

## **Attachment-11 Staff Review and Planning Analysis**

### **Provincial Policy Statement, 2020**

The Provincial Policy Statement, 2020 (PPS) came into effect on May 1, 2020 and provides policy direction on matters of provincial interest related to land use planning and development. All planning decisions shall be consistent with the PPS.

Section 1.0 of the PPS - Building Strong Healthy Communities, contains policies that speak to the "efficient land use and development patterns (that) support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth."

Policy 1.1.1 of the PPS speaks to creating and sustaining healthy, livable and safe communities by promoting efficient development and land use patterns [1.1.1 a)], accommodating a range and mix of residential types [1.1.1 b)], promoting transit-supportive development [1.1.1 e)] and ensuring necessary infrastructure and public service facilities are available [1.1.1 g)].

Policy 1.1.3 of the PPS requires settlement areas be the focus of growth and development [1.1.3.1] and that "land and resources (be used) wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures." It requires that land use patterns within settlement areas use land and resources efficiently, are appropriate for and efficiently use, the infrastructure and public service facilities which are planned or available, and support active transportation and are transit-supportive [1.1.3.2 a), b), e), f)]. Appropriate locations are to be identified to accommodate a significant supply and range of housing options through intensification and redevelopment that also takes into account existing building stock or areas, and the availability of suitable existing or planned infrastructure and public service facilities [1.1.3.3].

Section 1.4 focuses on housing development, new housing is to be directed to locations where appropriate levels of infrastructure and public services are and will be available to support anticipated needs (1.4.3.c).

In Planning staff's opinion, the proposed Official Plan Amendment and Zoning By-law Amendment for the subject lands to permit stacked townhouse/multiple attached dwellings is consistent with the policies of the Provincial Policy Statement, 2020. The proposed development represents an efficient, compact form of development within the settlement area. The development will be on full municipal services and will utilize existing and available infrastructure and public service facilities. The proposed development will allow for intensification within the built-up area of the city through the creation of nine net new dwelling units that contribute to a range of housing options through the intensification and redevelopment of an underutilized site. The site is also fronting an active transportation route with

access to public transit on Elizabeth Street. The proposed development is consistent with the Provincial Policy Statement.

### **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 PPS provides a broad policy direction, whereas the Growth Plan provides more focused policy direction for the Greater Golden Horseshoe area. The current Growth Plan came into effect on May 16, 2019 and was amended on August 28, 2020.

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, must conform with the Growth Plan.

The Growth Plan focuses on several key themes, including building complete communities; directing a significant proportion of growth to existing built-up areas of the city to meet population and employment targets and densities; making efficient use of infrastructure; and creating a healthy mix of housing options and employment land uses.

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 located within the city's delineated "Built-Up Area" as shown on Schedule 1a of the City's Official Plan and are designated for development. 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 proposed Zoning By-law Amendment conforms to the policies of these sections by:

- Directing redevelopment and intensification of lands within the existing delineated built-up area of the city that have existing municipal water and wastewater systems;
- Redeveloping and accommodating new residential growth on an underutilized parcel of land;
- Promoting redevelopment that supports active and public transportation options, such as being located in close proximity to transit routes as well as in proximity to existing commercial uses, and public service facilities; and

- Adding new housing units to an established neighbourhood that will contribute to enhancing and broadening the range and mix of housing types and options available.

Overall, the proposed development represents an 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.

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

### **Official Plan Conformity**

The subject lands are designated "Low Density Residential" in the City's Official Plan (see Existing Official Plan Land Use Schedule in Attachment-5). Permissible uses within this designation include detached, semi-detached, duplex dwellings and multiple unit residential buildings such as townhouses and apartments. The maximum height permitted is 3-storeys within the delineated built-up area, and a maximum net density of 60 units per hectare on an arterial road.

The applicant is proposing to redevelop the subject lands with a new two and a half storey, 10 unit stacked townhouse/multiple attached dwelling. The overall density proposed is 90 units per hectare. Since the proposed density exceeds the maximum density, the applicant has submitted an Official Plan Amendment to redesignate the subject lands to the "Medium Density Residential" land use designation.

In accordance with Policy 1.3.14 of the Official Plan, the following criteria must be considered when evaluating an Official Plan Amendment. Staff have evaluated each of the criteria below.

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

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

- Contributing to providing an appropriate range, mix and geographic distribution of housing types to meet current and projected needs to the year 2031 (2.2.1 b), (2.2.5 d);
- Provides for urban growth and land use patterns in a manner that ensures the efficient use of public expenditures over the long term (2.2.1 c);
- Facilitates development in an area where full municipal services and related infrastructure is readily available (2.2.4 a);
- Build a compact, mixed-use and transit-supportive community (2.2.6 b); and,
- Encouraging intensification and redevelopment of existing urban areas that is compatible with the existing built form (2.2.6 d).

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

Staff have reviewed the proposal against the policies of the 2020 Provincial Policy Statement (PPS) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe and are satisfied that the proposal is consistent with the 2020 PPS and conforms to the Growth Plan.

- iii. Suitability of the site or area for the proposed use, particularly in relation to other sites or areas of the city.

The site is suitable for the proposed use and can accommodate the increased density. It is located on an arterial road and in close proximity to commercial, recreational and institutional uses. It is located within the Built-Up Area of the City.

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

The proposed use is compatible with adjacent land uses. The subject lands are currently designated as "Low Density Residential" in the Official Plan, which permits townhouse and apartments. Nearby uses include detached dwellings commercial uses and parkland. Townhouses are residential uses and are compatible with other forms of residential development. Constraints from the adjacent railway limit the location of the dwellings on the site. A further analysis of compatibility is discussed below.

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

The proposed development contributes to meeting the City's population targets. The City's Official Plan provides policy directions for monitoring growth including policies directed at monitoring development activity to ensure that growth is consistent with population forecasts, intensification targets for the built-up area and density targets for the greenfield area. The Official Plan also requires tracking of the supply of residential units in accordance with the housing supply policies of the Official Plan. The City's latest Growth Management Monitoring Report concluded that taking into consideration the growth rate long-term, the City is on track to meet the 2051 population forecast. The proposed development will contribute to the City's goal of achieving a more diverse and balanced mix of available housing options. It will contribute to the City remaining on track to meet several of its growth targets identified in the Growth Plan and Official Plan. This includes helping to achieve the City's overall 2051 population forecast, and the City continuing to achieve its intensification target, where each year, a minimum of 40% of all new residential development must be within the Built-up Area.

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

The applicant has determined that the proposed use is marketable.

- vii. The extent to which the existing areas of the city designated for the proposed use are developed or are available for development.

The subject lands are currently designated for low density residential uses, which include townhouses. Constraints imposed on the site limit the location of residential dwellings.

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

Review of the proposed application has determined that adequate services are available and the development can be accommodated.

- ix. The financial implications of the proposed development.

Financial implications of the proposed development are outlined at the beginning of the report in terms of estimated development charges and taxes.

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

Consideration of other relevant matters are discussed in this planning analysis.

### **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.

The applicant submitted a Phase 1 Environmental Site Assessment (ESA) as part of a complete application. Based on the findings of the Phase 1 ESA, there is little risk of contamination on this site. The owner has provided a reliance letter as part the application submission, so the City can rely on the finding of the Phase 1 ESA.

Detailed comments from Engineering Staff are included in Attachment-13.

### **Community Energy**

Section 4.7 of the Official Plan, in conjunction with the City's Community Energy Initiative (CEI) contains policies on Community Energy. As part of a complete application a CEI letter was included within the Addendum to Planning Justification Report (PJR) – included in Attachment-12. The CEI letter outlines the energy and conservation measures that will be included within the proposed development to achieve the objectives of this plan and the City's CEI. These initiatives proposed by the Owner/Developer will contribute to the City meeting its goal to become a net zero community by 2050.

### **Municipal Services and Infrastructure**

Section 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 reviewed the development proposal and supporting materials. There are existing municipal services on Stevenson Street North and servicing will be reviewed in greater detail as part of the building permit application. Comments from Engineering are included in Attachment-13.

### **Affordable Housing**

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 are incorporated within Section 7.2 of the Official Plan. 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.

Implementing the City's affordable housing target is largely dependent upon designating a suitable amount of land and density for residential use. 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 proposed development would provide additional housing options with the addition of nine net new residential dwelling units on an underutilized lot in the delineated "built-up area" of the city.

### **Parkland Dedication**

Park & Trail Development staff requires payment in lieu of conveyance of parkland for the proposed development in accordance with City of Guelph Official Plan Policy 7.3.5.6 and the City of Guelph Parkland Dedication By-law (2022) or any successor thereof. For this development a narrative appraisal report will be required to determine the payment in lieu of parkland amount, prior to submission of any building permit applications. Comments from Parks Planning are included in Attachment-13.

### **Residential Built Form**

Specific built form policies are contained in section 8.5 for residential built forms. The Zoning By-law implements the urban design policies contained within the Official Plan and includes regulations to promote compatibility in built form and for appropriate infill projects [8.23.2]. The proposed development balances the urban design regulations within the Official Plan and the 2023 Comprehensive Zoning By-law with development constraints imposed by the adjacent railway. These constraints include setbacks for residential dwellings from railways, accommodating a crash barrier on-site, as well as noise and vibration limits.

A stacked townhouse form is proposed with entrances to each unit directly from the outside via stairs. The first floor is partially below ground level in order to reduce the overall height of the building and the massing of the building was adjusted; in

response to comments from staff and neighbours at the initial neighbourhood information meeting.

The applicant is seeking relief from building setbacks and parking location regulations due to constraints restricting the location of the building on-site. The 2023 Comprehensive Zoning By-law also introduced additional regulations that had not been initially incorporated into the design. Therefore, the applicant is seeking relief from the full width of required buffer strips.

Staff are recommending additional regulations to ensure the height of the building does not exceed three storeys and adequate landscape buffers are provided around the perimeter of the site.

Staff are also recommending regulations to permit compact parking space to allow for efficient use of the parking area, consistent with modern design guidelines. The regulations recommended for the amendment to the 1995 Zoning By-law are consistent with those regulations provided in the 2023 Comprehensive Zoning By-law.

The proposed Zoning By-law amendment will permit the redevelopment of the subject lands for stacked townhouses/multiple attached dwellings, which is a permitted use within the "Medium Density Residential" designation. Staff are satisfied the proposed built form conforms with the Official Plan policies regarding Urban Design.

### **Review of Proposed Zoning Comprehensive Zoning By-Law (2023)-20790**

The Comprehensive Zoning By-law (2023)-20790 was approved by Council on April 18, 2023 to replace Zoning By-law (1995)-14864, as amended, however is under appeal to the Ontario Land Tribunal (OLT) in its entirety and is not currently in force and effect.

The purpose of the Zoning By-law Amendment is to change the zoning of the subject lands from the current "Low Density Residential 1" (RL.1) under the Comprehensive Zoning By-law (2023)-20790, as amended, to a specialized "Medium Density Residential 6" (RM.6-27) Zone, to permit the development of a stacked townhouse block.

Staff reviewed the proposed zoning and the requirements associated with the development proposal and are satisfied that a specialized RM.6 zone under Zoning By-law (2023)-20790 is appropriate for the development.

In addition to the regulations set out in Sections 4 and 6.3.5, Tables 6.18 and 6.19 for the "Medium Density Residential" Zone, of Zoning By-law (2023)-20790, as amended, the following specialized zoning regulations have been requested by the applicant or are being recommended by staff.

### **Minimum Front Yard**

Table 6.18, Row A of the Comprehensive Zoning By-law (2023)-20790, requires the minimum front yard setback to be 6 metres. A specialized regulation to permit the minimum front yard setback to be 3 metres is being requested because a road widening along the entire frontage of the property will be dedicated to the City in accordance with Official Plan policies found in Table 5.1. The road widening has the effect of reducing the setback from the new property line.

The existing homes on Stevenson Street North are setback a similar distance from the road compared to the new proposed residential building. This will give a consistent street presence and front yard appearance. Staff are supportive of this specialized regulation.

### **Minimum Interior Side Yard**

Table 6.18, Row C of the Comprehensive Zoning By-law (2023)-20790, requires the minimum interior side yard to be half the height of the building and no less than 3 metres. A specialized regulation to permit the minimum interior side yard to be 2 metres is being requested because the habitable building area of the site is reduced by the adjacent railway and associated setbacks. The building has been located on the northern most portion of the site.

The building is proposed to be two and a half storeys in height which is similar to the heights that are permitted in adjacent RL.1 zones. While the neighbourhood is predominantly 1-2 storey detached dwellings, those buildings could be up to three storeys and are required to be setback only 1.5 metres. Since the building will be limited in height, the requested minimum side yard is a balance between the railway constrains to locate the building and providing some additional setback to neighbours from the proposed building. Staff are supportive of this specialized regulation.

### **Minimum Rear Yard**

Table 6.18, Row D of the Comprehensive Zoning By-law (2023)-20790, requires the minimum rear yard to be half the height of the building and no less than 4.5 metres. A specialized regulation to permit the minimum rear yard to be 3 metres is being requested because the habitable building area of the site is reduced by the adjacent railway and associated setbacks. The building has been located in the northern portion of the site, while the southern portion will be parking, open space and a required barrier wall.

The building has been designed to fit outside the required 25 metre railway setback which covers the majority of the site. This design maximizes the buildable area of the site, while limiting overlook into adjacent neighbouring yards by reducing the amount of windows. Balconies and patios will be on the side of the building facing the parking lot to further reduce overlook. Staff are supportive of this specialized regulation.

### **Minimum Landscaped Open Space**

Table 6.18, Row E of the Comprehensive Zoning By-law (2023)-20790, requires the minimum landscaped open space to be 40% of the site. A specialized regulation to permit the minimum landscaped open space to be 36% is being requested because the Official Plan required a road widening to be dedicated to the City along the Stevenson Street Frontage.

Once the road widening is dedicated to the City, the lot area of the site will be smaller and the ratio of landscaped open space to parking area and building will increase. However, the road widening will continue to be landscaped for the foreseeable future and the developer will provide street tree planting. This would maintain the landscaped area so the overall landscaped area would not be reduced, but will be in separate public and private ownership. Staff are supportive of this specialized regulation.

### **Minimum Buffer Strip**

Table 6.18, Row F of the Comprehensive Zoning By-law (2023)-20790, requires the minimum buffer strip no less than 3 metres adjacent to interior side and rear lot lines. A specialized regulation to permit the minimum buffer strip to be 2 metres is being requested because the building setback, required barrier wall and standard parking module dimension must be maintained in the design.

The building is proposed to have a side yard setback of 2 metres, so the corresponding buffer strip is reasonable at that location. The required barrier wall was designed in accordance with rail safety standards including determining the location on site. The narrowed distance between the wall and the south property line is approximately 2 metres. Landscaping on the parking lot side of the wall to meet the three metre requirement likely would not survive as this would be a narrow strip and could be impacted by winter maintenance. Also, adding landscaping within the parking area would reduce the City's parking module standards as outlined in the Development Engineering Manual. Staff are supportive of this specialized regulation.

### **Private Amenity Area**

Table 6.18, Row H of the Comprehensive Zoning By-law (2023)-20790, requires the minimum interior side yard to be half the height of the building and no less than 3 metres. Specialized regulations to permit the minimum private amenity areas for above grade units to be 4.0 square metres and below grade units to be 8.6 square metres are being requested because the private amenity requirement was added by the 2023 Zoning By-law. One unit will not have a balcony for private amenity area, but the concept plan shows two Juliette balconies for this unit.

The developer intended to provide private amenity area to units in the building design. However, the 1995 Zoning Bylaw did not provide requirements and dimensions. Given the limitations on the building due to the rail set back the design provides private amenity area to 9 units via balconies or sunken patios.

The remaining unit was relocated within the building to lower the overall height of the building. This is a unique unit in the building design with a smaller floor area. The unit will have a connection to the outdoors via two juliette balconies, and is on the first floor close to grade. The developer and staff considered a balcony for this unit, however concerns about creating shadow on the bedroom windows of the unit below and privacy issues due to the proximity of the parking area led to this concept.

Staff are supportive of these specialized regulations.

### **Maximum Building Height**

Table 6.19, Row A of the Comprehensive Zoning By-law (2023)-20790, requires the maximum building height to be 4 storeys. Specialized regulations to permit the maximum building height to be 3 storeys are being recommended by staff in order to ensure the building is consistent with the proposed development concept.

Site plan approval is not required for this development as it is only 10 units. While the standard zone and Official Plan permit higher buildings, staff believe this limit is appropriate. Staff are supportive of this specialized regulation.

### **Parking Location**

Section 5.2.2 (a) of the Comprehensive Zoning By-law (2023)-20790, requires that every parking space shall be located in an interior side yard or rear yard, and any parking area or parking space shall be setback 3 from any lot line.

A specialized regulation to permit parking spaces within the front yard, but not within 3 metres of the front yard is being requested because an additional parking space and the accessible mobility device loading area will be in front of the building. The parking area will be inline with the front balconies of the building and not forward of the mass of the building. The building, balconies and parking will be 3 metres from the front property line. Staff are supportive of this specialized regulation.

A specialized regulation to permit any parking area or parking spaces located in the interior side yard or rear yard to be setback 2 metres from any lot line is being requested because the barrier wall is approximately 2 metres from the closest point of the side lot line. The parking area is against the barrier wall and setting the parking area back to meet this regulation would reduce the standard parking module dimensions. Since the minimum buffer strip has also being requested and is supported, staff are supportive of this specialized regulation as well.

### **Zoning By-Law (1995)-14864**

The purpose of the Zoning By-law Amendment is to change the zoning of the subject lands from the current "Residential Single Detached" (R.1B) Zone under Zoning By-law (1995)-14864, as amended, to a specialized "Residential Infill Apartment" (R4.D-15) Zone, to permit the development of a multiple attached dwelling.

Staff reviewed the proposed zoning and the requirements associated with the development proposal and are satisfied that a specialized R4.D zone under Zoning By-law (1995)-14864 is appropriate for the development.

In addition to the regulations set out in Sections 4, 5.4, and Table 5.4.2 for the "Residential Apartment Infill" Zone, of Zoning By-law (1995)-14864, as amended, the following specialized zoning regulations have been requested by the applicant or are being recommended by staff.

### **Minimum Side Yard**

Table 5.4.2, Row 8 of the Zoning By-law (1995)-14864, requires a minimum side yard equal to one half the building height but in no case less than 3 metres. A specialized regulation to permit a minimum side yard of 2 metres is being requested because the habitable building area of the site is reduced by the adjacent railway and associated setbacks. The building has been located on the northern most portion of the site.

The building is proposed to be two and a half storeys in height which is similar to the heights that are permitted in adjacent R.1B zones. While the neighbourhood is predominantly 1-2 storey detached dwellings, those buildings could be up to three storeys and are required to be setback only 1.5 metres. Since the building will be limited in height, the requested minimum side yard is a balance between the railway constrains to locate the building and providing some additional setback to neighbours from the proposed building. Staff are supportive of this specialized regulation.

### **Minimum Rear Yard**

Table 5.4.2, Row 9, of the Zoning By-law (1995)-14864, requires equal to 20% of the lot depth or one-half the building height, whichever is greater, but in no case less than 7.5 metres. A specialized regulation to permit a minimum rear yard of 3 metres is being requested because the habitable building area of the site is reduced by the adjacent railway and associated setbacks. The building has been located in the northern portion of the site, while the southern portion will be parking, open space and a required barrier wall.

The building has been designed to fit outside the required 25 metre railway setback which covers the majority of the site. This design maximizes the buildable area of the site, while limiting overlook into adjacent neighbouring yards by reducing the amount of windows. Balconies and patios will be on the side of the building facing the parking lot to further reduce overlook. Staff are supportive of this specialized regulation.

### **Off-Street Parking**

Section 4.13.2.2 of the Zoning By-law (1995)-14864, requires that in a R.4 zone, every parking space shall be located in the side or rear yard provided that no parking space is located within 3 metres of any lot line.

A specialized regulation to permit parking spaces within the front yard, but not within 3 metres of the front lot line is being requested because an additional parking space and the accessible mobility device loading area will be in front of the building. The parking area will be inline with the front balconies of the building so not forward of the mass of the building. The building, balconies and parking will be 3 metres from the front property line. Staff are supportive of this specialized regulation.

A specialized regulation to permit parking spaces located in the interior side yard to be setback 2 metres from any lot line is being requested because the barrier wall is approximately 2 metres from the closest point of the side lot line. The parking area is against the barrier wall and setting the parking area back to meet this regulation would reduce the standard parking module dimensions. Staff are supportive of this specialized regulation as well.

### **Maximum Building Height**

Table 5.4.2, Row 10 of the Zoning By-law (1995)-14864, requires a maximum building height of 4 storeys. Specialized regulations to permit the maximum building height to be 3 storeys are being recommended by staff in order to ensure the building is consistent with the concept.

Site plan approval is not required for this development as it is only 10 units. While the standard zone and Official Plan permit higher buildings, staff believe this limit is appropriate. Staff are supportive of this specialized regulation.

### **Compact Parking Space Dimensions**

Staff are recommending compact parking space dimensions be included in the site specific zoning of the Zoning By-law (1995)-14864, to be consistent with the 2023 Comprehensive Zoning By-law. Compact parking spaces are not provided in the concept plan and more parking is provided than required by the Zoning By-law.

This recommendation will provide for flexibility in the future as parking needs change.

### **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.

Verbal and written comments were received from several members of the public and neighbours to the subject site. Staff have summarised the comments received and consolidated responses below.

### **Tree removal and replacement**

Tree removals are exempt from the City's Private Tree By-law as the site is under 0.2 hectares in size. Staff will encourage the applicant to plant trees and other landscaping on the private portions of the property in accordance with the Tree Technical Manual and best practices. A number of trees currently on the property will be removed to facilitate the development. Four (4) City trees will be planted on

the boulevard when it is dedicated to the City as a road widening. The City will remind the developer that shared trees along neighbouring property line may need the permission of adjacent landowner prior to any work that could damage or injure shared trees. The developer will be responsible to arrange those agreements with neighbouring property owners.

### **No on-street parking on Stevenson Street North**

No on-street parking is provided on Stevenson Street North. The concept plan provides a surplus of parking beyond the requirement in the Zoning By-law. Stevenson Street North is an active transportation route and the site is within walking distance (approximately 100m) to public transportation routes on Elizabeth Street. The alternative transportation options available from this site combined with the surplus parking ratio provide a range of choices for future residents.

### **Traffic, sidewalks, and on-street parking on Grove Street**

Grove Street is a local street that provides on-street parking opportunities. Parking is not regulated by the City on this street. No sidewalks are present and the paved drive lanes are narrow. Staff met on site with concerned neighbours.

The proposed development does not directly access this street and a surplus of parking is proposed on site. Staff provided information based on the 2016 Sidewalk Needs Assessment that adding sidewalks is not currently a priority on Grove Street. A new Pedestrian Master Plan is due to commence in 2024 and residents were encouraged to provide input to that process.

### **Shadows on adjacent properties**

The City's Sun and Shadow Guidelines do not recommend or require a sun and shadow study for new developments under 5 storeys. While the proposed building is along the northern edge of the site and may cause some shadows to neighbouring properties; the building is oriented northeast to southwest and afternoon sun will still reach rear yard amenity area for adjacent neighbours from the westerly direction.

### **Construction effects on adjacent properties**

The Planning Act and Zoning By-law do not regulate construction techniques or effects on adjacent properties. Staff recommended that adjacent property owners should discuss their concerns with consultant engineers to determine if any effect and how they could be mitigated.