

Attachment-11 Staff Review and Planning Analysis

Provincial Policy Statement, 2020

The 2020 Provincial Policy Statement (PPS) came into effect on May 1, 2020. It provides policy direction on matters of provincial interest related to land use planning and development. All planning decisions, including the comments, submissions and advice provided to Council shall be consistent with the PPS. On April 6, 2023, the province released a new proposed Provincial Planning Statement. The new PPS is not yet in effect as the Province is currently seeking input on the proposed PPS that would replace the existing PPS and A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

Part IV of the PPS provides a vision for Ontario's Land Use Planning System, which directs growth and development to settlement areas by promoting "efficient development patterns (that) optimize the use of land, resources and public investment in infrastructure and public service facilities". Facilitating a range and mix of housing options through new development and intensification to respond to current and future needs is encouraged.

Policy Section 1.0 – Building Strong Healthy Communities is the most relevant to this application. It contains policies that promote efficient land use patterns that create housing opportunities, protect the environment, maintain public health and safety, facilitate economic growth and manage change.

Policy 1.1.1 of the PPS promotes creating and sustaining communities that are healthy, liveable and safe. This is achieved through planning efficient development and land use patterns having an appropriate range and mix of residential development types, 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)].

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 and a mix of uses are to make efficient use of land and resources while being appropriate for and having the ability to be accommodated by 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].

Section 1.4 focuses on housing. The PPS requires an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents. This includes directing new development to areas where existing infrastructure and public services are available. A priority is placed on intensification in built-up areas where the use of active transportation and public transit can be optimized. Cities are encouraged to set development standards for intensification to minimize costs and facilitate a compact built form.

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 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.

In Planning staff's opinion, the proposal to develop 23 cluster townhouses, 32 stacked townhouses, and 3 single detached dwellings is consistent with the PPS. The development represents residential intensification within an existing neighbourhood. It will redevelop lands within the City's settlement area from an underutilized site to a higher density than what currently exists. The development will further contribute to the mix of new housing options available in the City. The development is compatible with the existing surrounding mix of land uses, including low and medium density residential. The proposed development will also efficiently make use of existing and planned infrastructure, including cycling and public transit.

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

The Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan) is a provincial plan that builds on the PPS. The current Growth Plan came into effect on May 16, 2019 and was amended on August 28, 2020 (first amendment). While the PPS as discussed above provides broader policy direction, the Growth Plan provides more focused policy direction for the Greater Golden Horseshoe area. The new proposed Provincial Planning Statement is intended to replace both the existing PPS and Growth Plan, but this is not expected to come into effect until this fall.

The Growth Plan supports building compact and complete communities, managing forecasted population and employment growth to the year 2051, protecting the natural environment, and supporting economic prosperity. All decisions affecting planning matters, including new development and redevelopment must conform with the current Growth Plan.

The policies of the Growth Plan focus on several key themes, including building complete communities; directing a significant share of growth to existing built-up areas of the City 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. The vision in

the Growth Plan is for urban centres to be characterized by a more compact built form, with an intensification first approach to development.

Section 2.2 of the Growth Plan contains policies to identify where and how population growth to the horizon year of 2051 will be accommodated within the City. 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 "Delineated Built-Up Area" as shown on Schedule 1B: Growth Plan Elements of the Official Plan. As per Policy 2.2.2.5 of the Growth Plan and the City's alternative minimum intensification target approved by the Minister of Municipal Affairs and Housing, a minimum 46 per cent of new residential development in the City must occur each year within the Delineated Built-Up Area.

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

- Directing redevelopment and intensification to lands within the existing delineated built-up area of the City;
- Redeveloping and accommodating new residential growth on an underutilized parcel of land;
- Promoting redevelopment that supports active and public transportation options, such as being directly located on several transit routes as well as in proximity to existing commercial uses, parks, and public service facilities;
- Adding new housing units to an established neighbourhood that will contribute to enhancing and broadening the range and mix of housing types and options that are available;
- Applying a compact built form that will enhance the public realm;
- Encouraging redevelopment that is near existing services, and public open space; and
- Making efficient use of public service facilities as well as existing and planned infrastructure (e.g., roads, water and sewer, parks, etc.).

Overall, the development proposal represents a more compact and efficient built form 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 41.2 units per hectare.

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 "Low Density Residential" land use designation permits detached, semi-detached and duplex dwellings as well as multiple unit residential buildings such as townhouses and apartments at a maximum net density of 35 units per hectare. The height of residential buildings in this designation shall be a maximum of three (3) storeys within the delineated built-up area. Recent approval of Official Plan

Amendment 80 has increased the maximum density permitted to 60 units per hectare for sites located on arterial roads within the delineated built-up area. This policy applies to multiple unit residential buildings such as townhouses and apartments.

The applicant is proposing to develop the 1.39 hectare property with 23 cluster townhouse units, 32 stacked townhouse units and 1 new parcel for a detached dwelling, in addition to 2 existing detached dwellings. In total, 55 new townhouse units and 3 detached dwellings are proposed occupy the site (see current development concept in Attachments 9 and 10). The proposed development is along an arterial road (Victoria Road North) and therefore a maximum density of 60 units per hectare is permitted by Policy 9.3.2.3. The development has a net density of approximately 42 units per hectare. The townhouse site will be approximately 57 units per hectare with the remaining detached properties reducing the overall net density of the entire site. The proposed height of three storeys is permitted within this land use designation. This proposal represents an appropriate form of 'redevelopment' and 'intensification' as defined by the Official Plan.

Complete Communities and Intensification

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

Urban Design

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

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

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

To provide a detailed analysis of how the development proposal is consistent with and meets the City's urban design policies, the applicant submitted an Urban Design Brief for the original concept and a revised Urban Design Brief for the most recent revision. Planning and Urban Design staff reviewed the proposed development and are supportive of the approach to the overall design of the site as outlined in the revised Urban Design Brief. Staff acknowledge and support the changes made by the applicant since the initial submission and the improvements and refinements made to the design.

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

- The townhouse blocks have been relocated on the property to be appropriately setback from the adjacent townhouse development to the north.
- The built form now includes stacked townhouses, as well as cluster townhouses providing a greater variety of unit types and configurations.
- The number of units has increased from 44 units to 55 townhouse units. The over detached dwelling units remains unchanged.
- The parking area has been consolidated in the interior of the site to accommodate the stacked townhouse design. The cluster townhouses retain individual driveways.
- The landscape area along the north property limit has been increased with greater tree retention opportunities provided.
- The relocation of the Common Amenity Area abutting the east property line provides a larger amenity area, more landscaping along this buffer and the opportunity for additional tree retention.
- The Zoning By-law requires that 66 parking spaces be provided. The revised proposal includes a total of 90 parking spaces, including 11 visitor spaces and 2 barrier free spaces.

Residential Development Policies

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

This includes:

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

- Ensuring new residential development is located and designed to facilitate and encourage convenient access to employment, shopping, institutions and recreation by walking, cycling and transit.

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

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

The proposed 3 storey building form for the stacked townhouse block has a scale, height, setbacks, appearance and siting compatible in design, character and orientation with buildings in the immediate vicinity of the site.

The stacked townhouse block will have thirty-two (32) stacked townhouse dwelling units. These units will be a front-to-back design, with exterior stairs leading to entrance landings from the interior off-street parking area. Off-street parking will be surface level and located to the interior of the subject property. The proposed three (3) storey building height is consistent with the maximum height policies of the Low Density Residential land use designation within the delineated built-up area. Active entrances will be required on the Cassino Avenue facing side of the stacked townhouse block. Based on the height, length and setbacks of the townhouse blocks, the proposed development is considered compatible with the buildings in the immediate vicinity.

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

The subject property is existing and no changes are proposed to the frontage. Given that the proposed land use is of a different built form than the surrounding detached dwellings; a larger frontage facing Cassino Avenue is appropriate.

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

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

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

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

Engineering and Transportation Services staff have reviewed the application and the Transportation Impact Brief prepared by Stantec Consulting Ltd. and have no concerns with the proposed development and conclude that the adjacent roads and intersections can accommodate the additional traffic that will be generated by the proposed development.. Detailed comments from Engineering and Transportation Services staff are provided in Attachment 13.

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

Vehicular access is proposed from Cassino Avenue to Victoria Road North and parking is to be provided on site in accordance with Zoning By-law requirements. The number of parking spaces is considered adequate and no issues with site circulation have been identified.

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

Specialized private amenity area regulations are proposed for the development. The stacked townhouse size are 10 square metres for ground level units and 6.5 square metres for above and below grade units with balconies. The location of the cluster townhouse private amenity areas may be permitted adjacent to the property lines for the site.

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

7. Surface parking and driveways shall be minimized.

Surface parking is proposed as part of the development and the majority is located interior to the site and screened by the townhouse blocks and common amenity area. Parking for the stacked townhouse block has been consolidated as much as possible. Each cluster townhouse retains an individual driveway with a garage. One entrance driveway from Cassino Avenue is proposed to access the townhouse portion of the development. The new detached dwelling parcel will have a new driveway with access to Victoria Road North.

8. Development shall extend, establish or reinforce a publicly accessible street grid network to ensure appropriate connectivity for pedestrians, cyclist and vehicular traffic, where applicable.

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

9. Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas and microclimatic conditions, such as wind and shadowing.

The Functional Servicing Report prepared by Stantec Consulting Ltd. has determined that there will not be any impacts to adjacent properties related to

grading, drainage and the location of services. The location of the cluster townhouses were adjusted to be 6 metres from the property line to ensure adequate grading. No potential microclimate impacts are anticipated from the proposed three storey buildings.

10. The development addresses public safety, identified public views and accessibility to open space, parks, trails and the Natural Heritage System, where applicable.

The proposed development will address public safety and accessibility by having direct pedestrian connections and clearly defined entrances to Casino Avenue.

Private and Common Amenity Areas are provided on site and the site is located within proximity to parks and schools that have associated open space. The proposed layout of the townhouse blocks will allow for natural surveillance of the site with no entrapment areas. There are no identified public views that will be impacted or obstructed by the buildings.

11. The conservation and integration of cultural heritage resources, including identified key public views can be achieved subject to the provisions of the Cultural Heritage Resources Section of this Plan

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

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

Review of Proposed Zoning

The purpose of the Zoning By-law Amendment is to change the zoning from the current "Urban Reserve" (UR) and "Low Density Residential 1" (RL.1) Zones to the "Residential Single Detached" (R.1A) and "Specialized Residential Townhouse - Holding" (R.3A-70) Zones under Zoning By-law (1995) – 14864.

The "Low Density Residential 1" Zone in the recently adopted Comprehensive Zoning By-law (2023) – 20790 must also be amended to allow the townhouse use and the specialized regulations requested by the application. Therefore, the amendment has been revised to change the zoning for the west portion of the site to a "Specialized Low Density Residential 4" (RL.4-22) Zone under the new Comprehensive Zoning By-law (2023) - 20790.

Both Zoning By-laws must be amended in accordance with the transition provisions included in the recently adopted Comprehensive Zoning By-law (2023) – 20790 until it comes into full force and effect and Zoning By-law (1995) – 14864 is fully repealed.

Single Detached Dwellings

In order to recognize the existing detached dwellings and the proposed new parcel fronting on to Victoria Road North, the east portion of the site is proposed to be zoned "Residential Single Detached" (R.1A) under the 1995 Zoning By-law and remain "Low Density Residential" (RL.1) under the 2023 Comprehensive Zoning By-law.

Townhouses Dwellings

Several site-specific zoning regulations have been requested by the applicant for the original development proposal submitted in June 2021 as well as for the revised proposals submitted in May and December 2022. Staff are also recommending additional zoning regulations to ensure the final design and construction implements the development concept that has been considered to date. Differences between the requested and recommended zoning regulations for the original and current development proposal are summarized below.

Zoning By-law (1995) - 14864

In addition to the regulations set out in Section 5.3.2 – “Residential Cluster Townhouse (stacked townhouses)” (R.3A) Zone of Zoning By-law (1995)-14864, as amended, specialized zoning regulations related to the maximum density, minimum lot area per dwelling unit, maximum lot coverage, private amenity areas, number of dwellings in a row, bicycle parking and active entrances are proposed.

Section 5.3.2.6 of the Zoning By-law (1995) requires a maximum density of cluster townhouses shall be 37.5 units per hectare and a maximum density of stacked townhouses shall be 60 units per hectare. Official Plan Amendment 80 now permits 60 units per hectare for multiple unit buildings adjacent to arterial roads. In order to be consistent with OPA 80, staff are supportive of the request to permit a maximum density of 60 units per hectare of this townhouse site, regardless of the form and building type.

Table 5.3.2, Row 3 of the Zoning By-law (1995) requires a minimum lot area per unit of 270 square metres for cluster townhouses and 150 square metres for stacked townhouses. The applicant is requesting a specialized regulation to allow a combined lot area per dwelling unit of 169 square metres. Staff are supportive of this request given the combined cluster and stacked townhouse blocks on the site.

Table 5.3.2, Row 8 of the Zoning By-law (1995) requires a maximum Building Coverage (% of Lot Area) of 30%. The applicant is requesting a specialized regulation to allow 32% lot coverage for the townhouse site. Staff are supportive of the request as it is a minor increase in coverage.

Section 5.3.2.5 requires minimum private amenity areas per dwelling unit. For cluster townhouses the applicant is requesting the minimum setback between the private amenity area and the property line be zero (0) metres where 3 metres is required. Staff are supportive of this reduced setback as the building face has an appropriate setback from the property lines and the private amenity area can be accommodated within the setback. Appropriate landscaping and fencing will be considered during the site plan review to screen the adjacent townhouses from the new development.

For stacked townhouses the applicant is requesting the minimum private amenity areas for at-grade units be reduced to 10 square metres, where 20 square metres is required. The applicant is also requesting that above and below grade units amenity areas be reduced to 6.5 square meters, where 10 square metres per units

is required. The private amenity areas consist of patios at grade and balconies above and below grade. Sufficient common amenity area is provided on site and several parks and open space existing nearby in the neighbourhood.

The applicant has also requested that private amenity areas may face the public street. Staff are supportive because the built form creates active engagement with the street on Cassino Avenue.

Staff have included a regulation for Active Entrances as part of the amendment to the Zoning Bylaw (1995). This regulation was adopted by Council in the new Comprehensive Zoning Bylaw (2023) and would reinforce the active engagement with the street requested by the applicant to allow private amenity areas to face the public street. "Active Entrances" means a door that is designed to be the principal entrance or a secondary entrance facing a street, public or public square and excludes emergency egress doors, garage doors, service doors, loading doors and doors giving access to storage areas. The regulation proposed is consistent with the regulation adopted in the new Comprehensive Zoning By-law (2023), that "when a building(s) or portion thereof is within 15 m of a street line, a minimum number of 1 active entrance for every 30 m of street line shall be required for the portion of the building facing the street."

Table 5.3.2, Row 18 required that the maximum number of dwelling units in a row shall be 12. The applicant is requesting the maximum be 32 dwelling units to permit the stacked townhouse. Staff are supportive as the number of unit creates and appropriate density and the form presents a consistent street wall along Cassino Avenue.

Bicycle parking is not required in the R.3A zone under the 1995 Zoning By-law. However, the applicant has indicated a desire to provide secure long-term bicycle parking in an accessory structure on the site next to the parking lot. Bicycle parking is required in the 2023 Comprehensive Zoning By-law and staff recommend adding the requirement for 32 bicycle parking spaces, or 1 per stacked townhouse dwelling unit as a specialized regulation in the 1995 Zoning By-law regulations for this site.

Comprehensive Zoning Bylaw (2023) - 20790

In addition to the regulations set out in Part D: Land Use Zones, Low Density Residential 4 (RL.4) Section 6.3.5 – "Cluster townhouses, stacked townhouses, back-to-back townhouses, stacked back-to-back townhouses" Zone of Zoning By-law (2023) - 20790, specialized zoning regulations related to the maximum density, maximum lot coverage, private amenity areas, minimum lot area per dwelling unit, exterior side and rear yard from a private street, bicycle parking, electric vehicle parking and, building length are proposed.

Table 6.17 of the Comprehensive Zoning By-law (2023) requires a maximum density in the RL.4 zone of 35 units per hectare. Official Plan Amendment 80 now permits 60 units per hectare for multiple unit buildings adjacent to arterial roads. In order to be consistent with OPA 80, staff are supportive of the request to permit a maximum density of 60 units per hectare in this RL.4-22 zone.

Table 6.18, Row E of the Comprehensive Zoning By-law (2023) requires a maximum Building Coverage (% of Lot Area) of 30%. The applicant is requesting a specialized regulation to allow 32% lot coverage for the townhouse site. Staff are supportive of the request as it is a minor increase in coverage.

Table 6.18 requires minimum private amenity areas per dwelling unit. For cluster townhouses the applicant is requesting the minimum setback between the private amenity area and the property line be zero (0) metres where 3 metres is required and not form part of the required front yard or exterior side yard. Staff are supportive of this reduced setback as the building face in the rear yard has an appropriate setback from the property lines and the private amenity area can be accommodated within the setback. Appropriate landscaping and fencing will be considered during the site plan review to screen the adjacent townhouses from the new development.

The applicant is requesting the minimum private amenity areas for at-grade units be reduced to 10 square metres, where 20 square metres is required. The applicant is also requesting that above and below grade units amenity areas be reduced to 6.5 square meters, where 20 square metres per units is required in the RL.4 zone. Staff are supportive as the increased number of units in the stacked townhouse meets the density targets. The private amenity areas consist of patios at grade and balconies above and below grade. Sufficient common amenity area is provide on site and several parks and open space existing nearby in the neighbourhood.

Table 6.19, of the Comprehensive Zoning By-law (2023) requires a minimum lot area per unit of 270 square metres in the RL.4 zone. The applicant is requesting a specialized regulation to allow a combined lot area per dwelling unit of 169 square metres. Staff are supportive of this request given the combined cluster and stacked townhouse blocks on the site. The increased density on the site is consistent with less lot area per dwelling unit.

Table 6.19 also requires setbacks from private streets within a site. The applicant has requested these new regulations not apply to this development. Since the design pre-dates the new Zoning By-law and has evolved through several revisions, staff are supportive of not requiring these new regulations and will ensure appropriate setbacks are established through the subsequent site plan review process.

Section 5.8 of the 2023 Zoning By-law requires a variety of bicycle parking requirements, that were not originally considered in the design of the site and accessory building. The applicant has requested that 32 bicycle parking spaces be required, in lieu of the regulations in Section 5.8. Staff are satisfied the applicant has endeavoured to meet the intent of the Zoning By-law through the various revisions and introduction of the accessory building partly dedicated to bicycle storage. Staff will ensure adequate storage space, access and short-term bicycle parking is provided during the site plan control review.

Section 5.9 of the 2023 Zoning By-law requires Electric Vehicle parking be designed for 80% of the total required parking spaces for a multi-unit building with 3 or more dwelling units. The applicant has committed in the Community Energy Initiative letter to exploring the provision of designed electric vehicle parking spaces through the site plan control review and detailed design with the hydro provider. The applicant is requesting this section not apply as it was not a requirement during earlier revisions. Staff are supportive of continuing to work through the site plan control review with the applicant to achieve the intent of the requirement.

The applicant has requested that the maximum building length in Table 6.19 be 60 metres to accommodate the stacked townhouse block. Staff recommend the maximum length permitted for the stacked townhouse block be increased from 49 metres to 60 metres. Staff recommend this to ensure the orderly development of the site. Staff are supportive of the current design and length of the building as shown in the concept drawings.

Community Energy Initiative Update (2019) and Climate Change

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

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

Staff are recommending a condition to be implemented through site plan approval that the Owner/Developer shall provide a commitment to incorporate features into the development that will contribute to meeting the action items from the CEI (see condition in Attachment 3).

Affordable Housing Strategy

The City's Affordable Housing Strategy (AHS) sets an annual City-wide 30% target for housing that is affordable with the goal of ensuring that affordable housing is included in the range and mix of housing provided for all households across the City. The goals and objectives of the AHS have also been incorporated into the Official Plan in Section 7.2 (Affordable Housing). These policies are intended to encourage and support the development of affordable housing throughout the city by planning for a range of housing types, forms, tenures and densities and have been applied to the review of this proposed residential development application.

Implementing the City's affordable housing target is largely dependent upon designating a suitable amount of land and density for residential use, including mixed use developments. There is a high correlation between the City's growth

management policies and the ability to meet both growth management and affordable housing targets. Apartment units represent the vast majority of residential units that are below the affordable benchmark price, as identified in the AHS.

The proposed development includes a total of 58 residential units consisting of a variety of townhouse dwelling units and one new detached dwelling unit. The actual contribution of affordable units will be measured as the units are rented or sold. However, it is also noted that how much of any given development may be affordable cannot be assessed at the time of zoning approval, understanding that this would only be known when the first sale or rental price is established. For this reason, the measurement on the actual achievement of affordable housing targets is done on the basis of what has been constructed and then sold or rented in the previous year. The City's annual Affordable Housing Reports prepared over the past few years have indicated that the City has been meeting affordable housing targets.

Urban Forest and Private Tree Protection By-law Requirements

The subject property is regulated under the City's Private Tree Protection By-law. A Tree Inventory and Preservation Plan was submitted by the applicant as part of a complete application.

A condition has been included in Attachment 3 that requires the preparation of an updated Tree Inventory and Preservation Plan as well as a Tree Compensation Plan prior to any grading, tree removal or Site Plan Approval.

Municipal Services and Infrastructure

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

Transportation

The applicant submitted a Transportation Impact Brief prepared by Stantec Consulting Ltd., based upon an agreed upon Terms of Reference (ToR) as part of a complete application. The City's Transportation Engineer and Traffic Services staff have reviewed the Brief and note minor updates will be required prior to site plan approval.

Victoria Road North is an arterial road and designed to accommodate large volumes of traffic. The Brief concluded that the study area intersections are currently operating within acceptable levels of service. The proposed development is a low trip generator, and is not anticipated to add 40 peak AM hour trips to Victoria Road in either direction. The Brief also looked at future traffic conditions and found the study area to be operating within acceptable levels of service.

A left-turn lane was not deemed to be warranted on Victoria Road and the site access location meets the minimum separation requirements from the intersection on Victoria Road North. The entrance to the townhouse site shall be aligned with Palermo Crescent. An update to the study will be required prior to site plan approval.

Parking

The applicant is proposing a total of 90 off-street parking spaces and the Zoning By-law requires a minimum of 66 parking spaces. Bicycle parking spaces and facilities will also be provided including a secure bicycle parking building. This will be explored further during site plan approval.

Parkland Dedication

Open Space Planning recommends payment in lieu of conveyance of parkland for the proposed development. Conveyance of parkland isn't recommended for the subject development due to the size of the property.

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

For this development the 1 hectare per 1000 dwelling unit rate will apply. The payment in lieu of parkland dedication amount is calculated at the equivalent market value of 5.12% of the land.

Comments from Parks Planning are included in Attachment 13.

Comments Received on the Applications

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

Noise

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

Lighting

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

Solid Waste

The applicant will be required to complete a Waste Management Plan as part of their site plan application that will ensure the development has and maintains a

three stream waste system (i.e. recycling, organics, garbage). The Waste Management Plan will also evaluate having the waste be collected by the City Solid Waste Resources staff.

Drainage and Tree Protection

Detailed grading and drainage, and tree protection plans will be required at the site plan stage to ensure no negative impacts on existing drainage patterns, neighbouring properties and to retain as many existing trees as possible.

Traffic

Concerns were expressed that traffic counts were not accurate reflections of normal traffic patterns. Traffic Services have requested an updated future horizon year scenario to reflect a more realistic completion year and this will be assessed the site plan application stage.

Building Height

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

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

- The property is located on an arterial road, with existing cluster townhouse dwelling (which are zoned R.3A-16) abutting the subject property to the north. The R.3A Zone allows a maximum building height of three storeys.
- The property is located within the City's "Built-Up Area" as shown on Schedule 1: Growth Plan Elements of the Official Plan.
- The proposed side yard setback for the townhouse blocks is more than 7.5 metres, A 7.5 metre side yard setback allows for additional room for plantings/trees along the property lines to increase privacy.

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

Density

Concerns were expressed at the public meeting regarding the density of the proposal. The revised proposal to 32 stacked townhouse units, 23 cluster

townhouse units, 3 detached dwelling units and a net residential density of 58 units per hectare. Official Plan Amendment 80 permits a net density of 60 units per hectare within the "Low Density Residential" land use designation on arterial roads. The specialized regulations are required to accommodate the mix of housing forms proposed for the site. Maximum density, minimum lot area per unit, amenity areas and maximum number of dwelling units in a row are appropriate regulations to ensure adequate open space for residents while achieving an increase in density permitted in the Official Plan, which is a good indicator that the density is not too high.