

PLANNING COMMITTEE AGENDA

Planning Committee Meeting
Monday, March 9, 2020
Tom Davies Square - Council Chamber

COUNCILLOR FERN CORMIER, CHAIR

Robert Kirwan, Vice-Chair

12:15 p.m. CLOSED SESSION, COMMITTEE ROOM C-12

1:00 p.m. OPEN SESSION, COUNCIL CHAMBER

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.

Resolution to meet in Closed Session to deal with two (2) Proposed or Pending Acquisition or Disposition of Land Matters:

- Sale of Part of Closed Road - Barbara Street, McCrea Heights
- Purchase of Vacant Land - Municipal Road 35, Chelmsford

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 February 18, 2020 from the General Manager of Growth and Infrastructure regarding Claudette Therrien – Application for Zoning By-law Amendment in order to recognize and permit an existing multiple dwelling containing four residential dwelling units, 1240 Paquette Street, Sudbury. **9 - 29**

(RESOLUTION PREPARED)

- Glen Ferguson, Senior Planner

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 ITEMS C-1 TO C-2)

ROUTINE MANAGEMENT REPORTS

- C-1. Report dated February 10, 2020 from the General Manager of Growth and Infrastructure regarding Rogers Communications Inc. – Application for public consultation on a proposed ground-based radio-communication and broadcasting antenna system, 365 Arnley Street, Sudbury. **30 - 41**

(RESOLUTION PREPARED)

(This report provides a recommendation regarding the antenna system for property at 365 Arnley Street, Sudbury.)

- C-2. Report dated February 14, 2020 from the General Manager of Corporate Services regarding Old Skead Road, Garson - Declaration of Surplus Vacant Land. **42 - 44**
(RESOLUTION PREPARED)
(The report provides a recommendation that the vacant land north of Old Skead Road, Garson, be declared surplus to the City's needs and offered for sale to the abutting property owner(s).)

REGULAR AGENDA

PRESENTATIONS

1. Planning Committee 2020 Outlook
(ELECTRONIC PRESENTATION) (FOR INFORMATION ONLY)
• Jason Ferrigan, Director of Planning Services
(This presentation reviews the Planning Services Division's 2020 Work Plan and describes when certain work plan projects will come before Planning Committee for consideration.)

MANAGERS' REPORTS

- R-1. Report dated February 14, 2020 from the General Manager of Growth and Infrastructure regarding Public Art Master Plan - Consultation Strategy. **45 - 50**
(RESOLUTION PREPARED)
(This report provides a recommendation regarding the public art master plan consultation strategy and timeline.)
- R-2. Report dated February 14, 2020 from the General Manager of Growth and Infrastructure regarding Official Plan Amendment No. 102 - LaSalle Boulevard Corridor Strategy. **51 - 79**
(RESOLUTION PREPARED)
(This report provides a recommendation regarding the Official Plan Amendment No. 102 which reflects the LaSalle Boulevard Corridor Plan and Strategy land use planning recommendations.)

MEMBERS' MOTIONS

CORRESPONDENCE FOR INFORMATION ONLY

- I-1. Report dated February 21, 2020 from the Chief Administrative Officer regarding Ontario Job Site Challenge. **80 - 88**
(FOR INFORMATION ONLY)

(This report provides information regarding the Ontario government's Job Site Challenge program and the proposal Economic Development will be submitting to the program.)

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD

ADJOURNMENT

COMITÉ DE PLANIFICATION ORDRE DU JOUR

Réunion du Comité de planification
9 mars 2020
Place Tom Davies - Salle du Conseil

CONSEILLER FERN CORMIER, PRÉSIDENT(E)

Robert Kirwan, Vice-président(e)

12h 15 SÉANCE À HUIS CLOS, SALLE DE RÉUNION C-12

13h 00 SÉANCE PUBLIQUE, SALLE DU CONSEIL

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.

Résolution pour tenir une réunion à huis clos afin de traiter de deux acquisitions ou dispositions projetées ou en cours de terrains:

- la vente d'une partie d'une route fermée - rue Barbara, McCrea Heights
- l'achat d'un terrain vacant - route municipale 35, Chelmsford

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 18 février 2020 portant sur Claudette Therrien – Demande de modification d'un règlement municipal de zonage afin de reconnaître et d'autoriser un immeuble résidentiel existant de 4 logements, 1240, rue Paquette, Sudbury. **9 - 29**
- (RÉSOLUTION PRÉPARÉE)**
- Glen Ferguson, planificateur principal

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 RÉSOLUTIONS C-1 À C-2)

RAPPORTS DE GESTION COURANTS

- C-1. Rapport directeur général, Croissance et Infrastructure , daté du 10 février 2020 portant sur Rogers Communications Inc. – Demande de consultation publique sur un système terrestre proposé d'antennes de radiocommunications et de radiodiffusion, 365, rue Arnley, Sudbury. **30 - 41**
- (RÉSOLUTION PRÉPARÉE)**

(Dans ce rapport, on formule une recommandation concernant le système d'antennes pour la propriété du 365, rue Arnley, à Sudbury.)

- C-2. Rapport Directeur général des Services corporatifs, daté du 14 février 2020 portant sur Chemin Old Skead, Garson – Déclaration de terrain vacant excédentaire. **42 - 44**
(RÉSOLUTION PRÉPARÉE)

(Dans ce rapport, on recommande que le terrain vacant au nord du chemin Old Skead à Garson soit déclaré excédentaire par rapport aux besoins de la municipalité et qu'on offre aux propriétaires de terrain attenant de l'acheter.)

Ordre du jour ordinaire

PRÉSENTATIONS

1. Perspective 2020 du Comité de planification
(PRÉSENTATION ÉLECTRONIQUE) (A TITRE D'INFORMATION)

- Jason Ferrigan, directeur des Services de planification

(Cette présentation passe en revue le plan de travail 2020 de la Division des services de planification et indique quand des projets de plans de travail seront présentés au Comité de planification pour examen.)

RAPPORTS DES GESTIONNAIRES

- R-1. Rapport directeur général, Croissance et Infrastructure, daté du 14 février 2020 portant sur Plan directeur sur l'art public – Stratégie de consultation. **45 - 50**
(RÉSOLUTION PRÉPARÉE)

(Dans ce rapport, on formule une recommandation concernant la stratégie de consultation relativement au Plan directeur sur l'art public et à l'échéancier.)

- R-2. Rapport directeur général, Croissance et Infrastructure, daté du 14 février 2020 portant sur Modification no 102 du Plan officiel – Stratégie pour le corridor du boulevard Lasalle. **51 - 79**
(RÉSOLUTION PRÉPARÉE)

(Dans ce rapport, on formule une recommandation concernant la modification no 102 du Plan officiel qui reflète les recommandations sur l'aménagement du territoire ayant trait au plan et à la stratégie pour le corridor du boulevard Lasalle.)

MOTIONS DES MEMBRES

CORRESPONDANCE À TITRE D'INFORMATION

I-1. Rapport Administrateur en chef, daté du 21 février 2020 portant sur Défi Place à l'emploi de l'Ontario.

80 - 88

(A TITRE D'INFORMATION)

(Dans ce rapport, on fournit des renseignements sur le défi Place à l'emploi du gouvernement de l'Ontario et la proposition que le Service du développement économique lui présentera.)

ADDENDA

PÉTITIONS CIVIQUES

PÉRIODE DE QUESTIONS

LEVÉE DE LA SÉANCE

Presented To:	Planning Committee
Presented:	Monday, Mar 09, 2020
Report Date	Tuesday, Feb 18, 2020
Type:	Public Hearings
File Number:	751-6/19-14

Request for Decision

Claudette Therrien – Application for Zoning By-law Amendment in order to recognize and permit an existing multiple dwelling containing four residential dwelling units, 1240 Paquette Street, Sudbury

Resolution

THAT the City of Greater Sudbury approves the application by Claudette Therrien to amend Zoning By-law 2010-100Z by changing the zoning classification of the subject lands from “R2-2”, Low Density Residential Two to “R2-2(S)”, Low Density Residential Two Special on those lands described as PIN 73567-0215, Part 1, Plan SR-1764, Parcel 16954, Lot 12, Concession 6, Township of Neelon, as outlined in the report entitled “Claudette Therrien”, from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on March 9, 2020, subject to the following conditions:

1. That the owner apply for all required building permits to the satisfaction of the Chief Building Official prior to the passing of an amending zoning by-law; and,
2. That the owner install and demonstrate that 50% of the required front yard contains landscaped open space to the satisfaction of the Director of Planning Services prior to the passing of an amending zoning by-law.

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 permit a multiple dwelling containing four residential dwelling units within the existing building having frontage on Paquette Street in New Sudbury. Staff understands from Fire Services that the owner of the lands was recently in receipt of an Order to Comply (OTC) with respect to a non permitted dwelling unit requiring building permits with respect

Signed By

Report Prepared By

Glen Ferguson
Senior Planner
Digitally Signed Feb 18, 20

Manager Review

Alex Singbush
Manager of Development Approvals
Digitally Signed Feb 18, 20

Recommended by the Division

Jason Ferrigan
Director of Planning Services
Digitally Signed Feb 18, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Feb 21, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Feb 24, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Feb 26, 20

to ensure proper fire separation. The owner in response to the OTC has submitted a rezoning application to the City for consideration. Staff is however recommending that the required building permits where required be applied for and that front yard landscaped open space be installed prior to an amending zoning by-law being passed. The Planning Services Division is 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 is unable to estimate the change in assessment value that may result from the issuance of a building permit and therefore unable to estimate any change in property taxes.

In addition, this would result in development charges of \$10,227 based on one additional multiple dwelling unit that was constructed without a building permit, based on the rates in effect as of the date of this report.

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 “R2-2”, Low Density Residential Two to “R2-2(S)”, Low Density Residential Two Special.

The proposed rezoning is intended to recognize and permit a multiple dwelling containing four residential dwelling units within the existing building presently located on the subject lands. Staff understands from Fire Services that the owner of the lands was recently in receipt of an Order to Comply (OTC) with respect to an a non-permitted dwelling unit requiring building permits with to ensure proper fire separation. The owner in response to the OTC submitted an application for pre-consultation that was considered by the Sudbury Planning Application Review Team (SPART) on September 4, 2019, and the owner has subsequently now submitted a rezoning application to the City for consideration.

The owner has submitted a Concept Plan along with Floor Plans in support of the proposed rezoning that would recognize and permit a multiple dwelling containing four residential dwelling units within the existing building presently located on the subject lands

Existing Zoning: “R2-2”, Low Density Residential Two

The “R2-2” Zone permits a bed and breakfast establishment with a maximum of two rooms, a duplex dwelling, a group home type 1 with a maximum of ten beds, a linked dwelling, a private home daycare, a semi-detached dwelling, and a single-detached dwelling.

Requested Zoning: “R2-2(S)”, Low Density Residential Two Special

The proposed rezoning would add a multiple dwelling containing a maximum of four residential dwellings units as a permitted use in addition to those uses currently permitted in the “R2-2” Zone.

Location and Site Description:

The subject lands are located on the east side of Paquette Street and to the north of Lasalle Boulevard in New Sudbury. The lands have a total lot area of approximately 696 m² (7,500 ft²) with approximately 15 m (50 ft) of lot frontage onto Paquette Street and a lot depth of approximately 45 m (150 ft). The lands presently contain a multiple dwelling having four residential dwelling units.

Surrounding Land Uses:

North: Predominantly lower density urban residential land uses.

East: Predominantly lower density urban residential land uses.

South: Lower density urban residential land uses and general commercial/business industrial land uses along the Lasalle Boulevard corridor.

West: Lower density urban residential land uses and Lasalle Secondary School.

Title: Claudette Therrien

Date: January 31, 2020

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 multiple dwelling containing four residential dwelling units along with a detached garage and outdoor parking area located in the rear yard. Photos of the immediately surrounding residential area also included illustrate the lower density residential nature of the general area.

Public Consultation:

The statutory Notice of Application was provided to the public by newspaper and to nearby landowners and tenants located within 120 m (400 ft) of the subject lands on October 10, 2019. The statutory Notice of Public Hearing dated February 20, 2020 was provided to the public by newspaper and to nearby landowners and tenants located within 120 m (400 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 distributed a handout describing their rezoning application to immediate neighbours in the area.

At the time of writing this report, no emails or letter submissions have been received by the Planning Services Division. Staff did receive one phone call from an area resident who was seeking clarification on the lands to be rezoned and what land uses would be permitted should the application be approved.

POLICY AND REGULATORY FRAMEWORK:

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

- [2014 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.

2014 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 2014 Provincial Policy Statement (PPS). The following PPS policies are applicable to this application for rezoning:

1. 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 should have a mix of densities and land uses which efficiently use land and resources, are appropriate for the infrastructure available, minimize negative impacts on air quality and climate change and support active transportation and are transit-supportive are to be promoted;

3. Section 1.1.3.4 notes that appropriate development standards should be promoted which facilitate intensification and compact form, while avoiding or mitigating risks to public health and safety;
4. Section 1.4.3 outlines that municipalities are required to provide an appropriate range and mix of housing types and densities to meet the needs of current and future residents. Forms of housing which meet social, health and well-being needs are to be encouraged;
5. Section 1.4 generally requires municipalities to provide for an appropriate range of housing types and densities in order to meet the housing needs of current and futures residents;
6. Section 1.4.3 specifically directs municipalities to permit and facilitate all forms of housing required to meet the social, health and well-being requirements of current and future residents and to permit and facilitate all forms of intensification; and,
7. Section 1.4.3 also directs 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.

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 are 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 Living Area 1 in the Official Plan for the City of Greater Sudbury. Living Area 1 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 neighborhoods, 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.

The following policies under the Living Area 1 designation are relevant to the proposed rezoning:

Section 3.2.1 of the Official Plan outlines that the Living Area 1 designation permits low density residential uses up to a maximum density of 36 units per hectare, medium density residential uses up to a maximum density of 90 units per hectare and high density residential uses up to a maximum density of 150 units per hectare. Medium density housing should be located in close proximity to Arterial Roads, public transit, main employment and commercial areas, open space areas and community/recreational services. Medium density development is to be located where adequate servicing capacities exist along with a road system that can accommodate the growth. High density residential development is permitted in the community of Sudbury.

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 2.3.3 of the Official Plan generally acknowledges that residential intensification is an effective means of ensuring the efficient use of land and infrastructure in the City. Intensification is permitted in the Living Area 1 designation and encouraged on sites with suitable existing or planned infrastructure. Intensification is to 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 development proposal.

Section 2.3.3.9 establishes criteria to evaluate applications for intensification:

- a) Suitability of the site in terms of size and shape of the lot, soil conditions, topography and drainage;
- b) The compatibility of the 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 provision of adequate ingress/egress, off street parking and loading facilities, and safe and convenient vehicular circulation; and,
- e) The availability of existing or planned, or potential to enhance, public transit and active transportation infrastructure.

Residential intensification proposals are to be assessed so that the concerns of the community and the need to provide opportunities for residential intensification are balanced.

Section 18.0 of the Official Plan generally includes policies which encourage the provision of adequate and affordable housing for all residents in the City of Greater Sudbury. Section 18.2.1 addresses the achievement of diversity in housing type and form. Those policies under Section 18.2.1 which are relevant to the development proposal include:

- 1. To encourage a wide range of housing types and forms suitable to meet the housing needs of all current and future residents;
- 2. To encourage production of smaller (ie. one and two bedroom) units to accommodate the growing number of smaller households; and,
- 3. To promote a range of housing types suitable to the needs of senior citizens.

The application conforms to the Official Plan for the City of Greater Sudbury subject to a review of the above noted land use planning considerations.

Title: Claudette Therrien

Date: January 31, 2020

Zoning By-law 2010-100Z:

The owner is requesting that the subject lands be rezoned to “R2-2(S)” in order to recognize and permit a multiple dwelling containing four residential dwelling units within the existing building presently located on the subject lands. The “R2-2” Zone does not permit a residential built-form being that of a multiple dwelling containing four residential dwelling units. There are no provisions in the “R2-2” Zone which contemplate development standards for this type of built-form as a multiple dwelling is not permitted as of right in the “R2-2” Zone. No site-specific relief from any general or parking provisions or from the development standards of the “R2-2” Zone is being requested by the owner.

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, Operations, and Roads have each advised that they have no concerns from their respective areas of interest.

Building Services has advised that prior to passing an amending zoning by-law a satisfactory building permit application for the proposed multiple dwelling is required to the satisfaction of the Chief Building Official. Records also indicate there is no building permit for a “sunroom” addition that was made to the existing building and the above noted building permit application must also address this matter. Building Services has also noted from a zoning requirement perspective that “Parking Space #1” on the submitted sketch abuts a building wall and must therefore have a width of 3 m (9.84 ft) and, in addition, the lands are required to provide for 50% landscaped open space in the required front yard.

Development Engineering advises that the lands are presently serviced with municipal water and sanitary sewer infrastructure.

Traffic and Transportation has no concerns provided that sufficient parking spaces can be provided on the lands that complying with zoning requirements.

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 New Sudbury is an identified settlement area in the City's Official Plan. The addition of a multiple dwelling containing four residential dwelling units in addition to those other uses permitted in the requested "R2-2" Zone in this urban setting and location on Paquette Street 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 north of Lasalle Boulevard in the City. The lands are serviced with municipal water and sanitary sewer and access to public transportation is available to the south at Lasalle Boulevard and Barry Downe Road (ie. New Sudbury Transit Hub, 1 – Main Line & 2 – Barry Downe-Cambrian). Active transportation is also an option for residents as sidewalks are available on the east side of Paquette Street providing access to the Lasalle Boulevard corridor. The proposed rezoning will make good intensified use of the subject lands from a good land use planning perspective;
3. The subject lands are presently zoned to permit a range of lower density residential uses including a bed and breakfast establishment with a maximum of two rooms, a duplex dwelling, a group home type 1 with a maximum of ten beds, a linked dwelling, a private home daycare, a semi-detached dwelling, and a single-detached dwelling. Staff is however satisfied that the lands can appropriately be zoned to permit a multiple dwelling containing four residential dwelling units at a higher density than currently permitted and in doing so no risks have been identified with respect to public health and safety. Staff notes that the owner is not seeking any site-specific relief in order to accommodate the built-form they are requesting being that of multiple dwelling having four residential dwelling units;
4. Staff is of the opinion that the proposed rezoning would positively contribute to and allow for additional housing options in terms of tenure and built-form in this particular area of New Sudbury. The rezoning would also positively contribute to permitting and facilitate all forms of housing to meet social, health and well-being requirements for current and future residents in New Sudbury and surrounding areas of the City;
5. Staff notes that in this particular area there are not many properties zoned for multiple dwellings. Staff also notes that in this part of New Sudbury this opportunity to provide for a multiple dwelling in this context would represent a positive contribution toward improving the mix of housing types and built-forms available in this particular neighbourhood; and,
6. As previously noted, the lands are presently serviced with municipal water and sanitary sewer infrastructure and therefore the rezoning would represent the municipality directing new housing options toward locations where appropriate municipal infrastructure and public service facilities are available.

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 to allow for a multiple dwelling containing four residential dwelling units as an additional permitted use on the subject lands are discussed in detail below.

With respect to general Living Area 1 policies in the Official Plan, staff has the following comments:

1. The proposed residential land use being that of a multiple dwelling containing four residential dwellings units is permitted within the Living Area 1 designation and would yield a density of approximately 57 residential dwelling units per hectare, which is within the threshold of those medium density residential policies in the Official Plan; and,
2. Staff is of the opinion that the proposed residential density is not excessive and that the submitted sketch demonstrates that the multiple dwelling containing four residential dwelling units that is being proposed can be reasonably accommodated in this setting on Paquette Street in New Sudbury and in close proximity to the Lasalle Boulevard corridor. Staff also has no concerns with the lands retaining all other permitted land uses in the "R2-2" 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 both the submitted sketch of the existing building and parking areas and are satisfied that in general a land use in the form of multiple dwelling containing four residential dwelling units can be reasonably situated on the site and the subject lands are of appropriate size and shaped to accommodate the proposed density and built-form;
2. Staff notes the subject lands are located along the east side of Paquette Street and within an established residential neighbourhood having homes of varying ages in terms of housing stock and consisting of predominantly single-detached dwellings and other residential buildings containing two or three residential dwelling units. There also may be some legal non-conforming residential uses in the area. Staff is of the opinion that to permit a multiple dwelling having four residential dwelling units in this setting is not an excessive departure from the generally low density nature of this particular residential neighbourhood in New Sudbury. Staff in reviewing the submitted sketch is satisfied that the residential land use being requested can be reasonably accommodated in this residential setting with respect to scale, massing, height, siting, setbacks and the location of parking and amenity areas. No site-specific relief beyond permitting is required in order to accommodate the requested land use;
3. Staff is satisfied that adequate on-site parking in the rear yard, lighting, landscaping and amenity areas can be provided on the subject lands. The built-form being that of a multiple dwelling is permitted as a medium density residential built-form in the Living Area 1 designation. It is noted that it is the opinion of staff that comprehensive site lighting is not a concern in this medium density residential setting. The submitted sketch demonstrates that sufficient land is available to provide each dwelling unit with one required parking space, along with visitor parking spaces, either within the detached garage or in the rear yard. Sufficient area for some landscaped open space and outdoor amenity area would also appear to be available in the front yard provided that the owner re-institutes landscaped open space comprising of 50% of the required front yard, which is being recommended by staff. The front yard parking area is not required to service the lands from a parking perspective and should therefore be removed in favour of re-instituting front yard landscaping; and,
4. Staff is satisfied that minimal traffic impacts would be generated along Paquette Street should the one additional residential dwelling unit located within the existing multiple dwelling building 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 of the opinion that the addition of a multiple dwelling containing four residential dwelling units along with continuing to permit other uses in the “R2-2” Zone can be accomplished in a complementary manner without disrupting the existing character of the residential neighbourhood in this part of New Sudbury. Maintaining those other uses permitted in the standard “R2-2” Zone will allow for continued and appropriate flexibility in terms of potential land uses on the subject lands.

Staff is satisfied that the existing building as constructed does not appear imposing on nearby low density single-detached dwellings and it directly abutting similar buildings in terms of appearance from the Paquette Street right-of-way. Staff is of the opinion that there is no negative impact on the existing character of this particular residential area should the additional residential dwelling unit within the existing building be permitted. No issues with respect to soil conditions, drainage or topography were identified in the review of the application. Staff has noted that should the front yard landscaping be installed as recommend that it is anticipated that the resulting multiple dwelling with four residential dwelling units can adequately provide for on-site landscaping, fencing, and planting in a complimentary manner to other uses in the immediate area. No issues with respect to adequate ingress and egress from the lands onto Paquette Street, or other roads and traffic matters in the vicinity of the lands, were identified through the circulation of the application. Staff has also noted in this report that there is access to public transit and active transportation options in this particular part of New Sudbury. Staff is therefore satisfied that this represents a balanced approach to intensification in this setting.

With respect to housing policies set out under Section 18.0 of the Official Plan, staff notes that the proposed would allow for what amount to a multiple dwelling containing four residential dwelling units on the subject lands as opposed to a multiple dwelling containing three residential dwelling units and the request therefore represents an opportunity to improve the availability and provision of adequate and affordable housing in the community of Sudbury. The addition of one additional residential dwelling unit within the existing multiple dwelling as a permitted use in general would also positively contribute to the diversity of housing types and forms available in the general neighbourhood along Paquette Street and to the north of Lasalle Boulevard. Staff would advise the owner that the Official Plan encourages and is supportive of residential dwelling units which have two bedrooms or less which serve as an attractive housing option for those with smaller household sizes living in or wanting to live New Sudbury. Staff are also of the opinion that the proposed rezoning in general will contribute to ensuring that a range of suitable housing types are available to meet the needs of senior citizens living in New Sudbury.

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

The owner is requesting that the subject lands be rezoned from “R2-2”, Low Density Residential Two to “R2-2(S)”, Low Density Residential Two Special. Staff in general has no concerns with the requested zone category. Staff further notes that beyond adding a multiple dwelling having four residential dwelling units that the amending zoning by-law will continue to also allow for all other uses permitted in the standard “R2-2” Zone. Staff has reviewed the submitted sketch and analyzed those other uses that could locate on the lands and are satisfied that the “R2-2(S)” request to also permit a multiple dwelling with four residential dwelling units is both reasonable and supportable.

It should be noted that staff supports the rezoning on the condition that the owner install a minimum of 50% landscaped open space in the required front yard and that no parking areas be provided for in the required front yard as a result. Staff notes however in this respect that the cleared area in the front yard is not necessary for the purposes of providing off-street parking in compliance with parking requirements for the proposed multiple dwelling containing four residential dwellings units. There is a detached garage at present located in the rear of the subject lands providing two parking spaces and the submitted sketch depicts an additional four parking spaces along the northerly lot line. Staff notes that all parking space dimensions on the submitted sketch appear to comply with those dimension requirements set out in the City's Zoning By-law.

Title: Claudette Therrien

Date: January 31, 2020

Staff would recommend that no amending zoning by-law be enacted until such time as required building permits be applied for to the satisfaction of the Chief Building Official and that 50% landscaped open space in the required front yard be installed to the satisfaction of the Director of Planning Services prior.

CONCLUSION:

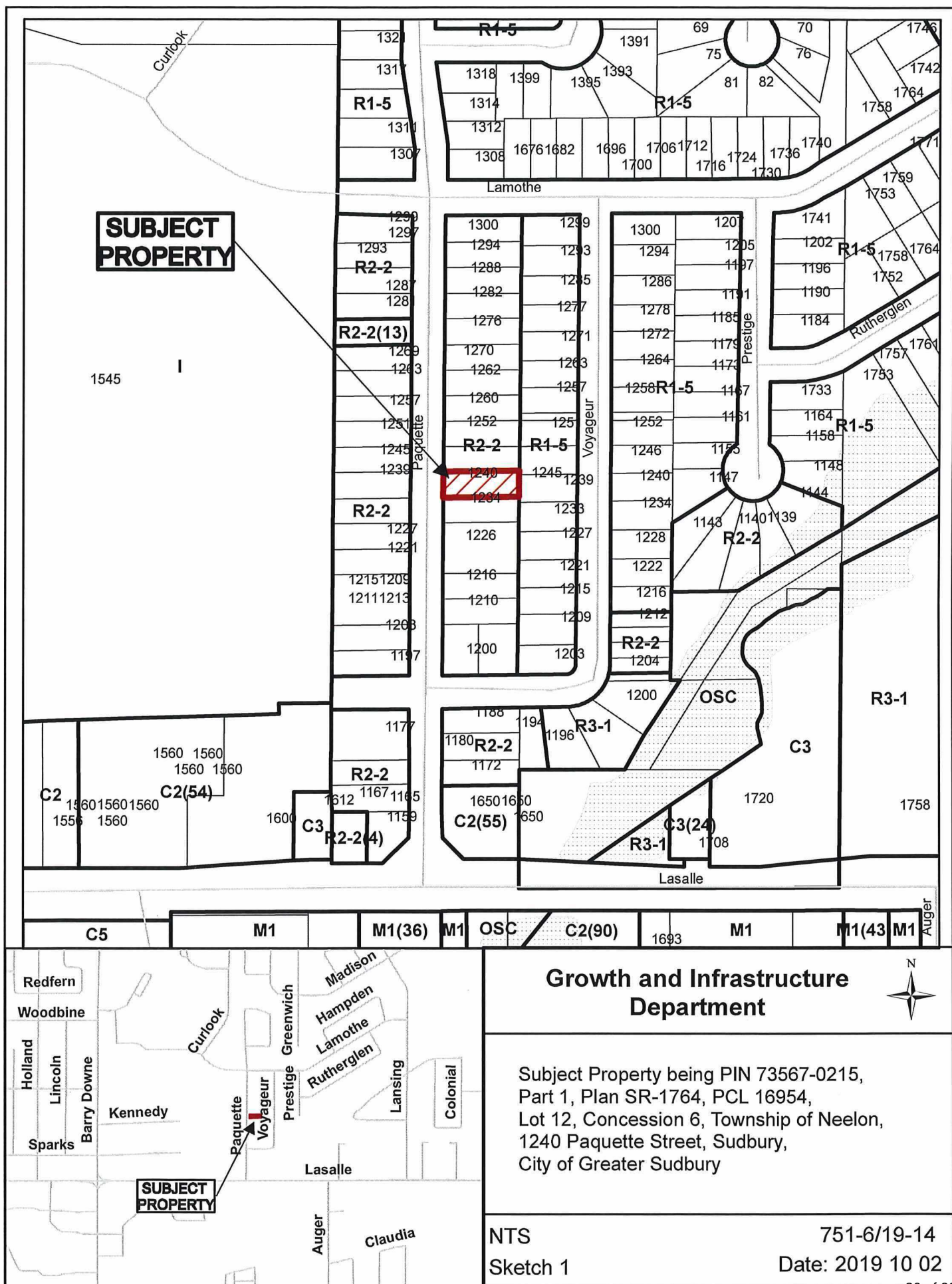
Staff has reviewed the development proposal and is satisfied that it conforms with the Official Plan for the City of Greater Sudbury. The development proposal is also generally consistent with the land use planning policy directions identified in the PPS. Staff also notes that the application conforms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

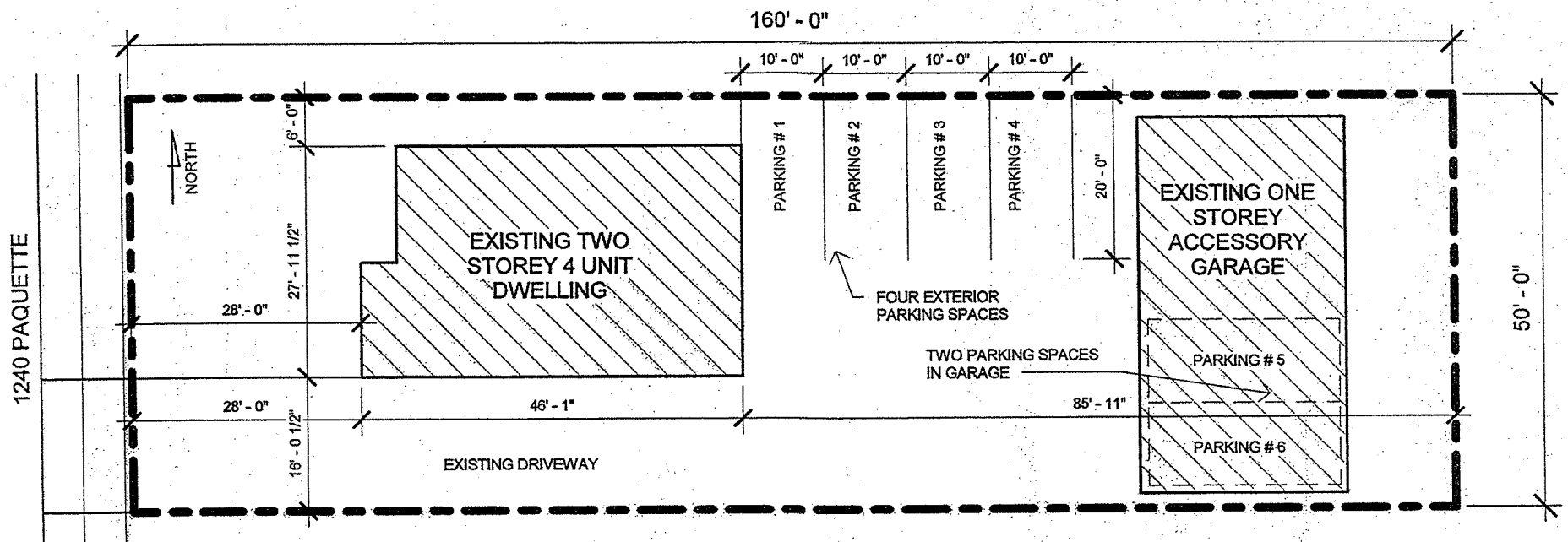
Staff is recommending that required building permits where required be applied for and that 50% landscaped open space in the required front yard be installed prior to an amending zoning by-law being passed. It is noted that the existing parking area in the front yard is not required from an on-site parking perspective as adequate parking for each residential dwelling unit is provided for in the rear yard.

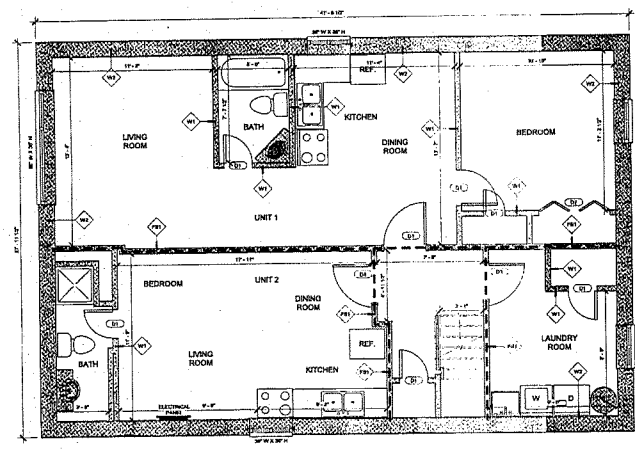
The following are the principles of the proposed site-specific amending zoning by-law:

- To add a multiple dwelling having a maximum of four residential dwelling units as a permitted use on a site-specific basis in addition to those uses currently permitted within the standard "R2-2" Zone; and,
- For clarity purposes that 50% of the required front yard be landscaped open space.

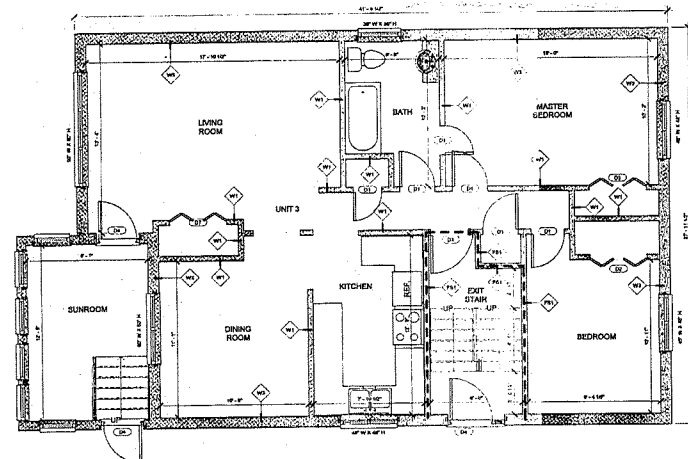
The Planning Services Division therefore recommends that the application for Zoning By-law Amendment be approved in accordance with the resolution section of this report.



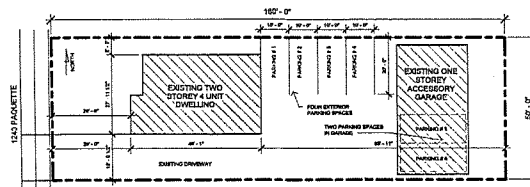




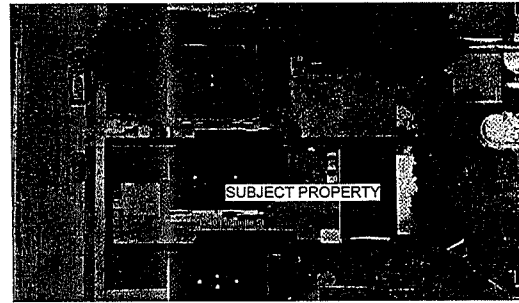
1. BASEMENT PLAN
1/4" = 1'-0"



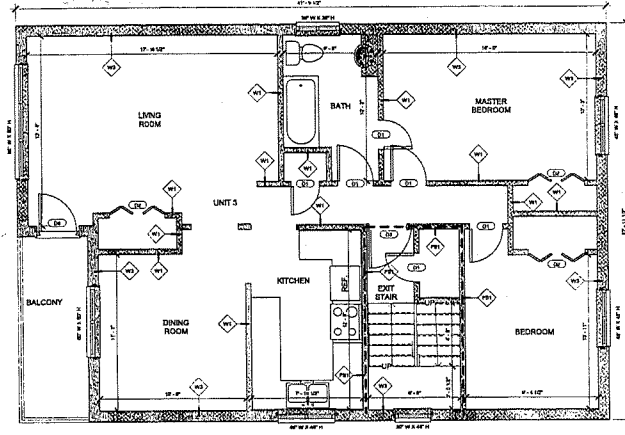
2. FIRST FLOOR PLAN
1/4" = 1'-0"



3. PLOT PLAN
1" = 20'-0"

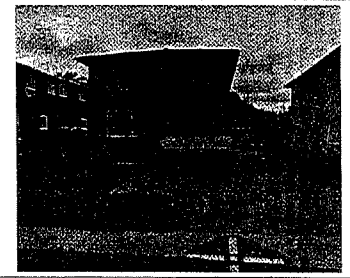


3. SECOND FLOOR PLAN
1/4" = 1'-0"



Ontario Building Code Data Sheet - Part 11 - Renovation of Existing Building			600
11.1	Existing Building Description	Description: Existing Construction: Existing Renovation: Existing X Not Applicable (no change of major occupancy)	11.1.1 11.1.1.1 11.1.1.2 11.1.1.3
11.2	Alteration in Existing Building Use	Existing Use: Existing Proposed Use: Existing	11.2.1 11.2.2
11.3	Reduction in Fire Resistance Limit	Structural: X No <input type="checkbox"/> Yes (specify) <input type="checkbox"/> Yes (specify) 2x Increase in fire-resistance limit: X No <input type="checkbox"/> Yes (specify) <input type="checkbox"/> Yes (specify) 1x Increase in fire-resistance limit: X No <input type="checkbox"/> Yes (specify) <input type="checkbox"/> Yes (specify) Damage system: X No <input type="checkbox"/> Yes (specify) <input type="checkbox"/> Yes (specify)	11.3.1 11.3.2 11.3.3 11.3.4 11.3.5
11.4	Compensating Construction	Structural: X No <input type="checkbox"/> Yes (specify) <input type="checkbox"/> Yes (specify) No structural changes proposed or required Increase in dead load: X No <input type="checkbox"/> Yes (specify) <input type="checkbox"/> Yes (specify) No increase in dead load	11.4.1 11.4.2 11.4.3 11.4.4

	Change of major occupancy: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (specify)	
	No Change in major occupancy	11.4.5.4
	Penetration: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (specify)	
	No plumbing work proposed or required	11.4.5.8
	Seepage System: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (specify)	
	N/A	11.4.5.9
11.5	Compliance Accessibility Proposed: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (see number(s)) 11.5.1.1 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.2 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.3 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.4 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.5 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.6 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.7 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.8 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.9 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.10 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.11 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.12 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.13 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.14 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.15 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.16 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.17 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.18 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.19 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.20 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.21 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.22 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.23 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.24 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.25 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.26 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.27 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.28 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.29 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.30 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.31 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.32 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.33 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.34 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.35 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.36 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.37 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.38 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.39 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.40 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.41 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.42 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.43 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.44 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.45 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.46 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.47 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.48 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.49 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.50 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.51 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.52 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.53 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.54 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.55 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.56 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.57 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.58 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.59 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.60 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.61 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.62 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.63 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.64 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.65 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.66 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.67 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.68 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.69 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.70 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.71 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.72 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.73 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.74 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.75 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.76 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.77 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.78 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.79 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.80 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.81 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.82 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.83 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.84 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.85 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.86 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.87 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.88 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.89 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.90 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.91 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.92 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.93 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.94 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.95 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.96 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.97 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.98 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.99 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.100 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.101 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.102 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.103 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.104 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.105 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.106 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.107 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.108 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.109 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.110 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.111 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.112 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.113 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.114 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.115 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.116 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.117 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.118 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.119 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.120 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.121 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.122 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.123 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.124 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.125 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.126 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.127 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.128 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.129 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.130 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.131 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.132 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.133 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.134 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.135 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.136 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.137 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.138 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.139 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.140 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.141 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.142 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.143 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.144 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.145 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.146 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.147 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.148 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.149 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.150 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.151 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.152 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.153 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.154 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.155 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.156 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.157 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.158 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.159 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.160 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.161 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.162 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.163 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.164 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.165 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.166 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.167 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.168 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.169 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.170 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.171 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.172 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.173 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.174 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.175 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.176 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.177 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.178 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.179 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.180 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.181 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.182 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.183 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.184 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.185 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.186 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.187 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.188 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.189 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.190 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.191 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.192 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.193 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.194 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.195 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.196 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.197 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.198 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.199 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.200 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.201 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.202 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.203 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.204 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.205 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.206 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.207 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.208 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.209 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.210 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.211 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.212 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.213 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.214 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.215 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.216 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.217 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.218 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.219 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.220 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.221 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.222 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.223 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.224 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.225 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.226 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.227 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.228 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.229 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.230 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.231 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.232 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.233 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.234 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.235 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.236 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.237 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.238 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.239 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.240 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.241 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.242 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.243 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.244 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.245 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.246 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.247 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.248 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.249 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.250 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.251 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.252 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.253 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.254 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.255 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.256 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.257 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.258 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.259 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.260 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.261 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.262 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.263 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.264 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.265 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.266 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.267 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.268 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.269 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.270 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.271 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.272 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.273 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.274 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.275 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.276 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.277 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.278 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.279 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.280 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.281 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.282 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.283 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.284 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.285 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.286 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.287 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.288 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.289 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.290 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.291 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.292 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.293 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.294 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.295 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.296 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.297 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.298 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.299 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.300 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.301 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.302 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.303 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.304 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.305 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.306 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.307 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.308 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.309 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.310 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.311 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.312 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.313 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.314 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.315 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.316 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.317 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.318 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.319 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.320 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.321 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.322 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.323 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.324 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.325 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.326 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.327 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.328 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.329 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.330 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.331 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.332 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.333 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.334 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.335 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.336 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.337 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.338 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.339 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.340 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.341 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.342 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.343 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.344 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.345 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.346 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.347 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.348 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.349 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.350 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.351 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.352 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.353 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.354 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.355 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.356 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.357 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.358 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.359 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.360 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.361 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.362 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.363 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.364 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.365 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.366 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.367 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.368 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.369 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.370 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.371 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.372 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.373 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.374 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.375 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.376 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.377 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.378 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.379 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.380 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.381 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.382 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.383 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.384 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.385 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.386 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.387 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.388 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.389 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.390 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.391 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.392 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.393 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.394 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.395 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.396 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.397 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.398 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.399 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.400 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.401 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.402 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.403 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.404 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.405 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.406 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.407 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.408 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.409 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.410 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.411 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.412 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.413 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.414 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.415 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.416 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.417 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.418 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.419 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.420 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.421 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.422 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.423 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.424 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.425 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.426 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.427 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.428 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.429 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.430 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.431 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.432 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.433 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.434 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.435 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.436 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.437 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.438 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.439 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.440 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.441 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.442 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.443 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.444 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.445 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.446 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.447 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.448 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.449 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.450 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.451 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.452 – 25 mm horizontal slip resistance between curbs, ramping, 11.5.1.453 – 25 mm horizontal slip resistance between curbs, ramping, 11	



THESE DRAWINGS AND THE DESIGN CONTAINED ON THEM ARE THE PROPERTY OF NORTH SOUTH STUDIO. ANY REUSE, REPRODUCTION, OR MODIFICATION OF THESE DRAWINGS WITHOUT THE WRITTEN PERMISSION OF NORTH SOUTH STUDIO IS STRICTLY PROHIBITED. THESE DRAWINGS ARE PROVIDED BY CONTRACT LAW AND ANY UNAUTHORIZED REPRODUCTION WILL BE A VIOLATION OF THE CONTRACT.

REVISIONS

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		

NORTH SOUTH STUDIO
218 DECORE ROAD
ST. CHARLES, ONTARIO
P0M 2V0
PHONE: (709) 618-7727
E-MAIL: nssstudio@gmail.com
WEBSITE: www.northsouthstudio.com

PROJECT
AS-BUILT DRAWINGS FOR
1240 PAQUETTE STREET, SUDBURY
ON THIS SHEET
PLANS, CODE REVIEW & PLOT PLAN

DRAWN
AM
CHECKED
AM
DATE
05/01/19
SCALE
As Indicated

North South Studio
YOUR HOME IS OUR PASSION

WWW.NORTHSSOUTHSTUDIO.ONLINE

A1



PHOTO #1 – Subject lands containing a multiple dwelling with four residential dwelling units as viewed from Paquette Street looking east.



PHOTO #2 – Existing driveway on the subject lands providing access to the rear yard as viewed from Paquette Street looking east.



PHOTO #3 – Existing detached garage in the rear yard of the subject lands.



PHOTO #4 – Existing parking area located in the rear yard between the main building and the detached garage on the subject lands.



PHOTO #5 – Existing residential building located to the immediate south of the subject lands as viewed from Paquette Street.



PHOTO #6 – Existing residential buildings to the immediate north of the subject lands as viewed from Paquette Street.

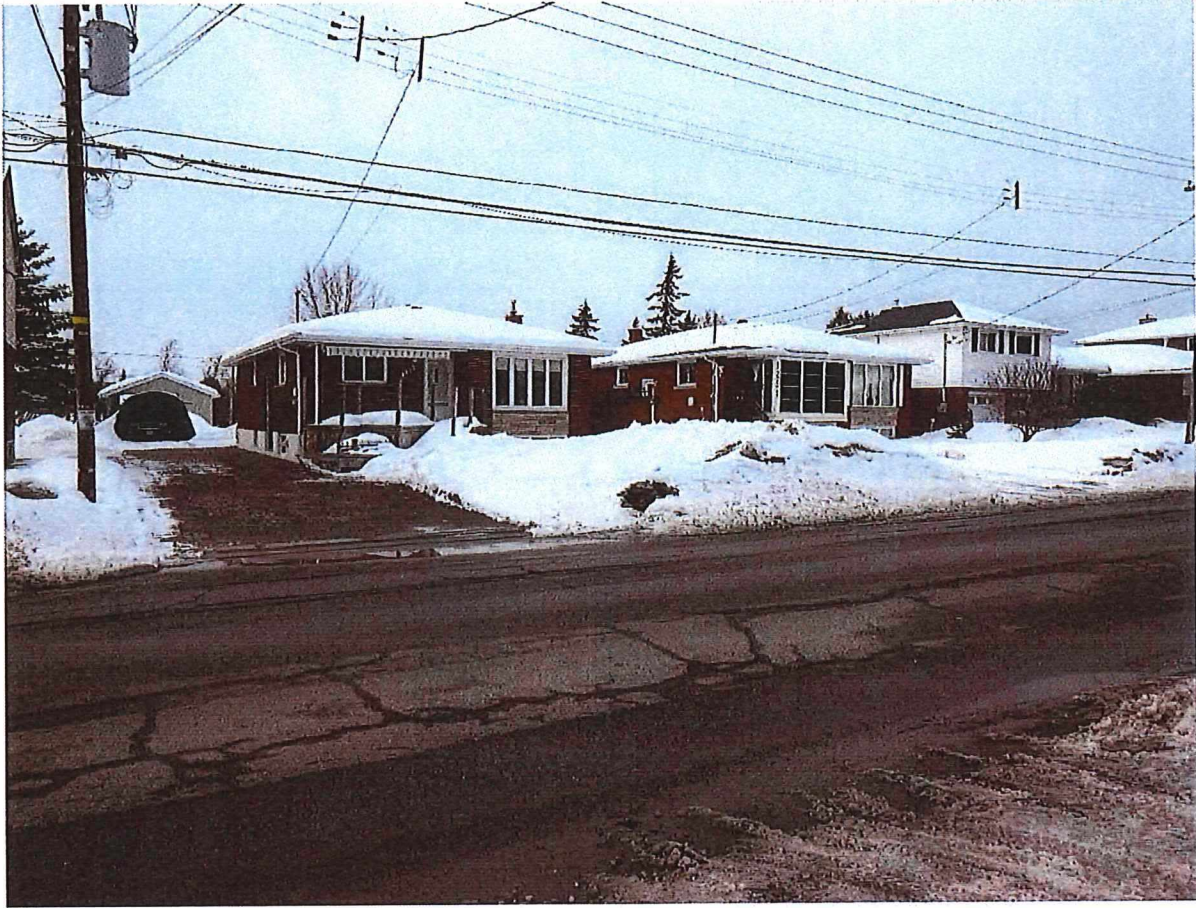


PHOTO #7 – Existing residential buildings to the immediate west of the subject lands as viewed from Paquette Street.

Request for Decision

Rogers Communications Inc. – Application for public consultation on a proposed ground-based radio-communication and broadcasting antenna system, 365 Arnley Street, Sudbury

Presented To:	Planning Committee
Presented:	Monday, Mar 09, 2020
Report Date	Monday, Feb 10, 2020
Type:	Routine Management Reports
File Number:	705/19-4

Resolution

THAT the City of Greater Sudbury directs the City's Designated Municipal Officer to indicate a position of concurrence to Innovation, Science and Economic Development Canada with respect to the proposed radio-communication and broadcasting antenna system that is to be located on those lands known and described as Blocks F to H, Plan 4S, Lot 7, Concession 3, Township of McKim, as outlined in the report entitled "Rogers Communications Inc.", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on March 9, 2020.

Relationship to the Strategic Plan / Health Impact Assessment

The City's Strategic Plan under Section 4 states Council's desire to "prepare the ground" for economic growth throughout the community. This is to be achieved in part through investment in resources and collaboration with other public sector agencies and senior levels of government. This enables the City to advance initiatives and sustain a great quality of life and increase capacities to respond to new opportunities. Section 4.4 specifically notes that the City intends to invest in transformative facilities, spaces and infrastructure initiatives that support economic activity. In particular, the proposed antenna system in this location has been chosen and is intended to improve access to broadband internet service within an existing and underserved rural residential cluster.

The application for public consultation on a proposed radio-communication and broadcasting antenna system is also an operational matter under the federal *Radio-communication Act* to which the City is responding.

Signed By

Report Prepared By

Glen Ferguson
Senior Planner
Digitally Signed Feb 10, 20

Manager Review

Alex Singbush
Manager of Development Approvals
Digitally Signed Feb 10, 20

Recommended by the Division

Jason Ferrigan
Director of Planning Services
Digitally Signed Feb 10, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Feb 21, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Feb 23, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Feb 26, 20

Report Summary

This report reviews an application for public consultation for a proposed antenna system located at 365 Arnley Street in the community of Sudbury. The proposed shrouded mono-pole and ground-based antenna system would have a maximum height of 40 m (131.23 ft) and would be located on a northerly portion of the lands and to the north of the existing non-residential building located on the subject lands. The antenna system would be accessed via the existing driveway entrance at the easterly end of Arnley Street. Staff is satisfied that in general the proposed antenna system meets the City's location and development guidelines requirements and there are no areas of concern with respect to the proposed antenna system. The proponent has completed full public consultation requirements set out under Section 8.0 of the City's Protocol including a mailed notification to area residents, providing for a commenting and response period for area residents and businesses, and the holding of a Public Information Session. The proponent has also provided the City with a Public Consultation Report outlining the results of the public consultation process. The application for public consultation was also circulated for review and comment to relevant agencies and departments, as well as to the local councilor and no concerns from a land use planning perspective were provided to the Planning Services Division. The Planning Services Division is therefore recommending that the City's Designated Municipal Officer indicate a position of concurrence to Innovation, Science and Economic Development Canada with respect to the proposed radio-communication and broadcasting antenna system as described in this report.

Financial Implications

This report has no financial implications.

Title: Rogers Communications Inc.

Date: January 27, 2020

STAFF REPORT

Proponent:

Rogers Communications Inc.

Agent:

Forbes Bros Ltd.

Location:

Blocks F to H, Plan 4S, Lot 7, Concession 3, Township of McKim (365 Arnley Street, Sudbury)

Application:

To engage in public consultation and obtain a position of concurrence or non-concurrence from the City of Greater Sudbury that is to be provided to Innovation, Science and Economic Development Canada (ISED) with respect to a proposed ground-based antenna system.

Proposal:

The proposed self-support ground-based antenna system would have a maximum height of 40 m (131.23 ft) and would be located on a northerly portion of the lands at the end of Arnley Street and to the north of the existing building located on the subject lands. The antenna system would be accessed via the existing driveway entrance at the end of Arnley Street.

Jurisdiction and Roles:

Under the [Radiocommunication Act](#), the Minister of ISED has sole jurisdiction over inter-provincial and international communication facilities. The final decision to approve and license the location of an antenna system is made only by ISED.

The role of the City of Greater Sudbury is to issue a statement of concurrence or non-concurrence to ISED. This statement is to consider only the land use compatibility of the proposed antenna system, the responses of affected residents and adherence by the proponent to public consultation protocol requirements. By-law 2017-5, as amended, referred to as the Delegation By-law for the City of Greater Sudbury has identified the Manager of Development Approvals as being the City's Designated Municipal Officer (DMO) for the purposes of implementing the City's [Radio-communication and Broadcasting Antenna Systems Public Consultation Protocol](#).

Proponents themselves are tasked with strategically locating antenna systems to satisfy technical criteria and operational requirements in response to public demand. Throughout the siting process, proponents are expected to adhere to the antenna siting guidelines set out by both ISED and the City of Greater Sudbury. It is also noted that a proponent must additionally comply with all related federal legislation and regulations such as Health Canada's [Safety Code 6](#), the [Canadian Environmental Assessment Act](#) and any [NAV Canada](#) and [Transport Canada](#) painting and lighting requirements for aeronautical safety.

Title: Rogers Communications Inc.

Date: January 27, 2020

Site Description & Surrounding Uses:

The subject lands are located at the easterly end of Arnley Street and to east of Whittaker Street in the community of Sudbury. The lands have a total lot area of approximately 2,834 m² (30,504.92 ft²) with approximately 18.6 m (61.02 ft) of frontage at the end of Arnley Street where the proposed antenna system would be located. The lands also have approximately 37.85 m (124.18 ft) of frontage onto Haig Street. The lands presently accommodate a legal non-conforming use in the form of an ore bag repair business and a construction/storage/warehousing use all within an existing building situated on the southerly portion of the lands. The northerly portion of the lands intended to accommodate the proposed antenna system encompass an area of approximately 120 m² (1,291.67 ft²) at the end of Arnley Street.

Surrounding uses are predominantly urban residential in nature with having a mix of residential built-forms and densities. The Eyre Cemetery abut to the east of the subject lands and is accessed from Regent Street. There is also a private club to the south of the lands having frontage onto Haig Street. Additional commercial and business industrial uses also exist further to the east along the Regent Street corridor.

Departmental/Agency Circulation:

The application for public consultation was circulated to all relevant agencies and departments.

Active Transportation, Conservation Sudbury, the City's Drainage Section, Roads, Traffic and Transportation, and Operations have each advised that they have no concerns from their respective areas of interest.

Building Services has advised that ground-based antenna systems are permitted in all zones as per Section 4.40.1 b) of the City's Zoning By-law and further that such antenna systems are not subject to [Ontario Building Code](#) requirements. It is however noted by Building Services that any accessory building having a floor area greater than 10.03 m² (108 ft²) are subject to the Ontario Building Code and would require a building permit.

Development Engineering advises that the subject lands are presently serviced with municipal water or sanitary sewer infrastructure.

Staff advises the proponent of the above comments and would encourage that communication where necessary take place between the proponent and the agencies and departments that have provided comment. Staff would further note that at this time none of the comments received have direct impact or raise concern with respect to the proposed antenna system from a land use planning perspective.

Public Consultation:

Pre-Consultation

Pre-consultation for the proposed antenna system was commenced by Forbes Bros Ltd. on behalf of Rogers Communications Inc. with City staff on June 10, 2019. The City's Development Approvals Section confirmed to the proponent on June 12, 2019, that the proposed antenna system was subject to "Area B" under the City's *Radio-communication and Broadcasting Antenna Systems Public Consultation Protocol*. The letter of confirmation dated June 12, 2019, to the proponent also included an information package confirming the City's preferences and requirements for an application for public consultation should the proponent choose to proceed. The owner of the subject lands was also copied on this correspondence for information purposes.

Title: Rogers Communications Inc.

Date: January 27, 2020

Public Consultation Requirements

Those applications for public consultation which propose a ground-based antenna system that exceeds 15 m (50 ft) in height measured from the base and located between 0 m (0 ft) and 150 m (492.13 ft) from the closest residential area are identified as being located within "Area B" on Schedule "A" to the City's Protocol and are therefore required to fully adhere to all public consultation requirements described in Section 8.0 of the City's Protocol.

The proponent is in these instances required to provide a mailed notification of the proposed antenna system, undertake and engage appropriately in written consultation with area residents and businesses, the hosting of a Public Information Session (PIS), and concludes this process by providing the City with a Public Consultation Report (PCR) outlining the results of the public consultation process that was led by the proponent after making the public consultation application to the City.

Staff notes that this particular application for public consultation was not granted any exemptions from Section 5.0 or Section 8.0 of the City's Protocol as may be permitted by the DMO under Section 4.3 of the City's Protocol on a case-by-case basis.

Comments Received

As noted above, the proponent was required to provide notice to those properties located within the prescribed distance of the proposed antenna system and provide for a minimum period of commenting on the proposed antenna system and a minimum period of time that the proponent would have to respond to any concerns before approaching the City for a position of concurrence or non-concurrence. Staff understands that the proponent also held the required PIS on October 22, 2019 at the Main Library on Mackenzie Street between the hours of 5:00PM to 6:45PM.

The proponent did submit a Public Consultation Report (PCR) to the City on January 9, 2020, outlining the public consultation process that was completed as per the requirements of the City's Protocol. The PCR states that no phone calls, emails or letters were received during the period of time allocated for public comment on the proposed antenna system. The PIS was attended by one area resident that inquired about possible health and property value impacts. The resident did file a public comment with the proponent and they were provided with appropriate information as it related to their concerns. Staff notes that a copy of the public comment provided in the PCR also concluded that their questions had been answered by the proponent at the PIS.

Staff also did not receive any phone calls, emails or letters related to the proposed antenna system installation. The PCR also states that the local Ward Councilor was provided with a copy of the public notification package and no concerns have been raised with respect to the proposed antenna system.

The PCR concludes with a request to the City for a position of concurrence or non-concurrence that will then be forwarded to ISEDC.

Internal Review

Staff has since completed an internal circulation and review of the application for public consultation from a land use planning perspective and is now bringing forward this report for Planning Committee's consideration. The City's Protocol in this instance also requires that Planning Committee and Council provide a position of concurrence or non-concurrence with respect to the proposed antenna system to ISEDC. Staff has provided a land use planning analysis of the proposed shrouded mono-pole and ground-based antenna system in the following section of this report.

Title: Rogers Communications Inc.

Date: January 27, 2020

Land Use Planning Analysis:

Proposed Antenna System

The proposed shrouded mono-pole and ground-based antenna system would have a maximum height of 40 m (131.23 ft) and would be located on a northerly portion of the lands and to the north of the existing non-residential building located on the subject lands. The antenna system would be accessed via the existing driveway entrance at the easterly end of Arnley Avenue. There would also be an equipment shelter placed on a concrete slab. The antenna system and equipment shelter is to be surrounded by a barbed-wire, chain-linked fence having a height of 2.4 m (7.87 ft) for security and safety purposes. The proposed shrouded mono-pole antenna system does not require the removal of any existing vegetation as it will be accessed directly from Arnley Avenue and is to be located in an already cleared gravel area to the north of the existing building located on the subject lands.

The proponent has submitted a site plan sketch along with aerial photography and digital renderings, which together depict the location and design of the proposed self-support ground-based antenna system. The site plan, aerial photography and digital renderings are attached to this report for reference purposes.

Closest Residential Area

The City's Protocol defines a Residential Area as, "... the location on a lot occupied by an existing residential dwelling or lands within a Residential Zone or lands designated Living Area 1 or 2 in the Official Plan for the City of Greater Sudbury." The subject lands are designated Living Area 1 in the City's Official Plan and immediately abut residentially zoned properties both to the north and to the west of the subject lands. There is an institutionally zoned property containing a cemetery to the immediate east of the subject lands. The proponent there did not indicate in their application for public consultation that any buffer to a closest residential area exists in this particular set of circumstances. The proponent did however provide a draft mailing notification area that was reviewed by staff.

Staff has reviewed the above and would agree that the proposed shrouded mono-pole and ground-based antenna system would be located within a residential area as defined in the City's Protocol. As indicated previously in this report, "Area B" was deemed to be applicable and full public consultation was required to be completed (ie. mailing notification, appropriate commenting/response periods, and the holding of a PIS) by the proponent prior to bringing this matter for to the Planning Committee and Council to seek a position of concurrence or non-concurrence.

Development Guidelines

Section 6.0 of the City's Protocol outlines development guidelines for proponents to consider with respect to location and design preferences for a proposed antenna system. Section 6.0 is intended to encourage designs that integrate with surrounding land uses and the public realm. Through public consultation on a proposed antenna system, it is acknowledged by ISEDC that a local municipality is well situated to contribute local knowledge to a proponent that is helpful in terms of influencing the appropriateness of a siting-location, as well as the development and design (including aesthetics) of a proposed antenna system.

With respect to the City's location and design preferences, staff has the following comments:

1. Co-location was considered by the proponent and they have advised that there are no existing antenna systems within 500 m (1,640.42 ft) of the search radius that would meet coverage objectives that the proponent is attempting to respond to by proposing a new shrouded mono-pole and ground-based antenna system. The proponent has indicated in their application that it may be possible in the future to provide for co-location opportunities on the proposed antenna system and that they will consider any request to do so accordingly. Staff is satisfied that co-location has been properly considered and notes that the shrouded mono-pole design itself is a trade-off as it can limit co-location opportunities, while at the same time these designs are generally considered to be more aesthetically pleasing and therefore appropriate to use in urban areas where there is close proximity to a residential area;
2. Staff notes that there is a legal non-conforming and non-residential building/land uses operating on the subject lands in a commercial or light commercial-industrial capacity. Properties having these land uses present are identified in the City's Protocol as being a preferred location for antenna systems. Staff also notes that no public views or vistas of important natural and/or man-made features would be negatively impacted should the City provide a position of concurrence on this particular antenna system. It is further noted that the antenna system would abut an institutional, low-intensity and non-residential use being that of a cemetery;
3. Staff notes that the proposed shrouded mono-pole antenna system would immediately abut a cemetery to the east and there is mature vegetation providing screening and buffering to both the cemetery itself and to the residential area located to the north and north-west of the subject lands. There is also mature vegetation located in the rear yards of the houses to the north-west that have frontage onto Whittaker Street. Staff has also estimated that the proposed antenna system would maintain a distance of approximately 45 m (148 ft) from the intersection of Arnley Street and Whittaker Street to the west;
4. Staff is satisfied that the proposed shrouded mono-pole and ground-based antenna system is an appropriate choice of design given the site context being that of an urban area adjacent to a residential area. The City's Protocol acknowledges that mono-pole designs are considered to be generally unobtrusive and of low impact and are therefore considered to be acceptable near living areas. Staff are also of the opinion that the design choice in this instance accomplishes the Protocol's stated goal of making best efforts to blend with nearby surroundings and minimize visual aesthetic impacts of a proposed antenna system on a community. It is further noted that no guy-wires or cables are required in order to steady and support the shrouded mono-pole design;
5. With respect to yards, parking and access, staff is satisfied that the yard setbacks to be provided are appropriate given the site being located at the easterly end of Arnley Street and on a lot which already contains a non-residential building to the south of the proposed location. No development potential is being negatively impacted should the proposed antenna system receive a position of concurrence from the City. Adequate parking is available and traffic to and from the site would be minimal and no new driveways or accesses to the lands are required in order to gain access to the proposed antenna system;
6. The proponent has indicated that signage and lighting on the proposed antenna system are to be provided only if required by Transport Canada and/or NAV Canada. The proponent has not indicated any security lighting is required however staff would advise that any such ground level lighting be kept to a minimum. Advertising signage has also not been proposed;
7. The proposed antenna system would not be located in any discouraged locations as identified in Section 6.1 c) of the City's Protocol; and,

Title: Rogers Communications Inc.

Date: January 27, 2020

Staff is therefore satisfied that in general the proposed shrouded mono-pole and ground-based antenna system meets the City's location and development guidelines requirements and there are no areas of concern with respect to the proposed antenna system from a land use planning perspective.

Position of Concurrence or Non-Concurrence

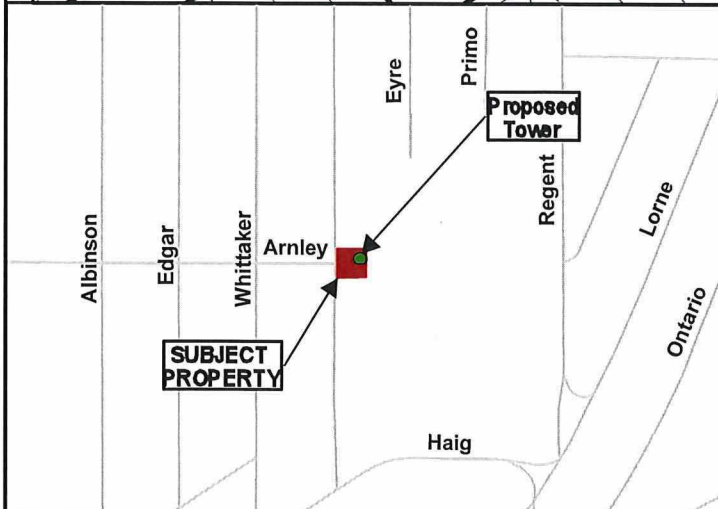
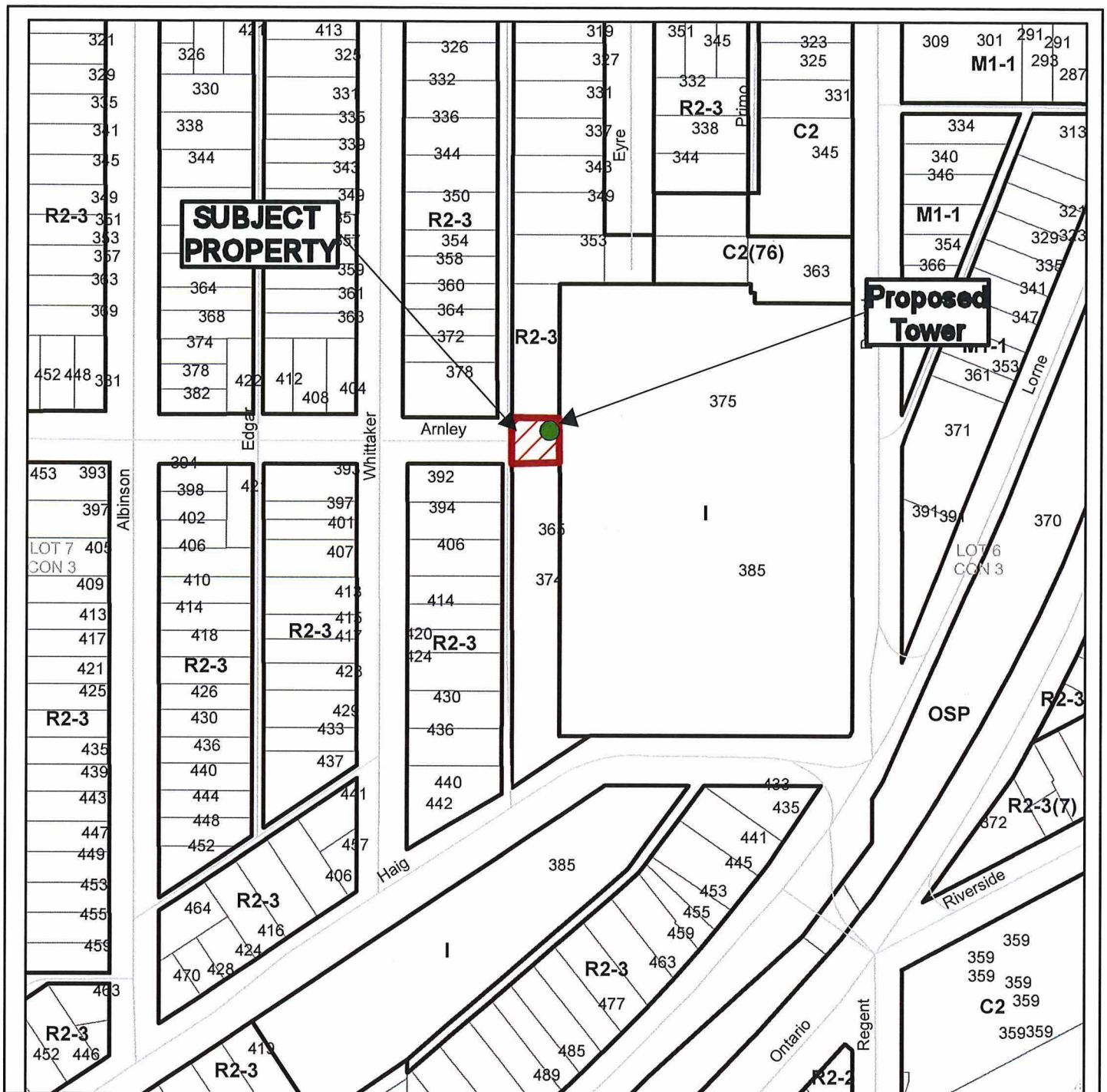
Staff advises that no areas of concern have been identified with respect to the development guidelines set out in the City's Protocol. The application was also circulated to relevant agencies and departments and no concerns were identified. It is recommended that the DMO be directed to provide ISEDC with a position of concurrence on the proposed antenna system.

Staff notes that a position of concurrence may be rescinded if following said issuance it is determined that a misrepresentation or a failure to disclose all pertinent information has occurred. It should be further noted that there are no recommended conditions of concurrence with respect to this particular antenna system that is being proposed. The duration of concurrence is a maximum of three years from the date that the City's DMO notifies ISEDC of said concurrence.

The City's Protocol allows for a one-time extension to a position of concurrence for a period not exceeding one year in length provided the proponent demonstrates to the DMO that no substantial change in land use planning circumstances within the vicinity of the proposed antenna system has occurred since initial concurrence was given.

Summary:

Staff advises that Forbes Bros Ltd. on-behalf of Rogers Communications Inc. has completed the public consultation requirements as set out in the City's *Radio-communication and Broadcasting Antenna Systems Public Consultation Protocol* to the satisfaction of the City's DMO. Staff has completed an internal review of the proposed antenna system from a land use planning perspective and has no concerns. Staff is also satisfied that the proposed antenna system raises no areas of concern with respect to those location, development and design preferences that are identified in the City's Protocol. Staff also advise that the proponent has completed all public consultation requirements set out under Section 8.0 of the City's Protocol. Staff would therefore recommend that ISEDC be advised by the DMO of a position of concurrence from the City as it pertains to the subject lands referenced in this report and specifically the antenna system that was considered during this particular public consultation process.



Growth and Infrastructure Department

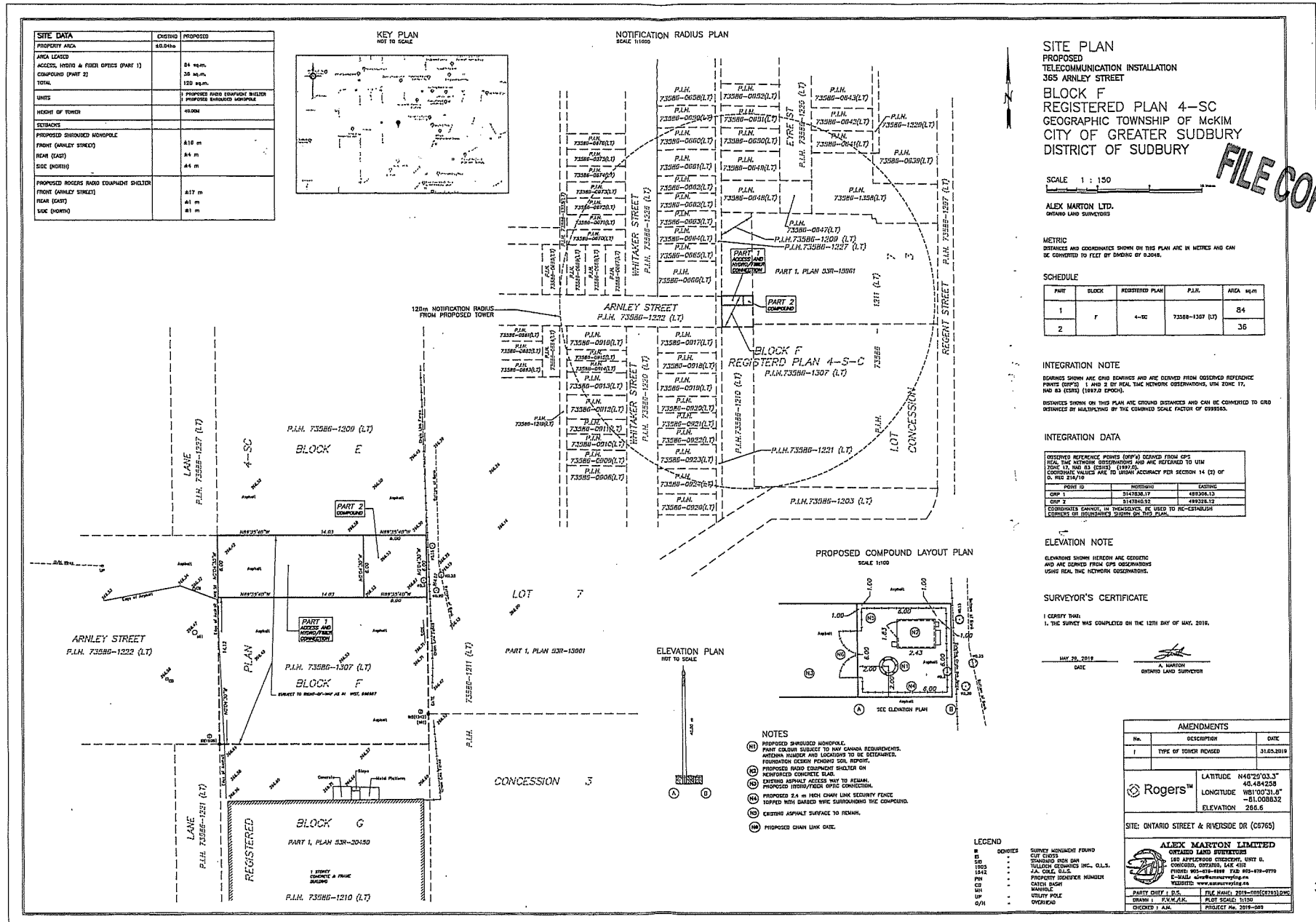


Subject Property being PIN 73586-1307,
Block F, Plan 4-S
Lot 7, Concession 3, Township of McKim,
365 Arnley Street, Sudbury,
City of Greater Sudbury

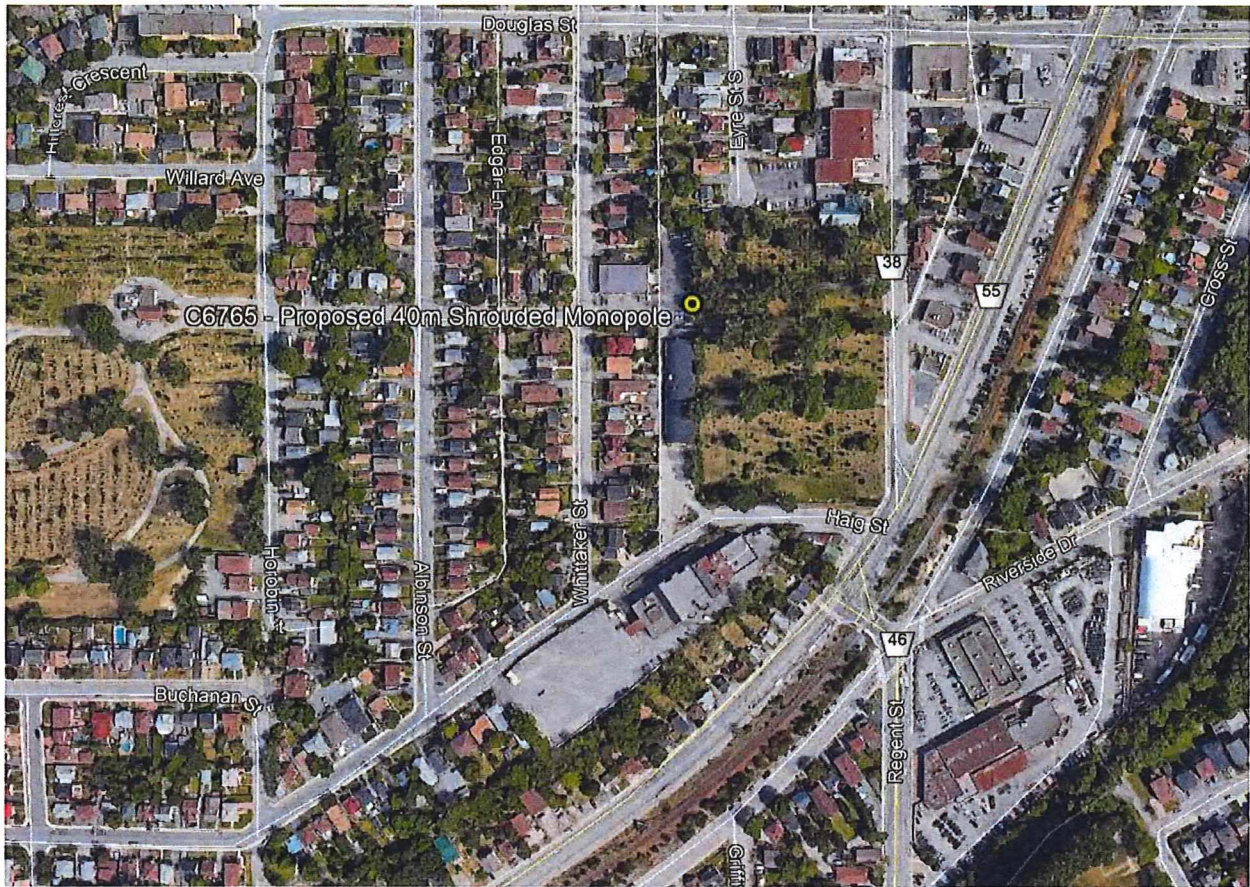
NTS
Sketch 1

Rogers Proposed
Telecommunications Tower
Date: 2020 01 27

APPENDIX "A" – SITE PLAN



APPENDIX "B" – AERIAL PHOTOGRAPHY



APPENDIX "C" – VISUAL RENDERINGS



Request for Decision

Old Skead Road, Garson - Declaration of Surplus Vacant Land

Presented To:	Planning Committee
Presented:	Monday, Mar 09, 2020
Report Date	Friday, Feb 14, 2020
Type:	Routine Management Reports

Resolution

THAT the City of Greater Sudbury declares surplus to the City's needs the vacant land north of Old Skead Road, Garson, legally described as PIN 73492-0360(LT), formerly Parcel 1020, SES, Township of Garson;

AND THAT the vacant land be offered for sale to the abutting property owner(s) pursuant to the procedures governing the sale of limited marketability surplus land, as outlined in the report entitled "Old Skead Road, Garson - Declaration of Surplus Vacant Land", from the General Manager of Corporate Services, presented at the Planning Committee meeting on March 9, 2020.

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 north of Old Skead Road, Garson, and offer the land for sale to the abutting owner(s).

Financial Implications

This report has no financial implications.

Signed By

Report Prepared By

Tanya Rossmann-Gibson
Property Administrator
Digitally Signed Feb 14, 20

Manager Review

Keith Forrester
Manager of Real Estate
Digitally Signed Feb 14, 20

Recommended by the Division

Shawn Turner
Director of Assets and Fleet Services
Digitally Signed Feb 14, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Feb 21, 20

Recommended by the Department

Kevin Fowke
General Manager of Corporate Services
Digitally Signed Feb 18, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Feb 26, 20

Old Skead Road, Garson – Declaration of Surplus Vacant Land

Presented: March 9, 2020

Report Date: February 14, 2020

Background

The subject land measures approximately 160 acres in size and is zoned "Rural". The land is landlocked having no frontage on an open publically maintained road. The location of the land is identified on the attached Schedule 'A'.

In 1998, the former Corporation of the Town of Nickel Centre became the registered owner of the land through a failed tax sale process.

The City recently received a request to purchase the land/or part of the land from an abutting property owner.

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

The Nickel District Conservation Authority (Conservation Sudbury) advised that the parcel of land contains two watercourses with associated wetlands. 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.

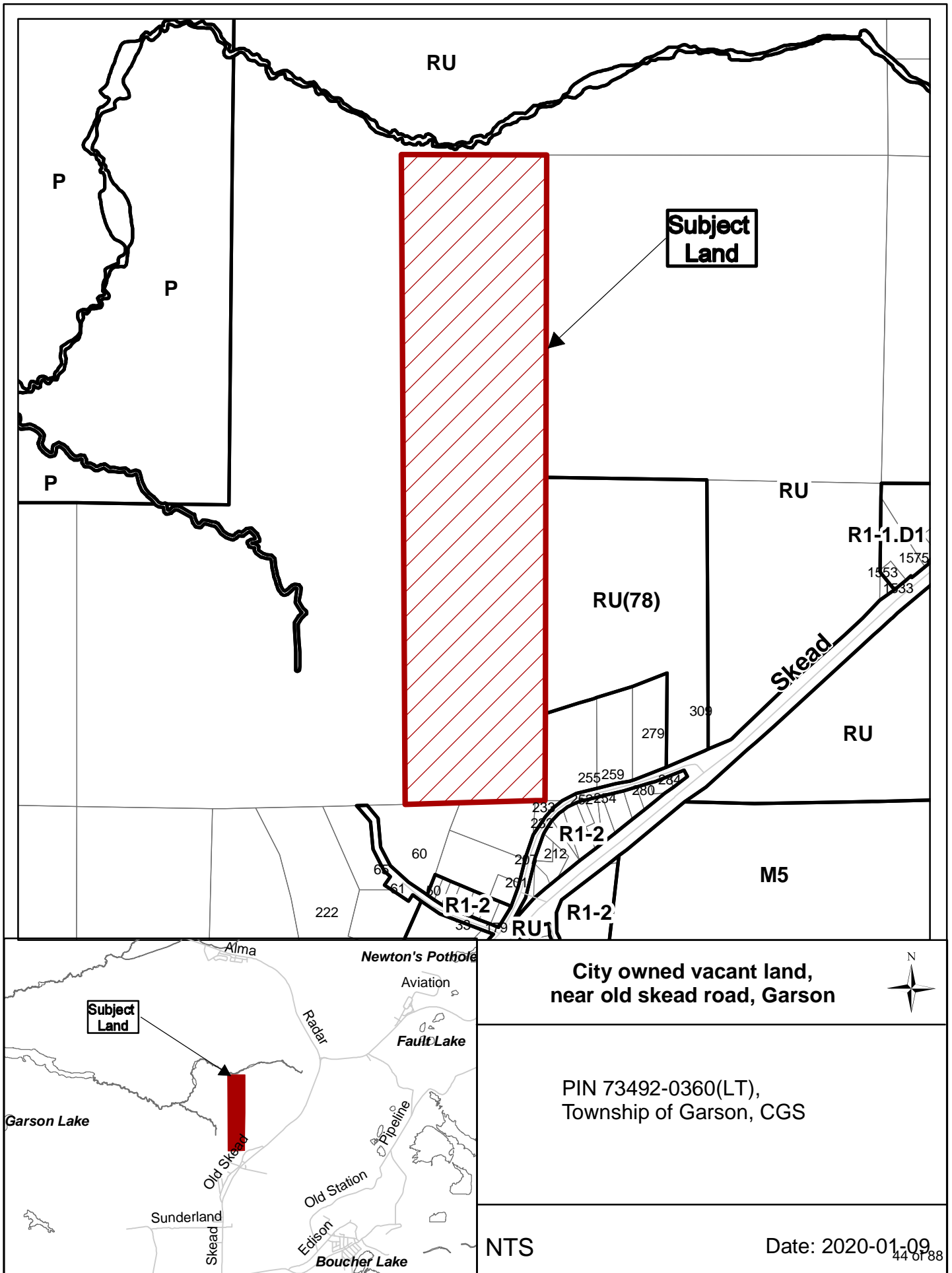
No further comments were received.

Recommendation

It is recommended that the subject land north of Old Skead Road, Garson, be declared surplus to the City's needs and offered for sale to the abutting property owner(s).

If approved a further report will follow with respect to the sale(s) transaction(s).

SCHEDULE 'A'



Presented To:	Planning Committee
Presented:	Monday, Mar 09, 2020
Report Date	Friday, Feb 14, 2020
Type:	Managers' Reports

Request for Decision

Public Art Master Plan - Consultation Strategy

Resolution

THAT the City of Greater Sudbury directs staff to commence public consultation on the Public Art Master Plan, as outlined in the report entitled "Public Art Master Plan – Consultation Strategy", from the General Manager of Growth and Infrastructure, presented at the Planning Committee Meeting on March 9, 2020;

AND THAT the City of Greater Sudbury further directs staff to return no later than the end of Q4, 2020 with a report on the findings of the initial round of consultations.

Relationship to the Strategic Plan / Health Impact Assessment

Adopting a Public Art Master Plan aligns with the 7th Strategic Objective of Council's 2019-2027 Strategic Plan, "Strengthening Community Vibrancy." Specifically, Goal 7.3 seeks to strengthen the framework of programs that support the artistic, cultural and creative expression of local citizens and groups.

Report Summary

The Public Art Implementation Plan recommends a two-year process to develop the Public Art Master Plan. Once complete, the Public Art Master Plan will assist Council in prioritizing sites for public art on municipally-owned land and will make recommendations for art on these sites.

This report outlines the public consultation strategy and timeline. Staff is seeking direction to commence public consultation and to return no later than the end of Q4, 2020 with a report on the interim findings.

In the meantime, staff has been directed to prepare a business case to fund a Public Art Program for consideration as part of the 2021 Budget Process. The budget process will further inform the proposed next steps in the development of the Public Art Master Plan.

Signed By

Report Prepared By

Ed Landry
Senior Planner
Digitally Signed Feb 14, 20

Manager Review

Kris Longston
Manager of Community and Strategic Planning
Digitally Signed Feb 14, 20

Recommended by the Division

Jason Ferrigan
Director of Planning Services
Digitally Signed Feb 18, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Feb 21, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Feb 23, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Feb 26, 20

Financial Implications

There are no financial implications associated with this report.

Public Art Master Plan – Consultation Strategy
Planning Services Division
Report Date: February 18, 2020

Overview/Executive Summary

Council directed staff to prepare a Public Art Policy in October, 2017. In May, 2018, staff presented a report on elements that could be part of a public art policy. Council endorsed a draft Public Art Policy in September, 2018, and directed staff to: a) form a Public Art Advisory Panel (PAAP), and: b) to return with a proposed Public Art Implementation Plan. This Implementation Plan was endorsed by Council in November, 2019.

The Implementation Plan includes the preparation of a Public Art Master Plan. This report outlines staff's recommended timing and process by which the Master Plan should be developed. Per the Implementation Plan, staff recommends a two-year process (with regular check-ins with Planning Committee) whereby staff would continue the research, prepare the materials required to conduct open houses, prepare a survey, identify where existing public art is located in the community, and return with recommendations on the themes and location of future public art.

Staff envisions a focused consultation strategy on the development of the Master Plan. Staff would report to Planning Committee by Q4, 2020 with the interim findings.

Background

On October 17, 2017, City Council directed staff to prepare and present a report on a suggested policy for public art (See Reference 1). Staff presented a report entitled "Elements of a Public Art Policy" in May, 2018 (See Reference 2). Council directed staff to finalize a public art policy no later than September 2018, based on the elements outlined in the report.

Staff presented the draft Public Art Policy on September 24, 2018 (See Reference 3). City Council approved the Public Art Policy in draft, and directed staff to implement some of the elements outlined in the policy, including the establishment of a Public Art Advisory Panel, the development of a public art implementation plan and the preparation of a business case to fund the public art implementation plan as part of the 2020 budget process. The Public Art Advisory Panel (the PAAP) was established by Council in April, 2019.

The Public Art Implementation Plan was prepared with feedback from the PAAP and was endorsed by Council in November, 2019 (See Reference 4). Staff has completed or started work on the Service One Level items including the establishment of the PAAP, the development of a Public Art Handbook, the development of the Public Art Master Plan, the finalizing of the Public Art Policy, and the inclusion of Public Art in City Policy.

Council further directed staff to prepare a Business Case for the Service Level Two components of the Public Art Implementation Plan for consideration as part of the 2021 Budget Process. Service Level Two components include funding for a public art program, including the commissioning, identification, promotion and celebration of Public Art. The timing of the preparation of the business case and budget process is captured in the table below.

What is a Public Art Master Plan?

A Public Art Master Plan (PAMP) is a document that prioritizes sites for public art on municipally-owned land and makes recommendations for art on these sites. The PAMP would help guide the “what and the where” in the public art acquisition process. It is a tool used in many municipalities (e.g. Kingston, Halton Hills, Richmond Hill, Hamilton) that have a public art program. Per Hamilton, “The Hamilton Public Art Master Plan is an important tool in the ongoing implementation of public art in Hamilton. Its primary intent is to identify and prioritize potential sites and opportunities for new public art projects across the city and to outline the principles by which this art is commissioned.” (See Reference 5 – City of Hamilton). The City of Hamilton has used its Public Art Master Plan process to prioritize 14 priority sites.

Consultation Strategy and Proposed Schedule

The Implementation Plan recommended a two-year process (with regular check-ins) whereby staff would continue the research, prepare the materials required to conduct open houses and surveys, identify where existing public art is located in the community, and return with recommendations on the themes, type and location of future public art.

Staff would ask the following questions as part of the consultation:

1. Where is public art located in your community?
2. What types of public art are located in your community (e.g. permanent, temporary, mural, statue, functional, lighting, etc.)?
3. What types of public art do you prefer for your community?
4. What should be the priority themes associated with new public art in your community? (e.g. agriculture, heritage, seasons, sports, etc.)

5. What are the priority sites for public art in your community? (e.g. parks, trails, gateways, municipal facilities, etc.)

Staff envisions working closely with First Nations and Indigenous citizen groups on the development of the Master Plan. We would also turn to the Community Action Networks, other key internal and external stakeholder groups, and pop up events throughout the municipality in the outreach and gathering of information. Staff would also use Over To You, and the Libraries and Citizen Services Centres to allow for ongoing suggestions regarding matters of public art.

A more detailed project schedule is included below:

Phase	Step	Date
Ideas Phase (“what and where?”)	Stakeholder meetings	April – May, 2020
	Launch of Website and Survey	April, 2020
	Community Consultations	May – September, 2020
	Report to Planning Committee with Interim Findings	By end of Q4, 2020
Budget Request Phase	Staff prepares Business Case for 2021 Budget Consideration	Summer, 2020
	Budget Process	November – December, 2020
Draft Plan Phase	Preparation of draft Public Art Master Plan (PAMP)	January – March, 2021
	Test of draft PAMP with key internal and external stakeholders	
	Refinement of Draft PAMP and presentation to Planning Committee	April, 2021
	Community Consultation on PAMP	May – September, 2021
Final Plan Phase	Revision of PAMP and Presentation to Council	October, 2021

Summary and Recommendations

The Public Art Implementation Plan recommends a two-year process to develop the Public Art Master Plan. Once complete, the Public Art Master Plan will assist Council in prioritizing sites for public art on municipally-owned land and will make recommendations for art on these sites.

This report outlines the public consultation strategy and timeline. Staff is seeking direction to commence public consultation and to return no later than the end of Q4, 2020 with a report on the interim findings.

In the meantime, staff has been directed to prepare a business case to fund a Public Art Program for consideration as part of the 2021 Budget Process. The budget process will further inform the proposed next steps in the development of the Public Art Master Plan.

Resources Cited

1. Motion M-2 – Request for Public Art Policy, October 17, 2017

<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=1135>

2. “Elements of a Public Art Policy”, report presented at the May 15, 2018 Finance and Administration Committee Meeting

<http://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&id=1272&itemid=14940&lang=en>

3. “Draft Public Art Policy”, report presented at the September 24, 2018 Planning Committee Meeting

<http://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&id=1230&itemid=15595&lang=en>

4. “Elements of a Public Art Implementation Plan”, report presented at the November 19, 2019 Finance and Administration Committee

<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=4&id=1373>

5. City of Hamilton Public Art Master Plan Website

<https://www.hamilton.ca/city-planning/master-plans-class-eas/public-artmaster-plan>

Presented To:	Planning Committee
Presented:	Monday, Mar 09, 2020
Report Date	Friday, Feb 14, 2020
Type:	Managers' Reports

Request for Decision

Official Plan Amendment No. 102 - LaSalle Boulevard Corridor Strategy

Resolution

THAT the City of Greater Sudbury adopts Official Plan Amendment 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;

AND THAT the City of Greater Sudbury directs staff to return with the associated draft Zoning By-law amendments no later than the end of Q2, 2020.

Relationship to the Strategic Plan / Health Impact Assessment

The proposed official plan 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

Council endorsed the City's Nodes and Corridors Strategy in November, 2016. 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). 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.

Signed By

Report Prepared By

Ed Landry
Senior Planner
Digitally Signed Feb 14, 20

Manager Review

Kris Longston
Manager of Community and Strategic Planning
Digitally Signed Feb 14, 20

Reviewed By

Jason Ferrigan
Director of Planning Services
Digitally Signed Feb 18, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Feb 21, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Feb 24, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Feb 26, 20

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. Staff was directed to commence public consultation on the proposed OPA and to return in Q4 2019 with a public hearing.

The Public Hearing was held in December, 2019. Staff has considered the comments and has incorporated appropriate changes to the proposed Official Plan Amendment (OPA). Staff is recommending that Council adopt the revised OPA.

Financial Implications

There are no financial implications associated with this report.

LaSalle Boulevard Corridor Strategy
Associated Official Plan Amendment No. 102
Planning Services Division
Report Date: February 18, 2020

Purpose

The report presents the recommended Official Plan Amendment No. 102 which reflects the LaSalle Boulevard Corridor Plan and Strategy land use planning recommendations. Council directed staff to commence public consultation on the proposed amendment. Open Houses were held in November, and the Public Hearing was held on December 9, 2019. This process is subject to Sections 17 & 21 of the Planning Act.

Overview/Executive Summary

Council endorsed the City's Nodes and Corridors Strategy in November, 2016. 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). 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. Staff was directed to commence public consultation on the proposed OPA and to return in Q4 2019 with a public hearing.

The Public Hearing was held in December, 2019. Staff has considered the comments and has incorporated appropriate changes to the proposed Official Plan Amendment (OPA). Staff is recommending that Council adopt the revised OPA.

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 and a conceptual plan that are implementable and achievable, subject to detailed design, funding and further approvals. The 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 all support the idea of making LaSalle Boulevard a destination.

Proposed Changes to the Official Plan

The recommendations of the LBCPS seek to introduce a new urban structure for the corridor; mixed-use land uses, higher densities and built form; and, identify standards of urban design, for both the private and public realm.

On June 24, 2019, staff presented a draft amendment that introduced new land use designations to the City’s 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 would be located on primary transit corridors and permitted uses would include residential, retail, service, institutional, park and other community-oriented activities. Given the function and high visibility of these nodes, special attention to sound urban design principle would be essential.

Regional Corridors are the primary arterial links connecting the Regional Centres and the Secondary Community Nodes. These corridors would be the City’s ‘Main Streets’ and the proposed permitted uses would 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 would again be essential.

The Official Plan currently contemplates residential uses in Regional Centres, subject to the rezoning process. The proposed amendment would permit residential uses within Regional Centres as of right, would further refine parking

reduction policies of the Official Plan, and would redesignate certain lands along LaSalle Boulevard.

On June 24, 2019, Planning Committee directed staff to commence public consultation on the proposed Official Plan Amendment and to hold a public hearing on the proposed amendments in the fourth quarter of 2019. This Public Hearing was held on December 9, 2019 (See Reference 4).

Public Consultation

The comments heard during the public open houses in November included general support for the proposed changes; some concern around transition between the new designations and the “back lots” along the side streets; some concern around building closer to LaSalle, snow storage and accessibility. Other feedback included making links to the City’s proposed Community Energy and Emissions Plan (specifically the Complete, Compact Communities chapter) by placing more restrictions on development outside urban areas, thereby creating more demand for development within the nodes and corridors.

Staff has outlined the written public comments in Attachment A to this report. In addition to the above, there were a number of requests to place more emphasis on a cycling-friendly environment. These changes have been added to the proposed amendment (See Attachment B – Proposed Official Plan Amendment - Red-Line Changes).

There was a concern that the OPA did not make specific reference to flooding, wetlands, climate change, green infrastructure, etc. The City’s recent Official Plan review examined these questions in detail. The City’s newly revised Official Plan contains policies for all of these matters and the proposed OPA should be read within that context. Other concerns included the differences between the proposed new designations. Staff is recommending further changes to the proposed OPA in order to harmonize the designations.

The Province has indicated their support for the proposed OPA. However, the Province recommended that the City wait until the Community Benefits Regulations are in effect before making associated changes to the City’s Official Plan. Staff is recommending that the Section 37 changes to the Official Plan be removed from the proposed OPA. Staff will continue to monitor the proposed legislative changes and report back to Council as new information becomes available.

Other issues were raised that not were directly associated with the proposed OPA. These issues include the request for more dog parks, the winter maintenance of sidewalks and the Junction Creek Trail, school closures, lane configurations and road design, and the need for more pedestrian crosswalks along LaSalle. These matters were forwarded to appropriate City departments.

Growth Plan for Northern Ontario, 2011

The proposed OPA conforms to and does not conflict with the Growth Plan for Northern Ontario, 2011 (GPNO – See Reference 5). Specifically, the GPNO identifies Greater Sudbury as containing Strategic Core Areas. Strategic Core Areas are defined by the GPNO as “delineated medium-to-high density areas [...] that are priority areas for long-term revitalization, intensification and investment. These areas may consist of downtown areas, and other key nodes and significant corridors.” LaSalle Boulevard was identified as one of the City's key nodes and significant corridors as part of the City's Nodes and Corridors Strategy.

Per Section 4.4.2 of the GPNO, Greater Sudbury is encouraged to plan for these areas “to function as vibrant, walkable, mixed-use districts that can: a) attract employment uses and clusters, including office and retail; b) accommodate higher densities; c) provide a broad range of amenities accessible to residents and visitors including vibrant streetscapes, shopping, entertainment, transportation connections, lodging, and educational, health, social, and cultural services.” The proposed OPA strengthens the City's Official Plan in this regard, both as it relates to LaSalle Boulevard, and as it relates to introduction of the new “Regional Corridor” and “Secondary Community Node” designations.

Provincial Policy Statement, 2014

The proposed OPA is consistent with the Provincial Policy Statement, 2014 (PPS, See Reference 6). Specifically, the OPA is consistent with:

- Policy 1.1.1 a) b) e) and f);
- Policy 1.1.3.2 a);
- Policy 1.6.7.4;
- Policy 1.7.1 a) b) c); and,
- Policy 1.8 a) b) c);

Taken together, these policies seek to: promote efficient development and land use patterns to sustain the financial well-being of the City; accommodate a range of uses; improve accessibility and encourage active transportation and transit; make an efficient use of infrastructure; minimize negative impacts to air quality and climate change; and, support long-term economic prosperity.

Summary and Next Steps

Staff was directed to commence public consultation on the proposed official plan amendment in June, 2019. Public consultation was held throughout November, including and up to the December 9, 2019 Public Hearing.

Staff has considered feedback received as part of the public consultation process and has made appropriate changes to proposed amendment. Staff is now recommending that Council adopt Official Plan Amendment 102 as it is consistent with the 2014 Provincial Policy Statement and conforms to, and does not conflict with the Growth Plan for Northern Ontario, 2011.

Council directed staff to prepare the necessary amendments to the City's Zoning By-law to implement the Corridor Plan and Strategy's land use planning recommendations in July, 2018. Staff should now be directed to return no later than the end of Q2 with the implementing zoning by-law amendments for Planning Committee's consideration.

Resources Cited

1. Nodes and Corridors Strategy, report presented at the September 26, 2016 Planning Committee Meeting

<https://www.greatersudbury.ca/do-business/planning-and-development/lasalle-corridor-planning-and-strategy/nodes-and-corridor-strategy/>

2. "Proposed LaSalle Boulevard Corridor Plan and Strategy", report presented at the July 9, 2018 Planning Committee Meeting

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

3. "LaSalle Boulevard Corridor Plan and Strategy - Proposed Official Plan Amendment", report presented at June 24, 2019 Planning Committee Meeting

<http://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=7&id=1317>

4. "Public Hearing – Official Plan Amendment No. 102"

<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=2&id=1388>

5. Growth Plan for Northern Ontario, 2011

https://www.placestogrow.ca/index.php?option=com_content&task=view&id=368&Itemid=65

6. Provincial Policy Statement, 2014

<https://www.ontario.ca/document/provincial-policy-statement-2014>

Attachments

- A. Comment Table – OPA 102
- B. Draft Official Plan Amendment – Red-Line Changes
- C. Draft Official Plan Amendment
- D. to G. Proposed Schedules

	A	B	C	D	E
1	OPA 102 - Consultations and Submissions				
2	Submissions				
3	Name	Date	Contact	Notes	Staff Responses and Recommendations
4	Ontario Ministry of Municipal Affairs and Housing	November 15 2019	Megan Grant, Team Lead	The Ministry would like to commend the City on a draft OPA which appears to be consistent with the Provincial Policy Statement, 2014 regarding built form and compact patterns of development intended to support current and future transit and active transportation. The PPS supports planning for complete streets and a full rang of publicly-accessible facilities, parklands and public spaces, as well as a mix of housing types, tenures and affordability.	No comment
5				No concerns have been identified regarding matters of provincial interest.	No comment
6				The Ministry notes that the introduction of policies to address specific section 37 benefits is premature until such time as section 37, as revised by Bill 108, is proclaimed and accompanying regulations are in place.	Staff will continue to monitor the proposed legislative changes and report back to Council as new information becomes available.
7				Waiting until the Community Benefits Charges regulation is in place will ensure that the City's OP policy will correctly identify the types of community benefits that will be permitted under the regulation. It will also ensure that the formula for determining the value of the community benefits that can be obtained through a Community Benefits Charge will be adhered to when the City prepares the community benefits charge strategy required by subsection 37(9) of the Planning Act, and passes a community benefits charge by-law, as required by subsection 37(2).	See above.
8				The City may wish to examine whether some of the community benefits that are proposed to be included in the Community Benefits Charges under section 37 could otherwise be obtained through site plan approval under section 41 of the Planning Act. Namely public streetscape improvements under 41(4)(2)(e), and land for public transit right of way under 41(7)(d).	See above.
9	Ashleyhelena	November 7 2019		We absolutely need dog parks or designated off leash areas for pet owners. You are all missing the big picture about dog parks. It is a safety issue for the entire community. If you do not provide areas where people can exercise their dogs, they will do it anywhere. If you cannot exercise your dog, they are harder to train and can develop behaviours. They may even be surrendered to the shelter. It would be easier to convince residents to adopt shelter animals if the City was more pet friendly.	This matter is outside the scope of the OPA.
10	AlexRanger	November 18 2019		Increased left hand turn lane from Barry Downe to LaSalle.	This matter is outside the scope of the OPA.
11	Mhoney83	December 2 2019		Better light control. A better plan to remove snow in the winter from the curbs for bus stops. The end of LaSalle needs a revamp. Fix the sidewalks and bike paths.	These matters are outside the scope of the OPA
12	Anonymous	December 2 2019		I would suggest waiting to see the actual impacts of Maley Drive to see if expectation is true or not, before making a bunch of changes to LaSalle.	No comment
13	Anonymous	December 2 2019		I like nothing about the plan. Maley Drive has not and will never result in the changes projected for LaSalle, Barry Downe Road of The Kingsway until both Phase 2 and 3 are completed.	No comment.
14	Coalition for a Liveable Sudbury	December 9 2019	Naomi Grant, Chair	Amendment text not posted on Over To You	The text of the proposed amendment was included on Over To You.
15				Overall support for Nodes and Corridors and the vision for LaSalle Boulevard. Supportive of pedestrian-friendly form, mixed use and provision of a mix of housing, etc.	No comment

	A	B	C	D	E
16				Policies to permit reduced parking requirements should be much stronger. Note that provisions for bicycle parking should be included.	<p>The City is currently examining its Commercial Parking Standards. The findings of that study can be incorporated in the Official Plan, where appropriate.</p> <p>The in-effect Official Plan (OP) includes policies for bicycle facilities. OPA 102 would also be subject to the in-effect policies of the OP.</p>
17				OPA 102 must be integrated and consistent with community targets to reduce greenhouse gas emissions, create complete streets and provide sustainable transportation options, and provide housing. Coalition for a Liveable Sudbury (CLS) supports stronger policies than the ones proposed (setting requirements for key elements) and CLS would especially like to see requirements for active transportation infrastructure and transit supportive infrastructure for Regional Corridors.	<p>The OP contains existing policies on the reduction of greenhouse gas emissions and sustainable transportation options. The ongoing Phase Two Review of the City's Official Plan will strengthen both the Complete Streets and Sustainable Transportation policies of the OP.</p>
18				CLS is concerned that this OPA has been prepared in isolation from Greater Sudbury's draft Community Energy and Emissions Plan (CEEP), and does not reference climate change. Climate change mitigation and adaptation must be a lens for all Greater Sudbury policies, plans and decisions. This OPA has the potential to assist in meeting many CEEP goals, if policies are strengthened or added to. CLS hopes that this lens is rigorously applied in developing the associated Zoning amendments and by-laws, and in developing additional OPAs.	<p>Phase One of the OP Review introduced climate change considerations throughout the Official Plan.</p> <p>Once adopted by Council, staff will consider the CEEP and will propose appropriate changes to the OP, as required.</p> <p>Staff recommend no further change at this time.</p>
19				<p>Greater Sudbury's draft Official Plan has an intensification target of 20%. Greater Sudbury's CEEP's Compact, Complete Communities actions requires 80% of new development to be in urban centres (nodes), or adjacent to existing or new transit services (corridors), starting in 2025. In addition, average home size will decrease 20%, and the share of new homes that are single-family will drop sharply to 10% by 2050.</p> <p>Although the new Regional Centre, Regional Corridor, and Secondary Community Node areas in the Lasalle corridor OPA allow and assist meeting these goals, they in no way ensure that these goals will be met. To meet these goals, the Official Plan must not only encourage intensification in desired areas, it must require that intensification happen in these areas, and not be permitted in others. Currently, high density can happen anywhere in Living Area 1. Gentle density should be allowed in all living areas, but high density should only be permitted in nodes and along corridors served by frequent transit.</p>	<p>Staff is in support of appropriate intensification and densification. The purpose of the proposed OPA is to encourage increased densities along corridors and to introduce a policy framework that would help increase densities in line with the Province's Transit Supportive Guidelines. This is consistent with the efforts around the City's new Affordable Housing CIP, and the recently-adopted Development Charges By-law, both of which seek to facilitate more development along the City's Corridors.</p> <p>Staff suggests that it may be premature at this time to restrict High Density development to these new land use designations. The City could consider additional policy changes once the complete system of nodes and corridors is in place in the OP.</p>
20				Similarly, transit supportive density should be required (not simply encouraged) in nodes and corridors. Greater Sudbury's modest growth rate means that we cannot afford to misdirect growth if we wish to meet intensification goals and reach transit supportive density.	<p>See above.</p>

	A	B	C	D	E
21				<p>The timeline of the nodes and corridors strategy is mismatched with the timeline for CEEP Compact, Complete Communities actions. Change must happen at a much faster pace. All OPAs should be developed and approved through a CEEP lens. This is also true of associated rezoning and other planning tools. For example, parking standards are a powerful tool for shifting travel patterns and should be implemented in a manner consistent with meeting CEEP goals.</p>	<p>Staff is presenting a Report on Commercial Parking Standards in early 2020 with recommendations related to the City's parking standards and parking strategies. Staff is seeking direction to initiate appropriate changes to the City's Zoning By-law.</p> <p>Once adopted by Council, staff will consider the CEEP and will propose appropriate changes to the OP, as required.</p>
22				<p>Regional corridors and nodes are home to large commercial areas with large flat roof and parking areas. These large areas have potential for green infrastructure, on-site stormwater management, and green energy production. Requiring green roofs, permeable parking surfaces, and green energy production on commercial roofs and parking areas are all planning tools that could be applied to regional corridors and nodes to meet CEEP goals. Similarly, requirements for bike parking, and EV charging stations and parking should be included.</p>	<p>Section 12.5 of the City's OP outlines Energy Efficiency Programs. Section 14.9 of the OP outlines Urban Design Guidelines for Energy Efficiency and Climate Change Resiliency. The OP currently encourages the development of green buildings, alternative heating and cooling methods, and eco-sensitive design in the Downtown Core. Green infrastructure is encouraged in Parks and Open Space.</p>
23				<p>Regional Centres, Regional Corridors, and Secondary Community Node, and other identified Nodes (such as Town Centres) are where the most development is hoped to occur. Therefore, it is especially important that policies for these areas support CEEP goals, most especially for Compact, Complete Communities, Efficient Buildings, and Low Carbon Transportation. Note that the urban forest also has an important role to play in climate mitigation and adaptation. This is something that should inform landscaping requirements, as well as other policies (e.g. support for or requirements for green roofs).</p>	<p>See above.</p>
24				<p>The proposed road design in the Lasalle Corridor Study fails in one of its basic aims: to provide safe and comfortable infrastructure for walking and biking for all users, including the most vulnerable (the elderly, children, and people with disabilities). The vision is for Lasalle to be the 'gold standard' for a complete street, but the proposed design does not meet even the minimum requirements for a true complete street, or the Transportation Master Plan street design standards for arterials (sidewalks and dedicated cycling facilities on both sides of the street). Lasalle is a main travel corridor, an arterial road, and has many key destinations. Dedicated infrastructure for both pedestrians and cyclists is a must.</p>	<p>This matter is outside the scope of the OPA.</p>
25				<p>We would like to see language in the definition of Regional Corridors that ensure dedicated and separated pedestrian and cycling infrastructure is provided in both directions, including safe crossings.</p> <p>Transit infrastructure such as bus bays, dedicated bus lanes, and advanced greens for transit, should also be supported. Regional Corridors are main travel corridors, and they must function well as main travel corridors for all modes of travel. Regional Centre and Secondary Community Node designations should also specifically reference cycling infrastructure (wherever 'pedestrian-friendly' design is referenced).</p>	<p>Staff recommends that "cycling-friendly" be added to the OPA 102 (See comments from Ward 8 CAN)</p>

	A	B	C	D	E
26				Lasalle was identified as part of a minimum grid of cycling routes by the Sustainable Mobility Advisory Panel. Completing a safe, connected and convenient network of cycling routes in a timely manner is a basic requirement to significantly increase the number of residents travelling by bike. Similarly, walkability and transit supportive measures are also needed to shift travel patterns to sustainable transportation. Note that here have been many collisions involving pedestrians along Lasalle, and improvements for pedestrian safety should be a priority.	This matter is outside the scope of the OPA.
27				The CEEP goals are for 35% active mobility and 25% transit modal share by 2050. These goals must be integrated into the nodes and corridor strategy. As nodes and corridor policies and projects move ahead, they must always support walking, biking and transit as safe and convenient modes of travel.	Once adopted by Council, staff will consider the CEEP and will propose appropriate changes to the OP, as required.
28				Greater Sudbury will develop a Climate Adaptation Strategy in 2020. Flooding is a common problem along certain areas of the Lasalle corridor, and is only expected to become a greater challenge. Policies to address and prevent flooding, protect water quality, and increase climate resilience should be part of the Lasalle Corridor strategy, and included in the definitions and associated zoning rules for all Regional Corridors and Nodes. Our Regional Corridors should not only be complete streets and public spaces, but also green streets (providing shade and green stormwater management). Note that the Lasalle corridor is in the Junction Creek watershed, and planning policies and associated requirements should be protective of the health of Junction Creek.	The current OP contains policies regarding flooding, protecting water quality, and climate change resiliency.
29	Ward 8 CAN	December 9 2019	Rachelle Niemela, Chair	Ward 8 Community Action Network (CAN) supports the direction that proposes refining the policy structure and hierarchy of the corridors in Greater Sudbury	No comment
30				There is no mention of Climate Change, or the use of a Climate Change lense applied to the proposed OPA changes.	Phase One of the OP Review introduced climate change considerations throughout the Official Plan.
31				Will there be opportunities to further refine the OPA once the CEEP and mitigation plans have been completed, and goals and strategies have been approved by Council?	Once adopted by Council, staff will consider the CEEP and will propose appropriate changes to the OP, as required.
32				In order to meet the proposed goals in the CEEP, we must be more aggressive in how we encourage and discourage growth and activities in key areas of the city. High density growth needs to be mandated in corridors like Lasalle, which is designated as a major transit spine. We look forward to seeing the following addressed and clarified: green infrastructure and zero carbon buildings; stormwater management; parking requirements; transit; a Complete Street approach which targets safety and comfort - including dedicated, separated pedestrian and cycling infrastructure on both sides of the street, safe crossings and other changes that prioritize our most vulnerable road users; flooding mitigation; streetscaping and public art; connections with neighbourhoods and local trails and paths; urban trees and greenspace.	See above comments. The OP contains policies regarding flooding, climate change, stormwater management, green infrastructure, etc. OPA 102 would also be subject to the in-effect policies of the OP.
33				CAN requests adding "bikeable" in preamble to Section 4.2.2 of the OP.	This proposed change is recommended
34				CAN agrees with adding "Residential" to Regional Centres	No comment

	A	B	C	D	E
35				Why are public City Parks not permitted in Regional Centres?	OPA 102 proposes to include "open spaces that are either parks and/or plazas accessible to the public" to encourage private land owners to develop these private open spaces in their developments. Public parks are permitted in all zones, per section 4.40 of the City's Zoning By-law.
36				Add "and cycling-friendly" after "pedestrian-friendly" in new policy 3 of section 4.2.2	This proposed change is recommended.
37				Why is the City proposing to continue to allow light industrial uses in Regional Centres? This is contrary to the advice in the LaSalle Boulevard Corridor Plan and Strategy.	Per the current OP, light industrial uses in Regional Centres are uses conducted entirely indoors provided that appropriate landscaping and buffering can be established to shield any adjacent sensitive uses. Staff maintains that these uses are compatible with the overall vision of Regional Centres in the Official Plan, and Strategic Core Areas in the Growth Plan for Northern Ontario.
38				Include "and cycling infrastructure" after "pedestrian walkways" in renumbered policy 5 d) of Section 4.2.2.	This proposed change is recommended
39				Why is the City proposing to remove renumbered policy 6 of Section 4.2.2?	The intent of policy 6 is captured in policy 2. Both policies supported active transportation and transit.
40				Add cycling in the preamble to Section 4.2.3 - Secondary Community Uses and to Regional Centres.	This proposed change is recommended.
41				Regional Centres should be modified to explicitly state that they will be transit hubs that connect transit corridors.	This matter is being referred to Phase Two of the Official Plan Review.
42				The differences that are identified between Regional Centres and Secondary Community Nodes are that Regional Centres allow recreational and entertainment activities which are not permitted in Secondary Community Nodes; and Secondary Community Nodes permit parks which are not permitted in Regional Centres. Both allow residential, retail, office, service, institutional, and other community-oriented activities. It is unclear to the CAN why these differences exist.	Staff recommends that "Recreational" and "Entertainment" uses be harmonized throughout the designations.
43				There is no policy in the Regional Centres section to encourage Mixed Use Buildings (compared to Secondary Community Nodes). The wording "should be" implies that it is not mandated; perhaps we should be using stronger language to mandate what kind of built forms will be permitted in each area.	The preamble to section 4.2.2. encourages "mixed use districts". A change to OPA 102 is recommended in order to recognize the desire for mixed use buildings.
44				Policy 2 in the Secondary Community Node, as compared to its companion Policy 2 in Regional Centres, has the following differences: Additional "be the focal point for expression of community heritage and character;" Additional "provide residential development primarily in the form of medium and high density buildings, and discouraging single-detached dwellings;" Not included "include, where appropriate, open spaces that are either parks and/or plazas accessible to the public;" CAN agrees that community heritage and character should be preserved and encouraged, and also that densification should be encouraged (eg discouraging single-detached dwellings). CAN would suggest that this section would also benefit from encouraging privately-held open spaces, in particular in mall-type areas eg Montrose Mall.	As mentioned above, the City's Zoning By-law permits Public Parks in all zones. In order to harmonize this section of the Secondary Community Node with the Regional Centres, staff recommends adding the private park provision to the OPA.
45				It is unclear why the City may require a traffic impact study to support the reduction in parking in Secondary Community Nodes and Regional Corridors, but not in Regional Centres.	The traffic impact study is a requirement under the renumbering of policy 2 to new policy 5 in Section 4.2.2. Regional Centres.
46				CAN recommends including "cycling-friendly" in Policy 5 of Section 4.2.3 - Secondary Community Nodes.	This change is recommended

	A	B	C	D	E
47				CAN is in agreement with the intent of the Regional Corridors (new Section 4.2.4), and the preamble that describes a vibrant environment for these areas. As with the Secondary Community Nodes, CAN is suggesting explicitly including cycling in the preamble.	This change is recommended
48				The differences that are identified between Secondary Community Nodes and Regional Corridors are that Regional Corridors permit medium-density residential and open spaces. We are unsure of the definition of open spaces and why they are specifically identified in this section and in none of the other sections.	See comment above regarding private and public parks.
49				The differences that are identified between Regional Centres are that Regional Centres allow recreational and entertainment activities which are not permitted in Regional Corridors; and that Regional Corridors, like Secondary Community Nodes, permit parks which are not permitted in Regional Centres.	The City's Green Space Advisory Panel Report (2010) outlined a comprehensive strategy to guide park acquisition, development and management. This advice was incorporated into Phase One of the Official Plan Review (See Section 7.0 of the OP).
50				Regional Corridors also specify the uses are “at transit supportive densities in compact, pedestrian-friendly built forms”. We would suggest that if this phrase is used here, it should be used for all three designations, and that the words “cycling-friendly” be added into the phrase.	The notion of transit supportive densities is included in all three designations. Staff recommend adding "compact" and "cycling-friendly" in the Secondary Community Node section.
51				<p>Policy 4 in Section 4.2.4 Regional Corridor, as compared to its companion Policy 4 in Secondary Community Nodes, has the following differences: Does not include being a focal point for community heritage and character; Residential development emphasis is on medium density buildings and not high density, and does not discourage single-detached dwellings; Functions as a transit spine; Speaks to small lot rezoning and land assembly; Does not encourage alternative active transportation options.</p> <p>Some of these corridors may not be long in length, and therefore be very bikeable between community nodes. The CAN's recommendation is to encourage alternative active transportation options in the same language as Secondary Community Nodes: “provide mobility choices and associated facilities to encourage alternative active transportation options.”</p>	<p>The thrust of the OPA is to focus high density development in nodes (proximity to commercial, services, etc) and medium density along corridors. This allows for transition in densities between zones.</p> <p>The OP contains policy regarding active transportation. Transportation is also a key focus of Phase Two of the Official Plan Review.</p>
52				Cycling should specifically be mentioned in the second paragraph of the preamble in Section 4.3 - Mixed Use Commercial	This change is recommended
53				The difference between Mixed Use Commercial and the two new designations is that it uses the language “commercial” which is not found in the other designations. The other designations permit “retail, office, service”. Are these the same or different? Is it the intent that light commercial is eliminated here, while it is not in Regional Centres?	Staff recommends revising the amendment so that it is closer to the current in-effect text of the OP.
54				Mixed Use Commercial does not contain any language that prioritizes pedestrian, cycling, and transit. This should be added to this designation.	The language is included in the existing preamble to the Mixed Use Commercial Designation. Staff recommends adding "cycling and" prior to "pedestrian environment" in the second paragraph of the said preamble.

	A	B	C	D	E
55				<p>The CAN very much agrees with the content and intent of the new policy 3 in Section 11.4 - Parking. Should item a. read “...maximum parking standards within or in the Regional Centre ...”?</p> <p>The CAN also suggests that bicycle parking be included as a direction in the Parking section, perhaps in a change in Policy 1:</p> <p>“New developments generally must provide an adequate supply of vehicle and bicycle parking to meet anticipated demands.”</p>	<p>A change to "within" is recommended in Section 11.4.</p> <p>No change is recommended to policy 1 at this time.</p>
56				<p>Attachment C – Regional Centre North Side of Lasalle across from the New Sudbury and Superstore Malls to Regional Centre – no concerns save for the impact on the Junction Creek Trail, the impact of lack of cycling infrastructure on Paquette, and how we integrate both sides of Lasalle with its current configuration of 4 lanes and priority on car movement into a vibrant, cohesive community.</p>	<p>Lane configuration is outside the scope of OPA102.</p>
57				<p>Attachment D – Secondary Community Node Lasalle/Notre Dame intersection – no concerns save for the required redesign of this intersection to provide safe pedestrian and cycling movement from the Paris/Notre Dame Bikeway to what we’d like to call the Lasalle Bikeway, and as for all of the Lasalle, the current pedestrian and cycling unfriendliness of the whole corridor which does not make it very liveable or vibrant. The whole of Lasalle needs to be revitalized so people will want to walk, bike, and live on it.</p>	<p>The design of the LaSalle / Notre Dame intersection is outside the scope of OPA 102.</p>
58				<p>Attachment D – Secondary Community Node Montrose Mall area – how will the south side designation impact the significant wetlands and where do they border or intersect? Same comments re corridor revitalization.</p>	<p>The OP contains policies regarding wetland protection. See Section 8.0</p>
59				<p>Attachment E – Regional Corridor Lasalle west from Starlight to the Data Center – what would be the impact should Felix Ricard ever close? Same comments re corridor revitalization.</p>	<p>The OP contains policies regarding surplus institutional buildings. See policy 3 of Section 4.4.</p>
60				<p>Attachment E – Regional Corridor west from Secondary Community Node Montrose Mall to Regional Centre – no concerns. Same comments re corridor revitalization.</p>	<p>No comment</p>
61				<p>Attachment F – Regional Corridor east from Regional Centre to Falconbridge Road – concerns: impact on Junction Creek Trail and green space east of the creek on the south side, and around the creek on the north side. Same comments re corridor revitalization, only more important. This area has very little housing directly on Lasalle in the area from Rosemarie to Falconbridge, there is no sense of community there, traffic speeds regularly. What would be impact if Jean-Ethier Blais were ever to close? What is the impact of having a primary school on a 4-lane arterial road with the speeds and volume of traffic and lack of safe active transportation (until the Lasalle Bikeway is built)?</p>	<p>See comment above regarding surplus institutional buildings.</p>

ATTACHMENT B - DRAFT OFFICIAL PLAN AMENDMENT

The Official Plan for the City of Greater Sudbury Official Plan is hereby amended as follows:

1. In Section 2.3.3, Intensification, by:
 - a. Deleting and replacing “Some areas, like the *Downtown* and *Regional Centres*” with “Some areas, like the *Downtown*, *Regional Centres* and *Secondary Community Nodes*” in the third paragraph of the preamble.
 - b. Adding “, *Secondary Community Nodes*, *Regional Corridors*” between “*Town Centres*” and “and” in policy 4;
 - c. Adding “*Secondary Community Nodes*, *Regional Corridors*” before “*Town Centres*” in program 3;
2. In Section 4.0, Employment Areas, by adding “*Secondary Community Nodes*, *Regional Corridors* and” in the fourth paragraph before “*Mixed Use Commercial*”.
3. In Section 4.2.2, Regional Centres, by:
 - a. Adding “bikeable and” before “walkable” and adding “buildings and” before “districts” in the second paragraph of the preamble;
 - a.b. Adding “residential,” between “service,” and “institutional” in Policy 1;
 - b.c. Creating a new policy 2, and renumbering subsequent policies, as follows:

“*Regional Centres* shall be planned to:

 - i. encourage a cycling and pedestrian friendly built form by locating commercial and other active non-residential uses at grade;
 - ii. develop at transit-supportive densities;
 - iii. provide for a mix of housing types, tenures and affordability;
 - iv. be designed to implement appropriate transitions of density and uses to facilitate compatibility with surrounding existing lower-density neighbourhoods;
 - v. include, where appropriate, open spaces that are either parks and/or plazas accessible to the public; and,
 - vi. provide mobility choices and associated facilities to encourage alternate active transportation options.”
 - c.d. Renumbering policy 3 to policy 5;
 - d.e. Creating a new policy 3: “Reductions in parking shall be considered in order to promote a greater mix of uses and a more compact, cycling and pedestrian-friendly built form.”;

e.f. Deleting policies 4 and 6 in their entirety;

4. By creating new Sections 4.2.3, Secondary Community Node, and 4.2.4, Regional Corridor, and renumbering subsequent sections accordingly.

5. In Section 4.2.3, Secondary Community Node, by:

a. Adding the following preamble:

“*Secondary Community Nodes* meet a variety of needs and are intended to provide for a broad range and mix of uses in an area of transit-supportive densities. The *Secondary Community Nodes* are designated based on the role they play in the City’s nodes and corridors strategy. In general, *Secondary Community Nodes* are nodes along the City’s strategic corridors with a concentration of uses at a smaller scale than a *Regional Centre*.

Given the function and high visibility of *Secondary Community Nodes*, special attention to urban design principles is essential. Siting buildings to create a sense of street enclosure, locating parking lots to the rear of buildings, screening service entrances and garbage storage, and effective landscaping can aesthetically enhance the appearance of *Secondary Community Nodes*. In order to attract viable, high-quality development, emphasis will also be placed on creating a safe and attractive cycling and pedestrian environment, as well as convenient access to public ~~access~~-transit and greenspace. Additional policies on *Urban Design* are found in Chapter 14.0.”

b. Adding the following policies:

“1. *Secondary Community Nodes* shall be located on primary transit corridors and shall be planned to promote a local identity and a sense of place unique to that node and its surrounding community.

2. Permitted uses in *Secondary Community Nodes* may include residential, retail, office, service, institutional, recreational, entertainment, parks and ~~other~~ community-oriented activities.

3. 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.

~~34.~~ *Secondary Community Nodes* shall be planned to:

a. encourage a cycling and pedestrian-friendly built form by locating commercial and other active non-residential uses at grade;

b. be the focal point for expression of community heritage and character;

c. develop at transit-supportive densities;

d. provide residential development primarily in the form of medium and high density buildings, and discouraging single-detached dwellings;

- e. provide for a mix of housing types, tenures and affordability;
- f. include, where appropriate, open spaces that are either parks and/or plazas accessible to the public;
- fg. be designed to implement appropriate transitions of density and uses to facilitate compatibility with surrounding existing lower-density neighbourhoods; and,
- gh. provide mobility choices and associated facilities to encourage alternative active transportation options.

45. Reductions in parking shall be considered in order to promote a greater mix of uses and a more compact, cycling and pedestrian-friendly built form. The City may require a traffic impact study and/or a transportation demand management plan in support of the reduction in parking.”

6. In Section 4.2.4, Regional Corridors, by:

a. Adding the following preamble:

“Regional Corridors are the primary arterial links connecting the City’s Regional Centres and Secondary Community Nodes. They are a significant component of the nodes and corridors structure and provide additional opportunities for intensification. These corridors function as “main streets”, each with unique characteristics and identities but at lesser densities and concentrations than development within Regional Centres and Secondary Community Nodes.

Given the function and high visibility of Regional Corridors, special attention to sound urban design principles is essential. Siting buildings to create a sense of street enclosure, locating parking lots to the rear of buildings, screening service entrances and garbage storage, and effective landscaping can aesthetically enhance the appearance of Regional Corridors. In order to attract viable, high-quality development, emphasis will also be placed on creating a safe and attractive cycling and pedestrian environment, as well as convenient access to public ~~access~~ transit and greenspace. Additional policies on Urban Design are found in Chapter 14.0.”

b. Adding the following policies:

- “1. *Regional Corridors* shall be located on primary transit corridors and shall be planned to promote a local identity and a sense of place unique to that node and its surrounding community.
- 2. 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.
- 3. *Regional Corridors* shall be planned 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 they 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.”
4. Reductions in parking shall be considered in order to promote a greater mix of uses and a more compact, cycling and pedestrian-friendly built form. The City may require a traffic impact study and/or a transportation demand management plan in support of the reduction in parking.”

7. In Section 4.3, Mixed Use Commercial, by:

- a. Adding “, and complementary to the *Secondary Community Nodes* and *Regional Corridors* designations” after “Designated as *Mixed Use Commercial*” in the first paragraph of the preamble;
- b. Adding “Similar to the *Secondary Community Nodes* and *Regional Corridors* designations, and” before “Given the function and high visibility” in the second paragraph of the preamble;
- b.c. Adding “cycling and” before “pedestrian environment” in the second paragraph of the preamble;
- e.d. Deleting and replacing Policy 1 with: “All uses permitted by the Plan except Heavy Industrial may be accommodated in the Mixed Use Commercial designation through the rezoning process. Uses permitted in the Mixed Use Corridor designation shall provide for a broad range of uses that serve the needs of the surrounding neighbourhoods including medium density residential, commercial, institutional, parks and other open space uses at a lesser density and concentration than Regional Corridors. ~~Offices as part of a mixed-use development shall be permitted.~~”; and,

~~d-e.~~ Adding a new Policy 2 and renumbering subsequent policies accordingly: "Where appropriate, the mixing of residential and non-residential uses on a single site is encouraged. Mixed uses should be in a form of mixed-use buildings with ground-oriented commercial and institutional uses and residential uses above the second storey."

8. In Section 11.4, Parking, by:

a. Adding a new policy 3 and renumbering subsequent policies as follows:

"Parking requirements may be reduced where feasible through implementation of the following tools:

- a. Establishment of minimum and maximum parking standards with in the *Regional Centre, Secondary Community Nodes* and *Regional Centres*;
- b. Reducing parking requirements in the *Regional Centre, Secondary Community Nodes* and *Regional Corridors* where transit, cycling and pedestrian alternatives exist;
- c. Provision of shared parking facilities for uses with alternating high peak demand either by virtue of the uses or the time of day, time of week or seasonal demand; and,
- d. Provision of central, shared parking facilities that may result in greater parking and land use efficiencies."

~~9. In Section 19.5.5, Section 37 By-laws, by:~~

~~a. Adding new third and fourth paragraphs as follows: "Section 37 By-laws may also be used to secure priority community benefits such as the provision of improved pedestrian and cycling access to public transit and enhanced public transit infrastructure, facilities and services; public parking; provision of public areas, crosswalks and walkways; provision of public streetscape improvements; enhanced access to natural heritage features and other open space areas; upgrade to community facilities; land required for municipal purposes; and, any other community benefits that may be identified in Secondary Plans, Community Improvement Plans, or other community improvements that may be identified through the development approval process.~~

~~Community benefits which are the subject of Section 37 provisions of the Planning Act will be determined based on local needs, intensification issues in the area, and the goals and objectives of this Plan."~~

~~10-9.~~ Associated land use schedule changes.

ATTACHMENT C - DRAFT OFFICIAL PLAN AMENDMENT

The Official Plan for the City of Greater Sudbury Official Plan is hereby amended as follows:

1. In Section 2.3.3, Intensification, by:
 - a. Deleting and replacing “Some areas, like the *Downtown* and *Regional Centres*” with “Some areas, like the *Downtown*, *Regional Centres* and *Secondary Community Nodes*” in the third paragraph of the preamble.
 - b. Adding “, *Secondary Community Nodes*, *Regional Corridors*” between “*Town Centres*” and “and” in policy 4;
 - c. Adding “*Secondary Community Nodes*, *Regional Corridors*” before “*Town Centres*” in program 3;
2. In Section 4.0, Employment Areas, by adding “*Secondary Community Nodes*, *Regional Corridors* and” in the fourth paragraph before “*Mixed Use Commercial*”.
3. In Section 4.2.2, Regional Centres, by:
 - a. Adding “bikeable and” before “walkable” and adding “buildings and” before “districts” in the second paragraph of the preamble;
 - b. Adding “residential,” between “service,” and “institutional” in Policy 1;
 - c. Creating a new policy 2, and renumbering subsequent policies, as follows:

“*Regional Centres* shall be planned to:

 - i. encourage a cycling and pedestrian friendly built form by locating commercial and other active non-residential uses at grade;
 - ii. develop at transit-supportive densities;
 - iii. provide for a mix of housing types, tenures and affordability;
 - iv. be designed to implement appropriate transitions of density and uses to facilitate compatibility with surrounding existing lower-density neighbourhoods;
 - v. include, where appropriate, open spaces that are either parks and/or plazas accessible to the public; and,
 - vi. provide mobility choices and associated facilities to encourage alternate active transportation options.”
 - d. Renumbering policy 3 to policy 5;
 - e. Creating a new policy 3: “Reductions in parking shall be considered in order to promote a greater mix of uses and a more compact, cycling and pedestrian-friendly built form.”;

- f. Deleting policies 4 and 6 in their entirety;
- 4. By creating new Sections 4.2.3, Secondary Community Node, and 4.2.4, Regional Corridor, and renumbering subsequent sections accordingly.
- 5. In Section 4.2.3, Secondary Community Node, by:

- a. Adding the following preamble:

“Secondary Community Nodes meet a variety of needs and are intended to provide for a broad range and mix of uses in an area of transit-supportive densities. The Secondary Community Nodes are designated based on the role they play in the City’s nodes and corridors strategy. In general, Secondary Community Nodes are nodes along the City’s strategic corridors with a concentration of uses at a smaller scale than a Regional Centre.

Given the function and high visibility of Secondary Community Nodes, special attention to urban design principles is essential. Siting buildings to create a sense of street enclosure, locating parking lots to the rear of buildings, screening service entrances and garbage storage, and effective landscaping can aesthetically enhance the appearance of Secondary Community Nodes. In order to attract viable, high-quality development, emphasis will also be placed on creating a safe and attractive cycling and pedestrian environment, as well as convenient access to public transit and greenspace. Additional policies on Urban Design are found in Chapter 14.0.”

- b. Adding the following policies:

- “1. Secondary Community Nodes shall be located on primary transit corridors and shall be planned to promote a local identity and a sense of place unique to that node and its surrounding community.
- 2. Permitted uses in Secondary Community Nodes may include residential, retail, office, service, institutional, recreational, entertainment, parks and community-oriented activities.
- 3. 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.
- 4. Secondary Community Nodes shall be planned to:
 - a. encourage a cycling and pedestrian-friendly built form by locating commercial and other active non-residential uses at grade;
 - b. be the focal point for expression of community heritage and character;
 - c. develop at transit-supportive densities;
 - d. provide residential development primarily in the form of medium and high density buildings, and discouraging single-detached dwellings;

- e. provide for a mix of housing types, tenures and affordability;
 - f. include, where appropriate, open spaces that are either parks and/or plazas accessible to the public;
 - g. be designed to implement appropriate transitions of density and uses to facilitate compatibility with surrounding existing lower-density neighbourhoods; and,
 - h. provide mobility choices and associated facilities to encourage alternative active transportation options.
5. Reductions in parking shall be considered in order to promote a greater mix of uses and a more compact, cycling and pedestrian-friendly built form. The City may require a traffic impact study and/or a transportation demand management plan in support of the reduction in parking.”

6. In Section 4.2.4, Regional Corridors, by:

a. Adding the following preamble:

“Regional Corridors are the primary arterial links connecting the City’s Regional Centres and Secondary Community Nodes. They are a significant component of the nodes and corridors structure and provide additional opportunities for intensification. These corridors function as “main streets”, each with unique characteristics and identities but at lesser densities and concentrations than development within *Regional Centres* and *Secondary Community Nodes*.

Given the function and high visibility of *Regional Corridors*, special attention to sound urban design principles is essential. Siting buildings to create a sense of street enclosure, locating parking lots to the rear of buildings, screening service entrances and garbage storage, and effective landscaping can aesthetically enhance the appearance of *Regional Corridors*. In order to attract viable, high-quality development, emphasis will also be placed on creating a safe and attractive cycling and pedestrian environment, as well as convenient access to public transit and greenspace. Additional policies on *Urban Design* are found in Chapter 14.0.”

b. Adding the following policies:

- “1. *Regional Corridors* shall be located on primary transit corridors and shall be planned to promote a local identity and a sense of place unique to that node and its surrounding community.
- 2. 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.
- 3. *Regional Corridors* shall be planned 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;
 - e. develop at transit-supportive densities;
 - f. function as they 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.”
4. Reductions in parking shall be considered in order to promote a greater mix of uses and a more compact, cycling and pedestrian-friendly built form. The City may require a traffic impact study and/or a transportation demand management plan in support of the reduction in parking.”

7. In Section 4.3, Mixed Use Commercial, by:

- a. Adding “, and complementary to the *Secondary Community Nodes* and *Regional Corridors* designations” after “Designated as *Mixed Use Commercial*” in the first paragraph of the preamble;
- b. Adding “Similar to the *Secondary Community Nodes* and *Regional Corridors* designations, and” before “Given the function and high visibility” in the second paragraph of the preamble;
- c. Adding “cycling and” before “pedestrian environment” in the second paragraph of the preamble;
- d. Deleting and replacing Policy 1 with: “All uses permitted by the Plan except *Heavy Industrial* may be accommodated in the *Mixed Use Commercial* designation through the rezoning process. *Uses* permitted in the *Mixed Use Corridor designation* shall provide for a broad range of uses that serve the needs of the surrounding neighbourhoods at a lesser density and concentration than *Regional Corridors*.”; and,
- e. Adding a new Policy 2 and renumbering subsequent policies accordingly: “Where appropriate, the mixing of

residential and non-residential uses on a single site is encouraged. Mixed uses should be in a form of mixed-use buildings with ground-oriented commercial and institutional uses and residential uses above the second storey.”

8. In Section 11.4, Parking, by:

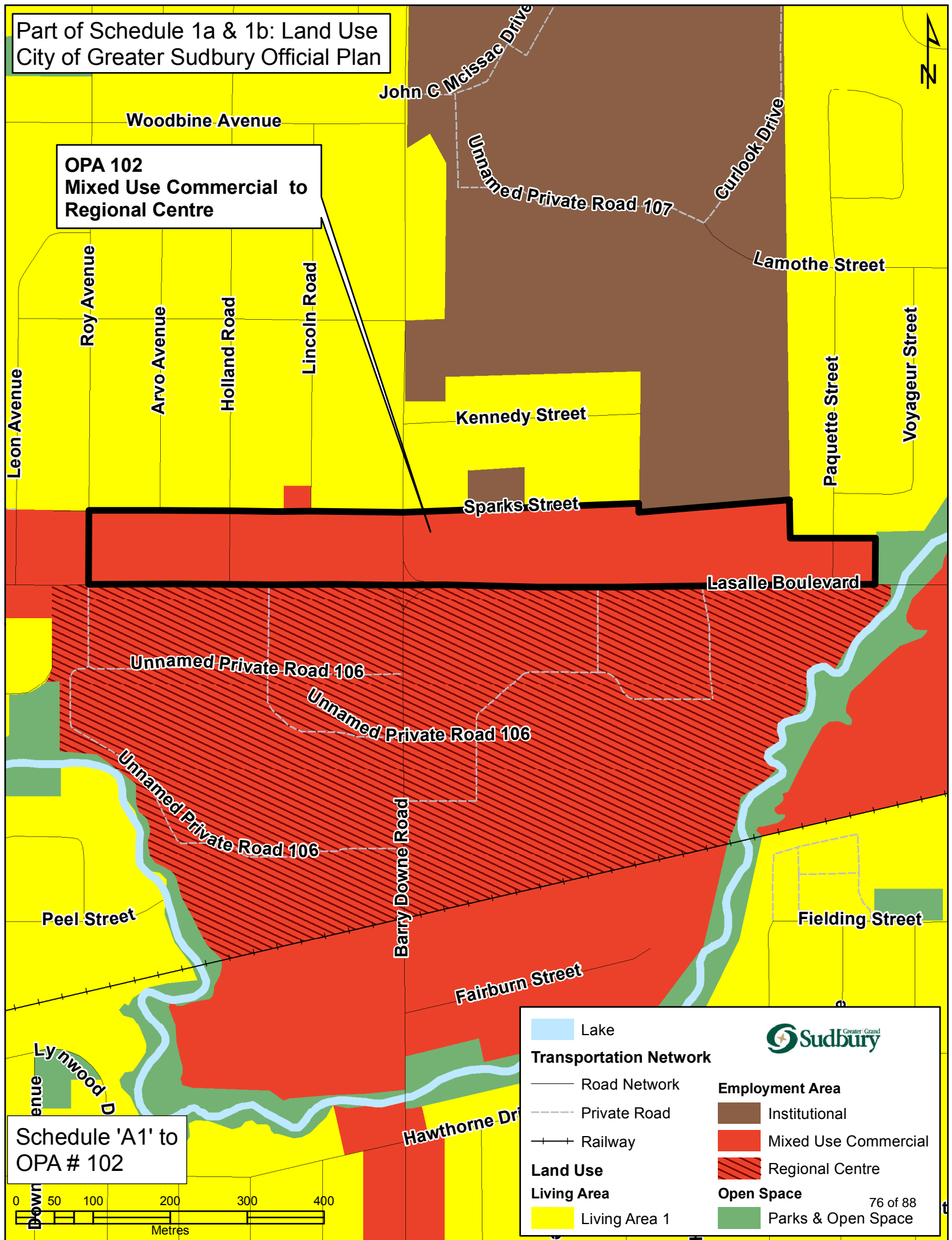
a. Adding a new policy 3 and renumbering subsequent policies as follows:

“Parking requirements may be reduced where feasible through implementation of the following tools:

- a. Establishment of minimum and maximum parking standards within the *Regional Centre*, *Secondary Community Nodes* and *Regional Centres*;
- b. Reducing parking requirements in the *Regional Centre*, *Secondary Community Nodes* and *Regional Corridors* where transit, cycling and pedestrian alternatives exist;
- c. Provision of shared parking facilities for uses with alternating high peak demand either by virtue of the uses or the time of day, time of week or seasonal demand; and,
- d. Provision of central, shared parking facilities that may result in greater parking and land use efficiencies.”

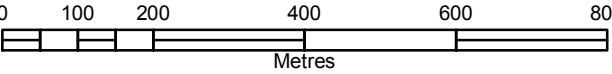
9. Associated land use schedule changes.

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



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

Schedule 'A2' to
OPA # 102



Lake

Transportation Network

Road Network

Private Road

Railway

Land Use

Living Area

Living Area 1

Employment Area

Institutional

Mixed Use Commercial

Regional Centre

Open Space

Parks & Open Space

Industrial

Mining/Mineral Reserve

OPA 102
Mixed Use Commercial
and Living Area I to
Secondary Community Node

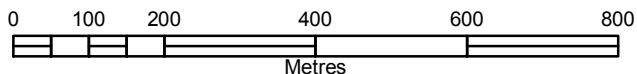
OPA 21

OPA 102
Mixed Use Commercial
and Living Area I to
Secondary Community Node

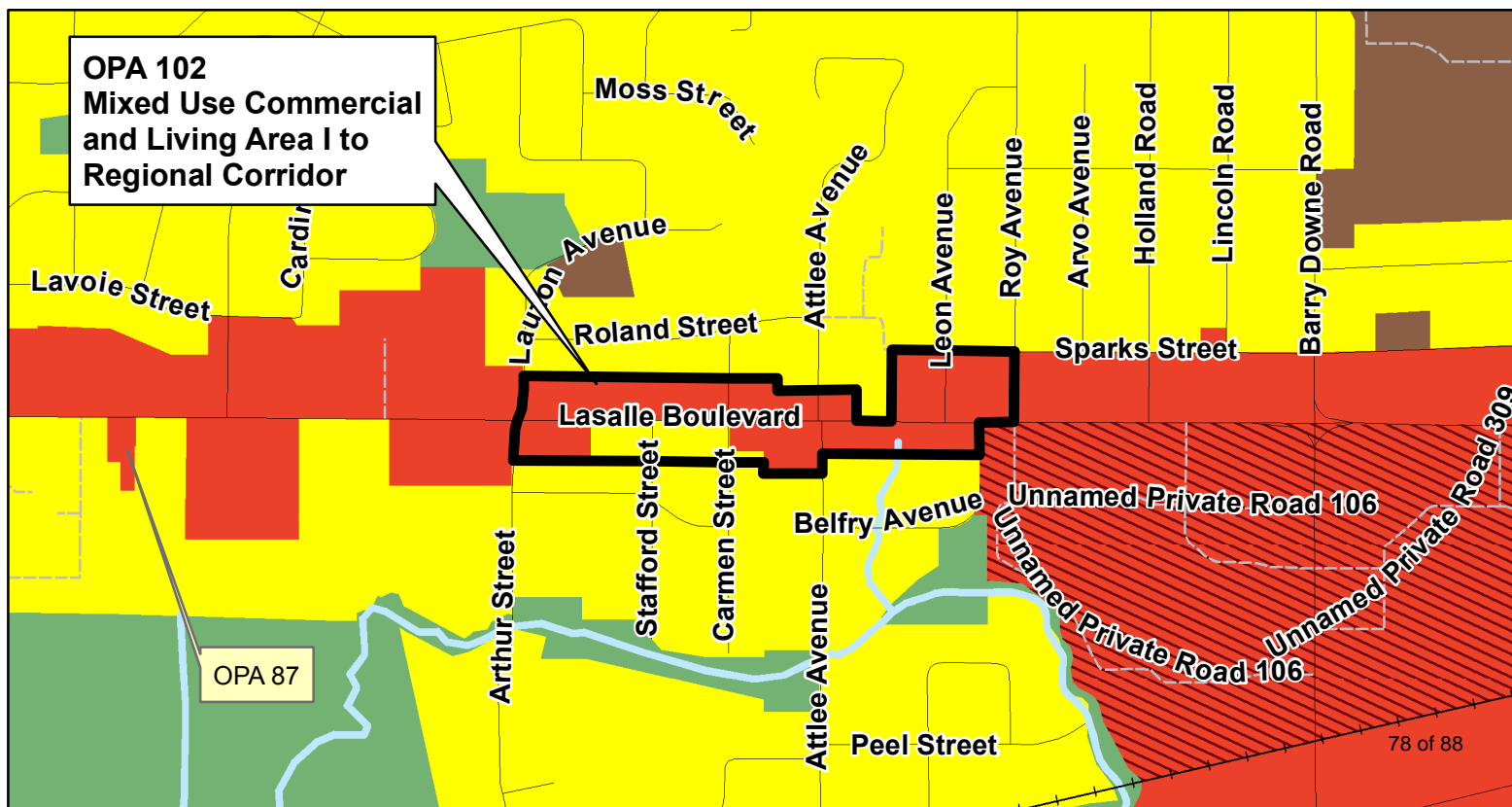
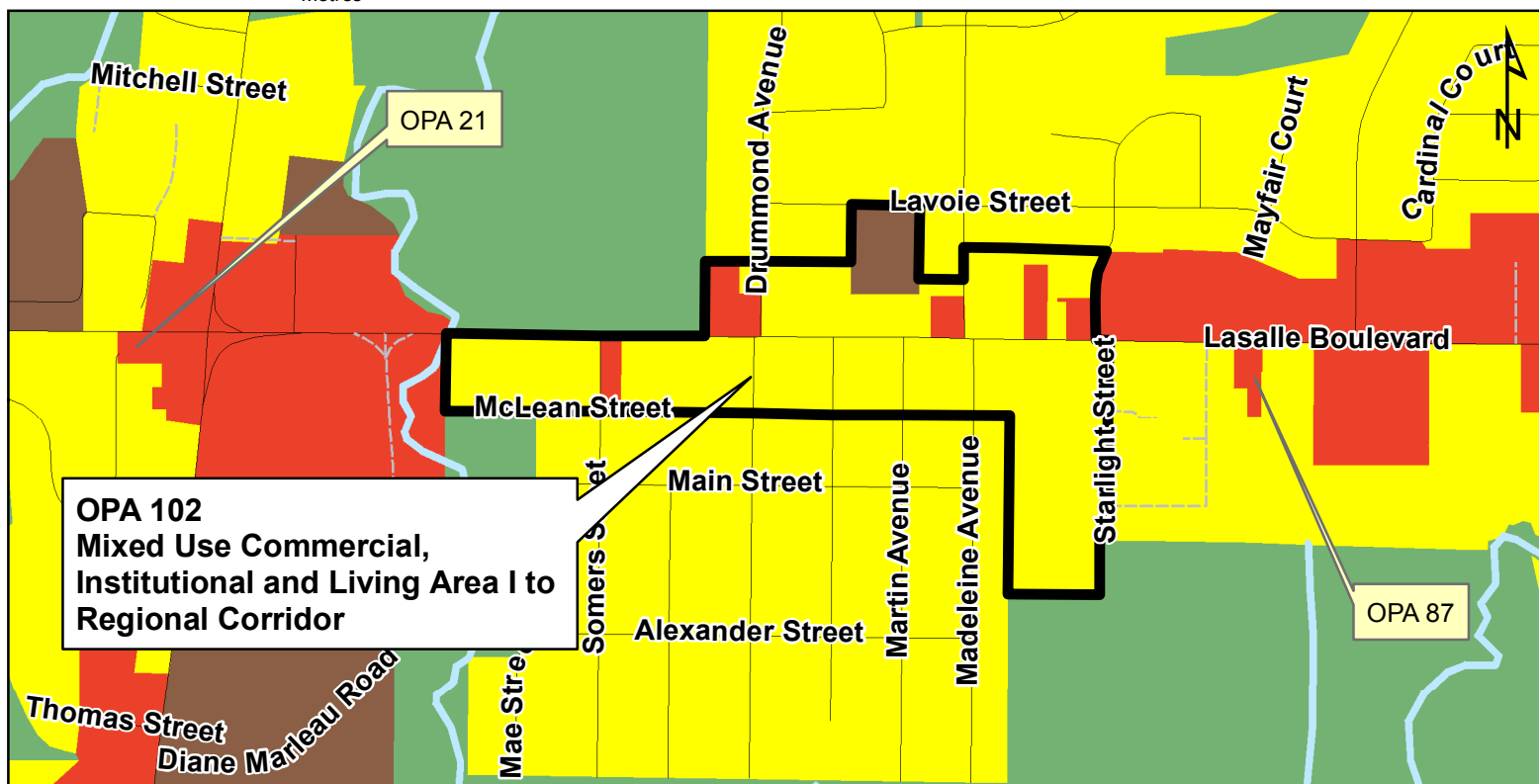
OPA 87

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

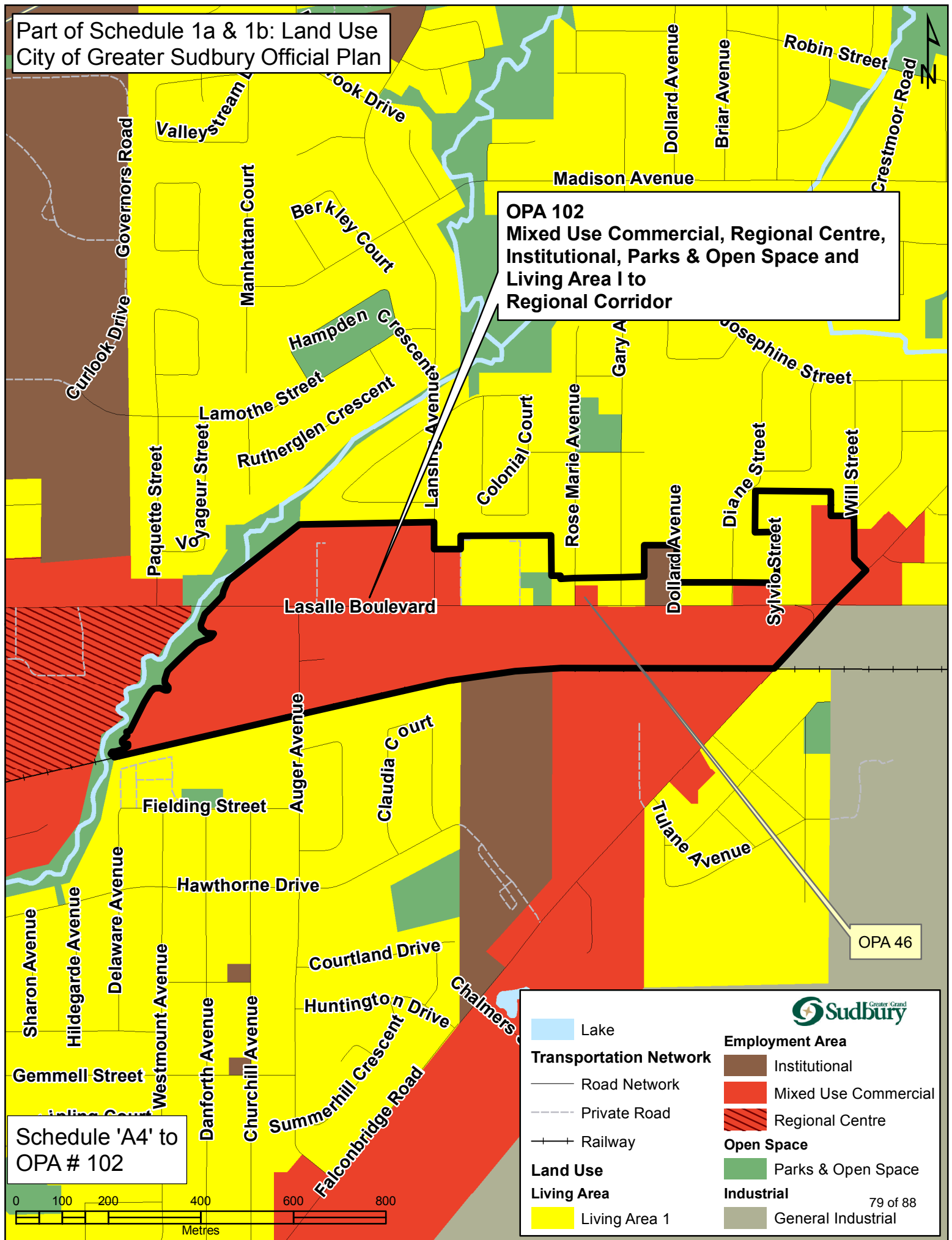
Schedule 'A3' to
OPA # 102



Lake	
Transportation Network	
Road Network	
Private Road	
Railway	
Land Use	
Living Area	
Living Area 1	
Employment Area	
Institutional	
Mixed Use Commercial	
Regional Centre	
Open Space	
Parks & Open Space	



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



For Information Only

Ontario Job Site Challenge

Presented To:	Planning Committee
Presented:	Monday, Mar 09, 2020
Report Date	Friday, Feb 21, 2020
Type:	Correspondence for Information Only

Resolution

For Information Only

Relationship to the Strategic Plan / Health Impact Assessment

In 2019, the City of Greater Sudbury adopted a new Strategic Plan, which placed significant emphasis on Council's desire to support the city's thriving local economy and attractiveness to prospective investors by including the following goals:

Goal 2: Business Attraction, Retention and Development

Goal 4: Economic Capacity and Investment Readiness

Completing the exercise of developing and submitting a proposal to the Province's Job Site Challenge program will serve as a positive step toward both of these goals.

Report Summary

The Ontario government has launched Canada's first "Job Site Challenge" to identify shovel-ready mega sites where automakers or other advanced manufacturers might construct a large-scale plant leading to significant investment and job-creation. The program is based on other industrial mega site initiatives undertaken in several US states.

As part of this initiative, the Province has invited municipalities, economic development agencies, and individual landowners to identify and propose large tracts of industrial land between 500 and 1,500 acres that are suitable to large-scale manufacturing operations.

In order to position Greater Sudbury as an attractive destination for large industrial development, the Economic Development Division has identified a suitable industrial site and will be submitting a proposal to the Ontario government in the hopes of being selected into the program. If selected, the Province will engage an internationally-recognized site selector to validate the site and promote it to prospective investors.

Signed By

Report Prepared By

Liam McGill
Manager of Investment and Business Development
Digitally Signed Feb 21, 20

Reviewed By

Meredith Armstrong
Acting Director of Economic Development
Digitally Signed Feb 21, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Feb 21, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Feb 26, 20

Financial Implications

There are no financial implications to this report.

Background

The City of Greater Sudbury is in the process of developing an Employment Land Strategy in order to assist in the City's efforts to attract new investment to the community and assist existing businesses with their expansion efforts. In parallel to this initiative, we are building an inventory of employment lands in order to assist with the site selection process for investment and expansion opportunities.

On November 28, 2019, the Ontario government launched Canada's first Job Site Challenge, in an effort to identify shovel-ready mega sites where automakers or other advanced manufacturers could invest in Ontario by building and establish large-scale industrial operations.

The Job Site Challenge invites municipalities, economic development agencies, real estate developers or individual industrial property owners to propose large tracts of land between 500 and 1,500 acres that are already zoned or could be zoned for industrial use to support large-scale manufacturing operations. These sites should be serviced or easily serviceable by utilities, transportation networks and other support infrastructure.

The Job Site Challenge is intended to raise Ontario's profile and improve its attractiveness internationally in order for the province to compete with other North American jurisdictions for coveted large-scale investments in automotive and other advanced manufacturing and create good, high-paying jobs for Ontario.

In 2019, the City of Greater Sudbury adopted a new Strategic Plan, which placed significant emphasis on Council's desire to support the city's thriving local economy and attractiveness to prospective investors by including the following goals:

Goal 2: Business Attraction, Retention and Development

Goal 4: Economic Capacity and Investment Readiness

Completing the exercise of developing and submitting a proposal to the Province's Job Site Challenge program will serve as a positive step toward both of these goals.

Opportunity for City of Greater Sudbury

Participation in the Job Site Challenge, offers Greater Sudbury the opportunity to vet local sites for a variety of future investment prospects, and create greater awareness of our community's investment potential to policy makers and industrial site selectors. The program is intended to offer the following opportunities to the communities whose sites are selected into the program:

- An internationally recognized site selector will endorse and validate the site for inclusion in the inventory of certified mega sites.

- The Province and the site selector will then lead a marketing campaign to have the selected sites profiled to the global investment community. The first shovel-ready sites are expected to be made available to investors in fall 2020.
- The Challenge is intended to raise Ontario's profile and improve the province's attractiveness internationally in order to compete with other North American jurisdictions for coveted large-scale investments in manufacturing.
- Proactively taking the steps to prepare and identify shovel-ready mega-sites speeds up investment as companies need to spend less time and money on their own due diligence; have easier and more transparent access to accurate site information; and, can have confidence that the land being acquired is ready for development, allowing construction to begin in an expedient manner.

Should the City be successful in attracting a large-scale development through the program, there will be a significant return on investment for the community and surrounding areas. An opportunity of this scale will inject local investment through job-creation, the expansion and creation of manufacturing supply chain small and medium sized businesses, leading to more jobs and economic benefits locally.

Specific Program Benefits:

In addition to the economic opportunities listed above, the specific benefits outlined in the program guidelines for sites accepted into the Job Site Challenge are as follows:

- Site Selector Expertise and International Validation – the City will be able to engage in negotiations with confidence as opportunities emerge, knowing the site has been endorsed and validated by an internationally recognized site selector.
- Sophisticated Marketing Campaign – the site and city will be marketed by the Province and site selectors to the global investment community. Various marketing strategies, including site selector guild conferences, digital media, public relations, website exposure among others, will be used to promote the sites.
- Streamlined Approvals Review Process – If selected, the site will be provided with a streamlined approvals review process for any applicable provincial licenses, permits and environmental approvals required to develop and service the site. The Province will also support the streamlined review of non-provincial licenses and permits by working directly with municipalities, agencies and entities that may have implications with the site.

****It is important to note that the Job Site Challenge is not a funding or grant program, but rather a partnership with municipalities and private landowners where the Province will be able to provide valuable in-kind services.****

Program Criteria

Potential mega sites will be evaluated based on the criteria below:

- **Site size and configuration:** 500-1,500 acres of contiguous land, suitable for development.
- **Location and Transportation:** Maximum flexibility and effectual access to goods movement by rail, port and highway.
- **Utilities and servicing:** All required services and utilities should be available at or near the property boundary.
- **Site Condition and previous uses:** Sites must be suitable for development, with minimal constraints.
- **Automotive and/or advanced manufacturing footprint:** Sites located within or proximate to established clusters are preferred.
- **Talent and training:** Sites located in proximity to a skilled labour force and/or post secondary academic institutions are preferred.
- **Ownership and title:** Clear unencumbered ownership and title are strongly preferred.
- **Policy and regulatory framework:** Sites should be located in close proximity to strategic employment growth and/or economic development investment areas. Favorable planning and permissions (zoning) will be preferred.
- **Government approvals:** Submissions with demonstrated strategies to expedite and streamline any necessary approvals/permitting from relevant authorities will be favored.
- **Engagement with Indigenous Communities:** Prior engagement with neighboring Indigenous communities will be favored.
- **Incentives:** Proposals which identify access to potential incentives (financial/economic/social/environmental) will be favourably received.
- **Community benefits:** Sites which best demonstrate the potential to achieve community benefit goals through this initiative will be favourably received.

Site Selection

In an effort to select a site for submission, parameters and criteria were developed in order to narrow down the potential sites throughout the city. The criteria was established taking into account the Program's requirement for ease of development as well as the City of Greater Sudbury's Settlement Boundary, as identified in the Official Plan.

Through the City's GIS mapping system, a number of sites were identified as meeting the minimum criteria, which included the following:

- A minimum of 500 contiguous acres
- No more than three owners across all parcels
- Sites fully or partially located within the settlement boundary

From the sites that met this criteria, other factors such as access to services and utilities, current land use, topography and access to transportation were considered against each of the properties to identify a site that met as many of the Program's criteria, as per the Request for Submissions, in order to "put our best foot forward" and maximize likelihood of success.

Proposed Site

Taking into account all factors from the program criteria, established planning policies as well as future development potential, a site at the intersection of Maley Drive and Falconbridge Highway was selected for submission into the program. The proposed site includes four contiguous parcels, with two owners for a total size of 836 acres, well within the specified range of 500 to 1,500 acres identified by the program criteria. The site meets many of the identified criteria including size, topography, zoning, access to transportation infrastructure as well as access to utilities and municipal services.

Official Plan Designation & Zoning

According to the City's Official Plan, the proposed site is designated Living Area 1, Parks and Open Space, General Industrial, Heavy Industrial and Aggregate Reserve. Land intended to be used for Employment purposes can be designated Centres, Mixed Use Commercial, Institutional or Industrial. An Official Plan amendment would be required to amend the designation of those lands that are not currently designated for industrial use. Permitted uses within the General Industrial designation include manufacturing, fabricating, processing and assembling of consumer products, repair, packing and storage of goods and materials, and related industrial activities, which are in-line with the target industries of the Job Site Challenge.

A portion of the subject property is located within the settlement boundary while a portion is directly adjacent to the boundary. Settlement area boundaries may be expanded where it can be demonstrated that, amongst other criteria, sufficient opportunities for growth exist.

The site currently includes a mix of zoning (M1, M3, M5, Open Space, Rural and others). It is anticipated that re-zoning may be required for part of the property depending on the proposed use.

The site currently holds number of Secondary Aggregate Resource Licences, for which the majority of the aggregate supply has now been depleted and the land rehabilitated, creating a flat, clean landscape for development. The owner is in a position to relinquish aggregate licences, should an industrial development opportunity emerge and another use for the site be proposed that is beneficial to the community.

Should this site be selected, the City would work with the Province to undertake the necessary Planning Act processes and Provincial approvals to harmonize the existing Official Plan designations and zoning.

Transportation

From a transportation perspective, the site is very well-positioned. The Greater Sudbury Airport is situated 14 kilometers from the site, access to Hwy 17 is 4.5 kilometers from the site, while access to the Hwy 17 bypass (to Hwy 69/400) is located 9 kilometers away. In addition, the newly completed Maley Drive is located immediately adjacent to the proposed site, providing easy and quick access to many of the industrial sites across the city, which may support future development in this area. There is also rail access to the CN Rail mainline, via a spur directly onto the site. From an employment support perspective, the new GOVA Transit system also has a stop directly at the entrance of the site.

The selected site also aligns well with future development potential for the area, as the City's Official Plan calls for the eventual extension of Maley Drive through this site south to Hwy 17, providing a direct link to the provincial highway network.

Utilities and Servicing

The site is also well-positioned for connection to utilities and municipal services. There is a sufficient supply of electricity and natural gas adjacent to the site as well as water and waste-water available in close proximity to the site. The costs to extend the water main and sanitary sewer across Falconbridge Highway at Maley Drive, to service this site were included in the 2019 Development Charges Background Study. From a servicing perspective, this site aligns well with Council's vision for future development in the area.

Next Steps

Staff are currently working with the property owners as well as service and utility companies to compile all of the necessary documentation to submit a proposal to the Province by the program deadline of March 31, 2020.

The Province has made no indication as to how many sites will be accepted into the program. There is a possibility that sites not accepted into the program may still be included as part of Ontario's Investment Ready: Certified Site Program.

It should be noted that regardless of whether Greater Sudbury is selected to participate in the program, the exercise itself will be a valuable process in order to determine what is required to prepare this site for development, should a large scale investment opportunity be identified. This process will improve Greater Sudbury's investment-readiness and assist with business attraction efforts, in alignment with Goal 2 (Business Attraction, Retention and Development) and Goal 4 (Economic Capacity and Investment Readiness) the City of Greater Sudbury's Strategic Plan. This work will also inform the upcoming Employment Land Strategy.

Job Site Challenge

Hydro One
Martindale T.S.

Proposed Site
Total: 836 acres

NOTE:

- * Proposed site has all services including: water, wastewater, natural gas and power to the site or within close proximity,
- * CN Railway is accessible from the proposed site,
- * Greater Sudbury Airport is located 14 Kilometres from the proposed site,
- * HWY 17 bypass is located 9 Kilometres from the proposed site,
- * Public Transit stop at entrance of proposed site.

Proposed Maley Drive
to Hwy 17E Connection

230 kV

500 kV

115 kV



Job Site Challenge

Proposed Maley Drive to Hwy 17E Connection

