

Attachment-8 Staff Review and Planning Analysis

Provincial Planning Statement, 2024

The Provincial Planning Statement (PPS), 2024, came into effect on October 20, 2024. The PPS provides direction on matters of provincial interest related to land use planning and development and replaced both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 with a focus on housing-supportive policies. All decisions on planning applications shall be consistent with the PPS.

Section 2.1 "Planning for People and Homes" requires municipalities to plan for population and employment growth based on projections forecast by the Province.

Policy 2.1.4 requires the City to maintain land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned.

Policy 2.1.6 requires planning authorities to support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, and other uses to meet long-term needs.

The proposed development represents an efficient use of serviced land and would increase housing options in an established neighbourhood with close access to transit options and amenities.

Section 2.2 "Housing" requires municipalities to provide for an appropriate range and mix of housing options and densities to meet the projected needs of current and future residents. This is to be achieved by establishing and implementing minimum targets for affordable housing and permitting and facilitating a wide variety of housing options, including residential intensification of underutilized commercial and institutional sites for residential use [Policy 2.2.1 b)].

Section 2.3.1 provides General Policies for Settlement Areas, and notes that settlement areas should be the focus of growth and development.

Policy 2.3.1.2 specifies that land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) Efficiently use land and resources;
- b) Optimize existing and planned infrastructure and public service facilities;
- c) Support active transportation;
- d) Are transit-supportive, as appropriate; and
- e) Are freight-supportive

As indicated by the applicant, the proposed development will utilize existing municipal services and benefit from nearby community amenities. The proposed density represents an efficient use of the land in an existing established neighbourhood. The proposal is adjacent to an existing bus route, sidewalks, and bike lanes. Long term and short-term bicycle parking is provided to further encourage active transportation.

It is the professional opinion of staff that this application is consistent with the policies found in the Provincial Planning Statement (2024).

City of Guelph Official Plan Conformity

The subject lands are currently designated as “Neighbourhood Commercial Centre” on Schedule 2 of the Official Plan. The subject lands are within the built-up area and Settlement Area Boundary on Schedule 1a of the Official Plan.

Section 2.3 outlines the strategic goals of the City’s Official Plan. The strategic goals are focused on ecological, social, cultural, and economic sustainability in decision making. Of particular relevance to this application are the following goals:

- Ensure an appropriate range and mix of employment opportunities, local services, community infrastructure, housing including affordable housing and other land uses are provided to meet current and projected needs to the year 2031 [2.3.1 (b)].
- Direct development to those areas where full municipal services and related infrastructure are existing or can be made available, while considering existing land uses, natural heritage systems, development constraints, fiscal sustainability, development costs and related factors [2.3.4 (b)].

Section 3.4 outlines policies for development within the Delineated Built-up Area and General Intensification. The proposed application contributes to the City’s ability to meet these policies, including:

- A minimum of 46 per cent of all residential development occurring annually will be within the delineated built-up area [3.4.1].
- Development within the delineated built-up area will be encouraged to generally achieve higher densities than the surrounding areas while achieving an appropriate transition of built form to adjacent properties [3.4.6].

Neighbourhood Commercial Centre Policies

The subject lands are currently designated as “Neighbourhood Commercial Centre.” The objectives of the Neighbourhood Commercial Centre designation is to provide for local convenience and neighbourhood commercial uses within a convenient walking distance of residential areas.

Residential uses are permitted within these lands but must include commercial uses on the main floor of buildings. Policy 9.4.5.11 requires that a commercial function study be prepared in accordance with the policies set out in section 9.4.2 in support of any application that proposes a floor space index of 0.15 or lower for commercial spaces. Tate Research has prepared a Commercial Function Study in support of the application, as the application proposes no commercial space and redesignation to medium density residential.

The Commercial Function Study found that elimination of commercial space on the subject lands is appropriate. The surrounding area is already well served by existing commercial uses within walking distance of residential areas. A peer review of the Commercial Function Study was conducted by Watson and Associates Economists Ltd that found that the study was conducted in accordance with Section 9.4.2 of the Official Plan.

Medium Density Residential Policies

The subject lands are proposed to be redesignated to Medium Density Residential. Section 9.3.3 of the Official Plan contains policies that apply to the Medium Density Residential designation. The medium density residential designation permits apartment buildings at a height of up to 6 storeys and permits a maximum net density of 100 units per hectare.

In addition to the medium-density residential policies, Section 9.3.1.1 of the Official Plan contains criteria to assess development proposals for intensification proposals within existing residential neighbourhoods.

1. Building form, scale, height, setbacks, massing, appearance, and siting are compatible in design, character, and orientation with buildings in the immediate vicinity.

The development proposes a 6-storey apartment building fronting onto Elmira Road North and Willow Road with 124 dwelling units.

As defined in the Official Plan, "Compatible" development does not mean identical or even necessarily similar to the existing development in the immediate vicinity. "Compatible" development should fit into the neighbourhood without having a significant impact on the neighbouring properties that would impact their ability to use their property.

The proposed height and setbacks to adjacent low density residential uses are consistent with the current Neighbourhood Commercial Centre designation for the property which permits a maximum height of 6 storeys. The submitted urban design brief confirms minimal adverse shadow impacts on the adjacent low density residential properties. Impacts on the neighbouring properties is mitigated by the proposed buildings orientation towards Elmira Road North and Willow Road, and away from the interior side lot lines.

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

The subject lands are considerably larger than most of the surrounding properties. No changes are proposed to the lot, which was created through a previous plan of subdivision.

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

A variety of amenities and services are located within 800 metres (a 10-minute walk) of the subject lands. These include:

- Earl Brimblecombe, Mitchell, and Dunhill Place Parks
- Mitchel Woods Public School
- The West End Community Centre
- Existing Commercial uses, including two grocery stores
- Yet to be developed Service Commercial and Commercial Mixed Use lands
- Bus stops for Route 17 less than 100 metres away

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

A Transportation Impact Brief was prepared in support of the application by C.F. Crozier and Associates. The proposed development is expected to generate 44 two-way trips during the weekday a.m. peak hour, and 49 two-way trips during the weekday p.m. peak hour.

Engineering and Transportation Services staff have reviewed the application and are satisfied with the findings of the submitted Transportation Impact Brief.

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

The proposed vehicular access is off Willow Road at the eastern end of the property as requested by City engineering staff to ensure adequate separation between the access and the intersection of Elmira Road North and Willow Road. 142 vehicle parking spaces are proposed for 124 dwelling units. This represents a parking ratio of 1.145 parking spaces per dwelling unit.

As noted in the submitted Traffic Impact Brief, the proposed rate is roughly in line with parking requirements for mixed use buildings in Neighbourhood Commercial Centre lands, which require 1 parking space per dwelling unit plus 0.15 visitor spaces per dwelling unit. This is also roughly in line with the parking rate proposed in the Guelph Parking Standards Review study prepared by IBI Group on behalf of the City in 2019. The findings of that study recommended 1 parking space per dwelling unit plus 0.15 visitor spaces per dwelling unit for developments outside of Mixed-Use Areas / Corridors.

A bicycle storage room is also proposed, with 126 long-term bicycle parking stalls indoors and 13 short term bicycle parking stalls proposed outdoors.

The proposed vehicle and bicycle parking rates and the layouts are consistent with other parking studies that have been completed for similar developments.

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

Engineering staff have reviewed the application and are generally satisfied that there are sufficient existing water, wastewater, and stormwater facilities to service the proposed development. Additional detailed review will take place during Site Plan Review to ensure that adequate services are available prior to construction taking place.

Detailed comments from Engineering staff are provided in Attachment-9.

7. Surface parking and driveways shall be minimized.

The parking area is screened from street view by the proposed building. This is acceptable to planning staff provided that concerns raised by engineering staff related to the submitted Stormwater Management Report can be properly addressed.

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

The proposed development does not alter the existing street grid network. Vehicular traffic access the site from Willow Road along the eastern end of the property. This will allow for sufficient vehicular access to the site without interfering with the function of existing roadways or the intersection at Willow Road and Elmira Road North. Pedestrian access is available from Elmira Road North or Willow Road, with the main entrance being located at the intersection of the two streets.

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

Engineering staff have reviewed the proposed conceptual grading and have found that the design appears to demonstrate that the site can be graded as per Design Engineering manual requirements. A more detailed review will take place before Site Plan Approval is granted.

Detailed comments from Engineering staff are provided in Attachment-9.

The submitted Shadow analysis demonstrates that there will be minimal impact neighbouring properties throughout most of the year. The submitted Pedestrian Wind

Letter of Opinion finds that the proposed development finds that no additional wind mitigation measures are anticipated to be necessary for pedestrian comfort and safety.

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

No significant impact on public safety, identified public views and accessibility to open space, parks, trails and the Natural Heritage System was identified during staff's review.

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

The development does not contain any known cultural heritage resources and will not impact any identified key public views.

The proposed development satisfies the criteria outlined in Official Plan Policy 9.3.1.1 and the Medium Density Residential land use policies with the exception of the proposed maximum net density of 130 units per hectare. This will be examined below.

Review of Proposed Official Plan Amendment

The purpose of Official Plan Amendment No. 108 is to amend the Official Plan by changing the land use designation of the subject lands from Neighbourhood Commercial Centre to Medium Density Residential and adding a site-specific policy to Section 9.3.3.3 to permit a maximum net density of 130 units per hectare.

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.
- ii) The proposed development is consistent with applicable provincial legislation, plans and policy statements.
- iii) Suitability of the site or area for the proposed use, particularly in relation to other sites or areas of the city.
- iv) Compatibility of the proposed use with adjacent land use designations.
- v) The need for the proposed use, in light of projected population and employment targets.
- vi) The market feasibility of the proposed use, where appropriate.
- vii) The extent to which the existing areas of the city designated for the proposed use are developed or are available for development.
- 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.
- ix) The financial implications of the proposed development.

The proposed development adheres to the strategic direction of the Official Plan outlined in section 2.3, as well as the PPS by intensifying an underutilized commercial site that is connected to existing municipal services and is within close proximity of existing commercial uses and community amenities. The proposal contributes to the creation of a complete community by adding additional housing options to an existing neighbourhood in an efficient and sustainable manor.

The additional density requested is accommodated within a mid-rise built form oriented towards Elmira Road North and Willow Road to minimize the impact on adjacent low density residential uses. The proposed development conforms with the height and setback requirements to adjacent low-density residential of both the existing Neighbourhood Commercial Centre designation and the proposed Medium Density Residential designation. The submitted shadow analysis and pedestrian wind letter of opinion confirms that impacts on neighbouring properties will be minimal. Engineering staff have reviewed the submitted transportation impact brief and have no concerns with the anticipated traffic generation from the proposed development, or the proposed access fronting onto Willow Road.

For these reasons, staff agree that the Medium Density Residential designation with the proposed density of 130 units per hectare is appropriate for the subject lands.

Planning staff are supportive of the proposed Official Plan Amendment.

Review of Proposed Zoning

The purpose of the Zoning By-law Amendment is to change the zoning of the subject lands from the current "Neighbourhood Commercial Centre" (NCC) to the proposed "Specialized Medium Density Residential" (RM.6-30) zone. Several site specific provisions are requested. The proposed provisions are summarized in Table 1 and reviewed below.

Table 1: Proposed site-specific zoning provisions

Item	Section	Regulation	Required	Proposed
1.	Table 6.28	Maximum net density	100 Units per Hectare	130 Units per Hectare
2.	Table 6.29 A	Minimum front yard setback: 6 metres	6 metres	4.3 metres
3.	Section 4.14.4	Maximum angular plane from the centre line of the street	45 degrees	46 degrees
4.	Table 6.31 A	Maximum angular plane from lot line adjacent to low density residential	45 degrees	49 degrees
5.	Table 6.30 C	Maximum Building Length	75 metres	79.9 metres
6.	Table 6.30	Minimum number of active entrances when a building is within 15 metres of a street line	1 active entrance per 30 metres of street line	1 along Elmira Road (45.8 metres of street line abutting the building)

7.	Section 3 – Active Entrance definition	Definition: Active Entrance means a door that is designed to be the principal entrance or one of the principal entrances facing a street, public or public square and excludes emergency egress doors, garage doors, sliding patio doors, service doors, loading doors, and doors giving access to storage areas.	As defined	To permit sliding patio doors for individual units as an active entrance.
8.	Table 6.30	Minimum Common Amenity space per dwelling unit	20 square metres	8.06 square metres of common amenity area 7 square metres of private amenity area (balcony / patio)
9.	Table 6.29	Minimum landscaped open space	40% of lot area	35% of lot area
10.	Table 5.3 Row 2	Minimum of street parking requirement for 124 units	160 parking spaces	142 parking spaces
11.	Table 5.3 Row 2	Minimum visitor parking	20% of the required parking spaces	7% of the required parking spaces (10)
12.	Section 5.2.2 c)	Maximum amount of surface parking permitted	75% of parking provided	100% of parking provided
13.	Section 5.2.2 b)	Minimum setback of a parking area to any building wall	3 metres	2.5 metres
14.	Section 5.9 b)	Minimum number of designed electric vehicle spaces	80% of the total required parking spaces	79% of the total required parking spaces

1. Density

Table 6.28 of the Zoning By-law requires a minimum density of 35 units per hectare and a maximum density of 100 units per hectare. To accommodate the proposed development the applicant has requested an increased maximum density of 130 units per hectare. Given the size of the site, the maximum density of 100 units per hectare represents a maximum of 97 dwelling units, while the proposed maximum density of 130 units per hectare would allow for a maximum of 126 dwelling units.

As discussed above, the proposed development conforms to the policy direction of the PPS and the Official Plan regarding intensification and providing housing options. Staff are supportive of the proposed increase in density of 30 per cent.

2. Front Yard Setback

Table 6.29 A of the Zoning By-law requires a minimum front yard setback of 6 metres to the front lot line for apartment buildings in the RM.6 Zone. The minimum required front yard setback for a building in the current Neighbourhood Commercial Centre NCC zone is 3 metres.

The proposed front yard setback of 4.3 metres to the front yard lot line abutting Elmira Road North will allow the building to frame the street and encourage a more vibrant streetscape. The proposed reduction would have little impact on the existing dwellings across Elmira Road considering the roughly 11 metre boulevard between the front lot line and the edge of the roadway. Staff are supportive of the proposed front yard setback of 4.3 metres.

3. Angular Plane from Street

Section 4.14.4 of the Zoning By-law permits a maximum angular plane of 45 degrees from the centre line of adjacent streets. The proposed development requests a maximum angular plane of 46 degrees from the centre line of Willow Road.

The intent of angular plane regulations is to minimize shadowing and overlook impacts on neighbouring properties and the public realm.

The proposed maximum angular plane of 46 degrees from the centre line of Willow Road would have minimal impact on the streetscape or properties across Willow Road compared to the permitted angular plane of 45 degrees.

4. Angular Plane from interior side yard

Table 6.31 A of the Zoning By-law permits a maximum angular plane of 45 degrees from all lot lines abutting low density residential zoned lands. The proposed development requests an angular plane of 49 degrees to a portion of the interior side yard adjacent to 115 Elmira Road North.

The provided shadow diagrams prepared by ABA Group confirm that the proposed angular plane of 49 degrees to the interior side yard lot line would not result in significant shadowing to the adjacent low density residential properties. Staff agree that the proposed deviation is minor and would not result in privacy concerns to adjacent properties.

5. Building Length

Table 6.30 Row C of the Zoning By-law permits a maximum building length of 75 metres. The applicant is requesting a maximum building length of 79.9 metres.

The intent of the maximum building length provision is to create breaks between buildings to increase the permeability of the site and foster a more pedestrian friendly streetscape. The proposed maximum building length of 79.9 metres is a minor deviation from this requirement that suits the scale and geometry of the subject lands. As the applicant has noted, the design elements of the building introduce depth and visual interest to the building and encourage activities along the length of the building. Staff agree that a building length of 79.9 metres is appropriate for the proposed development.

6. Number of Active Entrances

Table 6.30 of the Zoning By-law requires a minimum of 1 active entrance per 30 metres of 30 metres of street line for the portion of the building facing the street. The applicant is

proposing 1 active entrance along the side of the building facing Elmira Road North, which is 45.8 metres long.

The intent of Active Entrance requirements is to ensure that buildings located close to the street line interact with the streetscape and promote a pedestrian friendly environment. The Elmira Road North frontage of the proposed development features a main entrance to the lobby by the intersection of Elmira Road North and Willow Road, as well as an outdoor access to the outdoor amenity space located along the north side of the frontage. In between the two accesses is proposed indoor common amenity space that will feature large windows, providing visibility and interaction with the street. Staff agree that one active entrance to the building along the Elmira Road North frontage of the building is appropriate.

7. Definition of Active Entrance

Section 3 of the Zoning By-law defines an Active Entrance as "A door that is designed to be the principal entrance or one of the principal entrances facing a public street or public square and excludes emergency egress doors, garage doors, sliding patio doors, service doors, loading doors, and doors giving access to storage areas". The applicant proposes permitting sliding doors as an active entrance for the proposed development.

As currently defined, the 79.9-metre-long Willow Road frontage of the building would require a minimum of 3 active entrances. The applicant notes that only the main lobby entrance at the corner of Willow Road and Elmira Road North would meet the definition of an active entrance. However, the applicant is proposing five entrances from private patios to dwelling units, as well as entrances to proposed indoor amenity space and a bicycle storage room. The result is 7 total entrances along the Willow Road frontage of the proposed building that would contribute to interaction between the building and streetscape.

The elevations submitted with the application appear to show standard doors for these entrances which would not necessitate a change in the definition of active entrance. Nonetheless, staff are supportive of the requested change in the definition of active entrance, as the proposed development would encourage plenty of activity along Willow Road.

8. Common Amenity Area

Table 6.30 of the Zoning By-law requires a minimum of 20 square metres of common amenity area per dwelling unit. This corresponds to a total of 2,480 square metres of common amenity area for the proposed 124 dwelling units.

The applicant is proposing 1000 square metres of common amenity area, or 8.06 square metres per dwelling unit. The common amenity area includes roughly 581 square metres of outdoor common amenity space and 462 square metres of indoor common amenity space.

Based on comments received from staff, the applicant is no longer including the main entrance to the building from the parking area in their common amenity space calculations, although the applicant has indicated that they still intend to build and program the space as amenity area for use by residents and visitors to the site. Changes to the parking area since the public meeting has allowed the applicant to enlarge the existing outdoor common amenity space to the north of the building by 107 square metres.

The Zoning By-law does not ordinarily require apartment dwelling units to have private amenity area. However, in support of the requested common amenity area reduction, it is recommended that a minimum of 7 square metres of private amenity area be required per

unit. This would formally recognize the proposed balconies and patio spaces as a contribution towards the total amenity area. As indicated by the applicant, each unit is planned to have between 7.8 and 11.1 square metres of outdoor private amenity area. The result would be a minimum of 15.06 square metres of amenity area per unit, with 8.06 square metres of common amenity area and a minimum of 7 square metres of private amenity area per unit.

In addition to the minimum of 15.06 square metres of proposed amenity area on site, the proposed development is located nearby several parks and trails, as well as the West End Community Centre.

Staff are supportive of the proposed minimum common amenity area of 8.06 square metres per unit in conjunction with the requirement for a minimum of 7 square metres of private outdoor amenity area per unit.

9. Landscaped Open Space

Table 6.29 of the Zoning By-law requires a minimum of 40 per cent of the lot area be Landscaped Open Space. The applicant is proposing a reduced landscaped open space of 35 per cent of the lot area.

The intent of minimum landscaped open space requirements is to ensure sufficient permeable surfaces for drainage, and to ensure the adequate provision of green space and amenity areas. The applicant correctly notes that the current NCC zoning of the subject lands permits mixed use buildings with a minimum landscaped open space of 20 per cent, rather than the required 40 per cent in the RM.6 zone.

Engineering staff are generally supportive of the submitted stormwater management plan, suggesting that sufficient permeable area is provided for on the site. Staff are supportive of the proposed minimum landscaped open space requirement of 35 per cent.

10. Off-street Parking Requirements

A total of 142 vehicle spaces are proposed to be provided. Of these 142 spaces, 6 will be barrier free spaces, 30 will be electric vehicle parking spaces, and 114 will be electric vehicle designed spaces. 10 visitor parking spaces are proposed.

The applicant is requesting a minimum parking rate of 1.14 parking spaces per unit, whereas the Zoning By-law would require 1.5 parking spaces for the first 20 units and 1.25 parking spaces for each additional dwelling unit. This would work out to an average rate of 1.29 parking spaces per unit for the proposed development.

As mentioned previously, the proposed parking rate is generally in line with the parking rate required for mixed use buildings in the current NCC zone. The proposed parking rate is also generally in line with the parking rate proposed in the Guelph Parking Standards Review study prepared by IBI Group on behalf of the City in 2019. The findings of that study recommended 1 parking space per dwelling unit plus 0.15 visitor spaces per dwelling unit for developments outside of Mixed-Use Areas / Corridors, which would include the subject lands.

The proposed parking rate is supported by the Transportation Impact Brief prepared by Crozier, as well as the short and long-term bicycle parking proposed for the site.

Staff are supportive of the proposed parking rate of 1.14 parking spaces per dwelling unit.

11. Visitor Parking

The applicant is also proposing a reduced visitor parking rate of 7 per cent of the total parking, whereas Table 5.3 Row 2 of the Zoning By-law requires that a minimum of 20 per cent of the required parking spaces be provided as visitor parking.

The close access to transit and ample bicycle parking help support the proposed reduction in visitor parking spaces.

12. Surface Parking

Section 5.2.2 Row C of the Zoning By-law states that a maximum of 75 per cent of the parking spaces provided may be provided as surface parking for lots greater than 9,000 square metres. The intention of this provision is to encourage parking in larger developments to be located in parking structures or underground where feasible to encourage more attractive and pedestrian-scale development.

To mitigate the impact of surface parking the proposal has incorporated landscape islands and sufficient landscape buffer strips between the parking area and lot lines.

Staff accept the applicant's rationale that the cost of underground or structures parking would conflict with the objective to provide more affordable purpose-built rental housing.

13. Parking Area setback to Building

Section 5.2.2 Row B of the Zoning By-law states that parking areas must be set back at least three metres from any building wall. The applicant has proposed a reduced setback of 2.5 metres to a non-habitable bicycle storage room.

Staff accept the applicant's rationale that a reduced setback adjacent to a non-habitable room is appropriate as it would eliminate concerns related to headlight intrusion, privacy, and direct views into living areas.

14. Designed Electric Vehicle Spaces

Section 5.9 b) of the Zoning By-law requires that 80 per cent of the total required parking spaces for a multi-unit building be provided as designed electric vehicle parking spaces. A designed electric vehicle parking space means a parking space designed and constructed to be electric vehicle ready, allowing for the future installation of electric vehicle charging equipment.

The applicant is proposing that a minimum of 79 per cent of the required parking be designed for conversion to electric vehicle parking spaces. This is requested because approximately 21 per cent of the required parking spaces are planned to be fully functioning electric vehicle parking spaces.

As 100 per cent of the required parking spaces would either be electric vehicle ready, or designed electric vehicle parking spaces, staff are supportive of the proposed reduction of designed electric vehicle spaces to 79 per cent of the total number of required spaces.

In response to comments received at the public meeting, the applicant has revised their proposal. The revision resulted in the creation of two 3 bedroom dwelling units, and an overall reduction in the proposed unit count by two. The revision also removed two parking spaces while maintaining the requested parking rate of 1.14 spaces per unit, increased the provision of visitor parking spaces, and converted some standard parking spaces to compact parking spaces in accordance with the zoning by-law. This allowed for an expansion of the outdoor amenity space provided to the north of the building.

Staff are supportive of the requested site-specific provisions following the revisions made by the applicant.

Traffic Review and Vehicle Access

Engineering and Transportation Services staff have reviewed the application and are generally satisfied with the findings of the submitted Transportation Impact Brief prepared by Crozier Consulting Engineers.

City engineering staff have noted that a vehicle access off Elmira Road North with full turning movements could not be supported due to the proximity to the intersection of Elmira Road North and Willow Road. The proposed vehicle access to Willow Road has been designed in accordance with the Transportation Association of Canada's Geometric Design Guide for Canadian Roads. Transportation Engineering staff are supportive of the proposed access and the findings of the Transportation Impact Brief. No concerns have been identified related to the proximity of the access to the school zone to the east, or to the intersection of Willow Road and Elmira Road North to the west.

Further detailed review will take place during the site plan review process.

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 are satisfied that there is sufficient water and sanitary capacity and are generally satisfied with the stormwater management report provided. Further review will take place during Site Plan Review to ensure that there are no servicing concerns.

Detailed comments from Engineering staff are provided in Attachment-9 Departmental and Agency Comments.

Community Energy Initiative

As outlined in more detail in their Planning Justification Report, the applicant has incorporated a variety of building and site design features that help support the City's objectives for energy and water conservation. The proposed development will intensify existing vacant commercial lands with access to existing municipal services. Short and long-term bicycle parking will be provided. Approximately 20 per cent of the proposed parking will provide electric vehicle charging, with the remainder of the spaces being "roughed in" for future EV charging installations as demand grows. The building is proposed to be fully electric, featuring VRF or an air source heat pump system.

Conclusion

Following the feedback received from Council, the public, and staff at the public meeting on May 13th, the applicant has made some revisions to their proposal. The revision involved the creation of two 3 bedroom dwelling units, and an overall reduction in the proposed unit count by two. The revision also removed two parking spaces while maintaining the requested minimum parking rate of 1.14 spaces per unit, increased the provision of visitor parking spaces, and converted some standard parking spaces to compact parking spaces in accordance with the zoning by-law. This allowed for an enlargement of the outdoor amenity space provided to the north of the building. Recognizing the scale of the reduction of common amenity area requested the proposal also requires a minimum of 7 square metres of outdoor private amenity area per dwelling unit. As a result, the total minimum amenity area per dwelling unit requested is 15.06 square metres.

Staff are supportive of the proposed revisions and are satisfied that the proposal is consistent with provincial policy and the policy direction of the Official Plan. Staff recommend approval of the application.