

PLANNING REPORT

**Starwood Drive and Watson Parkway North
City of Guelph**

Coletara Development

November 12, 2013

Project No. 1307



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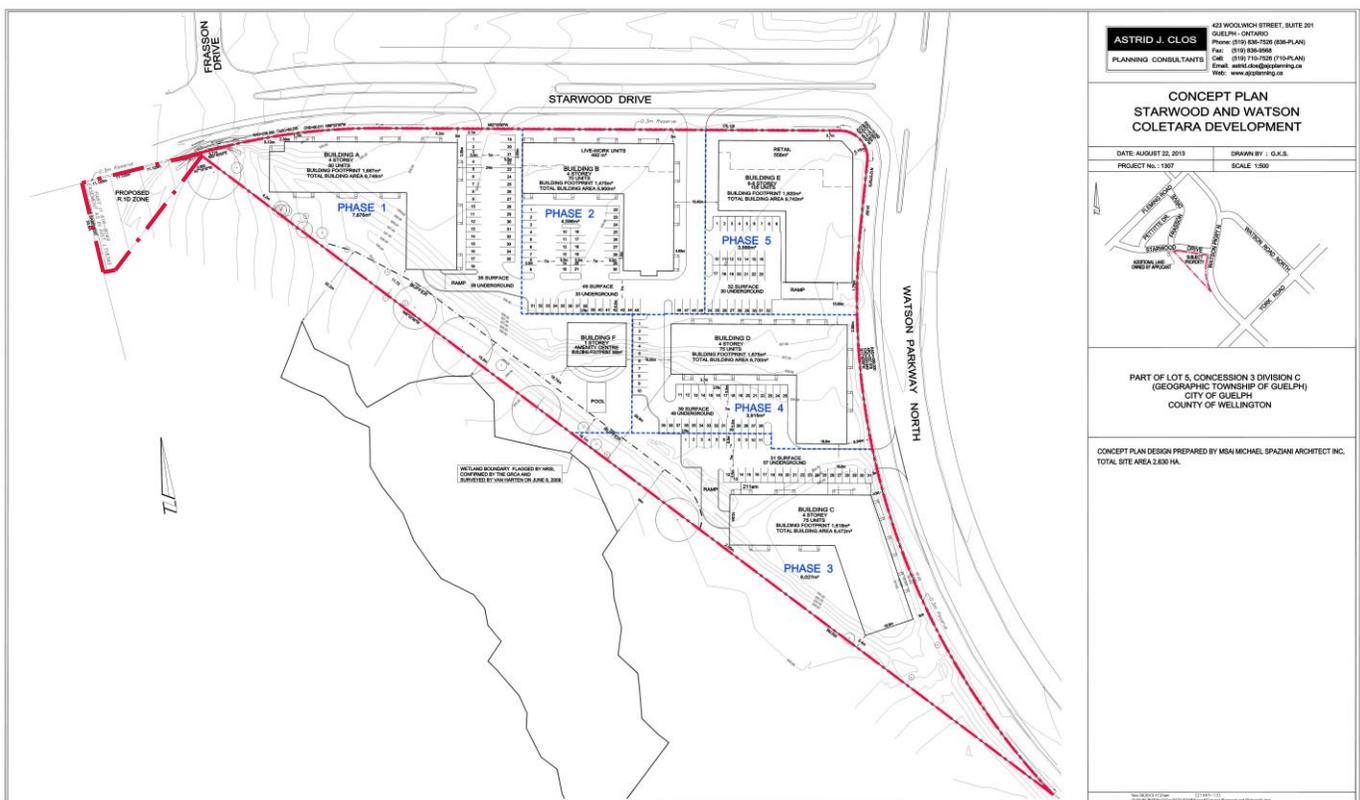
1. Introduction

This report has been prepared in support of Official Plan Amendment and Zoning Amendment Applications for the property located at the southern corner of the intersection of Starwood Drive and Watson Parkway North in the City Guelph. The subject property is described as Part of Lots 4 and 5, Concession 3, Division 'C' in the Geographic Township of Guelph, City of Guelph, more specifically identified as Parts 11 and 14 of Plan 61R-7989. The property is owned by Coletara Development. Coletara Development is an experienced developer of high quality housing which is also affordable. A pre-consultation meeting was held with the City on January 17, 2013. This Planning Report is required for these applications to be considered complete.

2. Description of the Proposed Development

The subject property has a total area of 2.71 ha. The portion of the property proposed for a high density residential use has an area of 2.63 ha. The smaller portion proposed as future development as single detached lots is approximately 0.08 ha in this area. The Concept Plan is included as Figure 1.

Figure 1 – Concept Plan



A development consisting of 405 residential units in a mid-rise and high-rise format is proposed on the larger portion of the property, which may include units geared to a retirement market. The proposal will not exceed the maximum ten storey building height provided for in the R.4B Zone being requested. While a Concept Plan has been provided to assist the City in their review of the applications it should be noted that the final built form may vary in number of buildings and density distribution within the site in compliance with the approved permitted uses and specialized zoning regulations. Accessory to the residential apartment development is an amenity centre building with a pool and common amenity area facing onto the off-site open space. A portion of the main floor and street fronting building area is proposed to include live work and retail space along Starwood Drive. Parking is proposed to be accommodated through both surface and underground parking. A total of three access points are proposed to the abutting existing municipal roads.

The smaller portion of the property is proposed to be included in the Residential Single Detached R.1D Zone to accommodate the future creation of four single detached residential lots by way of severance applications. It is Coletara's intention to co-ordinate the creation of these lots with the owner of the abutting property. The abutting property is subject to applications 23T-12501 and ZC1202 now being processed by the City.

Figure 2 - Residential Density

| Phase | Units | Lot Area (Hectares) | Density (Units per Ha) |
|---|------------|---------------------|------------------------|
| 1 – Building A | 80 | 0.7876 ha | 101.57 |
| 2 – Building B | 70 | 0.4596 ha | 152.3 |
| 3 – Building C | 75 | 0.6027 ha | 124.44 |
| 4 – Building D | 75 | 0.3915 ha | 191.57 |
| 5 – Building E (Retirement Residential) | 105 | 0.3886 ha | 270.2 |
| TOTAL SITE | 405 | 2.63 ha | 154 |

The subject property is designated as “Mixed Use Node” within the current Official Plan. Section 7.4.9 of the Official Plan states that within the Mixed Use Node designation “high density multiple unit residential development and apartments shall also be permitted in accordance with the policies of Section 7.2.” Section 7.2.43 of the Official Plan requires that the “*net density of development shall not exceed 150 units per hectare.*”

High Density Residential is listed as a permitted use within the Mixed Use Node designation. The residential density of the site at 154 units per hectare exceeds the maximum permitted density in the Official Plan of 150 units per hectare. An Official Plan Amendment is therefore requested to add a special policy to the Official Plan to permit a maximum residential density of 155 units per hectare for the subject property.

Figure 3 – Parking

| Phase | Parking |
|---|-------------------|
| 1 – Building A | 94 spaces |
| 2 – Building B | 82 spaces |
| 3 – Building C | 88 spaces |
| 4 – Building D | 88 spaces |
| 5 – Building E (Residential/Retirement Residential) | 110/62 spaces |
| TOTAL SITE (all Residential) | 461 spaces |
| TOTAL SITE (with Retirement Residential) | 414 spaces |

The required parking in accordance with the Guelph Zoning By-law is as follows:

| | |
|----------------------------------|---------------------------|
| 300 apartment units | 380 parking spaces |
| 105 retirement residential units | 63 parking spaces |
| 558 m ² of retail | 31 parking spaces |
| Total | 474 parking spaces |

The parking study prepared by Burnside, and included with this submission, recommends that the required parking for this proposal be 461 parking spaces is developed as residential without the inclusion of retirement residential units and 412 parking spaces if retirement residential units are included. 414 parking spaces are shown on the Concept Plan.

The Burnside parking study recommends a parking ratio of 1.17 parking spaces per residential unit and 0.59 parking spaces per retirement residential unit. These recommended parking ratios include the parking required for approximately 10,000 sq. ft. of retail and live/work development on the ground floor of two buildings on Starwood Drive. This is expected to take the form of live/work type units in Building B and general commercial retail units in Building E.

It is recommended that the parking ratios for this mixed use site of 1.17 parking spaces per residential unit and 0.59 parking spaces per retirement residential unit be incorporated into the specialized R.4B zoning regulations.

3. Existing Conditions and Surrounding Land Uses

The subject property has historically had topsoil removed and more recently fill deposited. The property generally slopes from the northwest to the southeast with an average gradient of 2% toward an existing temporary sediment basin located in the southeast corner of the property. This temporary sediment basin discharges to the existing municipal storm sewer on Watson Parkway to the existing municipal stormwater management facility on the east side of Watson Parkway. (Gamsby and Mannerow)

A berm and swale are located on the property parallel to the western boundary (approximately 5m from the boundary) along the majority of its length. Off-site, the Clythe Creek Provincially Significant Wetland is located within 120 metres of the subject property. (Natural Resource Solutions)

The surrounding land uses include the following existing uses within the designated Watson Parkway/Starwood Mixed Use Node:

| | |
|------------|--|
| North | Guelph Public Library (East Side Branch), single detached homes west of Frasson Drive. |
| East | Zoned Community Commercial Site CC-15(H) |
| South West | Clythe Creek, wetland and woodlands. |

4. Planning Framework

4.1 Provincial Policy Statement (2005)

The Provincial Policy Statement (PPS) is issued under the authority of Section 3 of the *Planning Act* and came into effect on March 1, 2005. It applies to all applications, matters or proceedings

commenced on or after March 1, 2005. In respect of the exercise of any authority that affects a planning matter, Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. Section 4.3 of the PPS states that, “*This Provincial Policy Statement shall be read in its entirety and all relevant policies are to be applied to each situation.*” The Provincial Policy Statement (2005) (PPS) provides direction on matters of provincial interest related to land use planning and development.

“1.1.3 Settlement Areas

1.1.3.1 Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted.

1.1.3.2 Land use patterns within settlement areas shall be based on:

- a. densities and a mix of land uses which:*
 - 1. **efficiently use land** and resources;*
 - 2. are appropriate for, and **efficiently use, the infrastructure and public service facilities which are planned or available**, and avoid the need for their unjustified and/or uneconomical expansion;”*

The proposed development for the subject property will be an efficient use of land within the designated Mixed Use Node. Public service facilities such as a library and transit are available and shopping facilities are planned in the surrounding area.

*“2.1.6 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.3, 2.1.4 and 2.1.5 unless the **ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.**”*

The subject property is located within the adjacent lands to the Clythe Creek wetland, a natural heritage feature. An Environmental Impact Study has been prepared by Natural Resource Solutions which demonstrates that there will be no negative impacts on the natural features or on their ecological functions from the proposed development.

The proposed development is an efficient use of land and will not negatively impact the off-site natural features, consistent with the Provincial Policy Statement.

4.2 Places to Grow

Pursuant to the Places to Grow Act, 2005: the Growth Plan for the Greater Golden Horseshoe, 2006 was approved by the Lieutenant Governor in Council, Order-in-Council No 1221/2006 took effect on June 16, 2006; minor amendments were made to the Growth Plan for the Greater Golden Horseshoe, 2006 by Minister's Order dated December 19, 2011; and Amendment 1 (2012) to the Growth Plan for the Greater Golden Horseshoe, 2006, was approved by the Lieutenant Governor in Council, Order-in-Council No 1702/2011 to take effect on January 19, 2012.

Amendment 2 came to the Growth Plan for the Greater Golden Horseshoe into effect on June 17, 2013.

“1.2.2 Guiding Principles

The vision for the Greater Golden Horseshoe is grounded in the following principles that provide the basis for guiding decisions on how land is developed, resources are managed and public dollars invested:

- *Build **compact, vibrant and complete communities.***
- *Plan and manage growth to support a strong and competitive economy.*
- *Optimize the use of existing and new infrastructure to support growth in a **compact, efficient form.**”*

The proposed Official Plan Amendment and Zoning will create a compact, vibrant community. The development proposal is in conformity with the Provincial Growth Plan.

4.3 City of Guelph Official Plan (September 2012 Consolidation)

The property is designated “Mixed Use Node” on Schedule 1- Land Use in the current Official Plan. Excerpts from the Mixed Use Node policies are found below:

“Mixed Use Nodes

7.4.6 The intent of the ‘Mixed Use Node’ designation is to create a well defined focal point and to efficiently use the land base by grouping complementary uses in close proximity to one another providing the opportunity to satisfy several shopping and service needs at one location. Implementing zoning by-laws may include mechanisms such as **minimum density requirements and maximum parking standards to promote the efficient use of the land base.**

7.4.9 The ‘Mixed Use Node’ is intended to provide a wide range of retail, service, entertainment and recreational commercial uses as well as complementary uses including open space, institutional, cultural and educational uses, hotels, and live/work studios. Medium and **high density multiple unit residential development and apartments shall also be permitted in accordance with the policies of Section 7.2.**

7.4.10 **The permitted uses can be mixed vertically within a building** or horizontally within multiple-unit mall buildings or may be provided in free-standing individual buildings.”

The intent of the Mixed Use Node policies is to create an efficient use of land including specialized zoning regulations including, “minimum density requirements and maximum parking standards to promote the efficient use of the land base.” The proposed residential density of 154 units per hectare and the reduced parking standard for the site will assist in creating this efficient use of land within the Mixed Use Node designation.

High density multiple unit residential development and apartments are permitted in the Mixed Use Node in accordance with the policies of Section 7.2 of the Official Plan. Section 7.2.43 permits the *net density of development to be a minimum of 100 units per hectare and a maximum of 150 units per hectare except as provided for in policy 7.2.10*. Section 7.2.10 states “*development projects designed exclusively for occupancy by senior citizens may be permitted*

to exceed the maximum unit density allowed provided that the overall size, height and impact on the adjacent areas is consistent with that which would be associated with a standard multiple residential building that would be permitted.”

The density of the total site of 154 units per hectare exceeds the maximum density permitted of 150 units per hectare. However, as some units may be designed exclusively for occupancy by senior citizens the density may be permitted to exceed the 150 unit per hectare density as per section 7.2.10 of the Official Plan.

The Official Plan Amendment for the proposed Specialized R.4B Zoned portion of the site is requested to include a special policy to permit a maximum density of 155 units per hectare.

Both the “Mixed Use Node” policies and the “High Density Residential” policies require that the policies of section 7.2.7 and 7.2.45 of the Official Plan be used to evaluate development proposals for multiple unit housing. See Figure 4 which provides this analysis for the proposal.

Excerpts from the “High Density Residential” policies of the Official Plan are found below:

“High Density Residential’ Land Use Designation

7.2.43 The *net density of development* shall not occur at less than 100 units per hectare (40 units/acre) and shall not exceed 150 units per hectare (61 units/acre), except as provided for in policy 7.2.10.

7.2.44 High density residential *development* proposals shall comply with the development criteria established for *multiple unit residential buildings* as outlined in policies 7.2.7 and 7.2.45 and shall be regulated by the *Zoning By-law*.

7.2.10 In spite of the maximum residential densities that are specified for various land use designations of this Plan, *development* projects designed exclusively for occupancy by *senior citizens* may be permitted to exceed the maximum unit density allowed provided that the overall size, height and impact on the adjacent areas is consistent with that which would be associated with a standard multiple residential building that would be permitted.”

The property is designated “Community Mixed Use Node” on Schedule 1B- Growth Plan Elements in the current Official Plan. Excerpts from the Growth Plan Element, “Community Mixed Use Nodes” are found below:

“2.4.9 Community Mixed Use Nodes

Community mixed use notes are identified on Schedule 1B. **These areas will be planned for higher density mixed uses including residential** and employment uses, as well as a wide

range of retail, service, entertainment, recreational commercial uses that serve the local and wider community.

2.4.9.1 The community mixed use nodes will be planned and designed to:

- a) be well served by transit and facilitate pedestrian and cycling traffic;
- b) provide a mix of commercial, offices and **residential development in a higher density compact urban form that supports walkable communities and live/work opportunities**; and
- c) allow complementary uses such as open space, institutional, cultural and educational uses, hotels and *live/work* studios.”

The proposed development on the subject property in the Community Mixed Use Node implements a higher density mixed land use in a compact urban form which supports walkable communities and provides live/work opportunities.

Figure 4 - Official Plan Criteria to Evaluate an Apartment Proposal

| Official Plan Policy | Analysis |
|--|--|
| <p><i>7.2.7 Multiple unit residential buildings, such as townhouses, row dwellings and apartments, may be permitted within designated areas permitting residential uses. The following development criteria will be used to evaluate a development proposal for multiple unit housing:</i></p> <p>a) <i>That the building form, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity;</i></p> | <p>The siting of the proposed buildings is compatible in design with the existing Public Library building. Conformity with this policy will be reviewed by the City prior to the issuance of site plan approval.</p> |
| <p>b) <i>That the proposal can be adequately served by local convenience and neighbourhood shopping facilities, schools, parks and recreation facilities and public transit;</i></p> | <p>Shopping facilities are planned within the Mixed Use Node. The subject application will provide a residential density which is supportive of the planned function of the node.</p> <p>Ken Danby Public School and Holy Trinity Catholic School are located in proximity to the site. O'Connor Lane Park is located near the site. Guelph Transit provides bus service to this area. The area is presently served by two existing Guelph Transit bus routes (East Loop – Route 3A and 3B and the Grange Route – Route 14) The Guelph Public Library (East Side Branch) is located across the street from the site.</p> |
| <p>c) <i>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</i></p> | <p>Traffic generated from the proposal will access onto Watson Parkway North, an arterial road, and Starwood Drive, a collector road. Vehicular traffic generated from the site can be accommodated with minimal impact on local residential streets.</p> |

| | |
|--|---|
| | The parking study prepared by Burnside determined that there is a parking demand of 412 parking spaces on the site and 414 parking spaces are provided by the proposal. |
| d) <i>That adequate municipal infrastructure, services and amenity areas for the residents can be provided.</i> | The Functional Servicing Report prepared by Gamsby and Mannerow indicates that adequate municipal infrastructure can be provided. In addition to O'Connor Lane Park, a common amenity area is proposed which includes an amenity centre building with a pool for the residents. |
| 7.2.45 The establishment of a new high density residential use, not within a 'High Density Residential' designation on Schedule 1, will require an amendment to this Plan. When considering such amendments to this Plan, the criteria of policy 7.2.7 will be considered, as well as the following: | |
| Official Plan Policy | Analysis |
| a) That the proposal is located in proximity to major employment, commercial and institutional activities; and | The proposal is located in proximity to planned major commercial activities within the Mixed Use Node. Institutional activities located in proximity include Ken Danby Public School, Holy Trinity Catholic School and the Guelph Public Library (East Side Branch). |
| b) That the proposal is located on an arterial or collector road. | The proposal is located on Watson Parkway North, an arterial road, and Starwood Drive, a collector road. |

Excerpts from the Mixed Use Node Urban Design Policies are below:

“3.6 Urban Design

3.6.6 In general, "signature buildings" will be required in corner locations or at the apex of T-intersections to serve as new neighbourhood/district landmarks.

3.6.10 Extensive blank façades facing a street, open space or park should be avoided.”

The Urban Design Brief addresses section 3.6.6 of the Official Plan, with regard to the conceptual design presented, stating that “additional height is proposed at the intersection to add a physical prominence that helps define the node intersection as an important marker for the community.” (MASI) The building facades have doors and windows and do not present blank facades to the street.

“6.3.1 Where a *development* proposal, may *negatively impact a natural heritage feature* or its *ecological function*, the proponent will be required to prepare an environmental impact study.”

As noted, an Environmental Impact Study has been prepared by Natural Resource Solutions in accordance with this requirement of the Official Plan.

The proposed development is in conformity with the Official Plan. The proposed uses are permitted in the Mixed Use Node. The policies required to be evaluated for an apartment

proposal have been met. The urban design polices and requirement for an EIS have been addressed by this submission. The proposed density for the site, which exceeds the maximum density of 150 units per hectare, implements the Official Plan policies striving to achieve efficient land use. A special policy is requested in the Official Plan to reflect the density of the site at 155 units per hectare.

4.4 Natural Heritage System (OPA No. 42)

Official Plan Amendment No. 42 introduced policies for the Natural Heritage System throughout the City. OPA No. 42 is currently under appeal to the Ontario Municipal Board. OPA No. 42 does not identify any significant natural areas on the subject property.

There are no Natural Heritage designations proposed on the subject property. The off-site designations are consistent with the current Official Plan making the property development on adjacent lands and subject to An Environmental Impact Study. The EIS prepared by NRSI considers the policies of the current Official Plan and those of OPA 42 which is not yet in effect.

4.5 Envision Guelph Draft Official Plan (OPA No. 48)

The Ministry of Municipal Affairs and Housing is the approval authority for Official Plan Amendment No. 48 which is the 5 year review of the Guelph Official Plan. OPA No. 48 has been appealed for lack of a decision within the required timeframe by MMAH and is not yet in effect.

OPA No. 48 proposes to designate the subject property as “Community Mixed-Use Centre”.

Many of the existing policies of the Official Plan are proposed to remain in OPA 48. The proposed high density residential, retail and live work uses continue to be permitted on the subject property.

OPA 48 introduces the Main Street type development within Community Mixed-use Centres. The proposed development has been planned and designed to reflect these design principles. The proposal includes multi-storey buildings fronting onto both Starwood Drive and Watson Parkway North. Ground floor retail and live/work is contemplated for small portions of the project. The storefronts would have limited widths with sidewalks to individual doors facing the street to encourage pedestrian activity. The City has developed a plan to provide on-street parking located on the municipal road allowance.

“9.4.2 Community Mixed-use Centre

6. Community Mixed-use Centres are strongly encouraged to incorporate Main Street type development in strategic locations and will be planned and designed to reflect the following:

- i) multi-storey buildings fronting onto the main street;
- ii) ground floor retail and service uses are strongly encouraged;
- iii) office uses at ground floor should be limited;
- iv) residential uses should be provided primarily above commercial uses in addition to some free-standing residential buildings;
- v) the width of storefronts should be limited to encourage pedestrian activity along the street;

- vi) urban squares, where appropriate; and
- vii) on-street parking.

Parking

21. Underground or structured parking is encouraged.

22. Surface parking should generally be minimized, well landscaped and is subject to the Urban Design policies of this Plan.”

Excerpts from the density bonus provisions from OPA 48 are below:

“10.7 Height and Density Bonus Provisions

2. The City will consider authorizing increases in height and density provided that the *development* proposal:

- i) is consistent with the goals, objectives and policies of this Plan;
- ii) constitutes good planning;
- iii) is *compatible* with the surrounding area;
- iv) provides community benefits above and beyond those that would otherwise be provided under the provisions of this Plan, the *Planning Act*, *Development Charges Act* or other statute; and
- v) provides community benefits that bear a reasonable planning relationship to the increase in height and/or density such as having a geographic relationship to the development or addressing the planning issues associated with the development.

3. Subject to policy 10.7.2, the community benefits may include but are not limited to:

- xi) **land for municipal purposes;”**

The proposed uses are permitted within the Community Mixed-use Centre designation of OPA 48. Underground parking is proposed in compliance with these not yet in effect policies. The proposed density of the site at 154 units per hectare exceeds of the maximum permitted density of 150 units per hectare.

OPA 48 Urban Design Policies

Development proposals are required to enhance the public realm in accordance with the Urban Design Policies of section 8.2.2.

Figure 5 - Urban Design Policies for the Public Realm

| 8.2 Public Realm 2. <i>Development</i> proposals shall extend, establish or reinforce a modified grid-like street network that: | |
|--|---|
| Policy | Analysis |
| i) connects with the existing urban fabric of streets, open spaces and developed areas; | Sidewalks are proposed along both Starwood Drive and Watson Parkway North. As the area is currently undeveloped, there is no existing urban fabric. |
| ii) is highly interconnected; | Opportunities for pedestrian connections to other areas within the Community Mixed-use |

| | |
|---|--|
| | Centre exist at the intersection of Starwood and Watson Parkway. |
| iii) responds sensitively and creatively to natural and other established features; | The proposed development celebrates the interface with the natural area. The common amenity area and building windows face onto the off-site open space. |
| iv) integrates with the pedestrian and bicycle networks; | A network of pedestrian sidewalks for residents will connect to municipal sidewalks. Bicycle parking and storage areas will be provided on site. |
| v) supports the integration of viable transit service; and | The density proposed is transit supportive. The area is presently served by two existing Guelph Transit bus routes (East Loop – Route 3A and 3B and the Grange Route – Route 14) |
| vi) is designed to maximize opportunities for solar gain while respecting the built form policies of this Plan. | The orientation of the buildings in the conceptual design provides opportunities for passive solar gain into individual units. |

Development proposals are required to contribute to a pedestrian oriented streetscape in accordance with the Urban Design Policies of section 8.2.10.

Figure 6 - Urban Design Policies for a Pedestrian Oriented Streetscape

| | |
|---|--|
| 8.2 Public Realm 10. New <i>development</i> shall be designed to contribute to a pedestrian oriented streetscape through strategies such as: | |
| Policy | Analysis |
| i) locating built form adjacent to, and addressing, the street edge; | The proposed buildings shown in the conceptual design are adjacent to the street edge. |
| ii) placing principal building entrances towards the street and corner intersections; | Windows and doors face directly onto the street. |
| iii) maintaining or extending a continuous building façade or streetwall along the street; | A continuous building façade with reduced setbacks is shown in the conceptual design. |
| iv) providing for active uses that provide an interface with the <i>public realm</i> that enhances the liveliness and vibrancy of the street (e.g. seating, cafés, patios, displays); | Retail and live/work uses provide active uses which interface with the public realm. |
| v) incorporating weather protection measures such as canopies, awnings, building projections or colonnades, where possible; | Covered entrances provide weather protection measures. |
| vi) ensuring that street elements are co-ordinated with those within the public street right-of-way; and | The street elements are co-ordinated with those within the public street right-of-way. |
| vii) ensuring that the placement of above-ground utilities do not visually detract from a cohesive streetscape through such strategies as clustering utilities in appropriate locations or containing them in other streetscape features. | Hydro has been provided underground in this area. |

The proposed high density residential buildings are subject to the urban design policies of sections 8.8 and 8.9. These policies are evaluated in Figure 7 and 8.

Figure 7 - Urban Design Policies for Built Form: Mid-rise Buildings

| 8.8 Built Form: Mid-rise Buildings | |
|--|---|
| 1. In addition to the policies above, the following policies apply to mid-rise building forms, which generally means a building between four (4) and six (6) storeys: | |
| Policy | Analysis |
| i) mid-rise buildings shall be designed to frame the street they are fronting while allowing access to sunlight to adjacent properties; | The mid-rise buildings are designed to frame the street they are shown fronting onto. |
| ii) mid-rise buildings shall be designed to ensure that servicing and automobile parking are appropriately located and screened. Generally, this shall mean that parking is provided underground or at the rear or side of the building; | Parking is provided at the rear or side of the buildings to locate the majority of parking away from the street. |
| iii) pedestrian access shall be provided to the principal entrance from the <i>public realm</i> ; | The conceptual plan shows pedestrian access is from the municipal sidewalk to the principal entrance to each building. |
| iv) where buildings front onto a public street and are greater than 30 metre in length, building entrances shall be located at regular intervals; | Building entrances to the retail units and live/work units are provided at regular intervals. |
| v) where buildings are taller than four (4) storeys, building length will be restricted through the <i>Zoning By-law</i> to reduce impacts such as shadowing; and | The proposed buildings have been shown on the conceptual plan at a height greater than 4 storeys where requested by the City. |
| vi) shadow, view and microclimatic studies may be required to determine potential impacts arising from mid-rise buildings. | The site is abutted by roads and open space. There is no development abutting the property to be potentially impacted. |

Figure 8 - Urban Design Policies for Built Form: High-rise Buildings

| 8.9 Built Form: High-rise Buildings | |
|---|--|
| 1. In addition to the policies above the following policies apply to tall building forms, which generally means buildings above six (6) storeys. | |
| Policy | Analysis |
| i) to ensure tall buildings act as landmarks, they shall incorporate a distinctive bottom (e.g., a podium), middle and top. Interesting architectural features and roof treatments should be considered for all rooftops of tall buildings; | The conceptual plan indicates that a high-rise component is being considered for the corner of Starwood and Watson Parkway North. The applicable, in effect, Official Plan policies will be evaluated by the City prior to the issuance of site plan approval. |
| ii) parking should be provided primarily below grade with limited visitor surface parking. Structured parking above-grade may be permitted, where appropriate; | Some below grade parking will be provided. |
| iii) built-form studies addressing building | The site is abutted by roads and open space. |

It should be noted that although the existing zoning on the subject property is Industrial, this application is not a conversion from an employment to a residential land use. This land use change was previously decided by the City when the lands were designated as “Mixed Use Node” in the Official Plan.

R.4B Specialized Zoning Requests

Permitted Uses

In addition to the uses permitted by the R.4B Zone, the following uses shall also be permitted:

- live/work units
- office
- medical office
- artist studio
- gallery
- personal service establishment
- retirement residential units
- retail establishment
- convenience store
- restaurant
- take-out restaurant
- dry cleaning outlet

Regulations

- A Minimum Front Yard and Exterior Side Yard of 1.0 m where 6 m is required.
- A Minimum Side Yard of 0 m where half the building height is required. (to address interior side yard setbacks created by the phasing of development)
- A Maximum density of 155 units per hectare where 150 units per hectare is required.
- An Apartment parking space ratio of 1.17 parking spaces per unit (including all permitted uses).
- A Retirement Residential parking space ratio of 0.59 spaces per unit (including all permitted uses).
- A Minimum Landscaped Open Space area shall not be required.
- Parking shall be permitted within 2m of a lot line where 3m is required.
- The Common Amenity Area shall be provided at a ratio of 12 m² per unit, where 30 m² per unit up to 20 units and 20 m² per unit for each additional unit is required.
- A driveway or surface parking area may be located a minimum of 1 metre from a building entrance or a window of a habitable room where 3m is required.
- The provisions of this by-law shall continue to apply collectively to the whole of the subject lands in this zone, despite any future severance, phase of registration, partition or division for any purpose.
- A Maximum Floor Space Index of 2.5 be provided where 1.5 is required.

Figure 10 - Zoning Regulation Compliance

| High Density Apartment Zone R.4B Zone | | | |
|--|---|--|------------|
| Zoning Regulation | Required | Provided | Compliance |
| Minimum Lot Area | 650 m ² | 26,300 m ² | Yes |
| Minimum Lot Frontage | 15 m | 362 m | Yes |
| Maximum Density (upha) | 150 upha | 154 upha | No |
| Minimum Front Yard and Exterior Side Yard | 6 m | 1.0 m | No |
| Minimum Side Yard | half the building height | 0 m | No |
| Minimum Rear Yard | half the building height | 11.2 m | Yes |
| Maximum Building Height | 10 storeys | 8 storeys | Yes |
| Minimum Distance Between Buildings with windows to habitable rooms | distance between the faces of two Buildings which contain windows of Habitable Rooms shall be half the Building Height to a maximum of 30 metres and a minimum of 5 metres. | 15 m | Yes |
| Minimum Common Amenity Area | 30 m ² per unit up to 20 units. 20 m ² per unit for each additional unit | 12 m ² per unit | No |
| | Common Amenity Area shall be provided and aggregated into areas of not less than 50 m ² . | Yes | Yes |
| | 5.4.2.4.2 Amenity Areas shall be designed and located so that the length does not exceed 4 times the width. | Yes | Yes |
| | 5.4.2.4.3 A Common Amenity Area shall be located in any Yard other than the required Front Yard or required Exterior Side Yard . | Yes | Yes |
| | 5.4.2.4.4 Landscaped Open Space areas, Building roof tops, patios, and above ground decks may be included as part of the Common Amenity Area if recreational facilities are provided and maintained (e.g. swimming pools, tennis courts, lounges, and landscaped areas). | Yes | Yes |
| Minimum Landscaped Open Space | 20% for 4 storey buildings | 20% | Yes |
| | 40% for above 5 storey buildings | 20% | No |
| Off-Street Parking | Residential units for the first 20 units: 1.5 per unit, and for each unit in excess of 20: 1.25 per unit | Residential units 1.17 spaces per unit | No |
| | Retirement residential 0.8 spaces per unit | Retirement residential | |

| | | | |
|---|---|----------------------------|-----|
| | | 0.59 spaces per unit | |
| No Parking Space is permitted within 3 metres of any Lot Line . | 3 m | 2 m | No |
| No part of any surface Driveway or surface Parking Area shall be located within 3 metres of a Building entrance or any window of a Habitable Room . | 3 m | 1 m | No |
| Accessible Parking Spaces | 2 accessible parking spaces If 51 to 200 parking spaces are required, a minimum of 2 accessible parking spaces shall be provided | Yes | Yes |
| Buffer Strip | Required abutting a wetland and residential | Yes | Yes |
| Maximum Floor Space Index | 1.5 | 2.5 | No |

5. Conclusion

This Planning Report has been prepared in support of the Official Plan Amendment to permit a density of 155 units per hectare and the rezoning of the property to a Specialized High Density Residential R.4B Zone and Single Detached Residential R.1D Zone.

The development proposal is consistent with the Provincial Policy Statement, is in conformity with the Growth Plan, is in conformity with both the “in effect” and adopted Official Plan amendments under appeal, and in my professional opinion represents good planning.

This report has been prepared and respectfully submitted by,

Astrid Clos, RPP, MCIP