

Attachment-9 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 these applications, 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)]. Furthermore, promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1 e); and ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs. Also noted are promoting development and land use patterns that conserve biodiversity [1.1.1 h].

Section 1.1.3 (Settlement Areas) further states that "It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures." This sections also adds policies specific to supporting active transportation (1.1.3e) and transit-supportive, where transit is planned, exists or may be developed (1.1.f). Section 1.1.3.4 states that "Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety."

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

The proposal to permit the proposed high density residential development on the subject lands is consistent with the policies of the PPS. The proposed development represents a compact form of development within the City's settlement area that will allow the efficient use of land, infrastructure and public service facilities and be

at a transit supportive density where transit, infrastructure and other services are already readily available. The proposed high density residential development provides additional alternative to the surrounding mix of residential uses in the area and is within easy walking distance to neighbourhood commercial plazas to both the north and south of the site along Gordon Street. The proposal contributes to achieving an appropriate range of housing types and densities to help the City of Guelph meet projected requirements for current and future residents. The site maintains and enhances an existing ecological corridor meant for wildlife which aids in biodiversity conservation.

Natural heritage features, which are contained within the City's Natural Heritage System (NHS) in Schedule 4 of the Official Plan are to be protected for the long term [2.1.1]. This includes maintaining, restoring or improving the ecological function of the NHS and recognizing any linkages between and among surface water and ground water features [2.1.2]. Through the Environmental Impact Study, the applicant has worked with Environmental Planning staff to ensure that the ecological corridor that goes through the south and easterly sides of the property is restored and enhanced. Staff are satisfied that there will be no negative impact on the City's NHS.

As the City's Official Plan is to be the main instrument for implementation of the PPS in Guelph [4.7], a more detailed review on how the proposed Zoning By-law Amendment is consistent with the above PPS policies as well as policies in the City's Official Plan will be outlined later in this analysis.

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

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 current Growth Plan came into effect on May 16, 2019 and applies to any decisions on planning matters made on or after this date. 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.

Sections 2.2.1 and 2.2.2 of the Growth Plan identify how population growth to the horizon year of 2041 will be accommodated within the 'Delineated Built-up Areas' of the City. The subject lands are located within the Delineated Built-up Area. These sections contain policies related to intensification, the creation of complete communities and efficient use of infrastructure and public service facilities.

The proposed Official Plan and Zoning By-law Amendment conforms to the policies of these sections by:

- Directing redevelopment and intensification to lands within the existing delineated built-up area of the City;
- Focusing growth within a strategic growth area in the City (i.e. the Gordon Street Intensification Corridor), including identifying the appropriate type and scale of development to occur;
- Promoting redevelopment that supports active and public transportation options;
- Adding new housing units to the neighbourhood that contributes to enhancing and broadening the mix of housing types and options available;

Further contributing to the mix of land uses in the surrounding area and building a complete community through redevelopment that is in close proximity to existing services, local stores, public transit and public open space; and, making efficient use of existing municipal infrastructure and public service facilities.

The subject lands are also within the City of Guelph settlement area and located within the City's "Built-Up Area" where a minimum of 40% of new growth should occur.

Overall, the development proposal represents a more compact and efficient form of development that will be served by adequate infrastructure and public service facilities in the immediate built-up neighbourhood. The development will contribute to the overall intensification of the City's built-up area to meet the minimum requirement, increasing the density on the subject lands from the existing 1 unit to 32 units total, at a density of 132 units per hectare.

Based on the above summary of policies, Planning staff are of the opinion that the proposed Official Plan and Zoning By-law Amendments are consistent with and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

Official Plan Conformity

As noted in the covering report, this application was submitted in 2017, when the previous Official Plan (September 2014 Consolidation of the 2001 Official Plan) was in effect, so it is the version that applies to the review of these applications. Staff must also have regard for the current Official Plan, which came into full force and effect in October of 2017. Both sets of policies are considered below.

Proposed Official Plan Amendment

The site is designated "Significant Natural Areas & Natural Areas in the September 2014 Consolidation of the Official Plan as well as the current version of the Official Plan (March 2018 Consolidation). The Significant Natural Areas designation was placed on the site to recognize the need for an ecological linkage that was planned to be 10 metres wide along the south and easterly property lines, mirroring the existing 10-metre-wide ecological linkage on neighbouring properties to create a 20-metre-wide linkage in total, meant for wildlife movement. The rest of the site not within the ecological corridor was expected to redevelop for residential purposes, similar to the existing apartment site adjacent to the north.

Currently the site consists of a single detached dwelling, with an existing driveway and shed in the area where the ecological linkage is proposed. The applicant's proposal to move the site entrance to the northwest corner of the site, and remove the shed and restore and enhance the ecological linkage on the site will create a portion of the ecological linkage that does not exist yet. An Environmental Impact Study was completed that identifies appropriate measures for the restoration of this area and Environmental Planning staff have recommended that at the time of application for Site Plan Approval, the applicant complete an Environmental Implementation Report (EIR) (Condition #30) that provides further detail regarding the restoration of the ecological linkage and ensures that the development and function of the building does not impact the linkage. The ecological corridor will function for wildlife movement and future residents of the site would overlook the corridor but not be permitted to access it. All amenity space has been directed to a large rooftop patio and interior amenity space.

The remainder of the site was originally proposed to be redesignated to Medium Density Residential, with a site specific policy to allow a density of 132 units per hectare, which is above the 20 to 100 units per hectare range permitted in the Medium Density Designation. Given the higher density, the applicant agreed that the application is more suited to the High Density Designation, which permits a range of 100 to 150 units per hectare.

Previous Official Plan (September 2014 Consolidation)

The proposed applications conform to several major goals of the Official Plan, including:

- Assists in promoting a compact development pattern to avoid sprawl;
- Facilitates development in an area where municipal services are readily available;
- Provides for urban growth in a manner that ensures the efficient use of public expenditures without excessive financial strain upon the City;
- Facilitates development in an established area of the City that is done in a manner that is sympathetic and compatible with the built form of existing land uses;

- Assists in providing for an adequate supply and range of housing types and supporting amenities to satisfy the needs of all residents; and
- Assists in enhancing an efficient and attractive urban landscape that reinforces and enhances Guelph's sense of place and image while acknowledging innovative design opportunities.

The proposed development also meets several of the objectives of the Official Plan, including:

- Assisting in building a compact, vibrant and complete community;
- Assisting in accommodating projected growth within the settlement area boundary, and more specifically, within the built-up area where capacity exists to accommodate growth as part of an intensification corridor;
- Providing additional residential land uses and a range of mix of housing types;
- Development that will support transit, walking and cycling for everyday activities.

The (September 2014 Consolidation) Official Plan requires that new multiple unit residential building development proposals be evaluated with the following criteria:

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

This criterion is satisfied because the site is surrounded by similarly designated lands along Gordon Street and similar existing uses. Lands to the north of the site along Gordon Street are already high density residential and contain two large four storey apartment buildings. Across Gordon Street to the west is an existing six storey apartment building. The existing Salvation Army Citadel to the south and east of the site is also designated as High Density Residential. The applicant also modified the proposed zoning to move the building back from the original 4.5 metre setback from the street to 6 metres to better match the existing setback of the building to the north.

- b) That the proposal can be adequately served by local convenience and neighbourhood shopping facilities, schools, parks and recreation facilities and public transit;

Gordon Street is an intensification corridor and has several neighbourhood scale shopping facilities and services within walking distance of the site. Gordon Street also has frequent transit service to access larger commercial centres and the rest of the City. Two public parks are within a 10 minute walk, Lewis Farm Park and Pine Ridge Park. There are also local public and Catholic elementary schools located nearby off Rickson Avenue and Colonial Drive. A public trail is also proposed along the wetland to the east of the site, that would start at Arkell Road and run north along the edge of the wetland buffer.

- c) That the vehicular traffic generated from the proposal can be accommodated with minimal impact on local residential streets and intersections and, in

addition, vehicular circulation, access and parking facilities can be adequately provided; and

A Traffic Impact Study was completed and Transportation staff agreed with its findings that traffic from the site can be accommodated. Once entrance to the site is proposed that leads into the building where parking for visitors is provided. Given the length of time it has taken to complete the review of this application, staff requested an updated Traffic Impact Study this year to ensure that recent data was used and traffic can still be accommodated.

Concern about adequate parking was raised by the neighbouring Salvation Army Citadel and the applicant revised their plans in response and added three parking spaces, going from the original 46 spaces to 49, to create 5 visitor parking spaces on site. The rest of the parking on site is provided under the building as well, using an automated parking system. Staff are satisfied that traffic and parking have been adequately addressed.

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

Engineering staff have reviewed the proposal and determined that there is adequate infrastructure to service the site appropriately. Apart from the services and amenities available in the surrounding area noted above in item b), the site itself proposed to have both indoor amenity area and a large rooftop amenity area for the residents.

Overall the proposal meets the policies of the September 2014 Consolidation of the Official Plan. The site is within the built-up area of the City along an identified intensification corridor and an opportunity for intensification with a compact urban form.

Current Official Plan (March 2018 Consolidation)

The proposed Official Plan and Zoning By-law Amendments conform to the strategic goals of the current Official Plan (March 2018 Consolidation) in Section 2.2, including the following:

- Contributing to providing an appropriate range, mix and geographic distribution of housing types to meet current and projected needs to the year 2031 [2.2.1 b), 2.2.5 d)];
- Provides for urban growth and land use patterns in a manner that ensures the efficient use of public expenditures over the long term [2.2.1 c)];
- Contribute to implementing actions to achieve the targets of the updated Community Energy Initiative [2.2.2 d)];
- Contributing to developing a safe and efficient transportation system that provides for all modes of travel [2.2.3 a)];
- Facilitates development in an area where full municipal services and related infrastructure is readily available [2.2.4 a)];
- Build a compact, mixed-use and transit-supportive community [2.2.6 b)]; and

- Encouraging intensification and redevelopment of existing urban areas that is compatible with the existing built form [2.2.6 d)].

Complete Communities and Intensification

One of the key goals of the Official Plan is planning for a complete community. This includes ensuring that people's needs for daily living throughout an entire lifetime are met by providing convenient access to a mix of jobs, local services, public transportation and a full range of housing types. All projected population growth to the year 2031 is to be accommodated within the City's current settlement area boundaries and is to be achieved through promoting a compact built form. Specifically, 40% of annual residential development is to be directed to the City's built-up areas through intensification, with higher densities planned along the identified intensification corridors such as Gordon Street [3.3.2, 3.7.1, 3.7.3]. Vacant and underutilized lots are to be revitalized through redevelopment. Intensification areas, such as along Gordon Street will be encouraged to generally achieve higher densities than the surrounding areas while achieving an appropriate transition of built form to adjacent areas. The subject site is well suited to contributing to the creation of a complete community, intensifying a site in a built-up area that has good access to transit and neighbourhood services.

Urban Design

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

- To create neighbourhoods with diverse opportunities for living, working, learning and playing [8 a)];
- To build compact neighbourhoods that use land, energy, water and infrastructure in an efficient manner [8 b)]; and
- To allow for a range of architectural styles in urban form and design that appropriately respond to local context and achieve compatibility [8 i)].

New residential developments are to be designed to be integrated and connected to surrounding neighbourhoods [8.2.2]. Development shall also contribute to creating a pedestrian oriented streetscape through locating buildings adjacent to the street edge with placing principal building entrances towards the street and corner intersections [8.2.11]. New buildings are to directly address the street [8.6.1].

Section 8.8 of the Official Plan contains policies that apply to mid-rise buildings which include apartment buildings up to six stories. Mid-rise buildings are to be designed to frame the street they are fronting while allowing access to sunlight to adjacent properties. Servicing and off-street parking is to be screened from public view, in most cases, locating parking underground or to the rear and side of buildings. Buildings that are taller than four stories can restrict the length of the building through the Zoning By-law.

To provide a detailed analysis of how the development proposal is consistent with and meets the City's urban design policies, the applicant submitted an Urban Design Brief as part of their complete application. Planning and Urban Design staff reviewed the proposed six storey apartment building and are supportive of the approach to the overall design of the site as outlined in the urban design brief. Staff acknowledge and support the changes made by the applicant since the initial submission and the improvements and refinements made to the design, including moving the building back slightly to ensure it had a 6 metre front yard setback in line with the neighbouring property to the north, ensuring the proposed building met the 45 degree angular plane from the street and moving the common amenity area to the rooftop.

Residential Development Policies

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

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

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

1. Compatibility of the development's form and scale

The proposed apartment building is six (6) stories tall, which is in keeping with the adjacent apartment building to the north at 4 storeys in height and across Gordon Street to the west is also a six storey high apartment building. Adjacent to the south and east is the Salvation Army Citadel property, which is currently a religious establishment but designated "High Density Residential".

2. Compatibility of residential lot infill

The proposed development will not be creating new lots through infill. The site is one remaining single-detached lot being intensified with the proposed apartment building. As such, it will be more compatible with adjacent uses and more appropriate on Gordon Street which is an intensification corridor.

3. Proximity to local retail, schools, parks and recreation facilities and transit

Gordon Street is an intensification corridor and has several neighbourhood scale shopping facilities and services within walking distance of the site. Gordon Street also has frequent transit service to access larger commercial centres and the rest of the City. Two public parks are within a 10 minute walk, Lewis Farm Park and Pine Ridge Park. There are also local public and Catholic elementary schools located nearby off Rickson Avenue and Colonial Drive. A public trail is also proposed along the wetland to the east of the site, that would start at Arkell Road and run north along the edge of the wetland buffer

4. Traffic impacts

Engineering and Transportation Services staff have reviewed the application and have no concerns with the proposed development and conclude that the adjacent roads and intersections can accommodate the additional traffic that will be generated by the proposed development. Detailed comments from Engineering and Transportation Services staff are provided in Attachment 11.

5. Vehicular access and circulation

Staff are satisfied with the proposed entrance location to the site along Gordon Street on the north end of the property. The site is small and provides ground level parking on the interior of the building for visitors and underground parking using an automated parking system for residents. The proposed site layout is shown in Attachment 7 and a building cross-section showing the parking arrangement is shown in Attachment 8.

6. Adequate infrastructure, servicing and amenities

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

In terms of on-site amenities, interior common amenity and rooftop amenities areas are proposed. Each unit will also have a private balcony amenity area, and the site is within walking distance to municipal parks, recreation and commercial activities.

7. Parking

For an apartment building with 32 dwelling units, the Zoning By-law requires 45 off-street parking spaces, with 20% of these spaces being reserved and marked for visitor parking (9). The applicant is currently proposing to provide a total of 49 off-

street parking spaces, with five spaces reserved for visitors. The parking area will be accessed from a singular driveway off Gordon Street.

8. Street grid network

New multi-residential and intensification development is to reinforce a publicly accessible street grid network to ensure appropriate connectivity for pedestrians, cyclists and vehicular traffic. The proposed development is of limited scale and will not be adding or altering any public roadways.

9. Impacts to adjacent properties

Through preliminary plans for grading and servicing for the site, all services and most drainage will be contained on the subject lands and not affect or extend onto adjacent properties. Grading will also be matched at the property lines.

10. Public safety, views and accessibility

The proposed development will address public safety and accessibility by having direct pedestrian connections and clearly defined entrances to Gordon Street. There are no identified public views that will be impacted or obstructed by the building.

11. Cultural heritage

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

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 and Traffic staff have reviewed the development proposal and supporting studies and have confirmed that the development can be supported by full municipal services and that sufficient capacity is available. The property owner will be responsible for all costs associated with connecting, decommissioning existing and upgrading municipal services, where necessary. Staff note that a concern was raised by the neighbouring property about grading and drainage impacts, though all grading is proposed to meet existing grades on neighbouring properties and no drainage from the site is permitted onto neighbouring properties.

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 applicant has indicated to Planning staff that they will be including a number of energy efficiency measures within the apartment building, consistent with the City's Community Energy Initiative (CEI) 2019 update. These initiatives proposed by the

applicant will contribute to the City meeting its goal to become a net zero community by 2050. The applicant has provided a letter summarizing how their proposal addresses the CEI update (2019), and it is included in Attachment 10.

Staff are recommending a condition to be implemented at site plan control that the applicant shall provide a commitment to incorporate features into the development that will contribute to meeting the action items from the CEI (see condition in Attachment 3). Specifically, the applicant will need to demonstrate how they will contribute to CEI Action 1, being to incrementally increase the number of net zero homes to 100% by 2031.

Review of the Proposed Zoning

The original Zoning By-law Amendment application received by the City in requested a change the zoning to a specialized R.4A-? (Specialized General Apartment) Zone to permit a six storey, 32-unit apartment building. Specialized regulations were requested for relief from regulations related to maximum density, minimum front yard, rear yard and side yard setbacks, visitor parking, and maximum Floor Space Index.

The applicant worked with staff and made several minor modifications to their Zoning By-law Amendment application to address concerns and to further refine the proposed development. Given the density of the site, staff recommend a specialized R.4B-23 (Specialized High Density Apartment Zone) which would match the proposed Official Plan Land Use Designation and accommodate the proposed density. Staff also recommended adding a P.1 (Conservation Lands) Zone to the portion of the site that is an ecological corridor and additional specialized zoning regulations for the R.4B Zone and modified wording to better ensure the development is built as proposed.

Specialized Regulations

In addition to the standard provisions for lands zoned R.4B, the following site-specific provisions are proposed:

1. To limit the height of the building to six storeys, though the standard zoning category would permit 10 storeys.

Staff recommend the High Density Apartment Zone, but recommend adding a regulation to limit the height to six storeys, so it is in keeping with the height and scale of neighbouring properties.

2. To permit a minimum rear yard of 10 metres where 11.1 metres would be required and permit the P.1 zoned portions of the property to be included in the rear yard.

Staff support the reduction of the rear yard setback and recognize the need to include the P.1 zoned portions of the site that function as ecological corridor as the required rear yard. By rezoning the ecological linkage to the

P.1 (Conservation Lands) Zone, the lands are better protected, and the site will function well without additional rear yard lands because the majority of common amenity area is located on the building rooftop.

3. To require the minimum side yard to be 10 metres on the south side of the building, where 8.5 metres would be required, to take into the account the width of the P.1 Zone. And to permit the minimum side yard on the north side of the building to be 1.5 metres wide for the first storey, then 6 metres for the remainder of the building above the first storey

Staff recommend a wider setback of 10 metres from the south side yard to account for the ecological corridor and similar to the rear yard regulations above, to count the corridor's P.1 zone within this regulation, to ensure the appropriate setback.

To allow the vehicular access to function well for the site on the ground floor, staff support zoning relief for the north side yard, though requires the rest of the building to be stepped back further to six metres, to create appropriate setbacks between the upper floors of the building and the adjacent property to the north.

4. To permit the maximum Floor Space Index to be 2.0 where the standard regulation would require 1.5.

This regulation refers to the ratio of building coverage to site area and because the site is small with reduced setbacks, the coverage is higher than the standard, but still reasonable. Staff have no concern with the higher Floor Space Index regulation request.

5. To permit the minimum common amenity area to be 640 square metres where 840 square metres are required.

The applicant worked with staff to provide additional Common Amenity Area on the rooftop and as well as within the building. The reduction in amenity area is acceptable to staff given the quality of amenity area proposed.

6. To permit the maximum density to include the P.1 zoned portions of the property.

The density of the site is 132 units per hectare, including the portion of the site that is proposed to become ecological corridor. Staff have added this regulation to reflect the corridor, while have a different zone, can still be calculated in the density. Adjacent properties to the north and south also have a portion of the same ecological corridor on them, without the P.1 zone reflected, so this site would be treated the same as those sites when measuring for zoning compliance.

7. To permit the minimum Landscaped Open Space to include the P.1 zoned portions of the site.

Similar to the specialized density regulation above, staff also recommend allowing Landscaped Open Space to include the P.1 zoned portions of the site, as it would be treated the same as neighbouring properties that also contain a portion of the ecological corridor when measuring for zoning compliance.

8. To permit an Automated Parking System for required residential parking, exempt from the standard minimum parking space size of 3 x 6 metres, together with a minimum of 5 visitor parking spaces where 9 are required, and to allow the visitor parking spaces to be enclosed within the building and a minimize parking space size of 2.75 x 5.5 metres.

Staff recommend that the Automated Parking System be specifically permitted to avoid any concern related to parking regulation compliance for the residential dwelling units. It is exempt from the standard garage parking space size requirement of 3 x 6 metres in order to provide flexibility in the type of system used.

Regarding visitor parking, the applicant originally proposed two visitor parking spaces, but based on concerns raised, the applicant redesigned the site to accommodate five visitor spaces. Staff are supportive of the proposed regulation because the applicant has proposed more overall parking spaces than are required. A recent parking use study completed for the Comprehensive Zoning By-law Review surveyed similar sites and recommended a ratio of 1 space per unit plus .1 spaces for visitors in intensification areas such as this one. In that scenario, only four visitor spaces would be required. This site is located on a well-served transit route and in walking distance to many services and amenities. For these reasons, staff are satisfied with the proposed visitor parking ratio.

Staff also note that the specialized regulations are required to permit the visitor parking to be enclosed within the building and to permit the parking spaces to be 2.75 x 5.5 metres in size where enclosed spaces are required to be 3x6 metres in size in the standard regulations. Staff have no objection to these regulations being amended for the site and are satisfied that the site functions well with them.

Staff have reviewed the proposed zoning and are satisfied that the R.4B-23 (Specialized High Density Apartment) Zone is appropriate to implement the proposed development. In Planning staff's opinion, the specialized regulations are minor, will ensure the best placement of the apartment building on the subject lands, and are overall supportable for the proposed development of this site.

Comments Received on the Original and Revised Applications

The Statutory Public Meeting for the proposed Official Plan and Zoning By-law Amendment was held on October 10, 2017. Questions and issues raised by the public were related to visitor parking, density, drainage and grading, traffic, the

ecological linkage function and building height, which are addressed above. Also raised were questions around waste management, snow storage and removal, rooftop mechanicals, noise and light which are addressed below.

Rooftop Mechanicals

A concern was raised regarding the view of the rooftop mechanicals. Originally, the rooftop was unused and all common amenity space was proposed within the ecological corridor, which did not allow the corridor to function well. Following the public meeting, the applicant revised the site layout and moved the amenity space to the rooftop, creating rooftop patio space. Locating amenity on the roof means that parapet walls will be needed, which help to limit the view of rooftop mechanicals. Also, located beside amenity area, the rooftop mechanicals will be screened to fit into the amenity space. The detailed design of this area will be reviewed through the site plan approval process.

Noise

The applicant will be required to complete a detailed noise study as part of their site plan application that will address the building's adjacency to Gordon Street and noise generated by other sources on the apartment building, such as rooftop equipment.

Lighting

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

Snow Storage and Removal

The original site plan had a longer drive to setback entrance to the garage and shorter setback to the front of the building, raising concerns about snow storage. Revisions to the site plan move the front of the building back to the standard six metres and brought the garage entrance to front face of the building, limiting the amount of exterior drive aisles. Given these improvements to the site design, there is adequate space for snow storage, the details of snow removal and storage will be determined through the site plan approval process.

Solid Waste

The applicant will be required to complete a Waste Management Plan as part of their site plan application that will ensure the apartment building has and maintains a three stream waste system (i.e. recycling, organics, garbage). The Waste Management Plan will also evaluate having the waste be collected by the City Solid

Waste Resources staff. At this time, the applicant has proposed to use City street pick of three stream waste carts.