

PLANNING COMMITTEE AGENDA

Planning Committee Meeting

Monday, July 6, 2020

Tom Davies Square - Council Chamber / Electronic Participation

COUNCILLOR FERN CORMIER, CHAIR

Robert Kirwan, Vice-Chair

1:30 P.M. CLOSED SESSION, COMMITTEE ROOM C-11 / ELECTRONIC PARTICIPATION

2:00 P.M. OPEN SESSION, COUNCIL CHAMBER / ELECTRONIC PARTICIPATION

City of Greater Sudbury Council and Committee Meetings are accessible and are broadcast publicly online and on television in real time and will also be saved for public viewing on the City's website at:

<https://agendasonline.greatersudbury.ca>.

Please be advised that if you make a presentation, speak or appear at the meeting venue during a meeting, you, your comments and/or your presentation may be recorded and broadcast.

By submitting information, including print or electronic information, for presentation to City Council or Committee you are indicating that you have obtained the consent of persons whose personal information is included in the information to be disclosed to the public.

Your information is collected for the purpose of informed decision-making and transparency of City Council decision-making under various municipal statutes and by-laws and in accordance with the *Municipal Act, 2001, Planning Act, Municipal Freedom of Information and Protection of Privacy Act* and the City of Greater Sudbury's *Procedure By-law*.

For more information regarding accessibility, recording your personal information or live-streaming, please contact Clerk's Services by calling 3-1-1 or emailing clerks@greatersudbury.ca.

ROLL CALL

Resolution to meet in Closed Session to deal with one (1) Proposed or Pending Acquisition or Disposition of Land Matters:

- Surplus School - Charlotte Avenue, Sudbury

in accordance with the *Municipal Act, 2001*, s. 239(2)(c).

(RESOLUTION PREPARED)

DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

PUBLIC HEARINGS

1. Report dated June 12, 2020 from the General Manager of Growth and Infrastructure regarding Rintala Construction Company Limited & Industrial Holdings (Sudbury) Inc. - Application for rezoning in order to eliminate the split zoning on the subject lands, 234 & 240 Fielding Road, Lively. **9 - 25**
(RESOLUTION PREPARED)
 - Mauro Manzon, Senior Planner
2. Report dated June 12, 2020 from the General Manager of Growth and Infrastructure regarding 1777232 Ontario Inc. – Application for Zoning By-law Amendment in order to facilitate the creation of one new urban residential lot and site-specific development standards for the proposed retained rural lands, 207 Niemi Road, Lively. **26 - 44**
(RESOLUTION PREPARED)
 - Glen Ferguson, Senior Planner
3. Report dated June 15, 2020 from the General Manager of Growth and Infrastructure regarding Daniel, Frances, and Bernard Bouffard – Application for Official Plan Amendment and Rezoning, 664 & 672 Lasalle and 1167 Northway, Sudbury. **45 - 71**
(RESOLUTION PREPARED)
 - Wendy Kaufman, Senior Planner
 - Letter(s) of concern from concerned citizen(s)

MATTERS ARISING FROM THE CLOSED SESSION

At this point in the meeting, the Chair of the "Closed Session", will rise and report the results of the "Closed Session". The Committee will then consider any resolutions.

CONSENT AGENDA

(For the purpose of convenience and for expediting meetings, matters of business of repetitive or routine nature are included in the Consent Agenda, and all such matters of business contained in the Consent Agenda are voted on collectively.

A particular matter of business may be singled out from the Consent Agenda for debate or for a separate vote upon the request of any Councillor. In the case of a separate vote, the excluded matter of business is severed from the Consent Agenda, and only the remaining matters of business contained in the Consent Agenda are voted on collectively.

Each and every matter of business contained in the Consent Agenda is recorded separately in the minutes of the meeting.)

ADOPTING, APPROVING OR RECEIVING ITEMS IN THE CONSENT AGENDA

(RESOLUTION PREPARED FOR ITEM C-1)

ROUTINE MANAGEMENT REPORTS

- C-1. Report dated June 11, 2020 from the General Manager of Corporate Services regarding 67 Fourth Avenue, Coniston - Declaration of Surplus Vacant Land and Transfer. **72 - 75**
(RESOLUTION PREPARED)
(This report provides a recommendation regarding the Declaration of Vacant Land and Transfer.)

REGULAR AGENDA

MANAGERS' REPORTS

- R-1. Report dated June 15, 2020 from the General Manager of Growth and Infrastructure regarding LaSalle Boulevard Corridor Plan and Strategy - Proposed Approach to Zoning By-law Amendment. **76 - 108**
(RESOLUTION PREPARED)
(This report provides a recommendation regarding a proposed approach to the amendments to the Zoning By-law to implement Official Plan Amendment No. 102 and the recommendations of the LaSalle Boulevard Corridor Plan and Strategy.)

REFERRED AND DEFERRED MATTERS

- R-2. Report dated June 15, 2020 from the General Manager of Growth and Infrastructure regarding Report on the Commercial Parking Standards Study. **109 - 157**
(RESOLUTION PREPARED)
(This report provides a recommendation regarding an overview of the Commercial Parking Standards Study findings.)

MEMBERS' MOTIONS

CORRESPONDENCE FOR INFORMATION ONLY

- I-1. Report dated June 15, 2020 from the General Manager of Growth and Infrastructure regarding Supplemental Information Regarding the Commercial Parking Study. **158 - 167**
(FOR INFORMATION ONLY)

(This report provides additional information regarding the report on the Commercial Parking Study.)

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD

ADJOURNMENT

COMITÉ DE PLANIFICATION ORDRE DU JOUR

Réunion du Comité de planification

6 juillet 2020

Place Tom Davies - Salle Du Conseil / participation électronique

CONSEILLER FERN CORMIER, PRÉSIDENT(E)

Robert Kirwan, Vice-président(e)

13H 30 SÉANCE À HUIS CLOS, SALLE DE RÉUNION C-11 / PARTICIPATION ÉLECTRONIQUE

14H 00 SÉANCE PUBLIQUE, SALLE DU CONSEIL / PARTICIPATION ÉLECTRONIQUE

Les réunions du Conseil de la Ville du Grand Sudbury et de ses comités sont accessibles et sont diffusés publiquement en ligne et à la télévision en temps réel et elles sont enregistrées pour que le public puisse les regarder sur le site Web de la Ville à l'adresse <https://agendasonline.greatersudbury.ca>.

Sachez que si vous faites une présentation, si vous prenez la parole ou si vous vous présentez sur les lieux d'une réunion pendant qu'elle a lieu, vous, vos commentaires ou votre présentation pourriez être enregistrés et diffusés.

En présentant des renseignements, y compris des renseignements imprimés ou électroniques, au Conseil municipal ou à un de ses comités, vous indiquez que vous avez obtenu le consentement des personnes dont les renseignements personnels sont inclus aux renseignements à communiquer au public

Vos renseignements sont recueillis aux fins de prise de décisions éclairées et de transparence du Conseil municipal en vertu de diverses lois municipales et divers règlements municipaux, et conformément à la *Loi de 2001 sur les municipalités*, à la *Loi sur l'aménagement du territoire*, à la *Loi sur l'accès à l'information municipale et la protection de la vie privée* et au *Règlement de procédure* de la Ville du Grand Sudbury.

Pour obtenir plus de renseignements au sujet de l'accessibilité, de la consignation de vos renseignements personnels ou de la diffusion en continu en direct, veuillez communiquer avec le Bureau de la greffière municipale en composant le 3-1-1 ou en envoyant un courriel à l'adresse clerks@grandsudbury.ca.

APPEL NOMINAL

Résolution pour tenir une réunion à huis clos afin de traiter d'une acquisition ou d'une disposition projetée ou en cours d'un bien-fonds :

- École excédentaire – avenue Charlotte, Sudbury

aux termes de la Loi de 2001 sur les municipalités, alinéa 239 (2)(c).
(RÉSOLUTION PRÉPARÉE)

DÉCLARATION D'INTÉRÊTS PÉCUNIAIRES ET LEUR NATURE GÉNÉRALES

AUDIENCES PUBLIQUES

1. Rapport directeur général, Croissance et Infrastructure , daté du 12 juin 2020 portant sur Rintala Construction Company Limited & Industrial Holdings (Sudbury) Inc. – Demande de rezonage afin d'éliminer le zonage multiple des terrains visés, 234 et 240, chemin Fielding, Lively. **9 - 25**
(RÉSOLUTION PRÉPARÉE)
 - Mauro Manzoni, planificateur principal
2. Rapport directeur général, Croissance et Infrastructure , daté du 12 juin 2020 portant sur 1777232 Ontario Inc. – Demande de modification d'un règlement municipal de zonage afin de faciliter la création d'un nouveau lot résidentiel urbain et des normes d'aménagement propres au site concernant les terrains ruraux conservés, 207, chemin Niemi, Lively. **26 - 44**
(RÉSOLUTION PRÉPARÉE)
 - Glen Ferguson, planificateur principal
3. Rapport directeur général, Croissance et Infrastructure , daté du 15 juin 2020 portant sur Daniel, Frances et Bernard Bouffard – Demande de modification du Plan officiel et de rezonage, 664 et 672, boulevard Lasalle et 1167, avenue Northway, Sudbury. **45 - 71**
(RÉSOLUTION PRÉPARÉE)
 - Wendy Kaufman, planificateur principal

-Lettre(s) de citoyens concernés faisant état de leurs préoccupations

QUESTIONS DÉCOULANT DE LA SÉANCE À HUIS CLOS

Le président de la séance à huis clos, se lève maintenant et en présente les résultats. Le Comité examine ensuite les résolutions.

Ordre du jour des résolutions

(Par souci de commodité et pour accélérer le déroulement des réunions, les questions d'affaires répétitives ou routinières sont incluses à l'ordre du jour des résolutions, et on vote collectivement pour toutes les questions de ce genre. À la demande d'une conseillère ou d'un conseiller, on pourra traiter isolément d'une question d'affaires de l'ordre du jour des résolutions par voie de débat ou par vote séparé. Dans le cas d'un vote séparé, la question d'affaires isolée est retirée de l'ordre du jour

des résolutions ; on ne vote collectivement qu'au sujet des questions à l'ordre du jour des résolutions. Toutes les questions d'affaires à l'ordre du jour des résolutions sont inscrites séparément au procès-verbal de la réunion)

ADOPTION, APPROBATION OU RÉCEPTION D'ARTICLES DANS L'ORDRE DU JOUR DES CONSENTEMENTS

(RÉSOLUTION PRÉPARÉE POUR LES ARTICLES DE L'ORDRE DU JOUR DES
RÉSOLUTION C-1)

RAPPORTS DE GESTION COURANTS

- C-1. Rapport Directeur général des Services corporatifs, daté du 11 juin 2020 portant sur 67 Fourth Avenue, Coniston – Déclaration et transfert de terrain vacant excédentaire. **72 - 75**
(RÉSOLUTION PRÉPARÉE)
(Dans ce rapport, on formule une recommandation concernant une déclaration et le transfert d'un terrain vacant excédentaire.)

Ordre du jour ordinaire

RAPPORTS DES GESTIONNAIRES

- R-1. Rapport directeur général, Croissance et Infrastructure , daté du 15 juin 2020 portant sur Plan et stratégie pour le corridor du boulevard Lasalle – Approche proposée concernant les modifications du règlement municipal de zonage. **76 - 108**
(RÉSOLUTION PRÉPARÉE)
(Dans ce rapport, on formule une recommandation sur une approche proposée concernant les modifications au règlement municipal de zonage pour mettre en œuvre la modification no 102 et les recommandations du plan et de la stratégie pour le corridor du boulevard Lasalle.)

QUESTIONS RENVOYÉES ET QUESTIONS REPORTÉES

- R-2. Rapport directeur général, Croissance et Infrastructure , daté du 15 juin 2020 portant sur Rapport sur l'étude des normes de stationnement commercial. **109 - 157**
(RÉSOLUTION PRÉPARÉE)
(Dans ce rapport, on formule une recommandation concernant un survol des conclusions de l'étude sur les normes de stationnement commercial.)

MOTIONS DES MEMBRES

CORRESPONDANCE À TITRE D'INFORMATION

- I-1. Rapport directeur général, Croissance et Infrastructure , daté du 15 juin 2020 portant sur Renseignements supplémentaires concernant l'étude sur le stationnement commercial.

158 - 167

(A TITRE D'INFORMATION)

(Dans ce rapport, on fournit des renseignements additionnels concernant le Rapport sur l'étude sur le stationnement commercial.)

ADDENDA

PÉTITIONS CIVIQUES

PÉRIODE DE QUESTIONS

LEVÉE DE LA SÉANCE

Presented To:	Planning Committee
Presented:	Monday, Jul 06, 2020
Report Date	Friday, Jun 12, 2020
Type:	Public Hearings
File Number:	751-8/20-02

Request for Decision

Rintala Construction Company Limited & Industrial Holdings (Sudbury) Inc. - Application for rezoning in order to eliminate the split zoning on the subject lands, 234 & 240 Fielding Road, Lively

Resolution

THAT the City of Greater Sudbury approves the application by Rintala Construction Company Limited & Industrial Holdings (Sudbury) Inc. to amend Zoning By-law 2010-100Z by changing the zoning classification from "M5", Extractive Industrial to "M3", Heavy Industrial on lands described as Part of PINs 73372-0231 & 73372-0232, Part of Parts 1 & 2, Plan 53R-19603 in Lot 3, Concession 5, Township of Waters, as outlined in the report entitled "Rintala Construction Company Limited & Industrial Holdings (Sudbury) Inc.", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on July 6, 2020, subject to the following conditions:

1. That prior to the adoption of the amending by-law, the following conditions shall be addressed:
 - i) That the applicants provide the Development Approvals Section with a final plan of survey in order to enact the amending by-law;
 - ii) That any outstanding requirements related to the site alteration permit for PIN 73372-0232 be addressed to the satisfaction of the Chief Building Official and Conservation Sudbury.
2. Conditional approval shall lapse on July 6, 2022 unless Condition 1 above has been met or an extension has been granted by Council.

Signed By

Report Prepared By

Mauro Manzon
Senior Planner
Digitally Signed Jun 12, 20

Manager Review

Alex Singbush
Manager of Development Approvals
Digitally Signed Jun 12, 20

Recommended by the Division

Jason Ferrigan
Director of Planning Services
Digitally Signed Jun 17, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jun 18, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Jun 19, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Jun 24, 20

Relationship to the Strategic Plan / Health Impact Assessment

The application to amend the Zoning By-law is an operational matter under the Planning Act to which the City is responding. The application supports the goals and objectives of the 2019-2027 City of Greater Sudbury Strategic Plan by contributing towards business retention and growth within the community.

Report Summary

An application for rezoning has been submitted in order to eliminate the split zoning on the properties municipally known as 234 and 240 Fielding Road, Lively by applying "M3", Heavy Industrial zoning to the entire lands. The existing M5 zoning permitted a former quarry, which was rehabilitated in 2014. The application is recommended for approval as it is desirable from a land use perspective to have the lands subject to one set of zoning standards. Furthermore, the M5 zoning is no longer relevant given that the aggregate licence has been surrendered.

Financial Implications

This report has no financial implications as it consists of an application to eliminate the split zoning on the lands described. The rezoning would not have a financial impact as the lands would remain zoned under the Industrial classification.

Date: June 9, 2020

STAFF REPORT

PROPOSAL:

An application for rezoning has been submitted in order to eliminate the split zoning on the subject lands by replacing the M5 zoning with M3 zoning. The entire lands would therefore be subject to one set of zoning regulations.

Existing Zoning: "M5", Extractive Industrial

"M5", Extractive Industrial zoning is primarily focused on aggregate facilities, where permitted uses include pits, quarries and aggregate transfer sites. Forestry and agricultural uses are also permitted in M5 zones.

Requested Zoning: "M3", Heavy Industrial

"M3", Heavy Industrial zoning provides for a broader category of industrial use which is typically more intensive than M1-1, M1 and M2 zones. Accessory outdoor storage is permitted subject to the provisions of Section 4.28.

Location and Site Description:

Part of PINs 73372-0231 & 73372-0232, Part of Parts 1 & 2, Plan 53R-19603 in Lot 3, Concession 5, Township of Waters (234 & 240 Fielding Road, Lively)

The subject lands comprise two properties located on the west side of Fielding Road in Lively. The area is not serviced by municipal water and sanitary sewer. Fielding Road is designated as a Local Road and is constructed to a rural standard. There is no public transit service in this area.

Total area of the lands to be rezoned is 1.85 ha. The subject sites form the westerly portions of the properties municipally known as 234 and 240 Fielding Road. The lands currently zoned M5 were subject to an aggregate licence for a quarry, which was surrendered in June 2014. Extensive site alteration is underway on the northerly portion identified as PIN 73372-0232. Southerly PIN 73372-0231 is occupied by an office and manufacturing facility that is subject to a Site Plan Control Agreement registered in 2011 (MINECAT). Industrial uses are also located on adjacent properties.

A watercourse extends along the easterly limit of the subject lands, which fall within the regulated area of Conservation Sudbury.

Related Applications:

The current M5 zoning originated in 1982, when Interim By-law 76-327 was amended in order to accommodate the expansion of an existing quarry (By-law 82-28).

In 2011, a consent application was approved in order to sever the southerly lands identified as Part 2, Plan 53R-19603 (File B0069/2011). The site was subsequently developed as a mining manufacturing facility that is subject to a Site Plan Control Agreement dated October 25, 2011.

A site alteration permit was issued by Building Services Section on May 16, 2013 in order to conduct site preparation work on PIN 73372-0232 (Permit # S13-0002). The permit was approved based on a lot grading plan prepared by S.A. Kirchhefer Limited dated April 10, 2012.

Following the approved rehabilitation of the former quarry, the aggregate licence was surrendered by the owner in June 2014, as per Ministry of Natural Resources and Forestry requirements.

Title: Rintala Construction Company Limited & Industrial Holdings (Sudbury) Inc.

Date: June 9, 2020

Public Consultation:

The statutory notice of the public hearing was provided by newspaper along with a courtesy mail-out to property owners and tenants within a minimum of 120 metres of the property.

The applicant was advised of the City's policy recommending that applicants consult with their neighbours, ward councillor and key stakeholders to inform area residents on the application prior to the public hearing.

The owners' agent indicated that no additional public consultation was to be conducted prior to the hearing.

As of the date of this report, no phone calls or written submissions have been received by Planning Services.

POLICY & REGULATORY FRAMEWORK:

The property is subject to the following policy and regulatory framework:

- 2020 Provincial Policy Statement
- 2011 Growth Plan for Northern Ontario
- Official Plan for the City of Greater Sudbury, 2006
- Zoning By-law 2010-100Z

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

Provincial Policy Statement:

Municipalities in the Province of Ontario are required under Section 3 of the *Planning Act* to ensure that decisions affecting planning matters are consistent with the Provincial Policy Statement.

Section 1.3 of the PPS addresses employment areas and provides policies intended to support a diversified economic base. Planning authorities shall protect employment areas for current and future uses and ensure that the necessary infrastructure supports current and projected needs. Employment areas planned for industrial and manufacturing uses shall provide for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas. The conversion of employment areas to non-employment uses is only permitted through a comprehensive review of the Official Plan.

Growth Plan for Northern Ontario:

Municipalities in the Province of Ontario are required under Section 3 of the *Planning Act* to ensure that decisions affecting planning matters conform with the Growth Plan for Northern Ontario.

The GPNO identifies Greater Sudbury as an Economic and Service Hub, which shall accommodate a significant portion of future population and employment growth and allow a diverse mix of land uses.

Date: June 9, 2020

Official Plan for the City of Greater Sudbury:

The subject lands are designated as General Industrial. The following policies under Section 4.5.1 are applied:

1. Permitted uses may include manufacturing, fabricating, processing and assembling of industrial and consumer products, repair, packaging and storage of goods and materials, and related industrial activities.
2. Complementary uses, such as administrative offices, hotels and restaurants, which do not detract from, and which are compatible with, the operation of industrial uses are also permitted.
3. General Industrial uses must have minimal environmental impacts. Any use which may impact surrounding areas and cause nuisance will be appropriately buffered and screened.
4. Where development occurs in areas that are not fully serviced, only dry industries that generate less than 4,500 litres of wastewater a day may be permitted.
5. Heavy industrial uses may also be permitted by rezoning.

Zoning By-law 2010-100Z:

The proposed M3 zoning will eliminate the split zoning on both properties, which is desirable from a land use perspective in order to have the land subject to one set of zoning standards. Furthermore, the M5 zoning can be replaced given that the quarry has ceased operation and the aggregate licence has been surrendered.

Site Plan Control:

The subject sites are industrial properties which are located more than 152.4 metres from a Residential zone and a designated Municipal Road. The lands are therefore not subject to site plan control under the Site Plan Control By-law 2010-220. Notwithstanding the above, the MINECAT site is subject to a Site Plan Control Agreement registered in 2011, which was requested by the owner in order to ensure appropriate development of the land.

Department/Agency Review:

Building Services advised that there are outstanding matters related to the site alteration permit issued in 2013, which may include renewal of the permit, return of deposits and inspections. The owner is advised to contact Building Services for more information.

PLANNING ANALYSIS:

This application is generally viewed as a technical amendment required to eliminate the split zoning on the subject lands. It is desirable from a land use perspective to have the properties subject to one set of zoning standards for clarity. Furthermore, the M5 zoning is no longer relevant given that the aggregate licence was surrendered in 2014. The owners will benefit by having a broader range of uses permitted under the proposed M3 zoning, provided servicing needs can be addressed.

Title: Rintala Construction Company Limited & Industrial Holdings (Sudbury) Inc.

Date: June 9, 2020

The rezoning is supported based on the following considerations:

- The proposed zoning is consistent with surrounding properties, which form an industrial node in close proximity to the City's mining complex. There are no issues related to compatibility and no sensitive land uses are located in close proximity to the site.
- The application conforms to the underlying land use designation in the Official Plan related to permitted uses in General Industrial areas, including heavy industrial uses.
- Site alteration conducted on the property was approved through a permitting process in 2013, which effectively sets the stage for additional development. However, there are some outstanding matters related to the permit that need to be addressed to the satisfaction of Building Services and Conservation Sudbury.
- The lands previously licenced for aggregate extraction have been rehabilitated to the satisfaction of the Ministry of Natural Resources and Forestry.
- The proposal demonstrates consistency with the 2020 Provincial Policy Statement. The application does not propose uses that would compromise the viability of employment lands intended for industrial use.
- The application conforms to the 2011 Growth Plan for Northern Ontario, as it aligns with the City's designation as an Economic and Service Hub.

CONCLUSION:

Planning Services recommends that the application for rezoning be approved subject to the conditions outlined in the Resolution section of this report.

Appendix 1

Departmental & Agency Comments

File: 751-8/20-2

RE: Application for Rezoning – Rintala Construction Company Limited & Industrial Holdings (Sudbury) Inc.
Part of PINs 73372-0231 & 73372-0232, Part of Parts 1 & 2, Plan 53R-19603 in Lot 3, Concession 5, Township of Waters (234 & 240 Fielding Road, Lively)

Development Engineering

This site is not currently serviced by municipal water and sanitary sewer.

Infrastructure Capital Planning Services

No concerns.

Building Services

A site alteration permit is valid for a period equal to the project schedule submitted on or with the permit application, but no greater than five years from the date of issuance. A permit may be renewed after five years from the date of issuance. In this case, the permits were issued on May 16, 2013 with a projected completion date of April 2015.

Conservation Sudbury

The subject parcels contain a watercourse. As such, portions of both parcels are regulated by Ontario Regulation 156/06. The watercourse extends north-south along the eastern portions of the parcels.

LOT 3

PART 3
SR - 1880

P. I. N. 73372 - 0090

P.I.N. 73372 - 0002

SHIP OF WATERS

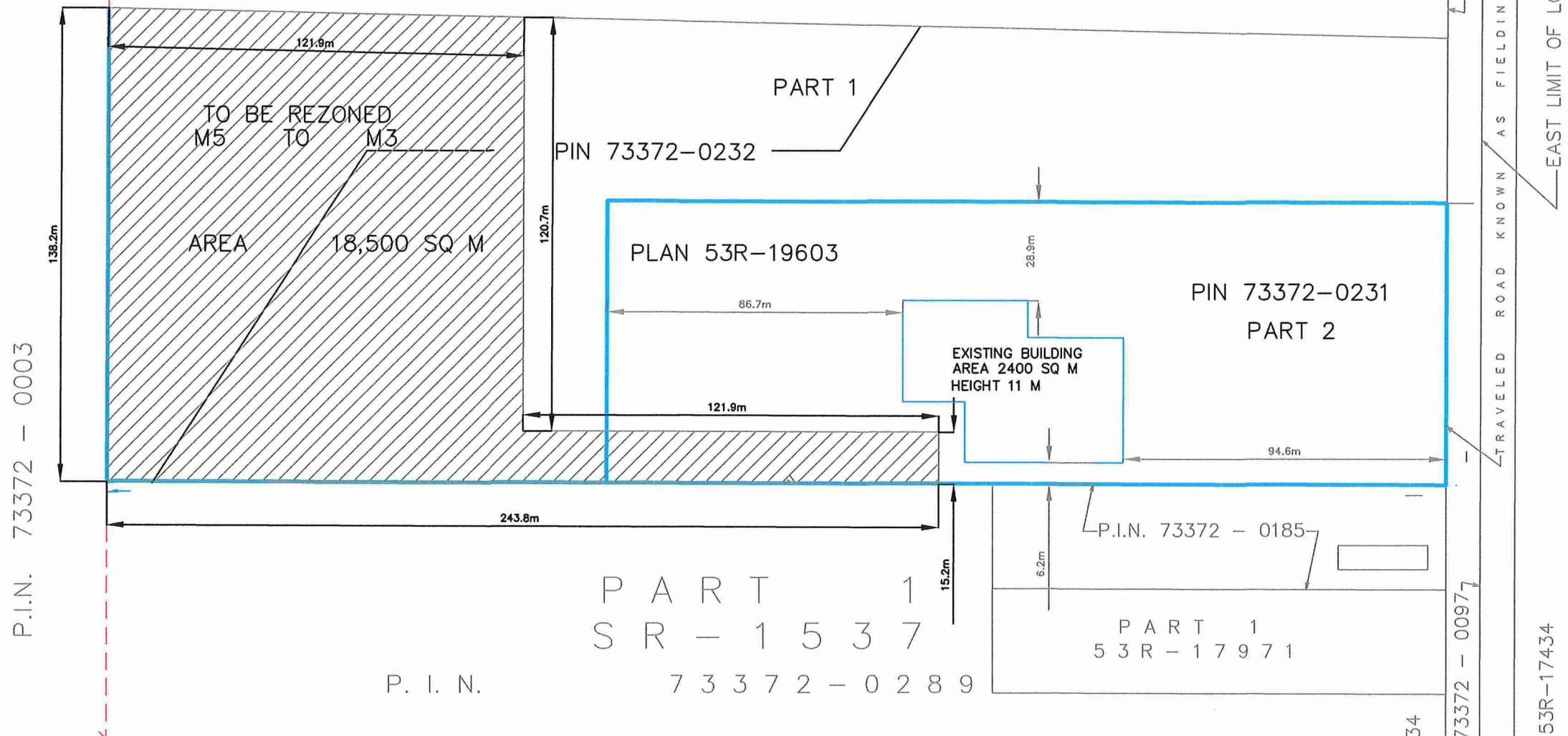




Photo 1: 234 & 240 Fielding Road, Lively
Aerial photo dated July 2, 2019 illustrating extent of site alteration on PIN 73372-0232 and existing industrial facility on PIN 73372-0231
File 751-8/20-2
Source: Google Earth



Photo 2: 234 Fielding Road, Lively
Existing site conditions on PIN 73372-0232 (Rintala Construction)
File 751-8/20-2 Photography April 11, 2020



Photo 3: 234 Fielding Road, Lively
Site alteration and heavy equipment on PIN 73372-0232 (Rintala
Construction)
File 751-8/20-2 Photography April 11, 2020



Photo 4: 234 Fielding Road, Lively
Westerly part of PIN 73372-0232 subject to rezoning (Rintala Construction)
File 751-8/20-2 Photography April 11, 2020



Photo 5: 240 Fielding Road, Lively
Part of southerly PIN 73372-0231 subject to rezoning (Industrial Holdings)
File 751-8/20-2 Photography April 11, 2020



Photo 6: 240 Fielding Road, Lively
Property benefitting from lot addition (Industrial Holdings)
File 751-8/20-2 Photography April 11, 2020

Nelson Road



Westhill Court



Fielding Road

Subject Property



Legend

- Road_CGS_2019
- Watercourse
- Parcels (File Number)
- ▣ Floodplain
- Regulation Limits
- ▤ Municipal Boundary (CGS)
- NDCA Jurisdiction
- World Imagery
- Low Resolution 15m Imagery
- High Resolution 60cm Imagery
- High Resolution 30cm Imagery
- Citations

Notes

See Comments



229.3 0 114.66 229.3 Meters

WGS_1984_Web_Mercator_Auxiliary_Sphere
© Latitude Geographics Group Ltd.

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

Presented To:	Planning Committee
Presented:	Monday, Jul 06, 2020
Report Date	Friday, Jun 12, 2020
Type:	Public Hearings
File Number:	751-8/20-01

Request for Decision

1777232 Ontario Inc. – Application for Zoning By-law Amendment in order to facilitate the creation of one new urban residential lot and site-specific development standards for the proposed retained rural lands, 207 Niemi Road, Lively

Resolution

THAT the City of Greater Sudbury approves the application by 1777232 Ontario Inc. to amend Zoning By-law 2010 100Z by changing the zoning classification of the subject lands from “RU”, Rural to “R1-5”, Low Density Residential One and “RU(S)”, Rural Special on those lands described as PIN 73377-0038, Parcel 15561, Lot 8, Concession 5, Township of Waters, as outlined in the report entitled “1777232 Ontario Inc.”, from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on July 6, 2020, subject to the following conditions:

1. That prior to the passing of an amending zoning by-law the owner shall submit a registered survey plan describing the lands to be rezoned to the satisfaction of the Director of Planning Services;
2. That the amending zoning by-law include the following site specific provisions:
 - a. That the north-westerly portion of the lands be rezoned to “R1-5” in order to facilitate the creation of one new urban residential lot at the corner of Niemi Road and Santala Road; and,
 - b. That the remainder of the lands be rezoned to “RU(S)” in order to recognize the future retained lands having a minimum lot area of 0.87 ha (2.15 acres), a minimum lot frontage of 60 m (200 ft) and an exterior side lot line measuring 72 m (236.22 ft) in length; and,
3. That conditional approval shall lapse on June 23, 2022 unless Condition #1 above has been met or an extension has been granted by Council.

Signed By

Report Prepared By

Glen Ferguson
Senior Planner
Digitally Signed Jun 12, 20

Manager Review

Alex Singbush
Manager of Development Approvals
Digitally Signed Jun 12, 20

Recommended by the Division

Jason Ferrigan
Director of Planning Services
Digitally Signed Jun 17, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jun 18, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Jun 19, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Jun 24, 20

Relationship to the Strategic Plan / Health Impact Assessment

The application to amend the Zoning By-law is an operational matter under the Planning Act to which the City is responding.

Report Summary

This report reviews an application for Zoning By-law Amendment intended to facilitate the creation of one new urban residential lot at the corner of Niemi Road and Santala Road in the community of Lively. The balance of the lands would be rezoned with site-specific relief that would recognize an undersized rural minimum lot area and minimum lot frontage on the future retained lands containing the existing residential dwelling.

Staff has reviewed the development proposal and is satisfied that it conforms with the Official Plan for the City of Greater Sudbury. The development proposal is also generally consistent with the land use planning policy directions identified in the PPS. Staff also notes that the application conforms to and does not conflict with the Growth Plan for Northern Ontario. Staff also notes that circulated agencies and departments have raised no major areas of concern with respect to the proposed rezoning.

If approved, the amending zoning by-law would rezone the north-westerly portion of the lands to “R1-5” in order to facilitate the creation of one new urban residential lot at the corner of Niemi Road and Santala Road and the remainder of the lands would be rezoned to “RU(S)” in order to recognize the future retained lands having a minimum lot area of 0.87 hectares, a minimum lot frontage of 60 metres and an exterior side lot line measuring 72 metres in length. Staff is supportive of the site-specific relief that would be required on the rural portion of the lands and is of the opinion that some degree of flexibility would be prudent given the presence of a split-designation in the Official Plan on the subject lands (ie. Living Area 1 and Rural) as they exist today, regardless of whether or not a new urban residential lot is created entirely within the Living Area 1 designated portion of the lands.

Staff notes that prior to the passing of an amending zoning by-law, the owner should be required to submit a registered survey plan describing the lands to be rezoned to the satisfaction of the Director of Planning Services. The Planning Services Division is therefore recommending that the rezoning application be approved with conditions as outlined and noted in the resolution section of this report.

Financial Implications

If approved, staff estimate approximately \$4,500 in taxation revenue based on the assumption of one single detached dwelling unit (and estimated assessed value of \$400,000) at the 2019 property tax rates.

In addition, this would result in increased development charges of approximately \$18,000 based on assumption of one single detached dwelling unit based on rates in effect as of this report.

Title: 1777232 Ontario Inc.

Date: June 4, 2020

STAFF REPORT

PROPOSAL:

The application for Zoning By-law Amendment seeks to amend By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury by changing the zoning classification of the subject lands from "RU", Rural to "R1-5", Low Density Residential One and "RU(S)", Rural Special.

The proposed rezoning is intended to facilitate the creation of one new urban residential lot at the corner of Niemi Road and Santala Road in the community of Lively. The existing single-detached dwelling located on the lands is proposed to remain on the proposed retained lands.

The owner submitted an application for pre-consultation on December 24, 2019, that was considered by the Sudbury Planning Application Review Team (SPART) on January 8, 2020 (File # PC2020-008). The owner met with staff following the SPART Meeting and signed their Pre-Consultation Understanding Agreement (PCUA) on January 20, 2020, and subsequently submitted a rezoning application to the City for consideration.

It should also be noted that the owner has submitted a concurrent application for consent (File # B0020/2020) that was scheduled for a decision from the City's Consent Official on May 4, 2020. The Consent Official did not make a decision on May 4, 2020, as the Development Approvals Section was arranging to meet with the owner to discuss preliminary review and comments on both the rezoning and consent applications. Staff advises that the Consent Official has been provided with updated comments from the Development Approvals Section in support on the consent on May 29, 2020.

Existing Zoning: "RU", Rural

The "RU" Zone permits a single-detached dwelling, a mobile home dwelling, a bed and breakfast establishment within a single-detached dwelling and having a maximum of two guest rooms, a group home type 1 within a single-detached dwelling and having a maximum of ten beds, a seasonal dwelling on a legal existing waterfront lot, a private cabin accessory to a seasonal dwelling and a private home daycare. Permitted non-residential uses include an agricultural use, animal shelter, forestry use, hunting or fishing camp, garden nursery, kennel having a minimum buffer of 300 m (984.25 ft) from the nearest residential building or residential zone, public utility and a veterinary clinic.

Requested Zoning: "R1-5", Low Density Residential One and "RU(S)", Rural Special

The proposed rezoning would facilitate the creation of one new urban residential lot that would be rezoned to "R1-5" at the corner of Niemi Road and Santala Road. The balance of the lands would be rezoned to "RU(S)" with site-specific relief that would recognize an undersized minimum lot area and minimum lot frontage on the future retained lands containing the existing rural residential dwelling.

Location and Site Description:

The subject lands are located at the south-east corner of Niemi Road and Santala Road in the community of Lively. The lands have a total lot area of approximately 1 ha (2.50 acres) with approximately 84 m (277 ft) of lot frontage onto Niemi Road. The lands form a corner lot and also maintain approximately 119 m (390 ft) of lot frontage along Santala Road. The easterly middle portion of the lands presently contain a single-detached dwelling along with accessory buildings and/or structures that are accessed by a circular private driveway onto Niemi Road.

Title: 1777232 Ontario Inc.

Date: June 4, 2020

Surrounding Land Uses:

- North: Predominantly lower density urban residential land uses (ie. Sugarbush Subdivision).
- East: Two small clusters of lower density urban residential land uses fronting Niemi Road and several large rural lots containing residential land uses.
- South: Rural residential land uses, Provincial Highway #17 and larger tracts of vacant rural land on the south side of Provincial Highway #17.
- West: Predominantly rural residential land uses along Niemi Road and several larger vacant rural tracts of land.

The existing zoning and location map attached to this report indicates the location of the subject lands to be rezoned, as well as the applicable zoning in the immediate area.

Site photos depict the subject lands containing the existing residential dwelling and the proposed location of the new urban residential lot at the corner of Niemi Road and Santala Road. Photos of the immediate surrounding residential area also illustrate the lower density urban residential nature of Niemi Road to the east of Santala Road and the rural nature of Niemi Road to the west of Santala Road.

Public Consultation:

The statutory Notice of Application was provided to the public by newspaper and to nearby landowners and tenants located within 244 m (800.53 ft) of the subject lands on March 9, 2020. The statutory Notice of Public Hearing dated June 18, 2020 was provided to the public by newspaper and to nearby landowners and tenants located within 244 m (800.53 ft) of the subject lands.

The owners and agent were also advised of the City's policy recommending that applicants consult with their neighbours, ward councilor and key stakeholders to inform area residents of the applications prior to the public hearing. Staff understands that the owners approached landowners in-person and individually within the general area of the subject lands to discuss the proposed rezoning.

At the time of writing this report, no phone calls, emails or letter submissions have been received by the Planning Services Division.

POLICY AND REGULATORY FRAMEWORK:

The property is subject to the following policy and regulatory framework:

- 2020 Provincial Policy Statement (PPS);
- 2011 Growth Plan for Northern Ontario;
- Official Plan for the City of Greater Sudbury; and,
- Zoning By-law 2010-100Z.

The PPS and the Growth Plan for Northern Ontario, along with the City's Official Plan, provide a policy framework for land use planning and development in the City of Greater Sudbury. This framework is implemented through a range of land use planning controls such as, but not limited to, zoning by-laws, plans of subdivision and site plans.

2020 Provincial Policy Statement:

Municipalities in the Province of Ontario are required under Section 3 of the Planning Act to ensure that decisions affecting planning matters are consistent with the 2020 Provincial Policy Statement (PPS). The following PPS policies are applicable to this application for rezoning:

1. With respect to Settlement Area policies, Section 1.1.3.1 outlines that settlement areas are to be the focus of growth and their vitality and regeneration is to be promoted;
2. Section 1.1.3.2 outlines that land use patterns within settlement areas shall have a mix of densities and land uses that efficiently use land and resources, 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, minimize negative impacts to air quality and climate change and promote energy efficiency, prepare for the impacts of a changing climate, are supportive of active transportation, are transit-supportive where transit is planned, exists or may be developed, and are freight-supportive;
3. Section 1.1.3.2 further outlines that land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment;
4. Section 1.1.3.3 outlines that intensification is to be promoted and opportunities for transit-supportive development, accommodating for a supply and range of housing options through intensification while taking into account existing building stock or areas, and the availability of suitable existing or planned infrastructure and public service facilities to accommodate needs are encouraged;
5. Section 1.1.3.4 outlines that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety;
6. Section 1.1.3.6 outlines that new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities;
7. Section 1.1.3.7 outlines that municipalities should establish and implement phasing policies that ensures new development occurs within designated growth areas in an orderly progression with regard for the timely provision of the infrastructure and public service facilities required to meet current and future needs;
8. With respect to Housing Policies, Section 1.4 generally requires municipalities to provide for an appropriate range and mix of housing options and densities to meet projected requirements for current and future residents of the regional market area;
9. Section 1.4.3 outlines that municipalities shall permit and facilitate:
 - a) All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;
 - b) All types of residential intensification, including additional residential units, and redevelopment in accordance with the PPS;
 - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

- e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and,
- f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Growth Plan for Northern Ontario:

Municipalities in the Province of Ontario are required under Section 3 of the Planning Act to ensure that decisions affecting planning matters conform with the Growth Plan for Northern Ontario. Staff has reviewed the planning matters contained within the Growth Plan for Northern Ontario and is satisfied that the application to rezone the lands conforms to and does not conflict with the Growth Plan for Northern Ontario.

Official Plan for the City of Greater Sudbury:

The subject lands are designated both Living Area 1 and Rural in the Official Plan for the City of Greater Sudbury.

The northerly portions of the subject lands are designated Living Area 1 which includes residential areas that are fully serviced by municipal water and sewer and are to be the primary focus of residential development. Living Area 1 is seen as areas of primary focus for residential development given the desire to utilize existing sewer and water capacity and reduce the impacts of un-serviced rural development. New residential development must be compatible with the existing physical character of established neighbourhoods, with consideration given to the size and configuration of lots, predominant built form, building setbacks, building heights and other provisions applied to nearby properties in the City's Zoning By-law.

Section 3.2.1.6 of the Official Plan specifically outlines those matters to be reviewed when considering applications to rezone lands within the Living Area 1 designation:

- a) The site is suitable in terms of size and shape to accommodate the proposed density and built form;
- b) The proposed development is compatible with the surrounding neighbourhood in terms of scale, massing, height, siting, setbacks and the location of parking and amenity areas;
- c) Adequate on-site parking, lighting, landscaping and amenity areas are provided; and,
- d) The impact of traffic on local streets is minimal.

Section 2.3.2 notes that the subject lands are within a Settlement Area and partially within the Built Boundary as delineated in Schedule 3 – Settlement Area and Built Boundary. Settlement Area land use patterns are to be based on densities and land uses that make the most efficient use of land, resources, infrastructure and public service facilities, minimize negative impacts on air quality and climate change, promote energy efficiency and support public transit, active transportation and the efficient movement of goods.

Section 2.3.2 also notes that the Settlement Area and Built Boundary of the Official Plan is more than adequate for the purposes of meeting short, medium and long term land use needs. It is further outlined that no Official Plan Amendments for the expansion of areas designated Living Area 1 will be considered outside of a comprehensive review of the City's Official Plan. Intensification and development within the Built Boundary is encouraged, however, development outside of the Built Boundary may be considered in accordance with the policies of the Official Plan.

Section 2.3.3 of the Official Plan generally acknowledges that intensification of a property at a higher density than what currently exists through the development of vacant or underutilized lots is encouraged throughout the City. Intensification is considered to be essential to completing communities, making the most efficient use of land, resources, infrastructure and public service facilities, minimizing negative impacts on air quality and climate change, promoting energy efficiency and supporting public transit, active transportation and the efficient movement of goods. The key to intensification is to ensure that it occurs in a context sensitive manner. Intensification must be compatible with and reinforced the existing and planned character of an area.

Specifically, Section 2.3.3 includes the following applicable intensification policies:

1. All forms of intensification are encouraged in accordance with the policies of the Official Plan;
2. The City will aim to accommodate 20% of future residential growth and development through intensification within the Built Boundary;
3. Intensification and development is permitted in established Living Area 1 lands, in accordance with the policies of this Plan;
4. Intensification will be encouraged on sites with suitable existing or planned infrastructure and public service facilities;
5. Intensification will be compatible with the existing and planned character of an area in terms of the size and shape of the lot, as well as the siting, coverage, massing, height, traffic, parking, servicing, landscaping and amenity areas of the proposal;
6. The following criteria, amongst other matters, may be used to evaluate applications for intensification:
 - a. The suitability of the site in terms of size and shape of the lot, soil conditions, topography and drainage;
 - b. The compatibility proposed development on the existing and planned character of the area;
 - c. The provision of on-site landscaping, fencing, planting and other measures to lessen any impact the proposed development may have on the character of the area;
 - d. The availability of existing and planned infrastructure and public service facilities;
 - e. The provision of adequate ingress/egress, off street parking and loading facilities, and safe and convenient vehicular circulation;
 - f. The impact of traffic generated by the proposed development on the road network and surrounding land uses;
 - g. The availability of existing or planned, or potential to enhance, public transit and active transportation infrastructure;
 - h. The level of sun-shadowing and wind impact on the surrounding public realm;
 - i. Impacts of the proposed development of surrounding natural features and areas and cultural heritage resources;

- j. The relationship between the proposed development and any natural or man - made hazards; and,
- k. The provision of any facilities, services and matters if the application is made pursuant to Section 37 of the Planning Act. Where applicable, applications for intensification of difficult sites may be subject to Section 19.7; and,
- l. Residential intensification proposals will be assessed so that the concerns of the community and the need to provide opportunities for residential intensification are balanced.

The southerly portion of the subject lands are designated Rural. The Rural designation is intended to consist of a variety of land uses, such as farms, woodlots and forests, small industry, and clusters of rural residential development. Rural residential development compatible with the character of surrounding existing uses is allowed provided no additional public services, including the extension of existing or creation of new partial services would be required. One single detached dwelling is permitted on any existing rural lot provided that it fronts onto a public road that is maintained year-round. The lot must also have the capability to provide an individual on-site sewage disposal system and water supply with both quantity and quality suitable for domestic uses.

Zoning By-law 2010-100Z:

The owner is requesting that the subject lands be rezoned to "R1-5", Low Density Residential One and "RU(S)", Rural Special in order to facilitate the creation of one new urban residential lot at the corner of Niemi Road and Santala Road in the community of Lively. The north-westerly portion of the lands are proposed to be rezoned to "R1-5" in order to facilitate the creation of a vacant urban residential lot. Staff notes that the existing "RU" zoning applicable to the lands requires a minimum lot area of 2 ha (5 acres), a minimum lot frontage of 90 m (300 ft) and yard setbacks of 10 m (32.81 ft). These rural development standards would not facilitate the creation of a smaller urban residential lot having smaller yard setbacks that are intended to accommodate a reasonably sized urban residential dwelling. The remainder of the lands containing the existing residential dwelling are proposed to be rezoned to "RU(S)" and would include site-specific relief to permit a reduced minimum lot area and minimum lot frontage once the lands have been severed.

Department/Agency Review:

The application, including relevant accompanying materials, has been circulated to all appropriate agencies and departments. Responses received from agencies and departments have been used to assist in evaluating the application and to formulate appropriate development standards in an amending zoning by-law should the application be approved.

During the review of the proposal, comments provided by circulated agencies and departments included the following:

Active Transportation, the City's Drainage Section, Environmental Planning Initiatives, Operations, Roads, Traffic and Transportation, and Transit Services have each advised that they have no concerns from their respective areas of interest.

Building Services has no concerns, but advises that there appears to be several accessory buildings and structures on the lands which may require building permits. The owner is cautioned of this and encouraged to contact Building Services to determine if building permits are required.

Conservation Sudbury advises that any work on the lands with the exception of small north-westerly portion of the lands will require a permit pursuant to Section 28 of the Conservation Authorities Act.

Development Engineering advises that municipal water and sanitary sewer infrastructure is available within the Niemi Road right-of-way and that any required costs associated with the upgrading of municipal water and sewer infrastructure to service the lands will be borne entirely by the owner.

PLANNING ANALYSIS:

The 2014 PPS, the 2011 Growth Plan, and the City of Greater Sudbury Official Plan, and other relevant policies and supporting guidelines were reviewed in their entirety. The following section provides a planning analysis of the application in respect of the applicable policies, including issues raised through agency and department circulation.

The proposed rezoning is consistent with the PPS for the following reasons:

1. The community of Lively is an identified settlement area in the City's Official Plan. The creation of an additional urban residential lot in this particular setting and location at the corner of Niemi Road and Santala Road should be promoted and is considered to be good land use planning;
2. Staff is of the opinion that the proposed development contributes positively to improving the mix of densities and land uses that would be permitted in this particular area to the east of Santala Road in Lively. The lands are serviced with municipal water and sanitary sewer and access to public transportation is available to the east at the intersection of Niemi Road and Municipal Road #24 (ie. Route 101 – Lively). Active transportation is also an option as an existing sidewalk along Niemi Road begins immediately to the north of the subject lands and provides a pedestrian connection to Municipal Road #24 to the west. There are a number of public open space and community facilities that can be accessed through active transportation infrastructure that exists in the general area. The proposed rezoning will make good intensified use of the subject lands from a good land use planning perspective;
3. Staff advises that the development proposal provides an opportunity for intensification that is appropriate in comparison to existing residential uses in the area and is within the identified settlement area of Lively;
4. Staff is supportive of this opportunity for residential intensification and notes that public transportation is nearby at Municipal Road #24, which is also accessible via existing active transportation infrastructure. The residential intensification in this instance will add one urban residential lot at the corner that fits the existing single-detached dwelling character of the immediate area. Suitable infrastructure is available and staff would encourage intensification in this location;
5. Staff is satisfied that through the review of the rezoning application that appropriate development standards in order to facilitate the creation of one new urban residential lot and recognize the remaining residential use can be achieved in order to facilitate the proposed intensification while avoiding any risks to public health and safety;
6. The proposed new urban residential lot would be located directly to the south of the Sugarbush Subdivision and to the west of existing urban residential development which fronts onto Niemi Road. The proposed rezoning would permit a single-detached dwelling, which is in keeping from a character perspective with the pre-dominant built residential form in the immediate area. Staff notes that the owner could pursue a secondary dwelling unit, as or right, should the rezoning be successful. The addition of a secondary dwelling unit would contribute positively to achieving compact form, a mix of uses and densities, and would allow for the efficient use of land and available infrastructure on the subject lands;

7. Staff notes that the City's Official Plan has established phasing policies for intensification which ensures that all new development occurs in an orderly progression with regard for the timely provision of required infrastructure to service a development. Staff has reviewed the applicable phasing policies and provides analysis related to said review later in this report; and,
8. With respect to housing policies in the PPS, staff has the following observations:
 - a) The proposed new urban residential lot in general provides for an expanded range and potentially mix of housing options and densities in the community of Lively. Staff is satisfied that no negative impacts would be generated should the rezoning be approved from a social, health, economic and well-being perspective in terms of those current and future residents living in the local community;
 - b) Staff is generally supportive of the proposed residential intensification on the subject lands and has noted that as of right a secondary dwelling unit could be further explored by the owner in the future;
 - c) Staff is satisfied through their review and circulation of the rezoning application that new housing can be appropriately directed to the subject lands where appropriate levels of infrastructure (eg. sewer, water, active transportation, etc.) are presently available;
 - d) Staff is of the opinion that the development proposal would result in the efficient use land, infrastructure, and encourage the use of available active transportation and public transportation in the immediate area;
 - e) Staff notes that there are at present no identified issues with respect to prioritization of intensification in the immediate area. The development proposal being that of creating one new urban residential lot would not negatively impact other intensification opportunities that may exist in the area; and,
 - f) Staff is satisfied that appropriate development standards can be utilized in an amending zoning by-law to allow for the creation of one new urban residential lot to be severed from the subject lands without negatively impacting the cost of housing and the existing character of the area. No negative impacts on public health and safety were identified through the review and circulation of the rezoning application.

Staff in general has no concerns with respect to the proposed rezoning conforming to the applicable policies in the Official Plan for the City of Greater Sudbury. Those policies relevant to the development proposal that would facilitate the creation of one new urban residential lot at the corner of Niemi Road and Santala Road are discussed below.

With respect to general Living Area 1 policies in the Official Plan that are applicable to the northerly portions of the subject lands, staff notes the following:

1. This northerly portion of the subject lands is at present fully serviced by municipal water and sewer infrastructure and as such further urban residential development should be directed to this portion of the subject lands and not those portions of the lands to the south designated Rural. The existing single-detached dwelling located on the subject lands connects to both available municipal service infrastructure;
2. The creation of the proposed urban residential lot would avoid potential negative impact of unserved rural development which could have otherwise been proposed along Santala Road where municipal water and sewer infrastructure is not available; and,
3. The proposed urban residential lot would be in keeping with the existing physical character being that of single-detached dwellings along Niemi Road and to the north along Chinaberry Drive. The owner is not proposing any site-specific exemptions from the applicable development standards of the "R1-5" Zone.

With respect to the Living Area 1 policies set out under Section 3.2.1(6) of the Official Plan that are to be considered when rezoning lands, staff has the following comments:

1. Staff has reviewed the submitted sketch of the proposed new urban residential lot and the retained lands containing an existing residential dwelling and is satisfied that in general a land use in the form of a single-detached dwelling can be reasonably situated on the proposed lands to be severed and both the proposed severed and retained lands are of appropriate size and shape to accommodate the resulting density and built-forms;
2. Staff notes the subject lands are located within an established urban residential neighbourhood along Niemi Road and to the north along Chinaberry Drive. Staff further notes that single-detached dwellings are the pre-dominant built-form in this urban residential setting. The area transitions to a rural area to the west and to the south of the subject lands where larger tracts of lands exist with some having rural residential land uses. There are also a number of vacant rural lots in this area. Staff has no concerns with the lands capability of supporting appropriate scale, massing, height, siting, setbacks and the location of parking and amenity areas should the rezoning to "R1-5" be approved;
3. The submitted sketch depicts a new urban residential lot having an approximate lot frontage of 23.5 m (77.10 ft) on Niemi Road and an approximate lot depth of 45 m (147.64 ft). Staff is satisfied that the submitted sketch demonstrates that adequate on-site parking, as well as landscaping and amenity areas can be provided on the proposed new urban residential lot. It is also noted that it is the opinion of staff that comprehensive site lighting is not a concern in this low density residential setting; and,
4. Staff is satisfied that minimal traffic impacts would be generated along Niemi Road and Santala Road should the additional one urban residential lot be permitted. The City's Traffic Section did review the application and expressed no traffic impact concerns with respect to the proposed rezoning.

With respect to intensification policies set out under Section 2.3.3 of the Official Plan, staff is generally of the opinion that the addition of one new urban residential lot providing opportunity to develop a single-detached dwelling at the corner of Niemi Road and Santala Road can be accomplished in a complementary manner without disrupting the existing character of the residential neighbourhood in this part of Lively.

Staff notes again that the portion of the lands designated Living Area 1 are located within the Settlement Area and Built Boundary as delineated in Schedule 3 – Settlement Area and Built Boundary to the City's Official Plan. The rear portions of the subject lands are outside of both the Settlement Area and Built Boundary and staff is satisfied that a site-specific amending zoning by-law can include development standards that would be appropriate for those lands both within and outside of the Settlement Area and Built Boundary. Staff advises that permitting one new urban residential lot on Niemi Road in this location represents an opportunity to make efficient use of existing urban land supply and existing infrastructure and other services within the City's Settlement Area and Built Boundary. No expansion to the existing limits of the Living Area 1 designation is being proposed or would result should the rezoning be approved.

Specifically, staff has the following comments with respect to those general intensification policies set out in Section 2.3.3 of the Official Plan:

1. The development of a new urban residential lot on the northerly portion of the lands, which are designated Living Area 1, is encouraged as it would represent an opportunity to make better use of an existing underutilized and urban lot fronting Niemi Road;
2. The development proposal would contribute to the City's aim of accommodating 20% of all future residential growth and development through intensification within the Built Boundary. The lands presently contain a single-detached dwelling and the addition of a new urban residential lot would occur within the City's Built Boundary;

3. Staff notes and is of the opinion that the proposed residential intensification occurring on the portion of the lands designated Living Area 1 would be in accordance with all applicable land use planning policies of the Official Plan;
4. Staff has noted in their review and comments received in circulation for comments that the proposed new urban residential lot would be situated in a location where suitable and existing municipal infrastructure exists. The new urban residential lot will be required to connect to the existing municipal water and sewer infrastructure that exists within the Niemi Road right-of-way;
5. Staff considers the new urban residential lot to be compatible with the existing character along Niemi Road in terms of the varying sizes and shapes of other lots in the area. The requested "R1-5" Zone includes appropriate development standards that will ensure that the lands develop in a manner that is not disruptive to the other urban residential lots in close proximity to the subject lands; and,
6. Staff has reviewed the intensification criteria that is to be considered and have no concerns as the development proposal represents a good opportunity for making better and increased use of an existing portion of the lands that are situated within the identified Settlement Area and Built Boundary of Lively.

With respect to the southerly portion of the subject lands that are designated Rural, staff have the following comments:

1. Staff advises that the Living Area 1 designation on the lands extends southward from the front lot line at Niemi Road to a depth of approximately 69 m (227.38 ft) and from this point the Rural designation extends southward approximately 48.9 m (160.43 ft) to the rear lot line;
2. If approved, the rezoning would facilitate the creation of an urban residential lot situated entirely within the Living Area 1 and the lands to be retained would remain split-designated Living Area 1 and Rural. Once severed, the retained lands would then require site-specific relief from applicable minimum lot area and minimum lot frontage rural zoning standards;
3. Staff is supportive of the site-specific relief that would be required and is of the opinion that some degree of flexibility would be prudent given the presence of a split-designation on the subject lands as they exist today regardless of whether or not the new urban residential lot is created entirely within the Living Area 1 designated portion of the lands;
4. It is noted that the future retained lands would contain one existing single-detached dwelling, which is a permitted use in the Rural designation;
5. Staff notes that no additional municipal infrastructure would be extended into the Rural designation as the existing single-detached dwelling that would remain split-designated on the future retained lands is already connected to municipal water and sewer infrastructure from Niemi Road; and,
6. Staff in general has no concerns with respect to Official Plan conformity as it relates to the portion of the lands designated Rural and would recommend that the amending zoning by-law be structured in a manner that protects against small lot rural development.

Staff is therefore of the opinion that the proposed rezoning conforms to the Official Plan for the City of Greater Sudbury.

Title: 1777232 Ontario Inc.

Date: June 4, 2020

The owner is requesting that the subject lands be rezoned from "RU", Rural to "R1-5", Low Density Residential One and "RU(S)", Rural Special. Staff has no concerns with the requested zone categories. The amending zoning by-law will rezone the north-westerly portion of the lands to "R1-5" in order to facilitate the creation of one new urban residential lot at the corner of Niemi Road and Santala Road, while the remainder of the lands would be rezoned to "RU(S)" in order to recognize the future retained lands having a minimum lot area of 0.87 ha (2.15 acres), a minimum lot frontage of 60 m (200 ft) and an exterior side lot line measuring 72 m (236.22 ft) in length. The existing residential dwelling located on the portion of the lands to be rezoned to "RU(S)" does not require any site-specific relief with respect to yard setbacks or lot coverage.

Staff recommends that the amending zoning by-law not be enacted until such time as the owner has submitted a registered survey plan legally describing the lands to be rezoned to both "R1-5" and "RU(S)" and to the satisfaction of the Director of Planning Services.

CONCLUSION:

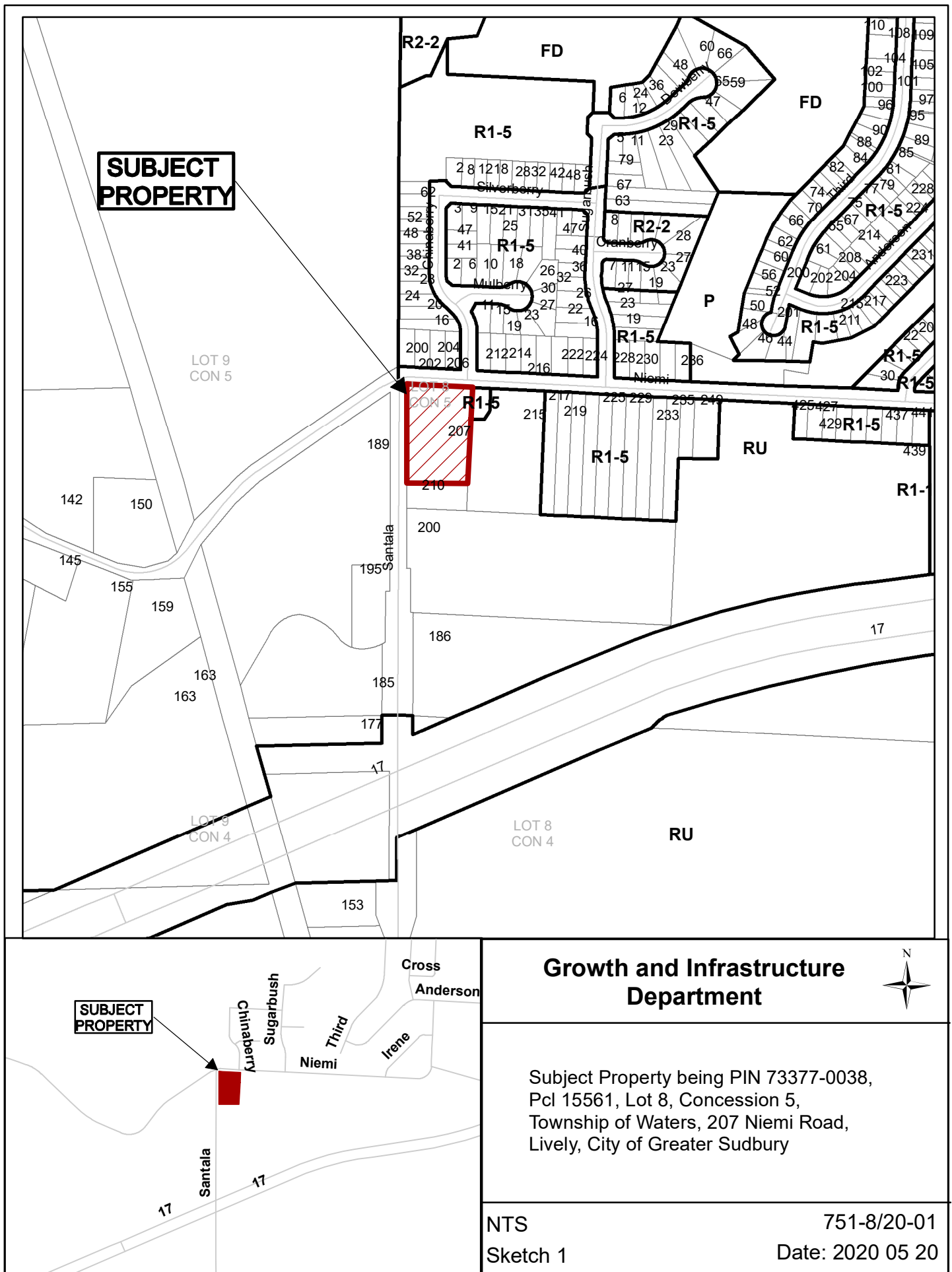
Staff has reviewed the development proposal and is satisfied that it conforms with the Official Plan for the City of Greater Sudbury. The development proposal is also generally consistent with the land use planning policy directions identified in the PPS. Staff also notes that the application conforms to and does not conflict with the Growth Plan for Northern Ontario.

The following are the principles of the proposed site-specific amending zoning by-law:

- a) That the north-westerly portion of the lands be rezoned to "R1-5" in order to facilitate the creation of one new urban residential lot at the corner of Niemi Road and Santala Road; and,
- b) That the remainder of the lands be rezoned to "RU(S)" in order to recognize the future retained lands having a minimum lot area of 0.87 ha (2.15 acres), a minimum lot frontage of 60 m (200 ft) and an exterior side lot line measuring 72 m (236.22 ft) in length.

Staff is recommending that prior to the passing of an amending zoning by-law the owner be required to submit a registered survey plan describing the lands to be rezoned to the satisfaction of the Director of Planning Services.

The Planning Services Division therefore recommends that the application for Zoning By-law Amendment be approved in accordance with the resolution section of this report.



NIEMI ROAD

SANTALA

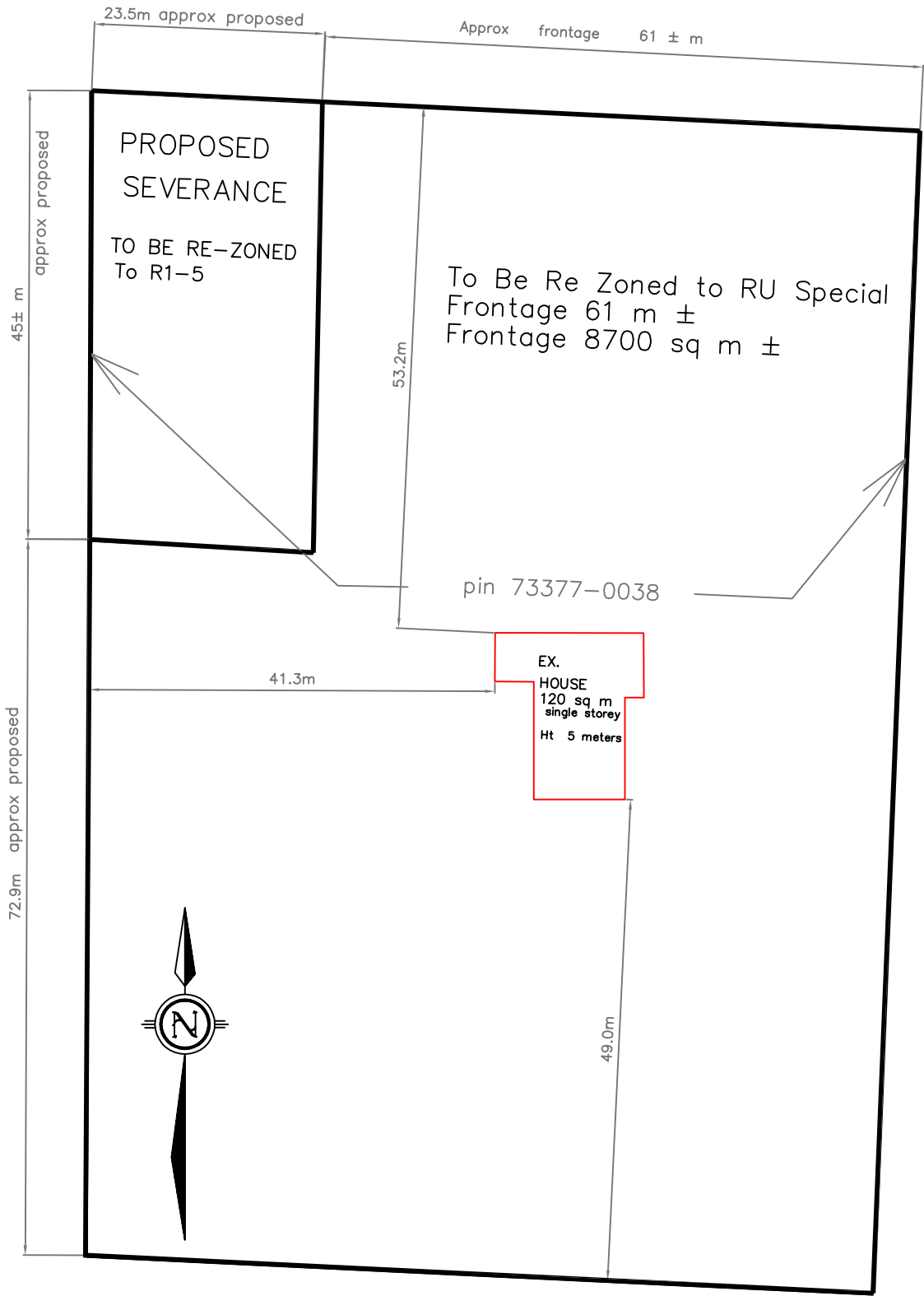




PHOTO #1 – Subject lands as viewed from Niemi Road looking south-west from Chinaberry Drive.



PHOTO #2 – Existing residential dwelling on the subject lands looking south from Chinaberry Drive.



PHOTO #3 – Portion of the subject lands intended to accommodate a future urban residential dwelling looking south from the corner of Niemi Road and Santala Road.



PHOTO #4 – Existing urban residential dwellings facing the subject lands as viewed from Santala Road.

Request for Decision

**Daniel, Frances, and Bernard Bouffard –
Application for Official Plan Amendment and
Rezoning, 664 & 672 Lasalle and 1167 Northway,
Sudbury**

Presented To:	Planning Committee
Presented:	Monday, Jul 06, 2020
Report Date	Monday, Jun 15, 2020
Type:	Public Hearings
File Number:	751-6/20-6 & 701-6/20-03

Resolution

Resolution regarding the Official Plan Amendment:

THAT the City of Greater Sudbury approves the application by Daniel, Frances, and Bernard Bouffard, to amend the City of Greater Sudbury Official Plan by changing the official plan designation from Living Area 1 to Mixed Use Commercial on those lands described as PIN 02171-0318 and part of PIN 02171-0225, Parts 2 and 3, Plan SR-1908, except Parts 2, Plan 53R-15979, including Part 1, Plan 53R-15979, Lot 3, Concession 6, Township of McKim, as outlined in the report entitled “Daniel, Frances, and Bernard Bouffard”, from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on July 6, 2020.

Should Official Plan Amendment No. 102 (Lasalle Boulevard Corridor Strategy) come into effect prior to the adopting by-law being passed, then the Regional Corridor designation will be applied instead of the Mixed Use Commercial designation.

Resolution regarding the Rezoning:

THAT the City of Greater Sudbury approves the application by Daniel, Frances, and Bernard Bouffard, to amend Zoning By-law 2010-100Z by changing the zoning classification from “C2(62)”, General Commercial Special and “R1-5”, Low Density Residential One, to a revised “C2(62)”, General Commercial Special on those lands described as PINs 02171-0318, 02171-0320, and part of PIN 02171-0225, Parts 2 and 3, Plan SR-1908, part of Block A, Plan M-246, Except Parts 2 and 3, Plan 53R-15979, including Part 1, Plan 53R-15979, Lot 3, Concession 6, Township of McKim, as outlined in the report entitled “Daniel, Frances, and Bernard Bouffard”, from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on July 6, 2020;

AND THAT the amending zoning by-law include the following site-specific provisions:

Signed By

Report Prepared By

Wendy Kaufman
Senior Planner
Digitally Signed Jun 15, 20

Manager Review

Alex Singbush
Manager of Development Approvals
Digitally Signed Jun 15, 20

Recommended by the Division

Jason Ferrigan
Director of Planning Services
Digitally Signed Jun 15, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jun 18, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and
Infrastructure
Digitally Signed Jun 19, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Jun 24, 20

- i. A total of three (3) residential units shall be permitted in addition to the uses permitted in the “C2(62)” zone;
- ii. That the minimum front and corner side yard along Northway Avenue and Lasalle Boulevard shall be 4.5 m, replacing the current minimum building setback from Lasalle Boulevard of 5.4 m;
- iii. To permit a garage and retaining wall greater than 1 m in height with a setback of 1.2 m from the northerly interior side yard abutting the south lot line of Lot 18, Plan M-383 and 1.2 m from the easterly interior side yard abutting the west lot line of the remainder of Lot 19, Plan M-383;
- iv. To permit a retaining wall greater than 1 m in height with a setback of 0 m along the easterly interior side yard abutting the west lot lines of Lot 17 and 18, Plan M-383;
- v. To permit a refuse enclosure and loading space to within 0.5 m of the westerly lot line;
- vi. To amend the current 2 m minimum northerly interior side yard setback provision to apply explicitly to the south lot line of the remainder of Lot 19, Plan M-383;
- vii. To amend the current parking rate of one space per 23.5 m² of net floor area to apply explicitly to a skate and tool sharpening business, retail stores, offices, personal service shops and service trades; and
- viii. To amend the current planting strip and opaque fence provisions to apply explicitly to certain lot lines instead of referring to certain features.

Relationship to the Strategic Plan / Health Impact Assessment

The applications to amend the Official Plan and Zoning By-law are operational matters under the Planning Act to which the City is responding. The applications contribute to the 2019-2027 City of Greater Sudbury Strategic Plan goals related to asset management and service excellence, as well as business attraction, development and retention.

Report Summary

Applications for Official Plan Amendment and rezoning have been submitted to permit a total of three (3) residential units in addition to the uses permitted in the “C2(62)” zone, and to enable a west portion of 1167 Northway to be included in the redevelopment of the site. The applicant has requested site-specific relief to reduce the minimum required front and corner side yard to 4.5 m; to permit a garage with retaining walls greater than 1 m in height to be constructed with a setback of 1.2 m; to permit a retaining wall greater than 1 m in height to be constructed to the north of the proposed garage to within 0 m of the easterly property line; and to permit a loading space and refuse enclosure to within 0.5 m of the westerly lot line. The subject land is designated as Living Area 1 and Mixed Use Commercial in the Official Plan and zoned ‘C2(62)’, General Commercial Special and “R1-5”, Low Density Residential One.

Staff recommends approval of the applications on the basis that they are consistent with the Provincial Policy Statement, conform to the Growth Plan for Northern Ontario, the Official Plan for the City of Greater Sudbury, have regard for matters of provincial interest, and represent good planning.

Financial Implications

Based on the information available, staff is unable to determine the implications for property taxes or development charges for this proposed development that includes commercial space as well as three residential units. There would be redevelopment credits on the demolition of the three existing buildings that

will be applied against development charges for the new building.

Date: June 8, 2020

STAFF REPORT

PROPOSAL:

The applications propose to amend the City's Official Plan and By-law 2010-100Z, being the Zoning By-law for the City of Greater Sudbury, to permit three (3) residential units in addition to the uses permitted in the "C2(62)" zone, and to enable a west portion of 1167 Northway to be included in the redevelopment of the site. The applicant's site sketch shows the location of the proposed new building and parking areas on the site, and is depicted in the rendering included as Appendix 1.

The existing businesses on the site will be relocated into the new building, and some additional floor space will be available for rent. Three (3) second-storey dwelling units are proposed.

Existing Official Plan Designation and Zoning:

PIN 02171-0318 and the west vacant portion of 1167 Northway are currently designated 'Living Area 1' in the Official Plan. PIN 02171-0320 is currently designated Mixed Use Commercial.

Both PINs 02171-0318 and 02171-0320 are zoned "C2(62)", General Commercial Special. The C2(62) zone permits a skate and tool sharpening business, retail stores, offices, personal service shops and service trades, and provides certain site-specific criteria for landscaping, setbacks and parking.

The west vacant portion of 1167 Northway is zoned "R1-5", Low Density Residential One. The R1-5 zone permits a limited range of low density residential uses including single detached dwellings, a home daycare, group home (type 1), and a bed and breakfast establishment.

Requested Official Plan Designation and Zoning:

The Mixed Use Commercial designation is proposed to be applied to the portion of the site currently designated Living Area 1 in the Official Plan.

A revised C2(62), General Commercial Special is proposed to be applied to the entirety of the site in order to permit three (3) residential units in addition to the uses permitted in the "C2(62)" zone. Site-specific relief is also requested to:

- reduce the minimum required front and corner side yard to 4.5 m;
- to permit a garage with retaining walls greater than 1 m in height to be constructed with a setback of 1.2 m;
- to permit a retaining wall greater than 1 m in height to the north of the proposed garage to be constructed to within 0 m of the property line; and
- to permit a loading space and refuse enclosure to within 0.5 m of the westerly lot line.

Location and Site Description:

The subject property is described as PINs 02171-0318, 02171-0320, and part of PIN 02171-0225, Parts 2 and 3, Plan SR-1908, part of Block A, Plan M-246, Except Parts 2 and 3, Plan 53R-15979, including Part 1, Plan 53R-15979, Lot 3, Concession 6, Township of McKim. The subject lands are located on the north side of Lasalle Boulevard in Sudbury and are municipally known as 664 & 667 Lasalle and part of 1167 Northway, Sudbury. The part of 1167 Northway that is subject to the applications consists of a vacant portion of the rear yard being approximately 0.02 ha in size. The subject lands, in total, are 0.4 ha in size with approximately 42 m of frontage on Northway and 56 m flanking on Lasalle.

Title: Daniel, Frances, and Bernard Bouffard

Date: June 8, 2020

The lands are currently serviced with municipal water and sanitary sewer. One access driveway to the site is proposed from Lasalle; no access to Northway is proposed. Lasalle consists of five lanes including a centre turn lane at this location. There is a transit stop at the subject lands on the south side of Lasalle, and within 20m to the east of the subject lands on the north side of Lasalle.

The existing use of the site is for commercial and residential uses. There are three buildings on the site which will be removed prior to development. These include two westerly buildings constructed in 1960 and 1982 that are occupied by Lafrance Furs and Bay Sharpening, respectively, on PIN 02171-0318 and which is subject to the proposed official plan amendment. The easterly building is a former farm house partially constructed with stones in approximately 1890, and located on PIN 02171-0320. The stone house is not on the City's register of designated heritage buildings, nor is it a 'listed' heritage building.

Surrounding Land Uses:

The area surrounding the site includes:

North:	Residential uses (single-detached dwellings)
East:	Northway Avenue, residential and institutional use (single-detached dwelling, church)
South:	Institutional use, residential use (Felix Ricard elementary school, single detached and two-unit dwellings)
West:	Residential use (low rise multiple dwelling)

The existing zoning & location map indicate the location of the subject lands to be rezoned and the zoning in the immediate area.

Site photos show the existing commercial buildings on the subject lands, as well as the institutional and residential uses along this section of Lasalle Boulevard in the community of Sudbury.

Further to the east, there is a substantial commercial area designated 'Mixed Use Commercial' in the Official Plan.

Related Applications:

751-6/90-48 & 701-6-0/90-31: In 1995, Official Plan Amendment #95 redesignated Parcel 33418 (the part of the site that was, at that time, occupied by Bay Used Books and Skater's Edge) as "Linear Mixed Use District". Several conditions were attached to the application for rezoning which had to be complied with prior to the passing of an amending by-law. However, it was decided that additional properties would be consolidated and redeveloped, so this by-law was not brought forward for passing.

751-6/96-27 & 751-6/97-14 & 701-6/96-15: These applications were made concurrently. The Official Plan Amendment application applied only to that part of the site which was not covered by Official Plan Amendment #95, and the application for rezoning was for the entire site.

The official plan amendment proposed to amend the Secondary Plan for the City of Greater Sudbury by changing the land use designation of the subject property from "Medium Density Residential District" and "Low Density Residential District" to "Linear Mixed Use District". It was approved as OPA #182 and came into force on December 31, 1997.

The rezoning proposed to amend By-law 95-500Z by changing the zoning classification from "R1", Single Residential District and "R2", Double Residential District, to "C2-Special", General Commercial District-Special. The application was recommended to be approved, subject to several conditions including that a 7-foot wide strip along Lasalle be provided for road purposes.

Title: Daniel, Frances, and Bernard Bouffard

Date: June 8, 2020

The rezoning application was subsequently amended (renumbered as file 751-6/97-14) by adding additional floor space in the basement area of the building, eliminating a second storey apartment, and by expanding the area for parking on the northerly part of the site. It was approved on February 11, 1998, and is the basis of the C2(62) zoning that is currently on the majority of the subject lands.

B0030/1997: A consent to transfer a west vacant portion of 1167 Northway as a lot addition was approved and a certificate was issued, but the lands were not transferred.

751-6/11-17: A proposal to permit the temporary use of a shipping container for storage for a period of two years was conditionally approved by Planning Committee. However, the condition requiring the owner to provide plans addressing the outstanding orders to comply and the Ontario Building Code were not fulfilled and the approval lapsed.

Public Consultation:

Notice of the applications was circulated to the public and surrounding property owners on April 16, 2020. Notice of Public Hearing was circulated to the public and surrounding property owners on June 18, 2020. As of the date of this report, five residents have inquired about the proposal. Only one comment has been received requesting the clean-up of trees on the subject lands that were damaged by a windstorm. No other comments, concerns, or objections have been received regarding the proposed applications.

POLICY & REGULATORY FRAMEWORK:

The property is subject to the following policy and regulatory framework:

- 2020 Provincial Policy Statement
- 2011 Growth Plan for Northern Ontario
- Official Plan for the City of Greater Sudbury, 2006
- Zoning By-law 2010-100Z

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

Provincial Policy Statement:

Municipalities in the Province of Ontario are required under Section 3 of the Planning Act to ensure that decisions affecting planning matters are consistent with the Provincial Policy Statement.

Section 1.1.3 of the PPS directs that settlement areas shall be the focus of growth and development.

Planning authorities shall also identify appropriate locations for redevelopment taking into account existing building stock. The need for the unjustified and/or uneconomical expansion of services shall be avoided.

Section 1.4 requires municipalities to provide for an appropriate range and mix of housing types and densities, and to maintain at least a three year supply of residential units.

Section 1.3.1 of the PPS requires planning authorities to promote economic development and competitiveness by providing for an appropriate mix and range of employment uses to meet long-term needs, and maintaining a range and choice of suitable sites which take into account the needs of existing and future businesses.

Title: Daniel, Frances, and Bernard Bouffard

Date: June 8, 2020

Section 1.7.1 (a) & (b) state that long-term economic prosperity should be supported by promoting opportunities for economic development and community investment-readiness, and by optimizing the use of land and infrastructure. Section 1.6.7 regarding transportation systems further emphasizes that efficient use shall be made of existing infrastructure.

Growth Plan for Northern Ontario:

Municipalities in the Province of Ontario are required under Section 3 of the Planning Act to ensure that decisions affecting planning matters conform to the Growth Plan for Northern Ontario.

Official Plan for the City of Greater Sudbury:

Section 1.3.2 of the Official Plan acknowledges the link between planning, design and economic development, such as by providing a framework to reinforce the urban structure and achieve efficient urban form and use of infrastructure.

The subject lands are proposed to be designated as Mixed Use Commercial in the Official Plan. Section 4 of the Official Plan identifies that the Mixed Use Commercial designation reflects lands where people presently work and lands where employment opportunities will be provided in the future. These uses are generally concentrated along certain stretches of Arterial Roads.

Policy 4.3(2) states that in order to minimize the disruption of traffic flow along Arterial Roads and promote better development, small lot rezoning will be discouraged and land assembly for consolidated development will be promoted.

Given the function and high visibility of these areas, special attention is to be given to sound urban design principles including supporting active transportation and transit.

All uses except Heavy Industrial may be accommodated in the Mixed Use Commercial designation through the rezoning process, subject to the following criteria listed in section 4.3:

- sewer and water capacities are adequate for the site;
- parking can be adequately provided;
- no new access to Arterial Roads will be permitted where reasonable alternate access is available;
- the traffic carrying capacity of the Arterial Road is not significantly affected;
- traffic improvements, such as turning lanes, where required for a new development, will be provided by the proponent;
- landscaping along the entire length of road frontages and buffering between non-residential and residential uses will be provided; and
- the proposal meets the policies of Sections 11.3.2 and 11.8, and Chapter 14.0, Urban Design.

Date: June 8, 2020

The City of Greater Sudbury has adopted Official Plan Amendment (OPA) 102, as outlined in the report entitled "Official Plan Amendment No. 102 - LaSalle Boulevard Corridor Strategy", from the General Manager of Growth and Infrastructure, presented at the Planning Committee Meeting on March 9, 2020. (Planning Committee resolution PL2020-40). Staff will be bringing forward the implementing zoning by-law amendments for Planning Committee's consideration by the end of the second quarter. These new official plan policies were not in effect at the time that the current applications were made. However, they provide an indication as to the City's long-term intent for the use of these lands. OPA 102 redesignates the entirety of the subject lands as 'Regional Corridor', which are the primary arterial links connecting the Regional Centres and the Secondary Community Nodes. Permitted uses in Regional Corridors may include medium density residential, retail, service, institutional, recreational, entertainment, parks, open spaces, office and community-oriented uses at transit supportive densities in compact, cycling and pedestrian-friendly built forms. Regional Corridors shall be planned subject to the criteria listed in section 4.2.4(3), specifically to:

- a. provide for a mix of housing types, tenures and affordability;
- b. encourage a cycling and pedestrian-friendly built form by locating commercial and other active non-residential uses at grade;
- c. provide residential development primarily in the form of medium density buildings;
- d. be designed to implement appropriate transitions of density and uses to facilitate compatibility with surrounding existing lower density neighbourhoods; and,
- e. develop at transit-supportive densities;
- f. function as the transit spines for the City while also facilitating other active modes of transportation; and,
- g. In order to minimize the disruption of traffic flow along arterial roads and promote better development, small lot rezoning will be discouraged and land assembly for consolidated development will be promoted. Land assembly will reduce the need for additional driveways along arterials and can be used to promote a more consistent streetscape.

Zoning By-law 2010-100Z:

Development standards for the requested 'C2' zone include a maximum height of 15 m, maximum lot coverage of 50%, and minimum landscaped open space of 5%. The following are the current site-specific provisions applicable to the C2(62) zone which address permitted uses, the landscaped area abutting Lasalle and planting strips abutting the other lot lines, building setbacks from Lasalle and the northerly abutting Lot 19, Plan M-383, the parking rate, and location of parking areas:

Notwithstanding any other provision hereof to the contrary, within any area designated C2(62) on the Zone Maps, all provisions of this By-law applicable to C2 Zones shall apply subject to the following modifications:

- (i) That the only permitted uses shall be a skate and tool sharpening business, retail stores, offices, personal service shops and service trades;*
- (ii) That the most northerly 18.2 metres of Part 3, Plan SR-1908, shall be used for no purpose other than landscaped open space;*
- (iii) That the minimum landscaped area abutting Lasalle Boulevard shall be a minimum of 2.4 m in width;*
- (iv) That the minimum building setback from Lasalle Boulevard shall be 5.4 m;*
- (v) That the minimum northerly side yard requirement (abutting Lot 19, Plan M-383) shall be 2 metres;*

Title: Daniel, Frances, and Bernard Bouffard

Date: June 8, 2020

(vi) That a minimum of 1 parking space shall be provided per 23.5 square metres of net floor area;

(vii) Parking areas shall be permitted to within 0.5 metres of a Residential Zone;

(viii) A planting strip 0.5 metres in width shall be required along the westerly side lot line, together with an opaque or non-opaque fence, extending to the northerly limit of the parking area;

(ix) A planting strip 0.5 metres in width shall be required along the easterly side lot line extending to the northerly limit of the parking area, as well as the northerly and easterly side lot lines abutting the garbage enclosure and the northerly side lot line abutting the proposed building, together with an opaque fence.

Site Plan Control:

A site plan agreement was registered on title to 664 and 672 Lasalle in 1998, as a condition of the previous rezoning for these lands. An updated agreement will be required prior to development of the site.

Department/Agency Review:

Planning staff circulated the development applications to all appropriate internal departments and external agencies. Responses received have been used to assist in evaluating the applications. Building Services, Transit and Drainage staff have not identified any concerns with the applications.

Traffic and Transportation staff have no concerns regarding the proposed use of the subject property, though are concerned about the proposed parking layout and on-site vehicular circulation which will be addressed during the site plan control agreement process.

Development Engineering has confirmed this area is serviced with municipal water and sanitary sewer. They have no objection provided the development continues to proceed by way of a site plan control agreement.

PLANNING ANALYSIS:

The PPS (2020), the Growth Plan (2011), and the Greater Sudbury Official Plan, and other relevant policies and supporting guidelines were reviewed in their entirety. The following section provides a planning analysis of the applications in respect of the applicable policies, including issues raised through agency circulation.

Date: June 8, 2020

There have been two historic official plan amendments approved to designate the whole of the subject lands to permit the proposed development. However, only PIN 02171-0320 (the part of the site occupied by the stone house) is designated in the current official plan as Mixed Use Commercial. Given the west vacant rear portion of 1167 Northway was not transferred and consolidated with adjacent lands, it is logical for this property to be designated Living Area 1 and zoned for residential use in the current Official Plan and Zoning By-law. However, applying the Living Area 1 designation to PIN 02171-0318 (the part of the site occupied by Lafrance Furs and Bay Sharpening) is presumed to have been inadvertent. The official plan designation issue has only come to light through the rezoning request. Approval of the requested official plan amendment will update the designation for PIN 02171-0318 (Lafrance Furs and Bay Sharpening) and enable infilling and maximize the use of the west vacant portion of 1167 Northway. This is consistent with the PPS which directs development to settlement areas to promote long-term economic prosperity by optimizing the use of land and infrastructure, and by providing a range of suitable sites for employment uses. The application also aligns with Official Plan direction to locate Mixed Use Commercial areas along Arterial Roads. Further, should OPA 102 come into effect, it would redesignate the entirety of the subject lands as 'Regional Corridor'. This designation recognizes these lands as being part of the primary arterial link connecting the more intense commercial nodes along Lasalle, and where a mix of residential and commercial uses should be permitted. The proposed development is an example of the type of project that OPA 102 is intended to promote.

The rezoning application requests three (3) residential units to be permitted, as well as certain site-specific relief. In terms of the additional residential units, enabling a mixed-use building with a residential component would align with the PPS and the Official Plan, which require the provision of an appropriate range and mix of housing types.

There are existing site-specific provisions that currently apply to the site and which will be maintained:

- The use of the most northerly 18.2 metres of Part 3, Plan SR-1908, is restricted to landscaped open space. This portion of the subject lands to the north and west abuts quite a number of single detached dwellings along Northway, Lavoie and Rideau. Given the potential impact of any future commercial use of these lands on abutting residential properties, it is considered appropriate to continue to restrict the use of the northerly portion of the site to landscaped open space.
- The minimum landscaped area abutting Lasalle Boulevard is 2.4 m in width rather than 3.0 m. This reduced landscaping was implemented in recognition of a 7-foot strip of land along Lasalle that was transferred to the Region and will enable some flexibility in the site design.
- Parking is permitted to within 0.5 m of a Residential Zone, rather than to 3 m. A 0.5 m planting strip, rather than 1.8 m, with an opaque fence is required adjacent to where development is proposed. These requirements were intended to enable flexibility in the site design while promoting compatibility with the adjacent Residential Zones.

It is recommended that the following site-specific provisions be reworded:

- The minimum northerly interior side yard setback (abutting 1167 Northway) shall be 2 m rather than the 3 m. This requirement should be adjusted to reflect the interior side yard is not a straight line given the additional portion of 1167 Northway where the garage is proposed to be located.
- The parking rate was established at 23.5 m² of net floor area for the site. However, applying this rate to the residential component would result in an oversupply of parking, and should instead be provided at a rate of 1.5 spaces per unit. Therefore, it is recommended that the parking rate of one space per 23.5 m² of net floor area should apply explicitly to a skate and tool sharpening business, retail stores, offices, personal service shops and service trades.

Date: June 8, 2020

- The provisions regarding the planting strip and opaque fence refer to features that are now proposed to be laid out different (e.g. location of parking area and garbage enclosure) and should be reworded.

The following new provisions requested by the applicant are recommended to be appropriate:

- Reduce the minimum building setback from Lasalle Boulevard and Northway Avenue to 4.5 m. The site-specific provisions currently include a minimum building setback from Lasalle Boulevard of 5.4 m. This reduced setback was implemented in recognition of a 7-foot strip of land along Lasalle that was transferred to the Region. A further setback reduction to 4.5 m will enable the building to be closer to the street which will help to promote a more pedestrian-friendly environment as envisioned by the Lasalle Boulevard Corridor Strategy.
- To permit a garage and retaining wall greater than 1 m in height with a reduced setback of 1.2 m from the northerly interior side yard abutting Lot 18, Plan M-383, and the easterly interior side yard abutting Lot 19, Plan M-383, where a 3 m setback would be required. Permission is also requested to permit a retaining wall greater than 1 m in height to the north of the proposed garage within 0 m of the easterly interior side yard abutting the west lot lines of Lot 17 and 18, Plan M-383. This reduction would enable flexibility for locating a proposed garage intended to provide indoor parking for the proposed residential units. Retaining walls are required given the slope of the lands in this location, and would be incorporated into the garage structure itself. The topography in this area will result in the garage being built into a slope, and an opaque fence will be required adjacent to the residential properties. The garage is expected to be compatible with the adjacent residential properties.
- To permit a refuse enclosure and loading space to within 0.5 m of the westerly adjacent Residential Zone, where a 3 m and 10 m setback would be required, respectively. This reduction would enable a more compact site design while promoting compatibility with the adjacent Residential Zone. Additionally, if the intent of the Lasalle Boulevard Corridor Strategy is to permit a mix of uses and ultimately results in a C2 zone being applied to the adjacent lands, no setback would be required for either of these features.

The rezoning application meets the specific considerations for a rezoning as listed in policy 4.3 of the Official Plan:

- There are no identified servicing constraints.
- Adequate on-site parking can be provided. The applicant's sketch identifies there are 35 parking spaces including one accessible space, plus 4 spaces in the proposed garage. The parking therefore meets the requirements for the proposed mix of commercial and residential uses. The parking requirement and layout will be assessed through the site plan control agreement process.
- There is sufficient traffic carrying capacity available to support the development. Traffic improvements, such as turning lanes are not required to support this development.
- Landscaping and buffering is illustrated on the applicant's site sketch. Some relief from landscaping requirements is in-effect, and the proposed additional setback relief will enable some flexibility in site design and enable more compact development, while in promoting compatibility generally with the adjacent residential use.
- Matters relating to site design will be further assessed through the site plan control agreement process.

Date: June 8, 2020

The stone house is a former farm house constructed in approximately 1890, and is notable given its age. However, this building is not on the City's register of designated heritage buildings, nor is it a 'listed' heritage building. The designation of a property is based on prescribed criteria related to its design/physical value, historical/associative value and/or contextual value. Given the stone house is not a designated or listed property, it is not subject to Official Plan policies that would require the protection of any cultural heritage value or interest (given these have not been determined). However, the owner is encouraged to have the stone house documented by a qualified person and to make the information available to the City for archival purposes. Documentation should include architectural measured drawings, any available land use history, as well as any photographs, maps and other available material about the house in its surrounding context. The owner is also encouraged to update the elevation plans, which will ultimately form part of the site plan agreement, to incorporate the re-use of the stones into the façade of the new building.

CONCLUSION:

The Planning Division undertook a circulation of the applications to ensure that all technical and planning matters have been satisfactorily addressed.

The following are the principles of the proposed site specific Official Plan and Zoning By-law Amendment:

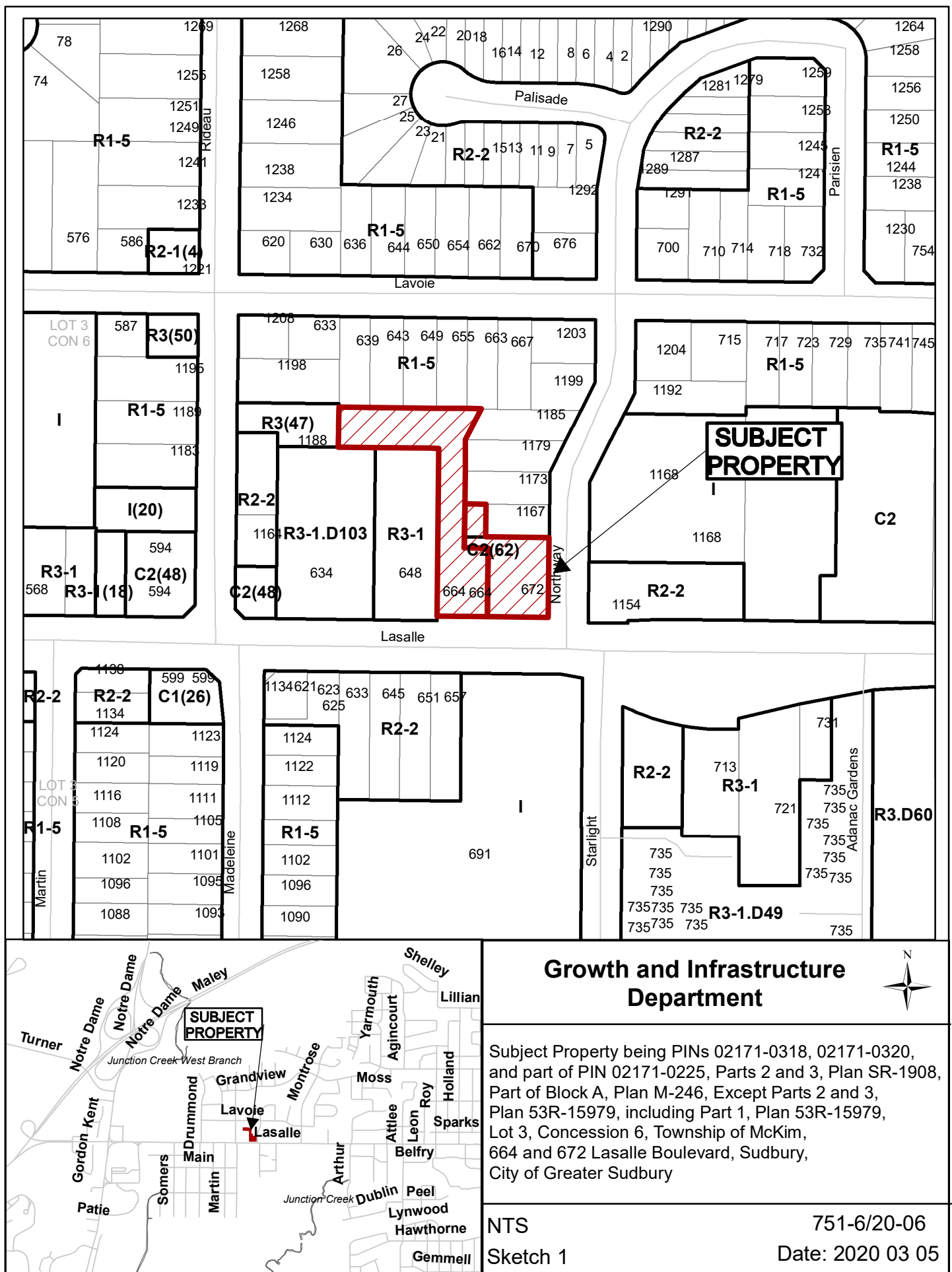
- To permit a total of three (3) residential units in addition to the uses permitted in the "C2(62)" zone and to enable a west portion of 1167 Northway to be included in the redevelopment of the site.
- To amend the C2(62) zoning provisions to reduce the minimum required front and corner side yard to 4.5 m; to permit a garage with retaining walls greater than 1 m in height to be constructed with a setback of 1.2 m; to permit a retaining wall greater than 1 m in height to be constructed to the north of the proposed garage within 0 m of the easterly property line; and to permit a loading space and refuse enclosure to within 0.5 m of the westerly lot line.

The development of the subject lands achieves a number of policy directives, including the promotion of economic development in a manner that considers the available servicing and compatibility with adjacent uses. Staff have considered, amongst other matters, a full range of factors through a detailed review when forming the recommendation of approval for these applications.

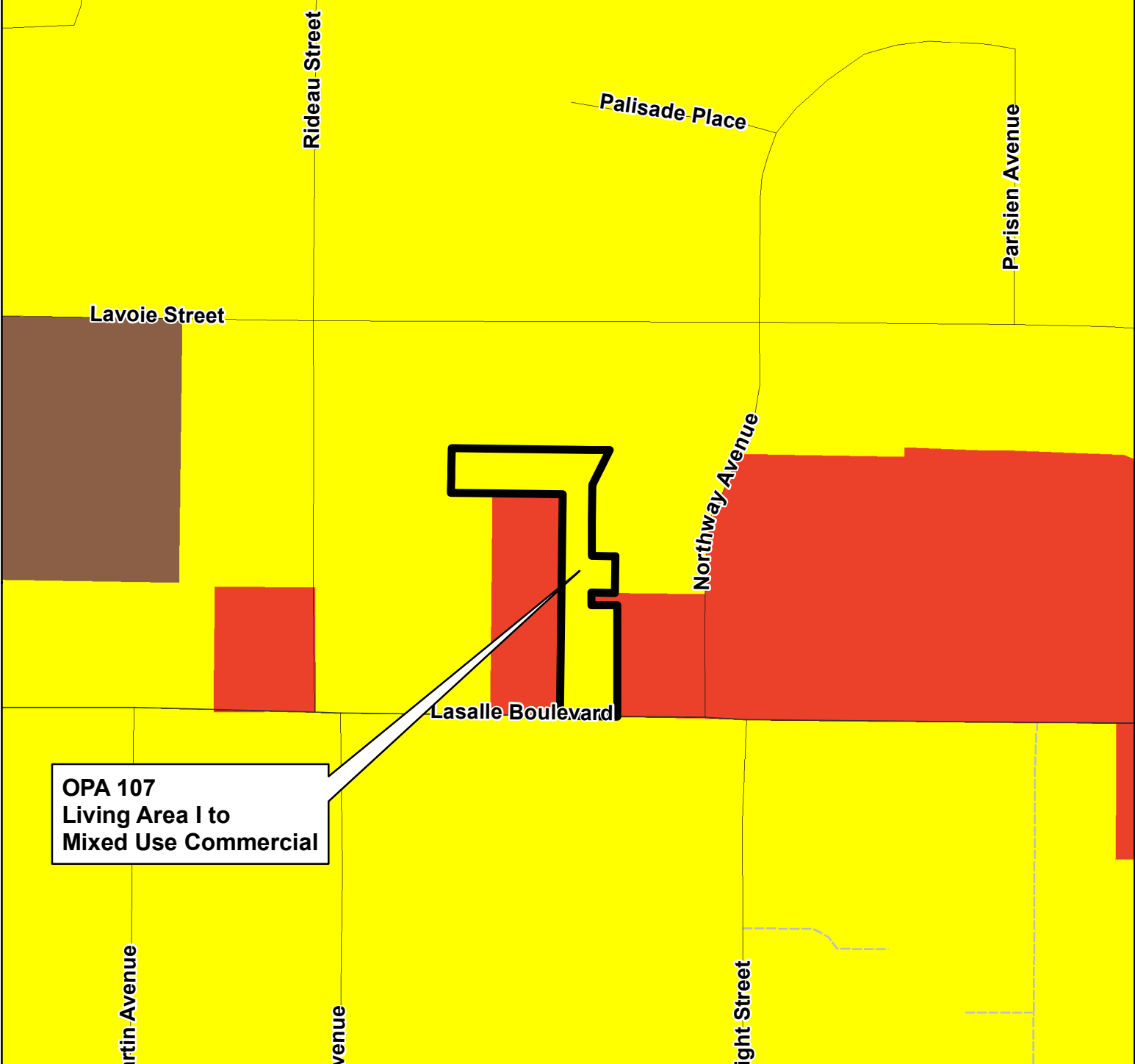
Staff is of the opinion that the proposed amendments are appropriate based on the following:

- Development in this location aligns with economic development policies and directing development to an area with existing infrastructure.
- The proposal has been evaluated in the context of the surrounding and future land uses and is considered appropriate.
- There are no identified servicing constraints and the traffic increase can be accommodated. Adequate on-site parking is provided.
- The site design, including landscaping provisions, will be further addressed through the site plan control agreement process.

Staff recommends approval of the applications, subject to the conditions identified in the resolution, on the basis that they are consistent with the Provincial Policy Statement, conform to the Growth Plan for Northern Ontario, the Official Plan for the City of Greater Sudbury, have regard for matters of provincial interest, and represent good planning.

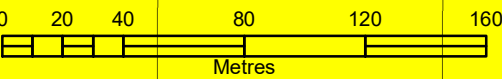



Part of Schedules 1a & 1b: Land Use
City of Greater Sudbury Official Plan



OPA 107
Living Area I to
Mixed Use Commercial


Schedule 'A' to
OPA # 107






Land Use


Living Area


 Living Area 1

Open Space


 Parks & Open Space


Employment Area


 Mixed Use Commercial

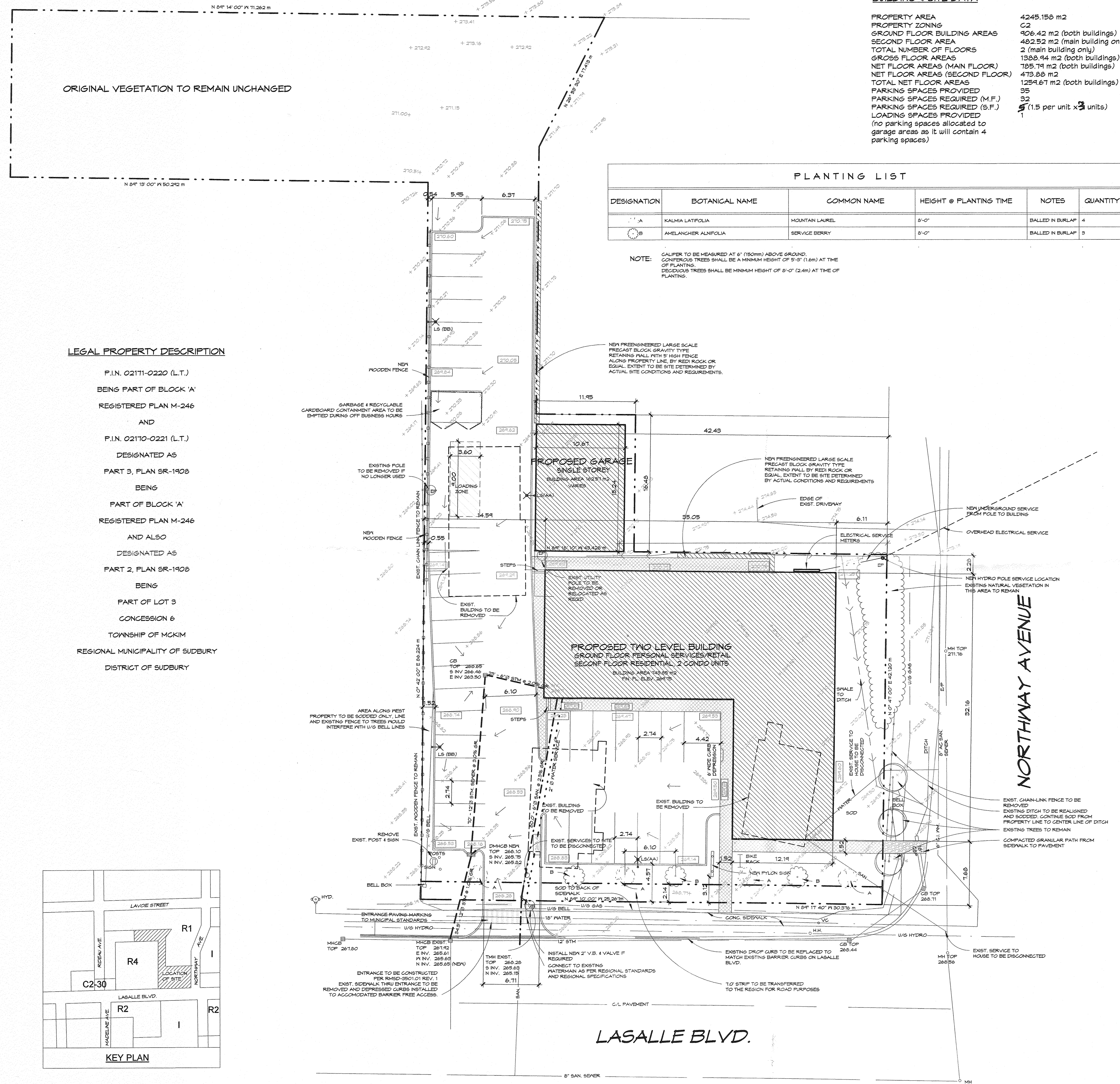
 Institutional

Transportation Network

 Road Network

 Private Road

 Railway



LEGEND

EXISTING SPOT ELEVATION

SURFACE DRAINAGE DIRECTION

CONCRETE CURB

FINISHED GRADE (BOXED)

CONTOUR LINE

CONCRETE SIDEWALK

OPAQUE WOOD FENCE

PROPERTY LINE

EASEMENT

WATER SERVICE

SANITARY SEWER

STORM SEWER

GAS LINE

ELECTRICAL POLE

HYDRANT

SURVEY MONUMENT

LIGHT STANDARD

CATCH BASIN

MANHOLE

VALVE BOX

DRAINAGE SHALE

GENERAL NOTES

- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ENSURING THAT ALL OF HIS WORK CONFORMS TO THE REQUIREMENTS OF THE APPLICABLE CODES, STANDARDS AND SPECIFICATIONS. DRAWINGS, AND NOTED, SITE REVIEW BY CONSULTANTS IS FOR THE SOLE PURPOSE OF OBSERVING AND REPORTING ON CONFORMANCE WITH THE DESIGN CONCEPT. CERTIFICATION OF THE WORKS TO THE MUNICIPALITY. RESPONSIBILITY FOR ERRORS & OMISSIONS IN THE CONSTRUCTION AND FOR MEETING ALL REQUIREMENTS RESTS SOLELY WITH THE CONTRACTOR. THE CONTRACTOR OWES A DUTY TO REPORT ALL NONCONFORMANCES IN WRITING BETWEEN THE DESIGN DRAWINGS AND SITE CONDITIONS TO THE CONSULTANTS IMMEDIATELY. THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR THE CONSEQUENCES OF NOT REPORTING SUCH NONCONFORMANCES.
- THE CONTRACTOR IS ADVISED THAT THE SITE PLAN AGREEMENT REQUIRES THE OWNER OF THE PROPERTY TO ENSURE AN ENGINEERING CONSULTING FIRM TO INSPECT, TEST AND CERTIFY THE WORKS MEET THE REQUIREMENTS OF THE MUNICIPALITY. THEREFORE NO CONSTRUCTION IS TO BE UNDERTAKEN WITHOUT THE BENEFIT OF THE INSPECTION & TESTING OF THE ENGINEERING CONSULTANT.
- ELEVATIONS AND CONTOUR LINES ARE 60CM/2FT.
- ALL SITEWORK SHALL COMPLY WITH THE REGION OF SUDBURY STANDARDS AND SPECIFICATIONS.
- SURFACE GRADE SHALL BE 1.5% MIN. 6% MAX. OR AS INDICATED.
- ALL DRIVEWAYS, PARKING AREAS, ENTRANCES AND ENTRANCE RADI SHALL BE CONSTRUCTED AS PER ASPHALT DETAIL AND BE PAVED TO THE EXISTING EDGE OF ROADWAY ASPHALT.
- AREAS WITH HEAVY TRUCK TRAFFIC SHALL BE PAVED AS PER HEAVY TRUCK TRAFFIC ASPHALT DETAIL.
- SUBGRADE FOR DRIVEWAY & PARKING AREAS SHALL BE CHECKED BY A SOILS ENGINEER PRIOR TO PLACING OF GRANULARS TO ENSURE THAT FROST SUSCEPTIBLE MATERIALS ARE NOT PRESENT. THE BASE THICKNESSES & ASPHALT MAY BE INCREASED TO SUIT THE REQUIREMENTS ON SITE. SLOPE ALL SUBGRADE MIN. 1.5% TO PREVENT WATER PONDING BELOW GRADE.
- CONCRETE CURBS SHALL BE CAST IN PLACE AS PER DETAIL.
- PARKING SPACES AS PER CITY OF SUDBURY ZONING BY-LAW REQUIREMENTS.
- LOADING SPACE AS PER CITY OF SUDBURY ZONING BY-LAW REQUIREMENTS.
- HANDICAPPED PARKING SPACES ARE TO BE IN ACCORDANCE WITH THE CITY OF SUDBURY BY-LAW 45-162, WITH RESPECT TO NUMBER, SIZE, SIGNS, ETC.
- REQUIRED PARKING BASED ON 1 CAR PER 215.24 G.L. NET FLOOR AREA.
- PROVIDE 6" COVER FOR WATERMAN AND ALL WATER SERVICES. SANITARY SEWER AND WATER SHALL BE SEPARATED BY NO LESS THAN 10'.
- ALL REFUSE SHALL BE STORED IN DESIGNATED AREAS IN PRIVATE PICK-UP.
- FIELD VERIFY EXISTING ROAD GRADES AND REPORT DISCREPANCIES TO ENGINEER.
- FIELD VERIFY LOCATION OF ALL EXISTING SERVICES. ALL SERVICES MAY NOT APPEAR ON THIS PLAN.
- ALL DISTURBED ADJACENT PROPERTIES SHALL BE RESTORED TO ORIGINAL CONDITIONS.
- ALL UNDERGROUND STRUCTURES ON REGIONAL R.O.M. SHALL CONFORM TO RMD - 1220/01 FOR FROST PROTECTION.
- IN AREAS OF ROCK EXCAVATION FOR PARKING ENSURE NO ROCKETS EXIST TO TRAP SUBSURFACE WATER AND THAT SUBSURFACE DRAINAGE SLOPES OF AT LEAST 1.5% ARE MAINTAINED.
- IN FROST SUSCEPTIBLE SOILS PROVIDE A SUBSURFACE DRAINAGE SYSTEM.
- ALL ORGANIC MATERIAL IS TO BE STRIPPED FROM THE PARKING AND DRIVE AREAS.
- PROVIDE A MINIMUM SLOPE OF 2% AWAY FROM ALL BUILDINGS.
- ALL BUILDING FRONTAGES TO BE PROVIDED WITH BARRIER FREE ACCESSIBLE RAMPS. ENSURE NO FROST SUSCEPTIBLE MATERIALS ARE WITHIN 6' OF THE AFFECTED AREAS. PROVIDE WHEELCHAIR DEPRESSIONS AND RAMPS AT ALL SIDEWALK ENDS AND AT ALL HANDICAPPED PARKING LOCATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONFORMING TO THE REQUIREMENTS OF THE SOILS REPORT.
- SANITARY TEST MANHOLE IS ALREADY EXISTING.
- PROVIDE CONCRETE CURB & GUTTERS FOR ALL DRIVEWAY ENTRANCES FROM LIMIT OF PROPERTY LINE TO THE END OF THE RADI, AS PER SHSD-350/01 REV.1
- ALL EXISTING UNUSED SERVICES (I.E. WATER, SANITARY, HYDRO, TELEPHONE, CABLE ETC.) TO BE DISCONNECTED.
- ALL UNUSED SERVICE POLES ON SITE TO BE REMOVED.
- ALL NEW HYDRO, TELEPHONE, CABLE TV TO BE BURIED.

NOTE: TENANT LAYOUTS, AND THE FLOOR AREAS FOR WASHROOMS, CLOAK ROOMS, LOCKER ROOMS AND INDIVIDUAL ME ROOMS MAY EFFECT THE CALCULATED NET FLOOR AREA LISTED IN BUILDING & SITE DATA.

REVISION

NO.	DATE	REVISION
1	FEB. 1998	REVISED AS PER REGIONAL COMMENTS FEB. 1998
2	DEC. 1997	ADDED NEW C.B. & BIKE RACK & REVISED AS PER REGIONAL COMMENTS AUG. 2007
3	JUL. 1997	REVISED PARKING SPACES REQUIRED
4	MAY. 2007	REVISED PARKING & GRADES
5	MAY. 1997	REVISED PARKING, GRADES, SITE DATA & ADDED 7' STRIP ALONG LASALLE BLVD.

RECORD DRAWING

RECORD INFORMATION SHOWN FROM INFORMATION PROVIDED BY THE CONSULTANT. THE CONSULTANT BEARS NO RESPONSIBILITY FOR THE ACCURACY OF THAT INFORMATION.

SITE PLAN

SKATER'S EDGE COMMERCIAL BUILDING

Sudbury Ont.

Skater's Edge

DRAWING NUMBER

C1

SAVED AS: 1644C1SI

JOB NO.: P0607

DATE: MAR 31/97

SCALE: 1"=20'

THIS DRAWING PRINTED ON:

1. INFORMATION ONLY

2. PRELIMINARY DESIGN

3. DESIGN STAGE

4. PERMIT APPLICATION

5. ESTIMATE

6. SITE PLAN AGREEMENT

7. TENDER

8. BUILDING PERMIT

9. CONSTRUCTION

10. OTHER

DRAWING ISSUE INFORMATION

0000000000

DRAW T.W.S.

CHKD SR

BY W

DATE MAR 31/97

SCALE 1"=20'



Appendix 1: Rendering of the proposed new building to be located at 664 & 672 Lasalle Boulevard, Sudbury.



Photo #1. Subject lands showing two buildings proposed to be demolished, looking northeast. Photo taken May 1, 2020.



Photo #2. Subject lands showing two buildings proposed to be demolished, looking northeast. Photo taken May 1, 2020.



Photo #3. Subject lands showing the rear portion of 1167 Northway, looking northeast. Photo taken May 1, 2020.



Photo #4. Corner of Northway and Lasalle, looking northeast. Photo taken May 1, 2020.



Photo #5. Existing residential structure at 1167 Northway, looking west. Photo taken May 1, 2020.



Photo #6. Existing multi-residential structure at 648 Lasalle abutting to the west of the subject lands, looking northwest. Photo taken May 1, 2020.



Photo #7. Existing residential structure at 1154 Northway to the east of the subject lands, looking east. Photo taken May 1, 2020.

Connie Rossi - 751-6/20-6 & 701-6/20-03 - Email

From: Connie Rossi
To: Lisa Locken; Julie Lalonde; Alex Singbush
Date: 4/30/2020 3:03 PM
Subject: 751-6/20-6 & 701-6/20-03 - Email
Cc: Connie Rossi

Constance Rossi
Consent Official/
Secretary-Treasurer of the
Committee of Adjustment &
Secretary of Development Approvals
City of Greater Sudbury
200 Brady Street
P.O. Box 5000, Station A
Sudbury, ON P3A 5P3
Phone (705) 674-4455 ext. 4315/4620
Fax (705) 673-2200

>>> Wendy Kaufman 4/27/2020 3:50 PM >>>

Hi Connie,
Please share and file these comments accordingly (664 and 667 Lasalle)
Thanks,
- Wendy

>>> "[REDACTED]" <rosym24@hotmail.com> 4/27/2020 2:51 PM >>>

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Wendy,

Yes, you may consider those my formal comments. Thanks again!

Have a great day and stay healthy!

Rosy

Sent from my LG Mobile

----- Original message-----

From: Wendy Kaufman
Date: Mon, Apr 27, 2020 2:01 PM
To: [REDACTED];
Cc:
Subject: Re: Wendy Kaufman - request to see copy of proposed official plan

Good Afternoon Ms. Miladinovic,

From my review of the concept plan with respect to your property, my understanding is that the redevelopment would occur to the south of your property. The lands that are adjacent to your property to the west are labeled 'original vegetation to remain unchanged'.

In your first email you mentioned you may be providing comments. Should I consider your second email as your formal comments on the file? I note the issue that you've raised with the trees.

Thank you,
- Wendy

Wendy Kaufman, MCIP, RPP

Senior Planner - Development Approvals
Planning Services Division

P: (705) 674-4455, ext. 4318

F: (705) 673-2200



>>> "[REDACTED]" > 4/27/2020 12:20 PM >>>

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Wendy,

Thank you for the information. It was very helpful.

So what I see (if I'm understanding the plans correctly) is that there is no impact to our property? Even the proposed retaining wall/fence ends before our property line begins...correct? Please confirm.

However if the application is approved and the project gets under way, I would be interested in having the applicants clean up the damaged trees from the windstorm of a couple of years ago that falls on their property beyond our lot line. We did the best we could with the cleanup of the trees but they refused to help other than to offer free chain-saw sharpening at their sharpening store which, coincidentally, is located on the proposed site.

Other than that, I don't have any objections to the application.

Thanks,
Rosy Miladinovic

Sent from my LG Mobile

----- Original message-----

From: Wendy Kaufman

Date: Mon, Apr 27, 2020 10:51 AM

To: [REDACTED]

Cc:

Subject:Re: Wendy Kaufman - request to see copy of proposed official plan

Good Morning Ms. Miladinovic,

I have attached a copy of the proposed concept plan for the site. I would be pleased to call you to discuss the applications if there is a convenient time for you. I am generally available anytime today, or Tuesday or Wednesday morning.

Thank you,

Wendy Kaufman, MCIP, RPP

Senior Planner - Development Approvals

Planning Services Division

P: (705) 674-4455, ext. 4318

F: (705) 673-2200



>>> [REDACTED] > 4/24/2020 3:50 PM >>>

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Wendy,

Hope that you are well.

We received a Notice of Application Re: File 751-6/20-6 & 701-6/20-03

I was wondering if I could see a copy of the proposed plan or get any additional information over the phone regarding this application? Before I can voice any comments, I would like to get a better idea of what the proposal involves.

We are the owners and residents of 1185 Northway Ave.

I tried calling you today but was unable to leave a voicemail.

Looking forward to hearing from you.

Thanks!

Rosy Miladinovic </div>

[REDACTED]

Sent from my LG Mobile

.....

Request for Decision

67 Fourth Avenue, Coniston - Declaration of Surplus Vacant Land and Transfer

Presented To:	Planning Committee
Presented:	Monday, Jul 06, 2020
Report Date	Thursday, Jun 11, 2020
Type:	Routine Management Reports

Resolution

THAT the City of Greater Sudbury declares surplus to the City's needs the vacant land at 67 Fourth Avenue, Coniston, legally described as PIN 73560-0436(LT), Lot 131 on Plan M-678, Township of Neelon;

AND THAT the vacant land be transferred to the Coniston Curling Club for nominal consideration, as outlined in the report entitled "67 Fourth Avenue, Coniston - Declaration of Surplus Vacant Land and Transfer", from the General Manager of Corporate Services, presented at the Planning Committee meeting on July 6, 2020;

AND THAT a by-law be presented authorizing the transfer and the execution of the documents required to complete the real estate transaction.

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to an operational matter.

Report Summary

This report will recommend that the City declares surplus vacant land at 67 Fourth Avenue, Coniston, and transfer the land to the Coniston Curling Club for nominal consideration.

Financial Implications

This report has no financial implications.

Signed By

Report Prepared By

Tanya Rossmann-Gibson
Property Administrator
Digitally Signed Jun 11, 20

Manager Review

Keith Forrester
Manager of Real Estate
Digitally Signed Jun 12, 20

Recommended by the Division

Shawn Turner
Director of Assets and Fleet Services
Digitally Signed Jun 12, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jun 12, 20

Recommended by the Department

Kevin Fowke
General Manager of Corporate Services
Digitally Signed Jun 15, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Jun 24, 20

67 Fourth Avenue, Coniston - Declaration of Surplus Vacant Land and Transfer

Presented: **July 6, 2020**

Report Date: **June 11, 2020**

Background:

The subject land measures approximately 2,638 square metres (28,400 square feet) in size and is zoned "Institutional". The location of the land is identified on the attached Schedule 'A' and a photo is shown on the attached Schedule 'B'.

The Coniston Curling Club is a not-for-profit corporation. In 1957, the Club constructed a curling rink on lands owned by INCO. In 1975, the lands were transferred by INCO to the former Town of Nickel Centre. The Coniston Curling Club has continued to own, operate and maintain the building located on City lands. The City currently has a vacant land lease agreement with the Club and is not charging a base rent.

The City recently received a request from the Coniston Curling Club to transfer the lands for nominal consideration.

The proposal to declare the land surplus was circulated to all City departments and outside agencies, the following responses were received:

There are no objections from Leisure Services to declare the land surplus for the purposes of transferring to the Coniston Curling Club. This transfer will provide clarity around responsibility and ownership of the asset.

The Drainage section has no issue with the sale of this property. However, there is a storm sewer running parallel to the north limit of the site and drainage outlet. An easement will be required.

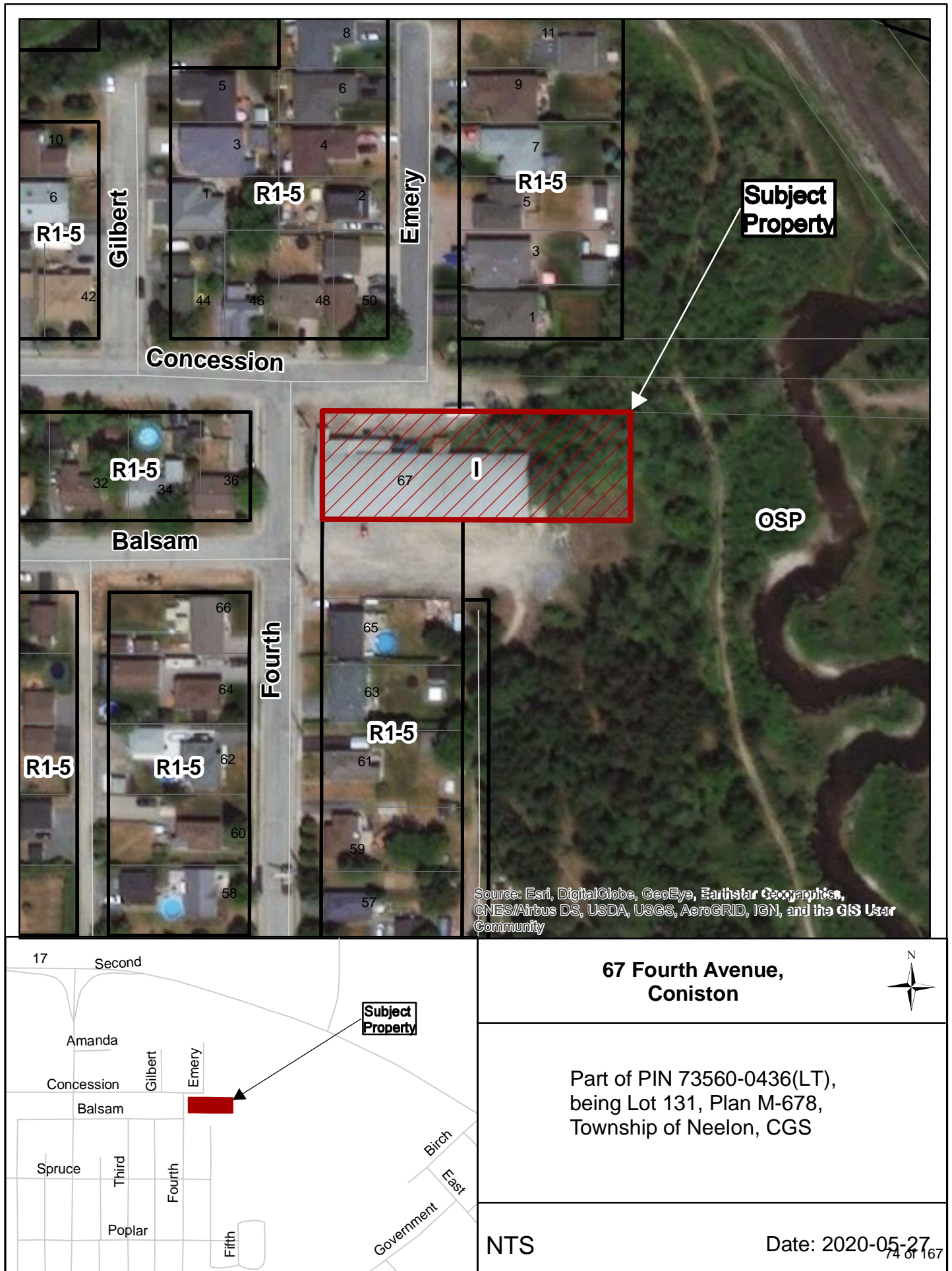
The Nickel District Conservation Authority (Conservation Sudbury) advised that the proposed parcel contains a floodplain and associated regulated area. As such, portions of the parcel are regulated by Ontario Regulation 156/06 Nickel District Conservation Authority: Regulation of Development, Interference with Wetlands and Alterations to Shoreline and Watercourses. Should a landowner wish to do works in the areas regulated by Ontario Regulation 156/06, a permit would be required. Conservation Sudbury has no objection to the sale.

No further comments were received.

Recommendation:

It is recommended that the subject vacant land at 67 Fourth Avenue, Coniston, be declared surplus to the City's needs and transferred to the Coniston Curling Club for nominal consideration.

SCHEDULE 'A'



Schedule 'B'

Re: 67 Fourth Avenue, Coniston
Declaration of Surplus Vacant Land and Transfer



View looking southeast from Emery Avenue, Coniston

Presented To:	Planning Committee
Presented:	Monday, Jul 06, 2020
Report Date	Monday, Jun 15, 2020
Type:	Managers' Reports

Request for Decision

LaSalle Boulevard Corridor Plan and Strategy - Proposed Approach to Zoning By-law Amendment

Resolution

THAT The City of Greater Sudbury directs staff to prepare a draft amendment to the City's Zoning By-law to implement Official Plan Amendment No 102 and to return to Planning Committee no later than late Q3 with a draft amendment and consultation strategy, as outlined in the report entitled "LaSalle Boulevard Corridor Plan and Strategy – Proposed Approach to Zoning By-law Amendment" from the General Manager of Growth and Infrastructure, presented at the July 6, 2020 Planning Committee Meeting.

Relationship to the Strategic Plan / Health Impact Assessment

The proposed approach to the zoning by-law amendment is consistent with Goal 2.4B of Council's 2019-2027 Strategic Plan which is "to complete the existing nodes and corridors strategy to ensure that strategic centres and corridors are ready for investment that complements transit and active transportation strategies."

Report Summary

This report is the first of three reports on the proposed zoning amendments associated with the LaSalle Boulevard Corridor Plan and Strategy (LBCPS). This report describes the approach to the zoning by-law amendment. The second report will include the draft zoning by-law amendment. The third report will include the final zoning by-law presented for consideration at a public hearing under the Planning Act.

Highlights of the proposed zoning framework include "upzoning" most of LaSalle Boulevard to C2 (General Commercial), and establishing build-to line from the Right Of Way. In order to complement that concept, the amendment would introduce a requirement that a certain percentage of the front lot line be occupied by a building.

Staff should now be directed to prepare a draft zoning by-law amendment and consultation strategy and to

Signed By

Report Prepared By

Ed Landry
Senior Planner
Digitally Signed Jun 15, 20

Manager Review

Kris Longston
Manager of Community and Strategic Planning
Digitally Signed Jun 15, 20

Recommended by the Division

Jason Ferrigan
Director of Planning Services
Digitally Signed Jun 15, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jun 17, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Jun 18, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Jun 24, 20

return to Planning Committee in late Q3 2020.

Financial Implications

There are no financial implications associated with this report.

LaSalle Boulevard Corridor Plan and Strategy
Proposed Approach to Zoning By-law Amendment
Planning Services Division
Report Date: June 15, 2020

Background

Council endorsed the City's Nodes and Corridors Strategy in November, 2016 (See Reference 1). The strategy prioritizes study areas to help guide investment and intensification within the community. It will help revitalize and better connect our Downtown, the Town Centres, strategic core areas and corridors of the City. Such a strategy will help create new and distinctive corridors and centres, all featuring mixed uses, public realm improvements and public transit.

In 2017, Council directed staff to proceed with the LaSalle Boulevard Corridor Plan and Strategy (LBCPS – See Reference 2). The LBCPS was completed over 13 months with various check-ins with the community and with Council. The LBCPS has a number of recommendations associated with land use planning to create a new land use framework for the corridor, including integrating high-quality intensification, supporting public transit, and policies for private and public realm improvements.

In July 2018, Council directed staff to commence work on the Official Plan and Zoning amendments. The draft proposed Official Plan Amendment (OPA) was brought to Planning Committee in June 2019 (See Reference 3). The OPA was adopted on April 14, 2020. It is anticipated that the OPA will come into effect on June 18, 2020.

Purpose

This report is the first of three reports on the proposed zoning amendments associated with the LaSalle Boulevard Corridor Plan and Strategy (LBCPS). This report describes the approach to the zoning by-law amendment. The second report will include the draft zoning by-law amendment. The third report will include the final zoning by-law presented for consideration at a public hearing under the Planning Act.

Highlights of the proposed zoning framework include “upzoning” most of LaSalle Boulevard to C2 (General Commercial), and establishing build-to line from the Right Of Way. In order to complement that concept, the amendment would introduce a requirement that a certain percentage of the front lot line be occupied by a building.

Discussion

New Official Plan Designations

Official Plan Amendment No. 102 brought in a “more refined and coordinated approach” to the City’s corridors (See OPA 102 – Reference 3). The City introduced new designations to the Official Plan, including ‘Secondary Community Nodes’ and ‘Regional Corridors’. Secondary Community Nodes are nodes along the City’s strategic corridors with a concentration of uses at a smaller scale than a Regional Centre (e.g. LaSalle Court Mall vs New Sudbury Shopping Centre). These Secondary Community Nodes are located on primary transit corridors and permitted uses include residential, retail, service, institutional, park and community-oriented activities. Given the function and high visibility of these nodes, special attention to sound urban design principle is essential.

Regional Corridors are the primary arterial links connecting the Regional Centres and the Secondary Community Nodes. These corridors are the City’s ‘Main Streets’ and permitted uses include medium-density residential, retail, service, institutional, parks, open spaces, office and community-oriented uses at transit-supportive densities in compact, pedestrian-friendly built forms. Sound urban design principles are essential.

The Official Plan was also amended to permit residential uses within Regional Centres as of right, and to introduce parking reduction criteria. Staff provided Council with a report on the City’s Commercial Parking Standards review in February, 2020 (See Reference 4). The proposed parking changes are complementary to the proposed zoning by-law changes associated with the LaSalle Corridor Plan and Strategy.

Existing Zoning By-Law Framework

The City of Greater Sudbury’s Zoning By-law traditionally recognizes the existing uses that are along the LaSalle Boulevard corridor. The zoning along the western part of the corridor is generally made up of residential zoning, the central part of the corridor is generally made up of commercial zoning, and the eastern part of the corridor is a mix of business industrial, commercial and residential zoning.

There are also numerous site-specific zoning exceptions along the corridor. These are demarcated by the use of a bracket after the Zone category (e.g. C1(14)). For the most part, these represent historic zoning by-law amendment decisions which were tailored to fit the proposed use and local context at the time of decision. Site specific zones typically regulate the exact number of parking spots

required; the number and nature of permitted uses on a property; reduced frontages, front and rear yard requirements; and so on.

LaSalle Boulevard is a secondary arterial and therefore generally requires a 7.5 metre setback for commercial and residential uses, and a 9 metre setback for business industrial uses (See Reference 5 – Tables 7.3 and 8.2 of the City's Zoning By-Law).

Section 2.3.2 of the "LBCPS" calls for "a more refined Mixed Use Structure to be applied to strategic nodes and corridors. Such a zoning framework would regulate land use within those nodes and corridors through added emphasis on incorporating residential uses within the commercial hierarchy to create pedestrian friendly, transit supportive communities along with an added emphasis on built form and urban design."

Proposed Zoning By-Law Framework Changes

The recent changes to the Official Plan to implement the LBCPS guide the more detailed proposed changes to the City's Zoning By-law. Pursuant to the Planning Act, the zoning by-law must conform to the Official Plan.

The following section of the report details the conceptual framework proposed to rezone the properties fronting onto LaSalle Blvd. from Notre Dame to Falconbridge Road. The proposed framework would also encompass some properties on the west side of Notre Dame Avenue as shown on Attachments B and C. Specifically, the report explains the rationale of the proposed approach to addressing each zone classification, including several classes of site-specific zones.

The conceptual zoning framework achieves the outcome recommended in the LBCPS, using a different approach. The LBCPS' recommended changes are outlined in Attachment A along with Staff comment and recommendations.

Upzoning to C2

The LBCPS recommended that the City introduce a series of new Mixed Use Zones (e.g. MU1, MU2, MU3) based on existing land use permissions and definitions. Through a detailed review of LaSalle Blvd., staff has determined that the simplest way to realize the recommendations of the LBCPS and OPA 102 is to upzone the majority of the properties to C2 – General Commercial (See Attachment C – Conceptual Rezoning of LaSalle). Keeping the existing zoning classifications of Zoning By-law 2010-100Z would be more familiar to citizens and easier to implement.

The C2 Zone is the most permissive commercial zone in the City's Zoning By-law. It allows for most commercial uses except for Camping Grounds, Carnivals,

Commercial Tourist Facilities and Marinas. It also permits any dwelling containing not more than 2 dwelling units, multiple dwelling, private home daycares and shared housing (along the corridors only).

C1 Zone

There are several properties zoned C1 (Local Commercial) along the corridor. C1 permits a limited set of uses that are local in nature (e.g. convenience stores, pharmacy, pet grooming establishment, etc), and generally restricted to a maximum net floor area of 150 sq metres.

Upzoning these properties to C2 would permit more uses along the corridor. However, most of the C1 properties along the corridor do not meet the lot area requirements of the C2 zone where lots need to be a minimum of 1,350 sq metres in size. One option could be to introduce a Holding Zone to these properties, conditional upon a site plan agreement being entered into with the City. Further to the newly-adopted Official Plan policies, the City could use the Holding Provision and site plan control to “discourage small lot rezoning” and to “promote land assembly for consolidated development.” Land assembly could “reduce the need for additional driveways along arterials and can be used to promote a more consistent streetscape.”

C3 Zone

C3 (Limited General Commercial) permits fewer uses than the C2 Zoning. It allows for outdoor display and sales, business offices, convenience stores, day care centres, financial institutions, medical offices, personal service shops, pharmacies, professional offices, restaurants and retail stores. Rezoning these lands to C2 would permit more commercial uses along the corridor. Similar to those lots in C1, there are some undersized lots in the C3 zone, where a holding zone could be applied.

C5 Zone

C5 (Shopping Centre Commercial) allows for uses typically associated with malls and big box centres. Staff recommends that those lands remain C5. However, staff recommends adding residential uses as a permitted use in a C5 Zone, per Official Plan Amendment No. 102. Staff recommends that these residential uses include multiple dwelling only.

I Zone

The City's I (Institutional) Zone permits cemeteries, day care centres, libraries, museums, parks, private clubs, recreation and community centres, and refreshment pavilions and restaurants accessory to a park use. The zone also permits an Institutional Use which is more broadly defined as “A children's home,

a day care centre, a place of worship, a hospital, a private club, a non-profit or charitable institution, a group home type 1, a group home type 2, a special needs facility, a recreation and community centre, an arena, a public museum, a public library, a public business, a public fire hall, a public or private school other than a trade school, or any public use other than a public utility."

The City's C2 zone also permits an 'Institutional Use'. It is therefore recommended that some uses along the corridor be rezoned from I to C2 (e.g. some churches, community centres and dance studios) in order to facilitate the adaptive reuse of these institutional buildings in the future. Other Institutional could remain as institutional (e.g. schools, cemeteries) as these uses are not anticipated to change over the medium to long term. Doing so would minimize the Legal Non-Conformity situations that may arise (see separate section below).

M1-1 and M1 Zones

The City's M1-1 and M1-1 Zones are Business Industrial and Mixed Light Industrial Zones, respectively. The M1-1 Zone occurs only once in the defined corridor – it is located on Auger Avenue. The M1 Zones along LaSalle are mostly concentrated east of Auger. Both C2 and M1 permit many uses. Attachment E compares the differences between permitted non-residential uses of the three zones. It should be noted that the M1 zone does not permit residential uses.

The lands zoned M1-1 and M1 along LaSalle have recently been redesignated to "Regional Corridor" with OPA 102 (once the OPA is in effect). Per the City's Official Plan, permitted uses in Regional Corridors may include medium density residential, retail, service, institutional, recreational, entertainment, parks, open spaces, office and community-oriented uses at transit supportive densities in compact, cycling and pedestrian-friendly built forms.

The permitted uses in C2 (including residential) are more in keeping with the Regional Corridor Designation. It is therefore recommended that the M1 properties be rezoned to C2.

Residential Zones

There are a number of Residential Zones along LaSalle. These include R1-5 and R2-2 (Low Density Residential One and Two, respectively), R3 and R3-1 (Medium Density Residential), and R4 (High Density Residential).

OPA 102 introduced the Secondary Community Node designation which states that "the mixing of uses should be in the form of either mixed use buildings with ground oriented commercial and institutional uses and residential uses above the second storey, or a mix of uses and buildings on the same development site." The Secondary Community Nodes "shall be planned to provide residential

development primarily in the form of medium and high density buildings, and discouraging single-detached dwellings.”

The new Regional Corridor designation “shall be planned to provide residential development primarily in the form of medium density buildings.”

Staff recommends that the R1 and R2 zones be rezoned to C2 with a H or holding designation. Legally existing single, semi-detached, duplex, group homes (type 1), row dwellings and linked dwellings would enjoy legal non-conforming status. Undersized lots would be placed in a Holding Zone, subject to lot consolidation and site plan control.

A comparison of R3, R3-1, R4 and C2 is provided in Attachment F. The majority of the R3 and R3-1 properties could be rezoned to C2 in order to discourage single-detached, duplex, semi-detached, linked dwellings, etc (See Attachment C – Map 2 – Option 1). Alternatively, these properties could remain as they are currently zoned (See Attachment D – Map 2 – Option 2). City-owned properties such as Place Hurtubise, McCormack Court, and Keewatin Court should remain as is. The R4 zone should remain as is. Other legally existing residential uses would enjoy legal non-conforming status.

Overlay Zone

In order to implement the built form recommendations of the LBCPS, staff recommends the establishment of an overlay zone, specific only to the LaSalle Corridor (See Attachment B). Lands within the overlay zone would be subject to additional provisions, including a new build-to line, a percentage of front lot line occupied by a building, minimum building heights, and a prohibition of uses including commercial parking lots, single and semi-detached dwellings.

Establishment of a Build-To Line based on 30M Right of way

The current minimum setback for commercial uses along LaSalle is 7.5m, and 9.0 metres for business industrial uses. In order to promote a more consistent streetscape, introduce sound urban design, and to make the corridor friendlier to all users, staff is proposing to introduce a build-to line to the corridor. A build-to line would bring buildings closer to the street, and would direct the parking to the rear of the buildings.

The build-to line would require new buildings to be set back from 0m (minimum) to 4.5m (maximum) of the desired Right-of-Way as expressed in the City's Official Plan (which is 30 metres for LaSalle Boulevard). The Right of Way is the City's long-term vision for a road, and includes the space required for travelling lanes, the curb, sidewalk, and associated amenities.

Establishment of Percentage of Lot Line Occupied by Building

This tool is typically used to ensure that the front of the building is located along the front lot line of the street. Should the City adopt a build-to standard for building, there is a risk that new buildings would be turned to their side and the flank of the building would front onto LaSalle.

Attachment G illustrates several examples that can be found along LaSalle. At 40% or lower, the lot appears to be dominated by parking, while at 80%, the lot appears to be dominated by building. Staff recommends that a percentage between these two ranges be set as the minimum standard be used along LaSalle.

Minimum Building Heights

The LBCPS recommends that the City establish a minimum height of 11 metres along the corridor. It also recommends that the City consider a height overlay schedule to accommodate varied standards along the corridor.

Only the Downtown Commercial (C6 Zone) contains a minimum height in the City's Zoning By-law. It is 8 metres. The C2 and C3 zones currently have maximum height provisions of 15 metres and 8 metres, respectively. A two-storey minimum could be introduced along the corridor.

Prohibition of Some C2 Uses along LaSalle

Not all permitted C2 uses meet the new vision of LaSalle as expressed in the Official Plan. Staff recommends that standalone parking lots not be permitted in the corridor in order to encourage the development of these properties to increase assessment. This would be done to encourage sound urban design and community-oriented uses at transit-supportive densities in compact, pedestrian-friendly built forms.

Staff further recommends prohibiting future single detached and semi-detached dwellings along LaSalle in order to encourage higher densities and mixed-uses along the corridor. Those legally existing dwellings would have legal non-conforming status.

Legal Non-Conforming Uses

The proposed zoning framework outlined in this report may create a legal non-conforming status for certain uses, lots or buildings. For example, some buildings may not meet the new standards of the proposed build-to line, the percentage of lot occupied by a building, while some industrial uses, single-detached dwellings, etc, may no longer be a permitted use along the corridor. These situations are contemplated by the City's Zoning By-law.

Section 4.24 of the City's Zoning By-law relates to non-conforming uses. Section 4.24.1 allows for the continuation of existing uses, lots, buildings or structures if they were lawfully used for those purposes prior to the effective date of the zoning by-law. Should staff receive direction to prepare a zoning amendment as outlined in the report, staff would return with a more detailed analysis of the impacts of the proposed changes on existing uses, lots and buildings.

Special Exception Zones

As noted above, there are numerous zoning exceptions along the corridor. These are demarcated by the use of a bracket after the Zone category (e.g. C1(14)). These exceptions generally:

- Add additional permitted uses to zone
- Remove permitted uses from a zone
- Provide minimum parking requirements; and/or
- Provide tailored setbacks and building sizes

Most (61%) of these exception zones were introduced prior to the 2010 Zoning By-law, fewer (39%) were established after.

OPA 102 introduces a new vision for the LaSalle Corridor. The City therefore has several options regarding the special exception zones:

- Keep the exception zones as is
- Examine and tailor each exception zone to new proposed standards
- Upzone each exception zone to C2 (i.e. "wiping the slate clean")

The City is currently considering its commercial parking standards, which may aid in this regard (e.g. eliminating the prescribed parking).

The relative merits of these approaches will be considered in the next stages of the analysis. Individual land owners with special exceptions will be consulted as part of this process.

PUBLIC CONSULTATION STRATEGY

Should staff receive direction to prepare a draft amendment to the City Zoning By-law, staff would commence public consultation immediately following the presentation of the amendment in Q3.

The current emergency situation may require some modifications to past City practices regarding public consultation. Per the Official Plan, the City would hold a minimum of two open houses and a public meeting to present the proposed ZBLA. Staff would consider the feedback, propose any necessary changes, and return with the recommended ZBLA for adoption in Q4, 2020.

As part of this process, staff would make use of technology such as virtual meetings. We would send notice of public hearing to all the property owners along LaSalle, including direct communication with corridor stakeholders, publish notices in community newspapers, and make use of the City's social media platforms. The City will also provide citizens the opportunity to comment online via such channels as "Over to You", which was used in the development of LaSalle Boulevard Corridor Plan and Strategy and Official Plan Amendment No. 102.

Summary and Recommendations

This report outlined the background to the LaSalle Boulevard Corridor Plan and Study (LBCPS), and introduced a proposed framework for a draft zoning by-law amendment (ZBLA) that incorporates Official Plan Amendment No. 102 and the LBCPS' land use planning recommendations where appropriate.

Highlights of the proposed zoning approach include "upzoning" most of LaSalle Boulevard to C2 (General Commercial), and establishing a 0-4.5m build-to line from the Right Of Way. In order to complement that concept, the amendments would introduce a requirement that a certain percentage of the front lot line be occupied by a building.

Staff is seeking direction to proceed with a multi-stage approach to the zoning by-law amendment. Staff would present a draft amendment to the zoning by-law in Q3 along with a public consultation strategy. Staff would then return in Q4 with a public hearing on the proposed amendment.

References

1. City-Wide Nodes and Corridor Strategy
<http://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=9&id=992>
2. July 9, 2018 Report From the General Manager of Growth and Infrastructure
<http://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=1227&itemid=14212>
3. Official Plan Amendment No. 102
<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&id=1444&itemid=18472&lang=en>

4. February 19, 2020 Report "Commercial Parking Standards" From The General Manager of Growth and Infrastructure.

<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=11&id=1443>

5. City of Greater Sudbury Zoning By-law

<https://www.greatersudbury.ca/do-business/zoning/zoning-by-law-2010-100z/>

Attachments

- A. Table 1 – Summary of Recommended Zoning By-law Changes
- B. Proposed Overlay Zone
- C. Proposed Zoning – Option 1
- D. Proposed Zoning - Option 2
- E. C2 to M Zone Comparison Table
- F. C2 to R Zone Comparison Table
- G. % of Front Lot Line Concept

Attachment A – Summary of Recommended Zoning By-law Changes

LBCPS Section and Page Number	LBCPS Recommendation	Staff Comment
Page 36 – Section 2.3.2.	<p>Creation of new 'Mixed Use Employment' Zones – MU1, MU2, and MU3.</p> <p>MU1: General geared to support LaSalle-Notre-Dame Gateway (and Canada Revenue Agency), and introduce residential and community-supportive uses.</p> <p>MU2: Generally applied to 'Secondary Community Node' and the intersection of LaSalle and Montrose. The new zone would provide for higher density residential and a mix of commercial and institutional uses.</p> <p>MU3: Generally applied to lands in the new "Regional Corridor" Designation – i.e. outside the Regional Centre and Nodes. Mix of residential and institutional/community uses.</p>	<p>Staff recommends relying on current zoning structure. Lands proposed to be rezoned to MU1, MU2 and MU3 could instead be zoned C2. Existing C2 would remain C2.</p> <p>In doing so, the City would rely on existing definitions, concepts and practice.</p>
Page 37 – Section 2.3.2 (continued)	<p>Regional Centre – Short Term: Add Residential Uses as a permitted use in C5 designation.</p> <p>Long term: Consider a Master Plan for Mall</p>	<p>Staff supports adding Multiple Dwelling as of right in the C5 Zoning.</p> <p>Staff recommends monitoring change prior to implementing Mixed Use</p>

	and a “Mixed Use Transition” Zone.	Transition Zones.
Page 38 – Section 2.3.2 (continued)	<p>Regulating Built Form:</p> <p>Consider removing minimum lot sizes and minimum frontages in the nodes and regional corridors.</p> <p>Setbacks</p> <p>Reduction of setbacks (“Minimum required front yard”) from 7.5m along LaSalle to a range between 0 and 4.5 meters, or a build-to line.</p> <p>Height:</p> <p>Establish a minimum height of 11m. Consider a height overlay schedule to accommodate varied standards along the corridor.</p> <p>Density:</p> <p>Establish minimum floor space index between 0.5 to 1.0.</p>	<p>Lot Size and Frontages</p> <p>Current zoning requires 30m frontage in C2 and C3 lots, and 45m frontage for M1 lots on an arterial road. Residential requirements vary per form of housing.</p> <p>Minimum lot sizes for C2 and C3 are 1,350 sq. m, and 900 sq. m, respectively, and 1500 sq.m for M1 lots. Residential requirements vary per form of housing.</p> <p>Staff recommends keeping the frontages at 30m, and rezoning the Corridor to (mostly) C2. Those lots smaller than 1300 sq metres could be placed in a holding zone until such time that lot consolidation takes place and a site plan agreement is entered into with the City.</p> <p>Setbacks</p> <p>Setbacks range from 7.5m in commercial and residential zones to 9m for industrial zones along LaSalle.</p> <p>Staff recommends introducing a</p>

		<p>build-to line overlay, based on the current right-of-way expressed in the City's Official Plan. i.e. the Build-to-line would start at the 30m ROW and proponents would have to build at minimum of 0m and at maximum 4.5m of the line.</p> <p>Should this new standard be adopted by the City, staff would recommend adding a zoning standard to require that 40-80% percentage of the front lot line be occupied by a building.</p> <p>Height:</p> <p>Only the C6 Zoning (Downtown Commercial) contains a minimum height provision (it is 8m). C2 and C3 currently has maximum height provisions of 15m and 8m, respectively.</p> <p>A two-storey minimum could be introduced for commercial uses.</p> <p>Density:</p> <p>The City sets a maximum Floor Space Index (FSI) of 2.0 in C2.</p>
--	--	---

		No change is recommended at this time.
Page 39 – Section 2.3.2 (continued)	<p>Residential Zones:</p> <p>Minimization of legal non-conformity by:</p> <ul style="list-style-type: none"> • Recognizing: min lot area, min lot frontage, min front yard as legally existed on effective date of ZBLA. • Implementing most permissive standard for: minimum “exterior side yard” [Corner side yard], minimum rear yard, maximum height, and maximum lot coverage, as harmonized across the applicable residential zones for the type of dwelling. 	Staff recommends no change to the minimum lot areas, minimum lot frontages, etc.
Page 39 – Section 2.3.2 (continued)	<p>Gas Station Zone:</p> <p>Create a new “Motor Vehicle Commercial Zone”. Remove gas stations ‘as-of-right’ in C2 zones along the corridor.</p> <p>New zone would apply to existing uses. Other current C2 zone standards would apply to avoid the creation of legal non-conforming issues.</p>	<p>Similar to above comment, staff recommends keep the C2 structure of the zoning by-law.</p> <p>A prohibition on gas stations could be introduced via the Corridor Overlay.</p>

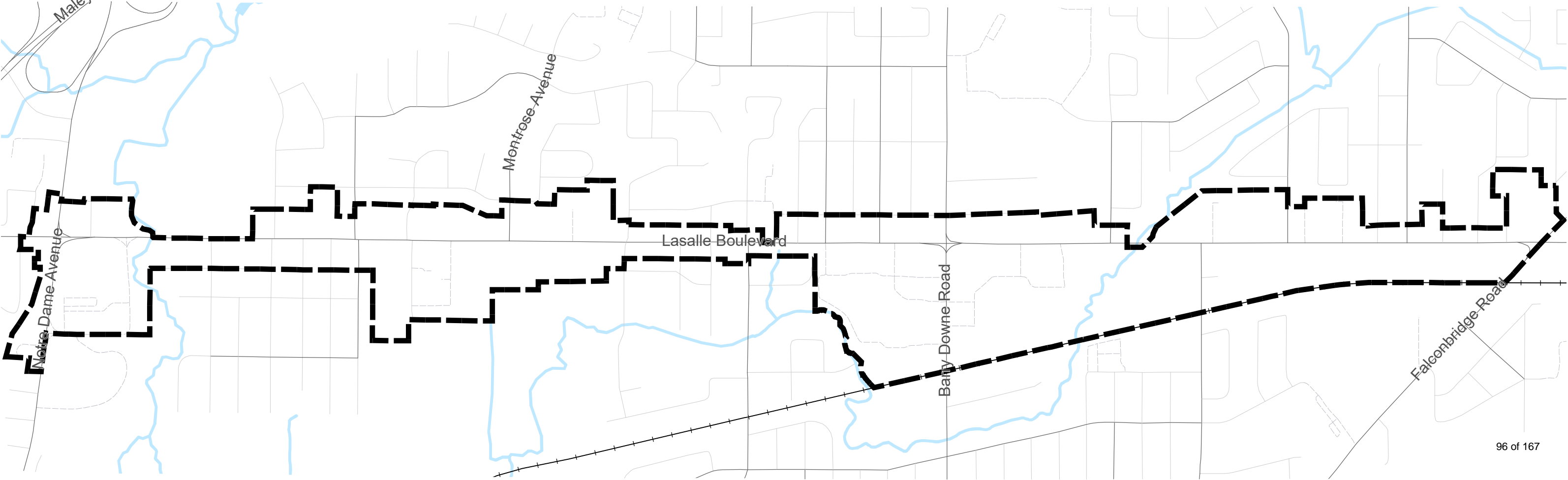
Page 40 – Section 2.3.2 (continued)	<p>Overlay Zones:</p> <p>Consider building flexibility into the zoning by creating overlay zones to capture differences and desired outcomes along corridor. For example, overlay zones could be used to regulate height, density, street fronts, parking.</p>	<p>An overlay is recommended for the build to line, given existing setbacks vary along the corridors. The overlay would correspond to the desired 30m ROW along LaSalle Boulevard.</p>
Page 40 – Section 2.3.2 (continued)	<p>Amenity Area:</p> <p>City should consider requiring amenity areas (commonly-used outdoor spaces – a ground level yard) for dwelling units (e.g. minimum area per dwelling unit).</p>	<p>This will be examined at a later stage of the rezoning process.</p>
Page 40 – Section 2.3.2 (continued)	<p>Parking Standards Review:</p> <p>In nodes, permit parking only in the rear or side yard and not on the front yard facing the street. Consider appropriate standards along corridors.</p> <p>Provide for shared parking between complementary uses or harmonized parking standards between multiple uses as opposed to only the sum total of the multiple uses on a lot.</p> <p>Reduce parking standards in the nodes.</p> <p>Extend Downtown zoning exclusions for</p>	<p>City is currently undertaking a Commercial Parking review. This may lead to reduced parking standards, including a further reduction along nodes and corridors. Staff has been asked to review maximum parking standards.</p> <p>Should the required urban form change with the changes recommended above, the form of the parking would follow suit.</p>

	<p>parking standards for residential uses in the Regional Centre and nodes.</p> <p>Provide for potential parking reductions in nodes</p> <p>Introduce max parking standard.</p>	
Page 48 – Section 2.4.2	<p>Nickeldale Gateway (page 49):</p> <p>Southwest and Northeast quadrants to be Zone to MU1 to provide for intensification of existing commercial uses and introduction of mixed commercial/residential uses.</p>	Staff recommends rezoning the lands C2.
Page 51 – section 2.4.2 (continued)	<p>Nickeldale Corridor:</p> <p>Consider CIP to facilitate transition and redevelopment, and to provide grants and loans to improve building stock.</p> <p>Rezone lands to MU3.</p>	<p>A new CIP is outside the scope of this work.</p> <p>Staff recommends zoning the lands to C2.</p>
Page 52 – Section 2.4.2 (continued)	<p>LaSalle / Montrose Secondary Community Node:</p> <p>‘Up-zone’ and increase heights along south side of Lasalle.</p>	<p>Staff recommends rezoning the lands to C2 zoning.</p> <p>Urban design standards outside scope of this exercise.</p>

	<p>Intensify LaSalle Court Mall</p> <p>Intensify and increase heights for Residential Uses on north side of LaSalle between Arthur and Carmen.</p> <p>Incorporate urban design standards (e.g. build-to lines, angular plans (i.e. height transitions for solar access), landscape requirements)</p> <p>Rezone the lands to MU2</p>	<p>Staff recommends introduction of build-to line.</p>
<p>Page 54 – Section 2.4.2 (continued)</p>	<p>LaSalle/Barry Downe Regional Centre</p> <p>Intensify existing commercial uses by: creating an exclusive Automotive Zone, reducing parking standards, and adding high density residential as of right.</p> <p>Expand Regional Centre boundary to northern side of LaSalle and rezone lands to MU2. MU2 zone can act as buffer between higher density uses on south side of LaSalle and the low-density residential area to the north.</p> <p>Create a vision, or “master plan” for</p>	<p>These concepts are to be considered as part of the proposed overlay zone which would prohibit certain uses in the C2 Overlay. Commercial Parking Standards currently being reviewed.</p> <p>Regional Centre Designation has been extended to north part of LaSalle via OPA 102.</p> <p>Staff recommends maintaining the lands as C2.</p> <p>The creation of a master plan for</p>

	LaSalle Barry Downe regional centre.	LaSalle Barry Downe Regional Centre is outside the scope of this exercise.
Page 56 – Section 2.4.2 (continued)	<p>LaSalle / Falconbridge</p> <p>Rezone the M1 lands to C2 and introduce CIP to facilitate the improvement of private buildings.</p> <p>Rezone lands southwest of LaSalle and Auger to C2.</p> <p>Rezone lands on the north side of LaSalle from Place Hurtubise to Sylvio Street to MU3. Encourage lot consolidation and medium density housing or mixed use buildings.</p>	<p>The creation of a CIP is outside the scope of the rezoning process.</p> <p>Staff would recommend a consistent zoning along LaSalle. Staff supports rezoning the lands to C2.</p> <p>Staff supports the change of zoning to C2.</p>

LaSalle
Corridor Overlay



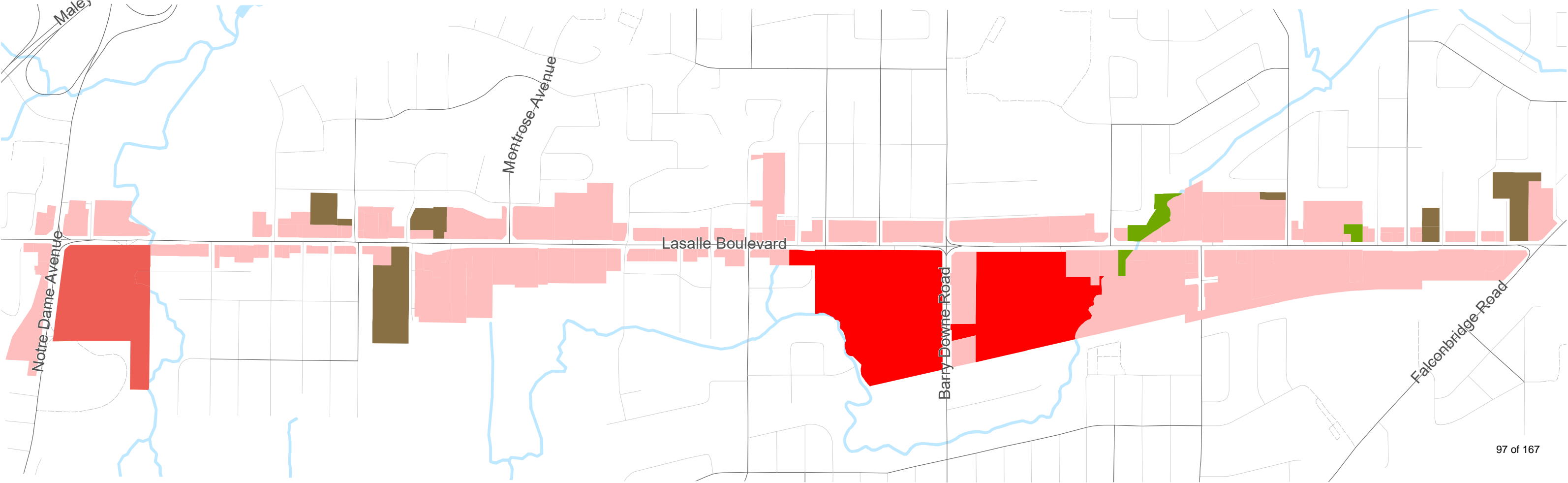
LaSalle

Re-Zone

Proposed Zone

C2	C3	I
	C5	OSC; P

Map 2
Option 1



LaSalle

Re-Zone

Proposed Zone

C3

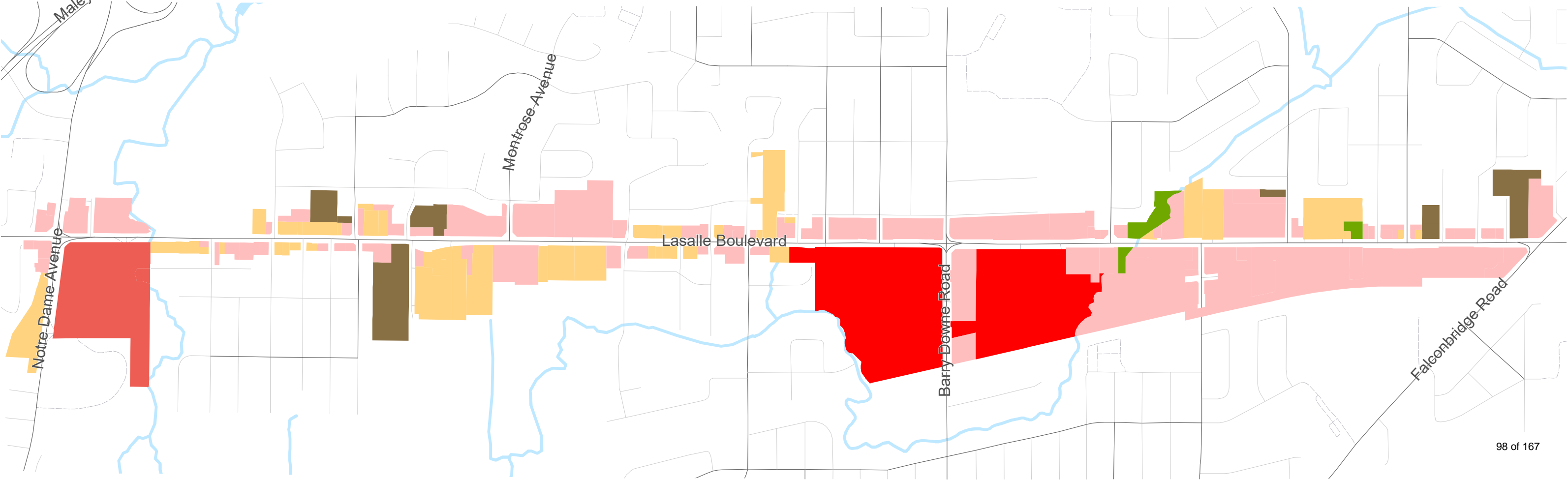
C2

C5

I

OSC; P

R3, R3-1, R4



Attachment E – Comparison of M1-1, M1 and C2 Zones

Use	M1-1	M1	C2
Accessory Outdoor Display and Sales	X	X	X
Accessory Outdoor Storage		X	
Accessory Retail Store	X	X	
Animal Shelter		X	X
Art Gallery			X
Assembly Hall			X
Auctioneer's Establishment	X	X	X
Audio/Visual Studio	X	X	X
Automotive Accessories Store	X	X	
Automotive Leasing Establishment	X		X
Automotive Lube Shop	X		X
Automotive Repair Shop		X	X
Automotive Sales Establishment	X	X	X
Automotive Service Station	X	X	X
Bake Shop			X
Banquet Hall	X	X	X
Bulk Retail Outlet	X	X	
Bus Terminal	X	X	X
Business Office			X
Car Wash	X	X	X
Commercial or Public Garage		X	
Commercial School			X
Commercial Self-Storage Facility	X	X	
Convenience Store	X	X	X
Custom Print or Copy Shop			X
Day Care Centre			X

Dry Cleaning Establishment	X	X	X
Financial Institution			X
Food Processing Plant		X	
Funeral Home			X
Garden Centre	X	X	
Gas Bar	X	X	X
Home Improvement Centre	X	X	X
Hotel	X	X	X
Impounding Yard		X	
Industrial Use, Light		X	
Institutional Use			X
Medical Marihuana Production Facility	X	X	
Medical Office			X
Mobile Home Dealership			X
Modular Building Dealership			X
Office	X		
Parking Lot	X	X	X
Personal Service Shop	X	X	X
Pet Grooming Establishment	X		X
Pharmacy	X		X
Place of Amusement			X
Place of Worship	X		
Private Club	X	X	X
Professional Office			X
Public Utility	X	X	
Public Works Yard	X	X	
Recreation Vehicle Sales and Service Establishment		X	X
Recreation Centre, Commercial	X	X	X
Rental Store	X	X	
Restaurant	X	X	X
Retail Store			X

Scientific or Medical Laboratory	X	X	X
School, Commercial	X	X	
Service Shop			X
Service Trade	X	X	X
Tavern			X
Taxi Stand			X
Theatre			X
Vehicle Repair Shop		X	
Veterinary Clinic	X	X	X
Warehouse	X	X	

Attachment F – Comparison C2 to R

Use	R3 and R3-1	R4	C2
Any dwelling containing not more than 2 dwelling units			X
Bed and Breakfast Establishment	X		
Duplex Dwelling	X		
Group Home Type 1	X		
Linked Dwelling	X		
Long Term Care Facility		X	
Multiple Dwelling	X	X	X
Private Home Daycare	X	X	X
Retirement Home		X	
Row Dwelling	X	X	
Semi-Detached Dwelling	X		
Shared Housing			X
Single-Detached Dwelling	X		
Street Townhouse Dwelling	X		
Accessory Outdoor Display and Sales			X
Animal Shelter			X
Art Gallery			X
Assembly Hall			X

Attachment F – Comparison C2 to R

Auctioneer's Establishment			X
Audio/Visual Studio			X
Automotive Leasing Establishment			X
Automotive Lube Shop			X
Automotive Repair Shop			X
Automotive Sales Establishment			X
Automotive Service Station			X
Bake Shop			X
Banquet Hall			X
Bus Terminal			X
Business Office			X
Car Wash			X
Commercial School			X
Convenience Store	X	X	X
Custom Print or Copy Shop			X
Day Care Centre	X	X	X
Dry Cleaning Establishment			X
Financial Institution			X
Funeral Home			X
Gas Bar			X

Attachment F – Comparison C2 to R

Home Improvement Centre			X
Hotel			X
Institutional Use			X
Medical Office			X
Mobile Home Dealership			X
Modular Building Dealership			X
Parking Lot			X
Personal Service Shop	X	X	X
Pet Grooming Establishment			X
Pharmacy			X
Place of Amusement			X
Private Club			X
Professional Office			X
Recreation Vehicle Sales and Service Establishment			X
Recreation Centre, Commercial			X
Restaurant			X
Retail Store			X
Scientific or Medical Laboratory			X
Service Shop			X
Service Trade			X

Attachment F – Comparison C2 to R

Tavern			X
Taxi Stand			X
Theatre			X
Veterinary Clinic			X



Similar sized buildings on similar sized lots. Building on the left has approximately 40% of front lot line occupied by a building. Building on the right has approximately 80% of the front lot line occupied by a building



These buildings would have the equivalent of approximately 60% of front lot line occupied by a building.





These buildings would have the equivalent of approximately 35-40% of front lot line occupied by a building.



Request for Decision

Report on the Commercial Parking Standards Study

Presented To:	Planning Committee
Presented:	Monday, Jul 06, 2020
Report Date	Monday, Jun 15, 2020
Type:	Referred and Deferred Matters

Resolution

THAT The City of Greater Sudbury directs staff to initiate an amendment to the zoning by-law to incorporate new Commercial Parking Standards no later than the end of Q3 2020, as outlined in the report entitled “Report on the Commercial Parking Standards Study”, from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on February 19, 2020.

Relationship to the Strategic Plan / Health Impact Assessment

Reviewing the City’s Commercial Parking Standards is consistent with the following Strategic Objectives of Council: Asset Management and Service Excellence; Business Attraction, Development and Retention; Climate Change; and, Create a Healthier Community.

Specifically, reviewing the parking standards represents innovative and responsive system improvements in support of the Transit Action Plan (item 1.5 B). The study is also a next step in the Nodes and Corridor Strategy (item 2.4 B).

Implementing a reduction in commercial parking standards would lead to less land being required for urban development, thereby supporting the ecological sustainability of the city (Goal 3.1).

Report Summary

In July 2019, Council directed staff to return with the findings of the Commercial Parking Standards Study (the “Study”) to inform potential zoning by-law amendments associated with the LaSalle Boulevard Corridor Plan and Strategy.

The Study finds that Greater Sudbury’s requirements for commercial parking spaces are generally higher than the requirements in comparator municipalities, particularly for retail uses, take-out restaurants personal service shops and shopping malls. It recommends new parking standards for these types of uses.

Signed By

Report Prepared By

Ed Landry
Senior Planner
Digitally Signed Jun 15, 20

Manager Review

Kris Longston
Manager of Community and Strategic Planning
Digitally Signed Jun 15, 20

Recommended by the Division

Jason Ferrigan
Director of Planning Services
Digitally Signed Jun 15, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jun 17, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Jun 22, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Jun 24, 20

The study also recommends new parking management strategies such as reducing parking requirements when a bus lay-by or bicycle parking is provided; reducing parking requirements along a transit main line; allowing reductions on a property-specific basis at the site plan stage based on a parking needs study; and, including shared parking provisions which take into consideration the mixed use and multiple use nature of sites.

Staff is generally supportive of the findings and recommends initiating a zoning by-law amendment for Council's consideration.

This report was deferred pending additional information on minimum and maximum parking. This information is included in the July 6, 2020 Planning Committee Agenda.

Financial Implications

There are no financial implications associated with this report at this time.

Report on the Commercial Parking Study

Planning Services Division

January 27, 2020

BACKGROUND

The City of Greater Sudbury adopted a Nodes and Corridors Strategy in September 2016 (See Reference 1). This Nodes and Corridors Strategy is intended to help revitalize and better connect our Downtown, the Town Centres, strategic core areas and corridors of the City. The strategy will also help create new and distinctive corridors and town centres, all featuring mixed uses, public realm improvements and public transit.

The LaSalle Boulevard Corridor Plan and Strategy (the "LBCPS") was endorsed by the City in July, 2018 (See Reference 2). It introduces policy recommendations to standardize land uses and zoning, to provide additional amenities for transit, cycling and walking, and to enhance the street through landscaping, bringing buildings closer to the street and creating distinct nodes of activity.

In July 2019, Staff presented draft amendment no. 102 (OPA 102) that would incorporate the LBCPS' land use planning recommendations into the City's Official Plan. At that time, Council directed staff to commence public consultation on draft OPA 102, and to hold a Public Hearing at Planning Committee in Q4 2019. This Public Hearing was held on December 9, 2019 (See Reference 3).

Council was advised that the proposed changes to the Official Plan would guide more detailed changes to the City's Zoning By-law, and that background work had started on these potential zoning changes. As part of this process (and based on feedback from the City's Development Liaison Advisory Panel), staff had commissioned a study that would examine best practices for commercial parking ratios. The study would identify opportunities to change existing parking standards to encourage and facilitate investment and redevelopment along the LaSalle corridor and other commercial zones. The study was being undertaken to complement the LBCPS, the Transportation Master Plan, the Transit Action Plan, the Complete Streets Policy and other Active Transportation initiatives. Staff was directed to return with the findings of this commercial parking ratio study in the fourth quarter of 2019.

Study Findings

The City commissioned the study entitled “Best Practice Review: Commercial Parking Requirements” (the “Study” - See Attachment A). The Study provides an overview of the types of policy frameworks and zoning regulations related to commercial parking requirements. The Study:

- compares Greater Sudbury’s parking standards to comparator municipalities; b) examines Sudbury’s experience with parking;
- considers Greater Sudbury’s recent initiatives regarding active transportation and the Transit Action Plan;
- outlines parking strategies used elsewhere; and,
- provides parking management strategies for the City’s consideration.

The Study finds that Greater Sudbury’s requirements for commercial parking spaces are generally higher than the requirements in comparator municipalities, particularly for retail uses, take-out restaurants personal service shops and shopping malls (see Table 1 on page 5 of the Study).

The research included a number of interviews with several stakeholders to gain a better understanding of the retail and commercial parking experience in Greater Sudbury. Section 4.0 of the Study outlines the following:

- parking is a deciding factor in development potential;
- current parking requirements are generally too high and inflexible;
- maximum parking requirements are not necessary;
- parking could be shared for overlapping uses (e.g shopping centre visitors tend to visit more than one store per visit);
- while there are opportunities to reduce parking requirements near transit and active transportation, not all retailers seek that proximity;
- some parking should be located at the front of the building due to costs associated with having multiple entrances to a building; and,
- snow is often stored in required parking spaces.

The Study considers recent City-led initiatives regarding the Transportation Master Plan (the “TMP” - see Reference 4), Active Transportation and Transit. The TMP recommended the development of both the Transit Action Plan (the “TAP” – see Reference 5), and the Transportation Demand Management (TDM) Plan (See Reference 6). The TMP also recommended the adoption and implementation of an Active Transportation network implementation plan (See Reference 4).

The TAP would leverage both the TMP and the active transportation plans, while the TDM would help increase the mobility and accessibility for all members of the community. All of these initiatives work together to support a reduction of commercial parking requirements.

Section 6.0 (as summarized in Table 2 on page 14 of the Study) outlines a number of parking management strategies used by Greater Sudbury and comparator municipalities. The study recommends that the City maintain those strategies currently in use by Greater Sudbury, including the reduction of spaces for underground spaces, the provision of parking spaces on another lot, and cash-in-lieu of parking.

Several strategies merit further consideration by Greater Sudbury. These include:

- reducing the number of vehicular parking spaces when a bus lay-by or bicycle parking are provided;
- allowing reductions based on study; and,
- including shared parking provisions which takes into consideration the mixed use and multiple use nature of sites (e.g. shopping mall example).

These strategies will have to be balanced with the current zoning requirements (e.g. zoning currently requires bicycle parking in certain circumstances) and operational considerations (e.g. bus lay by on City or on private property?; impact of additional on-street parking, etc).

Section 7.0 of the study recommends new parking rates for the following uses: Convenience Store; Personal Service Shop; Restaurant; Retail Store; and, Shopping Centre. The study outlines that these new parking rates would be more consistent with comparator municipalities and would reflect the feedback received as part of the stakeholder interviews.

In addition to the above, staff is also recommending that the City consider a 10% percent reduction of parking for properties fronting onto Routes 1 and 2 (the Main Line and Barry Downe – Cambrian, respectively) (See Reference 7).

These recommendations are consistent with the Provincial Policy Statement, 2014 (2014 PPS) which states that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources, support active transportation and are transit-supportive. The 2014 PPS also promotes public streets that meet the needs of pedestrians and facilitate active transportation. A reduction of commercial parking standards would also promote the use of active transportation and transit in and between residential, employment and institutional uses (See also Section 2.1 on page 1 of the Study).

CONCLUSION/NEXT STEPS

In July 2019, Council directed staff to return with the findings of the Commercial Parking Standards Study (the “Study”) to inform potential zoning by-law amendments associated with the LaSalle Boulevard Corridor Plan and Strategy.

The Study finds that Greater Sudbury’s requirements for commercial parking spaces are generally higher than the requirements in comparator municipalities, particularly for retail uses, take-out restaurants personal service shops and shopping malls. It recommends new parking standards for these types of uses.

The study also recommends new parking management strategies such as reducing parking requirements when a bus lay-by or bicycle parking is provided; reducing parking requirements along a transit main line; allowing reductions on a property-specific basis at the site plan stage based on a parking needs study; and, including shared parking provisions which take into consideration the mixed use and multiple use nature of sites.

Staff is generally supportive of the findings and recommends initiating a zoning by-law amendment for Council’s consideration.

RESOURCES CITED

1. Nodes and Corridors Strategy
<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=992&itemid=11977>
2. LaSalle Boulevard Corridor Plan and Strategy
<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=8&id=1227>
3. Official Plan Amendment No. 102
<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=2&id=1388>
4. Transportation Master Plan
<https://www.greatersudbury.ca/live/transportation-parking-and-roads/road-plans-and-studies/transportation-master-plan/>
5. Transit Action Plan
<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&attachment=25484.pdf>
6. Transportation Demand Management Plan

<https://www.greatersudbury.ca/live/transportation-parking-and-roads/road-plans-and-studies/transportation-demand-management/>

7. GOVA Routes and Schedules – Frequent Lines 1 2 3

<https://www.greatersudbury.ca/live/transit/gova-routes-and-schedules/frequent-lines-1-2-3/>

Attachment

- A. Commercial Standards Parking Study

**Best Practices Review:
Commercial Parking Requirements**

December 2019

Prepared for:

CITY OF GREATER SUDBURY

200 Brady Street
PO Box 500 Station A
Sudbury, ON
P3A 5P3

Prepared by:

J.L. RICHARDS & ASSOCIATES LIMITED

314 Countryside Drive
Sudbury, ON
P3E 6G2
Tel: 705-522-8174
Fax: 705-522-1512

JLR No.: 28709

Best Practices Review: Commercial Parking Requirements

Table of Contents

1.0	Introduction	1
2.0	Current Provincial and Municipal Policy Related to Parking	1
2.1	Provincial Policy Statement (2014)	1
2.2	City of Greater Sudbury Official Plan, as amended 2018	2
3.0	Current Municipal Parking Standards	3
4.0	Sudbury's Experience with Parking	8
4.1	Variances and Amendments Related to Parking	8
4.2	Stakeholder Input	8
5.0	Sudbury's Transportation and Transit Plans	11
5.1	Transportation Master Plan	11
5.2	Transportation Demand Management (TDM) Plan	12
5.3	Transit Action Plan	12
5.4	Car Sharing / Park and Ride	13
6.0	Regulatory Options to Reduce Parking Requirements	13
6.1	Reduction Based on Proximity to Transit	14
6.2	Reduction for Enclosed and/or Underground Parking	15
6.3	Reduction Based on Location	15
6.4	Establishing a Maximum Number of Parking Spaces	17
6.5	Providing Parking Spaces on another Lot	18
6.6	Cash-in-Lieu of Parking	19
6.7	Substitution for Bus Spaces or Bicycle Use	20
6.8	Substitution for Landscaping Area	20
6.9	Reduction through Study	21
6.10	Sharing of a Parking Area for Multiple Uses	21
6.11	Total Elimination of Minimum Parking Requirements	22
6.12	Other Factors Reducing Parking Needs	23
6.13	Summary	23
7.0	Conclusions and Recommendations	24

List of Appendices

Appendix A	Detailed Parking Standards Chart
Appendix B	Stakeholder Interviews

Best Practices Review: Commercial Parking Requirements

1.0 Introduction

The objective of this report is to provide the City of Greater Sudbury (Sudbury) with an overview of types of policy frameworks and zoning regulations related to parking requirements for commercial uses, focusing on those uses that might be located in commercial plazas (i.e. suburban, strip-mall and shopping centre-type development). From there, the report will provide options for consideration with respect to potential strategies to amend the City's current policy and zoning regulations regarding parking.

The report will look at:

- Parking requirements in comparable municipalities;
- Sudbury's experience with parking;
- Sudbury's related plans for public and active transportation;
- Strategies related to parking that have been employed elsewhere; and
- Recommended parking management strategies for consideration.

This report focuses on commercial uses that could reasonably be found in the Regional Centres identified in Sudbury's Official Plan (Plan or OP), i.e. the Four Corners, the Kingsway, and New Sudbury Shopping Centre area, and the Mixed Use Commercial designation located predominantly along arterial roads. Regional Centres are local and regional retail and tourism destinations and strategic core areas in northern Ontario. The Plan provides that:

"Traditionally linked to retail and business services, Regional Centres may include other uses such as medium and high density residential, as a means of utilizing existing infrastructure and achieving increased urban intensification. The intent of this Plan is to encourage planning for these areas to function as vibrant, walkable, mixed use districts that can accommodate higher densities and provide a broader range of amenities accessible to residents and visitors."

To implement such a vision of vibrant, mixed-use development areas, specific matters such as access and parking need to be addressed through a comprehensive planning effort and related regulations. New ideas and revisions to current regulations may need to be considered.

Most zoning regulations were developed by municipalities throughout North America in the 1980's. These were derived from research initiated by the American Planning Association from the mid-1960's. There has been little research undertaken in the recent past to examine the efficacy of regulations that are used in developed urban centres and changes to trends in automobile use, transit, and active transportation.

2.0 Current Provincial and Municipal Policy Related to Parking

2.1 Provincial Policy Statement (2014)

Sustainability is becoming a theme in most municipal planning approaches. This is reflected in the Provincial Policy Statement (PPS), 2014, which notes in Part IV: Vision for Ontario's Land Use Planning System that: *"The long-term prosperity and social well-being of Ontario depends*

Best Practices Review: Commercial Parking Requirements

upon planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy.”

“Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote ... transportation choices that increase the use of active transportation and transit before other modes of travel. They ... minimize the undesirable effects of development, including impacts on air, water and other resources. Strong, liveable and healthy communities promote and enhance human health and social well-being, are economically and environmentally sound, and are resilient to climate change.”

While not specific to parking requirements, statements of sustainability, efficient development patterns, transportation choice, impacts on air and water, and liveable communities are impacted by choices made related to provision of and requirements for parking.

It should be noted that the PPS is currently being reviewed by the Province, and while no specific considerations are included for parking in the draft, the policies do place further emphasis on transit-supportive development.

2.2 City of Greater Sudbury Official Plan, as amended 2018

Sudbury's OP, as amended 2018, has policies which relate to sustainability and the above-noted themes. The OP also has guiding policies related to the provision of parking. In reference to employment areas such as the Regional Centres and Mixed Use Commercial designation, the OP requires that “parking can be adequately provided”. Phrased as such, the OP leaves the determination of adequate parking amounts to be elucidated at the Zoning By-law and Site Plan stages of development.

The OP provides the following guidance specifically on parking:

11.4 Parking

The supply and cost of parking play a key role in the operation of the transportation network. These factors also influence the choices we make each day, on how we get to work and even where we shop. Parking policies may even impact preferences as to where we live, an important consideration in the promotion of residential uses in the Downtown.

Parking includes metered and unmetered spaces, private off-street lots, and general purpose off-street lots. The City operates a system of municipal parking lots at moderate short-term rates, most notably in the Downtown core. The majority of the parking supply, however, is provided by private operators who establish rates in accordance with market demand.

Policies

- 1. New developments generally must provide an adequate supply of parking to meet anticipated demands.*
- 2. Based on a review of parking standards for various land uses in the City, parking requirements may be reduced in those areas that have sufficient capacity, such as the Downtown and other major Employment Areas.*

Best Practices Review: Commercial Parking Requirements

- 3. Opportunities to reduce parking standards for development and intensification supported by a transportation demand management strategy will be reviewed and implemented if feasible.*
- 4. Payment-in-lieu of providing parking spaces may be maintained provided that any revenue will be used for the construction of consolidated parking facilities in the general area of the development.*
- 5. Standards for the provision of accessible parking will be reviewed to ensure an adequate supply of parking spaces for persons with disabilities, including additional on-street barrier-free parking in the Downtown.*
- 6. Parking areas are subject to site plan control and Chapter 14.0, Urban Design.*

The above-noted policies, and in particular Policies 2 and 3, provide the City with the opportunity to review and confirm or alter parking requirements.

3.0 Current Municipal Parking Standards

This section will examine Sudbury's current parking standards for commercial uses permitted within Sudbury's Commercial Zones, namely the following:

- Local Commercial (C1)
- General Commercial (C2)
- Limited General Commercial (C3)
- Office Commercial (C4)
- Shopping Centre Commercial (C5)

Parking in commercial areas is meant to provide for visitors and customers, and the provision of parking for employees also plays a role for the number and allocation of parking spaces at commercial centres.

A wide range of uses are permitted in the above zones. For the purposes of this report and to compare with other municipalities, a subset of uses has been selected, for which Sudbury's parking requirements are noted below:

- Automotive Service Station: 1/30 sqm
- Business Office: 1/30 sqm
- Convenience Store: 1/20 sqm
- Hotel: 1/guest room + 1/10 sqm public space
- Medical Office: 1/20 sqm or 5 spaces, whichever is greater
- Personal Service Shop: 1/20 sqm
- Commercial Recreation Centre: 1/6 persons capacity, plus 1/20 sqm for accessory use
- Restaurant: 1/10 sqm or 1/3 persons seating capacity
- Restaurant, Take Out: 3 spaces plus 1/10 sqm
- Retail Store: 1/20 sqm
- Shopping Centre: 1/20 sqm

Sudbury's standards have been compared to identified candidate municipalities. The municipalities selected in the peer review have been chosen because they represent a subset that is variable in terms of both geography and size, and include the following:

Best Practices Review: Commercial Parking Requirements

- North Bay, ON
- Sault Ste. Marie, ON
- Thunder Bay, ON
- Newmarket, ON
- Ottawa, ON
- Burlington, ON
- Edmonton, AB
- Surrey, BC
- Victoria, BC

Large municipalities may provide for insight into innovative, and transit-required parking strategies, whereas northern municipalities will account for region-specific considerations such as a greater proportion of larger vehicles (i.e. pick-up trucks) and significant winter snowfall.

Rates for each use are compared to determine how Sudbury's current parking rates relate to those in other municipalities (See Table 1). Parking rates have been standardized to account for the number of spaces required per 100 sqm of a particular use or per person capacity. A more detailed comparison table of the current parking standards is provided in Appendix A.

It should be noted that parking requirements for Ottawa and Victoria, BC, vary by use as well as by area of the municipality. For instance, there are generally less stringent parking requirements the closer a subject site is to the downtown, with greater minimum parking spaces required the further away a site is from the core. For the purposes of this section, parking standards are identified for only for specific areas, most comparable to Sudbury's Mixed Use Commercial designation and Regional Centres.

Best Practices Review: Commercial Parking Requirements

Table 1: Comparison of Current Parking Standards, Selected Uses and Municipalities

Use	City of Greater Sudbury Standards	North Bay	Sault Ste. Marie	Thunder Bay	Newmarket	Ottawa Avg ⁽¹⁾	Burlington	Edmonton, AB ⁽²⁾	Surrey, BC	Victoria, BC Avg ⁽³⁾	Average
Automotive Service Shop ⁽⁴⁾ (per 100 sqm)	3.3	3.3	3.5	-	-	1	4	2.5 ⁽⁵⁾	-	2.5	N/A
Convenience Store (per 100 sqm)	5	-	3.5	2.7	2.5	3.0	-	2.5 ⁽⁵⁾	2.75	-	3.1
Business Office (per 100 sqm)	3.3	3.3	4.5	3.3	3.7	2.2	3.5	3.4	2.5	1.9	3.2
Hotel (per guest room)	1 + 1/10sqm for public use	1 + 1/10sqm for public use	1.25	1 + greater of 1/10sqm or 1/25sqm	0.5 + 1/4.5sqm for public and administrative uses	-	1	1	1 + parking for accessory uses	0.5	0.9 N/A
Medical Office	5	3.5	4.5	4.3	5.9	4	6	4.5	3.5	2.5	4.37
Personal Service Shop (per 100 sqm)	5	1.3	4.5	5	2.5	3.0	4	2.5 ⁽⁵⁾	3	2.6	3.3
Recreational/Fitness Centre (person capacity)											
(per 100 sqm)	1/6 +5 for any accessory use ⁽⁶⁾	- 3.3	1/5 -	- 4	- 3.6	4 per game surface plus 10	1/6 -		- 3.6	- 5	N/A 4.9
Restaurant (person capacity) (per 100 sqm)	1/3 10	- 6.7	1/5 -	- 16.7	- 2		1/4 -		- 3 (>150sqm) 10 per 100 sqm (>950 sqm) 14 per 100sqm (<950 sqm)	- 4	1/4 8.5
Restaurant – Take-out (per 100 sqm)	10 +3	-	4.5	10	-	4	25	10.4	-	-	10.8
Retail Store (per 100 sqm)	5	1.3	4.5	2.1 ⁽⁸⁾	2.5	3.0	4	2.5 (<4500sqm) 3 (<9000 sqm) 3.5 (<28000 sqm) 4 (>28000 sqm)	2.75 (<372 sqm); 3(<4645 sqm); 2.5 (>4645 sqm)	2.3	3.1
Shopping Mall (per 100 sqm)	5	-	4.5	4	4.8 (leasable area)	3.5	5.25			-	4.1

= greatest requirement
 = least requirement

Notes:

- (1) in the City of Ottawa, Areas B and C (i.e. Outer Urban/Inner Suburban and Suburban areas) on Schedule 1A to Zoning By-law 2008-250 were used.
- (2) in Edmonton, AB some uses based only on commercial use not specifically listed, by floor area.
- (3) in Victoria, BC, the average of the Village/Centre areas (where much of the shopping centre development is located) and "Other Areas" was used
- (4) Parking requirements based on service bays have been excluded as this data is not directly comparable.
- (5) Automotive service shop, convenience store, and personal service shop assumed to have less than 4,500 sqm.
- (6) Applies to commercial recreation centres only
- (7) health and fitness club
- (8) Two different rates apply based on size, the average for these rates is included.

Best Practices Review: Commercial Parking Requirements

Overall Sudbury's requirements for commercial parking spaces are generally higher than the requirements in peer municipalities. The following can be seen:

- Sudbury is on par with peer municipalities for automotive service shops, business offices, hotels, and medical offices.
- Sudbury has a higher requirement for convenience store parking than most, with some municipalities having half the requirement (2.5 versus 5 spaces per 100 sqm).
- Requirements for medical offices are higher than those required for business offices.
- Hotel space requirements are generally based on 1 space per room with most municipalities also applying additional requirements for areas devoted to public and/or administrative uses.
- Sudbury has the highest requirement for parking for personal service shops.
- Restaurants have the highest parking requirement overall, and rates vary widely between municipalities, with some further differentiation between different types of restaurants.
- Sudbury is on the high end of the requirement for both retail stores and shopping malls.

With a few exceptions, Sudbury has generally applied the same parking rate (i.e. 5 per 100 sqm (or 1 per 20 sqm, as written in the By-law) of net floor space) for different commercial uses. In fact, 1 per 20 sqm is the rate applied generally in the Sudbury By-law for unspecified uses. There appears to be a trend for providing differential parking rates based on the type of commercial use amongst these municipalities. Generally the highest parking rate requirement is for a standard restaurant with a convenience store ranking last. See Figure 1.



Figure 1: Relationship between parking rates and commercial use

Parking rates for medical offices are higher than those required for business offices. In both instances, parking for staff would generally be similar; however, a medical office will typically draw customers on a consistent basis throughout the day. This is because the clientele turnover is greater for medical appointments compared to meetings scheduled for a professional business or consulting firm, for example. Comparatively there are also greater waiting times for medical appointments, which leads to more time spent on site for patients, compared to typical business clients. The greater parking demand of medical offices is reflected in Sudbury's By-law, with its current rate relatively on par with peer municipalities.

The method by which parking rates are calculated for recreational/fitness centres varies widely across peer municipalities. Slightly more than half of the municipalities base their rates on floor space alone, whereas others will rely on a set number of spaces per person capacity/game

Best Practices Review: Commercial Parking Requirements

surface, or include both capacity and floor space. A commercial recreation/fitness centre varies greatly in both size and composition. For example, this land use category would capture both small scale fitness businesses such as a yoga studio or a large scale fitness centre inclusive of pools, fitness rooms, gyms, courts, etc. Applying the most appropriate standard is therefore difficult to assess given the variance in this type of land use. Sudbury's per person capacity rate is on par with peer municipalities. Sudbury, however, also applies an additional requirement for commercial recreation centres, wherein additional parking spaces will be required for any accessory use (5/100 sqm). This additional requirement may be appropriate in certain situations where the accessory use could generate its own clientele and therefore parking; however it may be double-counting if the accessory space is also used by patrons of the recreational centre.

Sudbury, Thunder Bay and Ottawa provide different rates for a standard restaurant versus a take-out restaurant. With the exception of Sudbury, there are fewer parking spaces required for a take-out restaurant compared to a standard restaurant, with Ottawa cutting parking requirements by half for the former.

Standard restaurants rank first with regards to parking space requirements. What is notable is that restaurants are often located in shopping malls. Ottawa, for example, provides that where a restaurant comprises more than 30 per cent of the gross leasable area of the shopping centre the minimum parking for that use will be calculated at the rate given for a restaurant. The same argument cannot be made for a fast food restaurant as this type of restaurant would be considered complimentary to the mall retail use of the facility. In other words a customer eating at the food court typically would not have made a special trip to the mall for the purposes of having a meal but instead would have done so for shopping. The high turnover of this type of restaurant would also likely not extend a customers stay on site.

Reduced rates for take-out style restaurants are appropriate as restaurant parking demand is related to customer turnover, such that the longer a patron remains on site, the higher the parking demand. In other words, the invested time on site is greater for a patron seeking a leisurely dining experience compared to fast-food, and even greater compared to a dedicated take-out and drive-through restaurants. If Sudbury considers a reduction for fast-food or take out restaurants, it would allow for a reconsideration of space and site layout restrictions related to drive-through (queuing) space requirements.

It should also be noted that although the City of Burlington currently ranks amongst the highest with regard to standard restaurant parking and shopping mall rates, a recent parking study completed for the City of Burlington (IBI Group, July 21, 2017) recommended that the rates be reduced for these type of uses. The study identified that existing retail centres within Burlington provide for an oversupply of parking. Based on site observations for three retail centres, the study found that during the busiest weekly peak periods the retail centre parking spaces were only 62% occupied. This occupancy rate was converted into a parking rate of 2.9 spaces/100 sqm GFA which is considerably less compared to Burlington's existing requirement of 5.25 spaces/100 sqm GFA.

Best Practices Review: Commercial Parking Requirements

4.0 Sudbury's Experience with Parking

4.1 Variances and Amendments Related to Parking

Since 2010, Sudbury has approved 17 minor variances to facilitate a reduction in commercial parking spaces. Of note, 67% of those within Sudbury's Regional Centres were approved for multi-use commercial type development such as commercial plazas and complexes. It would therefore appear that multi-tenant developments generally have a lower parking demand than what is currently required by Sudbury's By-law, the result of which can be explained by a variance in temporal parking demands. For instance, individual land uses will have unique parking patterns with peak demands at different times of the day. When multiple types of uses are combined, peak demands will occur at different times of the day.

Sudbury does not currently include a provision for shared parking areas; therefore the inclusion of this approach to calculate parking could reduce the need to seek zoning relief for commercial parking spaces within those areas. In addition, several of the variances were related to parking reductions for hotel developments.

A brief search was done to identify instances when a Zoning By-law Amendment (ZBA) application was made for parking relief. No specific applications for such relief were evident. It should be noted though, that ZBA applications to permit commercial use have been typically scoped or limited in the permitted uses recommended for approval by staff, driven by the amount of parking that could reasonably be accommodated on site through the inclusion of a site plan in the rezoning process.

4.2 Stakeholder Input

As part of the research, stakeholder interviews were conducted with persons familiar with Sudbury's parking requirements and their implementation in commercial plaza and shopping mall type developments. These included property owners and managers, real estate professionals, and City transportation staff.

The surveys are insightful to provide anecdotal commentary, understanding, and experience with how several different commercial properties with various tenancies operate in Sudbury. Noted herein are some of the general findings:

1) Parking is a Driving Factor in Development Potential

- Parking is definitely a factor in leasing tenant space; multiple respondents noted **turning down a potential business opportunity due to lack of parking as required by the By-law**
- One of the most common challenges to securing tenants is being able to provide the required parking, as per the City's By-law
- The goal in land development is to maximize the ratio of land to building while ensuring 'adequate' parking and therefore the ability to lease/sell property
- Most respondents noted they had submitted a planning application (ZBA or minor variance) for parking reduction or would consider it for prospective tenants. It was noted that some leasing opportunities will seek other locations due to the time and effort that a planning application takes and the uncertainty in the outcome.

Best Practices Review: Commercial Parking Requirements

2) Current parking requirements are generally too high and inflexible

Opinions were mixed as to the appropriateness of Sudbury's current minimum parking requirements, with the majority of respondents indicating that the current requirements are likely too high, resulting in an oversupply of parking, while some felt that the current requirements work well.

Regarding specific uses, in general business office, restaurant and retail were noted as having requirements that were too high, while the requirements for medical offices were felt to be justified.

Other comments related to potential changes to the requirements included the following:

- Reduction in parking requirements would allow for additional leasable space
- Flexibility is needed, not a one-size-fits-all approach
- Requirements which take into account time-of-use for multi-use buildings would be helpful
- Requirements which better reflect number of employees, and visitor potential would be helpful
- There is no ability to account for the proximity to public and active transportation
- Reduction in parking requirements may allow for aesthetic improvements to parking areas, i.e. greater potential for landscaping and less asphalt, in particular for larger (i.e. shopping centre and big box retail) developments

3) Maximum parking requirements are not necessary

Respondents generally felt that maximum parking requirements were not necessary, particularly when minimum parking requirements are often determining GFA and potential tenancies. Other comments related to potential changes to the requirements included the following:

- Additional landscaping requirements for large parking lots should be looked at instead
- Respondents felt that maximum parking requirements in Sudbury are 'not really relevant here' would be 'ridiculous'.

4) Shopping centres have overlapping uses; Commercial plazas have 'destination' uses

It was felt that the larger shopping centre uses had visitors who frequently visited more than one tenant or commercial use; whereas commercial plazas did not typically lend themselves to visits of multiple tenants. In contrast, it was felt that the smaller commercial plazas have visitors to 'destination' locations, whereby a visitor would attend one store or use for a particular purpose only and then leave.

There are clear peak times of day and year for shopping centres; whereas commercial plazas typically strive for a variety of uses that lend themselves to a balance of visits throughout the day/night and year (i.e. including office, retail, and restaurant uses). The stakeholder interviews noted the following peak times:

Best Practices Review: Commercial Parking Requirements

- Shopping centre use generally peaks between 11am-2pm on weekdays, with Mondays-Wednesdays generally quieter, and increasing attendance on Thursday and Friday; and then all day on weekends (9:30am-6pm on Saturday; 11am-5pm on Sunday)
- Shopping centre visits peaks in the year mid-November to January 1, with additional increased visits in August to mid-September, coincident with Christmas and back-to-school shopping
- In contrast, commercial plazas are far more use-dependent for peak times of day/week, in that an office will be visited during the day on weekdays, but a restaurant will be visited around noon and in the evening throughout the week, and a retail store will be visited during the day and weekends, for example.

Generally in a development with multiple tenancies specific parking spaces were not allocated to specific tenants; rather the entire parking area was available for all tenants/visitors.

5) Some thought is given to proximity to active and public transportation

With improved active and public transportation networks comes the opportunity to reduce parking requirements as these alternate modes are utilized; however, it was noted in the interviews that only certain tenants seek proximity and provision of public and active transportation routes and facilities. Notably, government tenants often have specific requirements for proximity.

6) Some parking should be located at the front (street-side)

In general it was felt that some parking on the street-facing side of the building should be provided, particularly for visitors. It was noted that limited parking at the front may create a perception that a business does not have enough parking for potential customers who may decide to go elsewhere, negatively impacting the viability of the business. On-street parking is typically not available for commercial plazas or shopping centres, as they are on arterial roads. There is the option to place parking at the rear of the building for employees, which has been employed at several sites in Sudbury. Such an approach will require a specific relationship between building size/format and parcel configuration.

There was some concern about the aesthetics and maintenance of building façades that are directly abutting busy arterial roads. If parking areas were exclusively located at the rear of the building, entrances would need to be accommodated on both sides (street and parking/rear) to create a pedestrian-friendly realm at the front. Provision of parking for customers needs to be focussed in order to meet operational requirements for most, if not all, retail businesses where control of the access is a basic requirement for product loss. However, even greater prescriptive development standards may be a disincentive to development in some areas.

7) Snow is often stored in required parking spaces

Across the board, respondents noted that snow was typically stored on site (sometimes in required parking spaces), until it is necessary to undertake snow removal for the parking

Best Practices Review: Commercial Parking Requirements

area to function practically. Onsite storage of snow was typically employed as a cost-saving measure (limiting exposure to the costs associated with hauling off-site).

Additional information from the stakeholder interviews is found in Appendix B.

5.0 Sudbury's Transportation and Transit Plans

The use of a private vehicle over transit, active modes of transportation, or car sharing directly influences parking demand. The City's approach has traditionally been to require private parking for commercial businesses. The City has now developed to a point where there is a fairly sophisticated transit system which is seeing its role more expanded and supported by both elected officials and the public. The development of an integrated bicycle network has also been recognized and is being expanded. The recognition of the need to support these alternative modes of transportation needs to be supported by the City in reviewing their own requirements for the provision of parking and subsequently bicycle and transit integration. Sudbury has prepared several recent plans which support shifting mode share to public transit and active transportation.

As noted in Section 2.0, Provincial and Municipal planning documents support the shift to more sustainable communities, and subsequently, more efficient development patterns and alternative transportation modes.

5.1 Transportation Master Plan

The Transportation Master Plan (2018) (TMP) proposes a sustainable transportation network for pedestrians, cyclists and vehicles that accommodates projected demands to the year 2031. There are three main principles guiding the development of the future transportation network:

- **Healthy communities** with on- and off-road networks that facilitate active transportation, such as cycling and walking, and that consist of 'Complete Streets' that are designed, constructed and maintained to support all users and all modes of transportation;
- **Sustainability** based on integrated transportation and land use planning that minimizes the use of private automobiles and, in particular, the number of single-occupant vehicle trips; and
- **Economic vitality** associated with reduced congestion on roads so that people and freight can access destinations with limited delay.

The TMP notes that: *"Automobile-dependent communities require more land for road rights-of-way and parking than those that are more sustainable. Reducing car dependence by providing infrastructure for alternative transportation modes, such as walking, cycling and public transit, results in more compact subdivisions that make more efficient use of available land."*

To that end, the TMP recommends the following related to modal share and shift:

- Supporting active transportation through education and promotion
- Adopt and implement the AT network implementation plan
- Develop a Transit Master Plan to leverage the road and active transportation plans recommended in the Transportation Study Report

Best Practices Review: Commercial Parking Requirements

- Prepare a Transportation Demand Management (TDM) Plan

The TMP notes that a TDM Plan focuses “*on moving people rather than vehicles, which in turn will lead to increases in mobility and accessibility for all members of the community. A complete program that offers a suite of options which is institutionalized in a formal TDM program will ensure that there will be long-term use of sustainable modes.*” Outcomes of a successful TDM plan typically include a reduction in the mode share of single occupant vehicles, which would then support a reduction in required parking areas.

5.2 Transportation Demand Management (TDM) Plan

The Transportation Demand Management (TDM) Plan for Greater Sudbury (June 2018) was developed to assist the City in controlling and managing the demand for travel and transportation infrastructure. The TDM Plan outlines various techniques and includes a promotion and engagement tool kit to encourage residents to shift travel behaviour over the long-term. The TDM also recommends the implementation of a dynamic Action Plan to encourage sustainable travel modes. Three (3) implementation phases are presented in the TDM over the next 10 years, which are summarized as follows.

- **Phase 1 - Short Term / Quick Wins (Years 1 and 2):** increase the amount of sustainable infrastructure, initiating promotion of active transportation facilities, and initiate the hiring of a marketing and communications person who can promote both TDM programs and transit services.
- **Phase 2 - Medium Term (Years 3 to 5):** evaluate short-term projects to assess effectiveness and make improvements, update TIS Guidelines to include TDM-supportive infrastructure, work with community groups to encourage long term behaviour changes, create a TDM outreach program and recognition program for new and existing developments, and develop a workplace program.
- **Phase 3 - Long Term (Years 6 to 10):** continue to deliver but also evaluate and update the TDM strategies and programs, and review the Official Plan and Transportation Master Plan that support the TDM programs and measures.

It should be noted that revision to Phase 2 and 3 of the TDM may be necessary based on funding opportunities and the outcome and feedback received during the first phase of the TDM.

5.3 Transit Action Plan

The City's Transit Action Plan (2019) identifies providing improved route network to meet travel patterns, improved schedules to meet demand, and improved customer experience through infrastructure needs and other initiatives. As part of the public engagement process for the *Transit Action Plan*, respondents were asked to identify what should be the focus of that plan. Ranked number one was to reduce the amount of auto travel per person, in an effort to increase sustainability and community health.

The City's has just recently implemented the first phase of the Transit Plan (August 2019). As part of the changes, there are higher frequency routes on key arterial corridors with service standards

Best Practices Review: Commercial Parking Requirements

on various routes to match demand. Short and medium term (2020-2029) expansions are planned to increase frequency, increase hours and days of service and provide other improvements as demand increases. Longer term, the plan contemplates Bus Rapid Transit (higher-order) with potential for dedicated lane spaces, priority signals, and additional infrastructure.

5.4 Car Sharing / Park and Ride

Car sharing is not an obvious component of the market at this time. Changes to the automated vehicles may introduce a change to this mode in the future. Similarly, the provision of park and ride lots has not evolved in Sudbury at this point.

Through improvements to alternative modes of transportation, including public and active transportation, Sudbury's mode share can be supported to shift away from personal vehicles, allowing for greater consideration to reduction of commercial parking requirements.

6.0 Regulatory Options to Reduce Parking Requirements

As presented in Section 3 of this report, Sudbury's current commercial parking requirements are generally high when compared to peer municipalities. This, together with improvements to Sudbury's transit service times and routes and commitments to active transportation infrastructure, suggests that there is a technical validity in reducing commercial parking requirements and a desire to take the leadership role in developing policy and implementation that will contribute to this change in focus. With this in mind, the following section will present various regulatory options to reduce commercial parking requirements, including:

- Reduction based on proximity to transit
- Reduction for enclosed and/or underground parking
- Reduction based on location
- Establishing a maximum number of parking spaces
- Providing parking spaces on another lot
- Cash-in-lieu of parking
- Substitution for bus space or bicycle use
- Substitution for landscaping area
- Sharing of a parking area for multiple uses
- Complete elimination of minimum parking requirements

Sudbury's current reduction strategies and those employed by peer municipalities are presented in Table 2.

Best Practices Review: Commercial Parking Requirements

Table 2: Parking Management Strategy by Municipality

Parking Management Strategy	Greater Sudbury	North Bay	Sault Ste. Marie	Thunder Bay	Newmarket	Ottawa	Burlington	Edmonton, AB	Surrey, BC	Victoria, BC
Reduction based on proximity to transit					✓	✓		✓		
Reduction for enclosed and/or underground parking	✓ ⁽¹⁾					✓				
Reduction based on location	✓				✓	✓		✓	✓	✓
Establishing a maximum number of parking spaces					✓	✓ ⁽²⁾	✓			
Providing parking spaces on another lot	✓		✓		✓				✓	✓
Cash-in-lieu of parking	✓									
Reduction based on study								✓		
Substitution for bus space or bicycle use				✓		✓				
Substitution for landscaping area				✓						
Reduction in floor space for rate calculation		✓								
Sharing of a parking area for multiple uses			✓			✓ ⁽³⁾			✓	

Notes:

- ⁽¹⁾ Reduction in parking space dimensions from 2.75 m x 6 m to 2.6 x 5.5 m
- ⁽²⁾ A maximum number applies when a retail store, retail food store, or shopping centre is within 600 m of a rapid transit station
- ⁽³⁾ The cumulative total of parking spaces may be reduced based on largest cumulative total in any of the identified time periods noted in the By-law (Table 104).

6.1 Reduction Based on Proximity to Transit

The concept of reducing required parking in proximity to transit is becoming a commonly-accepted practice. In fact, some municipalities require reductions in the amount of required parking spaces where a development site is located within a certain distance to transit facilities (routes and/or stops or hubs). With greater proximity to transit, it is assumed that more persons will access the site via public transportation, and therefore fewer parking spaces are required. This reduction strategy could also potentially drive modal choice, if the public perceives that a site has fewer parking spaces and has transit that is seen as being effective and available they may make that choice. If a site is seen to be easier to access via transit, they may choose to use transit instead of drive to a particular site.

Best Practices Review: Commercial Parking Requirements

A reduction based on proximity to a transit station is provided in three municipalities reviewed (Newmarket, Ottawa, and Edmonton, AB). The measurement for proximity to the rapid transit system and the way the reduction is applied varies. Newmarket applies a 30% reduction within 500 metres of a GO train station or bus terminal; whereas Ottawa provides a reduction by applying the parking requirements of the “Inner Urban” area (i.e., a lesser parking requirement) within 300 metres of a rapid transit station. Also, Ottawa has waived parking requirements altogether for areas identified as being near a major light rail station. Edmonton, AB, has reduced requirements within 200 m of an existing or future LRT station, Transit Centre, 150 m of a Transit Avenue, or on a “Main Street”. In these areas, restaurants are permitted to provide either no parking, in the case of restaurants smaller than 60 sqm or the requirement is reduced by two-thirds for establishments larger than 60 sqm. For all other commercial uses proximate to transit, a flat parking requirement of 1 space per 100 sqm is established.

It should be noted, however, that in all of the above-mentioned cases these are considered higher-order transit that operates in its own dedicated right-of-way, outside of general traffic, with greater frequency of service times. Several other Ontario municipalities employ this strategy, notably those with Bus Rapid Transit or Light Rail Transit services.

This approach is consistent with the recent changes to the *Planning Act* where higher-order transit areas are included as areas where appeals to Council decisions supporting development within these areas are not subject to appeal.

6.2 Reduction for Enclosed and/or Underground Parking

A municipality may reduce the amount of required parking if it is provided in an enclosed or underground parking structure. Typically this type of parking is located in urban centres, as opposed to commercial plazas, and the reduction may be in recognition of available alternative parking locations (i.e. on street, or municipal lots, for example) and greater opportunity for active and public transportation use in a downtown setting. Nonetheless, this reduction still appears to be available to suburban or plaza commercial developments. However, the cost to construct and maintain enclosed or underground parking structures may present a significant barrier to smaller scale commercial developments versus a standard surface parking area.

Sudbury and the Ottawa provide for a reduction of parking for enclosed and/or underground parking lots; however, the strategy for the reduction differs. The former allows for a reduction in the parking space dimensions in enclosed or underground facilities (from 2.75 m x 6 m to 2.6 m x 5.5 m). The latter allows the number of required parking spaces in underground facilities to be reduced by the lesser of either 10% of the required parking spaces or 20 parking spaces. Ottawa’s provision for a percentage of small spaces reflects the changing nature of the scale of vehicles that are being promoted. While Sudbury includes this provision as well, typically these facilities are located downtown and are not provided for commercial plazas. Additionally, further use of reductions in size may not be warranted in Sudbury at this time based upon the types of vehicles that are seen in parking lots.

6.3 Reduction Based on Location

Some municipalities have allocated parking space reductions or alternative standards based on various locations within the municipal boundaries. Typically the locational variation is also directly related to density (and thereby also transit availability and frequency).

Best Practices Review: Commercial Parking Requirements

Many municipalities, including Sudbury, apply a reduction for parking requirements in the downtown core. Two other larger, metropolitan cities reviewed herein (Ottawa and Victoria, BC) have applied a reduction based on area; however, in this case the reduction applies to multiple areas as opposed to strictly downtown. In each of these three municipalities, less restrictive parking requirements are applied to the core urban areas with, increasingly greater requirements as you move away from the core, and the rural or exurban areas then having the greatest requirements.

In Ottawa for example, parking requirements nearly consistently double going from the inner urban areas to outer urban/inner suburban areas for almost all uses. From there, parking requirements either remain constant, depending on the use, or go up by a factor of 1.5 to 2, depending on the use. Interestingly, the same rate typically applies to suburban areas versus rural areas. Refer to Figure 2 and Table 3 below.

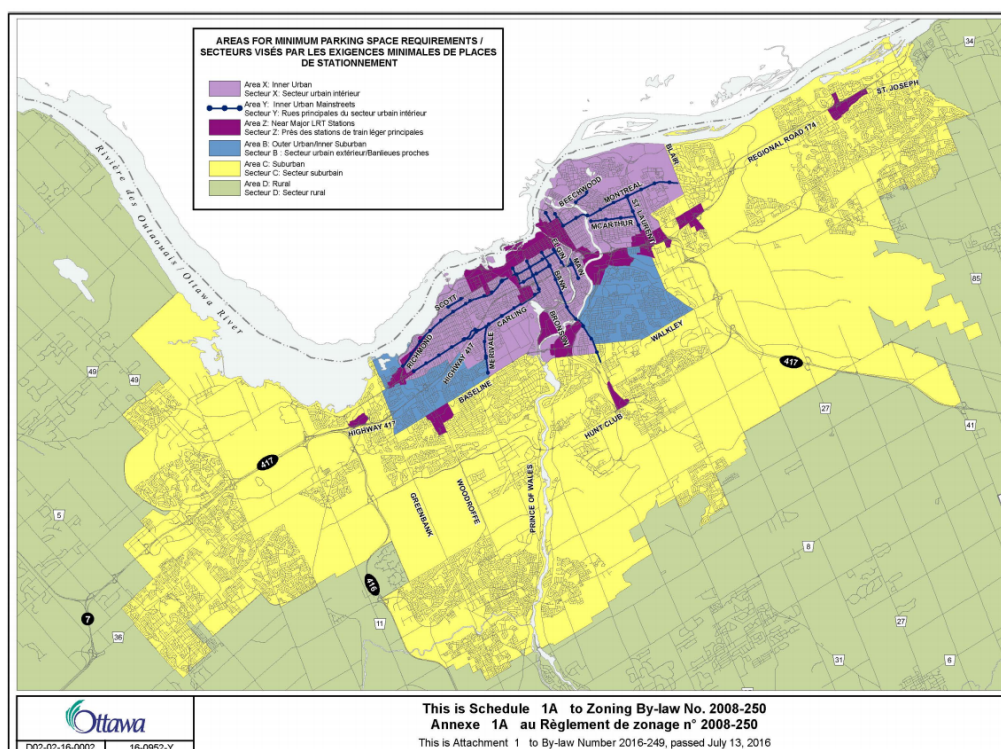


Figure 2: Schedule 1A to Ottawa's Zoning By-law 2008-250

Table 3: Excerpt from Table 101- Minimum parking space rates, City of Ottawa Zoning By-law 2008-250

Land Use	Area X and Y on Schedule 1A	Area B on Schedule 1A	Area C on Schedule 1A	Area D on Schedule 1A
Convenience Store	1.25 per 100 sqm of gross floor area	2.5 per 100 sqm of gross floor area	3.4 per 100 sqm of gross floor area	3.4 per 100 sqm of gross floor area
Office	1 per 100 sqm of gross floor area	2 per 100 sqm of gross floor area	2.4 per 100 sqm of gross floor area	2.4 per 100 sqm of gross floor area
Restaurant	5 per 100 sqm of gross floor area	3 for first 50 sqm of gross floor area plus	10 per 100 sqm of gross floor area	10 per 100 sqm of gross floor area

Best Practices Review: Commercial Parking Requirements

Land Use	Area X and Y on Schedule 1A	Area B on Schedule 1A	Area C on Schedule 1A	Area D on Schedule 1A
		10 per 100sqm of gross floor area over 50sqm of gross floor area		
Retail Store	1.25 per 100 sqm of gross floor area	2.5 per 100 sqm of gross floor area	3.4 per 100 sqm of gross floor area	3.4 per 100 sqm of gross floor area

6.4 Establishing a Maximum Number of Parking Spaces

In an effort to reduce excess surface parking, some municipalities have established maximum parking requirements, in addition to minimum parking requirements. That is, developments are capped at the amount of parking spaces that can be provided on a site. This has not been a common approach to zoning in Ontario. The ideas expressed in the theory of “The High Cost of Free Parking” by Donald Shoup, 2011, have attempted to show the environmental cost of provision of parking that is seen as free affects consumers approach to how they complete their activities.

It is beneficial to a municipality and property owner to have taxable structures and rentable spaces instead of surface parking areas. The highest and best use of land is most often in a building or other productive use, not in surface parking, particularly where available land is limited and land values are high.

By reducing and capping the amount of available parking onsite, particularly where there are other options for modal choice such as active and/or public transportation, municipalities may drive modal decisions away from private vehicles. This is beneficial from an environmental perspective and increasing use of municipal services and infrastructure.

Three (3) municipalities reviewed apply a requirement for a maximum number of parking spaces. In all three cases however, the method by which they apply this parking strategy differs. Newmarket has applied both a minimum and maximum parking requirement for all uses within their urban centre (generally commercial plaza and shopping centre development). Generally speaking the maximums provided in Newmarket are double the minimum requirement. Notably absent, however, is a maximum provided for a regional shopping mall, i.e. the Upper Canada Mall constructed in 1974, operated by Oxford Properties, which exhibits 92,548 sqm of retail floor area and 9,892 parking stalls¹ (i.e. a parking ratio of 1 space per 9.4 sqm floor area, or far more than double what is required by the By-law). See Table 4.

Table 4: Excerpt from Section 5.3.3.2 Non-Residential Uses in the Urban Centres, City of Newmarket Zoning By-law 2010-40

Type or Nature of Use	Minimum Off-Street Parking Requirements	Maximum Off-Street Parking Requirements
Commercial Recreation Centre Community Centre Outdoor Recreation Facility Sports Arena	1.0 parking space per 28 sqm of gross floor area	2.0 parking spaces per 28 sqm of gross floor area
Convenience Store	1.0 parking space per 40 sqm of gross floor area	2.0 parking spaces per 40 sqm of gross floor area

¹ Upper Canada Mall, Property Overview, Oxford Properties Group, 2019
<https://www.oxfordproperties.com/leasing/en/retail/property/upper-canada-mall/>

Best Practices Review: Commercial Parking Requirements

Type or Nature of Use	Minimum Off-Street Parking Requirements	Maximum Off-Street Parking Requirements
Office Office, Conversion	1.0 parking space per 50 sqm of gross floor area	2.0 parking spaces per 50 sqm of gross floor area
Restaurant	1.0 parking space per 50 sqm of gross floor area, excluding any porch, veranda and/or patio dedicated as seasonal serving areas	4.0 parking spaces per 50 sqm of gross floor area, excluding any porch, veranda and/or patio dedicated as seasonal serving areas
Retail Store	1.0 parking space per 40 sqm of gross floor area	2.0 parking spaces per 40 sqm of gross floor area
Shopping Mall, Regional (Upper Canada Mall)	1.0 parking space per 21 sqm of gross leasable floor area	n/a

This was developed in a time where a true Regional Shopping Centre was a concept to be found in Ontario. Newmarket's Upper Canada, Toronto's Yorkdale, Kitchener's Fairview, Belleville's Quinte West, and London's White Oaks were all constructed in the early 1970's as draws for a large catchment area. Southridge Mall in Sudbury pre-dates most of these malls by more than two-decades, but it performed a similar function. These regional scale facilities may remain as unique situations due to their ability to service a larger geographic area. This function may, on the other side of the argument, be more susceptible to diminishing returns due to the increasing use of online shopping.

Burlington provides for maximum numbers based on zoning and does not apply a maximum for all zones. Specifically, for three of the four commercial zones Burlington has applied a maximum (Regional Commercial, Employment Commercial, and Community Commercial) where larger, and plaza-type commercial uses occur, with no maximum being applied to the Neighbourhood Commercial Zones. Ottawa has applied a maximum for choice uses (i.e. retail store, retail food store, or shopping centre) within 600 metres from a rapid transit station. In addition, the more central the area is to the urban core, the lower the maximum requirement.

Several other Ontario municipalities, typically in the Ottawa area and Greater Toronto Hamilton Area (GTHA) have employed maximum parking requirements.

However, it should be noted that in areas where land may be more readily available, and/or at lower land values, parking maximums may be regarded as an imposition, rather than a benefit to developers.

6.5 Providing Parking Spaces on another Lot

Parking requirements on site can be reduced if additional parking spaces can be provided on another lot. In the case of plaza commercial development this option could be used to provide customer (i.e. higher turnover) parking onsite, and employee (i.e. longer term) parking offsite, for example. This strategy could also be employed to allow for a lesser visual impact of parking areas creating a 'sea of parking' as these areas could be provided at the rear of buildings, particularly when fronting a major arterial.

Four municipalities, including Sudbury, have a provision where the required parking spaces can be provided on another separate lot. Ottawa and Thunder Bay have a similar provision; however, in those cases spaces provided on another lot do not contribute towards the parking space requirements. For the municipalities that do allow parking on a separate lot to count towards the

Best Practices Review: Commercial Parking Requirements

minimum number of spaces, the provisional requirements differ. Table 5 summarizes the requirements for each.

Table 5: Comparison of By-law Provisions to Provide Parking on Separate Lots

Provision	City of Greater Sudbury	Sault Ste. Marie	City of Newmarket	Victoria, BC
Within a certain distance to the subject lot	100 m	-	150 m	125 m
Zoning or Use Requirement	Same Zone as subject lot or main use is permitted on both	-	Provision applies for specific areas and the commercial zones	-
Ownership	Same ownership required	Same ownership or lease in excess of 10 years	-	-
Maintaining parking spaces on separate lot for duration of use	Agreement with the City and registered on title to maintain parking spaces for the duration of the building or use which the spaces are required	Maintain parking spaces for the duration of the use. No mention of agreement in provision.	-	Easement registered on title to restrict the use to parking purpose for as long as the use exists

- = not identified in By-law

Where a maximum distance to the subject lot is provided, Sudbury provides the shortest distance, however the variance to the others municipalities is relatively small (i.e. 100 m compared to 125 m and 150 m.). Overall Sudbury provides the most additional requirements to providing off site parking. The requirement to maintain the parking spaces for the duration of the use is identified for three of the four municipalities. Only Sudbury and Victoria however require either an agreement or easement. This requirement is important as it ensures the maintenance of those spaces for as long as the use on the servient lot requires those spaces.

It should also be noted that while this permits a reduction of the requirements at a particular location, if the required spaces are being provided elsewhere, then there is not an overall reduction in the number of spaces provided/required. This approach also limits the development capacity for these other lots in the long-term. Such an approach is likely not in the City's best interests where intensified growth within a defined area is becoming the approach to City development – intensification and infill as the priority over expansion to urban areas.

6.6 Cash-in-Lieu of Parking

Section 40 of the *Planning Act* enables a municipality to accept cash-in-lieu of required parking spaces for a development. The Act identifies that a municipality may enter into an agreement with a landowner exempting them from providing or maintaining parking and that the agreement shall provide for payment in consideration of the exemption and shall set out how the payment is calculated. The calculation is typically related to the construction costs and land values to provide parking. All monies are then used to put into a reserve fund or invested in securities permitted under the *Municipal Act*. The funds are then typically used to develop a municipal parking facility or other related infrastructure. This strategy may be used when it is difficult to provide the number of spaces, often in dense urban areas.

Best Practices Review: Commercial Parking Requirements

Sudbury has a provision for cash-in-lieu of parking spaces, provided Council has entered into an agreement with the landowner. No areas of the City are specified in this section of the By-law, and as such they may conceivably be applied to commercial plazas or areas outside of downtown. North Bay accepts cash-in-lieu of parking, however this only applies to residential uses. Newmarket references cash-in-lieu of parking in the downtown area. Ottawa has a policy on cash-in-lieu of parking that only applies to the former City of Ottawa and City of Vanier, and does not explicitly mention cash-in-lieu of parking as an option to reduce required parking in its Zoning By-law.

6.7 Substitution for Bus Spaces or Bicycle Use

Some municipalities may permit developments to swap the provision of traditional vehicular parking spaces for space allocated to public transit or active transportation use. The reductions would not only permit a smaller land area to be dedicated to surface parking, but could also serve to encourage modal switch by increasing available public and active transportation facilities.

Both Ottawa and Thunder Bay provide a reduction in parking spaces for a dedicated bus loading area on a lot. Ottawa allows for a reduction for bus loading areas only for a shopping centre use and does not provide a maximum substitution number but does stipulate 25 spaces for every bus loading area. Thunder Bay allows a reduction of 20 parking spaces for every bus stop area with a maximum of 40 spaces. The reduction needs to be coordinated and approved by Thunder Bay's Transit Division.

Both Ottawa and Thunder Bay provide a reduction in parking spaces in an effort to promote bicycle use. Their application of the substitution differs. Ottawa's Zoning By-law requires bicycle parking for certain uses, and in certain areas, including in the suburban area. Ottawa also provides a reduction for required vehicular parking of 1 space per 13 sqm gross floor area within a building that is intended for use by bicyclists (shower room, change/locker room, etc.) in conjunction with the required or provided bicycle parking. Ottawa does not set a maximum number of parking spaces that may be substituted. Thunder Bay provides for a substitution of parking spaces based on a set number of bicycle spaces (1 parking space for 5 bicycle spaces to a maximum of 20% or 5 parking spaces). Thunder Bay's Zoning By-law does not otherwise appear to require bicycle parking spaces.

Notably, Sudbury's Zoning By-law does require the provision of bicycle spaces, but does not provide any additional incentive for bicycle parking such as a reduction in private vehicle spaces with the provision of additional spaces or amenities.

6.8 Substitution for Landscaping Area

Thunder Bay is the only municipality reviewed that has a clause permitting a substitution of required parking spaces for landscaping, which is provided in addition to the other landscape requirements of the by-law. A maximum of 25% of the on site parking spaces can be substituted. Further, should the owner require parking spaces in the future, the landscaping may be removed and replaced with the parking spaces at the owner's sole option. This substitution requires prior approval of the municipality, presumably through a Site Plan review and approval.

Best Practices Review: Commercial Parking Requirements

6.9 Reduction through Study

Municipalities may enable development proponents to study and justify the amount of parking proposed onsite, to vary from the parking requirement, without needing to undertake additional planning act approvals / process. This could form part of a development or Site Plan review process. Should a use change to another permitted use, however, parking requirements may need to be re-evaluated.

Edmonton, AB permits the reduction (or increasing beyond the maximum) of parking spaces where a parking impact assessment has demonstrated that the parking requirement for the proposed development is less or more than the By-law's requirements. In addition, for mixed use developments of at least 28,000 sqm, with greater than 20% of the space dedicated to restaurant, entertainment or cinema space, a parking impact assessment is required to determine the actual amount of parking required.

6.10 Sharing of a Parking Area for Multiple Uses

Certain types of commercial plazas or shopping centres may contain multiple tenants that are visited on one trip. For example, a visitor to a shopping mall may enter multiple retail stores, use a personal service shop, and eat at a restaurant in the food court. If each individual tenant has a parking requirement allocated to it, this ignores the above scenario of a visitor using several of the occupied spaces. A strategy to reduce required parking spaces is to acknowledge the overlapping visits.

The application of an overall rate to commercial plazas and shopping centres could account for overlapping use of a facility, if the resultant parking rate is lower than the cumulative rate of each individual use. Of the municipalities reviewed, only Ottawa has a parking rate for shopping centre at lower than the average restaurant rate, and in most cases, the shopping centre rate is actually equal to or higher than the rate for retail store. Sault Ste. Marie applies this provision for power centres (box stores) or shopping centres only. In this case an overall rate of 4.5 spaces per sqm is applied to the shopping centre use regardless of individual tenancies. Given that restaurant and retail store have the same parking rate, the general shopping centre rate is not actually a reduction in this case either.

A specific shared parking provision for Burlington, Ottawa, and Surrey, BC, are applied to mixed use developments, with consideration given to peak time usage. Surrey provides for sharing a maximum of 25% of the required parking spaces; however, this is only permitted where the establishments have different temporal distributions, and where the parking spaces are protected by an easement and restrictive covenant to ensure the spaces are reserved for the use which requires them. Burlington determines the parking requirement for the specific mixed-use development based on the greatest peak period occupancy of any given use. Ottawa also provides a reduction for shared parking, which here too is based on temporal parking demand per use. The reduced ratio is such that it determines the minimum space requirement based on the largest cumulative total in any given time period across all proposed uses. For example, a retail store will have higher occupancy rate during a weekend day compared to a business office which is typically occupied during a weekday. See Table 6 below from Ottawa's By-law.

Best Practices Review: Commercial Parking Requirements

Table 6: Excerpt from Table 104, Percentage of Parking Permitted to be Shared, City of Ottawa Zoning By-law 2008-250

Land Use	II Weekday - Morning	III Weekday - Noon	IV Weekday - Afternoon	V Weekday - Evening	VI Saturday ¹ - Morning	VII Saturday ¹ - Noon	VIII Saturday ¹ - Afternoon	IX Saturday ¹ - Evening
(a) office; medical facility; research and development centre	100%	90%	100%	15%	20%	20%	10%	5%
(b) bank	80%	100%	100%	10%	80%	100%	60%	10%
(c) retail store; retail food store; personal service business; convenience store	75%	80%	85%	75%	60%	90%	100%	50%
(d) restaurant; bar	30%	90%	60%	100%	30%	80%	50%	100%
(e) cinema; theatre; amusement centre	40%	40%	60%	85%	40%	70%	80%	100%
(f) visitor parking required for residential uses in Section 102	50%	50%	75%	100%	100%	100%	100%	100%

In addition, by-laws may contain provisions applicable to specific combinations of uses. Ottawa provides a special reduction for drive-through restaurants wherein a reduction of 20% or 10% can be provided where a drive-through operates in combination with either a restaurant or other use, respectively.

6.11 Total Elimination of Minimum Parking Requirements

Some jurisdictions in Canada and the United States have contemplated or implemented the complete elimination of minimum parking requirements. The Fraser Institute recently recommended that Canadian cities should eliminate minimum parking requirements altogether as: 1) property owners should dictate the “highest and best use” of their property; and 2) the high direct and indirect costs to provide parking, further contributing to making development in some areas unaffordable.² Edmonton’s City Council endorsed a plan to eliminate minimum parking requirements that could be implemented in 2020, after taking a piecemeal approach to various parking reductions over the past number of years for specific areas and uses. Proponents of the elimination note that the market is able to determine the actual parking needs for a development.³

²The Fraser Institute; September 26, 2018; It’s time for Canadian cities to eliminate minimum parking requirements. <https://www.fraserinstitute.org/blogs/it-s-time-for-canadian-cities-to-eliminate-minimum-parking-requirements>

³Committee endorses plan to eliminate Edmonton’s minimum parking requirements [JONNY WAKEFIELD](https://edmontonjournal.com/news/local-news/committee-endorses-plan-to-eliminate-edmontons-minimum-parking-requirements) Edmonton Journal Updated: May 7, 2019 <https://edmontonjournal.com/news/local-news/committee-endorses-plan-to-eliminate-edmontons-minimum-parking-requirements>

Best Practices Review: Commercial Parking Requirements

In the United States, Buffalo, New York, was one of the first cities to implement the elimination of minimum parking requirements in 2016, and Cincinnati, Ohio, and Hartford, Connecticut (2017), and San Francisco, California (January 2019) have also enacted similar by-laws.

6.12 Other Factors Reducing Parking Needs

Provision of municipal on-street parking and/or municipal parking garages adjacent or near commercial properties may reduce the need for onsite parking requirements. These parking features are typically found in a downtown, or urban environment. At this time none of the municipalities reviewed had a reduction related specifically to a municipal garage nearby.

The increasing use of online shopping home delivery and related activities such as shopping online and picking up at the store are altering the retail environment. Other technological advances such as ride-sharing services and automated vehicles will also play into this discussion as we move forward. Both of these major changes have already been and will continue to impact municipal commercial parking needs and contribute toward a further reduction in parking requirements.

6.13 Summary

Based on the above there appears to be parking management strategies that are exclusive to larger, more metropolitan municipalities. These include:

- Reduction based on proximity to transit;
- Reduction for enclosed or underground parking;
- Reduction based on location; and
- Establishing a maximum number of parking spaces.

Where developable land is at a premium, and where a transit system is well-established, such as is the case for downtowns and large urban areas, the foregoing strategies could provide for more flexibility for developers. Setting a maximum parking requirement avoids the oversupply of parking spaces and assist in creating more compact developments. However, developers are cognizant of their parking needs and applying a maximum might compromise the viability of a proposed development.

The following are the remaining identified strategies not currently in place in Sudbury:

- Substitution for bus space or bicycle space
- Substitution for landscaping space
- Reduction through study
- Sharing of a parking area for multiple uses
- Elimination of minimum parking requirements

Encouraging active or alternative transportation modes can be assisted through site development. A substitution of parking spaces for bus space and bicycle space, such as is provided for in Thunder Bay, could facilitate a move away from an auto-oriented form of transportation.

Best Practices Review: Commercial Parking Requirements

The substitution of landscaping area for a reduction in parking would be beneficial should a municipality want to encourage greater naturalization than what is currently provided in minimum landscaping requirements.

A provision to allow for parking requirements to be studied and justified, through the Site Plan process would provide for provision of “actual” parking needs, rather than based on a minimum requirement. Typically commercial developments require Site Plan approval, and allowing parking to be varied through a study and Site Plan would eliminate the need for an additional planning approval (minor variance or ZBA) to vary parking. This strategy would also serve to build some flexibility into the by-law that stakeholders would like to see.

As discussed in Section 6.10, contemplating changes to account for shared parking, reflective of time of use may be beneficial to mixed-use developments.

Total elimination of minimum parking requirements is still relatively new, and may be worth re-visiting once those municipalities that have implemented the strategy have had experience reviewing and approving development. This strategy should be monitored as it does appear to have merit for consideration. As previously noted, and echoing the stakeholder comments, the market and demand should dictate the amount of parking to place on a property. A developer will not build a site that cannot be leased or sold because it does not have an ‘adequate’ amount of parking. The question is: what is an ‘adequate’ amount, and should a municipality or market be dictating the answer?

7.0 Conclusions and Recommendations

There appears to be a technical validity in considering the reduction in the number of parking spaces required for various commercial uses. This conclusion was based on the following observations:

- Overall Sudbury’s commercial parking requirements are higher than peer municipalities amongst a variety of uses.
- Provision of required parking has been a limiting factor in development opportunities in Sudbury.
- The Transportation Master Plan and Transit Action Plan are committed to expand and improve the City’s transit system and support and implement active transportation projects.
- There are many regulatory options that could be used to reduce parking requirements.

Having reviewed various municipal parking standards and parking management strategies, the following are recommended management strategies for consideration by Sudbury:

- Consider reducing the overall parking requirement for commercial uses to be:
 - More consistent with requirements in peer jurisdictions;
 - More appropriately capture the parking needs of various uses; and
 - Support a more compact development form.
- Rates should reflect parking demand per use. Collecting empirical data of observed onsite parking demands would assist in determining Sudbury’s current demand per use.

Best Practices Review: Commercial Parking Requirements

- In the absence of such data, parking rates per use may be adjusted to be more consistent with requirements identified for peer municipalities and to reflect the stakeholder interviews that were conducted, as noted below:

Use	Current CGS Standard (per 100 sqm)	Considered Reduction (per 100 sqm)
Convenience store	5 (or 1/20 sqm)	3 (or 1/33 sqm)
Personal service shop	5 (or 1/20 sqm)	3 (or 1/33 sqm)
Restaurant	10 (or 1/10 sqm)	8 (or 1/12.5 sqm)
Retail store	5 (or 1/20 sqm)	3 (or 1/33 sqm)
Shopping centre	5 (or 1/20 sqm)	4 (or 1/25 sqm)

- Maintain those strategies currently employed by the City including:
 - Reduction for underground parking spaces;
 - Provision of parking spaces on another lot; and
 - Cash-in-lieu of parking.

These strategies provide for site development flexibility and encourages compact development.

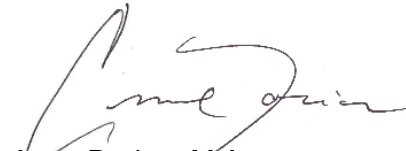
- In an effort to promote both active transportation and transit use the City should consider including a provision whereby a bus parking area and/or bicycle space(s) provided on-site could allow for a reduction in the minimum number of parking spaces required, such as:
 - 1 space reduction per 5 bicycle; and
 - 10 spaces per bus layby.
- A provision in the Zoning By-law, to allow for parking requirements to be studied and justified, through the Site Plan process that would provide for provision of “actual” parking needs, rather than based on a minimum requirement. This strategy would also serve to build some flexibility into the by-law.
- To encourage a more efficient use of a parking lot for a mixed-use development, a shared parking provision which takes into consideration the differential parking occupancy rates for a use can be included. Both Ottawa and Burlington are good examples of how this provision should be applied.

Best Practices Review: Commercial Parking Requirements

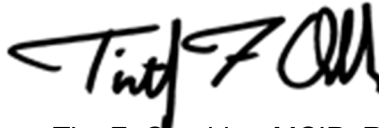
J.L. RICHARDS & ASSOCIATES LIMITED

Prepared by:

Reviewed by:



Anne Dorion, M.A.
Planner



Tim F. Chadder, MCIP, RPP
Associate, Chief Planner

This report has been prepared for the exclusive use of the City of Greater Sudbury, for the stated purpose, for the named facility. Its discussions and conclusions are summary in nature and cannot be properly used, interpreted or extended to other purposes without a detailed understanding and discussions with the client as to its mandated purpose, scope and limitations. This report was prepared for the sole benefit and use of the City of Greater Sudbury and may not be used or relied on by any other party without the express written consent of J.L. Richards & Associates Limited.

This report is copyright protected and may not be reproduced or used, other than by the City of Greater Sudbury for the stated purpose, without the express written consent of J.L. Richards & Associates Limited.

www.jlrichards.ca

Ottawa

864 Lady Ellen Place
Ottawa ON Canada
K1Z 5M2
Tel: 613 728-3571

ottawa@jlrichards.ca

Kingston

203-863 Princess Street
Kingston ON Canada
K7L 5N4
Tel: 613 544-1424

kingston@jlrichards.ca

Sudbury

314 Countryside Drive
Sudbury ON Canada
P3E 6G2
Tel: 705 522-8174

sudbury@jlrichards.ca

Timmins

834 Mountjoy Street S
Timmins ON Canada
P4N 7C5
Tel: 705 360-1899

timmins@jlrichards.ca

North Bay

200-175 Progress Road
North Bay ON Canada
P1A 0B8
Tel: 705 495-7597

northbay@jlrichards.ca

Hawkesbury

326 Bertha Street
Hawkesbury ON Canada
K6A 2A8
Tel: 613 632-0287

hawkesbury@jlrichards.ca

Guelph

107-450 Speedvale Ave. West
Guelph ON Canada
N1H 7Y6
Tel: 519 763-0713

guelph@jlrichards.ca



Appendix A
Detailed Parking Standards Chart

JLR No. 28709
Detailed Parking Standards Chart

Standard Regulation	Sudbury (By-law No. 2010-100Z, updated July 12, 2019)	North Bay (By-law 2015-30)	Sault Ste. Marie (By-law No. 2005-150)	Thunder Bay (By-law No. 100-2010)	Newmarket (By-law No. 2010-40, Consolidated Nov 2018)*	City of Ottawa 2008-250 Consolidation	Waterloo (By-law 2018-050)	City of Ottawa 2008-250 Consolidation	City of Burlington (By-law 2020)	Edmonton, AB (By-law 12800)	Surrey, B.C. (Zoning By-law No. 12000)	Victoria, BC (By-law No. 80-159)
Automotive Service Shop	1/30 m2 net floor area	1 parking space per 30m2 total floor area.	3.5 spaces/100m2 for the 1st 1000m2 + 1/200m2 thereafte	one PARKING SPACE for every 40.0 m² of GFA devoted to storage, offices and display area plus 3 PARKING SPACES for every service bay devoted to repair facilities	1 parking space per 13 m2 of gross floor area excluding the service bays	Greater of 1 per 100 m2 of gross floor area or 2 per service bay		Greater of 1 per 100 m2 of gross floor area or 2 per service bay	4 spaces per 100 m2 gross floor area	less than 4 500 m2, 1 parking space per 40.0 m2 of Floor Area; 4 500m2 - 9 000m2, 1 parking space per 33.3 m2 of Floor Area; 9 000 m2 28 000 m2, 1 parking space per 28.5 m2 of Floor Area; greater than 28 000 m2, 1 parking space per 25.0 m2 of Floor Area	2 parking spaces per vehicle servicing bay; plus 1 parking space per car wash bay	1 space per 40m2 floor area
Business Office	1/30 m2 net floor area	1 parking space per 30 m2 of commercial floor area	4.5 spaces/100m2	one PARKING SPACE for every 30.0m² of GFA	1 parking space per 27 m2 of net floor area	2 per 100m2 of gross floor area		2.4 per 100 m2 of gross floor area	3.5 spaces per 100 m2 gross floor area	1 parking space per 29.4 m2 of Floor Area	2.5 parking spaces per 100 m2 [1,075 ft2] of gross floor area for a building outside of City Centre	1 space per 55m2 floor area
Convenience Store	1/20m2 net floor area		3.5 spaces/100m2 for the 1st 1000m2 + 1/200m2 thereafter	one PARKING SPACE for every 37.0m² of GFA	Retail Store, personal service shop, convenience store: min -- > 1.0 parking space per 40m2 of gross floor area; max -->2.0 parking spaces per 40m2 of gross floor area	2.5 per 100 m2 of gross floor area		3.4 per 100 m2 of gross floor area		less than 4 500 m2, 1 parking space per 40.0 m2 of Floor Area; 4 500m2 - 9 000m2, 1 parking space per 33.3 m2 of Floor Area; 9 000 m2 28 000 m2, 1 parking space per 28.5 m2 of Floor Area; greater than 28 000 m2, 1 parking space per 25.0 m2 of Floor Area	2.75 parking spaces per 100 m2 [1,075 ft2] of gross floor area where the gross floor area is less than 372 m2 [4,000 ft2]; or 3 parking spaces per 100 m2 [1,075 ft2] of gross floor area where the gross floor area is greater than or equal to 372 m2 [4,000 ft2] but less than 4,645 m2 [50,000 ft2]; or 2.5 parking spaces per 100 m2 [1,075 ft2] of gross floor area where the gross floor area is greater than or equal to 4,645 m2 [50,000 ft2].	
Commercial Use		1 parking space for every 30m2 of commercial floor area. 1 parking space for every 75m2 for any C1 (general commercil inner core) or C2 zone (general commercial outer core)					MIXED-USE COMMUNITY COMMERCIAL (C1) = 2.00, 2.40, 2.80, 3.20, 3.20, 3.60, or 4.00, per 100 m2 ; MIXED-USE NEIGHBOURHOOD COMMERCIAL (C2)= 2.80 ,3.20, 3.20, 3.60, or 4.00 per 100m2; CONVENIENCE COMMERCIAL (C3) =2.80 ,3.20, 3.20, 3.60, or 4.00 per 100m2 etc.			less than 4 500 m2, 1 parking space per 40.0 m2 of Floor Area; 4 500m2 - 9 000m2, 1 parking space per 33.3 m2 of Floor Area; 9 000 m2 28 000 m2, 1 parking space per 28.5 m2 of Floor Area; greater than 28 000 m2, 1 parking space per 25.0 m2 of Floor Area		

Standard Regulation	Sudbury (By-law No. 2010-100Z, updated July 12, 2019)	North Bay (By-law 2015-30)	Sault Ste. Marie (By-law No. 2005-150)	Thunder Bay (By-law No. 100-2010)	Newmarket (By-law No. 2010-40, Consolidated Nov 2018)*	City of Ottawa 2008-250 Consolidation	Waterloo (By-law 2018-050)	City of Ottawa 2008-250 Consolidation	City of Burlington (By-law 2020)	Edmonton, AB (By-law 12800)	Surrey, B.C. (Zoning By-law No. 12000)	Victoria, BC (By-law No. 80-159)
Hotel	1/guest room plus 1 per 10m2 of net floor area of any restaurant, dining room, lounge, tavern, banquet hall, meeting room, retail store or any other area, used to accommodate the public	1 parking space for each guest room plus 1 parking space for each 10m2 of floor area of the building devoted to public use.	1.25 spaces / guestroom	one PARKING SPACE for every suite plus the number determined by the ASSEMBLY RATE for the dining or banquet facilities, lounges, RESTAURANTS and meeting rooms	The aggregate of: • 1 space per guest room • 1 space per every 2 guest rooms over 20 • 1 space per 4.5 m2 of gross floor area dedicated to administrative, banquet and meeting facilities	1.4 per 100 m2 of gross floor area		1.4 per 100 m2 of gross floor area	1 space per guest room or suite	1 parking space per Sleeping Unit	1 parking space per sleeping unit; plus Parking requirements for accessory uses.	0.50 spaces per room
Medical Office	5 spaces OR 1/20 m2 net floor area, whichever is greater	Same as business office - no distinction made	4.5 spaces/100m2	one PARKING SPACE for every 23.0m² of GFA	1 parking space per 17 m2 of net floor are	4 per 100 m2 of gross floor area		4 per 100 m2 of gross floor area	6 spaces per 100 m2 gross floor area	1 parking space per 22.2 m2 of Floor Area	3.5 parking spaces per 100 m2 [1,075 ft2] of gross floor area.	1 space per 40m2 floor area
Personal Service Shop	1/20 m2 net floor area	No parking shall be required in the C1 zone. 1 parking space for every 75 m2 of floor area in the C2 Zone.	4.5 spaces/100m2	one PARKING SPACE for every 20.0m² of GFA	Retail Store, personal service shop, convenience store: min -- > 1.0 parking space per 40m2 of gross floor area; max -->2.0 parking spaces per 40m2 of gross floor area	2.5 per 100m2 of gross floor area		3.4 per 100 m2 of gross floor area	4 spaces per 100 m2 gross floor area		3 parking spaces per 100 m2 [1,075 ft2] of gross floor area.	1 space per 40m2 floor area
Recreational/Fitness Centre	1/6 persons capacity, plus 1/20m2 net floor area of any accessory use for a commerical recreation centre only	1 parking space per 30 m2 of total floor area	1/5 persons Max. Building Capacity	varies based on use. Fitness = 1 for every 25 m2 of GFA; arena auditorium, dance hall, public hall, music hall or similar use = determined by assembly rate	min. 1.0 parking space per 28m2 of gross floor area. Max --> 2.0 parking spaces per 28m2 of gross floor area	4 per alley, court, ice sheet, game table or other game surface plus 10 per 100 m2 of gross floor area used for dining, assembly or common area		4 per alley, court, ice sheet, game table or other game surface plus 10 per 100 m2 of gross floor area used for dining, assembly or common area	1 space per 6 persons capacity	c. Health and Fitness Clubs: 1 parking space per 10 m2 of Floor Area used by patrons	3.6 parking spaces per 100 m2 [1,075 ft2] of floor area; plus Parking requirements for all accessory uses	1 space per 20m2 floor area

Standard Regulation	Sudbury (By-law No. 2010-100Z, updated July 12, 2019)	North Bay (By-law 2015-30)	Sault Ste. Marie (By-law No. 2005-150)	Thunder Bay (By-law No. 100-2010)	Newmarket (By-law No. 2010-40, Consolidated Nov 2018)*	City of Ottawa 2008-250 Consolidation	Waterloo (By-law 2018-050)	City of Ottawa 2008-250 Consolidation	City of Burlington (By-law 2020)	Edmonton, AB (By-law 12800)	Surrey, B.C. (Zoning By-law No. 12000)	Victoria, BC (By-law No. 80-159)
Restaurant	1/10m2 net floor area OR 1/3 persons seating capacity, which ever is greater. Take-out = 3 spaces plus 1/10m2 net floor area	No parking in the C1 zone. 1 parking space for every 75 m2 of floor area in the C2 Zone. All other zones 1 parking space per 15m2 total floor area	Food service 1/5 persons Max. Building Capacity. Take out facilities 4.5 spaces/100m2	without take-out = one PARKING SPACE for every 20.0m² of GFA, without a DRIVE SERVCE UNIT = one PARKING SPACE for every 6.0m² of GFA, with a DRIVE SERVCE UNIT = one PARKING SPACE for every 10.0m² of GFA	Restaurant: min-->1.0 parking space per 50m2 of gross floor area, excluding any porch, veranda and/or patio dedicated as seasonal serving areas; max --> 4.0 parking spaces per 50m2 of gross floor area, excluding any porch, veranda and/or patio dedicated as seasonal serving areas	Full service or Fast food = 3 for first 50m2 of gross floor area plus 10 per 100 m2 of gross floor over 50 m2 of gross floor area; Take out = 1.5 for first 50m2 of gross floor area plus 5 per 100 m2 of gross floor area over 50 m2 of gross floor area.		10 per 100 m2 of gross floor area	Fast Food :1 space per 4 persons capacity or 25 spaces per 100 m2 GFA, whichever is greater; standard or patio: 1 space per 4 persons capacity	1 parking space per 9.6 m2 of Public Space	3 parking spaces where the sum of the gross floor area, balconies, terraces and decks is less than 150 m2 [1,615 ft2]; or 10 parking spaces per 100 m2 [1,075 ft2] of gross floor area, balconies, terraces and decks, where this total area is greater than or equal to 150 m2 [1,615 ft2.] but less than 950 m2 [10,225 ft2.]; or 14 parking spaces per 100 m2 [1,075 ft2.] of gross floor area, balconies, terraces and decks,where this total area is greater than or equal to 950 m2 [10,225 ft2].	1 space per 25m2 floor area
Retail Store	1/20 m2 net floor area	No parking shall be required in the C1 zone. 1 parking space for every 75 m2 of floor area in the C2 Zone.	4.5 spaces/100m2	FOOD STORE with a GFA less than or equal to 275.0m² = one PARKING SPACE for every 30.0m² of GFA, FOOD STORE with a GFA greater than 275.0m² = one PARKING SPACE for every 25.0m² of GFA	Retail Store, personal service shop, convenience store: min --> 1.0 parking space per 40m2 of gross floor area; max -->2.0 parking spaces per 40m2 of gross floor area	2.5 spaces per 100 m2 gross floor area		3.4 per 100 m2 of gross floor area	4 spaces per 100 m2 gross floor area	less than 4 500 m2, 1 parking space per 40.0 m2 of Floor Area; 4 500m2 - 9 000m2, 1 parking space per 33.3 m2 of Floor Area; 9 000 m2 28 000 m2, 1 parking space per 28.5 m2 of Floor Area; greater than 28 000 m2, 1 parking space per 25.0 m2 of Floor Area	2.75 parking spaces per 100 m2 [1,075 ft2] of gross floor area where the gross floor area is less than 372 m2 [4,000 ft2]; or 3 parking spaces per 100 m2 [1,075 ft2] of gross floor area where the gross floor area is greater than or equal to 372 m2 [4,000 ft2] but less than 4,645 m2 [50,000 ft2]; or 2.5 parking spaces per 100 m2 [1,075 ft2] of gross floor area where the gross floor area is greater than or equal to 4,645 m2 [50,000 ft2].	1 space per 50m2 floor area

Standard Regulation	Sudbury (By-law No. 2010-100Z, updated July 12, 2019)	North Bay (By-law 2015-30)	Sault Ste. Marie (By-law No. 2005-150)	Thunder Bay (By-law No. 100-2010)	Newmarket (By-law No. 2010-40, Consolidated Nov 2018)*	City of Ottawa 2008-250 Consolidation	Waterloo (By-law 2018-050)	City of Ottawa 2008-250 Consolidation	City of Burlington (By-law 2020)	Edmonton, AB (By-law 12800)	Surrey, B.C. (Zoning By-law No. 12000)	Victoria, BC (By-law No. 80-159)
Shopping Mall	With a min. gross floor area of 4,650 m2 = 1/20m2 net floor area		Power Centres and shopping centres = 4.5 spaces/100m2	one PARKING SPACE for every 25.0m² of GFA	min. 1.0 parking space per 21m2 of gross leasable floor area; no max	3.4 per 100m2 of gross floor area		3.6 per 100 m2 of gross leasable floor area	5.25 spaces per 100 m2 gross floor area	less than 4 500 m2, 1 parking space per 40.0 m2 of Floor Area; 4 500m2 - 9 000m2, 1 parking space per 33.3 m2 of Floor Area; 9 000 m2 28 000 m2, 1 parking space per 28.5 m2 of Floor Area; greater than 28 000 m2, 1 parking space per 25.0 m2 of Floor Area	2.75 parking spaces per 100 m2 [1,075 ft2] of gross floor area where the gross floor area is less than 372 m2 [4,000 ft2]; or 3 parking spaces per 100 m2 [1,075 ft2] of gross floor area where the gross floor area is greater than or equal to 372 m2 [4,000 ft2] but less than 4,645 m2 [50,000 ft2]; or 2.5 parking spaces per 100 m2 [1,075 ft2] of gross floor area where the gross floor area is greater than or equal to 4,645 m2 [50,000 ft2].	
Supermarket				RETAIL STORE (other than a FOOD STORE) with a GFA of less than or equal to 930.0m² = one PARKING SPACE for every 40.0m² of GFA whichever is the greater, RETAIL STORE (other than a FOOD STORE) with a GFA greater than 930.0m²= one PARKING SPACE for every 55.0m² of GFA,		2.5 per 100m2 of gross floor area		3.4 per 100 m2 of gross floor area	4 spaces per 100 m2 gross floor area			800 m2 or less 1 space per 50m2 floor area; >800m2 1 space per 40m2 floor area
Snow					An outdoor parking lot designed to accommodate 5 or more parking spaces, shall provide an area equivalent to 5% of the number of required spaces for the purpose of snow storage.							

Standard Regulation	Sudbury (By-law No. 2010-100Z, updated July 12, 2019)	North Bay (By-law 2015-30)	Sault Ste. Marie (By-law No. 2005-150)	Thunder Bay (By-law No. 100-2010)	Newmarket (By-law No. 2010-40, Consolidated Nov 2018)*	City of Ottawa 2008-250 Consolidation	Waterloo (By-law 2018-050)	City of Ottawa 2008-250 Consolidation	City of Burlington (By-law 2020)	Edmonton, AB (By-law 12800)	Surrey, B.C. (Zoning By-law No. 12000)	Victoria, BC (By-law No. 80-159)
Notes			separate definition for box stores and shopping centres: {2012-158} POWER CENTRE More then one commercial function housed in more then one building, where the overall site has been designed to function as an integrated unit and parking areas are shared among separate commercial buildings. SHOPPING CENTRE Several mixed commercial functions housed in one or more buildings designed as an integrated unit. Shopping centers shall have a minimum gross floor area of 10 000m2		parking standards for the lands located within the Urban Centres noted here. Maximum spaces only apply to the Urban Centre	Different parking standards apply to the inner urban, inner urban mainstream, Outer Urban/inner suburban, suburban, rural. Outer Urban/inner suburban used here (Area B)	Waterloo parking is primarily based on the zone and within that zone it is further subdivided into areas. In certain instances a specific use will have its own parking requirment and identified in the Parking section of the By-law	Suburban (Area C) used here				Victoria has separate by-law for downtown. Outside downtown parking required vary dependent on area: Core Area, Village / Centre, Other Area. Less retractive being Core Are and greater parking for other areas. Village/Centre values only noted here.

Appendix B
Stakeholder Interviews

Commercial Parking Requirements

Appendix B: Stakeholder Interviews

Preface: The purpose of the study is to develop a background report for the City of Greater Sudbury (City) that outlines current best practices regarding zoning approaches to parking standards for commercial lands. As part of the analysis, we are conducting stakeholder interviews to establish opinions regarding current parking standards, and their economic impact including development, leasing, and expansion opportunities.

Telephone interviews were conducted between August 2, 2019 and September 13, 2019 and included participation from the following individuals:

- Chris Tammi, Real Estate Broker, Mallette-Goring Inc., Brokerage
- Genny Beckerton, General Manager Morguard Real Estate Agency (New Sudbury Centre)
- Joe Rocca, Traffic and Asset Management Supervisor, City of Greater Sudbury
- John Arnold, Dalron Commercial
- Paul Zulich, Zulich Enterprises Limited

QUESTIONNAIRE

1. To establish what commercial lands the interviewee has interest in

- Please identify where your commercial land holdings are (locations, square footage, number and types of tenancies, number of parking spaces)

- *Throughout Sudbury, with office, industrial, retail uses*
- *Brady Square, Notre Dame Square, LaSalle Mall, Times Square, 1865 Paris Street, Paris/Regent Street; strip plazas with a balance of professional office, retail and restaurant uses*
- *Throughout Sudbury*
- *Mix of tenancies – 2040 Algonquin retail/food, 863 Barrydowne, 850 Barrydowne, 1010 Lorne St, 1361 Paris Street, 410 Falconbridge*
- *New Sudbury Centre – 110 tenants – GLA is 568,000 square feet (including food court and 23,000 square feet office)*

2. To establish operational/tenant/consumer parking 'requirements'

- Please identify the following days/times:
 - Low/High peak shopping/use day/hour
 - High/holiday shopping/use season(s)

- *The whole month of August, first couple of weeks of September are busy. Mid-November through New Year's is busy.*
- *There is a balance between the uses: restaurants will use in the afternoon/evening (dining hours, and office will be occupied during the daytime on weekdays. Retail is daytime weekdays and weekends. We take this into consideration.*
- *Low days are Mon-Wed; Thurs-Fri are busy 11-2; and all day Saturday and Sunday are peak*

- Do the City's parking requirements cause you to avoid certain tenant types?

- *Absolutely. This is one of the most common challenges.*
- *No. retail and office only.*
- *Definitely. Needed to turn away a restaurant in a space that already had another restaurant. Restaurant parking requirements are much higher than retail.*

- Have you had prospective tenants require more parking than what was available?

- *Yes*
- *Everyone wants more parking.*
- *No.*

Commercial Parking Requirements

Appendix B: Stakeholder Interviews

- Do your tenants ask about bicycle parking / transit services to the site / on-street parking?

- Typically not bicycle parking. Certain tenants ask/require transit (CNIB, for example).
- Bicycle parking is not normally asked about. Public services will ask about transit. It depends on the use.
- Yes. Federal and provincial government departments will ask about bicycle parking and transit. Transit is a Federal government requirement.
- Ownership is concerned with these factors and sustainability. Would like to see more bike storage and supportive of transit.

- Overall, how does the number of parking spaces you provide at your property(ies) compare with the number of parking spaces you /your tenants/customers want/need?

- Everyone wants more parking. You are trying to maximize the ratio of land to building while ensuring there is enough parking.
- Cambrian Heights Drive meets the City's parking requirement, but tenants want more for office and light industrial/service commercial uses.
- Depends, for certain uses, parking standards are justified (i.e. medical uses). Retail, office restaurant requirements are too high. An 8,000 sqft retail store requires 30 spaces, for example.
- Depends where and who. Sometimes there are also accessibility and delivery considerations.

- Do you agree or disagree with the following statements:

- Your establishment needs more parking spaces to meet the needs of consumers during low and high peak shopping hours

- The market should dictate the number of spaces.
- Tenants are sensitive to uses that may conflict with respect to peak times. For example, a restaurant on Paris Street is looking for an office use to compliment peak times. The tenant/owner brings an understanding of requirements.
- Strongly disagree at low and high peak shopping hours. There is more than enough parking.
- We meet the needs.

- Your establishment needs more parking spaces to meet the needs of consumers during high/holiday shopping season(s).

- We have seen problems at Christmas time where the parking lot is packed but not as much in past couple of years.
- If we need more parking spaces, we will start hauling snow offsite.

- Have any existing or past tenants indicated that there is an insufficient number of parking spaces to meet their customers' needs: YES or NO. Please explain.

- Yes.
- Yes, in Downtown Sudbury.
- No.

- In the last year how often have you heard that customers did not want to visit your establishment or tenants did not want to locate in your property because they thought parking would be a problem?

- Never.

- Outside the City's Zoning by-law, is there a metric or factor that you or your tenants use to determine your/their parking requirements?

- Offices may use head counts. Other factors rarely come up for parking. Tenants are looking for specific locations, visibility, etc.

Commercial Parking Requirements

Appendix B: Stakeholder Interviews

- *No, we typically use the municipal Zoning By-law.*
- *No, we are in line with the Zoning By-law.*
- *Square footage and employee numbers. If an office is open concept, can fit more employees in, thereby increasing parking requirement.*

- Is there a minimum number of spaces that you would consider having on a site and how would you calculate this minimum?

- *No responses to this question.*

- How do you factor providing parking spaces for tenants into the cost of space in your facility(ies)?

- *Parking lot maintenance is part of lease costs, and are a function of GFA.*
- *Included in the base lease rate. Operating costs are additional.*
- *Have not seen charging for parking other than downtown or at the hospital.*
- *It is distributed overall based on the percentage of the building that is occupied*

- Do you allocate/assign/designate certain spaces to particular uses/tenants? YES or NO. Please explain.

- *Some areas do allocate spaces, but it would not be a large percentage of spaces. 868 Falconbridge, for example*
- *There is not a formal allocation. In some cases tenant employees are required to parking in certain areas.*
- *On occasion, not often though.*
- *Not typically. This is confusing. Parking is provided in common.*

3. To determine the frequency of overlapping uses

- How often would you say that a customer visits more than one type of tenant/use during a single trip to your property (such as retail, office, food and coffee, personal service, etc.)?

- *Where there are complementary uses, this may happen*
- *Where restaurants are permitted and there are offices close by, office visitors can pop in*
- *Visitors typically do not multi-task, the retail plaza trend is a destination, where visitors come for a specific tenant only*
- *Frequently.*
- *Sometimes, not usually though. These are destination locations, which might have 1 or 2 visitors at a time, other than employees.*

4. To assess the City of Greater Sudbury's Zoning By-law parking requirements

- Fill in the blank: New construction projects or redevelopment should require _____ parking than currently required

- *Less requirement for commercial zoned properties. The market should dictate how much parking is needed.*
- *Could consider a maximum number of spaces, for certain uses or size of sites*
- *Institutional uses often do not have enough spaces, not considering the basic needs of their staff.*
- *Don't think that the rate is bad for smaller developments. Larger developments the rate is over the top. Look at the spaces, and you can see it is not needed.*
- *The same requirements are fine. The rates work well right now.*
- *Less requirements, so that we can add more GLA.*
- *Parking lots are massive black asphalt areas. It would be nice to reduce the requirements to improve the look and add landscaping.*

Commercial Parking Requirements

Appendix B: Stakeholder Interviews

- *Depends on the use.*
- *Looking for flexibility, not a black-and-white by-law.*
- *Office requirement is overkill. Our office does not meet by-law requirements, but the parking lot is always empty.*
- *Standards should be maintained to keep a level playing field for existing / future development. It is unfair if the development next door doesn't require as many spaces.*
- *Parking requirements seem to make sense and meet provincial standards.*
- *Office is not as busy as retail.*
- *In general all for less government regulations; let the private sector determine how to spend their money to develop their properties. Address the low-hanging fruit to reduce hurdles to development.*

- Have parking requirements influenced your decision as to whether to purchase property and/or proceed with a development proposal? YES or NO. Please explain.

- *Yes.*
- *Parking is always the deciding factor. It affects leasability, which then affects profits.*
- *Yes. They are a hindrance.*
- *For a multiple-residential development on Paris parking needed to be exchanged with the commercial building.*
- *Yes.*

- Have you submitted any applications for minor variance or rezoning to ask for a reduction in parking requirements? YES or NO. Please explain.

- *A minor variance was required for parking for Freshii on LaSalle. Location of the business was of primary importance.*
- *Cedarpoint for Frubar*
- *Starbucks in South End*
- *Autumnwood – at McKenzie and Ste Anne Streets (residential)*
- *Hotels – Marriott at Kingsway/Falconbridge*
- *Maybe – if it is the right opportunity.*
- *Yes, for food services.*
- *Not since 2014, not sure prior to that.*
- *The process/requirements for minor variance can often deter development.*

- Do you have any thoughts on the cumulative standard for determining parking requirements, i.e. related to the potential for overlapping uses?

- *You do not need a parking space for each use.*
- *No.*
- *Not sure.*

- Do you agree or disagree with the following statements:
 - As a result of the minimum number of required spaces, costs associated with the development of the parking lot were substantial.
 - The minimum requirements have limited the full commercial development potential of the property.

- *Disagree.*
- *This has a major impact. The cost of parking directly relates to the potential development, when trying to maximize development area and potential tenants.*
- *Yes, we have experienced this.*
- *We were looking at developing additional pad sites which would have required additional parking or variances (prior to Sears closure). Now focused on filling Sears before additional development.*

Commercial Parking Requirements

Appendix B: Stakeholder Interviews

- How often would you say that parking spaces determine GFA of a building?

- *The value of commercial property is directly related net rentable area. Office is different from the rest. Sometimes it makes more sense for a 3,000 sqft restaurant than a 10,000 sqft office, as the highest rent is for food / take out.*
- *Yes, I have seen this. A more recent trend is to ask for relief (i.e., through a variance).*

5. To discuss parking layout and urban design factors related to parking requirements

- How is snow accumulation dealt with? Is it removed or stored on the property?

- *The need for those parking spaces and cost to have it hauled to the snow dump by a private contractor influences how often removal is done.*
- *Some sites require hauling snow out with more frequency*
- *Store it on the property until it cannot be stored anymore.*
- *Smaller sites tend to remove; larger sites have more room and extra spaces for storage*
- *Pile all of the snow in the back until it is too big/too large.*
- *It takes up required parking spaces (per By-law calculation).*

- Have minimum zoning requirements for parking resulted in altering the site layout and/or functionality of the property? Please explain.

- *Sometimes it stops projects – how do you fit it in?*
- *Definitely. Parking requirements have altered or reduced buildable area of the property.*
- *For sure; we have altered the size of buildings, reduced building size. The entire development is based on parking, and maximizing land costs.*
- *No change.*

- How would you prefer to see parking oriented relative to the building?

- *The City is always talking about pushing buildings to the street. However, the perception is that there is not enough parking for patrons because you cannot see it.*
- *Wouldn't typically push those comments forward as it does not impact the corridor function; ok with access at the front.*
- *Most normally at the front, with employee parking at the back.*
- *Times Square – 24,000 sqft office – parking at back; 1865 Paris St – employee parking at back*
- *1565 Lasalle - no parking at the back.*
- *Depends on what the building looks like.*
- *Our parking layout is well thought out for us.*

- What do you think of the potential to require street-oriented buildings with parking at the rear through urban design standards?

- *There is a resistance to curb diamond from an operating perspective; more emphasis is placed on definition of the drive aisle.*
- *Not in favour of forced / one-size-fits-all requirements*
- *RioCan Centre is OK, as it is above street level.*
- *Depends. Buildings closer to the street might get dirty, especially on busy arterial streets. This might not be well-maintained.*
- *There is a concern about the number of entrances and parking location.*

- What do you think about maximum parking requirements?

- *Tie it into the Transit Action plan*
- *Might make sense in Southern Ontario, but it is not relevant here. There is nothing wrong with having more than what is required.*
- *That is ridiculous.*

Commercial Parking Requirements

Appendix B: Stakeholder Interviews

- *Would not matter in our case.*
- *It is unnecessary. Landscaping should be required.*

6. To determine tenant/customer travel mode behavior

- Are there transit and active transportation stops/networks/connections to your property(ies)/ the sites reviewed?

- *The bus goes through our property and there are sidewalks.*
- *Bicycle parking, supportive infrastructure, lockers and change facilities*
- *The Extendicare on Algonquin is located near a transit stop*
- *Yes there are both.*

- In the last year how likely were your existing tenants/customers to use the following modes of transportation to access your property: personal vehicle; public transportation; bike; walk?

- *Unknown.*
- *Majority use a personal vehicle. Some use public transit. Not many bike or walk.*

- Based on your understanding of transportation trends, how likely do you think your tenants/customers are to use the following modes of transportation in the next five (5) years to access your property: personal vehicle; public transportation; bike; walk?

- *We undertook a tenant survey, and Sunday transit service for employees was needed. This would improve usage.*
- *It is a big uphill battle to get people using transit – not just the design of the system, but also a mindset*

- Are there certain types of uses that you would see as being transit or alternative transportation supportive?

- *Tim Horton's morning crowd is mostly seniors.*
- *Would be interesting to integrate Transportation Demand Management measures to help reduce parking requirements*
- *Can't think of anything specific. As the City builds it, more people will use it.*
- *Uses that cater to students.*
- *Question is always how to encourage alternate modes of transportation thereby reducing need for parking/vehicles.*

For Information Only

Supplemental Information Regarding the Commercial Parking Study

Presented To:	Planning Committee
Presented:	Monday, Jul 06, 2020
Report Date	Monday, Jun 15, 2020
Type:	Correspondence for Information Only

Resolution

For Information Only

Relationship to the Strategic Plan / Health Impact Assessment

Reviewing the City's Commercial Parking Standards is consistent with the following Strategic Objectives of Council: Asset Management and Service Excellence; Business Attraction, Development and Retention; Climate Change; and, Create a Healthier Community.

Specifically, reviewing the parking standards represents innovative and responsive system improvements in support of the Transit Action Plan (item 1.5 B). The study is also a next step in the Nodes and Corridor Strategy (item 2.4 B).

Implementing a reduction in commercial parking standards would lead to less land being required for urban development, thereby supporting the ecological sustainability of the city (Goal 3.1).

Report Summary

This report addresses a request for additional information regarding the Report on the Commercial Parking Study, which was presented at the February 19, 2020 Planning Committee Meeting.

Financial Implications

There are no financial implications associated with this report.

Signed By

Report Prepared By

Ed Landry
Senior Planner
Digitally Signed Jun 15, 20

Manager Review

Kris Longston
Manager of Community and Strategic Planning
Digitally Signed Jun 15, 20

Recommended by the Division

Jason Ferrigan
Director of Planning Services
Digitally Signed Jun 15, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jun 17, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Jun 22, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Jun 24, 20

Supplemental Information Regarding the Report on the Commercial Parking Study
Planning Services Division
June 15, 2020

BACKGROUND

In June 2019, Council directed staff to return with the findings of the Commercial Parking Standards Study (the “Study”) to inform potential zoning by-law amendments associated with the LaSalle Boulevard Corridor Plan and Strategy (See Reference 1). Staff presented the Report on the Commercial Parking Study on February 19, 2020. Planning Committee deferred a decision to early Q3 and requested additional information on the following matters:

1. The complete elimination of minimum parking requirements across the City
2. Elimination of Minimum Parking Requirements Along Nodes and Corridors in parallel with DC reduction
3. The introduction of maximum parking requirements
4. The harmonization of ratios across commercial uses found in the City's Zoning By-law

This memo provides additional information on these matters, and is meant to be read in conjunction with the Commercial Parking Standards Study (See Reference 2). The information is based on a review of best practices and conversations with planners from municipal jurisdictions across North America that have recently amended, or are in the process of amending, their parking standards (See also Attachment A).

Elimination of Minimum Parking Requirements across the City

Parking minimums are a tool used by municipalities to ensure there are sufficient off-street parking spaces for each development, typically based on the building use and size. The City of Greater Sudbury establishes minimum parking requirements in Part 5 of its Zoning By-law. During the review, staff found that the complete elimination of minimum parking requirements is not common in North America, with only a handful of municipalities taking this approach (See Section 6.11 of the Commercial Parking Study).

The City of Edmonton is currently considering the elimination of minimum parking standards and would be the first major City in Canada (and the 8th in North America, including Mexico City, San Francisco CA, Buffalo NY, Hartford CT,

Mount Pleasant MI, High River AB, Branson MO, and Ashland WI) to eliminate minimum parking requirements (See Reference 3).

Edmonton's proposed change does not mean the elimination of parking on a site; rather, it means that the market is left to decide how much parking is needed ("Open Option Parking"). The City of Edmonton states that the "Open Option Parking" allows for "better City building" (See Reference 3). Edmonton also indicated that public feedback received during the process included a general distrust that the free market will reliably supply residential and non-residential developments with adequate parking.

Edmonton notes that eliminating off-street minimum parking requirements may lead to further regulating on-street parking, and over time, additional resources may be required to manage these on-street resources (e.g meters, collection, enforcement, residential parking zones, etc – See Reference 3).

Edmonton is also looking at different ways to complement the elimination of minimum parking standards, such as shared parking spaces, improving the design of parking lots, and considering Transportation Demand Management policy more broadly in City policy. Edmonton is considering these matters at a Public Hearing on June 23, 2020 (See Reference 4).

Seabrook, New Hampshire, also recently eliminated minimum parking standards throughout the municipality (See Attachment A). Seabrook is located along an interstate in a no-sales-tax state, adjacent to higher-tax Massachusetts; hence, they have extensive commercial development and a lot of space allocated for parking. In a phone interview conducted with City staff, they noted that an unanticipated benefit of eliminating minimum parking standards is that it facilitated the installation of EV chargers. As these installations typically require a transformer in the parking lot, the removal of parking spaces to install these chargers is typically prohibited due to minimum parking requirements.

Section 6.13 of the Commercial Parking Study notes that the "total elimination of minimum parking requirements is still relatively new, and may be worth revisiting once those municipalities that have implemented the strategy have had experience reviewing and approving development. This strategy should be monitored as it does appear to have merit for consideration." Staff, through the supplemental review, also found that the complete removal of minimum parking standards was uncommon and untested throughout North America.

Elimination of Minimum Parking Requirements Along Nodes and Corridors in parallel with DC reduction

The elimination or reduction of Minimum Parking Requirements along transit routes or other locational factors is discussed in Sections 6.1 and 6.3 of the Commercial Parking Standards Study. Municipalities that have eliminated minimum parking requirements have mostly done so in a step-by-step process. Like the City of Greater Sudbury, municipalities that were contacted have removed parking requirements in their traditional downtowns first. This includes Cincinnati, OH, and Minneapolis, MN.

In 2015, Minneapolis modified their parking standards for residential uses along high frequency transit corridors (i.e. corridors with a 15 minute headway). There is no parking required for residential development of 3 or more units that is within 350 ft (approx. 105m) of a high-frequency corridor. For developments with greater than 50 units and within 400 metres of a bus stop or 800 metres of a rail stop, the City requires one parking space per two units.

Minneapolis followed up in 2016 with similar changes related to non-residential uses. Along selected corridors in South Minneapolis, non-residential uses shall not be required to provide accessory off-street parking. In 2017, Minneapolis placed new limits on parking garages related to the amount of parking frontage on any floor facing public streets.

Minneapolis' phased approach to reducing parking requirements along its corridors is similar to the approach that was contemplated in the February Commercial Parking report. Through the supplemental review, staff have observed that a phased approach to reducing parking requirements is more common, with removing the requirements in the core areas first, followed by a reduction along transit corridors where there are more transportation options.

The Introduction of Maximum Parking Requirements

Parking maximums are discussed in Section 6.4 of the Commercial Parking Study. They are a tool used by municipalities to limit the amount of land that is required for parking spaces. They are often used in high growth areas and in historical areas to ensure built form and density are maintained. These are often expressed by a number of maximum spaces per use, or by a certain percentage relative to the minimum required (e.g. 10% or 50% more than the minimum), while some municipalities have used their former minimum standards to create new maximum standards. Some municipalities have introduced the requirement to have pervious parking surfaces once the maximum parking requirement has been exceeded.

Minneapolis adopted maximum parking requirements in 1999. They are currently reviewing the maximum parking requirements in order to 'better align with the City goals'. Many of their commercial maximums are set at 1 space per 200 sq feet of gross floor area (or 1 per 18.58 sq m). Minneapolis staff commented that there is an implication that the maximums would be reduced from current standards. There is a concern from Minneapolis staff about going too far with strict maximums, as doing so may require more time processing variance requests for these lowered standards.

The City of Edmonton considered maximum parking as part of their recent parking reforms. Maximum parking requirements currently apply to residential development in proximity to transit and for commercial and residential development in the downtown. Edmonton was of the opinion that, compared to Open Option Parking discussed above, maximum parking requirements supports walking but limits driving, and provides homeowners and businesses with fewer choices.

Cincinnati has maximum parking requirements in place for approximately 1% of their total land area (phone interview, June 4, 2020). These requirements are in place to protect built form and some of the City's historic neighbourhoods.

The City of Asheville, NC, has maximum parking standards by use. The number of parking spaces can only be exceeded if a pervious paving system is used. Additional landscaping must also be provided in these circumstances.

The City of Seabrook, New Hampshire also has parking maximums. When the City abolished minimum parking requirements in January, 2019, the City took their previous 'minimum' parking requirements and made them into their 'maximum' parking requirements.

Section 6.4 of the Commercial Parking Study notes that that in areas where land may be more readily available, and/or at lower land values, parking maximums may be regarded as an imposition, rather than a benefit to developers. This observation was echoed through staff's supplemental review other North American municipalities.

The harmonization of ratios across commercial uses found in the City's Zoning By-law

Section 7.0 of the Commercial Parking Study recommends new parking rates for the following uses: Convenience Store; Personal Service Shop; Restaurant; Retail Store; and, Shopping Centre. The Study outlines that these new parking rates would be more consistent with comparator municipalities and would reflect the feedback received as part of the stakeholder interviews. Staff was asked why

these uses were singled out and was asked about the harmonization of parking ratios across commercial uses found in the City's Zoning By-law.

Parking and Loading Provisions are found in Part 5 of the City's Zoning By-Law (See Reference 4). Table 5.4 establishes non-residential parking requirements for all zones (except the C6 Zone). For example, while a retail store is permitted in a few zones, its parking requirements remain the same at 1/20 sq metres of net floor area. For Council's convenience, staff has reorganized the table in a way to highlight which parking ratios are similar (note that not all uses are represented in the following table (see Table 5.4. for all uses). Only some of the more 'common' commercial uses and some of the more 'common' parking ratios are included here. A + sign indicates additional provisions apply):

1/10 sq. m	1/20 sq. m	1/30 sq. m	Study Recommendations
Adult Entertainment Parlours	Audio/Visual Studio (+)	Automotive Use	Restaurant (1/12.5 sq. m)
Bus Terminal	Commercial School	Business Office	Retail Store (1/33 sq. m)
Restaurant(+)	Convenience Store	Financial Institution	Convenience Store (1/33 sq. m)
Tavern (+)	Dry Cleaning Establishment	Fuel Depot	Personal Service Shop (1/33 sq. m)
	Funeral Home	Home Improvement Centre	Shopping Centre (1/25 sq. m)
	Garden Nursery	Stockyard	
	Institutional Uses (unless otherwise defined)	Wayside Pit or Quarry (+)	
	Laundromat		
	Mobile Home Dealership		
	Museum		
	Personal Service Shop		
	Place of Amusement		
	Private Club		

	Recreation Vehicle Sale and Service Establishment		
	Service Shop		
	Service Trade		
	Shopping Centre		
	Any other use not specified by table 5.4.		

Further harmonization of commercial and industrial parking ratios could be considered as part of the Employment Lands Strategy Study process.

SUMMARY

Planning Committee deferred the February 19, 2020 Commercial Parking Standards Review report pending additional information on four items. This report provides supplemental information on harmonized, minimum and maximum parking standards. In conducting research for this report, Staff contacted municipalities across North America that have had experience with the elimination of parking standards and/or parking maximums.

This additional review has found:

- That the elimination of minimum parking standards is uncommon in North America and only one major Canadian municipality (Edmonton) is currently considering this policy approach;
- That the imposition of maximum parking standards is also somewhat uncommon, with the review uncovering that determining the correct maximum is problematic and could lead to many requests for variances, and
- That the path that many municipalities take to reducing parking requirements is a phased approach that sees the elimination of parking in the core areas first, followed by the reduction of parking requirements along major transit corridors.

The findings above align with the path that the City of Greater Sudbury is currently on with respect to parking. Minimum parking requirements have not existed in Downtown Sudbury for several decades. The review and adoption of Greater Sudbury's Zoning By-law in 2010 further reduced parking requirements for key uses (e.g. shopping centres: from 1 parking space per 18.5 sq metres in the 1995 By-law to 1 parking space per 20 sq metres in the 2010 By-law). In 2018,

the City introduced a 25% parking reduction for units that are subject to an affordable housing agreement with the City.

The City then took the next step on the path by undertaking a Commercial Parking Study last year that found there are additional opportunities to reduce minimum parking requirements for certain commercial uses and along the GOVA mainlines in addition to other changes to the parking framework. Implementing the recommendations of the Commercial Parking Study would see the City continuing on the path that other North American cities have taken.

RESOURCES CITED

1. "LaSalle Boulevard Corridor Plan and Strategy – Proposed Official Plan Amendment", report presented at June 24 2019 Planning Committee Meeting
<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=7&id=1317>
2. "Best Practices Review: Commercial Parking Requirements"
<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&attachment=28604.pdf>
3. City of Edmonton Website with links to various reports and findings throughout their 4-phase review
[https://www.edmonton.ca/city_government/urban_planning_and_design/comprehensive-parking-review.aspx#:~:text=Open%20Option%20Parking%20will%20remove,item%203.22\)%20for%20a%20decision.](https://www.edmonton.ca/city_government/urban_planning_and_design/comprehensive-parking-review.aspx#:~:text=Open%20Option%20Parking%20will%20remove,item%203.22)%20for%20a%20decision.)
4. City of Edmonton Staff Report for June 23, 2020 Public Hearing on Zoning Amendments related to Open Option Parking

<http://sirepub.edmonton.ca/sirepub/cache/2/ilcnoxroi4ypovmeiskeovvm/93702306112020072751931.PDF>
5. City of Greater Sudbury Zoning By-law
<https://www.greatersudbury.ca/do-business/zoning/zoning-by-law-2010-100z/>
6. Nodes and Corridors Strategy
<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=992&itemid=11977>

7. LaSalle Boulevard Corridor Plan and Strategy

<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=8&id=1227>

Attachment

- A. Supplemental Jurisdictional Scan

ATTACHMENT A – SUPPLEMENT JURISDICTIONAL SCAN

CITY	STATE/PROVINCE	POPULATION (City only, not Metro area)	ELIMINATION OF MINIMUM PARKING REQUIREMENTS	MAXIMUM PARKING	MAXIMUM PARKING NOTES
Edmonton	Alberta	981,280	In progress. Public Hearing on June 23, 2020. City-wide elimination	Yes	City is looking at removing these as part of recent initiative
Minneapolis	Minnesota	425,403	In certain areas only – Downtown and Corridors	Yes	City is reviewing maximum parking rules as it is felt they are too high.
Cincinnati	Ohio	302,405	In certain areas only – done through a parking overlay	Yes	In 1% of their neighbourhoods.
Mount Pleasant	Michigan	25,388	City-wide elimination.	No	N/A
Ashland	Wisconsin	8,209	City-Wide Elimination	Yes	Maximums are established for every use.
Asheville	North Carolina	92,870	Minimum parking standards still in effect.	Yes	Need to use pervious surfaces when maximum exceeded
Seabrook	New Hampshire	8,869	City-wide	Yes	Took former minimums and made them maximums
Dover	New Hampshire	31,771	City-wide	Yes	Maximums are established for every use.
Burlington	Vermont	42,899	No minimums only for certain uses.	Yes	Shall not be more than 125% of neighbourhood parking minimum
Hartford	Connecticut	122,587	Eliminated across the City	Yes	Maximums are established for every use.