

Attachment-11 Staff Review and Planning Analysis

Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020, came into effect on May 1, 2020. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. Part IV: Vision for Ontario's Land Use Planning System, includes that "Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities."

Most relevant to these applications, Policy Section 1.0 – Building Strong Healthy Communities speaks to 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 promotes creating and sustaining healthy, liveable and safe communities. This is achieved in part by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term, and also by accommodating an appropriate affordable and market-based range and mix of residential types (1.1.1 a), b)). Furthermore, promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1 e); and ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Section 1.1.3 (Settlement Areas) further states that "It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures." This sections also adds policies specific to supporting active transportation (1.1.3e) and transit-supportive, where transit is planned, exists or may be developed (1.1.f). Section 1.1.3.4 states that "Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety."

Section 1.4 focuses on housing development, 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).

The proposal to permit the high density residential development on the subject lands is consistent with the policies of the PPS. The proposed development represents a compact form of development within the City's settlement area that will allow the efficient use of land, infrastructure and public service facilities and be at a transit supportive density where transit, infrastructure and other services are already readily available. The proposed high density residential development provides multiple-unit residential housing and a community use (seniors day use or day care centre). The multiple-unit residential building will contribute to the mix of housing types available along College Avenue West. The community use will support future residents on the site and the surrounding neighbourhood.

The proposed development is within easy walking distance to commercial plazas in the area. The proposal contributes to achieving an appropriate range of housing types and densities to help the City of Guelph meet projected requirements for current and future residents.

Policy 4.7 of the PPS directs that a City's Official Plan is the most important vehicle for implementation of the PPS. A more detailed review on how the proposal is consistent with the above PPS policies, as well as policies in the City's Official Plan will be outlined later in this analysis. The proposed development is consistent with the Provincial Policy Statement.

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

Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe came into effect on August 28, 2020. This is an amendment to the Growth Plan that came into effect on May 16, 2019.

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 Growth Plan builds on other provincial initiatives and policies and provides a framework to manage and guide decisions on growth through building compact, vibrant and complete communities.

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 2051 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.

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

- Directing redevelopment and intensification to lands within the existing delineated built-up area of the City;
- Promoting redevelopment that supports active and public transportation options;
- Adding new housing units to the neighbourhood that contributes to enhancing; and, broadening the mix of housing types and options available.

The proposal further contributes to the mix of land uses in the surrounding area and contributes to building a complete community through redevelopment that is in close proximity to existing services, local stores, public transit and public open space; and, makes efficient use of existing municipal infrastructure and public service facilities. The proposed applications will facilitate the development of rental housing with a variety of unit sizes which will contribute to the mix of unit sizes available for different sized households and incomes.

The proposed Official Plan and Zoning By-law Amendment are consistent with and conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (including Amendment 1).

Official Plan Conformity

The applicant has requested an Official Plan Amendment to change the existing land use designations to the "High Density Residential" land use designation and add a site-specific policy.

In accordance with Policy 1.3.14 of the Official Plan, the following criteria must be considered when considering an Official Plan Amendment. Staff have evaluated each of the criteria below.

- i. The conformity of the proposal to the strategic directions of this Plan and whether the proposal is deemed to be in the overall interests of the City.

The proposed Official Plan and Zoning By-law Amendments conform to the strategic goals of the Official Plan in Section 2.2, including the following:

- Contributing to providing an appropriate range, mix and geographic distribution of housing types to meet current and projected needs to the year 2031 (2.2.1 b), 2.2.5 d);
- Provides for urban growth and land use patterns in a manner that ensures the efficient use of public expenditures over the long term (2.2.1 c);
- Facilitates development in an area where full municipal services and related infrastructure is readily available (2.2.4 a);
- Build a compact, mixed-use and transit-supportive community (2.2.6 b); and,
- Encouraging intensification and redevelopment of existing urban areas that is compatible with the existing built form (2.2.6 d).

- ii. Consistency with applicable provincial legislation, plans and policy statements.

Staff have reviewed the proposal against the policies of the 2020 Provincial Policy Statement (PPS) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe and are satisfied that the proposal is consistent with the 2020 PPS and conforms to the Growth Plan.

- iii. Suitability of the site or area for the proposed use, particularly in relation to other sites or areas of the city.

The site is suitable for the proposed use. It is located on an arterial road in close proximity to commercial and institutional uses. It is located within the Built-Up Area of the City.

- iv. Compatibility of the proposed use with adjacent land use designations;

The proposed use is compatible with adjacent land use designations. Lands to the east are designated as "High Density Residential" and "Neighbourhood Commercial Centre" and lands to the south are designated "Medium Density Residential". A further analysis of compatibility is discussed below.

- v. The need for the proposed use, in light of projected population and employment targets.

The proposed development contributes to meeting the City's population targets.

- vi. The market feasibility of the proposed use, where appropriate.

The applicant has determined that the proposed use is marketable.

- vii. The extent to which the existing areas of the city designated for the proposed use are developed or are available for development.

The subject lands are currently designated for medium density residential uses, which include apartment buildings.

- viii. The impact of the proposed use on sewage, water and solid waste management systems, the transportation system, community facilities and the Natural Heritage System.

Review of the proposed application has determined that adequate services are available and the development can be accommodated.

- ix. The financial implications of the proposed development.

Financial implications of the proposed development are outlined at the beginning of the report in terms of estimated development charges and taxes.

- x. Other matters as deemed relevant in accordance with the policies of this Plan.

Consideration of other relevant matters are discussed in this planning analysis.

Complete Communities and Intensification

One of the key goals of the Official Plan is planning for a complete community. This includes ensuring that people's needs for daily living throughout an entire lifetime are met by providing convenient access to a mix of jobs, local services, public transportation and a full range of housing types. All projected population growth to the year 2031 is to be accommodated within the City's current settlement area boundaries and is to be achieved through promoting a compact built form. Specifically, 40% of annual residential development is to be directed to the City's built-up areas through intensification. Vacant and underutilized lots are to be revitalized through redevelopment. The subject site is well suited to contributing to the creation of a complete community. The proposal is intensifying a site in a built-up area that has good access to transit and neighbourhood services.

Urban Design

To achieve a complete community, the Official Plan contains policies regarding urban design that apply to all development. Several urban design objectives in the Official Plan apply to the proposed apartment development, including:

- To create neighbourhoods with diverse opportunities for living, working, learning and playing;
- To build compact neighbourhoods that use land, energy, water and infrastructure in an efficient manner; and
- To allow for a range of architectural styles in urban form and design that appropriately respond to local context and achieve compatibility.

Section 8.8 of the Official Plan contains policies that apply to mid-rise buildings which include apartment buildings up to six storeys. Mid-rise buildings are to be designed to frame the street they are fronting while allowing access to sunlight to adjacent properties.

Servicing and off-street parking is to be screened from public view, by locating parking underground or to the rear and side of buildings.

To provide a detailed analysis of how the development proposal is consistent with and meets the City's urban design policies, the applicant submitted an Urban Design Brief and Addendum as part of a complete application. Planning and Urban Design staff reviewed the proposed six-storey apartment building and are supportive of the approach to the overall design of the site as outlined in the Urban Design Brief. Staff acknowledge and support the changes made by the applicant since the initial submission and the improvements and refinements made to the design.

Revisions to the original proposal include (but are not limited to):

- A reduction of the total residential unit count to 110 units (from 116 units originally) resulting from the below upper storey stepbacks and conversion of units on the second floor on the original plan to indoor amenity space.
- A new 6th storey stepback of the building mass from the eastern property line for the purposes of additional transition, and reducing potential of any overlook to the east.
- The building length has been reduced to 80 metres (from 83.15 metres originally) to provide for a complying side yard setback to the western property line.
- A closer front yard setback for the western part of the building containing the ground floor seniors day use/day care centre of 6.07 metres (from 8.8 metres) to accommodate additional pedestrian walkways to the rear and accentuate a "jog" in the front building wall.
- The addition of new site walkways along the eastern and southern edges of the building.
- The reorientation of the main residential lobby entrance and seniors day use/day care centre space now face College Avenue West.
- An increase of the common amenity area to 2,421 square metres (from 1,721 square metres) with a new consolidated outdoor space in the site's southeast corner, which was combined from the southwest and northeast corners on the original plan.

Residential Development Policies

Section 9.3 of the Official Plan contains policies that apply to the residential land use designations. The proposed development satisfies the residential objectives.

This includes:

- Facilitating the development of a full range of housing types and densities to meet a diversity of lifestyles and the social needs and well-being of current and future residents throughout the City;
- Ensuring compatibility between various forms of housing and between residential and non-residential uses;
- Maintaining the general character of built form in existing established residential neighbourhoods while accommodating compatible residential infill and intensification;
- Directing new residential development to areas where full municipal services and infrastructure is available and can be provided in an efficient and cost effective manner;
- Ensuring new development is compatible with surrounding land uses and the general character of neighbourhoods; and
- Ensuring new residential development is located and designed to facilitate and encourage convenient access to employment, shopping, institutions and recreation by walking, cycling and transit.

Residential Development Policies (continued)

Section 9.3.1.1 of the Official Plan identifies criteria that must be used to assess multi-unit residential development proposals as well as for intensification proposals within existing neighbourhoods. This criteria is to be applied in addition to the applicable urban design policies of the Official Plan noted previously.

1. That the building form, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity.

The development concept places the building massing at the street edge which will reflect the character of the streetscape as an arterial road. Street level townhouse units are proposed at the base of the building, including the College Avenue West frontage. The townhouse units will provide street level interest and animation. Proposed landscaping buffers along all four property boundaries will provide a buffer between the existing low rise residential, College Avenue West and the High Density Residential lands to the east. Landscaping along College Avenue West will provide for softening of the streetscape.

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

Given that the land uses in the area vary, the lot sizes and frontages are also going to vary. There is not an established pattern in the frontage of lots along the south side of College Avenue West. The proposed development fits within the mix of lot sizes and frontages.

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

The proposed development can be serviced with appropriate commercial, recreational and institutional uses to meet the every day needs of residents. Commercial, recreational and institutional uses within close proximity include:

- Stone Road Mall and the Commercial corridor along Stone Road West with a selection of drugstores, restaurants, grocery stores and gyms;
- Centennial Pool;
- Guelph Soccer Dome;
- W.E. Hamilton Park;
- Centennial Park;
- Royal City Tennis Club;
- Guelph Community Christian School;
- Catholic Saint-Rene- Goupil Elementary School;
- College Heights Secondary School;
- Priory Park Public School; and
- University of Guelph.

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

Engineering and Transportation Services staff have reviewed the application and have no concerns with the proposed development and conclude that the adjacent roads and

intersections can accommodate the additional traffic that will be generated by the proposed development. Detailed comments from Engineering and Transportation Services staff are provided in Attachment 13.

Residential Development Policies (continued)

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

Vehicular access is proposed from College Avenue West and parking is to be provided at the rear of the building at-grade as well as one level of underground parking. There are no anticipated impacts in terms of number of parking spaces or site circulation. Drop-off areas will be clearly delineated. Truck loading is located behind the building. The TIS supports a parking reduction based on several considerations which is discussed later in this report.

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

Engineering staff have confirmed that there is adequate servicing capacity available to service the proposed development.

In terms of on-site amenities, interior common amenity and rooftop amenity areas are proposed. Each unit will also have a private balcony amenity area, and the site is within walking distance to municipal parks, recreation and commercial activities.

7. Surface parking and driveways shall be minimized.

Surface parking is proposed as part of the development and is located behind the building. The majority of required parking is provided in an underground parking structure. Surface parking has been minimized given that one level of underground parking is proposed. The building orientation results in the parking not being visible from College Avenue West. One driveway from College Avenue West is proposed.

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.

Pedestrians can enter the site from College Avenue West whereby there are sidewalks on both sides of the street. Provisions have been made for bicycle parking for both visitors and building residents.

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 Functional Servicing Report concludes that the site will be graded such that a suitable overland flow route is provided towards the College Avenue West right-of-way. Stormwater runoff from the site will be collected in an internal storm sewer system that will convey flows to the existing storm sewer located within College Avenue West.

A pedestrian wind comfort letter and shadow study have been submitted and reviewed and accepted by staff.

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 will address public safety and accessibility by having direct pedestrian connections and clearly defined entrances to College Avenue West.

Common amenity areas are dispersed throughout the site, at-grade, within the lower and upper levels of the building and on the rooftop. The site is located within proximity

to Centennial Park and W.E. Hamilton Park as well as a number of schools that have associated open space. The Royal Recreation Trail is located within walking distance of the Site and provides a connection to Centennial Park. Silvercreek Trail is also located within walking distance of the Site which provides a connection to W.E. Hamilton Park and Stone Road beyond that. The proposed development will be well serviced by open space in the nearby community and by common amenity area on the site.

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 City's Senior Heritage Planner has reviewed the development proposal and did not identify any cultural heritage resource impacts from the development.

The proposed development satisfies the criteria outlined in Official Plan Policy 9.3.1.1.

Review of Proposed Zoning

The recommended zoning in the report is a combination of some of the specialized regulations requested by the applicant and additional specialized regulations determined by Planning Staff in order to secure the site design, including built form and parking, as well as better reflect current urban design principles that are not standard in the City's 1995 Zoning By-law. The following is an analysis of the specialized regulations.

Permitted Uses

In addition to the permitted uses set out in Section 5.4.1.2, of Zoning By-law (1995)-14864, as amended, the following additional uses are permitted:

- **Day Care Centre** in accordance with Section 4.26 of the By-law
- **Seniors Day Use**

For the purposes of this By-law, a **Seniors Day Use** shall be defined as a place in which programs and activities are offered for older adults in the community, offering a place for people to gather and interact. No medical assistance is provided and overnight stays are not permitted.

Staff response: The proposed development contemplates a community use on the ground floor. It could serve as either a seniors day use or a day care centre. The intent is to provide a use that both the residents of the building and the surrounding neighbourhood would benefit from. The Official Plan permits non-residential uses that are complementary to and serve the needs of residential uses. Both a seniors day use and day care centre are considered to be appropriate uses that serve the needs of residents.

Net Density

Request: the residential net density for the R.4B-25 Zone shall be a maximum of 172 units per hectare, whereas Table 5.4.2, Row 5 of the Zoning By-law permits a maximum net density of 150 units per hectare.

Staff response: the request for an increased density to 172 units per hectare whereas 150 units per hectare is permitted in the R.4B Zone, is required to realize the proposed development. The requested density can be accommodated without negatively impacting adjacent properties. There are no anticipated servicing, parking or compatibility issues as a result of the increased density. The proposed applications will provide for suitable mid-rise residential development along an arterial road. Staff are satisfied that the proposed on-site amenities, landscaping, vehicular circulation and parking can be accommodated and as such, the requested increase in density is considered to be appropriate.

Review of Proposed Zoning (continued)

Maximum Building Height

Request: The maximum building height shall be 6 storeys, whereas Table 5.4.2, Row 10 of the Zoning By-law permits a maximum building height of 10 storeys.

Staff response: the limit on building height will help ensure compatibility and transition to adjacent properties. Staff note that the "Medium Density Residential" land use designation that applies to the subject lands would allow for a six-storey building on the subject lands without an Official Plan Amendment.

Off-Street Parking and Residential Visitor Parking

Request: Despite Table 5.4.2, Row 14 and Section 4.13, a minimum of 1 parking space per residential unit and a minimum of 1 parking space per 30 square metres of gross floor area for a Seniors Day Use or Day Care Centre shall be required.

Request: Residential visitor parking can be shared with parking for the Seniors Day Use of Day Care Centre.

Staff response: 133 parking spaces are shown on the conceptual site plan. Staff have recommended a parking ratio rather than a "hard" number that would apply to the site. A parking ratio is easier to apply and allows for some room should minor design changes be required at the site plan approval stage.

Based on the current 1995 Zoning By-law requirements 163 parking spaces would be required based on the following:

1.5 parking spaces for the first 20 units = 30 parking spaces

1.25 parking spaces for each additional unit (1.25x90)=113

Day Care Centre – 1 space per 10 children + 1 space per facility (based on the provincial standard of 2.8 square metres per child (537/2.8), 191 children could be accommodated in the Day Care Centre)(191/10) =19+1=20

Total parking required based on existing Zoning By-law = 163

Based on the recommended parking rate above, parking requirements are as follows:

1 space per residential unit = 110 parking spaces

1 space per 30 square metres of gross floor area for the Seniors Day Use or Day Care Centre (537/30) = 18 parking spaces

Total parking required = 128 parking spaces and 133 parking spaces are proposed on site.

The recommended parking ratio recognizes the context of the site and the available public and active transportation options within close proximity. There are bus stops within walking distance of the site, which ultimately connects to the broader transit network and key destinations within the City. There are also many every day uses within walking distance to the site that do not require every resident to have an automobile.

The Provincial and City policy direction is to encourage alternative modes of transportation. A parking reduction is one way to encourage alternative modes of transportation as it encourages those who do not own multiple automobiles to reside in the building. The intent is that there would be 114 parking spaces for the residential uses with 19 visitor parking spaces. These visitor parking spaces would be shared with the seniors day use or day care centre as only staff would require parking for the seniors day use/day care centre. The seniors day use and day care centre would be used during the day when visitor parking is less likely required by the residents of the building.

The applicant has also provided justification as it relates to the parking reduction in the Traffic Impact Study. The auto-ownership rate in apartment buildings is 0.92 vehicles per household. This would suggest that about 10% of the units in the proposed development could potentially be rented by tenants not owning a car and not requiring parking. This will amount to a parking demand for 101 spaces, lower than the 114 spaces supplied. The developer has indicated a number of opportunities to reduce parking demand including: unbundled parking, car-share availability, transit, walking and cycling modal usage. Staff also note that the mix of units proposed (including smaller studio units) would lend itself to having single occupants in several units (thereby reinforcing the need for only 1 space per unit).

Review of Proposed Zoning (continued)

Minimum Landscaped Open Space

Request: the minimum landscaped open space shall be 32% of the lot area, whereas Table 5.4.2, Row 13 of the Zoning By-law requires a minimum landscaped open space area of 40% of the total lot area.

Staff response: landscaping and outdoor amenity areas play a role in creating an attractive atmosphere that enhance the sense of place of a site. As per the development concept, landscaping is proposed to be provided along all four property boundaries. An approximate 6-7 metre buffer is provided from the College Avenue West property boundary to the building face. This will provide a large area for plantings and landscaped open space along the street. A reduced landscaped open space area is reasonable and justifiable for the following reasons:

- 32% landscaped open space will provide sufficient landscaped open space in the form of buffers and outdoor spaces. These areas will provide future residents a space to enjoy the outdoors while also providing sufficient buffering to adjacent properties. Landscaping along College Avenue West will enhance the public realm and the pedestrian experience.
- The purpose of the landscaped open space is to provide appropriate buffers to adjacent properties and provide for outdoor green space for residents. As per the development concept, it can be concluded that both of these elements have been achieved.
- Underground parking has been provided and as such, the opportunities for landscaped open space are able to be maximized as less surface parking is being provided than would be if there was no underground parking.

Common Amenity Area Design

Despite Section 5.4.2.4.2, common amenity areas can be designed and located so that the length does exceed 4 times the width.

Staff response: common outdoor amenity area is part of the overall Common Amenity Area requirements of the Zoning By-law. The Zoning By-law sets out a length to width ratio to ensure spaces are usable and are appropriately scaled. The applicant is requesting the ratio to exceed 4:1 for one of the common amenity areas. The applicant has provided a concept plan of this area that demonstrates this area exceeds the length to width ratio slightly and still does provide a comfortable and inclusive space.

Floor Space Index

Request: to permit a floor space index of 1.64, whereas Table 5.4.2, Row 18 of the Zoning By-law permits a maximum floor space index of 1.5.

Staff response: the purpose of floor space index (FSI) is to control the size of a building relative to the size of the property. The floor space requirement in the R.4B Zone is 1.5 and the proposed development would realize a FSI of 1.64. An increase in 0.14 FSI will not be noticeable to those passing by and will not create negative impacts on adjacent properties. Further, in order to respond to policies that encourage intensification within Built-Up Areas, increasing the FSI should be considered to provide additional building area on a lot when all other elements for a functional site can be provided.

Staff have reviewed the proposed zoning and are satisfied that the R.4B-25 (Specialized High Density Apartment) Zone is appropriate to implement the proposed development. The specialized regulations will ensure the best placement of the apartment building on the subject lands, and are overall supportable for the proposed development of this site.

Community Energy Initiative Update (2019) and Climate Change

Section 4.7 of the Official Plan contains policies on Community Energy. Policy 4.7.4.1 of the Official Plan indicates that the City will utilize the development approvals process, such as site plan control, to ensure that new residential development includes sustainable design features.

The Owner/Developer has indicated that they will be including a number of energy efficiency measures within the proposed development consistent with the City's Community Energy Initiative (CEI) 2019 update. These initiatives proposed by the Owner/Developer will contribute to the City meeting its goal to become a net zero community by 2050. The Owner/Developer has provided a letter summarizing how their proposal addresses the CEI update (2019), and it is included in Attachment 12.

Staff are recommending a condition to be implemented through site plan approval that the Owner/Developer shall provide a commitment to incorporate features into the development that will contribute to meeting the action items from the CEI (see condition in Attachment 4).

Affordable Housing Strategy

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 for all households 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.

Implementing the City's affordable housing target is largely dependent upon designating a suitable amount of land and density for residential use, including mixed use developments. There is a high correlation between the City's growth management policies and the ability to meet both growth management and affordable housing targets. Apartment units represent the vast majority of residential units that are below the affordable benchmark price, as identified in the AHS.

The proposed development includes a total of 110 residential units consisting entirely of apartment units, comprised of studios, 1 bedroom, 1 bedroom plus den, 2 bedrooms and 3 bedrooms. Based on this proposed housing form, it is highly anticipated that this development will contribute to the achievement of the affordability housing targets set for the City. This actual contribution will be measured as the units are rented or sold. However, it is also noted that how much of any given development may be affordable cannot be assessed at the time of zoning approval, understanding that this would only be

known when the first sale or rental price is established. For this reason, the measurement on the actual achievement of affordable housing targets is done on the basis of what has been constructed and then sold or rented in the previous year. The City's annual Affordable Housing Reports prepared over the past few years have indicated that the City has been meeting affordable housing targets.

Urban Forest and Private Tree Protection By-law Requirements

The subject lands are regulated under the City's Private Tree Protection By-law. A Tree Management Plan and Arborist Report were submitted by the applicant as part of a complete application.

A condition has been included in Attachment 4 that requires the preparation of an updated Arborist Report and Tree Management Plan as well as a Tree Compensation Plan prior to any grading, tree removal of Site Plan Approval.

Municipal Services and Infrastructure

Policy 6.1.3 of the Official Plan requires all new development to be on full municipal services, including sanitary sewers, water supply, stormwater management and transportation networks. Engineering staff have reviewed the development proposal and supporting studies and have confirmed that the development can be supported by full municipal services and that sufficient capacity is available. The property owner will be responsible for all costs associated with connecting, decommissioning existing and upgrading municipal services, where necessary. Comments from Engineering are included in Attachment 13.

Parkland Dedication

Open Space Planning recommends payment in lieu of conveyance of parkland for the proposed development. Conveyance of parkland isn't recommended for the subject development as the application of the rate of conveyance of parkland at 30% of the development land would render the remaining portion of the development site impractical for development due to the small site area (less than a hectare).

Payment of money-in-lieu of parkland conveyance is required prior to the issuance of any building permits, pursuant to s. 42 of the Planning Act, and in accordance with City of Guelph By-law (2019)-20366, as amended by By-law (2019)-20380 or any successor thereof. The calculation of the parkland dedication rate will depend on the details of the approved development and rate in effect at the time of the issuance of the first building permit.

Comments from Parks Planning are included in Attachment 13.

Comments Received on the Applications

Questions and issues raised by Council and members of the public in response to the applications that were not discussed in detail earlier in this analysis are summarized and responded to below.

Rooftop Mechanicals

A concern was raised regarding the view of the rooftop mechanicals. Common amenity area is proposed on the roof. The Urban Design Brief submitted by the applicant indicated that the location and enclosure of the rooftop mechanical unit will ensure that is screened from view of the public realm. The detailed design of this area will be reviewed through the site plan approval process.

Noise

The applicant submitted an Environmental Noise Assessment as part of a complete application. Engineering has reviewed this Noise Assessment and has asked for a detailed noise study to be completed at the site plan approval stage.

Lighting

As part of site plan approval, the applicant will be required to provide a detailed photometric plan, prepared by a Professional Engineer. The photometric plan will be required to demonstrate that there will be no light trespass onto adjacent private properties from exterior lighting fixtures. On the photometric plan, the applicant will be required to demonstrate that there are negligible foot-candle lighting measurements along all private property lines and include details on the types and locations of exterior light fixtures proposed.

Solid Waste

The applicant will be required to complete a Waste Management Plan as part of their site plan application that will ensure the apartment building has and maintains a three stream waste system (i.e. recycling, organics, garbage). The Waste Management Plan will also evaluate having the waste be collected by the City Solid Waste Resources staff.

Relocation of College Place's existing residents

This is not specifically a land use planning issue, however, it is an important consideration for the applicant. The long term care facility on the subject lands is currently a tenant and the applicant is not the operator of the facility. The existing lease with the facility is until the end of October 2021, a term that was agreed upon at the start of the land transaction. It is the applicant's understanding that the tenant is making the necessary arrangements for the residents.