

## **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 "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 by accommodating an appropriate affordable and market-based range and mix of residential types (1.1.1 a), b)). This is also achieved by 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 section 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 proposed development on the subject property 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 residential development will contribute to the mix of housing types available along Victoria Road North.

The proposed development is within easy walking distance to commercial plazas in the area (Victoria Road North and Grange Road) and is beside existing institutional uses. 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 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 subject property is designated as "Low Density Residential" in the Official Plan. Permissible uses within this land use designation include detached, semi-detached and duplex dwellings, as well as multiple unit buildings such as townhouses and apartments. The net density of development within the "Low Density Residential" designation is between 15 and 35 units per hectare. This designation permits a maximum building height of three (3) storeys.

The applicant is proposing to redevelop the subject property with 18 stacked townhouse dwelling units, with a density of 58 units per hectare. Since the proposed density exceeds

the maximum density of 35 units per hectare permitted in the "Low Density Residential" land use designation, the applicant has requested an Official Plan Amendment to add a site-specific policy to this land use designation. The proposed height of three storeys is permitted within this land use designation.

In accordance with Policy 1.3.14 of the Official Plan, the following criteria must be considered when evaluating 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 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);
- 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 and can accommodate the increased density. It is located on an arterial road and in close proximity to commercial, recreational 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 uses. The subject property is designated as "Low Density Residential" in the Official Plan, which permits townhouses. Surrounding uses include single detached dwellings and institutional uses (schools, place of worship). Townhouses are residential uses and are compatible with other forms of residential development. 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. The City's Official Plan provides policy directions for monitoring growth including policies directed at monitoring development activity to ensure that growth is consistent with population forecasts, intensification targets for the built-up area and density targets for the greenfield area. The Official Plan also requires tracking of the supply of residential units in accordance with the housing supply policies of the Official Plan.

The City's 2020 Growth Management Monitoring Report concluded that taking into consideration the growth rate long-term, the City is on track to meet the 2031 population forecast. 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 the City's 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 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 low density residential uses, which include townhouses.

- 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.

Policy 8.5 of the Official Plan contains built form policies that apply to low rise residential forms of development.

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 development 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.

The key revisions to the original proposal include:

- The townhouse blocks have been relocated on the property. This was done to address concerns regarding privacy, overlook onto the school property and to allow more room for tree plantings along the property lines.
- The number of units has decreased from 24 units to 18 units.
- The private condominium access road has been shifted towards the southern property line.
- The landscape area along the north property limit has been increased with greater tree retention opportunities provided.
- The relocation of the Common Amenity Area abutting the north property line provides more landscaping along this buffer and the opportunity for additional tree retention.
- The Zoning By-law requires that 18 parking spaces be provided. The revised proposal includes a total of 27 parking spaces.
- The Common Amenity Area provided in the proposal exceeds the minimum required by the Zoning By-law.

### **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.

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, as 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 proposed three storey building form has a scale, height, setbacks, appearance and siting compatible in design, character and orientation with buildings in the immediate vicinity of the site.

The front townhouse block will have ten (10) stacked townhouse dwelling units and the rear townhouse block will have eight (8) stacked townhouse dwelling units. These units will be a conventional front-to-back design, with rear private amenity areas. Off-street parking will be surface level and located along the right (south) side of the subject property. 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, the proposed development will be compatible with the buildings in the immediate vicinity.

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

The subject property is existing and no changes are proposed to the frontage. Given that the land uses in the area vary, the lot sizes and frontages are also going to vary.

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 everyday needs of residents. Commercial, recreational and institutional uses within proximity to the site include:

- Palermo Park;
- Peter Misersky Park;
- Franchetto Park;
- St. James High School and sportsfields;
- St. John Elementary School;
- Grange Road plaza; and,

- St. John's Parish.

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 the Transportation Impact Study prepared by Paradigm Transportation Solutions 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.

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

Vehicular access is proposed from Victoria Road North and parking is to be provided on site in accordance with Zoning By-law requirements. There are no anticipated impacts in terms of number of parking spaces or site circulation.

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.

Private and Common Amenity Areas are proposed on site and meet the requirements of the Zoning By-law.

7. Surface parking and driveways shall be minimized.

Surface parking is proposed as part of the development and the majority is located along the south property line abutting the parking lot on the adjacent elementary school property. One driveway from Victoria Road North 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.

The proposed development will reinforce the publicly accessible street grid network and ensure connectivity to the municipal sidewalk from the site for pedestrians and bicycle parking for cyclists.

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 prepared by MTE has determined that there will not be any impacts to adjacent properties related to grading, drainage and the location of services. No potential microclimate impacts are anticipated from the proposed three storey buildings.

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 Victoria Road North.

Private and Common Amenity Areas are provided on site and the site is located within proximity to parks and schools that have associated open space. 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 buildings.

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 applicant is requesting a "Specialized Residential Cluster Townhouse" (R.3A-68) Zone to facilitate the proposed development.

In addition to the regulations set out in Section 5.3.2 – "Residential Cluster Townhouse (stacked townhouses)" (R.3A) Zone of Zoning By-law (1995)-14864, as amended, one specialized zoning regulation related to the location of parking spaces is required.

Section 4.13.2.2 of the Zoning By-law requires that every parking space shall be located a minimum of 3 metres from any lot line, the applicant is requesting a specialized regulation to allow parking spaces to be a minimum of 1 metre from the south property line.

Staff are supportive of this request given that the school property has parking along this common property line. Through the detailed design of the site, different buffering options will be explored along this common property line, which could include the implementation of a fence.

### **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 18 residential units consisting entirely of stacked townhouse dwelling units. Based on this proposed housing form, it is 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 property is regulated under the City's Private Tree Protection By-law. A Tree Inventory and Preservation Plan was 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 Tree Inventory and Preservation Plan as well as a Tree Compensation Plan prior to any grading, tree removal or 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.

### **Transportation**

The applicant submitted a Transportation Impact Study (TIS) prepared by Paradigm Transportation Solutions, based upon an agreed upon Terms of Reference (ToR) as part of a complete application. The City's Transportation Engineer and Traffic Services staff have reviewed the TIS and agree with the findings.

Concerns were expressed that traffic counts were not accurate reflections of normal traffic patterns because they were taken during provincially mandated closures and stay-at-home recommendations resulting from the COVID-19 pandemic. Traffic counts were collected by Paradigm in September 2020 and adjusted based on base year traffic volumes. The school traffic volumes observed corresponded to regular school traffic since all staff members and 85% of students were attending school in-person based on information provided by school officials.

Victoria Road North is an arterial road and designed to accommodate large volumes of traffic. The TIS concluded that the study area intersections are currently operating within

acceptable levels of service. The proposed development is a low trip generator and is not anticipated to add more than five peak hour trips to Victoria Road in either direction. The TIS also looked at future traffic conditions and found the study area to be operating within acceptable levels of service.

A southbound left-turn lane was not deemed to be warranted on Victoria Road and the site access location meets the minimum separation requirements from adjacent driveways on Victoria Road North.

### **Parking**

The applicant is proposing a total of 27 off-street parking spaces and the Zoning By-law requires a minimum of 18 parking spaces. Bicycle parking spaces and facilities will be provided and explored further during site plan approval. There were concerns expressed at the public meeting that parking proposed is inadequate and residents and visitors would park on adjacent streets. Parking is being provided in excess of the Zoning By-law requirements. On-street parking is permitted at certain times of the year on certain streets and on-street parking is not reserved for only residents who live on a particular street.

### **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 due to the size of the property.

Payment in lieu of Parkland will be required for this development in accordance with City of Guelph Official Plan Policy 7.3.5.6 and the City of Guelph Parkland Dedication By-law (2019)-20366 as amended by By-law (2019) 20380 or any successor thereof.

Section 17.(c) of By-law (2019)-20366 states that the rate will be the greater of: The equivalent of Market Value of 1 hectare per 500 dwelling units; or 5% of the total Market Value of the Land.

For this development, the 1 hectare per 500 dwelling unit rate is greater.

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.

### **Noise**

There were concerns expressed at the public meeting regarding the impact of noise generated from Victoria Road North. The applicant has submitted an Environmental Noise Assessment as part of a complete application. Engineering staff reviewed this Noise Assessment and agreed with the findings. A detailed noise study will be completed at the site plan approval stage.

### **Lighting**

As part of the subsequent site plan approval process, 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 development 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.

### **Building Height**

Concerns were raised that the proposed three storey building height is not compatible with existing single detached residential dwellings in the area. The Official Plan defines compatible as: development or redevelopment which may not necessarily be the same as, or similar to, the existing development, but can co-exist with the surrounding areas without unacceptable adverse impact.

In evaluating compatibility of the proposed development with the existing neighbourhood, the following general observations about the site's context have been made:

- The property is located on an arterial road, with existing single detached dwellings (which are zoned R.1B) abutting the subject property to the north. The R.1B Zone allows a maximum building height of three storeys.
- The property is located within the City's "Built-Up Area" as shown on Schedule 1: Growth Plan Elements of the Official Plan.
- It is noted that the current "Institutional" (I.1) Zone that applies to the subject property permits a maximum building height of 4 storeys.
- The proposed rear yard and side yard setback for the townhouse blocks is 7.5 metres, which exceeds the minimum rear yard requirement of half the building height (being 5.45 metres). A 7.5 metre rear yard setback allows for additional room for plantings/trees along the property lines to increase privacy.

Another evaluation to determine compatibility is whether or not the proposal will have a functional undue adverse impact on the existing surrounding development. This is determined by tangible negative impact that the proposal will have on the existing residents' enjoyment of their property. Based on the proposed density, size, height and location of the proposed development, it represents balanced development that provides for intensification while respecting existing development. The proposed development provides an alternative supply of housing and is adequately served by municipal infrastructure and amenities. There is a mix of building materials and architectural styles amongst the dwellings along Victoria Road North.

### **Density**

Concerns were expressed at the public meeting regarding the density of the proposal. The original concept plan that was presented at the public meeting proposed 24 stacked townhouse units and a net residential density of 77 units per hectare. A number of specialized zoning regulations were also required to implement the original proposal. The applicant has since revised the proposal to 18 stacked townhouse units and a net residential density of 58 units per hectare. An Official Plan Amendment is required to permit a density of 58 units per hectare, which exceeds the 35 units per hectare permitted within the "Low Density Residential" land use designation. Staff are supportive of the increased density and have provided an analysis of the Official Plan Amendment earlier in this report. There is only one specialized zoning regulation required, and the specialized regulation is not required due to unit count. Common amenity area, parking, landscaping

and building setbacks are provided in accordance with the regulations of the "Cluster Townhouse" (R.3A) Zone, which is a good indicator that the density is not too high.

**Why didn't the School Board purchase the property?**

There was a question asked regarding why the School Board didn't purchase the property. Real estate transactions between private parties is not within the scope of review of a land use planning application.