 storeys high and the nearby apartment buildings on the west side of Dawson Road that are four storeys high. There are also a wide range of

other residential housing types in the broader neighbourhood, with single detached housing to the west along Applewood Crescent and a variety of low rise apartment buildings and single detached housing south of Willow Road.

The location allows the residents to be within walking distance of services and amenities. The site is close proximity to a commercial plaza on the northwest corner of the intersection of Willow Road and Dawson Road and within walking distance to the larger commercial plaza at Silvercreek Parkway North and Willow Road. The site also benefits from its proximity to the Shelldale Centre, which provides a wide range of services to the local community, is a local hub for social service agencies, and an opportunity to integrate with local residents. There is also good access to public transit on Willow Road and Dawson Road to reach services that are further away, and support staff will be available on site to connect residents with other community services as needed. For these reasons, the site location is well suited to the objective of community integration for the future residents.

For recreation purposes, there is large outdoor common amenity space on site, proposed to be shared with the residents of 85 and 89 Willow Road. A large park (Norm Jary Park) is also located nearby, on the other side of the Shelldale Centre.

Regarding Zoning By-law regulations, Supportive Housing is a use already defined in the Zoning By-law and staff have considered the proposed by-law amendment and site layout in its surrounding context. The proposed layout of the building means that the dwelling units are all located on upper floors, designed as bachelor apartment units and the building fronts onto the private laneway situated on 20 Shelldale Crescent. The building is located approximately 60 metres from the nearest apartment building so there is no shadow impact. Planning staff are satisfied that the proposed site is suitable for special needs housing.

Criteria for Multi-Unit Residential Buildings

General criteria for multi-unit residential buildings and intensification within existing residential neighbourhoods are contained in Policy 9.3.1.1 and are to be used to assess development proposals for multi-unit residential development.

The analysis below demonstrates how each of the eleven criteria are met for the proposed 32 unit supportive housing development.

- 1. Building form, scale, height, setbacks, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity.*

The proposed development is a five storey building, which is primarily accessed and oriented along the private laneway which leads to Shelldale Crescent. The existing residential apartment buildings on 85 and 89 Willow Road are both six storeys in height and nearby apartment buildings on the west side of Dawson Road are four storeys in height. The height and massing

are similar to surrounding buildings. It is the only residential building oriented onto the private lane, but the Shelldale Centre building on the opposite side of the lane is similarly sited.

The proposed building elevations are included in Attachment-8. Urban Design staff have reviewed and are satisfied with the proposed site layout and building elevations.

2. *Proposals for residential lot infill will be compatible with the general frontage of lots in the immediate vicinity.*

The development proposal will not be creating new infill lots, so this provision does not apply.

3. *The residential development can be adequately served by local convenience and neighbourhood shopping facilities, schools, trails, parks recreation facilities and public transit.*

There are a number of local service and retail uses nearby, including the commercial plaza on the northwest corner of Willow Road and Dawson Road to the east and a larger commercial node with a grocery store within walking distance to the west along Silvercreek Parkway north of Willow Road.

To the west of the site is the Willow Road School and Willowdale Childcare Centre. Norm Jary Park is located just to the northwest of the site to provide recreation opportunities, as well as the Shelldale Centre to provide a range of neighbourhood services. Transit is available both on Willow Road and Dawson Road.

4. *Vehicular traffic generated from the proposed development will not have an unacceptable impact on the planned function of the adjacent roads and intersections.*

Little traffic will be generated from the proposed site, with only a few employees on site at a time and residents unlikely to have cars. All traffic will access the site from Shelldale Crescent and no traffic quantity concerns have been raised.

5. *Vehicular access, parking and circulation can be adequately provided and impacts mitigated.*

A single vehicular access is proposed to be provided to the site via a private laneway situated on 20 Shelldale Crescent (the Shelldale Centre property) through a private easement. The private lane currently runs one way (from west to east) from Parkwood Road, behind Willow Road Public School and along the south and east edges of the Shelldale Centre property out to Shelldale Crescent. The applicant would redesign the portion of the lane that

runs from the proposed development site to Shelldale Crescent to allow two way traffic on the easterly portion of the lane and 6 additional parking spaces along the lane.

The original site concept showed a small traffic circle on the private lane (see Attachment 6 for the original site concept) but a concern was raised by the Upper Grand District School Board about children crossing the traffic circle to get to the nearby elementary school. The applicant revised their parking and traffic layout to create two-way access on the part of the lane that runs from Shelldale Crescent to the site, while maintaining the existing one-way portion of the lane that runs from Parkwood Road to the subject site.

Parking has been reduced to 8 spaces on the site immediately in front of the building and an additional 6 parking spaces are proposed to be located along the laneway to Shelldale Crescent. It is anticipated that the parking will be used mainly by staff and visitors, as the proposed residents are unlikely to have vehicles.

Criteria for Multi-Unit Residential Buildings continued

6. *That adequate municipal infrastructure, services and amenity areas for residents can be provided.*

Engineering staff have not confirmed that adequate water and wastewater servicing capacity is available for the proposed development because they are currently in the process of updating the City's servicing master plans. A holding provision is proposed for the site that will ensure that adequate capacity is confirmed before the holding provision is lifted. The applicant has indicated in their preliminary engineering drawings that stormwater will be entirely accommodated for on-site. In terms of amenities, the site is near transit, a park, local retail and community services and adequate on-site amenity area has been provided for residents.

7. *Surface parking and driveways shall be minimized.*

The site's surface parking will be significantly reduced from a standard apartment zone parking lot. The site design is being configured to provide one access from the laneway connecting to Shelldale Crescent, 8 parking spaces on site and 6 parking spaces along the laneway through a private easement.

8. *Development shall extend, establish or reinforce a publicly accessible street grid network to ensure appropriate connectivity for pedestrians, cyclist and vehicular traffic, where applicable.*

The development of this site will improve pedestrian connections for area residents. Currently there are a number of informal paths from the

commercial and residential areas along Willow Road to the Shelldale Centre and to Willow Road School. A sidewalk is proposed to be extended along the south side of the lane from the site to Willow Road School so students in neighbouring apartment buildings will not have to cross the lane to walk to school. Another side walk is proposed along the east side of the lane from the site towards the Shelldale Centre.

9. *Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas and microclimatic conditions, such as wind and shadowing.*

The proposed development will not impact the surrounding lands in relation to grading and drainage. At five storeys, the building does not create any concern about wind or shadow impacts, as the nearest residential building is approximately 60 metres to the east.

10. *The development addresses public safety, identified public views and accessibility to open space, parks, trails, and the Natural Heritage System, where applicable.*

The proposed development to supportive housing does not impact public safety, public views or accessibility to any open spaces.

11. *The conservation and integration of cultural heritage resources, including identified key public views can be achieved subject to the provisions of the Cultural Heritage Resources Section of this Plan.*

The site is not considered to be a cultural heritage resource.

Affordable Housing

Section 7.2 of the OP provides policy direction with respect to affordable housing. The City recognizes the importance of housing, including affordable housing, in meeting the needs of the city's existing and future residents.

The City's Affordable Housing Strategy (AHS) sets an annual City-wide 30% target for housing that is affordable with the goal of ensuring that affordable housing is included in the range and mix of housing provided across the City. The goals and objectives of the AHS have also been incorporated into the Official Plan in Section 7.2 (Affordable Housing). These policies are intended to encourage and support the development of affordable housing throughout the city by planning for a range of housing types, forms, tenures and densities and have been applied to the review of this proposed residential development application.

The 32 new dwelling units would be considered affordable rental units as based on their proposed size and subsidized rental rate, they would be well below the 2020 affordable rental housing benchmark of \$1245 per month or less. As proposed, the

32 supportive housing units would contribute affordable and special needs housing. The individual units are proposed to be small subsidized rental apartment units which are provided together with support staff that allow the residents to live independently. The applicant is actively pursuing funding from the Canada Mortgage and Housing Corporation (CHMC) Rapid Housing Initiative.

The site is located in an area with nearby transit, a variety of retail and commercial services and recreational lands, providing the opportunity for an affordable lifestyle for future tenants.

Community Energy Initiative Update (2019) and Climate Change

Section 4.7 of the Official Plan contains policies relating to energy management and the City's Community Energy Initiative (CEI). The applicant has outlined measures they propose to incorporate into the proposed building, as shown in Attachment-10.

Through the site plan review process the applicant will be required to consider and detail these and any other measures that can be taken to address the goals of the CEI as noted in Condition #35 in Attachment-2.

Review of the Proposed Zoning

The applicant is proposing to rezone the subject site from the R.4B (High Density Residential Apartment) to three specialized R.4B (Specialized High Density Residential Apartment) Zones. Each of the existing apartment buildings at 85 and 89 Willow Road are older than the current Zoning By-law, so their existing permissions do not match the current Zoning requirements for items like setbacks and parking and need to be updated because their lot sizes are being changed to create the new lot for supportive housing. For this reason, three separate zones are proposed, one for each property.

85 Willow Road

The retained portion of 85 Willow Road is proposed to be rezoned to the R.4B-26 Zone, as shown in Attachment-5. The site requires five specialized regulations in total, three of which would recognize the existing layout at 85 Willow Road.

A specialized regulation is required to acknowledge the existing 6.0 metre side yard setback, where 7.5 metres is required in the standard R.4B Zone. Also, the current Zoning requires a buffer along the lot line between buildings, but no buffer currently exists as none was required when this site was zoned and the site function well with the neighbouring sites as is.

The site also requires specialized regulations for amount of parking and parking layout. The site currently contains 72 parking spaces and this amount is proposed to remain unchanged. The current zoning would require 90 parking spaces based on the current building which contains 68 apartment units. Staff have no concerns about the amount of parking that is currently provided on site and have recommended a specialized parking ratio of 1.05 spaces per unit, which works out to a minimum of 72 parking spaces. A specialized regulation has also been added to permit the parking to be located immediately adjacent to the side and rear lot lines, where the standard zoning requires a 3 metre setback. The specialized regulation

also addresses the existing situation, where the parking areas from the neighbouring properties abut one another.

By removing a portion of the rear yard of the site to create the new proposed lot, the site requires a reduction in minimum common amenity area to 290 square metres, where 1560 square metres is required. Staff support this reduction, because there is still some common amenity area along the east side of the building and the residents will be able to access the larger common amenity space provided at the new supportive housing parcel. Also, large nearby public amenity spaces are available, including Norm Jary Park, as well as open space at 20 Shelldale Crescent and Willow Road Public School.

Similarly, the site will require a reduction in Landscaped Open Space to 20% of the site where 40% is required in the standard R.4B zoning. This reduction can also be supported by staff because there is existing landscaped open space along the building and as noted in the previous paragraph, nearby shared open space and parks.

89 Willow Road

The retained portion of 89 Willow Road is proposed to be rezoned to the R.4B-27 Zone, as shown in Attachment-5. The site also requires five specialized regulations in total, three of which would recognize the existing layout at 89 Willow Road.

A specialized regulation is required to acknowledge the existing 6.0 metre side yard setback, where 7.5 metres is required in the standard R.4B Zone. Also, the current Zoning requires a buffer along the lot line between buildings, but no buffer currently exists as none was required when this site was zoned and the site function well with the neighbouring sites as is.

The site also requires specialized regulations for amount of parking and parking layout. The site currently contains 74 parking spaces and this number is proposed to remain. The current zoning would require 90 parking spaces based on the current building which contains 68 apartment units. Staff have no concerns about the amount of parking that is currently provided on site and have recommended a specialized parking ratio of 1.05 spaces per unit, in line with what is recommended at the adjacent 85 Willow Road, which works out to a minimum of 72 parking spaces. A specialized regulation has also been added to permit the parking to be located immediately adjacent to the side and rear lot lines, where the standard zoning requires a 3 metre setback. The specialized regulation also addresses the existing situation, where the parking areas from the neighbouring properties abut one another.

By removing a portion of the rear yard of the site to create the new proposed lot, the site also requires a reduction in minimum common amenity area to 290 square metres. Originally the applicant request a minimum of 37 square metres, where 1560 square metres is required, but once the proposed property line was finalized, additional common amenity lands were identified. Staff support this reduction, because the residents will be able to access the larger common amenity space provided at the new supportive housing parcel. On the new supportive housing parcel, almost double the required amenity area is being provided, with 1543 square metres of amenity area where 840 square metres is required. The applicant

proposes to create one larger shared amenity space on the supportive housing site instead of two adjacent but separate smaller common amenity spaces. Planning staff agree that one larger common amenity area could work well for the residents of all three sites.

Similarly, the site will require a reduction in Landscaped Open Space to 15% of the site where 40% is required in the standard R.4B zoning. This reduction can also be supported by staff because there is existing landscaped open space along the building and as noted in the previous paragraph, nearby shared open space and parks.

New Supportive Housing Development

The new lot, created from a portion of the rear yards of both 85 and 89 Willow Road is proposed to be zoned R.4B-28(H), a specialized High Density Apartment Zone with a Holding provision.

The site would only permit supportive housing as a use, which is defined in the by-law as:

The use of a building with dwelling units to provide services and supports on-site that are designed to assist residents who need specific support services while allowing them to maintain a level of independence. Support services may include, but are not limited to, collective dining facilities, laundry facilities, counseling, educational services and life skills training.

Several specialized regulations have been requested to accommodate the proposed use and layout.

The site does not have frontage on a public street, but rather will use a private lane to access Shelldale Crescent, so a specialized regulation is required to allow the site to use the private lane and to recognize the lot frontage along the private lane as the front yard for zoning purposes.

The site also requires a specialized regulation for a reduced minimum side yard of 5 metres on the east side of the site, where the Zoning By-law requires 7.5 metres. Staff have no objection to the proposed specialized regulation because there are no existing buildings on the adjacent lot close to the proposed side yard, so there are no concerns about shadow or view impact.

A specialized regulation has also been requested for a reduced minimum rear yard, of 3.5 metres where 8.1 metres is required based on the lot depth. Staff note that the applicant original noted that 28.26 metres was the minimum required rear yard, but this measurement was incorrect, based on the entire site lot depth, not the depth of the new parcel. This specialized regulation is acceptable to staff because the technical rear yard on the site is not meant to provide amenity space, only a transition space from the neighbouring property. The site's amenity space is provide in westerly side yard.

A specialized regulation has also been requested to permit a maximum of 32 dwelling units on the site. Planning staff support the proposed regulation to limit the number of dwelling units to the current proposal. By adding these regulations there is a clear understanding the proposed redevelopment reflects the limited to the size and massing of the proposed building and further changes the number of units would need to go through an additional public planning process.

On-site parking would also require a specialized regulation. The applicant has proposed a minimum of 8 parking spaces on site and an additional 6 through an easement along the laneway between the site and Shelldale Crescent. In the standard apartment zones, 45 parking spaces would be required to accommodate parking for each residential unit and potential visitors. For supportive housing the amount of parking needed has been determined to be far less. No changes are proposed to parking for the existing residential buildings and the parking areas will continue to function as existing.

In terms of parking use, it has been determined that the parking provided is sufficient to accommodate staff need together with visitor parking. The applicant anticipates it would be unlikely for any resident to own a car, instead the majority of future residents are anticipated to use transit, bike or walk.

Staff have reviewed the proposed parking arrangement and are satisfied that the amount of parking provided would accommodate anticipated staff and visitor needs, and if needed could accommodate some residents with vehicles.

Staff have recommended a specialized regulation to limit the height of the proposed building to five storeys. This regulation reflects the proposed building and provides additional certainty about the built form being provided. A specialized regulation has also been requested to permit a maximum of 32 dwelling units on the site. Planning staff support the proposed regulation to limit the number of dwelling units to the current proposal. By adding these regulations there is a clear understanding the proposed development is limited to the size and massing of the proposed building and further changes the number of units would need to go through an additional public planning process.

The Holding Provision

The supportive housing site is proposed to be zoned with a Holding Provision (H). A Holding Provision is used to ensure that certain conditions are met before the zoning comes into effect. In this case, there are several reasons for the Holding Provision. The proposed site consists of two portions of two separate lots; these two portions need to be severed from the existing 85 and 89 Willow Road properties and joined to create one separate lot. Also, because the site is not on a public street, an easement is needed over 20 Shelldale Crescent to have access to the private lane from the site to Shelldale Crescent and to provide the additional six off-site parking spaces proposed to be located on the 20 Shelldale Crescent property. A Holding Provision is also requested to confirm the proposed stormwater management and servicing design once servicing capacity is confirmed. Additional easements for site services or access may also be required. Once these conditions are fulfilled, the applicant can apply to the City to remove the Holding Provision.

Comments Received on the Application

The Statutory Public Meeting for the proposed Zoning By-law Amendment was held on March 8, 2021. Questions and concerns were raised by public delegates related to compatibility of the proposed use, safety and how the site would be managed, funded and operated as supportive housing. Concerns were also raised about the function and operation of the laneway, the amount of parking and the number of development applications underway in the surrounding area. Planning issues that have not already been considered in the report are addressed below.

Compatibility

Compatibility was addressed earlier in this analysis through the review of the Official Plan policies above. However, concerns around compatibility were raised related to the existing demographic of the surrounding neighbourhood. The Zoning By-law regulates how the land is used but it does not and cannot regulate who uses the land, or in the case of a residential development, who the proposed owner or tenant will be.

Planning staff defer to the Ontario Human Rights Code (Section 2(1) which states that "Every person has a right to equal treatment with respect to the occupancy of accommodation without discrimination because of race, ancestry, place of origin, colour, ethnic origin, citizenship, creed, sex, sexual orientation, age, marital status, family status, disability or the receipt of public assistance." Planners and municipalities have the responsibility to ensure their recommendations and decisions adhere to the Ontario Human Rights Code.

Safety

Concerns were raised by the school board about the laneway traffic circle design and parking configuration on the original site plan submitted with the application. Working with staff, the applicant revised the submission to reflect input concerns about pedestrian safety and vehicular movement. The revised submission removed the roundabout to create a more defined parking entrance and removed potential conflict with parking movements from laneway traffic. Defined crosswalks and walkways enhance pedestrian safety for accessing the site and the laneway.

At the time of Site Plan Review, staff will review the proposal within the lens of Crime Prevention Through Environmental Design (CPTED) principles. CPTED is a multi-disciplinary approach to reviewing sites to identify design and architectural improvements that discourage crime and create a positive social environment. CPTED review makes recommendations regarding detailed site design regarding aspects such as lighting, landscaping and establishing clear sightlines.

Given the concerns raised to date, staff have identified that if approved, this site would go through CPTED review during the site plan review process to identify and address any areas of potential safety concern. A site plan condition (Condition#34) reflecting the need for a CPTED review is included in Attachment 2 of this report.

Laneway Access and Function

A single vehicular access is proposed to be provided to the site via a private laneway situated on 20 Shelldale Crescent (the Shelldale Centre site) running from the proposed development site to Shelldale Crescent (see Attachment-7, Revised Site Concept Plan).

The private lane currently runs one way (from west to east) from Parkwood Road, behind Willow Road Public School and along the south and east edges of the Shelldale Centre property out to Shelldale Crescent. A portion of the lane that is situated closest to the school is owned by the UGDSB. The portion of the lane from the school to the south and east of the Shelldale Centre is owned by Kindle (the applicant and owner of the Shelldale Centre). The City also holds an easement over a portion of the lane to access Norm Jary Park.

The applicant has proposed to redesign the east portion of the lane that runs from the proposed development site to Shelldale Crescent to allow two way traffic on the easterly portion of the lane and 6 additional parking spaces along the lane. Traffic and transportation engineering staff have reviewed the proposed changes to the lane and are supportive of the proposed layout.

The Upper Grand District School Board (UGDSB) has an easement over the Shelldale Centre property to use the lane. Currently Willow Road Public School traffic enters the lane on Parkwood Road and exits the school via the private lane to Shelldale Crescent. UGDSB staff have reviewed the proposed layout and are satisfied with the proposed changes to the lane, as shown in Attachment 7. Vehicular traffic to the school will be unaffected by changes to the lane and pedestrian movement will be improved by an addition of a sidewalk on the south side of the lane along the proposed development to the school.

The UGDSB has asked to be involved in the Site Plan Approval Process to discuss with the applicant and the City the final layout of the lane and pedestrian connections, as well as discussion about the need for any additional easements or agreements related to the operation of the private lane (see Condition #36 in Attachment-2).