

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. It came into effect on May 1, 2020. All decisions affecting planning matters, including the comments, submissions and advice provided to Council shall be consistent with the PPS.

Policy Section 1.0 – Building Strong Healthy Communities recognizes the province’s diversity and the importance of maintaining long-term prosperity, environmental health and social well-being. This includes promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth. Section 1.0 of the PPS contains a set of policies to implement this and to which the proposed Official Plan Amendment and Zoning By-law Amendment is consistent with.

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., affordable and market-based housing including single-detached and multi-unit housing), employment and other uses to meet long term needs and sustain provincial and municipal financial well-being [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)]. New development is to contribute towards preparing for regional and local impacts of a changing climate [1.1.1 i), 1.1.3.2 d)].

Policy 1.1.3 requires development in settlement areas to use land and resources wisely, considering opportunities for intensification and redevelopment as well as overall regeneration. Residential densities and a mix of land uses 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 support active transportation and be transit supportive [1.1.3.1, 1.1.3.2 a), b), e), f)]. Appropriate locations are to be identified to accommodate a significant supply and range of housing options through intensification and redevelopment that also consider existing nearby building stock and the availability of infrastructure and public service facilities [1.1.3.3]. Appropriate development standards are to be promoted that facilitate intensification, redevelopment and a compact built form, while mitigating risks to public health and safety [1.1.3.4].

A coordinated, integrated and comprehensive approach is to be used when dealing with planning matters within municipalities. This includes managing and promoting growth and development that is integrated with infrastructure planning, including multimodal transportation systems [1.2.1 a), d)]. For this development, this

includes identified multimodal transportation improvements planned at the intersection of Silvercreek Parkway and Willow Road.

The City is to identify areas where new growth and development is to be directed, including identifying nodes and corridors [1.2.4 b), 1.2.5]. As part of achieving this policy, the City's Official Plan identifies the subject lands as being located within an intensification corridor along Silvercreek Parkway North.

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 of current and future residents. This is to be achieved by permitting and facilitating all housing options and types of residential 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)]. Transit-supportive development and a priority for intensification is required where a subject site is in close proximity to transit [1.4.3 e)].

Healthy, active communities should be promoted by planning public streets and spaces to be safe, meet the needs of pedestrians and facilitate active transportation and community connectivity [1.5.1 a)].

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 practices such as attenuation, re-use and low impact development are to be considered [1.6.6.7 f)].

Through the review of the Zoning By-law Amendment application, staff have worked with the applicant on an overall stormwater management strategy with appropriate quality and quantity controls, the ability to accommodate a regulatory storm event, attenuating stormwater both on and off-site and avoiding creating drainage safety impacts to surrounding private properties from the proposed development.

Land use patterns, densities and mix of uses should be promoted to minimize the length and number of vehicular trips and support current and future use of transit and active transportation [1.6.7.4]. In addition to the active transportation, including cycling improvements planned for the Silvercreek Parkway and Willow Road intersection, the addition of high density residential uses to a community commercial retail centre will allow residents to live in close proximity to day-to-day shopping needs. The Master Plan also proposes several cycling and walking

improvements for all users on the subject lands. The Master Plan prepared by the applicant is included in Attachment 10.

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, the use of active transportation and transit, and a structure of nodes and corridors. Vegetation is also to be maximized within settlement areas [1.8.1 a), b), g)]. The property owner has provided a letter committing to implement recommendations of the City's Community Energy Initiative (Attachment 12).

Section 2.2 of the PPS outlines the role that proper water management systems must try to achieve. Stormwater runoff must be minimized to the greatest extent and contaminant loads must be reduced [2.2.1 i)].

In Planning staff's opinion, the proposal to develop 160 apartment units and commercial space in a six (6) storey mixed-use building on the subject lands is consistent with the policies of the PPS. The proposal will redevelop lands within the City's settlement area from an underutilized commercial parking area and commercial space 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 in the City. The new housing will be in close proximity to a mix of uses, including commercial and City parks. The residential development is compatible with the existing surrounding single detached dwellings, apartment and commercial area, including the Willow West Mall. Adequate water and sanitary sewer capacity is available to service the development, and 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 built form, with an intensification first approach to development. The Greater Golden Horseshoe is to have a diversity of opportunities for living, working and enjoying culture.

Policies 2.2.1 and 2.2.2 of the Growth Plan identifies 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 when the Council-adopted Municipal Comprehensive Review (MCR) is approved and comes into effect [2.2.2.1 a), 2.2.2.2].

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

- Directing redevelopment and intensification to lands within the settlement area and existing delineated built-up area of the City;
- Featuring a diverse mix of land uses, including new residential, commercial space, with convenient access to stores and services;
- Redeveloping and accommodating new residential growth on an underutilized parcel of land that is located within a designated intensification corridor;
- 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, City 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 that are available;
- Expanding convenient access to a range of transportation options, including the safe use of active transportation such as cycling;
- Applying a compact built form that will enhance the public realm along two designated arterial roads (Silvercreek Parkway North and Willow Road);
- Further contributing to the mix of land uses in the surrounding area and encouraging redevelopment; 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. The development will contribute to the overall intensification target of the City's built-up area, resulting in a site density of 22.67 units per hectare.

Residential uses currently do not exist on the subject lands. The existing Mixed Use Corridor land use designation in the Official Plan and proposed specialized community commercial zoning will support a higher density housing option and will help make efficient use of existing infrastructure and public service facilities, while contributing to a creating a complete community.

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

Official Plan Conformity

The City's Official Plan establishes a vision, guiding principles, strategic goals, objectives and policies to manage future land use patterns to the year 2031. Planning decisions are to have a positive effect on the social, cultural and natural environment of the City. The Official Plan's comprehensive land use policies are to be implemented through the City's Zoning By-law [1.1].

The subject lands are located within the delineated 'Built-up Area' and are currently designated as 'Mixed-use Corridor' in the Official Plan (See Attachment 4). The property is also located within the designated Silvercreek Parkway Intensification Corridor. The Mixed-use Corridor land use designation permits commercial, retail and service uses along with medium and high density multiple unit residential buildings and apartments [9.4.3.7]. These uses may be mixed vertically or horizontally within a building [9.4.3.8]. Development within Mixed-Use Corridors is to address the adjacent arterial or collector roads and will be planned to provide ground floor retail and service uses [9.4.3.4].

The net density of development within the 'Mixed-use Corridor' designation for freestanding residential development is between 100 units per hectare and 150 units per hectare [9.4.3.10]. The maximum building height is six (6) storeys [9.4.3.9].

There are several objectives for Mixed-use Corridors in the Official Plan. This includes promoting continued economic viability, intensification, providing a diversity of uses and revitalizing the corridors. A distinctive and high standard of building and landscape design is required. Finally, development of Mixed-use Corridors is to occur in a cohesive, complementary and coordinated manner [9.4.3 a) b) c)].

The applicant is representing a developer who proposes to redevelop an underutilized portion of the 6.23 hectare Willow West Mall subject property to a six (6) storey, 'L' shaped mixed-use building with 160 residential units and 620 square

metres of commercial space on the ground level (See current development concept in Attachment-10). This represents a form of intensification.

The area of the property proposed to be redeveloped is at the northeast corner of Silvercreek Parkway North and Willow Road and contains a standalone bank (an RBC branch with drive-through lanes) as well as surface parking for the existing commercial uses. The bank building will be demolished to accommodate the redevelopment. The property owner has indicated the bank can be offered ground level commercial space in the mixed-use building to relocate to. The existing Willow West Mall building and a standalone pad restaurant would remain. The existing commercial uses consist of with day-to-day retail, service and restaurant uses.

A Zoning By-law Amendment is required to add 'apartments' as an additional permitted use. Several new site-specific zoning regulations have also been requested and are discussed in more detail later in this analysis. The subject lands are currently zoned "Specialized Community Shopping Centre" (CC-9). Planning staff are recommending that the additional use and regulations be added in a new Specialized Community Shopping Centre Zone (CC-36(H)).

The residential component of the development is proposed to be regulated by the "High Density Apartment" (R.4B) Zone provisions for items such as minimum common amenity area and setbacks. Engineering staff have indicated that a Holding Provision (H) is required to be added to the Zoning until a Record of Site Condition (RSC) is filed with the Ministry of Environment, Conservation and Parks (MECP). More details on the proposed CC-36(H) Zoning are discussed elsewhere in this analysis and report.

Section 2.2 of the Official Plan contains strategic goals. Planning staff are of the opinion that the proposed Zoning By-law Amendment conforms to these goals, including:

- Utilizing an interdisciplinary approach to planning with an understanding of ecological, social, cultural and economic interrelationships, including furthering the mixed-use intent of the Silvercreek Intensification Corridor, having no negative impacts to the City's natural heritage system and adding multi-residential uses in the Built-up Area of the City [2.2.1 a)];
- Contributing to providing an appropriate range, mix and geographic distribution of employment opportunities and 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, including municipal services being readily available and through making efficient use of existing infrastructure and public service facilities [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, including the planned enhancement of bicycle infrastructure on Willow Road and across the subject lands [2.2.3 a)];

- Facilitates development in an area where full municipal services and related infrastructure exist while considering existing land uses and other development constraints [2.2.4 a)];
- Maintain and sustainably manage ground and surface water resources [2.2.4 b)];
- Ensure an adequate supply, range and geographic distribution of housing types and supporting amenities to satisfy the needs of the community [2.2.5 d)];
- Preserve, enhance and protect the distinct character of the City and the sense of a community in neighbourhoods [2.2.6 a)];
- Build a compact, mixed-use and transit-supportive community [2.2.6 b)];
- Plan and design an attractive urban landscape that creates a sense of place and identity while encouraging innovative design and development opportunities [2.2.6 c)]; and
- Encouraging intensification and redevelopment of existing urban areas that is compatible with the existing built form [2.2.6 d)].

Complete Communities and Intensification (Growth Plan Conformity)

One of the central themes of the Official Plan is planning for a complete and healthy 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]. Overall, this theme of the Official Plan focuses on implementing the Growth Plan as discussed earlier in this analysis.

The proposed mixed-use development will contribute to building a complete and healthy community by maintaining and adding commercial uses in the Silvercreek Mixed Use and Intensification Corridor, adding and furthering the range of housing options available, and being directly accessible by public transit and options for safe, non-motorized travel.

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 and intensification within identified intensification corridors such [3.3.1, 3.3.2, 3.7.1,]. A minimum 40% of the City's annual residential development is to be directed to the City's built-up areas through intensification. Growth in the built-up area is to be directed to locations where the capacity exists to best accommodate the population and employment growth. Underutilized lots and greyfield sites 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, including residential and employment 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. Urban design is to be high quality that creates attractive and vibrant spaces while supporting transit, walking and cycling for everyday activities [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 Mixed-Use Corridor in the Official Plan with medium and high residential uses permitted, they classify as being designated and available. The apartment dwelling units, which are proposed to consist of studios (1), 1-bedroom (120) and 2-bedroom units (39) will contribute to a balanced and diverse housing mix.

The subject lands are located directly on a designated intensification corridor on Silvercreek Parkway North. Intensification corridors identified in the Official Plan are to provide for mixed-use development that is in proximity to transit [3.10.1]. They are planned to accommodate increased residential and employment densities with a mix of residential, office, institutional and commercial development [3.10.2]. Development is to be directed and oriented towards arterial roads such as Silvercreek Parkway North and Willow Road [3.10.3]. Planning staff are of the opinion that the proposed development aligns with and implements the policies for intensification corridors.

Tree Preservation and Compensation

The subject lands are greater than 0.2 hectares, and as such, are regulated by the City's Private Tree Protection By-law. A Tree Inventory and Preservation Plan and associated report was submitted as part of a complete application and is required in the Official Plan for all new development and site alterations and where trees cannot be retained [4.1.6.1.1, 4.1.6.3.2]. The Tree Inventory and Preservation Plan identified a total of 136 trees on the subject lands, within 6 metres of the property boundary, and along the City's directly adjacent Silvercreek Parkway North, Willow Road, Greengate Road and Applewood Crescent. A total of 32 trees are identified as being impacted by development and requiring removal, thus requiring compensation. As much tree compensation as possible shall be completed on the subject lands site through the landscaping of the mixed-use development and overall site, including planting new trees along the adjacent City roadways. Details of required tree compensation will be determined at site plan.

Conditions has been included in Attachment 3 (condition 1) that require the preparation of an updated Tree Management Plan as well as a Tree Compensation Plan prior to any grading, site alteration, tree removal or site plan approval.

Potentially Contaminated Properties

The Official Plan identifies potentially contaminated sites as properties where the environmental condition may have potential to cause adverse effects on human health, ecological, health or the natural environment. To reduce risks associated with such sites, it is important to identify such properties and ensure they are suitable for the proposed land uses, this case being new residential. Redevelopment, restoration and revitalization of land and buildings located on potentially contaminated sites is promoted in the Official Plan [4.4.4].

Considering the subject property's historic uses as a retail mall for over 50 years, it has had land uses that may have caused environmental contamination, including commercial activities involving the storage, disposal, and use of hazardous substances [4.4.4.1]. As such, the developer was required to complete and submit

a Phase 1 Environmental Site Assessment (ESA) as part of a complete application [4.4.4.3]. The Phase 1 ESA did not identify anything likely to result in potential subsurface impacts on the subject lands, and no Phase 2 ESA was recommended. Engineering staff have reviewed the Phase 1 ESA and letter of reliance and are satisfied with the findings and conclusions. A Record of Site Condition (RSC) will need to be filed with the Ministry of Environment, Conservation and Parks (MECP) prior to site plan approval or the issuance of building permits. Engineering staff are recommending a Holding Provision (H) be included in the Zoning By-law until such the RSC filed with the MOECP. No contamination concerns were identified related to the land use change associated with the Zoning By-law Amendment.

Noise and Vibration

Land use conflicts between sensitive land uses such as residential and uses that create noise such as major roads like Silvercreek Parkway and Willow Road as well as commercial uses like those existing at the Willow West Mall are to be minimized [4.4.5]. The Hanlon Expressway (Highway 6) was also identified as a transportation noise source. 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 recommended an upgraded exterior façade construction on the new mixed-use building with brick or masonry equivalent materials as well as closable exterior windows. Further, warning clauses on noise levels were recommended to be included in purchase, sale and lease agreements as well as be registered on title. The study also concluded that the mixed-use building should be equipped with central air conditioning systems that will allow exterior windows to remain closed if desired. An acoustic barrier was identified as being required along the rooftop common amenity areas to screen from mechanical as well as heating, ventilation and air conditioning equipment (HVAC).

Noise impacts from operation existing commercial uses at Willow West Mall building were identified as a source that will have an impact on the addition of residential uses to the subject lands. This includes noise emissions from the commercial rooftop units (i.e., HVAC equipment) and truck movements for retail deliveries. The results of the noise study indicate that sound levels from the mall will exceed the MECP's Class 2 area guideline limits for the proposed mixed-use building (Environmental Noise Guideline – Stationary and Transportation Sources, MECP publication NPC-300). Mitigation measures on site to maintain a Class 2 area rating were not considered feasible. To align with Provincial and City policies on promoting infill development, including on commercial and underutilized greyfield sites, promoting intensification and a mix of uses, often which could be in close proximity to existing commercial uses, it was recommended the subject site be reclassified to Class 4. In Class 4 areas, designing infill development with sensitive uses such as residential to have closable exterior windows along with mandatory air conditioning can be sufficient mitigation measures against existing stationary noise sources. Further, enhanced building materials as discussed above are also recommended.

Planning staff will continue to work with the developer during site plan on noise mitigation design measures, such as rooftop noise barriers, building materials (i.e., glazing, masonry, etc.). Engineering staff have indicated in their comments that an

updated noise feasibility noise study will be required. This is also a requirement prior to the Holding Provision being lifted from the CC-36(H) Zoning.

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 property owner has indicated to Planning staff that they will be including several energy efficiency measures throughout the mixed-use development, consistent with the City's Community Energy Initiative (CEI) 2019 update. This includes including a green roof component, reducing building energy consumption, providing electric vehicle charging stations, and providing long term and secure bicycle storage spaces inside the building. The development will contribute to multi-modal transportation opportunities in the area, including proposed cycling infrastructure improvements at the intersection of Silvercreek Parkway and Willow Road, as well as across the site.

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 City's Community Energy Initiative (CEI) (see condition number 24 in Attachment 3). 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.

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 (TIS) [5.8.7]. With background traffic (i.e., not influenced or caused by the development), the eastbound and westbound left-turn lanes on Willow Road at Silvercreek Parkway North were recommended to be extended to accommodate additional turning storage length. Notwithstanding this recommendation, the applicant's TIS and associated updates concluded that all area intersections are currently operating with excess capacity at acceptable levels of service.

The following area intersections were reviewed in the TIS:

- Silvercreek Parkway North and Willow Road
- Silvercreek Parkway North and Greengate Road
- Applewood Crescent and Greengate Road
- Applewood Crescent and Willow Road
- Willow Road and Site Access
- Silvercreek Parkway North and Site Access

- Greengate Road and existing Site Access
- Greengate Road and new proposed Site Access (northeast corner of subject lands)

With 2023, 2028 and 2033 projected traffic conditions, all of the above noted study intersections are projected to operate at acceptable levels of service (LOS). Noted left-turn queuing capacity problems on Willow Road at Silvercreek Parkway during PM peak hours were independent of the proposed development and caused by background traffic. Extending the existing left-turn lanes would resolve the capacity constraints.

Table 5.2 of the Official Plan identifies the intersection of Silvercreek Parkway North and Willow Road for improvements. This could include the extension of left-turning capacity on Willow Road. Traffic staff have also identified land required for improvements at the intersection that are to be dedicated to the City prior to site plan approval [5.13.1]. This could include improvements to accommodate bicycles at the intersection. Traffic staff have identified land required for the intersection improvements and have confirmed that the applicant's current development plans and site design has sufficiently incorporated the required land dedication (see current site plan in Attachment 8). Overall, Traffic and Engineering staff are supportive of the TIS recommendations and have no concerns.

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. Reduced parking requirements may be considered as part of a Parking Study, particularly within intensification corridors where high levels of transit exist [5.11.6].

A minor variance application was approved by the Committee of Adjustment in 2008 to permit, in part, a site-specific off-street parking ratio of 1 space per 23.64 square metres of gross floor area (File A-111/08). The Willow West Mall commercial development on the subject lands has a current total 18,559 square metres of gross floor area. Considering the reduced parking rate approved by minor variance A-111/08 and total amount of existing commercial space, a minimum 785 off-street parking spaces is required. A total of 864 parking spaces currently exist on the subject lands, representing a surplus of 79 off-street parking spaces.

Following the redevelopment of an additional mixed-use building, the applicant is proposing to provide a total of 938 off-street parking spaces for the entire site. This represents a net increase of 74 spaces over what currently exists on the subject lands.

A total of 205 parking spaces will be provided for the residential apartment uses, in accordance with the requirements in the High Density Residential Zone (R.4B). 121 of these spaces will be within an underground garage. The remaining 84 parking spaces for the apartment units will be at outdoors in a reconfigured at-grade lot. For visitor parking spaces, 20% of the 205 parking spaces (41) will be marked and reserved for visitors. In the revised development proposal, all visitor parking spaces will be provided in the at-grade lot.

The applicant is requesting to revise the overall amount of off-street parking for all commercial uses on the site. Considering the new mixed-use building and demolition of the standalone RBC bank building, the amount of commercial gross floor area on the site will increase by 62 square metres to a total of 18,621 square metres. For this new amount of commercial space, a total of 733 off-street parking spaces is proposed to be provided. This results in a new ratio of 1 parking space per 25.4 square metres, which is a lower commercial parking ratio than what was approved by the Committee of Adjustment in 2008.

As part of a complete application, the applicant submitted a parking study. The parking study included an on-site inventory of parking demand on Friday, April 8, 2022 and Saturday, April 9, 2022. The highest observed usage of the existing parking was 333 spaces. Further, commercial parking rates in comparable municipalities was reviewed and would require between 100-267 spaces less than the City's current requirement. Finally, the recommended rates in the City's new draft Comprehensive Zoning By-law are proposed to reduce the parking requirement to 2 parking spaces per 100 square metres (1 parking space per 50 square metres). Considering the parking study's findings, including current usage parking rates at the site, Planning staff support the applicant's request for a site-specific minimum commercial parking requirement of 1 parking space per 25.4 square metres.

The applicant is proposing to provide a minimum of 170 indoor bicycle parking spaces for the mixed-use development. The conceptual site plan also shows short-term outdoor bicycle racks. While the current Zoning By-law does not require a minimum number of bicycle parking spaces, the Comprehensive Zoning By-law proposes to introduce this requirement. The proposed bicycle parking rate exceeds the minimums that are to be introduced across the City. The bicycle storage facilities will be provided for residents, visitors, employees and customers of the commercial component and will encourage alternate modes of travel to single occupant vehicles.

Planning staff are of the opinion that an adequate off-street parking supply is being provided to meet the expected demands by the mixed-use development as well as the existing commercial uses. The Official Plan directs off-street parking to be provided through zoning and site plan requirements [5.11.3]. A new site-specific zoning regulation is recommended. Design and placement will be further determined during site plan.

Water, Wastewater and Stormwater Services

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.

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 determined quantity and quality control have been sufficiently addressed. 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 MECP's 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 6 a) in Attachment 3).

The property owner will be responsible for all costs associated with connecting and 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. This direction is consistent with the Official Plan.

Affordable Housing

The City's Affordable Housing Strategy (AHS) sets an annual City-wide target of 30% for new housing that is affordable [7.2.1.2]. 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 [9.2.1.1]. They have been applied to staff's review of this proposed mixed-use 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 160 apartment units. These units will consist of a range of studio, one-, two- bedroom units. The diversity in apartment unit sizes will offer a range of housing choice to residents with diverse household sizes and incomes. It is highly anticipated that this development will contribute to the achievement of the affordability housing targets set for the City. The units will also be directly located on several transit routes and within walking distance to commercial uses and services.

The applicant has also indicated in their Planning Justification Report that the dwelling units will offer affordable housing choices. The contribution to the City's 30% affordable target and benchmark price will be further measured by the City as these new dwelling units come to market and 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.

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 engage in 'place-making' – developing infrastructure, spaces and buildings that are permanent and enduring, memorable, adaptable and flexible, and valued [8 d)];
- To establish a pattern of interconnected streets and pedestrian networks in which buildings frame and address public spaces [8 h)];
- 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)]; and
- To design for a choice of mobility, including walking, cycling, transit and driving [8 m)].

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 buildings, including dwelling unit entrances towards the street and providing active uses that provide interface with the public realm such as patios, seating and cafes [8.2.11]. The ground floor apartment units have been designed with individual primary entrances facing a public street (Willow Road). With the development having direct access to two arterial roads, it integrates well and is connected to the surrounding neighbourhoods.

Signature buildings are required at corner locations such as at Silvercreek Parkway North and Willow Road to serve as neighbourhood landmarks [8.3.1]. Where a commercial or mixed-use development is located at the intersection of such major streets, the redevelopment of the corner is considered a minor gateway and is to include neighbourhood-scale gateway features [8.4.7]. New mixed-use buildings are to be located close to and address the street and have visible front facades with entrances and windows that directly face and enhance the rhythm of the immediate vicinity. Blank facades are to be avoided [8.6.1, 8.6.2, 8.6.3]. Corner buildings are to address both streets through providing well articulated facades that face the street in close proximity, while ensuring building entrances are visible from the intersection [8.6.5, 8.6.6]. The proposed mixed-use building is located close to the streets, and includes various massing treatments to break-up the façade, including main entrances to the units fronting the street as well as the commercial space.

For mid-rise buildings such as the proposed six (6) storey mixed-use building, they are to be designed to frame the street while allowing sunlight to adjacent properties [8.8.1 i)]. Servicing and parking areas are to be screened and appropriately located to not have a prominent visual impact. This includes parking being provided underground and surface parking at the side or rear of the building [8.8.1 ii), 8.12.1, 8.12.2]. Principal building entrances need to be accessed from the public realm [8.8.1 iii)]. Where buildings are taller than four (4) storeys, building length can be restricted through zoning to reduce microclimatic impacts such as shadowing and wind [8.8.1 v)]. Planning staff are recommending a site-specific zoning regulation to limit the ultimate building length.

Generous landscape strips should be used along street edges to screen surface parking [8.12.1]. Surface parking is not permitted immediately adjacent to the corners of an intersection [8.12.3]. Walkways, including sidewalks should be provided directly from parking areas and municipal sidewalks to the main entrances of the building. Large surface parking areas, such as what currently exists on the site near the new mixed-use building should be divided into smaller and defined sections through landscaped strips, islands and pedestrian walkways. Ramps to access underground parking are to be located to reduce conflicts with pedestrians and minimize negative impacts on the streetscape [8.12.10]. Shared driveways are encouraged for commercial and mixed-use sites to reduce access points and conflicts with pedestrians [8.13.1]. In Planning staff's opinion, the proposed design of the mixed-use building accomplishes all of these design policies.

Internal driveways are to be designed to be comfortable for pedestrians, cyclists and vehicles and to create an overall cohesive and integrated circulation network [8.13.3]. The applicant has provided a master plan showing how the site's internal driveways will be enhanced for all users, including pedestrians, cyclists and vehicles, including for the existing retail stores. The master plan is included in Attachment 10 to this report.

Loading bays, waste service areas, utilities and mechanical service areas should be located within a building [8.13.6]. The applicant is showing an interior loading space on the conceptual site plan, which will service the commercial space, solid waste, and move in and out for residents. Further details on the design of this space will be reviewed by staff at the site plan approval stage.

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]. An updated tree compensation and landscaping plans will be required and finalized at site plan approval.

To provide a detailed analysis of how the development proposal is consistent with and meets the City's urban design policies, the applicant submitted several supporting documents, including a site master plan, an urban design brief, landscape plans and a sun and shadow study as part of their complete application. Planning staff are supportive of the approach to the overall design of the site as shown on the most current concept plan (August 2022) and as outlined in the urban design brief. Staff acknowledge the changes made by the applicant in April 2022 since their initial submission and the Public Meeting in March 2021, and the

improvements and refinements made to the design. This includes combining the two previously proposed mid-rise buildings (Building G and H) into one (Building G/H) that better frames the street corner of Silvercreek Parkway North and Willow Road. Another notable improvement is increasing the amount of landscaped open space, including in the surface parking lot as well along the base of the building and along the public road right-of-ways.

In April 2018, Council approved Built Form Standards for Mid-rise Buildings and Townhouses, which forms part of the City's Urban Design Manual. These built form standards provide direction and criteria for the design of mid-rise buildings. 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 developments and intensification proposals are appropriate for the City based on existing context and through using contemporary urban design practices. Urban design staff have reviewed the proposed mixed-use development and are generally supportive of the revised design as shown in Attachments 8, 9 and 10 (site plan, master plan and renderings). Urban design staff have indicated that several built form objectives including the full integration of active transportation facilities on the subject lands, breaking up long facades and marking the street corner will be confirmed through site-specific zoning regulations and detailed further at site plan review (Attachment 3). Continuing to refine the site design will ensure that it conforms to the urban design policies in the Official Plan and the City's Built Form Standards for Mid-rise buildings and Townhouses.

In particular, the design of the site will achieve a 6 metre front yard setback and 3 metre landscaped buffers along the parking lot perimeter as per urban design standards. Individual principal entrances to ground floor residential apartment units have been added at regular intervals, with secondary entrances provided from the parking lot. Angular planes do not exceed 45-degrees to the centrelines of both Silvercreek Parkway North and Willow Road.

The building exceeds a length of 75 metres along Silvercreek Parkway. As outlined in the mid-rise built form standards, multi-residential buildings greater than 75 metres are generally not supported to encourage more pedestrian scale buildings and reduce shadow impacts. Planning staff have reviewed the shadow study and other supporting design materials and are of the opinion the building length as currently proposed will not cause undue shadow impacts. As such, Planning staff are recommending a zoning regulation to limiting the building length to 91 metres along Silvercreek Parkway North.

Planning staff are satisfied with the urban design approach proposed by the applicant in that it is in keeping with the City's goals, objectives and policies for urban design. Planning staff are of the opinion that it is generally consistent with urban design policies Section 8 of the Official Plan for mid-rise buildings as well as the Built Form Standards for Mid-rise Buildings and Townhouses.

Mixed-use Corridor Development Policies

Section 9.4 of the Official Plan contains policies that apply to the commercial and mixed-use land use designations. These uses are intended to provide a range of uses that meet the needs of daily living. Mixed-use Corridors are intended to

develop over time into distinct urban areas with centralized public spaces that provide a range of uses, including retail, office and medium and high density residential. Objectives of commercial and mixed-use designations include ensuring an adequate supply of commercial land is provided City-wide to meet the needs of residents and businesses. Further, the continued economic vitality, intensification and revitalization of existing designated commercial and mixed-use areas is promoted. It is also an objective to create mixed-use areas that are pedestrian-oriented and transit supportive.

Section 9.4.3 of the Official Plan outlines objectives and policies that must be used to evaluate development within the Mixed-use Corridor designation applicable to the subject lands. The objectives of this land use designation include:

- To promote the continued economic viability, intensification, diversity of uses and revitalization of the Mixed-use Corridor [9.4.3 a)].
- To promote a distinctive and high standard of building and landscape design for Mixed-use Corridors [9.4.3 b)].
- To ensure that the development of Mixed-use Corridors occurs in a cohesive, complementary and coordinated manner.

Planning staff are of the opinion that the three objectives above are met by the proposed development and Zoning By-law Amendment. The proposal will further the diversity of uses by intensifying the site with a new high density residential component. The economic viability is continued on the site with a net gain in commercial gross floor area. The applicant has also revised their proposal from two buildings to one. The conceptual site plan, massing and elevations reviewed for the revised single mixed-use building demonstrate a high standard of building and landscaping design. Finally, a Master plan submitted as part of a complete application shows how further development and evolution of this mixed-use corridor can continue in a cohesive and coordinated manner (Attachment 10). There is potential identified on the Master plan for additional multi-unit residential intensification. The placement of the current building will not impact the ability of future redevelopment to occur on the subject lands.

Promoting intensification and revitalization (9.4.3.1)

The subject lands are currently occupied by the Willow West Mall. This commercial retail facility has been located on the subject lands since opening in 1971. It is 18,559 square metres in gross floor area and includes 16 commercial rental units (CRUs) of general retail uses such as a grocery store, restaurants and financial institutions.

As discussed previously in this analysis, there is currently a surplus of 79 parking spaces on the site. Further, of the 864 total parking spaces on currently on the subject lands, a maximum 38.5% of the spaces were surveyed to be occupied across various retail peak traffic hours in April 2022. The applicant is proposing to redevelop the southwest corner of the subject lands from a standalone financial institution (RBC bank) and surface parking area to a mixed-use building. Despite the proposed demolition of the bank and replacement of existing parking spaces, the redevelopment proposal will result in more commercial gross floor area and parking than what currently exists.

The proposed redevelopment will revitalize and make more efficient use of a well-defined commercial corridor. The introduction of high density residential uses in a new mixed-use building will group complimentary uses in close proximity. New and existing residents will continue to have the opportunity to satisfy several shopping and service needs in one location of the City. Additional retail and service uses exist across and along Silvercreek Parkway.

Integration with the surrounding built form and internal access (9.4.3.2)

The introduction of a six (6) storey mixed-use building at the corner of Silvercreek Parkway North and Willow Road will enhance the integration of the subject lands within a built-up area and intensification corridor. The conceptual site plan shows landscaping and buffer strips to enhance the on-site transition and integration of existing commercial uses with new residential uses.

Internal roadways, drive aisles and existing connections to Willow Road, Silvercreek Parkway North and Greengate Road will be maintained, with the site being enhanced for pedestrian and bicycle traffic. Further cycling enhancements to the Willow Road and Silvercreek Parkway intersection are also planned by the City.

Transportation and Engineering staff have reviewed the traffic geometric plans that were submitted by the applicant and have no concerns with the proposed parking area and its proximity to the existing retail uses. Preliminary garbage and fire truck routes and turning plans were also submitted with the application and staff have no concerns.

Integration with surrounding active transportation and transit facilities (9.4.3.3)

The new building will be situated close to arterial roadways, with visible primary entrances that will connect to the public sidewalk. This will integrate the redevelopment into the wider community. The building's massing and ground floor will be oriented towards the streets. Both Silvercreek Parkway North and Willow Road have existing transit routes that will be directly connected and serve the subject lands. Several active transportation amenities will be provided in the development, including a dedicated and protected bicycle ramp lane to the underground parking garage. The mixed-use building will provide both internal and external bicycle storage to allow all residents, visitors and commercial users to have a safe space to park their bikes while on the property.

Address adjacent public roads (9.4.3.4)

This policy is to be applied to new mixed-use development near an arterial or collector road. Multi-storey buildings are to front onto arterial and collector roads. Ground floor retail and service uses are to be provided. A rhythm and spacing of building entrances and appropriately sized store fronts are to be provided to encourage pedestrian activity.

The mixed-use development meets this policy by being setback 6 metres directly parallel to two arterial roads. The ground level is being designed to accommodate 620 square metres of commercial floor area, which could accommodate a relocated RBC bank branch. Primary building entrances are being incorporated at regular

intervals to the public roads. These entrances, including for the commercial units are to be functional to encourage pedestrian activity.

Consistency with Urban Design policies (9.4.3.5)

The urban design policies have been discussed above in this analysis. Planning staff are satisfied that they have been met. Consistency with urban design policies will be further reviewed during site plan control.

Mixed-use Corridor Boundaries (9.4.3.6)

The proposed development will be located within the Mixed-use Corridor land use designation. The applicant is not proposing to expand the Mixed-use Corridor designation beyond the current boundaries.

The applicant is proposing to redevelop the subject land to add apartments in a new mixed-use building. This is a permitted use in the Mixed-use Corridor designation along with commercial, retail and service uses. These permitted uses can also be mixed vertically within a building or horizontally within multiple-unit mall buildings [9.4.3.7, 9.4.3.8].

Planning staff are of the opinion that the proposed Zoning By-law Amendment to add apartments as a permitted use in a new mixed-use building is conforms to the Official Plan, including policies for lands designated Mixed-use Corridor.

Revisions

Following the Public Meeting on March 8, 2021, and after reviewing comments received from Council, City staff and agencies and the public, the applicant made several revisions to their development proposal. Primary changes include combining the two previously proposed mid-rise, multi-unit residential buildings (Buildings G and H) into one (now Building G/H), increasing the number of residential units, increasing setbacks to public roadways, decreasing angular planes to roadway centrelines, moving all visitor parking to surface level, and increasing the amount of common amenity area and landscaped open space.

A summary of all measurable changes made since initial submission to the City in December 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 (December 2020)	Revised Development Concept (April-August 2022)
Site Area	6.232 ha	6.239 ha
Number of Residential Units	148	160
Number of New Buildings	2 (Building G and H)	1 (Combined Building G/H)
Net Density	23.7 units/ha	25.6 units/ha
Maximum Building Height (storeys/measured)	6 storeys/28.35 m	6 storeys/28.7 m
Commercial Gross Floor Area (GFA)	18,617 m ²	18,621 m ²
Front Yard (to Greengate Drive)	192 m	192 m
Rear Yard (to Willow Road)	0.95 m (Building G)	6 m (Combined Building G/H)
Exterior Side Yard (to Silvercreek Parkway North)	1.5 m (Building H)	6 m (Combined Building G/H)
Landscape Strip (to west lot line)	1.5 m	3 m
Common Amenity Area (Provided/Required)	1,995 m ² /3,160 m ²	2,135 m ² /3,440 m ²
Landscape Open Space (%/area)	12.73%/7,937 m ²	14%/8,660 m ²
Off-Street Parking (Provided/Required)	960/984	938/993
Proposed Tree Removals (Existing*/Removal) *On the subject lands and within 6 metres of property boundary	136/29	136/29
Floor Space Index (FSI)	0.5	0.26

Review and Analysis of Proposed Zoning

The subject lands are currently zoned "Specialized Community Shopping Centre" (CC-9). This zone currently permits uses such as restaurants, retail establishments and commercial entertainment up to a maximum of three (3) storeys. The applicant

is requesting to add apartments and accessory uses as additional permitted uses. The new apartment uses are proposed to be regulated by the "High Density Residential" (R.4B) Zoning Regulations. New specialized zoning regulations are included in a new CC-36(H) Zone. The existing CC-9 zone will be deleted and replaced by the CC-36(H) Zone.

A Holding Provision (H) is required on the zoning until such time as a Record of Site Condition (RSC) is filed with the MECP and a Noise Feasibility Study can be finalized. Engineering staff require the Holding Provision to be removed prior to site plan approval.

Staff have reviewed the proposed zoning and requirements associated with the current development proposal and are satisfied that the new CC-36(H) (Specialized Community Shopping Centre) Zone with a Holding Provision is appropriate for the proposed development. The CC-36(H) zone will blend and incorporate regulations from the High Density Residential (R.4B) Zone for the residential component of the development. The applicant has confirmed through their most recent development proposal and submission that they are meeting several regulations in the parent CC zone as well as the R.4B Zone. This includes being less than the maximum permitted ten (10) storey height, being less than the maximum density, and meeting the minimum resident and visitor parking for the residential component.

The recommended CC-36(H) zoning is a combination of the specialized or modified regulations requested by the applicant as well as additional specialized regulations determined by Planning staff. As indicated above, it will also incorporate several regulations from the R.4B Zone for the residential component. The additional regulations recommended by staff will secure the current site design, including the ultimate built form and urban design vision. This will ensure the final design implements the development concept considered to date. Specifically, the provisions recommended below will allow for a compatible and compact form of infill mixed-use development in the Built-up Area of the City:

Additional Permitted Uses

- Despite Section 6.2.1.1, the following additional use shall also be permitted:
 - Apartment Building
 - Accessory Uses in accordance with Section 4.23

Lot Frontage

- Minimum Lot Frontages shall be:
 - Greengate Road – 175 metres
 - Applewood Crescent – 336 metres
 - Willow Road – 60 metres
 - Silvercreek Parkway North – 60 metres

Lot Area

- Despite Table 5.4.2, Row 3, the minimum Lot Area shall be 11,000 m².

Maximum Dwelling Units

- The maximum number of dwelling units shall be 160.

Setbacks

- Despite Table 5.4.2, the following minimum setbacks shall apply for an Apartment Building:
 - Minimum Front and Exterior Side Yard: 6 metres
 - Minimum Side Yard: 3 metres
 - Minimum Rear Yard: 7.5 metres
- Despite Table 6.2.2, the following minimum setbacks shall apply to the following Street Lines for a commercial Building, including a Mall:
 - Applewood Crescent – 18 metres
 - Greengate Road – 22.5 metres
 - Willow Road – 3 metres
 - Silvercreek Parkway North – 1.86 metres
- Despite Section 4.13.3.4.2, the minimum setback for an underground Parking Area shall be 1 metre.

Building Height

- Despite Table 6.2.2, Row 8, the maximum Building Height for an Apartment Building shall be 6 storeys.

Building Length

- The maximum Building length along Silvercreek Parkway North shall be 91 metres.

Off-Street Parking

- Despite Section 4.13.4, the minimum required off-street Parking Spaces for commercial uses permitted in Section 6.2.1.2 shall be 3.9 spaces per 100 m² of Gross Floor Area.
- Despite Section 4.13.3.2.2, the minimum dimensions for Parking Spaces for Apartment Buildings within a garage shall be 2.75 metres by 5.5 metres.
- Notwithstanding the above, all required accessible Parking Spaces shall be designed and placed in accordance with the City's Facility Accessibility Design Manual or, 3.4 metres by 5.5 metres for Type A accessible parking spaces and 2.4 metres by 5.5 metres for Type B accessible parking spaces, whichever is greater.

Common Amenity Area

- Despite Section 5.4.2.4.1, a minimum 13 m² of Common Amenity Area shall be provided per Dwelling Unit.

With the current development proposal for 160 apartment units, the applicant is proposing to provide less common amenity area than what is required in the R.4B Zone. Section 5.4.2.4 of the Zoning By-law requires a minimum 30 square metres of common amenity area for the first 20 units in an apartment building, and 20 square metres for every unit thereafter. For a 160-unit apartment building, this would equate to 3,400 square metres of common amenity area. The applicant is currently proposing to provide 2,135 square metres of common amenity area, or 13.3 square metres per apartment unit.

Where a development is located within an Intensification Corridor such as this portion of Silvercreek Parkway North, the Built Form Standards for Mid-Rise Buildings support a reduction to the common amenity space requirement by up to 50% where a City park with a minimum size of 1 hectare with equivalent amenities is located within a 500-metre walking distance from the site. There are two City parks, Norm Jary Park and Sleeman Park that are located within a 500 m walking distance from the subject lands. These parks are both greater than 1 hectare and have several amenities such as a splash pad, baseball diamond and playgrounds. Park Planning staff have reviewed the application and are requesting cash-in-lieu of parkland dedication be provided. Planning staff are of the opinion that the reduction in common amenity area by 37% is acceptable and consistent with the criteria in the Built Form Standards for Mid-Rise Buildings.

Landscaped Open Space

- Despite Table 5.4.2, Row 13, a minimum 14% of the Lot Area shall be used as Landscaped Open Space.

When considering the site as a whole, including the existing Willow West Mall and commercial portion of the lands, 14% of the entire property will be landscaped open space, which is less than the 20% minimum required in the High Density Apartment (R.4B) Zone. However, when considering the portion of the site with the new mixed-use apartment building (i.e., including the residential parking and outdoor amenity areas), 25% of this area of the site can be considered landscaped open space. This is illustrated in Attachment 8 to this report.

Floor Space Index

- Despite Table 5.4.2, Row 18, there shall be no maximum Floor Space Index regulation.

Severability Provision

- The zoning provisions, including those listed above, shall continue to apply collectively to the whole of the lands in the CC-32(H) Zone, despite any future severance, partition or division for any purpose.

Apartment Building

- Notwithstanding the above specialized regulations and Section 6.2 and Table 6.2.2 for the Community Shopping Centre (CC) Zone, Apartment Buildings and mixed-use buildings at 111-193 Silvercreek Parkway North shall be otherwise regulated by the High Density Apartment (R.4B) Zone, including Section 5.4.2 and Table 5.4.2 of Zoning By-law (1995)-14864, as amended.

Staff are satisfied that the proposed specialized regulations are minor and supportable for the proposed mixed-use redevelopment and intensification of this site.

The proposed zoning regulations and maps is included in Attachment 3 and 6 to this report.

Comments and Questions Received on Applications

The main concerns heard at and after the Public Meeting were related to increasing setbacks to both Silvercreek Parkway North and Willow Road. Concerns were also raised about increasing the amount of common amenity space and landscaped areas. All of these concerns have been addressed in the current and revised development proposal and are discussed in more detail above.