

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 that "Efficient development patterns 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 includes a mix of 1, 2, 3, and 4-bedroom units within the proposed apartment buildings in addition to the on-street townhouse units to provide a mix of residential types.

Policy 1.1.1. d) speaks to avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas. The proposed development aims to intensify residential uses on lands within the City's delineated built-up area. This area has been designated to accommodate growth and intensification, including residential uses.

Policy 1.1.1. e) speaks to achieving cost-effective land development patterns through promoting of transit supportive development, intensification, and infrastructure planning. The development is an intensification over the previous residential built form, and at an increased density will help support the use of nearby public transit services.

Policy 1.1.1 g) speaks to ensuring that the necessary infrastructure and public service facilities are or will be available to meet current and projected needs. The proposed development utilizes existing infrastructure, close to existing commercial and community services.

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 is a redevelopment that will intensify the existing uses on the site by introducing higher-density housing options. Apartment and townhouse units are being proposed where single detached dwellings formerly existed.

Policy Section 1.4 outlines the policies pertaining to housing and speaks to providing for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area. The proposed development includes a mix of 1, 2, 3, and 4-bedroom units within the proposed apartment buildings in addition to the on-street townhouse units. The proposal will add to and diversify the housing options within the built-up area.

Policy 1.6.7.4 promotes land use patterns that support current and future use of transit and active transportation. The proposed development is in proximity to public transit services along Gordon Street and can be accessed through existing active transit infrastructure.

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 Provincial Policy Statement.

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) is issued under the Places to Grow Act and 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 Growth Plan builds on other provincial initiatives and policies and provides a framework to manage and guide decisions on growth through building compact, vibrant and complete communities.

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.
- b) 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 2.2.1.4 of the Plan further supports the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - ii. public service facilities, co-located and integrated in community hubs;

- iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
 - iv. healthy, local, and affordable food options, including through urban agriculture;
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;
 - f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability;

Policy 2.2.6.1 of the Plan directs that providing a range and mix of housing options should be supported, where,

Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

- a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
 - i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents.

The proposed development is within the built-up area of the City, and in a location with access to existing public and active transit infrastructure. The proposed residential use includes a mix of unit sizes ranging from 1 to 4-bedroom units, adding to the City's housing stock and diversifying the housing options available. The proposal aims to redevelop the existing single detached dwellings into apartment and on-street townhouse buildings, which will facilitate the compact development of the subject lands. The proposed development is in conformity with and supported by the policies found within the Growth Plan.

City of Guelph Official Plan Conformity

The subject lands are designated as "Medium Density Residential" on Schedule 2 of the Official Plan. The subject lands are also identified to be within the Intensification Corridor along Gordon Street.

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 height of 6 storeys, with a net density between 35 to 100 units per hectare. The proposed apartments and stacked townhouses are permitted uses within this designation. At a height of 6-storeys and 3-storeys for the apartment buildings and townhouse blocks, respectively, the proposal conforms with the height requirements within this designation.

Policy 3.10.2 of the Official Plan directs that such corridors should achieve increased residential densities to support existing and planned transit service levels. The Official Plan amendment is part of the application to increase the maximum density from 100 units to per hectare in the Medium Density Residential land use designation to 155 units per hectare for the apartment parcel.

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 for the "Medium Density" residential land use designation;
- 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.

Review of Proposed Official Plan Amendment

The purpose of Official Plan Amendment No. 96 is to amend Section 9.3.4 of the Official Plan, by adding a new site-specific policy for the subject lands to permit an apartment development with a maximum net density of 155 units per hectare. A future consent application will sever the apartment parcel from the on-street townhouse parcel, resulting in the apartment block having a net density of 155 units per hectare and the on-street townhouse block having a net density of 64 units per hectare. The site-specific Official Plan policy is only required for the increased density on the apartment parcel.

The Growth Plan for the Greater Golden Horseshoe describes that Strategic Growth Areas are areas identified by a municipality to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. This includes lands along major roads, arterials, or other areas with planned or existing frequent transit service. Section 1.2.1 of the Growth Plan likewise states that intensification and higher densities should be prioritized within strategic growth areas to make efficient use of land and infrastructure and support transit viability.

The subject lands are located within a Strategic Growth Area as shown in Schedule 1a: Urban Structure of the Official Plan. Strategic Growth Areas, other than Downtown, are classified as community mixed-use nodes or intensification corridors. Gordon Street, which the lands front onto, are also identified as an arterial road as shown on Schedule 5: Road and Rail Network of the Official Plan. As per Official Plan Policy 3.10, Intensification Corridors have been identified by the City to accommodate increased residential densities and likewise facilitate the use of public transportation. The subject lands are therefore located in an area designated for increased residential density as supported by the Growth Plan and Official Plan.

An increase of 55 units per hectare over the permitted maximum density of 100 units per hectare for the proposed apartment parcel can be supported by existing services, however, it is noted that long term this increase may have an impact on the long-term water supply of the City to 2051. The massing and location of the apartment and townhouses have been oriented to be compatible with the existing built form of the neighbourhood. The proposed amendment intensifies lands within an area designated for growth and intensification, and is in conformity with the Official Plan, Growth Plan, and Provincial Policy Statement.

Official Plan policy 1.3.14 outlines criteria to consider when reviewing an application to amend the Official Plan. The criteria and an analysis of how the proposal conforms to the criteria is outlined 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 Official Plan in Policy 2.3, by facilitating development that contributes to a complete and healthy

community, protects what is valuable, will be developed on full municipal services, and proposes a built form that is compact and transit supportive

- 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 Horsehoe 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, in an intensification corridor.

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

The proposed apartments and townhouses are compatible with adjacent residential land uses.

- 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 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 46% of all new residential development must be within the delineated 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 designated as Medium Density Residential and are intended to be developed with apartments and townhouses.

- 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.

A review of the applications 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, community benefit 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.

The proposed Official Plan Amendment meets the criteria outlined in Policy 1.3.14 of the Official Plan.

Urban Design

To achieve a complete community, the Official Plan contains policies regarding urban design that apply to all development. The Zoning By-law is to be used to implement the urban design policies of the Official Plan and include regulations to promote compatibility in built form.

In April 2018, Council approved Built Form Standards for Mid-rise Buildings and Townhouses. These built form standards provide direction and criteria for the design of mid-rise buildings and townhouses. Guidance is provided for building height, massing, landscaping and open space, amenity space, parking and access. The standards ensure that the design of mid-rise developments and intensification proposals are appropriate for the City based on existing context and contemporary urban design practices.

To provide a detailed analysis of how the proposed development is consistent with and meets the City's urban design policies, the applicant submitted an Urban Design Brief and subsequent addenda.

The proposed apartment development meets the following Official Plan policies outlined in Section 8.8 – Built Form Mid-rise Buildings:

- Mid-rise buildings shall be designed to frame the street they are fronting while allowing access to sunlight to adjacent properties.

The proposed 6-storey apartment buildings frame Gordon Street.

- Mid-rise buildings shall be designed to ensure that servicing and automobile parking are appropriately located and screened. Generally, this means that parking is provided underground or at the rear or side of the building.

The majority of parking is provided underground and to the rear of the apartment buildings.

- Pedestrian access shall be provided to the principal entrance from the public realm.

Pedestrian connections are provided to Gordon Street.

- Where buildings front onto a public street and are greater than 30 metres in length, building entrances should be located at regular intervals.

The primary building entrance and private entrances into each two-storey apartment unit are provided from Gordon Street.

- Where buildings are taller than four storeys, building length may be restricted through the Zoning By-law to reduce impacts such as shadowing.

The Zoning By-law permits a maximum building length of 75 metres. Each apartment building is 67 metres in length.

The City of Guelph has developed concept plans for the Gordon Street Intensification Corridor. The concept plans are intended to illustrate a cohesive vision for the intensification of Gordon Street through sample redevelopment concepts. The subject lands are within Demonstration Site 4, which directs massing to Gordon Street with townhouses along Landsdown Drive, has vehicular access from Landsdown Drive and

includes internal parking that is screened from both streets. The proposed development is in keeping with the concept plan for Site 4 and implements the urban design principles of the Urban Design Concept Plans for the Gordon Street Intensification Corridor.

Planning and Urban Design staff have reviewed the proposed development and are supportive of the approach to the overall design of the site.

Residential Development Policies

Policy 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.

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

The proposed apartments and townhouses are permitted uses in the Medium Density Residential designation and conform to the minimum and maximum height provisions. An Official Plan Amendment to establish a site-specific policy to permit an increase in density to 155 units per hectare for the apartment parcel is requested to facilitate the proposed development.

The proposed residential use is compatible with the surrounding residential uses and the built form has been designed to be compatible with the neighbourhood. The three-storey townhouses have been oriented along Landsdown Drive to transition from the adjacent homes to the 3-storey apartments located along Gordon Street, an Intensification Corridor. The townhouses and first floor apartments have individual unit access onto both street frontages, creating street interest and connectivity to the surrounding community and reinforcing a publicly accessible street grid network for active transportation.

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

This is not applicable as lot infill is not proposed.

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

The subject lands are in close proximity to public transit, trails, schools, and recreation facilities and are accessible to each through active and public transit. As confirmed by a Traffic Impact Study, vehicular traffic generated by the proposed development is not expected to negatively impact adjacent roads or intersections. Access is provided from Landsdown Drive, eliminating the existing six driveways that front onto Gordon Street. Parking for the townhouses is provided in individual garages and within private driveways, while the apartments are serviced by underground parking accessed from the interior of the subject lands and a surface parking lot. With parking provided underground and in private garages, the visual impact of parking is reduced. The parking provided meets or exceeds the required parking in the Zoning By-law and is not anticipated to have an impact on surrounding streets.

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

The applicant submitted a Traffic Impact Study and Addendum prepared by Paradigm Transportation Solutions Limited in support of the applications. Vehicular traffic

generated from the proposed development can be accommodated and will have minimal impact on Gordon Street traffic movements.

- e) Vehicular access, parking and circulation can be adequately provided, and impacts mitigated.

Two vehicular accesses are proposed to the apartment parcel and each on-street townhouse has an individual garage and driveway on to Landsdown Drive. The majority of parking spaces for the apartment parcel are provided underground and therefore visual impacts of a large parking lot is reduced. The parking provided meets or exceeds the required parking in the Zoning By-law.

- f) That adequate municipal infrastructure, services and amenity areas for residents can be provided.

Engineering staff have confirmed that there is adequate servicing capacity available to service the proposed development.

- g) Surface parking and driveways shall be minimized.

Surface parking areas are reduced by providing underground parking for the apartment parcel and garages for the on-street townhouses.

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

As confirmed through the Stormwater Management and Functional Servicing Report, the proposed development can be adequately serviced by existing municipal infrastructure. Impacts on adjacent properties are minimized through a grading plan that matches grade at the property lines and a stormwater management plan that matches pre- and post-development flows. A Sun and Shadow Study and Pedestrian Level Wind Study were prepared to assess impacts of the proposed development on the neighbourhood with regard to shadows and wind. Both studies conclude that impacts to adjacent properties are negligible.

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

Public safety is addressed by providing additional "eyes on the street" through a design that has windows facing both street frontages and the interior of the site, as well as through pedestrian connections through the site.

The subject lands are located within proximity to parks and trails. There are no identified public views that will be impacted or obstructed by the buildings.

- j) 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.

As confirmed by the Stage 1-2 Archaeological Assessment, there are no identified cultural heritage resources on the subject lands or within the immediate vicinity.

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

Review of Proposed Zoning

While uses permitted within the RM.5 and RM.6 Zones are in effect, certain regulations associated with the RM.5 and RM.6 Zones remain under appeal and are not yet in effect. To address this, the amending By-law will include all regulations for these Zones of Zoning By-law (2023)-20790, as amended, that are under appeal, to bring site-specific zoning

into force in a manner consistent with the intent of Zoning By-law (2023)-20790, as amended.

Holding Provision

The zoning for the subject lands in the Comprehensive Zoning By-law has a Holding Symbol (H12) related to confirmation of municipal services. Section 17.1.12(d) of the 2023 Zoning By-law indicates that should a municipal services review demonstrate that all necessary municipal services required for the proposed construction of a new building or residential development are adequate and available, the 'H' may be lifted. Through the review of the application and supported servicing studies, engineering staff have confirmed that full municipal services are adequate and available for the proposed development. Considering this, the holding symbol can be removed through this Zoning By-law Amendment application.

The following specialized zoning regulations are requested for the "Site-specific Medium Density Residential 5 with a Parking Adjustment Suffix" (RM.5-xx(PA)) Zone (on-street townhouses):

Minimum Lot Area

A minimum lot area for the on-street townhouse units of 145 square metres is requested where the Zoning By-law requires a minimum of 180 square metres per dwelling unit. The reduced minimum lot area will facilitate compact redevelopment of the lands to provide additional dwelling units than would otherwise be available. The reduced lot area yields a density of approximately 64 units per hectare, which is still in conformity with the Official Plan's Medium Density Residential land use designation for the subject lands at 35 to 100 units per hectare. To provide increased housing opportunities as permitted in the Official Plan, staff are in support of this regulation.

Minimum Rear Yard

The applicant has requested a minimum rear yard of 6.28 metres, whereas a minimum rear yard of 7.5 metres is required. The proposed rear yard still permits residents to enjoy an outdoor amenity space that is adequately distanced from the apartment buildings. Staff are in support of this regulation.

Maximum Width of Attached Garage

An increased maximum width of an attached garage is required from 50% to 56%. The intent of the Zoning By-law in regulating maximum garage widths is to ensure garages do not dominate the streetscape. In this case, the increase is negligible and has no adverse impact on the streetscape. Staff are in support of this regulation.

The following specialized zoning regulations are requested for the "Site-specific Medium Density Residential 6 with a Parking Adjustment Suffix" (RM.6-xx(PA)) Zone (apartments):

Gordon Street as Front Lot Line

The applicant has requested that Gordon Street be recognized as the front lot line for zoning purposes under the Zoning By-law. This is to ensure that the zoning provisions related to frontage and setbacks are satisfied, as the applicant has indicated intentions to divide the subject lands into two separate parcels - one for the townhouses, and another for the apartments. Staff are in support of this regulation.

Maximum Density

A maximum density of 155 units per hectare has been requested, whereas 100 units per hectare is permitted. The request is being made in combination with the proposed Official

Plan amendment detailed earlier in this report to permit an increase in density for the Medium Density Residential land use designation.

The subject lands have been identified to be within the City's Strategic Growth Area, which is intended to accommodate increased density to achieve housing targets and encourage public and active transportation. The proposed redevelopment of the subject lands will increase the number of dwelling units available in a compact land use form over the existing six single detached dwellings currently on site. Despite the increase in density, the proposed height conforms to the Medium Density Residential Designation to provide an appropriate transition to the surrounding neighbourhood. The redevelopment can be serviced with existing municipal water and wastewater infrastructure; however, long term the increased in density may cause constraints in the system as we approach 2051. Staff are in support of this regulation to promote increased density in an area designated for growth and to help achieve the City's housing targets.

Angular Plane

An angular plane of 48 degrees is requested, whereas a maximum angular plane of 45 degrees is permitted. The intent of a maximum angular plane is to ensure a development is scaled appropriately with the surrounding neighbourhood, by controlling the maximum bulk and building height through an inclined plane drawn at an angle from the centre line of the street. A difference of 3 degrees is minor and accommodates the proposed building height of 6 storeys, which is permitted within the Medium Density Residential land use designation in the Official Plan. Staff are in support of this regulation.

Minimum Common Amenity Area

A reduction in common amenity area is requested. The applicant proposes to provide 2,000 square metres of common amenity area whereas 2,440 square metres is required.

The minimum amount of common amenity area needed is calculated based on the number of dwelling units proposed, in this case 122 apartment dwelling units. Staff are recommending that the common amenity area per dwelling unit be reduced from 20 square metres per dwelling unit to 16 square metres per dwelling unit rather than having a minimum total for the site to be consistent with the intent of the Zoning By-law in requiring a per dwelling unit rate.

The applicant is proposing one storey of underground parking to accommodate more outdoor amenity space. This is in addition to indoor amenity areas interior to the buildings. The proposed reduction in common amenity area does not impede the ability for the site to provide outdoor shared recreational spaces. The proposed reduction facilitates the compact development of the subject lands. Staff are in support of this regulation.

Buffer Strip

The applicant has requested a reduced buffer strip from 3 metres to 2.5 metres around the surface parking area of the apartment blocks. Staff have recommended that buffer strips be allowed to be included within common amenity areas and not required adjacent to the interior lot line to recognize the future severance of the townhouse parcel.

Buffer strips are intended to act as a transition between land uses and provide space to create visual barriers between two lots and allows space for landscaping. Section 8.17.5 of the Official Plan outlines that vegetation, in combination with other strategies, such as fencing may be used to achieve this in a buffer strip. The applicant is proposing both vegetation and fencing along the buffer strip, in conformity with the Official Plan. A reduction of 0.5 metres from what is required does, with an increased focus on vegetation will not impede the ability to provide fencing or vegetation. Additionally the end units of

townhouses have a 1.5 metre setback which acts as a transition and buffer to the interior side lot line of the apartment parcel. Staff are in support of this regulation.

Rooftop Mechanicals

The Zoning By-law requires a 1.5 metre minimum setback from building edge for enclosed mechanical units. The applicant is proposing a 0-metre setback from the edge of the rear of the building facing the parking lot. This is for one area only. Staff are in support of this request.

Structured Parking Depth Between Grade and Structure

The applicant is proposing underground parking, and some areas of the underground parking structure are below required landscaping. The Zoning By-law requires a minimum depth of 1.2 metres between grade and the parking structure to ensure sufficient soil volumes for vegetation growth and survival. Some areas are proposed at less than 1.2 metres and staff are recommending this regulation not apply. The underground parking structure is directly under the two buildings and does not span the entire apartment parcel. Staff are satisfied that appropriate landscaping and tree growth can still be achieved. Staff support this regulation.

Short Term Bicycle Parking Space Location

The applicant is proposing to meet the minimum short term bicycle parking requirement of 13 spaces. The Zoning By-law requires that short term bicycle parking spaces be located no more than 25 metres from the primary pedestrian entrance. Staff are recommending that this regulation be exempted. Both buildings have primary entrances at the front (Gordon Street) and another entrance at the back of the buildings. The short-term bicycle parking spaces are located at the back of the building, beside the entrances at the back and therefore will be more than 25 metres away from the main entrances at the front, however, will be directly beside an entrance. Staff are in support of this regulation.

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 section summarizing how their proposal addresses the CEI update (2019) as part of the submitted Planning Justification Report, and it 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, 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, along with townhouse 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 142 residential units comprised of 122 apartment units (33 – 1 bedroom units, 55 – 2 bedroom units, 25 – 3 bedroom units and 9 – 4 bedroom units) and 20 on-street townhouse units, 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.

Transportation

The applicant submitted a Traffic Impact Study (TIS) and Addendum prepared by Paradigm Transportation Solutions Limited in support of the applications. The scope of the TIS was approved by Transportation staff and included an assessment of the current traffic and site conditions within the study area, estimates of background traffic growth for development completion, five-year horizon and 10-year horizon, estimates of additional traffic generated by the development and an analysis of the impact of the future traffic on the surrounding road network.

The study concluded that vehicular traffic generated from the proposed development can be accommodated and will have minimal impact on Gordon Street traffic movements.

Transportation staff have reviewed the TIS and Addendum and agree with the study findings.

Comments from Transportation Services are included in Attachment-13.

Parking

Parking for the proposed development is broken down as follows:

On-street Townhouses

Provided: 20 parking spaces within attached garages and 20 parking spaces on driveways

Required as per Table 5.3 – 1 space per dwelling unit (20 parking spaces required)

Apartments

Provided: 38 surface parking spaces plus 126 underground parking spaces = 164 parking spaces

Required as per Table 5.3 – Lots identified with parking adjustment (PA) suffix

Minimum permitted: For the first 20 dwelling units: 1.5 spaces per dwelling unit, and for each dwelling unit in excess of 20: 1.25 spaces per dwelling unit. A minimum of 20% of the required parking spaces shall be for the use of visitors.

Maximum permitted: 1.5 spaces per dwelling unit plus, 0.25 visitor spaces per dwelling unit.

Total required per apartment building (61 units in each building): 20 x 1.5 spaces per dwelling unit = 30 plus 41 x 1.25 spaces per dwelling unit = 52 (82 parking spaces required per apartment building)

Total required for both apartment buildings: 164

The proposed development meets the parking requirements of the Zoning By-law. Electric vehicle parking and bicycle parking are also proposed in compliance with the Zoning By-law.

Park and Trail Development

Park and Trail Development staff recommend that payment in lieu of conveyance of parkland be required for the development. Based on a review of the submitted materials Park and Trail development staff provide the following direction:

Payment in lieu of parkland conveyance will be required for this development in accordance with the Planning Act s.42, City of Guelph Official Plan Policy 7.3.5.6 and the City of Guelph Parkland Dedication By-law (2022) 20717 or any successor thereof.

In accordance with the Planning Act s.42 the rate of payment in lieu of parkland conveyance will be the greater of 5% of the equivalent of Market Value of the land, or 1 hectare per 1000 dwelling units; up to a maximum of 10% of the equivalent market value of the land (for sites under 5 ha).

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 10% of the land.

The amount of cash in lieu of parkland dedication will depend on the details of the approved development, parkland dedication rate in effect at the time of the issuance of the first building permit and the estimated market value of the land a day before issuance of the first building permit.

Comments Received on the Applications

Land use planning questions and issues raised by Council and the public at the public meeting included comments on density, traffic, parking and neighbourhood compatibility. These have been addressed in detail earlier in the planning analysis.