

Attachment 11:

Staff Review and Planning Analysis

2020 Provincial Policy Statement

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

Policy Section 1.0 – Building Strong Healthy Communities recognizes the province's diversity and the importance of maintaining long-term prosperity, environmental health and social well-being. These shared desires for sustainability of the province depend on managing change and promoting efficient land use and development patterns. 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 communities that are healthy, liveable and safe. This is achieved in part through planning efficient development and land use patterns that create an appropriate range and mix of residential development types (i.e., affordable and market-based housing including single-detached and multi-unit housing, mixed-use development), employment and other land uses to meet long term needs and sustain provincial and municipal financial well-being [1.1.1 a), b)]. Development must avoid land use patterns that may cause environmental or health and safety concerns [1.1.1 c)]. The integration of transit supportive development, intensification and growth management is to be promoted all while ensuring that the necessary supporting infrastructure and public service facilities are available [1.1.1 e), g)]. Development and land use patterns that conserve biodiversity is also to be promoted while preparing for regional and local impacts of climate change [1.1.1 h), i)]. The development represents an efficient use of land that will provide additional housing choice along with commercial uses serving residents' day-to-day needs.

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. Specifically, residential densities are to efficiently use land and resources while being appropriate for and efficiently utilizing the infrastructure and public service facilities that are planned or available. In addition, land use and development patterns in settlement areas are to support active transportation and be transit supportive [1.1.3.1, 1.1.3.2 a), b), e)]. Appropriate locations are to be identified to accommodate a significant supply and range of housing options through intensification and redevelopment that also considers 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]. The proposed development can be safely

accommodated on a site where full infrastructure and public services are available nearby.

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]. While the subject lands are not along an intensification corridor identified in the Official Plan, significant portions of the City's residential growth will be accommodated within the overall built-up area through intensification and infill. The Official Plan places further emphasis promoting infill development on vacant or underutilized lots such as the subject site and directing higher densities to locate along arterial roads.

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 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)]. Intensification is to be prioritized, including development that is transit supportive and supports the use of active transportation where it exists or is to be developed [1.4.3 d), e)]. Development standards are also to be established for residential intensification and redevelopment that minimizes housing costs and facilitates a compact built form that maintains public health and safety [1.4.3 f)]. The increase of residential population in this built-up area of the service will support the viability of nearby commercial and institutional uses.

Section 1.6.6 of the PPS outlines policies for planning for sewage, water and stormwater services. Engineering staff have confirmed that full municipal services are available to the subject lands, with sufficient capacity available to accommodate the proposed development (See Engineering staff comments in Attachment-14). More details on site-servicing and stormwater management will be finalized during site plan review.

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

Through the review of the development applications, staff have worked with the applicant on an overall stormwater management strategy with appropriate quality and quantity controls, including accommodating a regulatory storm event, attenuating stormwater both on and off-site and avoiding creating drainage safety impacts to surrounding properties from the proposed development.

Land use patterns, densities and a mix of uses is to be promoted that minimize the number of vehicle trips and support current and future use of transit and active

transportation. Several Guelph Transit routes are within walking distance to the subject lands. The infill development will contribute to maintaining transit supportive densities in the area. Further, active transportation modes are being promoted by the development, including providing secure, indoor bicycle parking and having internal pedestrian circulation, with direct connections to public sidewalks on Edinburgh Road North. Traffic staff have indicated that cycling improvements are planned along Edinburgh Road North and this development will compliment and be directly connected to cycling infrastructure.

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 PPS has policies regarding the wise use and management of resources. This includes cultural heritage and archaeology. Development and site alteration are not permitted on lands that contain archaeological resources or areas of archaeological potential unless any significant resources have been conserved [2.6.2]. As part of this, Indigenous communities are to be consulted in the development process with their interests considered when identifying, protecting and managing archaeological resources [2.6.5]. As the subject lands have been previously disturbed by a former service commercial development (i.e. garden centre, which has been demolished), an archaeological assessment was not required as part of a complete application.

In Planning staff's opinion, the proposal to develop two (2), seven (7) storey, mixed use building with a total of 139 dwelling units and 188.81 square metres of commercial/retail space on the subject lands is consistent with the PPS. The development proposal represents appropriate mixed-use intensification in the City's built-up area along an arterial road. It will redevelop underutilized lands within the City's settlement area from a former commercial garden centre and to a higher mixed use density than what currently exists. The development will further add to the range and choice of housing options in an area, contributing to a more balanced housing mix. The residential development is compatible with the existing surrounding mix of land uses, including single detached dwellings, multi-residential buildings, service commercial retail, and institutional (high school). Adequate water and sanitary sewer capacity is available to service the development, and overall the proposed development will make efficient 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 is a provincial plan that builds on the PPS. The Growth Plan supports the creation of complete communities, managing forecasted population and employment growth in the Greater Golden Horseshoe region to the year 2051, protecting the natural environment, and supporting economic prosperity.

The current Growth Plan came into effect on May 16, 2019 and was amended on August 28, 2020 (first amendment). 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 within the Greater Golden Horseshoe, including new development and redevelopment must conform with the Growth Plan.

The policies of the Growth Plan focus on several key themes, including building complete communities; directing a significant share of growth to delineated built-up areas to meet population and employment targets and densities; making efficient use of infrastructure including developing transit-supportive densities; and creating a healthy mix of housing options and employment land uses. Overall, the vision is for urban centres to be characterized by a 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 identify how population growth to the horizon year of 2051 will be accommodated within 'Settlement Areas', specifically the 'Delineated Built-up Areas' of the City such as the subject lands. These sections contain policies related to intensification, creating complete communities as well as optimizing and making efficient use of infrastructure and public service facilities. Complete communities feature diverse mixes of land uses, including residential and employment, convenient access to local stores, services and public service facilities. This also includes providing a diverse range and mix of housing options to accommodate people at all stages of life and the needs of all household sizes and incomes.

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 3.7.3 i) 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 July 2022 Council-adopted Municipal Comprehensive Review (MCR) is approved and comes into effect [2.2.2.1 a), 2.2.2.2].

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

- Directing redevelopment and intensification to lands within the existing delineated built-up area of the City;
- Redeveloping and accommodating new residential growth on a vacant and underutilized parcel of land;
- Promoting redevelopment that supports active and public transportation options, such as being directly located on and within walking distance of several transit routes as well as existing commercial uses, parks, trails, and public service facilities;
- Adding new housing units to an established neighbourhood that will contribute to enhancing and broadening the range and mix of available housing types and options;
- Applying a compact built form that will enhance the public realm along a designated arterial road (Edinburgh Road North);
- Further contributing to the mix of land uses in the surrounding area and encouraging redevelopment that is close to existing services and public open space; and,
- Making efficient use of public service facilities as well as existing and planned infrastructure (e.g., roads, transit, trails, cycling routes, water and sewer, parks, schools, etc.).

The development proposal represents a more compact and efficient form of mixed-use development that will be served by adequate infrastructure and public service facilities. The development will contribute to the overall intensification target within the City's built-up area, resulting in a net density of 89.1 units per hectare. The proposed Medium Density Residential land use designation in the Official Plan and specialized General Residential Apartment zoning (R.4A-57) will support a higher density housing option in a mixed-use building with commercial retail uses at grade. The development will help make efficient use of existing infrastructure.

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

Official Plan Conformity

Existing Service Commercial Designation

The subject lands are located within the delineated 'Built-up Area' of the City and are currently designated as 'Service Commercial' within the Official Plan (See Attachment-5). The Service Commercial land use designation permits service commercial uses along with complimentary uses such as small-scale offices, convenience uses as well as institutional and commercial recreation or entertainment uses [9.4.5.8]. Development within the Service Commercial designation is intended to provide a location for highway-oriented and service commercial uses that would not normally locate within Downtown or a traditional

shopping centre because of site area requirements or highway exposure needs. Service Commercial uses could include more intensive commercial uses that could conflict with nearby residential uses.

The retention of Service Commercial lands and overall supply is promoted by the Official Plan [9.4.5 a); 9.4.5.6] as the establishment of additional Service Commercial areas and strips in the City is discouraged [9.4.5 c); 9.4.5.6 i)].

The applicant is representing a developer who proposes to redevelop the 1.56 hectare property to contain two (2) seven (7) storey, mixed use buildings with a total of 139 apartment dwelling units and 188.81 square metres of commercial space on the ground level facing Edinburgh Road North. The development would have a sole driveway access from Edinburgh Road North (See current development concept in Attachment-10). The site was previously occupied by a crafts and nursery retail store known as White Rose and later as the Meadowville Garden Centre. It currently has two (2) separate driveway accesses to Edinburgh Road North. The former commercial building has been demolished and the site is now vacant with an asphalt parking lot. The proposed mixed-use infill development has a net density of 89.1 units per hectare. This proposal represents a form of 'redevelopment' and 'intensification' as defined by the Official Plan.

The applicant is requesting an Official Plan Amendment (OPA 84) to change the land use designation for the subject lands from "Service Commercial" to "Medium Density Residential". The Official Plan Amendment is also requesting a site-specific policy to permit a maximum building height of seven (7) storeys. Details on OPA 84 are discussed below.

In addition, a Zoning By-law Amendment is also being requested. Through this application, the property is proposed to be rezoned from the current "Service Commercial" (SC.1) Zone to a specialized "General Apartment" (R.4A-57) Zone. Several site-specific zoning regulations have also been requested as well further regulations recommended by Planning staff. They are discussed in more detail later in this analysis.

Official Plan Amendment (OPA 84)

The Medium Density Residential land use designation permits multiple unit residential buildings including townhouses and apartments. In this designation, multiple unit residential buildings such as townhouses and apartments are permitted to a maximum height of six (6) storeys and between a net density of 35 and 100 units per hectare.

In accordance with Policy 1.3.14 of the Official Plan, the following criteria must be considered when reviewing an Official Plan Amendment. Staff have evaluated each of the criteria below and are of the opinion that OPA 84 meets all the criteria.

- i. The proposed Official Plan Amendment conforms to the strategic goals of the Official Plan in Section 2.2, including the following:

- Utilizing an interdisciplinary approach to planning with an understanding of ecological, social, cultural and economic interrelationships, including maintaining a commercial function with retail uses at grade, and the addition of multi-residential in the Built-up Area [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 associated servicing infrastructure [2.2.1 c)];
- Ensuring that all development is planned to meet the goals, objectives and policies of the Official Plan [2.2.1 d)];
- Contribute to implementing actions to achieve the targets of the updated Community Energy Initiative (CEI) [2.2.2 d)];
- Contributing to developing a safe, efficient, convenient and sustainable transportation system that provides for all modes of travel while supporting sustainable land use patterns [2.2.3 a)];
- Directing development to an area where full municipal services and related infrastructure can be made available while considering existing land uses and other development constraints [2.2.4 a)];
- 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)].

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

Staff have reviewed the development proposal against the policies of the 2020 Provincial Policy Statement (PPS) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe and are satisfied that the proposal is consistent with the 2020 PPS and conforms to the Growth Plan. A more detailed review of this has been outlined previously in this analysis.

- 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 commercial and residential uses, in particular, mixed-use, seven (7) storey buildings at a net density of 89.1

units per hectare in the Medium Density Residential land use designation. The subject lands are located on an arterial road and close to lands designated Medium and High Density Residential that contain existing apartment buildings along Edinburgh Road North. Further, the subject lands are located within the built-up area of the City where infill and compact development is encouraged. Overall, staff feel the subject lands are an appropriate location for compatible forms of intensification, including adding a site-specific policy to the Official Plan to permit an increase in maximum height by one (1) storey.

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

The proposed medium density residential use, including seven storey maximum height and 89.1 unit per hectare net density is compatible with adjacent land use designations. The Official Plan Amendment is proposing to continue to permit commercial uses on the subject lands but that are more reasonable and suited to accommodating the every day needs of area residents. The increase in height for the proposed uses is compatible with adjacent land uses.

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

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

Considering the most recent findings of the Growth Management Monitoring Report, the proposed development will contribute to the City's goal of achieving a more diverse and balanced mix of available housing options. It will contribute to the City remaining on track to meet several of its growth targets identified in the Growth Plan and Official Plan. This includes helping to achieve the 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.

The Ministry of Municipal Affairs and Housing has also recently directed the City to add 18,000 new housing units by 2031.

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

The applicant and developer/property owner has determined and indicated to staff that the proposed uses are marketable. The commercial uses will serve the day to day needs of residents in the surrounding communities and compliment existing and adjacent commercial uses. In addition, they have also indicated that new housing units, including affordable housing and rental housing is in demand.

The applicant was required to submit a Commercial Function Assessment as part of a complete application. This study completed an assessment of market conditions and population growth. The study concluded that there are several market indicators demonstrating a lack of need for service commercial uses in this area of the City. This includes the long term vacancy of the site, lack of population on adjacent lands, a large supply of existing retail commercial space in this market area of the City. The study supported redesignating the site from 'Service Commercial' to 'Medium Density Residential' with an ancillary convenience commercial component. Staff have reviewed this study and associated update and are satisfied with its findings and conclusions.

- 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 Service Commercial, which are intended to accommodate commercial uses that require larger areas not typically suitable for Downtown or within traditional commercial retail formats. In redesignating the subject lands to 'Medium Density Residential', it will add additional supply for multiple unit residential development. Many lands in the City that are currently designated 'Medium Density Residential' are committed by being developed with multiple unit residential buildings or through approved development applications.

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

Review of the proposed development application has determined that adequate and full services are adequate and available. Environmental Planning staff have determined there are no concerns with the proposed development on the Natural Heritage System. An Environmental Impact Study (EIS) was not required as part of a complete application.

- ix. The financial implications of the proposed development.

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

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

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

Complete Communities and Intensification (Growth Plan Conformity)

One of the central themes of the Official Plan is planning for a complete and healthy community. This includes ensuring that 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 discussed earlier in this analysis.

The proposed mixed-use development will contribute to building a complete and healthy community by adding commercial employment and services, adding to and furthering the range of housing options available, and being 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 [3.3.1, 3.3.2, 3.7.1,]. Currently, 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 capacity exists to best accommodate the population and employment growth. Vacant and underutilized lots such as the subject lands are to be revitalized through redevelopment through promoting infill development. To support vibrant communities, a diverse and compatible mix of land uses, 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]. The apartment dwelling units, which are proposed to consist of 1-bedroom, 2-bedroom and 3-bedroom units will contribute to a more balanced and diverse housing mix for a variety of household types and lifestyles.

Water, Wastewater and Stormwater Services

Development is to be planned and coordinated relative to programs related to infrastructure planning, asset management and infrastructure investment. Staff have confirmed that adequate water capacities and stormwater quality and quantity control are available to service the development as conceptually proposed.

Engineering staff have reviewed the development proposal and all supporting studies and have confirmed that sufficient and adequate water and sanitary capacity is available in the City's existing supply and distribution system to support the proposed development.

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. A stormwater management area is proposed in the northeast corner of the subject lands. Engineering staff have reviewed the applicant's preliminary stormwater management report submitted with their current development applications and have determined quantity and quality control measures 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 Ministry of the Environment, Conservation and Parks (MECP) Stormwater Management Practices Planning and Design Manual.

The property owner will be responsible for all costs associated with connecting, decommissioning existing and upgrading municipal services and infrastructure where necessary. Directing new development to the built-up area of the City makes better and more efficient use of existing infrastructure, including the effectiveness of transit, active transportation networks, and public service facilities.

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. 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 for the manufacturing of metal components, tools, and heavy machinery, it has had land uses that may have caused environmental contamination, known as potentially contaminating activities (PCA) [4.4.4.1]. As such, the developer was required to complete and submit a Phase 1 and Phase 2 Environmental Site Assessment (ESA) as part of a complete application [4.4.4.3]. Environmental Engineering staff have reviewed the Phase 1 and 2 ESA, as well as the supplemental soil and groundwater investigation, and are satisfied with their findings and conclusions. A Record of Site Condition (RSC) will need to be filed with the MECP prior to site plan approval or the issuance of building

permits. No concerns were identified related to the land use change associated with the Official Plan and 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 Edinburgh Road North and the Canadian National Railway (CN) line to the west are to be minimized [4.4.5]. To understand any conflicts that may arise for the proposed development, a Noise and Vibration Feasibility Study was required as part of a complete application submission. The Noise and Vibration Feasibility Study concluded that the buildings must be equipped with central air conditioning systems that will allow windows to remain closed. Further, upgraded glazing building materials (i.e., windows,) for the north and west facades of the building having exposure to Edinburgh Road North were recommended. Warning clauses were also recommended for tenancy agreements and offers of purchase and sale. Such warning clauses are a standard practise and are often recommended for infill residential developments, especially for properties with direct frontage on an arterial road.

CN reviewed the applicant's Noise and Vibration Study and concluded that the proposed development is feasible and can be designed to meet guidelines for development close proximity to rail lines. Vibration impacts, including from the CN line across Edinburgh Road North were not anticipated. As such, no vibration mitigation measures were required. Minor updates to the study were recommended by CN and will need to be completed prior to site plan approval.

A 2.4 metre high acoustic barrier was identified as being required along Edinburgh Road North near a portion of the outdoor common amenity area. Urban Design staff indicated in their comments that they would like to avoid the need for an acoustic barrier along the outdoor common amenity area and the public roadway. They have committed to working with the applicant and developer during site plan to significantly reduce or minimize this requirement.

Engineering staff have indicated in their comments that a detailed noise study will be required prior to the issuance of site plan approval (see condition number 3-b) in Attachment-4).

Community Energy Initiative Update (2019) and Climate Change

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

The applicant has indicated to Planning staff that they will be including several energy efficiency measures throughout the mixed-use development, consistent with the City's Community Energy Initiative (CEI) 2019 update.

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-13.

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 32 in Attachment-4). Specifically, the applicant will need to demonstrate how they will contribute to CEI Action 1, being to incrementally increase the number of net zero homes to 100% by 2031.

Archaeology

There was no requirement for an archaeological study to be undertaken as part of a complete submission.

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]. The applicant submitted a TIS as part of a complete submission. and associated updates concluded that all area intersections are currently operating with excess capacity.

With 2022 and 2027 projected traffic conditions, all movements at the Edinburgh Road North and Willow Road intersection as well as the Edinburgh Road North and London Road West intersection are estimated to operate acceptably from background traffic and growth alone at weekday AM peak hour. However, Edinburgh Road North and London Road West intersection is expected to continue operating critically (like existing) during the weekday PM peak hour on the northbound approach. The TIS recommended signal adjustments to improve the current operation of this intersection. The proposed development is estimated to add less than 1.5% vehicular traffic volume to the intersections of Edinburgh Road North with Willow Road and London Road West. As these vehicular traffic additions to the area would be minimal compared to background volumes over this horizon, the TIS recommended for the City to continue to monitor area traffic conditions in 2027 for any further improvements.

The original development concept initially proposed two site access points to Edinburgh Road North. One was a full move, unsignalized, stop-controlled driveway (southerly access) and the second was a right-in/right-out driveway (northerly access). After reviewing the projected traffic generated by the development, Traffic staff were confident that the development could be adequately served by a single, full move driveway to Edinburgh Road North. This would remove the number of access points and potential areas of conflict to Edinburgh Road North and additional space for a more efficient site layout. The applicant has revised their proposal to be limited to a single full move driveway access.

Traffic staff have reviewed the revised development proposal and are supportive of the design and TIS recommendations. The single access point off Edinburgh Road North is acceptable and is greater than 100 metres from the Edinburgh Road North and Willow Road signalized intersection.

Parking

Adequate parking facilities are required to be provided to meet parking demands generated by various land uses [5.11.1]. Off-street parking requirements are to be established in the Zoning By-law and associated site plan requirements.

The applicant is proposing to provide a total of 193 off-street parking spaces for the mixed-use development. These spaces would service the 139 apartment dwelling units, associated visitors to the residential component (20% of the total number of required spaces for residential component) and 188.81 square metres of commercial floor space. This exceeds the minimum off-street parking required in the Zoning By-law by two (2) spaces.

Table 1.0 below summarizes the proposed land uses, the minimum parking rates and quantities required by the current Zoning By-law, and the spaces provided by the developer. The developer is not requesting a reduction to the minimum required number of off-street parking spaces and will be exceeding this requirement of the Zoning By-law.

Table 1.0 – Required Parking Rates

Proposed Land Use	Required Parking Rate	# Spaces Required	# Spaces Provided
Residential (139 apartment dwelling units)	For the first 20 units: 1.5 per unit, and for each unit in excess of 20: 1.25 per unit A minimum 20% of the calculated total required number of parking spaces shall be provided for visitors (Section and 4.13.6 of Zoning By-law)	Units 1-20: 30 Units 21-139:149 = 179	193
Commercial @ 188.81 m ²	1 per 16.5 m ² (Section 4.13.4.1 Zoning By-law)	12	
TOTAL		191	

The City's new Draft Comprehensive Zoning By-law (second draft, July 2022) recommends a minimum and maximum range of required parking for mixed-use buildings. For the 139 apartment units proposed, including visitor space ratios 160 parking spaces is required. With the proposed 188.81 square metres of ground floor commercial space, 6 additional off-street parking spaces are required, for a total 166 parking spaces. With the developer providing 193 parking spaces, they will exceed the minimum off-street parking requirements in the Draft Comprehensive Zoning By-law.

The applicant is proposing to provide a total of 199 bicycle parking spaces for the mixed-use development. 120 of these spaces will be long-term (i.e., located in the underground parking garage or basement, and 79 short-term spaces. 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. For the proposed development, a total of 157 bicycle parking spaces will be required in the new Comprehensive Zoning By-law. 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. The Official Plan directs off-street parking to be provided through zoning and site plan requirements [5.11.3].

Affordable Housing

The City's Affordable Housing Strategy (AHS) sets an annual City-wide target of 30% for 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 139 apartment units. These units will consist of a range of one-, two- and three-bedroom units. The diversity in apartment unit sizes and bedroom distribution 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, schools and services.

The applicant indicated in their Planning Justification Report that the proposed development is intended to be both condominium and rental housing (i.e., one building rental, one building condominium), which will contribute to the availability of purpose-built rental housing in the City. 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 and 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. The Zoning By-law is to be used to implement the urban design policies of the Official Plan and include regulations to promote compatibility in built form and for appropriate infill projects [8.23.2].

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 ensure that the design of the built environment promotes excellence in urban design by respecting the character of the existing distinctive areas and neighbourhoods of the City [8 f)];
- 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)];
- To improve conditions for greater personal security within publicly accessible spaces by designing the, to be attractive and comfortable to the public, increasing the potential for informal surveillance and reducing opportunities for crime [8 k)]; and
- To design for a choice of mobility, including walking, cycling, transit and driving [8 m)].

In April 2019, Built Form Standards for Mid-Rise Buildings and Townhouses were approved and introduced to the City's Urban Design Manual. These Built Form Standards compliment the urban design policies of the Official Plan discussed below and are intended to provide additional guidance in applying the policies to mid-rise development proposals.

New development is to be integrated with the existing topography where possible to maintain the physical character of the area and to minimize the amount of grading and filling required [8.1.2]. The terrain of the site is generally flat and the development will be integrated within the existing topography.

A clearly identifiable public realm should be established in all residential areas that consist of an interconnected network of streets, parks, school sites and open spaces [8.2.2]. The buildings will have a setback of 6 metres from the Edinburgh Road North right-of-way after a required road widening dedication is made to the City. This will allow for landscaping treatments to assist with a transition to the public realm and frame the street.

New development is to contribute to creating and enhancing a pedestrian-oriented streetscape [8.2.11]. New buildings shall address the street [8.6.1]. In the context of the proposed mixed-use development, these urban design policies are being met by locating the buildings adjacent to and addressing the Edinburgh Road North street edge, placing principal building entrances directly facing Edinburgh Road North and maintaining a continuous building façade pattern [8.6.2, 8.6.3]. Distinct pedestrian walkways should be placed along a building street frontage and linked to public sidewalks and transit stops [8.13.4].

Buildings on sites with high visibility such as the subject lands are to be designed to take this into account by incorporating design elements such as increased height, roof features, building articulation and high quality finishes and windows [8.6.5]. Where appropriate, a building's first storey shall generally be taller in height to accommodate a range of non-residential uses [8.6.10]. Ground floor commercial space will be included in Building II to the south, with the ground level building treatment, including height and connectivity having the ability to facilitate the inclusion of non-residential uses.

Where mixed-use development is in proximity to residential and institutional uses such as the adjacent Our Lady of Lourdes Catholic High School, building massing and placement is to reduce the visual effects of flat roof lines, blank facades and building height by means such as appropriately stepping the building back, terracing and setbacks [8.7.1 i)]. In addition, where proposed buildings exceed the height of adjacent buildings, buildings should be stepped back, terraced or set back to reduce adverse impacts [8.11.2]. The two buildings are being placed on the site to ensure compatibility with the adjacent institutional uses while incorporating upper-level step backs and terracing. The conceptual site plan shows space for perimeter landscaping treatments, which will create a compatible and buffered transition to the adjacent institutional uses.

At seven (7) storeys in height, the two proposed multi-residential buildings can be considered mid-rise. Mid-rise buildings shall be designed to frame the street they are fronting, while allowing access to sunlight of adjacent properties. Servicing, loading and parking are to be appropriately located and screened, generally being located underground or at the rear or side of the building. Pedestrian access to mid-rise buildings shall be provided from the public realm, with entrances being placed at regular intervals. The applicant completed a Shadow Impact Study, which concluded that the location and orientation of the buildings will have the least shadow impact on the Edinburgh Road North sidewalks. In particular the proposed building step backs on the fifth and sixth levels will reduce the overall massing and any undue shadow impacts. The common amenity area will not have any shadows cast by the proposed buildings for longer than an hour. In addition, a 45-degree angular plane will not be exceeded measured to the centreline of Edinburgh Road North. Urban design staff have indicated they are supportive and have no concerns with the Shadow Impact Study.

Building placement in combination with landscaping is to be used to screen surface parking areas. Surface parking areas should be situated at the rear or side of buildings and not between the front of a building and the street. Where parking is located directly adjacent to a street, it is to be designed in a manner that contributes to an attractive public realm by providing screening and landscaping. In addition to wide landscaped strips, this can also include a combination of decorative fencing and walls [8.12.1]. Landscaping is to also compliment the built form [8.17.1 iii)]. Major driveway entrances to mixed-use sites should be defined by landscaping on either side of the driveway [8.13.2] and internal roads and drive aisles should be comfortable for all users, including cyclists, pedestrians and vehicles [8.13.3]. The applicant has provided preliminary landscaping plans that show an adequate landscaped buffer to the surface parking area directly adjacent to Edinburgh Road North. This part of the surface parking area is intentionally being located here as it will be for the commercial component of the development, given its proximity.

Underground and structured parking is encouraged to reduce the need and amount of surface parking [8.12.2]. The north building will have an underground surface parking area, providing over one fifth of the required off-street parking for the whole development. Underground parking must have driveway and ramp access locations that reduces conflicts with pedestrians and negative impacts to the streetscape [8.12.10]. Further, loading bays and waste service areas should be located in a building, away from a public street [8.13.6]. A ramp to the underground parking in Building I is shown on the conceptual site plan along the northwestern lot line and does not cross over or will interfere with pedestrian walkways. A loading area and building waste pickup are shown directly beside the underground parking ramp.

Walkways should be provided directly from the parking areas and municipal sidewalks to the main entrances of the buildings, with added landscaping to enhance the walkways. These walkways are to be safe, accessible and well integrated with the overall surrounding pedestrian network [8.12.4]. Both buildings

will have primary entrances facing the Edinburgh Road North right of way, including the public sidewalk network as well as to the surface parking areas in the rear, with centralized pedestrian walkways.

Bicycle parking is to be provided and conveniently located in close proximity to building entrances. Sheltered bicycle parking should also be included and integrated into a development's built form [8.12.6]. The applicant has indicated they intend to include a secure room with up to 120 individual bicycle parking lockers in the underground parking garage and basement floors of both buildings.

Urban design staff have recommended a regulation be included in the Zoning By-law for a maximum limit of building length along Edinburgh Road North. The current conceptual site plan shown in Attachment-10 shows the buildings both having a length of 61 metres. This length is being recommended as a maximum zoning regulation, as shown in Attachment-4 and Attachment-8.

Planning staff have worked with the applicant since the public meeting and have arrived at a site concept plan for the proposed development that meets the City's urban design policies and built-form standards. Changes made since the initial submission focused on moving the placement of the buildings to achieve a minimum 6 metre front yard setback, adding principal entrances that are street facing with secondary entrances to the rear parking area, adding entrances at regular intervals with ground floor units having 'front doors' facing the street, meeting a 45-degree angular plane to the centreline of Edinburgh Road North and consolidating and relocating the common amenity area behind the buildings.

Medium Density Residential Policies

Section 9.3 of the Official Plan contains policies that apply to the residential land use designations. Planning staff are of the opinion the proposed 139-unit apartment development satisfies the City's residential objectives. This includes:

- Facilitating the development of a full range of housing types, affordability and densities to meet a diversity of lifestyles and the social needs and well-being of current and future residents throughout the City;
- Providing higher densities of residential development in appropriate locations to achieve and ensure more transit supportive densities, compact urban form, walkable communities and greater energy efficiencies;
- Ensuring compatibility between various forms of housing;
- Maintaining the general character of built form in existing established residential neighbourhoods while accommodating compatible residential infill and intensification;
- Directing new residential development to areas where full municipal services an infrastructure is available and can be provided in an efficient and cost effective manner;
- Encouraging the distribution of local convenience commercial uses and institutional uses in appropriate locations within residential areas;
- Ensuring new development is compatible with surrounding land uses and the general character of neighbourhoods;

- Promoting housing types and forms to contribute to providing accessible, affordable, adequate and appropriate housing for all socio-economic groups; and
- Ensuring new residential development is located and designed to facilitate and encourage convenient access to employment, shopping, institutions and recreation by walking, cycling and transit.

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

1. Compatibility of the development's form and scale

The apartment development currently proposes 139 dwelling units. These units will be distributed among two (2) apartment buildings with seven (7) storeys each. The buildings will have approximately 70 units each with 188.81 square metres of commercial space on the ground floor of the southerly apartment block (Block II). Parking will be established underground as well as surface parking to the rear of the apartment buildings. Common amenity areas will be located between and to the side of the buildings.

The subject lands are adjacent to a range of uses in all directions. To the north is Our Lady of Lourdes Catholic Secondary School that includes a sports field that abuts the subject lands. To the east are low-density single detached dwellings and a multi-use trail. South of the subject lands are Service Commercial uses that include vehicle service station and a gas station. Finally, to the west there are a mix of low-/medium density residential (six storey apartment buildings), commercial uses and St. Joseph's Health Centre. The proposed seven (7) storey building's height and density are consistent with what is found in existing residential buildings in the surrounding neighbourhood. The massing of the buildings will be well articulated, with a gradual step back in height on the upper levels while meeting a 45-degree angular plane to the centreline of Edinburgh Road North. Based on the height, density, massing, length and setbacks of the buildings, Planning staff are of the opinion that the development will be compatible with the design, character and orientation of the buildings in the immediate vicinity.

2. Compatibility of residential lot infill

The proposed development will not be creating new lots through infill. The existing lot frontage of 188.83 metres and, with the exception of a required 2.5 metre road widening land dedication, the lot area of 1.57 hectares will remain unchanged. Two apartment buildings are proposed to be located parallel to and directly fronting onto Edinburgh Road North. These buildings will be setback 6 metres from the Edinburgh Road North right-of-way (after road widening dedication). Each building will have direct connections to the proposed parking lot and the existing sidewalk on Edinburgh Road North.

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

The subject lands are within walking distance to existing local retail and commercial uses at Willow Road and Dawson Road as well as Edinburgh Road North and London Road West. Major retail and commercial facilities, including grocery stores are located within 1.0 kilometers to the west. Additionally, there are two trails (both formal and informal) that contribute to recreational movement and to access the abutting Our Lady of Lourdes Secondary School.

Exhibition Park is located just over a kilometer to the north. Many Guelph Transit Routes are available less than half a kilometer from the subject lands with stops on Willow Road and Westmount Road. Planning staff are of the opinion that the subject site is well serviced by local commercial, schools, parks, recreation facilities and transit.

4. Traffic impacts

Engineering and Transportation Services staff have reviewed the revised development proposal and have no concerns. They have concluded that the adjacent roads and intersections can accommodate the additional traffic that will be generated by the proposed development. Minor signalling adjustments to the Edinburgh Road West and Willow Road intersection were recommended as a requirement in the applicant's TIS. Detailed comments from Engineering and Transportation Services staff are provided in Attachment-14.

5. Vehicular access and circulation

One of the existing driveways for the former uses will be removed and there will be one centrally located access in the middle of the site. The driveway access will be more than 100 metres away from the signalized intersection of Edinburgh Road North and Willow Road. A new 7 metre wide driveway combined with a new 1.5 metre shared sidewalk will form the primary connection of the site to Edinburgh Road West. The applicant provided a fire truck turning plan with their initial submission, confirming a fire truck could sufficiently maneuver the site. The developer will also be required to demonstrate a garbage truck can also maneuver the site during site plan review.

The applicant has revised the parking layout since initial submission. This will improve the queueing area for vehicles exiting the site while also having efficient flow and manoeuvrability throughout the site.

6. Adequate infrastructure, servicing and amenities

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

The apartment building development will contain common amenity areas both inside and outside the development. A total of 7,018 square metres of common amenity area is proposed with the current development concept. For a 139-unit development, the Zoning By-law requires a minimum 2,980 square metres of common amenity area be provided. The applicant is exceeding the amount of common amenity area required. Further, the amount of required landscaped open space in the Zoning By-law is exceeded.

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

7. Parking

For an apartment with 139 units, the Zoning By-law currently requires 179 off-street parking spaces, with 20% of these spaces being reserved and marked for visitor parking. For the 188.81 square metres of commercial space, an additional 12 parking spaces are required. The applicant is proposing to provide a total of 193 off-street parking spaces, which exceeds the minimum requirements in the Zoning By-law. The parking area will be accessed from a singular driveway off Edinburgh Road North.

The Official Plan encourages surface parking and driveways to be minimized for infill development. The off-street parking area for the residential units is located entirely in the rear of the lot. A small parking area with eleven (11) spaces is provided between the buildings and will be for the commercial uses only.

8. Street Grid Network

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

9. Impacts to Adjacent Properties

Through preliminary plans for grading and servicing for the site, all services and drainage will be contained on the subject lands and not affect adjacent properties. Post-development stormwater flows will be controlled to be equal to or less than the pre-development (current) flows.

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

plan as well as maintenance procedures regarding removal of excess snow storage when required.

The City's Terms of Reference for Sun and Shadow studies indicates that they are required for the development of new buildings higher than five (5) storeys or 16.5 metres. As the apartment buildings are each seven (7) storeys and 25 metres, a shadow study was required as part of a complete application. The shadow study did not show any inappropriate shadow impacts to adjacent properties.

10. Public Safety, Views and Accessibility

The proposed development will address public safety and accessibility by having direct pedestrian connections and clearly defined entrances to Edinburgh Road North and into the off-street parking lot. Edinburgh Road North is a north-south arterial road, with a connection nearby to Willow Road and London Road West. These roads, along with sidewalks provide connections to nearby open space and parks. The proposed layout of the apartment buildings will allow for natural surveillance of the site with no entrapment areas. There are no identified public views that will be impacted or obstructed by the building.

11. Cultural Heritage

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

Revisions

Following the Public Meeting on February 8, 2021, and after reviewing comments from Council, City staff and agencies and the public, the applicant made several revisions to their development proposal. Primary changes include eliminating a standalone single storey commercial building, reducing the amount of commercial gross floor area; refining the layout of common amenity, landscaped and stormwater management areas, increasing the building setbacks, and eliminating a second driveway access to Edinburgh Road North.

A summary of all measurable changes made since initial submission to the City in November 2020 is summarized in Table 2 below. The shaded final column highlights figures that are associated with the current development proposal referenced in this analysis.

Table 2 – Development Concept Comparison Table

	Original Development Concept (November 2020)	Revised Development Concept (April 2022)	Revised/Current Development Concept (June 2022)
Site Area	1.61 ha	1.56 ha	1.57 ha
Number of Residential Units	141	139	139
Commercial Gross Floor Area (GFA)	438.94 m ²	188.81 m ²	188.81 m ²
Net Residential Density	87.6 u/ha	89.1 u/ha	89.1 u/ha
Building Height (storeys/measured)	8/26.22 m	7/24.11 m	7/24.11 m
Total Building GFA (above grade)	16,246.44 m ²	2,445.4 m ²	2,443.88 m ²
Front Yard (Edinburgh Rd. N.)	9.15 m	6.0 m	6.0 m
Rear Yard (south lot line)	47.85 m	45.82 m	45.77 m
Side Yard (right/south lot line)	3.17 m	13.46m	8.04 m
Side Yard (left/north lot line)	3.06 m	3.68 m	3.68 m
Buffer Strip (Between Rear/North Lot Line & Parking)	3.09 m	3.29 m	3.29 m
Building Coverage	15.6%	15.6%	15.6%
Common Amenity Area	3,069.6 m ²	3,246.64 m ²	3,739 m ²
Landscape Open Space (%/area)	35.05%	44.73%	44.11%
Off-Street Parking (Provided/Required)	200/200	197/191	193/191
Floor Space Index (FSI)	1.01	1.04	1.04

Review and Analysis of Proposed Zoning

The subject lands are currently zoned "Service Commercial" (SC.1). The subject lands were rezoned from specialized institutional and service commercial to SC.1 in May 2015. This zoning currently permits a range of highway-oriented and land intensive commercial uses. The applicant is requesting to change the SC.1 Zone to a "Specialized Residential Apartment" (R.4A-57) specialized Zone.

Staff have reviewed the proposed zoning and requirements associated with the current development proposal and are satisfied that the R.4A-57 (Specialized Residential Apartment) Zone is appropriate for the development. The applicant has confirmed through their most recent development proposal that they are meeting

several regulations in the parent R.4A Zone. This includes minimum landscaped open space, minimum common amenity area, are less than the permitted maximum net density, providing buffer strips and meeting the minimum parking requirements for the proposed uses.

The recommended R.4A-57 zoning is a combination of the specialized or modified regulations requested by the applicant as well as additional specialized regulations determined by Planning staff. 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 zoning 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 Use

Notwithstanding Section 5.4.1.1, the following convenience commercial uses shall also be permitted, to a maximum Gross Floor Area of 189 square metres.

- Artisan Studio
- Bake Shop
- Convenience Store
- Florist
- Personal Service Establishment
- Restaurant

Side Yard Setback

- Despite Table 5.4.2, Row 8, the minimum left Side Yard setback shall be 3.5 metres.
- Despite Table 5.4.2, Row 8, the minimum right Side Yard Setback shall be 8.0 metres.

Floor Space Index

- Despite Table 5.4.2, Row 18, the maximum Floor Space Index shall be 1.04.

Off-street Parking

- For Apartment Buildings above six (6) storeys, a maximum 72% of required parking for Apartment Units may be permitted at grade, in surface parking areas.
- No at-grade parking area, inclusive of parking spaces and drive aisles shall exceed a combined width of 12.5 metres anywhere within 28 metres from the front lot line, measured parallel to Edinburgh Road North.

Building Length

- No Building shall exceed a maximum length of 70 metres, measured parallel to Edinburgh Road North.

Building Stepback

- The adjacent wall of any apartment Building facing Edinburgh Road North shall have a Stepback of an additional 2.1 metres above the sixth Storey.

The proposed zoning is shown in Attachment-8.

Comments and Questions Received on Applications

The following section provides a staff response to concerns and questions raised by Council and the public that have not already been discussed in this analysis. The main concerns heard at and after the Public Meeting and Council were regarding the affordability and energy efficiency of the proposed development, which were discussed in detail above. Additionally, there were comments on the choice of density which are appropriate given the surrounding area and compatibility within the neighbourhood. At a net density of 89.1 units per hectare, the residential component of the development will be less than the maximum 100 units per hectare permitted in the Medium Density Residential designation and the R.4A – General Apartment Zone.