

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

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

The Provincial Policy Statement, 2020, came into effect on May 1, 2020. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. Part IV: Vision for Ontario's Land Use Planning System, includes planning for "Efficient development patterns (that) optimize the use of land, resources and public investment in infrastructure and public service facilities."

Most relevant to this application, Policy Section 1.0 – Building Strong Healthy Communities speaks to efficient land use and development patterns that support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

Policy 1.1.1 of the PPS promotes creating and sustaining healthy, liveable and safe communities. This is achieved in part by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term, and also by accommodating an appropriate affordable and market-based range and mix of residential types (1.1.1 a, b)). The proposed development aims to redevelop the existing residential land uses into a higher density form to promote efficient use of the land. Further, the proposal includes both single detached and stacked townhouse units to add a mix of residential types to the city's housing stock and the surrounding neighbourhood.

Policy 1.1.3.1 speaks to directing growth and development within settlement areas. The proposal is located within the city's Settlement area and Built-Up area on lands designated within the Official Plan for development and residential uses.

Policy 1.1.3.2 is for land use patterns within settlement areas, which should: efficiently use land and resources; be appropriate for the efficient use of infrastructure and public service facilities; minimize negative impacts of climate change; support active transportation; and be transit supportive. Such uses should also be based on opportunities for intensification and redevelopment where it can be accommodated. The development is anticipated to make efficient use of the property by intensifying from the existing residential density, while utilizing existing servicing and transportation infrastructure. Engineering staff have indicated adequate capacity exists in the City's water and sanitary servicing systems for the proposed development and that site servicing may be achieved by existing infrastructure, including a minor sanitary sewer extension along Dawn Avenue.

Policy 1.1.3.4 speaks to promoting development that facilitates intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. The proposal will intensify the residential land use by providing a higher density of dwelling units in a compact form over the existing single detached dwellings.

Policy 1.4.3 speaks to providing an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs for current and future residents. The proposed development provides a range and mix of housing options within the city and surrounding area by providing both single detached and stacked townhouse dwelling units and is appropriately supported by existing infrastructure and nearby public and commercial services.

Policy Section 1.5.1 states that healthy, active communities should be promoted by providing built and natural settings for recreation, such as public spaces, open space areas, facilities, and parkland. The proposed development will include an outdoor amenity space for residents central to the subject lands, and further include pedestrian connections

to the existing sidewalk network on Lowes Road West and Gordon Street. The subject lands are also within walking distance to existing outdoor recreational amenities, including Pine Ridge Park, Westminster Woods Playground, and local trail networks.

Policy 1.6.6.2 directs that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Further, such services should be promoted where feasible within settlement areas. The most recently submitted Functional Servicing and Stormwater Management Report (Revision 2) indicates that the development can be adequately serviced with municipal sewage, water services, and utilities.

Policy 1.6.7 states that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods and are appropriate to address projected needs. Further, land use patterns, density, and a mix of uses should be promoted that minimize the length of vehicle trips and support current and future use of transit and active transportation. The proposed development will integrate with the existing transportation system by a private driveway to Lowes Road West for the stacked townhouse component, and by providing direct driveway access onto Dawn Avenue for the proposed single detached dwellings. Further, pedestrian connections will connect from the interior of the site to the existing sidewalk network and nearby public transit options on Gordon Street.

Policy 2.1.1 directs that natural features and areas shall be protected for the long term; Policy 2.1.4 to 2.1.5 identifies that development and site alteration shall not be permitted within a natural heritage feature unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions. A Scoped Environmental Impact Study (EIS) was submitted by the applicant. It identified one Butternut Tree and a candidate habitat for a Species at Risk bat. A hybridity test provided by the applicant confirmed the Butternut Tree as a hybrid and therefore not protected under the Endangered Species Act. Further, Environmental Planning Staff confirm an appropriate timing window needs to be provided prior to tree clearing of candidate bat habitat, which is to be included in the Site Plan review stage of the development. Environmental Planning Staff have reviewed the submitted materials and do not object to the proposed application, subject to satisfying conditions prior to site plan approval.

Policy 2.6.2 states that development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential. Stage 1 and Stage 2 Archaeological Assessments have been provided by the applicant and concluded that no archeological resources were identified in the study area.

Policy 4.7 of the PPS directs that a City's Official Plan is the most important vehicle for implementation of the PPS. A more detailed review on how the proposal is consistent with the above PPS policies, as well as policies in the City's Official Plan will be outlined later in this analysis. The proposed development is consistent with the PPS.

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

Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe came into effect on August 28, 2020. This is an amendment to the Growth Plan that came into effect on May 16, 2019.

The Growth Plan for the Greater Golden Horseshoe, 2019 (the Growth Plan) works to support the achievement of complete communities, manage forecasted population and employment growth, protect the natural environment, and support economic development. While the PPS as outlined above provides broader policy direction on

matters of provincial interest, the Growth Plan provides more focused direction for development within the Greater Golden Horseshoe area.

The policies of the Growth Plan focus on the key themes of building more compact and vibrant communities; directing a significant share of new growth to existing built-up areas of the city; promoting the development of transit-supportive densities and the use of active transportation methods; and creating complete communities through ensuring a healthy mix of residential, employment and recreational land uses.

Policy Section 2.2.1 of the Growth Plan provides policies for managing growth. This policy section directs that growth should be directed in settlement areas based on the following, in Policy 2.2.1.2:

- a) the vast majority of growth will be directed to settlement areas that:
  - i. have a delineated built boundary;
  - ii. have existing or planned municipal water and wastewater systems; and
  - iii. can support the achievement of complete communities;
- c) within settlement areas, growth will be focused in:
  - i. delineated built-up areas;
  - ii. strategic growth areas;
  - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
  - iv. areas with existing or planned public service facilities;

Policy Section 2.2.2 of the Growth Plan likewise directs that a minimum of 50 percent of residential development within Guelph should occur within the delineated built-up area.

The proposed development is within the delineated built-up area of the city in an area intended for growth and infill development, and in a location with access to municipal water / wastewater infrastructure and public service facilities. The development includes residential land uses with convenient access to local stores and services. The proposed residential land uses provide a mix of unit sizes in the form both single detached and stacked townhouse units in a compact built form.

Policy Section 2.2.6 guides the provision of housing for upper- and single-tier municipalities, where such municipalities will support the achievement of complete communities by:

- a) planning to accommodate forecasted growth to the horizon of this Plan;
- b) planning to achieve the minimum intensification and density targets in this Plan;
- c) considering the range and mix of housing options and densities of the existing housing stock; and
- d) planning to diversify their overall housing stock across the municipality.

The proposal introduces a redevelopment that intensifies the existing residential land uses on the subject lands at a higher density than what currently exists. The development adds a mix of housing options to help diversify the stock of the city's housing supply and meet the needs of current and future residents.

The proposed Zoning By-law Amendment conforms to the Growth Plan.

### **City of Guelph Official Plan Conformity**

The subject lands are designated as "Medium Density Residential" and "Low Density Residential" on Schedule 2 of the Official Plan. Specifically, the "Medium Density Residential" designation applies to the stacked townhouse portion of the development at 1563-1579 Gordon Street and 42 and 48 Lowes Road, and the "Low Density Residential"

designation on the single detached portion at 164, 174, 182 Dawn Avenue. A land use schedule map of the Official Plan as it relates to the subject lands is included in Attachment-4.

Permissible uses within the "Medium Density Residential" land use designation include multiple unit residential buildings, including townhouses and apartments. This designation requires a minimum height of 2 storeys to a maximum of 6 storeys, with a net density between 35 to 100 units per hectare. The proposed stacked townhouses are a permitted use and will have a maximum height of 3.5 storeys and a net density of 82.7 units per hectare which is within with the height and density range for this land use designation.

The "Low Density Residential" land use designation in the Official Plan permits detached, semi-detached, duplex dwellings, and multi unit residential building such as townhouses and apartments. This designation permits a maximum height of three storeys, and a density between 15-35 units per hectare. The proposed single detached dwellings are a permitted use with a density of 30.6 units per hectare to satisfy the density requirements in this designation.

The Official Plan further outlines development criteria for multi-unit residential buildings and intensification proposals through policy 9.3.1.1. The intention of this criteria is to assess the compatibility of the proposed development with adjacent land uses, minimize any negative impacts, as well as ensure adequate services are available to future residents of the proposed development. Staff are satisfied that the proposed development is in conformity with the described development criteria through review of the applicant's submitted reports and materials, in addition to the proposed layout and design of the development. Key issues relating to the compatibility of the proposal raised by Council and members of the public are discussed further in this staff analysis.

Overall, the proposed development is planned and designed in a manner that:

- Introduces permissible uses within lands designated "Medium Density Residential" and "Low Density Residential" for the corresponding portions of the subject lands;
- Helps achieve the intended height and density per the Official plan to appropriately intensify residential land uses on the subject lands; and
- Meets the criteria for multi-unit residential buildings and intensifications projects outlined in the Official Plan.

The Zoning By-law Amendment is in conformity with the policies of the City's Official Plan.

### **Review of Proposed Zoning**

The Zoning By-law Amendment applies to both Zoning By-law (1995)-14864, as amended, and to Zoning By-law (2023)-20790, as amended. The 1995 Zoning is being amended to rezone the subject lands from the current R.1B (Residential Single Detached) zone in part to R.1D (Residential Single Detached) zone and in part to a specialized R.3A-73 (Cluster Townhouse) zone. The 2023 Zoning is being amended to rezone the subject lands from partially the RL.1 (Low Density Residential 1) zone and partially RM.6(PA)(H12) (Medium Density Residential 6 with a Parking Area suffix and Holding Symbol) zone in part to the RL.2 (Low Density Residential 2) zone and in part to a specialized RM.6-26(PA) (Medium Density Residential 6 with a Parking Area suffix). Together, the amended zoning would permit the development of 150 stacked townhouses and 8 single detached dwellings on the subject lands.

Specialized regulations have been requested by the applicant with additional and revised regulations being recommended by staff. As both Zoning By-laws are currently and in

temporarily overlapping effect, an amendment to facilitate the proposed development is required to both by-laws.

The following specialized regulations have been requested as detailed in Attachment-3 of this report:

#### Maximum Density

The applicant has requested a density of 81 units per hectare under the 1995 Zoning By-law where only 60 units per hectare is permitted. The Official Plan land use designation for the subject lands is Medium Density Residential, which permits a maximum density of 100 units per hectare. The proposed density is in line with the provisions of the Official Plan, and the development is in an area with existing residential uses and will be supported by existing services. Staff are in support of this regulation.

#### Minimum Lot Area

The applicant has requested a minimum lot area of 120 square metres per unit under the 1995 Zoning By-Law where a minimum of 150 square metres is required. A reduced lot area is required to achieve the above proposed density that is permitted under the Official Plan and will facilitate compact development of the property. The development will also meet the minimum common amenity area requirements. Staff are in support of this regulation.

#### Minimum Interior Side Yard

The applicant has requested a side yard of 3.0 metres for all side yards under both Zoning By-laws. The requirement under the Zoning By-laws for a side yard is one-half of the building height to a minimum of 3.0 metres, in this case resulting in setbacks of 5.95 metres for stacked townhouses with a garage and 5.25 metres for stacked townhouses without a garage. The intent of a side yard is to permit adequate space for landscaping and to provide a buffer to adjacent lands. The subject lands are irregular in shape, resulting in a single interior side yards. The requested side yard meets the intent of a side yard setback while permitting the efficient development of the subject lands and meeting the minimum setback of 3.0 metres. On the applicant's most recent site plan (Attachment-9), the 3.0 metre interior side yard setback is only proposed for a one side yard, specifically to the adjacent apartment to the north on Gordon Street. The reduced side yard to this apartment will maintain a sufficient building separation and space for landscaping. Staff are in support of this regulation.

#### Minimum Front, Exterior Side, Rear Yard Setbacks

The applicant has requested that front, exterior side, and rear yard setbacks to interior private streets back of curb or sidewalk or lot line not apply under the 2023 Comprehensive Zoning By-law. The proposed setbacks still maintain functionality of the site. Urban Design and Landscape Planning staff have reviewed this request and are confident in the ability to provide space for soft landscaping treatments and buffers. The elimination of interior setbacks to the site also allow for common amenity area, stormwater management, parking and pedestrian circulation to be maximized. Staff are in support of this regulation. These interior setback regulations are new to the 2023 Comprehensive Zoning By-law and do not form part of the 1995 Zoning By-law that was the only zoning in effect when the application was received.

### Minimum Lot Frontage

The applicant has requested a minimum lot frontage of 11.0 metres under both the 1995 and 2023 Zoning By-Laws along Dawn Avenue for the stacked townhouses. The minimum requirement is 18.0 metres and 30.0 metres for the 1995 and 2023 Zoning By-laws respectively. The regulation is requested because the emergency access to Dawn Avenue is technically the lot frontage for the stacked townhouses interior to the site as it is the shortest overall. Despite this, the stacked townhouses do not functionally front onto Dawn Avenue, and beyond the emergency access, these units will not have vehicular access from Dawn Avenue. The minimum frontages for the stacked townhouses are met for the other sides on Gordon Street and Lowes Avenue. To meet the technical requirements of the Zoning By-laws, staff are in support of this regulation as the stacked townhouses effectively do not front onto Dawn Avenue.

### Minimum Private Amenity Area (Ground Level, Above Grade, Below Grade Units)

The applicant has requested a minimum private amenity area of 9.0 square metres for ground level, above grade, and below grade stacked townhouse units under both Zoning By-laws. The applicant has also requested regulations on the design of private amenity areas. Specifically, no requirement for a privacy screen, the inclusion of a patio, balcony, or terrace to count as private amenity area for certain unit types, and to permit private amenity areas to face onto a public street.

A reduction in private amenity area in addition to the common amenity area already being proposed still provides adequate amenity area for active and passive recreational uses. Considering the built form and variety of stacked townhouse product, the dwelling units will all be provided with sufficient individual amenity spaces with privacy aspects such as screens, grading variations (i.e. for the partially below grade units), lighting and landscaping. The proposed design regulations facilitate the compact development of the subject lands. Staff are in support of this regulation.

### Location of In-Ground Waste Containers

The applicant has requested that in-ground solid waste containers be permitted within the required buffer strip in both Zoning By-laws. Provided that the containers meet the City's requirements for public waste collection and are properly designed to mitigate visual/odour etc. impacts, staff are in support of this regulation to permit the compact and efficient development of the subject lands. The developer will be required to demonstrate additional landscaping screening treatments around the waste containers during site plan review.

### Maximum Building Height

The applicant has requested a maximum building height of 4 storeys under the 1995 Zoning By-law. The Official Plan land use designation is Medium Density Residential, which permits a maximum building height of 6 storeys. The requested height conforms to the Official Plan. Further, the height and massing of the proposed development is not out of place with the existing nearby residential built form, ranging in height from 1-6 storeys. The stacked townhouse blocks, at 3.5 storeys tall, provides a gradual transition in height from the surrounding 1-2 storey residential to the 6-storey apartment directly north of the subject lands. Staff are in support of this regulation.

### Maximum Overall Building Length

The applicant has requested an overall building length of 60 metres for the stacked townhouses under the 2023 Comprehensive Zoning By-law, where a maximum of 49.0 metres is permitted. Further, this regulation is not in the 1995 Zoning By-law in effect at the time the application was submitted. The increased building length is intended to help establish and maintain the street wall along Gordon Street for Block F of the stacked townhouses. Gordon Street was identified as a priority in the Gordon Street Intensification Corridor urban design concept plans. Under this plan, mid-rise building forms are encouraged as an appropriate building form to reinforce Gordon Street as a major street for intensification. Specifically, two mid-rise apartment buildings each at similar lengths were envisioned for this location. The proposed building length will facilitate the planned urban design vision of Gordon Street. Staff are in support of this regulation.

### Maximum Dwelling Units in a Row

The applicant has requested a regulation permitting 36 units in a row within a stacked townhouse under the 1995 Zoning By-law, where a maximum of 12 dwelling units in a row within a stacked townhouse or a maximum of 8 dwelling units in a row where the units are adjacent to a public street are permitted. The requested regulation reflects the above permitted maximum density allowed within the Medium Density Residential land use designation under the City's Official Plan. This regulation recognizes the unique and stratified distribution of dwelling units in a stacked townhouse block compared to a conventional townhouse block. The request facilitates compact development of the subject lands to provide housing units to current and future residents in an area of the City designated for intensification. Staff are in support of this regulation.

### Location of Surface Parking

The applicant has requested that surface parking be permitted anywhere within the RM.6-26(PA) Zone under the 2023 Comprehensive Zoning By-law. This is to allow parking to be located central to the site instead of entirely within interior side or rear yards. The proposed location of the parking does not impede the function of the parking spaces, and further reinforces the street wall by locating parking away from the sides of the subject lands. Most of the off-street parking will not be visible from the surrounding roadways. This irregularity of the subject lands also makes the placement of the exterior side yard and rear yard difficult to and impractical to accommodate all required parking. Staff are in support of this regulation.

### Provision of Surface Parking

The applicant has requested that all required parking may be provided through surface parking areas for the RM.6-26(PA) Zone under the 2023 Comprehensive Zoning By-law. Parking is proposed to be located central to the site and will therefore have reduced visibility from the public right of ways. Stormwater infiltration infrastructure is proposed to be located throughout the subject lands, which would constrain available areas for structured or underground parking. This regulation was also not in the 1995 Zoning By-law in effect at the time the application was submitted. Staff are in support of this regulation.

### Interior Parking Space Size

As part of Staff's review of the application and in consultation with the applicant, a specialized regulation to Zoning By-law (1995)-14864 is recommended to permit a minimum parking space dimension of 2.75 metres by 5.5 metres (excluding any obstructions) for a parking space within a garage to align with the new minimum parking space dimensions set out in Zoning By-law (2023)-20790.

### Minimum Visitor Parking Rate

The applicant has requested a visitor parking rate of 0.10 spaces per dwelling unit under both Zoning By-laws where 0.20 spaces per dwelling unit is required. The proposed parking rate is supported by the Traffic Impact Study (TIS) and TIS Addendum, prepared by Paradigm Transportation Solutions Limited. The study indicates that the reduction in parking supply may be controlled by unbundling the cost of parking spaces from the sale of dwelling units. Additionally, the need for visitor parking will be offset by the availability of nearby public transportation services and active transportation. The Transportation Tomorrow Survey completed in 2016 by the MTO found that over a quarter of the daily trips undertaken in this particular area of the City were through public transportation.

Provided a minimum 15% of the dwelling units contain both a driveway and attached private garage and given the several alternative transportation modes available in the immediate area, the reduced visitor parking can meet the predicted parking demand. The reduction in the number of required visitor parking spaces facilitates the compact development and efficient use of the subject lands. Staff are in support of this regulation.

### Bicycle Parking

Planning staff are recommending a specialized minimum rate of 0.5 long term (secure) bicycle parking spaces per dwelling unit for townhouse units where individual garages are not provided. A rate of 1.0 spaces per unit is required in the 2023 Comprehensive Zoning By-law. Further, it is requested that sections 5.8.1 (Bicycle parking space design and location) and 5.8.2 (Bicycle parking space and aisle dimensions) not apply to long term bicycle parking spaces. The applicant additionally requests that long term bicycle parking spaces be permitted within a dwelling unit for additional design flexibility and to not compromise the amount of common amenity area (Section 3 – definitions). The proposed site is well connected to the existing pedestrian network and can provide opportunities for active transportation. Staff agree with exempting the bicycle parking spaces from Sections 5.8.1 and 5.8.2 as it would allow for greater flexibility and permit the applicant to provide bicycle parking in a manner that reflects the townhouse product and irregular site layout. Planning staff are also in support of this alternative rate as the Zoning By-law Amendment application was submitted and deemed complete prior to Council approving the new Comprehensive Zoning By-law in April 2023 where minimum long term bicycle parking regulations were introduced.

### Designed Electric Vehicle Parking Spaces

Planning staff are recommending specialized minimum rates for both electric vehicle and designed electric vehicle (i.e. EV-ready) parking spaces. First, Planning staff are recommending that a minimum 6.6% of all parking spaces be electric vehicle parking whereas the 2023 Comprehensive Zoning By-law requires a minimum rate of 20%. Second, Planning staff are recommending that all remaining parking spaces (93.4%) be

designed electric vehicle parking to accommodate the future conversion of all parking spaces to full electric. Both are reduced rates from the minimums required in the new 2023 Comprehensive Zoning By-law, requiring 20% of parking to be electric vehicle and the remaining 80% to be designed electric vehicle. Considering the application was submitted and deemed complete prior to the passing of the new Comprehensive Zoning By-law, Planning staff are supportive of these reduced rates for electric vehicle parking across the site.

### Severability Clause

The applicant has requested under both Zoning By-laws that a severability clause be imposed. The clause is to ensure the above regulations will continue to apply to the lands despite any future applications for consent (severance) or plan of condominium. Staff are in support of the clause.

### **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 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 Developer will contribute to the City meeting its goal to become a net zero community by 2050. The Developer has provided a statement as part of the submitted Planning Justification Report summarizing how their proposal addresses the CEI update (2019), and is included in Attachment-12.

### **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. There is a high correlation between the City's growth management policies and the ability to meet both growth management and affordable housing targets. Townhouse units, along with apartment units, represent the vast majority of residential units that are below the affordable benchmark price, as identified in the AHS.

The applicant has indicated that the proposed development is not intended to be affordable housing as defined in the Official plan. However, the development will provide a total of 150 residential units in the form of stacked townhouse units (not including the 8 proposed single detached dwellings), which may be considered more affordable than a traditional single detached dwelling while adding to the city's housing stock. Based on this proposed housing form, it is anticipated that this development will contribute to the achievement of the affordability housing targets set for the City.

## **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 confirmed that the development can be supported by full municipal services and that sufficient capacity is available. Comments from Engineering are included in Attachment-13.

### **Parking**

Parking for the proposed development is broken down as follows:

- 141 surface parking spaces for the stacked townhouse units
  - Of which 4 are barrier-free spaces
  - Of which 13 are visitor spaces
    - Of which 2 are additional barrier free accessible spaces
- 52 parking spaces for the stacked townhouse units with a garage
  - Of which 26 are garage spaces
  - Of which 26 are driveway spaces (including 5 spaces to double as visitor spaces)
- 8 spaces for the single detached dwelling units

Therefore, a total of 193 spaces for the stacked townhouse units (including a total of 15 visitor parking spaces) and 8 spaces for the single detached units are proposed. Site-specific parking regulations have been requested for the parking of this development and are discussed earlier in this report.

### **Requirements as per the 1995 Zoning By-law:**

For the 150 stacked townhouse units: 1 space per dwelling unit = 150 parking spaces plus 0.20 per unit for visitors (30 spaces).

For the 8 single detached units: 1 space per dwelling unit = 8 parking spaces

- Total required as per 1995 Zoning By-law = 180 (stacked townhouse), 8 (single detached)

### **Requirements as per 2023 Zoning By-law:**

For the 150 stacked townhouse units: 1 space per dwelling unit = 150 parking spaces, 0.20 spaces per unit for visitors (30 spaces)

For the 8 single detached units: 1 space per dwelling unit = 8 parking spaces

- Total required as per 2023 Zoning By-law = 180 (stacked townhouse), 8 (single detached)

The proposed 193 spaces for the stacked townhouse units and 8 spaces for the single detached units meet the required amount of overall parking from both Zoning By-laws. This assumes the private driveways for the townhouses with garages will also be counted towards parking. The proposed 15 spaces of visitor parking for the stacked townhouse units are deficient by 17 visitor parking spaces where a minimum of 30 is required in both Zoning By-laws. Site-specific regulations to both Zoning By-laws are being requested to permit a reduced visitor parking rate as described earlier in this report.

### **Park and Trail Development**

Payment in lieu of conveyance of parkland will be required for this development in accordance with Official Plan Policy 7.3.5.6 and Section 17.(c) of Bylaw (2019) 20366. Final payment in lieu of parkland conveyance will be collected in accordance with the rate that is in effect at the time of the issuance of the building permit.

## **Demolition**

A demolition application to demolish nine (9) single detached dwellings on the subject lands were received by the City on October 25, 2022, and approved on July 28, 2022.

The subject lands were also found to be regulated by the Private Tree Protection By-law (2010)-19058. After review of the submitted Tree Inventory and Preservation Plan, a tree permit was issued with conditions to remove a portion of the existing trees on site.

## **Comments Received on the Application**

Questions and issues raised by Council at the Public Meeting in response to the application that were not discussed in detail earlier in this analysis are summarized and responded to below. Members of City Council and the public spoke at the July 13, 2022 Statutory Public Meeting.

## **Stormwater Infiltration**

Concerns were raised at the public meeting regarding stormwater infiltration and the potential for flooding on the site.

Engineering and Environmental Planning staff have been working in consultation with the applicant to ensure nearly all stormwater can be managed directly on the subject lands. Staff had initially issued stormwater criteria that all water was to remain onsite and be controlled up to and including a 100-year storm event. The applicant's consultant engineer has demonstrated that the required criteria can be met, with two staff-supported exceptions relating to offsite infiltration. Firstly, when the adjacent development located at Lowes Road West and Gordon Street (Reign Development) was constructed, it included a small amount of drainage from the subject lands (catchment 204) as it was already draining to those lands. The current proposal continues that drainage pattern, and all the water will be captured and infiltrated on the adjacent Reign Development site as reviewed and previously approved. Secondly, the rear yards of the two townhouse blocks at the south end of the development (catchment 211) will flow overland to the adjacent City owned depression area to the south of the subject lands which currently has an existing infiltration gallery. The drainage from the backyards of the townhomes is considered clean and therefore will not require any quality control before infiltration.

Engineering staff have concluded the stormwater criteria may be satisfied with the addition of offsite infiltration. Engineering staff support approval of the proposed amendment to facilitate the development, with conditions to be imposed through site plan approval.

## **Proposal Compatibility with Existing Neighbourhood**

Staff are satisfied that the proposed development is compatible with nearby existing built form and land uses. The proposal facilitates the intensification of the site while meeting the intent of the Urban Design policies within the Official Plan. The proposal integrates with the existing infrastructure and transportation network.

The stacked townhouses along Gordon Street and Lowes Road are positioned to reinforce the public streetscape by orienting entrances towards the street, and parking spaces to the rear, internal to the site. The setbacks for the townhouses are similar to ones of nearby residential development. A continuous street wall is created by the stacked townhouse block along Gordon Street and contributes to the planned urban design outlined in the Gordon Street Intensification Corridor urban design concept plans. At 3.5 storeys tall, the stacked townhouses provide an appropriate transition between the adjacent 6-storey apartment north of the site and the 1-2 single detached dwellings towards Dawn Avenue in a corridor designated for intensification.

The proposed single detached dwellings similarly have front yard setbacks consistent with neighbouring development and provide landscaping opportunities along Dawn Avenue to contribute to an attractive pedestrian experience along the existing sidewalk. At 2-storeys in height, the single detached dwellings are consistent with the adjacent 1 to 2-storey single detached dwellings.

The proposed development has been designed to locate parking internal to the site and screen parking from public view through the placement of the buildings. The surface parking is distributed evenly across the subject lands to avoid large surface parking areas. Opportunities for landscaping and fencing have been incorporated across the site to minimize any impacts on adjacent properties.

A minimal amount of traffic is expected to be created from this development onto local interior roads. The submitted TIS Addendum indicates that approximately 90% of traffic will be distributed towards Gordon Street via Lowes Road West heading North and Southward. This proportion of traffic is not expected to utilize Dawn Avenue and Clairfields Drive West to access Gordon Street.