

Attachment-11 Staff Review and Planning Analysis

2020 Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. It is issued under Section 3 of the Planning Act. All planning decisions, including the comments, submissions and advice provided to Council shall be consistent with the PPS.

Policy Section 1.0 – Building Strong Healthy Communities speaks to efficient land use and development patterns to support sustainability by promoting efficient land use and development patterns. This includes 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 with an appropriate range and mix of residential development types (i.e. single-detached, multi-unit housing, and affordable housing), employment and other uses to meet long term needs [1.1.1 a), b)]. Also, development must avoid land use patterns that may cause environmental or health and safety concerns, and be cost-effective, ensuring the necessary infrastructure and public facilities are in place to meet the projected needs [1.1.1 c), e), g)]. Development and land use patterns that conserves biodiversity is to be promoted while also being prepared for regional and local impacts of climate change [1.1.1 h), i)].

Policy 1.1.3 requires development in settlement areas such as the City of Guelph to use land and resources wisely, considering opportunities for intensification and redevelopment as well as overall regeneration. Specifically, residential densities are to efficiently use land and resources while being appropriate for and efficiently utilizing the infrastructure and public service facilities that are planned or available. In addition, land use and development patterns in settlement areas are to be transit supportive that accommodate a significant supply and range of housing options through intensification and redevelopment while taking into account existing building stock and areas [1.1.3.1, 1.1.3.2 a), b), and 1.1.3.3]. Appropriate development standards are to be promoted that facilitate intensification, redevelopment and a compact form, while mitigating risks to public health and safety [1.1.3.4].

For residential development, an appropriate range and mix of housing types and densities must be provided to meet projected market-based and affordable housing requirements. This is to be achieved by permitting and facilitating all housing options and intensification at appropriate densities and directing new housing to locations where appropriate levels of infrastructure and public services are available to support anticipated needs [1.4.3 b), c), d)].

Section 1.6.6 of the PPS outlines policies for planning for sewage, water and stormwater services. The proposed development will be on full municipal services and Engineering staff have confirmed that adequate capacity is available to fully service the proposed development [1.6.6.2] (See Engineering staff comments in Attachment-13).

When planning for stormwater management relative to a development proposal, it is to be integrated with planning for sewage and water services. Changes to existing water balances are to be minimized and not increase risks to human health and safety and property damage [1.6.6.7 c), d)]. Vegetative and pervious surfaces are to be maximized [1.6.6.7 e)]. Further, stormwater management best practises such as attenuation, re-use and low impact development are to be considered.

Through the review of the development applications, staff have worked with the applicant on an overall stormwater management strategy that achieves a water balance through matching pre-development conditions, accommodating a regulatory storm event, attenuating stormwater both on and off-site and avoiding safety impacts to surrounding private properties because of the proposed development.

Long-term economic prosperity is to be supported through several planning and development considerations. This includes encouraging residential uses that respond to dynamic market-based needs and provide necessary housing supply and a range of housing options for a diverse workforce [1.7.1 b)].

Development must also consider energy conservation, air quality and climate change. This is to be supported through land use and development patterns that promote a compact built form and a structure of nodes and corridors. Vegetation is also to be maximized within settlement areas [1.8 g)].

The PPS has policies regarding the wise use and management of resources. This includes cultural heritage and archaeology. In particular development and site alteration is not permitted on lands that contain archaeological resources or areas of archaeological potential unless any significant resources have been conserved [2.6.2]. As part of this, Indigenous communities are to be consulted in the development process with their interests considered when identifying, protecting and managing archaeological resources [2.6.5].

In Planning staff's opinion, the proposal to develop 52 cluster townhouse dwellings on the subject lands is consistent with the policies of the PPS. The proposal will redevelop lands within the City's settlement area from the existing vacant religious establishment to a higher density than what currently exists. The development will further add to the range and choice of housing options in an area, contributing to a more balanced housing mix. The residential development is compatible with the existing surrounding single detached dwellings. Adequate water and sanitary sewer capacity is available to service the development, and overall the proposed development will efficiently make use of existing infrastructure.

As the City's Official Plan is to be the main instrument for implementation of the PPS in Guelph [4.6], a more detailed review on how the proposed Official Plan Amendment and Zoning By-law Amendment is consistent with the above PPS

policies as well as 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 (Growth Plan) is issued under the Places to Grow Act (2005) and builds on the PPS. It was enacted by the province to support the creation of complete communities, manage forecasted population and employment growth to the year 2051, protect the natural environment, and support economic prosperity.

The current Growth Plan came into effect on May 16, 2019 and was amended (first amendment) on August 28, 2020. It applies to any decisions on planning matters made on or after this date. 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. All decisions affecting planning matters, including new development, must conform with the Growth Plan.

The policies of the Growth Plan focus on the key themes of building complete communities; directing a significant share of new growth to delineated built-up areas to meet population and employment targets and densities; promoting the development of transit-supportive densities; and creating a healthy mix of residential and employment land uses. Overall, the vision is for urban centres to be characterized by more compact development patterns that support climate change mitigation and adaptation as well as providing a diversity of opportunities for living, working and enjoying culture.

Policies 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 'Settlement Areas', specifically the 'Delineated Built-up Areas' of the City such as the subject lands. These sections contain policies related to intensification, creating complete communities as well as optimizing and making efficient use of infrastructure and public service facilities.

The subject lands are within the City of Guelph settlement area and are designated in the City's Official Plan for urban development. The subject lands are located within the City's "Built-Up Area" as shown on Schedule 1B: Growth Plan Elements of the Official Plan. As per Policy 2.2.2.2 of the Growth Plan (and by extension Policy 2.4.5.1 a) of the Official Plan), a minimum 40 per cent of new residential development in the City must occur each year within the Delineated Built-Up Area. The Growth Plan will eventually increase the required proportion of growth within built up areas to 50 per cent of all development from the time of the City's next Municipal Comprehensive Review (MCR) [2.2.2.1 a)].

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

- Directing redevelopment and intensification to lands within the existing delineated built-up area of the City;
- Redeveloping and accommodating new residential growth on an underutilized parcel of land;

- Promoting redevelopment that supports active and public transportation options, such as being within walking distance to several transit routes as well as existing commercial uses, parks, and public service facilities;
- Adding new housing units to an established neighbourhood that will contribute to enhancing and broadening the range and mix of housing types and options available;
- Applying a compact built form that will enhance the public realm along a designated arterial road (Speedvale Avenue East);
- Further contributing to the mix of land uses in the surrounding area and encouraging redevelopment that is in close proximity to existing services, and public open space; and,
- Making efficient use of public service facilities as well as existing infrastructure (e.g., roads, water and sewer, parks, schools, etc.).

Overall, the development proposal represents a more compact and efficient form of development that will be served by adequate infrastructure and public service facilities in the immediate built-up neighbourhood. The development will contribute to the overall intensification target of the City's built-up area, resulting in a site density of 64.75 units per hectare. The proposed Medium Density Residential land use designation in the Official Plan and specialized cluster townhouse zoning will support a higher density housing option and will help make efficient use of existing infrastructure and public service facilities.

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

Official Plan Conformity

The subject lands are located within the delineated 'Built-up Area' and are currently designated as 'Low Density Residential' within the Official Plan (See Attachment-5). The Low Density Residential land use designation permits detached, semi-detached and duplex dwellings as well as multiple unit buildings such as townhouses and apartments [9.3.2.1].

The net density of development within the 'Low Density Residential' designation is between 15 units per hectare and 35 units per hectare [9.3.2.2]. The maximum height of residential buildings is three (3) storeys [9.3.2.3].

It is acknowledged in the Low Density Residential policies of the Official Plan that the City's built-up area is intended to provide for new development that is compatible with existing and surrounding neighbourhoods. It is also acknowledged that appropriate redevelopment is to be accommodated to meet the intensification targets set out in the Growth Plan.

The applicant is currently proposing to redevelop the 0.8 hectare subject property to 52-unit stacked cluster townhouses distributed among four (4) blocks (See current development concept in Attachment-10). A former and vacant religious establishment on the subject lands would be demolished to accommodate the proposed development. All of the proposed townhouse blocks are three (3) storeys in height. Two (2) of the townhouse blocks will be front facing with rear private

amenity areas and the remaining two (2) blocks will be back-to-back. The development has a net density of 64.75 units per hectare.

To accommodate the townhouse development's net density of 64.75 units per hectare, an amendment to the Official Plan is required. The Official Plan Amendment will evaluate changing the land use designation from the current 'Low Density Residential' to 'Medium Density Residential'.

In addition, a Zoning By-law Amendment is also required. Through this application, the property is proposed to be rezoned from the current "Institutional – Educational, Spiritual, and Other Services" (I.1) Zone to a specialized "Cluster Townhouse" (R.3A-67) Zone.

Official Plan Amendment

Both the current 'Low Density Residential' land use designation and the requested 'Medium Density Residential' designation permit townhouses. However, the 'Medium Density Residential' designation is being requested to permit a net density of 64.75 units per hectare. As indicated above, the 'Low Density Residential' designation permits residential uses only between a range of 15 and 35 units per hectare, while the 'Medium Density Residential' permits residential uses between 35 and 100 units per hectare.

In accordance with Policy 1.3.14 of the Official Plan, the following criteria must be considered when reviewing an Official Plan Amendment. Staff have evaluated each of the criteria below and are of the opinion the proposed Official Plan Amendment meets the criteria.

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

The proposed Zoning By-law Amendment conforms 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)];
- Contribute to implementing actions to achieve the targets of the updated Community Energy Initiative [2.2.2 d)];
- Contributing to developing a safe, efficient, convenient and sustainable transportation system that provides for all modes of travel [2.2.3 a)];
- Facilitates development in an area where full municipal services and related infrastructure is readily available while considering existing land uses [2.2.4 a)];
- Maintain and sustainably manage ground and surface water resources [2.2.4 b)];

- Preserve, enhance and protect the distinct character of the City and the sense of a community in neighbourhoods [2.2.6 d)];
- Build a compact, mixed-use and transit-supportive community [2.2.6 b)];
- Encouraging intensification and redevelopment of existing urban areas that is compatible with the existing built form [2.2.6 d)]; and

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

Staff have reviewed the development 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. A more detailed review of this has been outlined previously in the report.

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, in particular stacked cluster townhouses at a net density of 64.75 units per hectare in the Medium Density Residential land use designation. The subject lands are located on an arterial road and close to existing lands designated Medium Density Residential containing apartment buildings to the east at Speedvale Avenue East and Delaware Avenue. Further, the subject lands are located within the Built-Up Area of the City where infill and compact development is encouraged. Overall, staff feel the subject lands are an appropriate location for compatible forms of intensification, including changing the land use designation from Low Density Residential to Medium Density Residential.

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

The proposed use is compatible with adjacent land use designations. Lands less than 100 metres to the east are designated Medium Density Residential and contain existing apartment buildings. A further and more detailed analysis of the development's compatibility is discussed later in the report.

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

Planning staff are of the opinion there is a demonstrated need for the proposed use.

A question was raised at the Public Meeting on how the City's annual growth management monitoring will influence the outcome of the proposed development.

The City's annual (most recent - 2020) Growth Management Monitoring Report indicated that last year, residential building permit activity was below anticipated levels. A total of 736 new dwelling units were constructed in 2020. To meet the City's forecast growth targets, a long-term average of 1,100 new dwelling units are required per year to the year 2031. The monitoring report also concluded that in taking into consideration the growth rate long-term, the City is on track to meet the 2031 population forecast.

Considering the most recent findings of the Growth Management Monitoring Report, the proposed development will contribute to the City's goal of achieving a more diverse and balanced mix of available housing options. It will contribute to the City remaining on track to meet several of its growth targets identified in the Growth Plan and Official Plan. This includes helping to achieve our overall 2031 population forecast, and the City continuing to achieve its intensification target, where each year, a minimum of 40% of all new residential development must be within the Built-up Area.

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

The applicant and developer/property owner has determined and indicated to staff that the proposed use is marketable. In addition, they have also indicated that new housing units, including affordable housing is in demand.

- 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 low density residential uses, which can include townhouse buildings. Many lands in the City designated Medium Density Residential have been developed with multiple residential buildings or are committed through current or approved development applications for additional residential units.

- 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 development application has determined that adequate and full services are available and that the development can be accommodated. Environmental Planning staff have determined there are no concerns with the proposed development on the Natural Heritage System.

- ix. The financial implications of the proposed development.

Financial implications of the proposed development are outlined at the beginning of the report, including estimated development charges and taxes. In addition, costs associated with connection to municipal services and for works within the Speedvale Avenue right-of-way (i.e. curb, sidewalk) will be at the developer's expense.

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

Consideration of other relevant matters, including concerns and questions raised at the public meeting are discussed throughout this planning analysis.

Complete Communities and Intensification (Growth Plan Conformity)

One of the central themes 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 employment opportunities, local services, public transportation and a full range of housing options. It is the goal to achieve a well-designed, compact and vibrant city [3.1.1].

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 [3.3.1, 3.3.2]. Specifically, a minimum 40% of the City's annual residential development is to be directed to the City's built-up areas through intensification. Vacant and underutilized lots such as the subject lands are to be revitalized through redevelopment through promoting infill development. To support vibrant communities, a diverse and compatible mix of land uses will be provided. This will include a range and mix of housing. Through intensification of existing Built-up Areas, redevelopment will generally be at higher densities than surrounding areas while achieving an appropriate transition of built form to adjacent areas [3.7.3].

An appropriate range of housing types and densities to meet the projected requirements of current and future residents is to be achieved by the City through maintaining the ability to accommodate residential growth for a minimum of 10 years by residential intensification and redevelopment on lands that are designated and available for development [3.6.1]. As the subject lands are currently designated Low Density Residential in the Official Plan with the proposed land use designation being changed to Medium Density Residential, they classify as being

designated and available. The stacked and back-to-back townhouses will contribute to a more balanced housing mix across the City.

Noise and Vibration

Land use conflicts between sensitive land uses such as residential and uses that create noise such as major roads are to be minimized [4.4.5]. To understand any conflicts that may arise for the proposed development, a Noise Feasibility Study was required as part of a complete application submission.

The Noise Feasibility Study concluded that any building construction that meets the minimum requirements of the Ontario Building Code will provide sufficient acoustical insulation for the proposed buildings. Further, forced air ventilation systems and warning clauses were also recommended. Such warning clauses are a standard practise and are often recommended for infill residential developments, especially for properties with direct frontage on an arterial road.

Engineering staff have indicated in their comments that a detailed noise study will be required prior to the issuance of site plan approval (see condition number 4 c) in Attachment-4).

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 applicant has indicated to Planning staff that they will be including several energy efficiency measures throughout the townhouse development, consistent with the City's Community Energy Initiative (CEI) 2019 update. This includes including electric vehicle charging stations in the parking area and pre-wiring additional parking spaces for further charging stations. The applicant has also indicated the townhouse blocks will be pre-wired for solar panel installation.

These initiatives proposed by the applicant will contribute to the City meeting its goal to become a net zero community by 2050. The applicant 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 at site plan control that the applicant shall provide a commitment to incorporate features into the development that will contribute to meeting the action items from the CEI (see condition number 33 in Attachment-4). Specifically, the applicant will need to demonstrate how they will contribute to CEI Action 1, being to incrementally increase the number of net zero homes to 100% by 2031.

Archaeology

In accordance with Section 4.8.6 of the Official Plan and the Ontario Heritage Act, the applicant undertook a Stage 1 and 2 Archaeological Property Assessment through a licensed Archaeologist for the subject lands in 2019. An associated report from the applicant's archaeologist was submitted to the City as part of a complete application. The Stage 1 and 2 Assessment found no archaeological resources of

any description on the subject lands. No further archaeological assessment of the site was found to be warranted and the site was cleared of any archaeological concern. The Stage 1 and 2 Archaeological Property Assessments were submitted to Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) and entered into the Ministry's public register. Planning staff are satisfied that Section 2.6.2 of the PPS and Section 4.8.6 of the Official Plan regarding archaeological resources have been addressed.

Transportation

New development is to be limited to areas where adequate transportation facilities can be provided without undue financial burden on the City [5.1.4].

For development proposals that may generate a significant amount of traffic along arterial and collector roads, the City requires the submission of Traffic Impact Studies [5.8.7]. The applicant's Traffic Impact Brief concluded that Speedvale Avenue is forecast to continue operating within capacity in the future under year 2022 and 2027 traffic conditions. Further, the study also concluded that with the development's driveway access utilizing the current location of the driveway to the former church, it is also forecast to operate at acceptable levels of service and within capacity under 2022 and 2027 traffic conditions. Geometric sightlines and distance requirements are met and exceeded for the driveway location. No modifications to Speedvale Avenue East, including auxiliary turning lanes were recommended to accommodate the proposed development.

Parking

Adequate parking facilities are required to be provided to meet parking demands generated by various land uses [5.11.1]. Off-street parking requirements are to be established in the Zoning By-law and associated site plan requirements. The applicant is proposing a total of 74 off-street parking spaces when the Zoning By-law requires a minimum 52. Bicycle parking spaces and facilities will also be included.

Municipal Services and Infrastructure

Policy 6.1.3 of the Official Plan requires the provision of full municipal services for all new development, including sanitary sewers, water supply, stormwater management and transportation networks. Further, prior to permitting a development proposal, the adequate provision of water, wastewater, solid waste and stormwater management shall be confirmed [6.1.6].

Engineering and Traffic staff have reviewed the development proposal and all 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 and infrastructure where necessary. Directing new development to the Built-up Area of the City makes better and more efficient use of existing infrastructure, including the effectiveness of transit, active transportation networks, and public service facilities.

Policy 6.4.3 requires the preparation of detailed Stormwater Management and Engineering Reports to demonstrate how the design and construction of stormwater

infrastructure will protect, improve or restore the quantity and quality of surface and groundwater resources. Engineering staff have reviewed the applicant's preliminary stormwater management report submitted with their current development applications and have found it acceptable. Further, they have recommended the developer complete a detailed stormwater management report and plans as part of site plan review and in accordance with the City's Guidelines and the latest edition of the Ministry of the Environment, Conservation and Parks' (MOECP) Stormwater Management Practices Planning and Design Manual. This will ensure the quantity and quality of stormwater discharge from the development together with a monitoring and maintenance program for the on-site stormwater management facility and system is established (see condition number 4 a) in Attachment-4).

Tree Preservation and Compensation

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. The current Tree Preservation Plan indicates that out of the 96 trees currently on the subject lands, 79 are proposed to be removed based on development impacts. Based on assessment (i.e., tree health, species), the Tree By-law requires 72 of the 79 trees identified for removal to be compensated. In consultation with the City's Tree Technical Manual, this compensation will amount to a total of 337 new trees being planted. As part of the preliminary landscaping plan prepared for the development, 48 new trees will be planted on site. Final details on the landscaping plan and required tree compensation both on and off-site will be finalized during site plan review.

Maximizing tree preservation was identified as a challenge and constraint in the applicant's Urban Design Brief. Many of the existing trees on site are described as being planted for ornamental purposes related to the former religious establishment use. The revised development design has aimed to maximize trees able to be compensated on site. This includes increased setbacks and wider buffer strips. New trees planted in these areas will contribute to screening the subject land from adjacent properties. Preserving boundary trees to screen the development from adjacent land uses has been identified by the applicant as a design priority.

Conditions has been included in Attachment-4 (conditions 37 and 38) that require the preparation of an updated Arborist Report and Tree Management Plan as well as a Tree Compensation Plan prior to any grading, site alteration, tree removal or site plan approval.

Affordable Housing

The City's Affordable Housing Strategy (AHS) sets an annual City-wide target of 30% for housing that is affordable. It is a goal of the AHS to ensure 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. 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. They have been applied to staff's review of this proposed residential development.

Implementing the City's affordable housing target is largely dependent upon designating a suitable amount of land and density for residential uses. There is a high correlation between the City's growth management policies and the ability to meet both growth management and affordable housing targets. The AHS indicates that the majority of dwelling units below the affordable benchmark price (95%) were primarily apartment or townhouse units.

The proposed development includes a total of 52 stacked townhouse units. 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. The applicant has also indicated in their Planning Justification Report that the dwelling units proposed have the potential to meet the City's affordable housing benchmark. This actual contribution will be further measured by the City as these new dwelling units are rented or sold. However, it is also noted that specifically how much of any given development may be affordable cannot be fully assessed at the time of zoning approval, understanding that this would only be known when the first sale or rental price is established by the developer. 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 city-wide 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 Design

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 development, including:

- To create neighbourhoods with diverse opportunities for living, working, learning and playing [8 a)];
- To build compact neighbourhoods that use land, energy, water and infrastructure in an efficient manner and encourage walking [8 b)];
- To ensure that the design of the built environment promotes excellence in urban design by respecting the character of the existing distinctive areas and neighbourhoods of the City [8 f)]; and
- To allow for a range of architectural styles in urban form and design that bring interest and appropriately respond to local context and achieve compatibility [8 i)].

New residential developments are to be designed to be integrated and connected to surrounding neighbourhoods [8.2.2]. Development shall also contribute to creating a pedestrian oriented streetscape through locating buildings adjacent to the street edge while placing principal building, including dwelling unit entrances towards the street [8.2.11]. Low rise residential building forms such as townhouses are to create visual interest and diversity in the built environment. In older and established areas of the City, new residential buildings are to be designed to complement the visual character and architectural and building material elements that are found in these areas [8.5.1].

To achieve compatibility between different land uses, development is to be designed to create appropriate transitions through the provision of roads, landscaping, spatial separations and overall compatible built form [8.11.1]. In instances where proposed buildings exceed the height of adjacent buildings, new buildings can be stepped back, terraced or set back to reduce any adverse impacts on adjacent properties or the streetscape [8.11.2].

Off-street parking for new developments is to be screened from the public realm, with surface parking area generally located to the rear or side of buildings and not between the front of a building and street [8.12.1]. Where surface parking is proposed adjacent to low-rise residential uses such as single detached dwellings, it should be separated by landscape strips with decorative fencing or walls [8.12.8]. Where buffer strips are required, such as in townhouse zones that abut other residential zones, they are to consist of a plant material that, at maturity, will form a visual barrier in combination with other design strategies such as fencing [8.17.5].

Where possible, existing trees should be retained on-site. Also, where appropriate, suitable new trees are to be planted on-site, within the street right-of-way or in other City approved locations [8.17.3].

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 as part of their initial complete application. Planning staff are supportive of the approach to the overall design of the site as outlined in the Urban Design Brief and acknowledge the changes made by the applicant since the initial submission, the Public Meeting in October 2020, and the improvements and refinements made to the design.

In April 2018, Council approved Built Form Standards for Mid-rise Buildings and Townhouses. This document forms part of the City's Urban Design Manual. These built form standards provide direction and criteria for the design of new townhouse and mid-rise buildings across the City. Particular guidance is provided for building height, massing, landscaping and open space, amenity space, parking and access. The standards ensure that the design of mid-rise and townhouse developments is appropriate for the City based on existing context and contemporary urban design practices.

Urban design staff have evaluated the proposal in detail and are of the opinion the current proposal for 52 cluster townhouses meets these Built Form Standards. Planning staff are satisfied with the urban design approach proposed by the applicant and are of the opinion that it is consistent with urban design policies Section 8 of the Official Plan for mid-rise buildings and that it is in keeping with the City's goals, objectives and policies for urban design.

Residential Development Policies

Section 9.3 of the Official Plan contains policies that apply to the residential land use designations. Planning staff are of the opinion the proposed 52-unit cluster townhouse development satisfies the City's residential objectives. This includes:

- Facilitating the development of a full range of housing types, affordability and densities to meet a diversity of lifestyles and the social needs and well-being of current and future residents throughout the City;
- Providing higher densities of residential development in appropriate locations to achieve and ensure more transit supportive densities, compact urban form, walkable communities and greater energy efficiencies;
- Ensuring compatibility between various forms of housing;
- 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;
- Promoting innovative housing types and forms (i.e. stacked and back-to-back townhouses) to contribute to providing accessible, affordable, adequate and appropriate housing for all socio-economic groups; 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.

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

1. Compatibility of the development's form and scale

The cluster townhouse development currently proposes 52 cluster townhouse dwelling units. These units will be distributed among four (4) townhouse blocks, each three (3) storeys in height.

The front and rear townhouse blocks will have ten (10) stacked townhouse dwelling units each. These units will be a conventional front-to-back design, with rear private amenity areas. The mid two (2) townhouse blocks will have 16 stacked, back-to-back townhouse dwelling units each. Off-street parking will be surface level and located along the left (west) side of the subject lands. Common amenity areas will be located between and to the side of the first three (3) townhouse units.

The front yard setback is proposed to be 6 metres to the front lot line and the Speedvale Avenue East road right-of-way. The rear yard setback is proposed to be 9.5 metres.

The subject lands are adjacent to single detached dwellings to the north, east and west. Additional single detached dwellings are also located to the south, across Speedvale Avenue East. The proposed three storey building height is consistent

with the maximum height policies of the Low Density Residential land use designation. Based on the height, length and setbacks of the townhouse blocks, Planning staff are of the opinion that the three (3) storey townhouse development will be compatible with the design, character and orientation of the buildings in the immediate vicinity.

The townhouse blocks were placed on the left (east) side of the subject lands with off-street parking placed on the right (west) side primarily to maximize the building setback to the left side lot line. This side lot line also functions as a rear lot line to single detached dwellings on Carmine Place. The setback from the left side lot line to the closest front and rear townhouse blocks is approximately 12 metres.

The subject lands are currently at a higher ground elevation than the single detached lots located to the west on Carmine Place. The rear yards of the existing dwellings on Carmine Place have an existing ground slope of 2 metres up to the lot line and an additional 2 metres up to the townhouse building locations. A chain link fence currently runs along this lot line. As part of the grading for the development, a retaining wall and wooden privacy fence is proposed along this lot line and will replace the existing chain link fence. The east-west cross section below in Figure 1 shows grade changes between the subject lands, including the adjacent lots on Carmine Place.

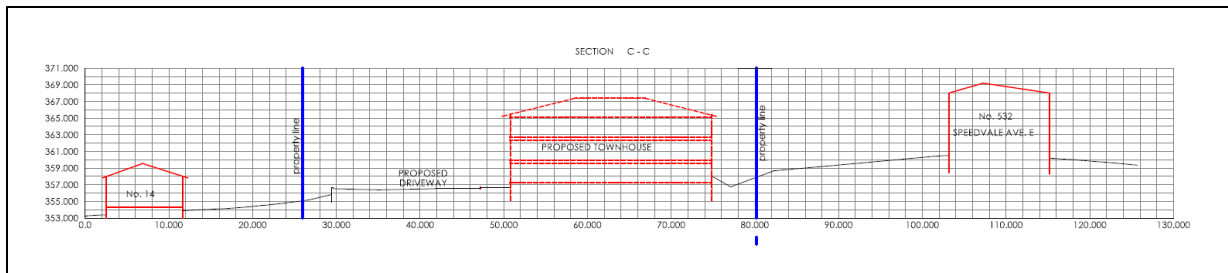


Figure 1 – East-West Cross Section.

Cross Section is taken from height survey, looking north-south. Existing single detached dwellings and grades at 14 Carmine Place and 532 Speedvale Avenue East are shown for reference.

A Landscaping Plan provided by the applicant shows that in the 3.3 metre buffer strip between the new privacy fence and parking spaces in the left side yard will include new deciduous tree plantings of red and sugar maples, American elms and hackberries.

A rendering of what this retaining wall, privacy fence and landscaped buffer strip may look like from the rear yards of Carmine Place is shown below in Figure 2.



Figure 2 – Rendering of retaining wall and privacy fence.

Viewed along left (west) side lot line of subject lands and viewed facing east from rear yards of lots on Carmine Place.

Planning staff feel the left side yard setback, retaining wall and slope and landscaped buffer strip will ensure the development's form and scale is compatible with the single detached dwellings to the west of the subject lands, including the lots along Carmine Place.

The rear yard setback to the northern most townhouse block has been increased by 3.5 metres (from 6 metres to 9.5 metres) since the initial proposal. Further, this townhouse block has been rotated 90 degrees and reduced from 16 back-to-back units to 10 conventional front-to-back units. The additional setback in this location will allow for additional landscaping treatments and tree compensation.

The increase in rear yard setback to 9.5 metres will allow for a 48-degree angular plane measured between the rear lot line up to the rear elevation building corner. The Zoning By-law defines an angular plane as an imaginary inclined plane, at a specified angle from the horizontal, when used together with other building regulations, will delineate the maximum bulk and building height. A 48-degree angular plane is an appropriate transition to adjacent low density residential. Specifically, this will ensure that the impacts of height, overlook and shadow are best and reasonably mitigated and transition well in massing. Figure 3 below shows the angular plane between the north townhouse block and the rear lot line to the single detached dwellings along Dakota Drive.

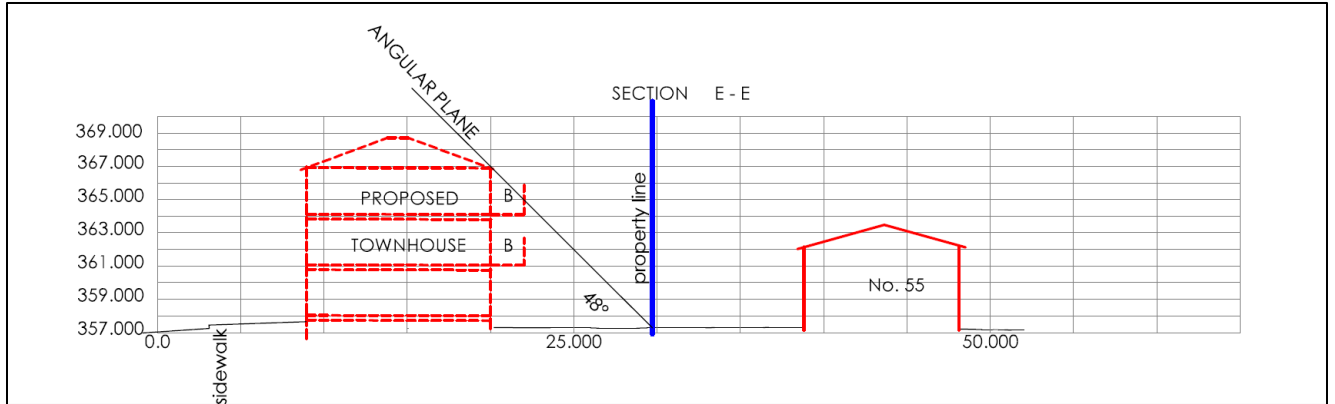


Figure 3 – North-South Cross Section.

Cross Section is taken from a height survey, looking east-west. Existing single detached dwelling and grade at 55 Dakota Drive is shown for reference. Angular plane measurement of 48 degrees is shown from the rear lot line to roof of the rear townhouse block.

The applicant has also provided the City with a rendering of what the development will look like from the rear yards of the single detached dwellings on Dakota Drive. These are included in Figure 4 below.



Figure 4 – Rendering of rear townhouse block.

Viewed rear lot line of subject lands and viewed facing south from rear yards of lots on Dakota Drive.

Planning staff will continue to work with the developer during detailed design through the site plan review process to include additional screening measures, such as privacy fencing on the raised deck private amenity areas and further landscaping details. Planning staff feel that the increased minimum rear yard setback to 9.5 metres as well as including a minimum 48-degree angular plane to the top of the rear townhouse block will ensure the development's form and scale is compatible with the single detached dwellings to the north of the subject lands, including the lots along Dakota Drive.

The adjacent property to the east is a large flag shaped lot with a stone farmhouse and detached garage. A long driveway connects this house to Speedvale Avenue East. This adjacent property has many mature trees throughout, including adjacent to the right (east) side lot line of the subject lands and along the abovementioned driveway. The Tree Preservation Plan submitted to the City does not identify any of these trees on the adjacent private property to the east for removal and they are to be protected during development and construction. Landscaping of the subject lands will include new trees planted in the right-side yard, particularly between the side facades of the townhouse blocks and lot line. These trees will form part of the required compensation to account for trees being removed. In addition, the adjacent house to the east is setback from the side lot line by approximately 19 metres and is well screened by the existing mature trees. Considering this, Planning staff are of the opinion that the proposed cluster townhouse development is compatible in form and scale with existing low rise residential to the east of the subject lands.

Off-street parking for the townhouses will be in the left side yard as well as internal to the site. The parking will be setback 3.3 metres from the left side lot line with a buffer strip. The applicant has revised their initial submission to break up the parking space strips with landscaped islands.

The massing of the townhouse blocks has been refined and since the initial submission to the City in July 2020. Varying building materials and colours, façade projections and protrusions, window placements and unit entrance locations work together to break up the massing, including both internal to the site and also when viewed from Speedvale Avenue East. Gable roof designs are proposed for each townhouse block which is a typical roof style found in the immediate area.

Although the proposed development consists of three storey cluster townhouses that are surrounded by single detached dwellings, it is important to note the definition of 'compatibility' in the Official Plan. Compatibility refers to development that may not necessarily be the same as, or similar to the existing development, but can co-exist within the surrounding area without unacceptable impacts. Townhouses are a form of development contemplated both in the existing Low Density Residential and the proposed Medium Density Residential Official Plan designations. This form of land use and compact infill development is promoted and encouraged in locations such as this, especially considering the direct access to an arterial road and availability of full services and public service facilities in the surrounding area. The form and scale of the development will be able to co-exist in the existing Built-up Area with no unacceptable impacts to the surrounding neighbourhood.

The cluster stacked townhouse development's compatibility with the surrounding built up area will continue to be reviewed and advanced during detailed design through a site plan application. This includes reviewing proposed lighting to ensure no light trespass on adjacent properties, refinement of building material and colour placement and final site landscaping.

Planning staff are satisfied that the proposed development for a 52-unit cluster stacked townhouse is compatible in its form and scale with the surrounding area.

2. Compatibility of residential lot infill

The proposed development will not be creating new lots through infill. The existing lot frontage of 54.2 metres and lot area of 0.803 hectares will remain unchanged.

A block of cluster townhouses is proposed to be located parallel to and directly fronting onto Speedvale Avenue East. This southernmost townhouse block will be setback 6 metres from the Speedvale Avenue East right-of-way. Each of the ten townhouse units in this block will have private entrances that will have direct connections to the existing sidewalk on Speedvale Avenue East.

3. Proximity to local retail, schools, parks and recreation facilities and transit

The subject lands are within walking distance to existing local retail and commercial uses at the Speedvale Avenue East's intersections with Victoria Road North as well as Eramosa Road. Major retail and commercial facilities, including grocery stores are located within 1.5 kilometers to the west and southwest of the subject lands at the intersections of Stevenson Street North with Speedvale Avenue East and with Eramosa Road.

Several schools and parks are located less than a kilometer to the north, including Dakota Park, St. Patrick Catholic School, Brant Avenue Public School, Waverly Drive Public School and Park and Skov Park. The Victoria Road Recreation Centre is located just over a kilometer to the south. The Eastview Community Park is approximately kilometer to the east. Three (3) Guelph Transit Routes are available less than half a kilometer from the subject lands on Victoria Road North.

Planning staff are of the opinion that the subject site is well serviced by local commercial, schools, parks, recreation facilities and transit.

4. Traffic impacts

Engineering and Transportation Services staff have reviewed the development applications and have no concerns. They have concluded that the adjacent roads and intersections can accommodate the additional traffic that will be generated by the proposed development. No improvements to surrounding roads (i.e., turning lanes) were recommended as a requirement in the applicant's Traffic Impact Brief. Detailed comments from Engineering and Transportation Services staff are provided in Attachment-13.

5. Vehicular access and circulation

The existing driveway for the former church will be removed and relocated slightly to the west. A new 7 metre wide driveway combined with a new 1.5 metre shared sidewalk will form the primary connection of the site to Speedvale Avenue East.

The applicant provided a fire truck turning plan with their initial submission, confirming a fire truck could sufficiently maneuver the site. The applicant will be required to continue to demonstrate and refine this detail during site plan review. The developer will also be required to demonstrate a garbage truck can also maneuver the site during site plan.

The applicant has revised the parking layout since initial submission. Parking is no longer proposed in the front yard, between the front façade of the townhouse block and the Speedvale Avenue East right-of-way. This will improve the queueing area for vehicles exiting the site while also providing additional landscaped open space and screening in the front yard.

6. Adequate infrastructure, servicing and amenities

Engineering and Transportation Services staff have confirmed that there is adequate servicing capacity available to service the proposed cluster townhouse development.

The cluster townhouse development will contain both common amenity and private amenity areas. A total of 834 square metres of common amenity area is proposed with the current development concept. For a 52-unit stacked townhouse development, the Zoning By-law requires a minimum 520 square metres of common amenity area be provided. The common amenity areas are proposed to be located between the inner townhouse blocks and extend to also cover additional area in the right side yard.

Private amenity areas are also required for each townhouse dwelling unit. These features can consist of areas such as porches, balconies, patios, decks and yards. The Zoning By-law has several minimum requirements for private amenity areas such as ground level units each having a minimum area of 20 square metres, a minimum depth from the exterior building wall of 4.5 metres, and a minimum width of also 4.5 metres. Stacked townhouse units above grade require private amenity areas of a minimum 10 square metres and consisting of a patio or terrace. The applicant has requested area and length reductions for the ground level private amenity areas. More details on this will be discussed later in the evaluation of the proposed Zoning. However, Planning staff are of the opinion this reduction is reasonable and allows for each unit to have adequate amenity area. The applicant is exceeding the amount of common amenity area required. Further, the amount of required landscaped open space in the Zoning By-law is met.

In general, the site is within walking distance to several municipal parks, recreation and commercial activities. Planning staff are of the opinion that adequate infrastructure, servicing and amenities exists and is being provided for residents of the development.

7. Parking

For cluster townhouse development with 52 units, the Zoning By-law requires 52 off-street parking spaces, with 20% of these spaces being reserved and marked for visitor parking. The applicant is proposing to provide a total of 74 off-street parking spaces, which exceeds the minimum standard requirements in the Zoning By-law

by an additional 22 spaces. The parking area will be accessed from a singular driveway off Speedvale Avenue East.

The Official Plan encourages surface parking and driveways to be minimized for infill development. The off-street parking area is located primarily in the left side yard. No parking spaces are provided in the front yard and will be screened from view along Speedvale Avenue East. Further, the privacy fence and landscaping along the left side lot line will screen the parking from the rear yards along Carmine Place.

8. Street Grid Network

New multi-residential and intensification development is to reinforce a publicly accessible street grid network to ensure appropriate connectivity for pedestrians, cyclists, and vehicular traffic. While the proposed development will not be adding or altering any public roadways, the development will help reinforce access to the existing public street grid network in the area. This will provide access for pedestrians to the sidewalks Speedvale Avenue East, partial bicycle lanes on Speedvale Avenue East and vehicular traffic in general.

9. Impacts to Adjacent Properties

Through preliminary plans for grading and servicing for the site, all services and drainage will be contained on the subject lands and not affect adjacent properties. Post-development stormwater flows will be controlled to be equal to or less than the pre-development (current) flows. Further, a new 1 metre high retaining wall along the left (west) side lot line will allow the site to be regraded while not affecting the adjacent single detached lots on Carmine Place. A rendered cross section of what the retaining wall, privacy fence and landscaped buffer strip may look like to the rear yards of Carmine Place is shown in Figure-5 below.

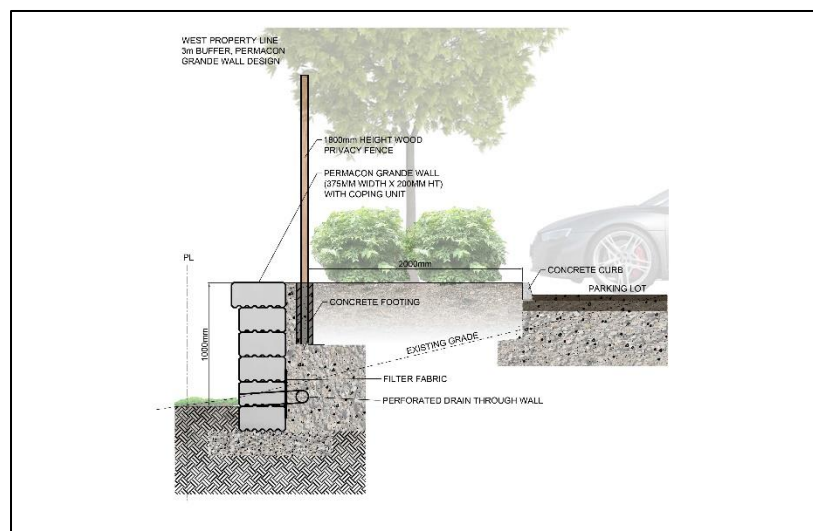


Figure 5 – Retaining Wall and Landscape Buffer Strip Cross Section

Cross Section of retaining wall, privacy fence and landscaped strip along left (west) side lot line.

During site plan review, further design and details will be provided regarding the snow storage areas proposed at the rear of the development's drive aisles to ensure no impacts in drainage to adjacent properties. This will include a salt management plan as well as maintenance procedures regarding removal of excess snow storage when required.

The City's Terms of Reference for Sun and Shadow studies indicates that they are required for the development of new buildings higher than five (5) storeys or 16.5 metres. As the townhouse blocks are each three (3) storeys and 11 metres, a shadow study was not deemed to be required as part of complete development application submissions. As discussed previously, a 48-degree angular plane is measured from the rear lot line to the top of the northern townhouse block. In addition, all minimum yard setbacks are met.

10. Public Safety, Views and Accessibility

The proposed development will address public safety and accessibility by having direct pedestrian connections and clearly defined entrances to Speedvale Avenue East and into the off-street parking lot. Speedvale Avenue East is an east-west arterial road, with intersecting connections nearby to Victoria Road North and Eramosa Road as additional arterial roads. These roads, along with sidewalks provide connections to nearby open space and parks. The proposed layout of the townhouse blocks will allow for natural surveillance of the site with no entrapment areas. There are no identified public views that will be impacted or obstructed by the building.

11. Cultural Heritage

As reviewed earlier in this analysis, Stage 1 and 2 Archaeological Assessments were submitted as part of a complete application which identified of any description on the subject lands. In addition, the City's Senior Heritage Planner has reviewed the development proposal and did not identify any cultural heritage resource impacts from the development.

Revisions

Following the Public Meeting on October 13, 2020 and after reviewing comments from City staff and agencies, the applicant made several revisions to their development proposal. Primary changes include reducing the number of townhouse units and the resulting net density (both by approximately 19% over original concept), introducing back-to-front stacked townhouse types for two (2) of the blocks, tripling the width of the landscape buffer strip along the west side lot line, increasing common amenity area provision, and increasing rear the yard setback.

A summary of all changes made since initial submission to the City in July 2020 is summarized in Table 1 below. The shaded final column highlights figures that are associated with the current development proposal referenced in this analysis.

Table 1 – Development Concept Comparison Table

	Original Development Concept (July 2020)	Revised Development Concept (April 2021)	Revised/Current Development Concept (September 2021)
Number of Units	64	58	52
Density	79.7 units/ha	72.22 units/ha	64.75 units/ha
Building Heights (storeys/measured)	3 storeys/11.5 m	3 storeys/11 m	3 storeys/11 m
Front Yard	6 m	8 m	6 m
Rear Yard	6 m	7.5 m	9.5 m
Right Side Yard	5.5 m	5.5 m	5.5 m
Lot Area per Unit (Provided/Required)	125.4 m ² /150 m ²	138.44 m ² /150 m ²	154.42 m ² /150 m ²
Buffer Strip (Between Left Side Lot Line & Parking)	1 m	3.3 m	3.3 m
Maximum Building Coverage (Provided/Maximum)	26%/40%	22.42%/40%	20%/40%
Common Amenity Area	640 m ²	620 m ²	834 m ²
Landscape Open Space (%/area)	40%/3,331 m ²	40%/3,331 m ²	40%/3,331 m ²
Off-Street Parking (Provided/Required)	84/64	82/58	74/52
Proposed Tree Removals (Existing/Removal)	96/73	96/81	96/79

Review and Analysis of Proposed Zoning

The subject lands are currently zoned “Institutional – Educational, Spiritual, and Other Services” (I.1). This land use currently permits uses such as schools, religious establishments, museums, and libraries up to a maximum building height of four (4) stories. The applicant is requesting to change the I.1 Zone to a specialized “Residential Cluster Townhouse” (R.3A-67) Zone.

Staff have reviewed the proposed zoning and requirements associated with the current development proposal and are satisfied that the R.3A-67 (Specialized Cluster/Stacked Townhouse) Zone is appropriate for the development. The applicant has confirmed through their most recent development proposal that they are meeting several regulations in the parent R.3A zone. This includes adhering to the maximum building height regulation of three (3) storeys, providing a common amenity area of 834 square metres where a minimum 520 square metres is required and an overall lot area of 154.4 square metres per unit when a minimum 150 square metres per unit is required.

The proposed Zoning By-law Amendment application conforms to several of the strategic goals of the Official Plan in Section 2.2, including the following:

- Contributing to providing an appropriate range and mix of housing to meet current and projected needs to the year 2031;
- Provides for urban growth and land use patterns in a manner that ensures the efficient use of public expenditures over the long term;
- Assists in building a compact, mixed-use and transit-supportive community;
- Facilitates development in an area where full municipal services and related infrastructure is readily available; and
- Facilitates intensification in an established area of the City that is compatible with the built form of existing and surrounding land uses.

The recommended zoning in the report is a combination of the specialized regulations requested by the applicant and additional specialized regulations determined by Planning staff to secure the current site design, including the ultimate built form.

Additional Permitted Use

An addition to the permitted uses set out in Section 5.3.1.1 of Zoning By-law (1995)-14864, as amended, the following additional uses are proposed:

- Back-to-Back Townhouse

For the purposes of this By-law, a 'Back-to-Back Townhouse' shall be defined as a building where each dwelling unit is divided vertically by common walls, including a common rear wall and common side wall, and has an independent entrance to the dwelling unit from the outside accessed through the front yard, side yard and does not have a rear yard.

The definition of back-to-back townhouses utilizes a site-specific land use definition already in use for other cluster and stacked townhouse properties in the City. In Planning staff's opinion, the definition for a back-to-back townhouse fits a form of a stacked or cluster townhouse that would be expected in the R.3A zone. The use is also similar to the built form and function of other types of townhouses.

In addition to the addition of Back-to-Back Townhouse as a permitted use, the applicant has also requested the following three site specific provisions to the standard R.3A zone:

- To permit a maximum net density of 64.75 units per hectare, whereas the Zoning By-law limits maximum net density in the R.3A Zone to 60 units per hectare.
- For ground level stacked townhouse units, permit private amenity areas that:
 - Have a minimum area of 11.2 square metres, whereas a minimum area of 20 square metres is required;
 - Have a minimum depth (measured from the wall of the dwelling unit) of 3.6 metres, whereas a minimum depth of 4.5 metres is required; and
 - Have a minimum width of 3.3 metres, whereas a minimum width of 4.5 metres is required.

Density

The applicant's request to increase the density in the site-specific R.3A (Cluster Townhouse) Zone from 60 units per hectare to 64.75 units per hectare is appropriate for site, given its location directly on an arterial road. Further, other regulations required in the R.3A zoning to shape the mass and scale of the townhouse development are met in the revised development proposal. This includes building coverage, height, setbacks, landscaped open space, common amenity area and parking. Although this site-specific regulation is not necessarily influenced by site conditions or constraints, Planning staff are of the opinion that increasing the maximum net density by less than 5 units per hectare is appropriate for the development of the site and will be compatible with the surrounding neighbourhood.

Private Amenity Area

The Zoning By-law defines private amenity areas as places of a residential development that exclude walkways, play areas or other communal areas but are accessory to and located outside of dwelling units. The intention of requiring private amenity areas for low rise residential dwellings such as townhouses is to provide passive outdoor activity areas that enhance the privacy and overall amenity exclusively for the residents of the corresponding dwelling unit. They can include small outdoor landscaped areas such as terraces, balconies and patios.

The requested reductions to the size of private amenity areas for the ground level townhouse units is reasonable and minor given the characteristics of the site and surrounding area. The revised development proposal has relocated private amenity areas into more appropriate locations, such as to the rear of certain units and eliminating private amenity areas in the front yard block directly adjacent to Speedvale Avenue East. It is important to note that this reduction request in the proposed zoning only applies to the ground level stacked townhouse units which is half of the total number of dwelling units proposed. This is also a site-specific zoning regulation not necessarily influenced by site conditions. The revised development proposal meets the minimum landscape open space requirements and now exceeds the minimum required amount of common amenity area by an additional 314 square metres. The ground level townhouse units will each still have

a functional private amenity area that is appropriate for the units and able to provide ample private exterior space.

Angular Plane, Minimum Rear Yard and Maximum Number of Units

Through further review of the current submission, Planning staff are also recommending the following four (4) site-specific zoning provisions be added and included in the Zoning By-law Amendment. This will ensure the final design of the townhouse implements the development concept considered to date. Specifically, the provisions recommended below will allow for a compatible and compact form of infill development in the Built-up Area of the City.

- New definition – “Angular Plane from a Lot Line”:
 - Means an imaginary inclined plane, rising over a lot, drawn at a specified angle from the average horizontal finished grade along the specified lot line, which together with other building requirements and lot size requirements, delineates the maximum bulk and building height.
- Angular Plane from Lot Line:
 - In addition to the provisions of Section 4.16, Building height shall not exceed a 48-degree angular plane projected from the rear lot line.
- Minimum rear yard:
 - The minimum rear yard shall be 9.5 metres.
- Maximum dwelling units:
 - The maximum number of dwelling units shall be 52.

Staff are satisfied that the three proposed specialized regulations are minor and supportable for the proposed development of this site. In addition, the specialized regulations related to maximum number of dwelling units, rear yard setback and angular plane to the rear lot line will allow for greater clarity and certainty through the development’s detail design determined during site plan review and building permit issuance.

The proposed zoning is shown in Attachment-8.

Comments and Questions Received on Applications

The following section provides a staff response to concerns and questions raised by Council and the public that have not already been discussed in this analysis.

Impervious Areas

Concerns were raised regarding impervious areas of the site such as the asphalt parking area, building footprints and sidewalks restricting shade and retaining heat. Further, concerns were also expressed regarding drainage and stormwater being accommodated with the site’s impervious coverage.

Staff Response: The revised development proposal has addressed these concerns through breaking up the parking strips with additional landscape islands and increasing the buffer strips to the left side lot line. Further, the amount of open space including common amenity area has increased with building coverage being

decreased. Engineering staff have also confirmed that the stormwater management system and drainage plan are sufficient for the development.

Connection to Dakota Park

A question was asked regarding adding a more direct pedestrian connection from the subject lands to nearby Dakota Park to the north.

Staff Response: Adding a new pedestrian connection (i.e., path) from the development to Dakota Park would involve acquiring private property on the south side of Dakota Drive. This land is currently occupied by single detached dwellings directly adjacent to the site. Dakota Park currently has excellent pedestrian connectivity to the subject lands and can be accessed via existing public sidewalks on Speedvale Avenue East, Delaware Avenue and Dakota Drive in approximately six (6) minutes. As such, Planning staff are not recommending a new pedestrian connection, specifically to Dakota Park be introduced with this development.

Traffic

Concerns were expressed that traffic counts were not accurate reflections of normal traffic patterns because they were taken in the spring of 2020 during provincially mandated shutdowns resulting from the COVID-19 pandemic.

Staff Response: According to the applicant's Traffic Impact Brief (TIB), traffic surveys and counts were taken on Speedvale Avenue East and surrounding area on March 26, 2019 and May 29, 2019, both prior to the declared COVID-19 pandemic. This data was analyzed and included in the applicant's TIB, which was completed approximately one (1) year later (May 21, 2020). Future traffic patterns in the area, including any increases or volumes associated with the proposed development were forecast to the horizon years of 2022 and 2027. Traffic and Engineering staff have reviewed the TIB and found it to be acceptable. Further, no road improvements (i.e., turning lanes, traffic signals) specifically influenced by the proposed development were recommended.

Concerns were raised that the proposed development would encourage cut-through traffic and speeding on Newstead Street. This road runs in a north-south direction between Speedvale Avenue East and Eramosa Road.

Staff Response: The proposed development is estimated to generate approximately 22 vehicular trips in the AM peak period and 29 vehicular trips in the PM peak period. Newstead Street is a designated local roadway with a regulatory speed of 50 km/h. This road has an average daily traffic count of 363 vehicles, with a mean speed of 35 km/h. The 85th percentile speed on Newstead Street was observed to be 45 km/h. The 85th percentile speed is what most drivers feel comfortable operating their vehicle under ideal conditions (i.e., clear weather). Considering the number of proposed new dwelling units (52) and the above information, Traffic staff have determined any related trips generated by the proposed development on Newstead Street will be minimal and will not warrant any traffic calming measures.