

PLANNING COMMITTEE AGENDA

Planning Committee Meeting
Wednesday, February 19, 2020
Tom Davies Square - Council Chamber

COUNCILLOR FERN CORMIER, CHAIR

Robert Kirwan, Vice-Chair

12:00 P.M. CLOSED SESSION, COMMITTEE ROOM C-12
1:00 P.M. OPEN SESSION, COUNCIL CHAMBER

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

- Purchase of Land - Main Street, Sudbury
- Surplus School - Gemmell Street, Sudbury

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

DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

PUBLIC HEARINGS

1. Report dated January 22, 2020 from the General Manager of Growth and Infrastructure regarding Carpenter Investment Ltd. - Application for a temporary use by-law in order to permit the outdoor sale of blueberries for a period of three (3) years, South Lane Road, Sudbury. **9 - 30**
(RESOLUTION PREPARED)
 - Wendy Kaufman, Senior Planner
2. Report dated January 23, 2020 from the General Manager of Growth and Infrastructure regarding 1973696 Ontario Ltd - Application for rezoning in order to permit "M1-1", Business Industrial uses on vacant lands designated Mixed Use Commercial, Cambrian Heights Drive, Sudbury. **31 - 45**
(RESOLUTION PREPARED)
 - Mauro Manzon, 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-4)

ROUTINE MANAGEMENT REPORTS

- C-1. Report dated January 20, 2020 from the General Manager of Growth and Infrastructure regarding Baikinson Land Corp - Application to extend draft plan of subdivision approval (Marquis Park, Chelmsford). **46 - 55**
(RESOLUTION PREPARED)
 (This report provides a recommendation regarding the Baikinson Land Corp. extension to the draft plan of subdivision approval, Marquis Park, Chelmsford.)
- C-2. Report dated January 20, 2020 from the General Manager of Growth and Infrastructure regarding 1468766 Ontario Ltd. - Application to extend draft plan of subdivision approval (Adam & Eve Subdivision, Sudbury). **56 - 65**
(RESOLUTION PREPARED)
 (This report provides a recommendation regarding the 1468766 Ontario Ltd. extension to the draft plan of subdivision approval, Adam & Eve Subdivision, Sudbury.)
- C-3. Report dated January 20, 2020 from the General Manager of Growth and Infrastructure regarding Bonaventure Development Company Ltd. - Application to extend a draft approved plan of subdivision approval, Lots 64-97, 97-117, 127-175, Blocks D & E & Part of Block C, Plan M-1058, Lot 1, Concession 3, Township of Balfour (Pinellas Road & Keith Avenue, Chelmsford). **66 - 77**
(RESOLUTION PREPARED)
 (This report provides a recommendation regarding the Bonaventure Development Company Ltd. extension to the draft plan of subdivision approval, Pinellas Road & Keith Avenue, Chelmsford.)
- C-4. Report dated January 22, 2020 from the General Manager of Growth and Infrastructure regarding Dalron Construction Ltd. - Application to extend a draft approved plan of subdivision approval, PIN 73578-0515, Part 1, Plan 53R-18272, Part of Lots 11 & 12, Concession 3, Township of Neelon (Greenwood Subdivision, Sudbury). **78 - 92**
(RESOLUTION PREPARED)
 (This report provides a recommendation regarding the Dalron Construction Ltd. extension to the draft plan of subdivision approval, Greenwood Subdivision, Sudbury.)

REGULAR AGENDA

MANAGERS' REPORTS

- R-1. Report dated January 27, 2020 from the General Manager of Growth and Infrastructure regarding Affordable Housing Landbanking Strategy. **93 - 100**
(RESOLUTION PREPARED)
 (This report provides a recommendation regarding the approval of an affordable housing land banking strategy. The strategy includes a framework for evaluating surplus municipal land suitable for the development of affordable housing.)
- R-2. Report dated January 27, 2020 from the General Manager of Growth and Infrastructure regarding Report on the Commercial Parking Standards Study. **101 - 149**
(RESOLUTION PREPARED)

(This report provides a recommendation regarding an overview of the Commercial Parking Standards Study findings.)

MEMBERS' MOTIONS

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD

ADJOURNMENT

COMITÉ DE PLANIFICATION ORDRE DU JOUR

Réunion du Comité de planification
19 février 2020
Place Tom Davies - Salle du Conseil

COUNCILOR FERN CORMIER, PRÉSIDENT(E)

Robert Kirwan, Vice-président(e)

12H SÉANCE À HUIS CLOS, SALLE DE RÉUNION C-12

13H 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 :

- l'achat d'une terrain – rue Main, Sudbury
- école excédentaire – rue Gemmell, Sudbury

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

(RÉSOLUTION PRÉPARÉE)

DÉCLARATION D'INTÉRÊTS PÉCUNIAIRES ET LEUR NATURE GÉNÉRALES

AUDIENCES PUBLIQUES

1. Rapport directeur général, Croissance et Infrastructure , daté du 22 janvier 2020 portant sur Carpenter Investment Ltd. – Demande de règlement municipal d'utilisation temporaire afin de permettre la vente à l'extérieur de bleuets pendant trois ans, chemin South Lane, Sudbury. **9 - 30**
(RÉSOLUTION PRÉPARÉE)
 - Wendy Kaufman, planificateur principal
2. Rapport directeur général, Croissance et Infrastructure , daté du 23 janvier 2020 portant sur 1973696 Ontario Ltd. – Demande de rezonage afin de permettre des usages commerciaux industriels « M1-1 » sur les terrains vacants dont le zonage est « zone polyvalente commerciale », promenade Cambrian Heights, Sudbury. **31 - 45**
(RÉSOLUTION PRÉPARÉE)
 - Mauro Manzon, 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 L'ARTICLES DE L'ORDRE DU JOUR DES
RÉSOLUTIONS C-1 À C-4)

RAPPORTS DE GESTION COURANTS

- C-1. Rapport directeur général, Croissance et Infrastructure , daté du 20 janvier 2020 portant sur Baikinson Land Corp. – Demande de prorogation de l’approbation de l’ébauche d’un plan de lotissement (parc Marquis, Chelmsford). **46 - 55**
(RÉSOLUTION PRÉPARÉE)
(Dans ce rapport, on formule une recommandation concernant la prorogation de l’approbation de l’ébauche du plan de lotissement de Baikinson Land Corp., parc Marquis, Chelmsford.)
- C-2. Rapport directeur général, Croissance et Infrastructure , daté du 20 janvier 2020 portant sur 1468766 Ontario Ltd. – Demande de prorogation de l’approbation de l’ébauche d’un plan de lotissement (lotissement Adam and Eve, Sudbury). **56 - 65**
(RÉSOLUTION PRÉPARÉE)
(Dans ce rapport, on formule une recommandation concernant la prorogation de l’approbation de l’ébauche du plan de lotissement de 1468766 Ontario Ltd., lotissement Adam and Eve, Sudbury.)
- C-3. Rapport directeur général, Croissance et Infrastructure , daté du 20 janvier 2020 portant sur Bonaventure Development Company Ltd. – Demande de prorogation d’un plan de lotissement provisoire approuvé, lots 64-97, 97-117, 127-175, pièces D et E et partie de la pièce C, plan M-1058, lot 1, concession 3, canton de Balfour (chemin Pinellas et avenue Keith, Chelmsford). **66 - 77**
(RÉSOLUTION PRÉPARÉE)
(Dans ce rapport, on formule une recommandation concernant la prorogation de l’approbation de l’ébauche du plan de lotissement de Bonaventure Development Company Ltd., chemin Pinellas et avenue Keith, Chelmsford.)
- C-4. Rapport directeur général, Croissance et Infrastructure , daté du 22 janvier 2020 portant sur Dalron Construction Ltd. – Demande de prorogation d’un plan de lotissement provisoire approuvé, NIP 73578-0515, partie 1, plan 53R-18272, partie des lots 11 et 12, concession 3, canton de Neelon (lotissement Greenwood, Sudbury). **78 - 92**
(RÉSOLUTION PRÉPARÉE)
(Dans ce rapport, on formule une recommandation concernant la prorogation de l’approbation de l’ébauche du plan de lotissement de Dalron Construction Ltd., lotissement Greenwood, Sudbury.)

Ordre du jour ordinaire

RAPPORTS DES GESTIONNAIRES

- R-1. Rapport directeur général, Croissance et Infrastructure , daté du 27 janvier 2020 portant sur Stratégie de réserve foncière pour le logement abordable. **93 - 100**
(RÉSOLUTION PRÉPARÉE)

(Dans ce rapport, on formule une recommandation concernant l'approbation d'une stratégie de réserve foncière pour le logement abordable. Cette stratégie comprend un cadre afin de savoir si les terrains municipaux excédentaires sont adéquats pour la construction de logements abordables.)

- R-2. Rapport directeur général, Croissance et Infrastructure , daté du 27 janvier 2020 portant sur Rapport sur l'étude des normes de stationnement commercial.
(RÉSOLUTION PRÉPARÉE)

101 - 149

(Dans ce rapport, on formule une recommandation concernant un survol des conclusions de l'étude sur les normes de stationnement commercial.)

MOTIONS DES MEMBRES

ADDENDA

PÉTITIONS CIVIQUES

PÉRIODE DE QUESTIONS

LEVÉE DE LA SÉANCE

Request for Decision

Carpenter Investment Ltd. - Application for a temporary use by-law in order to permit the outdoor sale of blueberries for a period of three (3) years, South Lane Road, Sudbury

Presented To: Planning Committee

Presented: Wednesday, Feb 19, 2020

Report Date: Wednesday, Jan 22, 2020

Type: Public Hearings

File Number: 751-6/19-16

Resolution

THAT the City of Greater Sudbury approves the application by Carpenter Investments Ltd. to amend Zoning By-law 2010-100Z in order to extend the existing temporary zoning "RU T91" Rural Temporary, in order to permit the outdoor sale of blueberries in accordance with Section 39 of the Planning Act for a temporary period of three years until May 30, 2023, on those lands described as PIN 73479-0262, Parcel 22728 SES, Part 3, Plan 53R-7705, Lot 12, Concession 5, Township of Dill, as outlined in the report entitled "Carpenter Investments Ltd.", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on February 19, 2020.

Relationship to the Strategic Plan / Health Impact Assessment

The application to amend the Zoning By-law is an operational matter under the Planning Act to which the City is responding. The applications contribute to the 2019-2027 City of Greater Sudbury Strategic Plan goals related to business attraction, development and retention.

Report Summary

An application to extend a temporary use by-law has been submitted pursuant to Section 39 of the Planning Act in order to permit the outdoor sale of blueberries for an additional temporary period of three years. The subject land is designated and zoned Rural in the Official Plan and Zoning By-law. Staff recommends approval of the application.

Financial Implications

Signed By

Report Prepared By

Wendy Kaufman
Senior Planner
Digitally Signed Jan 22, 20

Manager Review

Alex Singbush
Manager of Development Approvals
Digitally Signed Jan 22, 20

Recommended by the Division

Jason Ferrigan
Director of Planning Services
Digitally Signed Jan 23, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jan 31, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Feb 2, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Feb 5, 20

This report has no financial implications.

Title: Carpenter Investments Limited

Date: January 20, 2020

STAFF REPORT

PROPOSAL:

The application proposes to amend By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury in order to extend a temporary use by-law for a period of three years, pursuant to Section 39 of the Planning Act, to permit the temporary outdoor sale of blueberries. The temporary use was originally approved in 2014, and extended in 2017. This is the second extension that has been requested.

The blueberries are sold from a 3 m by 3 m stand with a tent frame that is covered with canvas when in use. The tent frame remains in place year-round.

Existing Zoning:

The existing zoning on the subject lands is "RU T91", Rural Temporary, which permits the outdoor sale of blueberries until May 30, 2020. A portion of the property is located within the "FP", Flood Plain Overlay due to a drainage course between Richard Lake and McFarlane Lake.

Requested Zoning:

The proposed zoning is to extend the existing temporary zoning, "RU T91", Rural Temporary, to permit the outdoor sale of blueberries for an additional three years until May 30, 2023.

Location and Site Description:

The subject property is described as PIN 73479-0262, Parcel 22728 SES, Part 3, Plan 53R-7705, Lot 12, Concession 5, Township of Dill. The lands are located at the southeast corner of Highway 69 North and South Lane Road in Sudbury. The property is vacant with a regrowth of vegetation and there is a gravel area at the northwest corner of the property where the blueberry sales occur extending 16 m (53 ft) south of Highway 69 and 24 m (80 ft) east of South Lane Road.

The subject lands are approximately 1.21 ha (3 acres) in size, with 53 m of frontage on Highway 69 North and 492 m of frontage on South Lane Road.

Surrounding Land Uses:

The area surrounding the site includes:

North: residential use

East: vacant rural land

South: mobile home park

West: institutional use (Cecil Facer Youth Centre), vacant residential lot

Title: Carpenter Investments Limited

Date: January 20, 2020

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

Site photos show the subject lands and the tent frame, the highway and residential uses to the north, and the institutional use to the west

Previous Temporary Rezoning Applications

The applicant's agent, Mr. Choquette, has been selling blueberries from this location for approximately sixteen (16) years. In 2013 a complaint was received by By-law Services with respect to the blueberry sales on this property. In February 2014, the current property owners submitted an application for a temporary use by-law in order to permit the outdoor sale of blueberries for a period of three years. The 2014 application was approved, and a three-year extension was granted in 2017. A copy of the 2014 staff report and minutes of the Planning Committee meeting are attached.

Public Consultation:

Notice of complete application was circulated to the public and surrounding property owners on December 17, 2019. The statutory notice of the public hearing was provided by newspaper along with a courtesy mail-out circulated to the public and surrounding property owners on January 30, 2020.

The applicant was advised of the City's policy which recommends that applicants consult with their neighbours, ward councillor and key stakeholders to inform area residents of the application. As of the date of this report no telephone calls or written submissions have been received with respect to the proposal.

POLICY & REGULATORY FRAMEWORK:

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

- [2014 Provincial Policy Statement](#)
- [2011 Growth Plan for Northern Ontario](#)
- [Official Plan for the City of Greater Sudbury, 2006](#)
- [Zoning By-law 2010-100Z](#)

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

Provincial Policy Statement:

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

Section 1.3.1 states that planning authorities shall promote economic development by providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.

Section 1.6.8.3 states that new development proposed on adjacent lands to existing corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor.

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. There are no policies that are relevant to this application, therefore the application is considered to conform to the Growth Plan.

Official Plan for the City of Greater Sudbury:

The subject lands are designated Rural in the Official Plan. Section 20.5.3 of the Official Plan states that conformity with the land use policies of the Plan are not required for temporary use by-laws.

Zoning By-law 2010-100Z:

The subject lands are zoned "RU T91", Rural Temporary. The outdoor sale of blueberries is permitted at this location until May 30, 2020. The minimum building setbacks for structures on this property are 15 m from Highway 69 and 10 m from the other property lines.

Site Plan Control:

Site plan control is not required for this development given the temporary nature and scope of the proposed use.

Department/Agency Review:

The application has been circulated to all appropriate agencies and City divisions. Building Services, Development Engineering, and Roads and Transportation Services have advised that they have no concerns from their area of interest. These responses have been used to assist in evaluating the application and to formulate appropriate zoning by-law standards.

The applicant has provided a copy of a Ministry of Transportation building and land use permit which permits the proposed use and restricts access to South Lane Road, as proposed by the applicant.

PLANNING ANALYSIS:

Planning staff circulated the development application to internal departments and external agencies in June, 2019. The PPS (2014), the Growth Plan (2011), and 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 circulation.

Outdoor retail sales are not permitted in the Rural zone. The applicant has requested a rezoning to continue to permit the outdoor sale of blueberries for an additional three years. The applicant has used this site in this manner for the past 16 years, and for the past six years as a formally permitted temporary use.

The application aligns with the Provincial Policy Statement by providing a location for local economic activities, and is compatible with the adjacent Highway 69 corridor. The Ministry of Transportation has issued a land use permit in order to permit the proposed use and restricts vehicular access to South Lane Road.

Given this is an application for a temporary use, there is no requirement for the by-law to conform to the

Date: January 20, 2020

Official Plan. In general, the proposed use is considered to be compatible with the adjacent uses and will not result in land use conflicts. The applicant has indicated that no structures are proposed in conjunction with the temporary use, however, the applicant is advised that the tent is to be placed so that it is not located within the required setbacks prescribed by the zoning by-law.

It is recommended that further extension of the temporary use would be appropriate given the seasonal nature of the proposed use (e.g. no permanent structures). However, the Ministry of Transportation has indicated that future highway improvement plans for Highway 69 and South Lane Road may affect future support of this temporary use. Going forward, the applicant should be encouraged to identify an appropriately-zoned location for their business.

CONCLUSION:

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

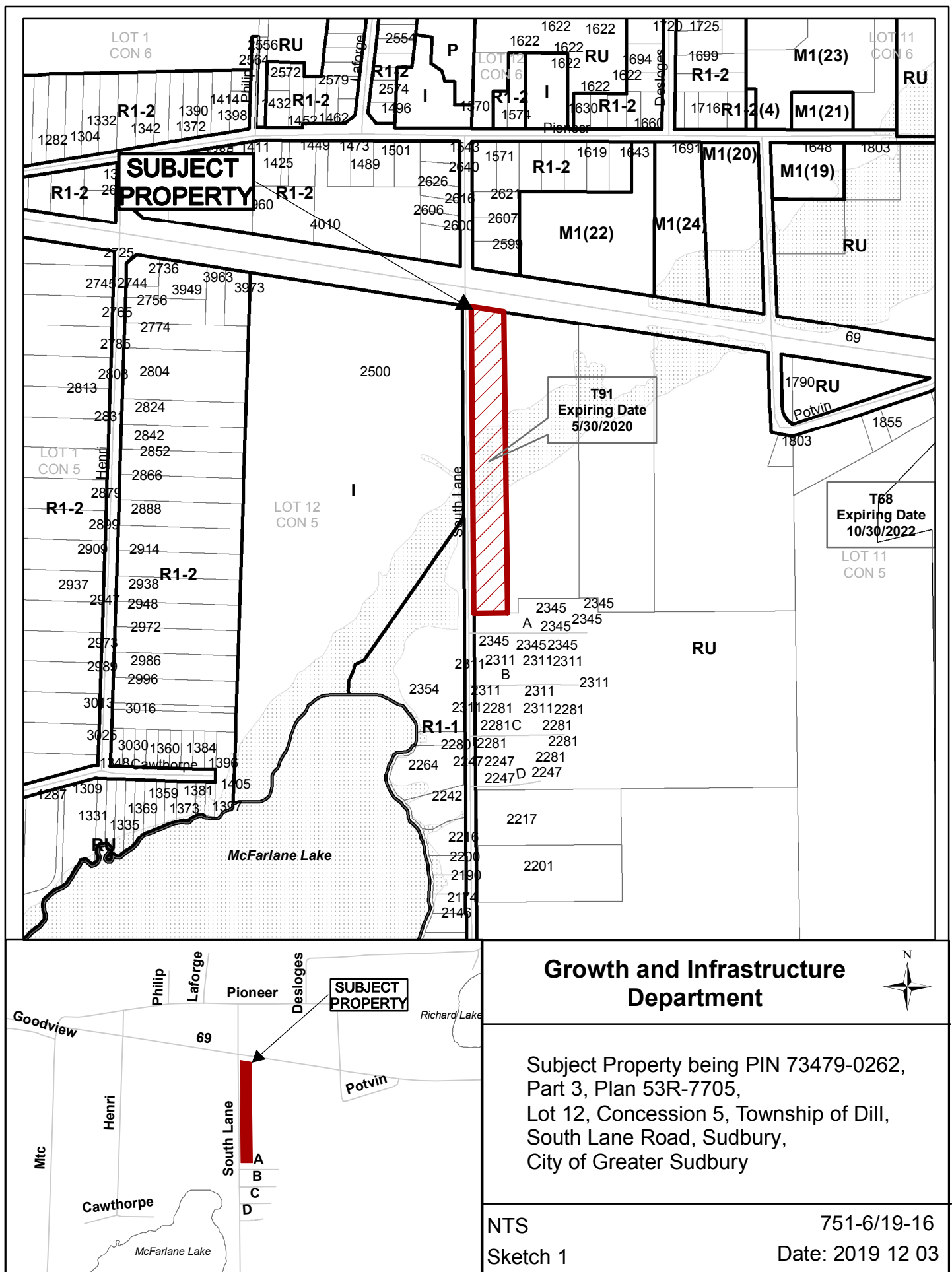
The following are the provisions of the proposed temporary use by-law:

- extend the existing temporary zoning, "RU T91", Rural Temporary, to permit the outdoor sale of blueberries for an additional three years until May 30, 2023.

Staff are of the opinion that the proposed temporary use by-law amendment is appropriate based on the following:

- The application will enable the temporary use of the lands for outdoor blueberry sales and support local economic activity, consistent with the Provincial Policy Statement.
- The use is compatible with the surrounding uses and the abutting Highway 69 corridor, and the applicant has obtained a building and land use permit from the Ministry of Transportation.

Staff is satisfied that the application is consistent with the PPS and conforms to the Growth Plan. Conformity with the Official Plan is not required given the application would permit the use on a temporary basis. Staff recommends approval of the application.



X T T T T T X Hg 52 4 lane

TURBILING LAKE

DITCH

South Lane

PRC:1 FASER
REFORM
SCHOOL

GRAVEL

80 Feet

Swamp

BUSH



Photo 1. Subject lands showing the existing tent frame, looking east from South Lane Road.



Photo 2. Intersection of Highway 69 and South Lane Road showing residential use to the north, looking north from South Lane Road.



Photo 3. Institutional use (Cecil Facer) west of the subject lands, looking west from South Lane Road.

Presented To:	Planning Committee
Presented:	Monday, May 12, 2014
Report Date	Monday, Apr 28, 2014
Type:	Public Hearings
File Number:	751-6/14-4

Request for Decision

Application for a temporary use by-law in order to permit outdoor sale of blueberries for a temporary period of three (3) years, South Lane Road, Sudbury - Carpenter Investments of Sudbury Limited

Recommendation

THAT the City of Greater Sudbury approve the application by Carpenter Investments of Sudbury Limited to amend the Zoning By-law 2010-100Z with respect to lands described as PIN 73479-0262, Parcel 22728 S.E.S., Part 3, Plan 53R-7705, Lot 12, Concession 5, Township of Dill in order to permit the outdoor sale of blueberries in accordance with Section 39 of the Planning Act for a temporary period of three (3) years subject to the following condition:

a) That prior to the enactment of the amending by-law the owner shall provide evidence, to the satisfaction of the Director of Planning Services, of an approved Ministry of Transportation building/land use permit.

STAFF REPORT

Applicant:

Carpenter Investments of Sudbury Limited

Location:

PIN 73479-0262, Parcel 22728 SES, Part 3, Plan 53R-7705, Lot 12, Concession 5, Township of Dill (South Lane Road, Sudbury)

Application:

To amend By-law 2010-100Z being the City of Greater Sudbury Zoning By-law in order to permit the temporary sale of blueberries for period of three (3) years pursuant to Section 39 of the Planning Act.

Proposal:

Signed By

Report Prepared By

Alex Singbush
Senior Planner
Digitally Signed Apr 28, 14

Reviewed By

Eric Taylor
Manager of Development Approvals
Digitally Signed Apr 28, 14

Recommended by the Division

Mark Simeoni
Acting Director of Planning Services
Digitally Signed Apr 28, 14

Recommended by the Department

Paul Baskcomb
Acting General Manager of Growth & Development
Digitally Signed Apr 28, 14

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Apr 28, 14

To permit the outdoor sale of blueberries for a temporary period of three (3) years. The property is owned Carpenter Investments of Sudbury Limited and Mr. Arthur Choquette leases the land for the outdoor sale of blueberries.

Background:

Mr. Choquette has been selling blueberries from this location for approximately ten (10) years. Recently, a complaint was received by By-law Services with respect to the blueberry sales on this property. A tent, shed, and shipping container had been added to the site over time to support the use. In 2013 Mr. Choquette was advised that retail uses are not permitted within the "RU", Rural Zone and that sales from the subject lands were not permitted. At this time, all buildings, with the exception of a tent frame, have been removed from the property. Mr. Choquette advised that he has a 3 m by 3 m (10 ft. by 10 ft.) stand on the property and that the tent frame remains in place year-round and that a canvas cover is placed over it during the blueberry sales season.

Site Description & Surrounding Land Uses:

The subject property, which is zoned "RU", Rural, is located at the south east corner of Highway 69 North and South Lane Road in Sudbury. A portion of the property is located within the "FP", Flood Plain Overlay as the property is traversed by a drainage way between Richard Lake and McFarlane Lake. The property is vacant with a regrowth of vegetation and there is a gravel area at the north end of the property where the blueberry sales occur. Total property area is approximately 1.21 ha (3 acres), with approximately 53 m of frontage on Highway 69 North and approximately 492 m of frontage on South Lane Road.

Lands to the east are vacant and zoned "RU", Rural, portions of which are also within the floodplain overlay. Lands to the south are occupied by a mobile home park on lands zoned "RU", Rural. To the west of the subject land, on the west side of South Lane Roads is the Cecil Facer Youth Center, zoned "I", Institutional, and a vacant parcel impacted by the floodplain overlay that is zoned "R1-1", Low Density Residential One. To the north of the subject lands, on the north side of Highway 69 North is a residence zoned "R1-2", Low Density Residential One.

Departmental & Agency Comments:

Building Services

No objection. The owners are advised that they shall acquire a building permit prior to constructing any proposed structure(s) that are greater than 108 square feet in area used for the sale of blueberries. The structure(s) must also be in compliance with zoning setbacks.

Development Engineering

This site is not presently serviced with municipal water or sanitary sewer. We have no objection to the temporary use of outdoor blueberry sales on the subject property provided the owner satisfies the requirements of the Ministry of Transportation.

Roads and Traffic & Transportation

The existing entrance is located at the north limit of the subject property close to the intersection of Highway

69. While staff is not opposed to the temporary use of the subject property, it is recommended that the applicant relocate the entrance further south to the satisfaction of the General Manager of Infrastructure Services. Relocation of the entrance will be a requirement of any future By-law extension or Planning application.

Drainage Section and Operations

No concerns

Ministry of Transportation

MTO would advise that subject to the landowner obtaining the required MTO permit(s), the ministry would be supportive of this temporary amendment. Since the subject property is located within the MTO's permit control area, the applicant must be advised of the following:

- An MTO building/land use permit will be required prior to the construction of any buildings, vending stands, placing of trailers etc. New buildings, vending stands, trailers etc. must be setback a minimum of 8 metres from the limits of the MTO right-of-way.
- An MTO sign permit will be required prior to the placing of any signage visible from Highway 69. The applicant must be informed that signage will be restricted to a maximum of 3 square metres.

Also, any entrance along South Lane Road must have a minimum spacing of 45 metres from Highway 69.

Nickel District Conservation Authority

No concerns or objections.

Public Consultation:

The applicant was advised of the City's policy which recommends that applicants consult with their neighbours, ward councillor and key stakeholders to inform area residents on the application. As of the date of this report no correspondence or telephone calls have been received by the Planning Services Division.

Planning Considerations:

Official Plan Conformity

The subject lands are designated Rural in the City of Greater Sudbury Official Plan, permitting residential, agricultural, rural industrial/commercial, and a number of other uses.

Section 20.5.3 of the Official Plan indicates that conformity with the land use policies of the Plan are not required for temporary use by-laws.

Zoning By-law Conformity

The subject lands are zoned "RU", Rural under By-law 2010-100Z. The minimum building setbacks for structures on this property would be 15 m (49.2 ft) from Highway 69 and 10 m from the balance of the property lines. The temporary blueberry sales location as indicated on the applicant's sketch is an area extending 10.7 m (35 ft.) south of Highway 69 and 34.4 m (80 ft.) east from South Lane Road. The applicant has indicated that no structures are proposed in conjunction with the temporary use; however, the applicant

is advised that the tent is to be placed so that it is not located within the required setbacks.

Summary:

The proposed temporary use of the subject lands for blueberry sales for a period of three (3) years is expected to have minimal impacts on surrounding land uses. Roads and Transportation Services have indicated that they have no objection to the proposal, but that the applicant may be requested to relocate the entrance further south on the property should an application for the extension of the temporary approval be requested in the future. The applicant has been advised of the comments provided by the Ministry of Transportation which indicate that permits from MTO are required and that the entrance to the property should be no closer than 45 m (147.3 ft.) to the Highway 69 right-of-way. As a result, some clearing of the bush area to the south of the existing gravel surfaced area may be necessary to accommodate a structure and revised entrance. Planning Services recommends that the application be approved, with a condition requiring that an MTO building/land permit be issued prior to the passing of the amending by-law.

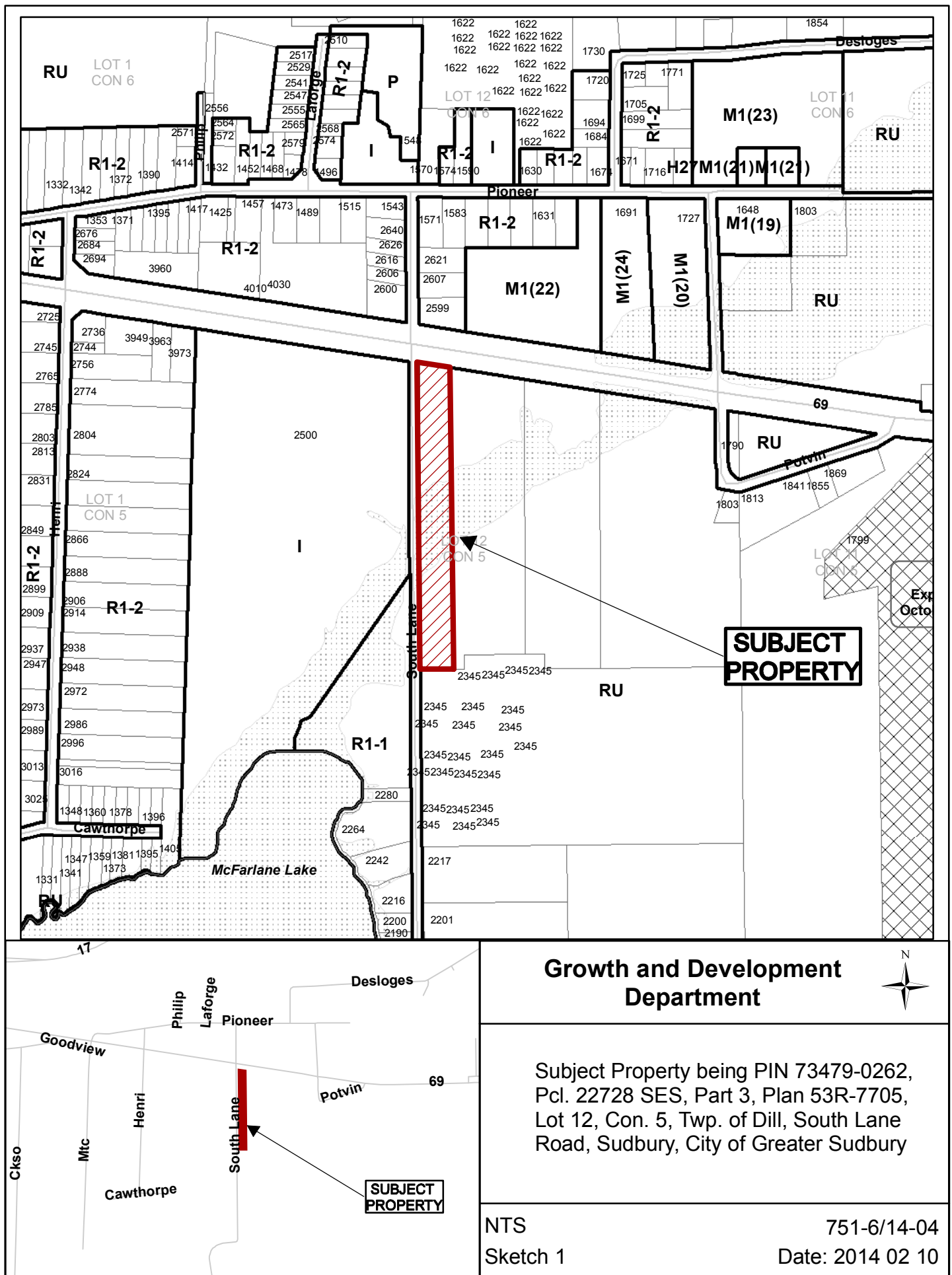






PHOTO 1 SUBJECT LANDS, NORTH EAST CORNER OF HIGHWAY 69 AND
SOUTH LANE ROAD, VIEWED LOOKING SOUTH FROM HIGHWAY 69



PHOTO 2 SUBJECT LANDS, VIEWED LOOKING EAST FROM
SOUTH LANE ROAD

751-6/14-4 PHOTOGRAPHY APRIL 18, 2014



PHOTO 3 2599 SOUTH LANE ROAD, NORTH OF THE SUBJECT LANDS,
VIEWED LOOKING NORTH FROM HIGHWAY 69



PHOTO 4 VACANT LANDS EAST OF THE SUBJECT PROPERTY VIEWED
LOOKING SOUTH FROM HIGHWAY 69

751-6/14-4 PHOTOGRAPHY APRIL 18, 2014



PHOTO 5 2345 SOUTH LANE ROAD, MOBILE HOME PARK SOUTH OF THE
SUBJECT LANDS, VIEWED LOOKING EAST FROM SOUTH LANE ROAD



PHOTO 6 CECIL FACER, WEST OF THE SUBJECT LANDS, VIEWED LOOKING
WEST FROM SOUTH LANE ROAD

751-6/14-4 PHOTOGRAPHY APRIL 18, 2014

Minutes from the May 12, 2014 Planning Meeting
File: 751-6/14-4

The Planning Committee meeting was adjourned and the Public Hearing was opened to deal with the following application.

Report dated April 28, 2014 was received from the Acting General Manager of Growth and Development regarding an application for a temporary use by-law in order to permit outdoor sale of blueberries for a temporary period of three (3) years, South Lane Road, Sudbury - Carpenter Investments of Sudbury Limited.

Arthur Choquette, the applicant, was present.

The Manager of Development Approvals outlined the application to the Committee.

Mr. Choquette requested clarification regarding how to measure the required set back. He stated the property is approximately 100 feet from the gravel portion of the highway and the booth has to be located behind the green hydro lines as per the Ministry of Transportation of Ontario regulations.

The Manager of Development Approvals stated as per the Zoning By-law buildings or structures must be 15 metres from the property line. The Ministry of Transportation of Ontario (MTO) has requested the entrance to the property be located 45 metres from the boundary of the property and they need to be satisfied with the land use and the entrance.

Mr. Choquette stated he has permission to sell blueberries at this location provided he is behind the green hydro lines. In response to a question he stated that customers would have to turn off of Highway 69 on to South Lane to access the parking lot of the blueberry stand, therefore there will be no parking along the Highway or on South Lane.

The Chair asked whether there was anyone in the audience who wished to speak in favour or against this application and seeing none:

The Public Hearing concerning this matter was closed and the Planning Committee resumed in order to discuss and vote on the application.

The following recommendation was presented:

PL2014-093 Rivest/Dutrisac: THAT the City of Greater Sudbury approve the application by Carpenter Investments of Sudbury Limited to amend the Zoning By-law 2010-100Z with respect to lands described as PIN 73479-0262, Parcel 22728 S.E.S., Part 3, Plan 53R-7705, Lot 12, Concession 5, Township of Dill in order to permit the outdoor sale of blueberries in accordance with Section 39 of the *Planning Act* for a temporary period of three (3) years subject to the following condition:

a) That prior to the enactment of the amending by-law the owner shall provide evidence, to the satisfaction of the Director of Planning Services, of an approved Ministry of Transportation building/land use permit.

YEAS: Councillors Dutrisac, Rivest, Craig, Kilgour

Request for Decision

1973696 Ontario Ltd - Application for rezoning in order to permit "M1-1", Business Industrial uses on vacant lands designated Mixed Use Commercial, Cambrian Heights Drive, Sudbury

Presented To:	Planning Committee
Presented:	Wednesday, Feb 19, 2020
Report Date	Thursday, Jan 23, 2020
Type:	Public Hearings
File Number:	751-6/19-17

Resolution

THAT the City of Greater Sudbury approves the application by 1973696 Ontario Ltd to amend Zoning By-law 2010-100Z by changing the zoning classification from "R3", Medium Density Residential to "M1-1", Business Industrial on lands described as PINs 02127-0146, 02127-0219 & 02127-0221, Parcels 48238 & 48257 S.E.S., Part 2, Plan 53R-6294, Part 5, Plan 53R-11457, Parts 2 & 3, Plan 53R-13402, Block B, Plan M-930 in Lot 5, Concession 5, Township of McKim, as outlined in the report entitled "1973696 Ontario Ltd", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on February 19, 2020.

Relationship to the Strategic Plan / Health Impact Assessment

The application to amend the Zoning By-law is an operational matter under the Planning Act to which the City is responding. The application contributes towards the goals and objectives of the 2019-2027 City of Greater Sudbury Strategic Plan by supporting business attraction, development and retention.

Report Summary

An application for rezoning has been submitted in order to permit "M1-1", Business Industrial uses on vacant lands designated Mixed Use Commercial on Cambrian Heights Drive.

The applicant has provided a concept plan illustrating how a multi-unit business industrial building could be accommodated on the site.

The application is recommended for approval based on conformity with Official Plan policies and consistency with the Provincial Policy Statement, including the centralized location, adequacy of services, transportation linkages, suitability of the site, and appropriate buffering with sensitive land uses.

Signed By

Report Prepared By

Mauro Manzon
Senior Planner
Digitally Signed Jan 23, 20

Manager Review

Alex Singbush
Manager of Development Approvals
Digitally Signed Jan 23, 20

Recommended by the Division

Jason Ferrigan
Director of Planning Services
Digitally Signed Jan 24, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jan 31, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Feb 2, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Feb 5, 20

Financial Implications

Based on the information available, staff is unable to determine the implications for property taxes or development charges for the rezoning of this land.

Date: January 22, 2020

STAFF REPORT

PROPOSAL:

An application for rezoning has been submitted in order to permit "M1-1", Business Industrial uses on vacant lands designated Mixed Use Commercial on Cambrian Heights Drive.

Existing Zoning: "R3", Medium Density Residential

The existing R3 zoning permits a range of residential uses, including singles, semis, duplexes, row dwellings, street townhouses and multiple dwellings. Medium density uses are permitted to a maximum residential density of 90 units per hectare.

Requested Zoning: "M1-1", Business Industrial

M1-1 zoning permits a broad range of uses that are mainly focused on light industrial/service commercial uses. Business, professional and medical office uses and places of worship are also permitted. Accessory outdoor storage of goods and materials is not permitted in M1-1 zones.

Location and Site Description:

PINs 02127-0146, 02127-0219 & 02127-0221, Parcels 48238 & 48257 S.E.S., Part 2, Plan 53R-6294, Part 5, Plan 53R-11457, Parts 2 & 3, Plan 53R-13402, Block B, Plan M-930 in Lot 5, Concession 5, Township of McKim (Cambrian Heights Drive, Sudbury)

The subject lands comprise three (3) vacant parcels under the same ownership on the north side of Cambrian Heights Drive. Total area of all three properties combined is 1.68 ha, with 122 metres of frontage and an approximate depth of 154 metres. The site is not impacted by hazard lands (flood plain) located further to the east.

The area is fully serviced by municipal water and sanitary sewer. Cambrian Heights Drive is designated as a Collector Road and is constructed to an urban standard with a sidewalk on the north side. Public transit is available on Cambrian Heights Drive (Route 24).

Vacant lands abutting to the west and north are owned by Collège Boréal and are zoned "OSP", Open Space Private and "R3-1.D50", Medium Density Residential. Business industrial uses are located further to the east, including an abutting warehouse use (945 Cambrian Heights Drive). A medium density residential use in the form of a row dwelling complex is situated to the southwest (Ashwood Co-operative Homes – 905 Cambrian Heights Drive).

Land opposite the subject property is zoned M1-1 and has also been developed for warehousing (922-928 Cambrian Heights Drive). An institutional use in the form of a place of worship is located further to the southwest (900 Cambrian Heights Drive).

Surrounding Land Uses:

The area surrounding the site includes:

North: vacant open space lands

East: warehousing use

South: warehousing use

West: co-operative housing complex

Title: 1973696 Ontario Ltd.

Date: January 22, 2020

Related Applications:

Since 2013, there have been several applications for the subject lands as follows:

751-6/13-044: rezone the entire property to “M1-1(15)”, Business Industrial Special in order to permit a contractor’s yard on the easterly portion and an institutional use on the westerly portion;

701-6/13-007: concurrent Official Plan amendment to change the land use designation on a portion of the westerly lands from Living Area 1 to Mixed Use Commercial; and,

751-6/16-023: rezone the entire property to “R3”, Medium Density Residential in order to permit a 30-unit row dwelling complex. Subsequent to the rezoning approval, the owner commissioned a Letter of Feasibility, which determined that the row dwelling development is not feasible at this time.

Public Consultation:

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

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

The owner’s agent advised that a neighbourhood meeting would be conducted prior to the hearing.

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

POLICY & REGULATORY FRAMEWORK:

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

- [2014 Provincial Policy Statement](#)
- [2011 Growth Plan for Northern Ontario](#)
- [Official Plan for the City of Greater Sudbury, 2006](#)
- [Zoning By-law 2010-100Z](#)

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

Provincial Policy Statement:

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

Section 1.3 of the PPS addresses employment areas and provides policies intended to support a diversified economic base. Planning authorities shall protect employment areas for current and future uses and ensure that the necessary infrastructure supports current and projected needs. The conversion of employment areas to non-employment uses is only permitted through a comprehensive review of the Official Plan. Employment areas in proximity to major goods movement facilities and corridors shall be protected for employment uses requiring such access.

Title: 1973696 Ontario Ltd.

Date: January 22, 2020

Growth Plan for Northern Ontario:

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

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

Official Plan for the City of Greater Sudbury:

The subject land is designated as Mixed Use Commercial in the Official Plan. The following policies under Section 4.3 are applied:

1. All uses permitted by this Plan except Heavy Industrial may be accommodated in the Mixed Use Commercial designation through the rezoning process.
2. 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.
3. Subject to rezoning, new development may be permitted provided that:
 - a. sewer and water capacities are adequate for the site;
 - b. parking can be adequately provided;
 - c. no new access to Arterial Roads will be permitted where reasonable alternate access is available;
 - d. the traffic carrying capacity of the Arterial Road is not significantly affected;
 - e. traffic improvements, such as turning lanes, where required for a new development, will be provided by the proponent;
 - f. landscaping along the entire length of road frontages and buffering between non-residential and residential uses will be provided; and,
 - g. the proposal meets the policies of Sections 11.3.2 (Land use policies to support transit needs) and 11.8 (Accessibility), and Chapter 14.0, Urban Design.

Zoning By-law 2010-100Z:

The concept plan provided by the applicant demonstrates general conformity with M1-1 zoning provisions. No site-specific relief is required.

Site Plan Control:

Development of the site is subject to Site Plan Control, which will be implemented at the building permit stage.

Department/Agency Review:

Building Services identified various zoning and building standards that shall be addressed as part of the Site Plan Control Agreement, including parking requirements, loading areas, planting strips, and fire protection. Drainage Section advised that stormwater management must be handled on-site.

PLANNING ANALYSIS:

Suitability of site

The applicant has provided a concept plan illustrating how a typical multi-unit business industrial building could be accommodated on the site. The actual configuration may change at the development stage and would be formalized as part of a Site Plan Control Agreement.

For the purposes of the rezoning process, the proponents have demonstrated that the site is suitable for business industrial uses. There is sufficient land to provide for parking and loading areas, while also maintaining appropriate buffers with sensitive land uses. No site-specific relief is required based a review of the concept plan. The site is not located within the designated flood plain to the east and there are no concerns related to hazard lands.

Land use compatibility

Business industrial uses can be introduced on the site while also maintaining compatibility with adjacent residential uses. The housing co-operative to the west does not directly abut the subject land, which is buffered by vacant land owned by Collège Boréal. A minimum five-metre wide planting strip will also be required along the westerly lot line, to be implemented at the site plan stage.

The proposed zoning is consistent with the zoning applied to adjacent properties on Cambrian Heights Drive, and is viewed as a good fit given the mixed use character of the area. The owner is advised that the outdoor storage of goods and materials is not permitted in M1-1 zones.

Transportation linkages

The site is integrated into the City's transportation network, including public transit, active transportation linkages, and access to a major arterial road (Notre Dame Avenue). In regards to pedestrian access, the street is fully urbanized with a sidewalk on the north side. The central location is ideal for a range of potential employment uses, with residential areas within walking distance of the site. The owner is advised that Cambrian Heights Drive is subject to reduced load restrictions in the spring (typically mid-March through mid-May).

Official Plan

The proposal presents general conformity with Official Plan policies applied to new development in Mixed Use Commercial areas based on the following considerations:

- the proposal involves the consolidation of three (3) properties, which is desirable from a land use perspective;
- the area is fully serviced by municipal sewer and water and no servicing constraints have been identified;
- the site has ample area to accommodate parking and loading facilities;
- Cambrian Heights is a Collector Road which provides convenient access to a Primary Arterial Road via a signalized intersection;
- matters related to driveway access including adequate sight lines will be addressed at site plan stage;
- landscaping requirements including planting strips and street trees will be implemented as part of the site plan agreement;
- public transit is directly accessible on Cambrian Heights Drive.

Title: 1973696 Ontario Ltd.

Date: January 22, 2020

2014 Provincial Policy Statement

The proposed zoning aligns with the policies applied to employment areas under the PPS. A broad range of employment uses would be permitted under the M1-1 zoning, including all types of office uses. The central location in a fully serviced area is also consistent with PPS policies applied to development within settlement areas. There is no conflict with policies applied to hazard lands, as the designated flood plain is located further to the east in the vicinity of Notre Dame Avenue.

The application is consistent with the 2014 Provincial Policy Statement.

2011 Growth Plan for Northern Ontario (GPNO)

The proposal will enhance Greater Sudbury's function as a service hub, as promoted under the GPNO, by permitting a range of employment uses in a centralized location. The application conforms to the 2011 Growth Plan for Northern Ontario.

CONCLUSION:

Planning Services recommends that the application for rezoning be approved.

Appendix 1

Departmental & Agency Comments

File: 751-6/19-17

RE: Application for Rezoning – 1973696 Ontario Ltd.
PINs 02127-0146, 02127-0219 & 02127-0221, Parcels 48238 & 48257 S.E.S., Part 2,
Plan 53R-6294, Part 5, Plan 53R-11457, Parts 2 & 3, Plan 53R-13402, Block B, Plan M-
930 in Lot 5, Concession 5, Township of McKim (Cambrian Heights Drive, Sudbury)

Development Engineering

This site is currently serviced with municipal water, storm sewer, and sanitary sewer. All associated costs to upgrade the services would be borne entirely by the owner.

We understand that this site will be subject to a Site Plan Control Agreement, and as such we would comment in detail on the servicing and stormwater management of the development at that time. A test manhole will be required to be constructed on the sanitary service to the building.

We have no objection to changing the zoning classification from "R3", Medium Density Residential to "M1-1", Business Industrial.

Traffic and Transportation

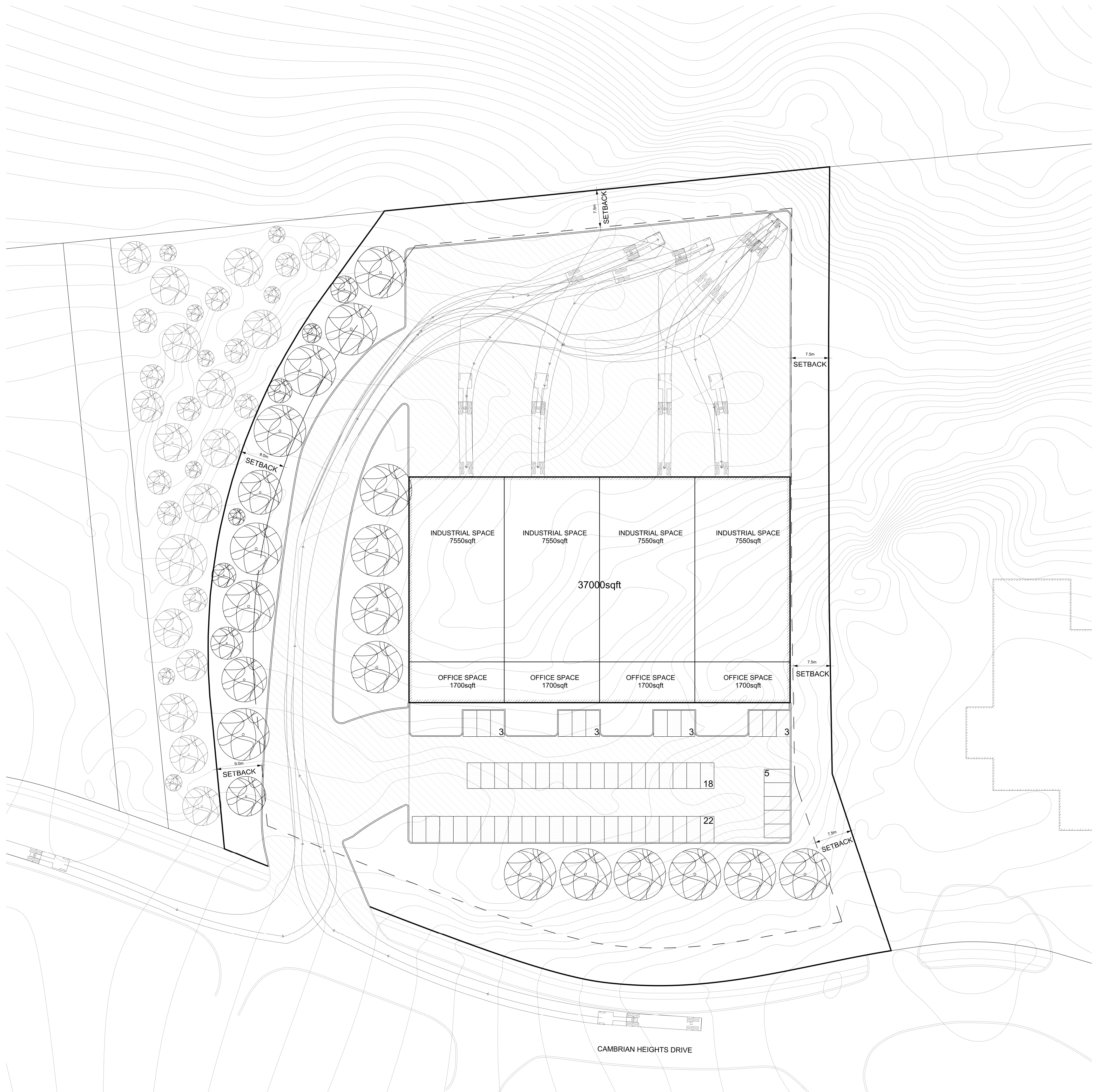
While we have no concerns with the application, it is important to note that Cambrian Heights Drive is not a designated truck route and is subject to reduced load restrictions each spring.

Drainage Section

Drainage Section has no objection to the rezoning of the site. However, based on Staff experience, the area consists of exposed bedrock outcrops. As such, permeable pavement may not function as intended on this lot. All stormwater management works are to be situated on the subject lot with no site stormwater works allowed within the Cambrian Heights Drive right-of-way.

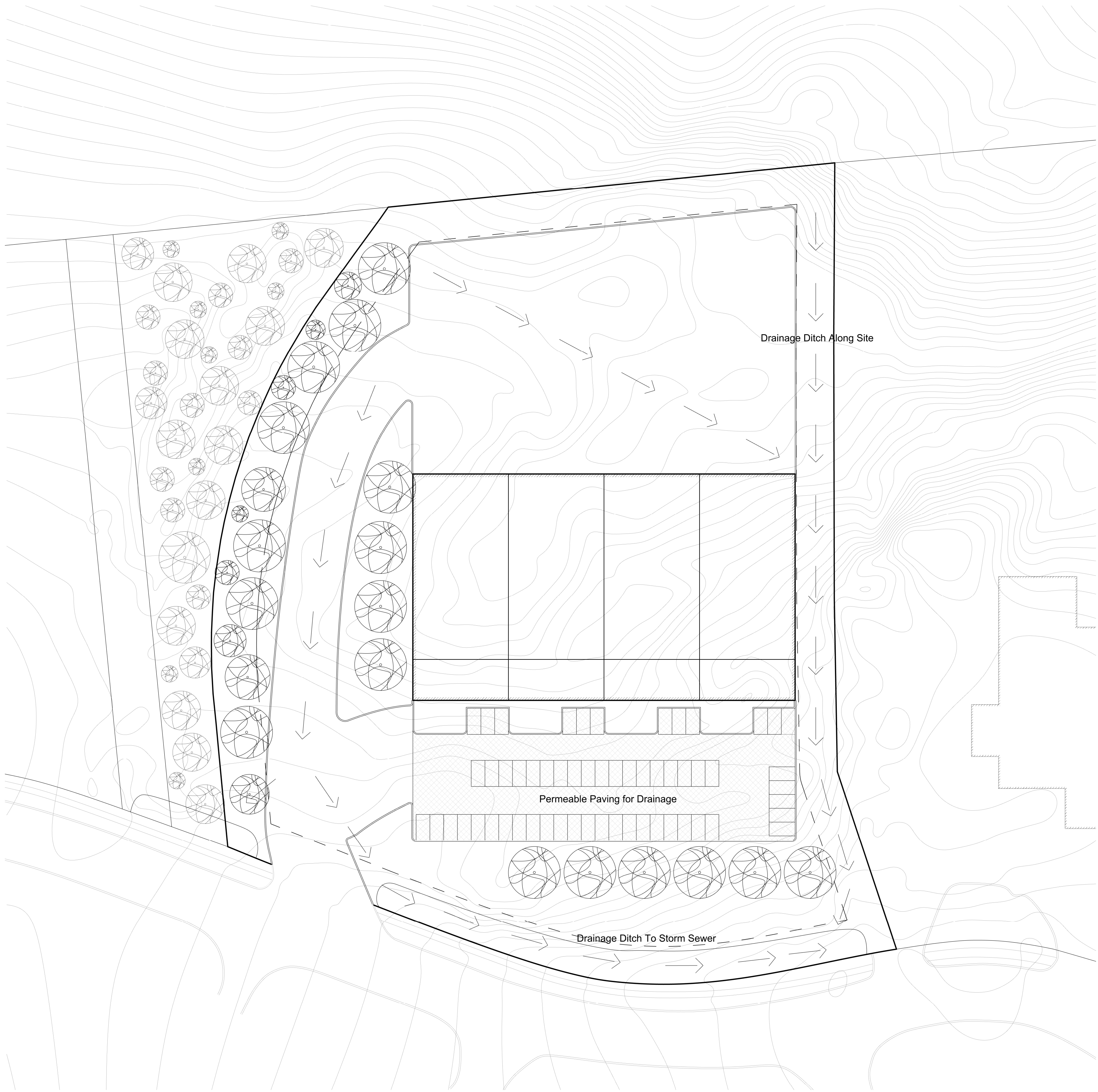
Building Services

- 1) A 5-metre planting strip is required abutting the Residential Zone as per Section 4.15 of Zoning By-law 2010-100Z;
- 2) One (1) loading space is required;
- 3) Two (2) accessible parking spaces are required;
- 4) Four (4) bicycle spaces are required;
- 5) Fire route, fire flows for the building and hydrant location are to be identified and verified.



File 751-6/19-17
Rezoning plan

DAO	<p>This drawing as an instrument of service is the property of DAO / Danielson Associates Office Inc. and may not be reproduced without the firm's permission. All information shown on the drawing is for the use in this specific project only and shall not be used otherwise without written permission from this office. Contractors shall verify and be responsible for all dimensions on the job and this office shall be informed of any discrepancies and variations shown on this drawing. Do not scale drawings.</p>	Project	Cambrian Heights		Title	Site Plan	Scale	1" = 40'	Revision	1	A001
		Client	Bloomington Developments		Issue	Review	Date	2019.10.2	Sheet No		
		Filename: Stair Set.3dm Plotted: 06/21/2019 1:29:52 PM Plotted by: Jeremy Upward									



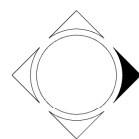
File 751-6/19-17
Drainage plan

D D O

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Project Cambrian Heights
Client Bloomington Developments

Filename: Stair.Set3dm Plotted: 06/21/2019 1:29:52 PM Plotted by: Jeremy Upward



Title Site Plan

Scale 1" = 40'

Revision 1

Issue Review



Date 2019.10.2

Sheet No

A002



Legend

- ☐ Parcel Owners
- ☐ Parcel PIN
- Flood Plain
 -  Flood Fringe and Cond. Dev. A-G
 -  Flood Plain, Floodway and Cond. Dev. H
- ☐ Temporary Zoning
- ☐ Zoning

Notes

File 751-6/19-17
Cambrian Heights Drive, Sudbury
2016 Orthophotography

114.7 0 57.33 114.7 Meters

Scale 1: 2,257

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



PHOTO 1 CAMBRIAN HEIGHTS DRIVE, SUDBURY – VIEW OF SUBJECT LAND FROM STREET LINE



PHOTO 2 945 CAMBRIAN HEIGHTS DRIVE, SUDBURY – BUSINESS INDUSTRIAL USE ABUTTING NORTHEASTERLY

751-6/19-17 PHOTOGRAPHY OCTOBER 21, 2016



PHOTO 3 CAMBRIAN HEIGHTS DRIVE, SUDBURY – VIEW OF SIDE
YARD FROM STREET LINE SHOWING ENCROACHMENT
OF DRIVEWAY



PHOTO 4 922 – 928 CAMBRIAN HEIGHTS DRIVE, SUDBURY
WAREHOUSING USE OPPOSITE SUBJECT LAND

751-6/19-17 PHOTOGRAPHY OCTOBER 21, 2016



PHOTO 5 905 CAMBRIAN HEIGHTS DRIVE, SUDBURY – CO-OP
HOUSING COMPLEX LOCATED SOUTHWEST OF
SUBJECT LAND



PHOTO 6 900 CAMBRIAN HEIGHTS DRIVE, SUDBURY – PLACE
OF WORSHIP LOCATED SOUTH OF SUBJECT LAND ON
OPPOSITE SIDE OF ROAD

751-6/19-17 PHOTOGRAPHY OCTOBER 21, 2016

Request for Decision

Baikinson Land Corp - Application to extend draft plan of subdivision approval (Marquis Park, Chelmsford)

Presented To:	Planning Committee
Presented:	Wednesday, Feb 19, 2020
Report Date	Monday, Jan 20, 2020
Type:	Routine Management Reports
File Number:	780-5/94003

Resolution

THAT the City of Greater Sudbury's delegated official be directed to amend the conditions of draft approval for the draft plan of subdivision on lands described as Part of Parcels 15910A, 29828 and 31001 S.W.S., and Part of Lot 1, Plan 53M-1277 in Lots 1 and 2, Concession 2, Township of Balfour, City of Greater Sudbury, File 780-5/94003, as outlined in the report entitled "Baikinson Land Corp", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on February 19, 2020, as follows:

a) By amending the draft plan lapsing date in Condition #14 to November 21, 2022.

b) By adding the following to Condition #17:

"A lot grading agreement shall be registered on title, if required, to the satisfaction of the Director of Planning Services and the City Solicitor. The owner shall be responsible for the legal costs of preparing and registering the agreement."

c) By replacing the reference to "Nickel District Conservation Authority" with "Conservation Sudbury" in Condition #22.

d) By adding the following to Condition #25:

"A soils caution agreement shall be registered on title, if required, to the satisfaction of the Chief Building Official and City Solicitor. The owner shall be responsible for the legal costs of preparing and registering the agreement."

Signed By

Report Prepared By

Mauro Manzon
Senior Planner
Digitally Signed Jan 20, 20

Manager Review

Alex Singbush
Manager of Development Approvals
Digitally Signed Jan 20, 20

Recommended by the Division

Jason Ferrigan
Director of Planning Services
Digitally Signed Jan 20, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jan 31, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Feb 2, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Feb 5, 20

Relationship to the Strategic Plan / Health Impact Assessment

The request to extend the approval for a draft plan of subdivision is an operational matter under the Planning Act to which the City is responding. The application contributes towards the goals and objectives of the 2019-2027 City of Greater Sudbury Strategic Plan by diversifying the supply of new housing throughout the City and expanding the range of housing options for residents.

Report Summary

The owner of the subject land has requested a three-year extension for the Marquis Park draft plan of subdivision located in the community of Chelmsford, which received initial draft approval on June 7, 1995. If the extension is approved, the new lapsing date will be November 21, 2022. Five (5) phases have been registered to date. Various standard conditions of draft approval require updating to reflect current-day language and practice. A three-year extension is recommended.

Financial Implications

If approved, staff estimates approximately \$186,000 in taxation revenue, based on the assumption of 41 single family detached dwelling units at an estimated assessed value of \$400,000 per dwelling unit at the 2019 property tax rates.

In addition, this development would result in total development charges of approximately \$726,000 based on assumption of 41 single family detached dwelling units and based on the rates in effect as of this report.

Once development has occurred and the subdivision infrastructure has been transferred to the City, there will be additional on-going costs for future annual maintenance and capital replacement of the related infrastructure (ie. roads, water/wastewater linear pipes, etc).

Date: January 8, 2020

STAFF REPORT

Background

The owner of the above noted property has requested a three-year extension of the draft approval for the Marquis Park subdivision. If approved, the new lapsing date will be November 21, 2022. The original draft approval date is June 7, 1995. Five phases have been registered since the initial approval in 1995, the most recent being Plan 53M-1412 (November 2013).

At this time, the applicant is not proposing any amendments to the draft plan. There are 41 lots remaining with draft approved status (R1-5: 20 lots; R2-2: 21 lots).

Departmental & Agency Comments

The following agencies and departments were asked to review the request to extend the draft plan approval and the conditions imposed by Council. Their comments are as follows:

Development Engineering

The last phase of the subdivision was registered November 5, 2013. The developer is currently constructing an adjacent subdivision to the southwest.

The existing draft plan conditions satisfy our concerns. We have no objection to a three-year draft approval extension.

Infrastructure Capital Planning Services

No concerns.

Building Services

Based on the information provided, we can advise that Building Services has no objections to the request for an extension.

To further Condition #25, a soils caution agreement, if required, shall be registered on title to the satisfaction of the Chief Building Official and City Solicitor.

Conservation Sudbury (NDCA)

No comments.

Summary

Proposed amendments

The recommended revisions to the draft plan conditions are essentially housekeeping amendments. The additional clauses added to Conditions #17 and 25 related to lot grading and soils caution agreements are now standard clauses to be applied to active draft approvals to ensure that these agreements may be registered on title if required.

Date: January 8, 2020

Official Plan

Section 20.4.2 of the Official Plan outlines that Council will not extend or recommend the extension of a draft plan approval, beyond the statutory limitation of three years, unless the owner has demonstrated to the satisfaction of Council that they are making a reasonable effort in meeting the conditions of draft approval. At the time of an extension request, Council is to review the draft plan conditions and may make appropriate modifications.

In this case, future phases of the plan of subdivision are dependent upon the construction of a road connection to draft approved lands to the west, which are also owned by the applicant (File 780-5/12006). This requirement is set out under Condition #27. The applicant/owner is working towards the registration of the first phase on the westerly abutting lands, which will provide the required road linkage between Edna Street and St. Albert Street.

Based on the above considerations, a three-year draft plan extension is recommended.

2014 Provincial Policy Statement (PPS)

The application demonstrates consistency with several key policies of the PPS. The development site is located in a designated growth area adjacent to an existing built-up area. A mix of housing types and densities is proposed, including singles and semis. The adjacent subdivision to the west will contain row dwellings. The proposal also utilizes existing infrastructure and essentially rounds out existing development. The development is not impacted by natural hazards.

The application is consistent with the 2014 Provincial Policy Statement.

2011 Growth Plan for Northern Ontario (GPNO)

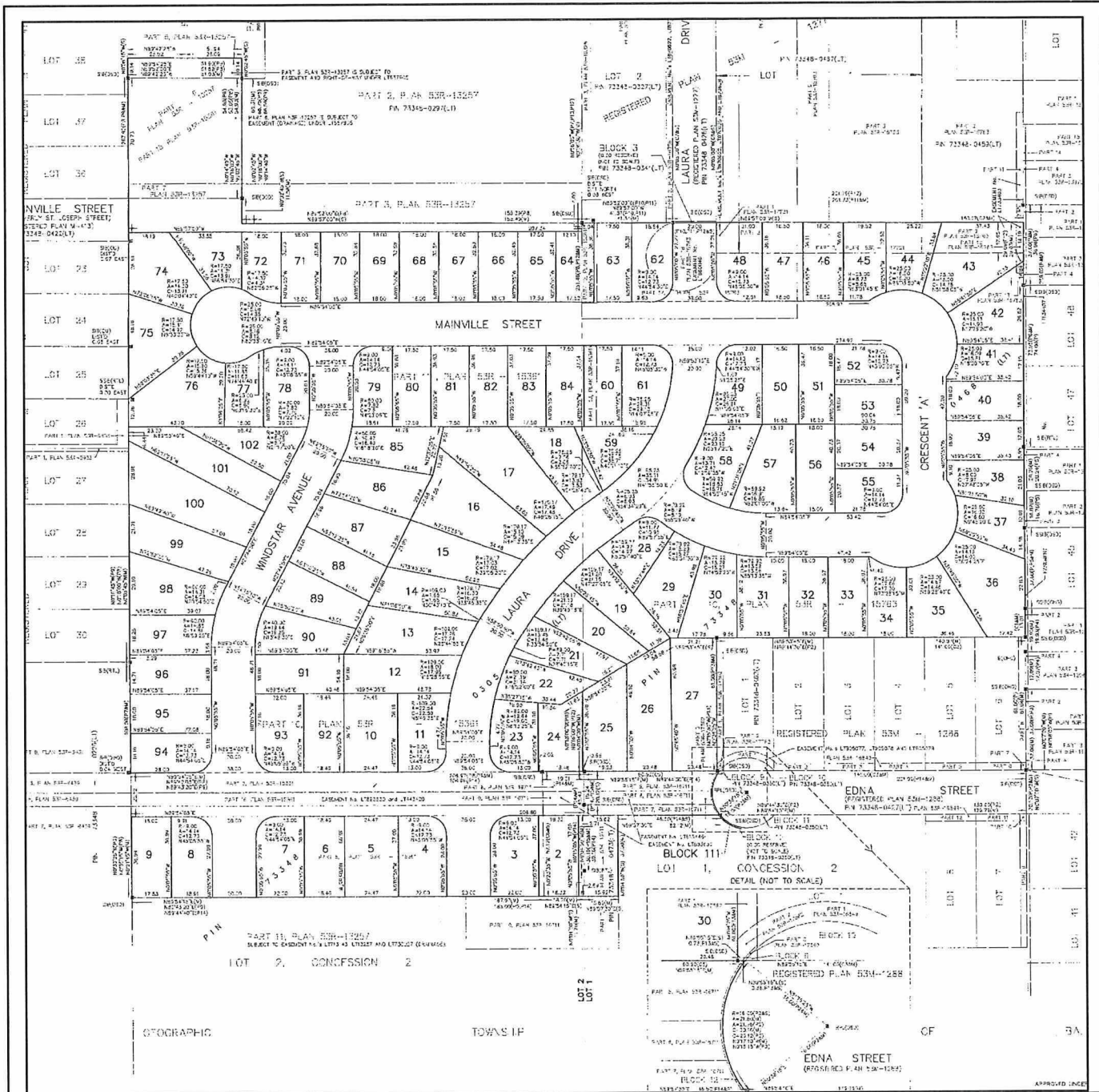
Under the GPNO, municipalities designated as Economic and Service Hubs should be designed to accommodate a significant portion of future population and employment growth in Northern Ontario, including the provision of a range of housing.

The application conforms to the 2011 Growth Plan for Northern Ontario

Summary

Planning Services Division recommends that a 3-year extension of the draft plan of subdivision be granted subject to the conditions outlined in the Resolution section of this report.





**Growth and Development
Department**

Subject Property being Pcls 15910 'A',
16787 & 29828, Lots 1 & 2, Concession 2,
Township of Balfour,
City of Greater Sudbury

NTS
Sketch 1

751-5/94-2 & 780-5/94003
Date: 2016 11 07

CITY COUNCIL'S CONDITIONS APPLYING TO THE APPROVAL OF THE FINAL PLAN FOR REGISTRATION OF THE SUBJECT SUBDIVISION ARE AS FOLLOWS:

1. That this approval applies to the draft plan of subdivision of Part of Parcels 15910'A', 29828 and 31001 S.W.S. and Part of Lot 1, Plan 53M-1277, Lots 1 and 2, Concession 2, Township of Balfour as shown on a plan prepared by D.S. Dorland, O.L.S. and dated May 12, 2000, as amended by a plan prepared by D.S. Dorland, O.L.S., and dated October 30, 2007.
2. That the street(s) shall be named to the satisfaction of the Municipality.
3. That any dead-ends or open sides of road allowances created by this plan of subdivision shall be terminated in one-foot reserves, to be conveyed to the Municipality and held in trust by the Municipality until required for future road allowances or the development of adjacent land.
4. That the lot areas, frontages and depths appearing on the final plan shall not violate the requirements of the Restricted Area By-laws of the Municipality in effect at the time such plan is presented for approval.
5. That the subdivision agreement be registered by the Municipality against the land to which it applies.
6. That such easements as may be required for utility or drainage purposes shall be granted to the appropriate authority.
7. The applicant will be required to enter into a written agreement to satisfy all requirements of the City of Greater Sudbury concerning the provision of roads, walkways, street lighting, sanitary sewers, watermains, storm sewers and surface drainage facilities.
8. That the subdivision agreement contain provisions whereby the owner agrees that all the requirements of the subdivision agreement including installation of required services be completed within 3 years after registration.
9. Deleted
10. Deleted
11. Deleted
12. That the registered Plan be integrated with the City of Greater Sudbury Control Network to the satisfaction of the Coordinator of the Geographic Information, Surveys and Mapping Section; provision of the final plan coordinate listings and an AutoCAD file of the resultant parcel fabric shall formulate part of this requirement.

13. Draft approval does not guarantee an allocation of sewer or water capacity. Prior to the signing of the final plan, the Planning Services Division is to be advised by the General Manager of Growth and Infrastructure that sufficient sewage treatment capacity and water capacity exists to service the development.
14. That this draft approval shall lapse on March 21, 2020.
15. Deleted
16. Deleted
17. The owner shall provide a detailed lot grading plan prepared, signed, sealed, and dated by a professional civil engineer with a valid certificate of authorization for the proposed lots as part of the submission of servicing plans. This plan must show finished grades around new houses, retaining walls, side yards, swales, slopes and lot corners. The plan must show sufficient grades on boundary properties to mesh the lot grading of the new site to existing properties and show the stormwater overland flow path.
18. Deleted
19. Deleted
20. Deleted
21. That prior to the signing of the final plan, the Planning Services Division is to be advised by the Director of Legal Services/City Solicitor that Conditions 2, 3, 5, 6, 7 and 8 have been complied with to his satisfaction.
22. That prior to the signing of the final plan, the Planning Services Division is to be advised by the Nickel District Conservation Authority that Condition 17 has been complied with to their satisfaction.
23. Deleted.
24. That the street described as Laura Avenue on the draft plan be constructed to collector road standards to the satisfaction of the General Manager of Growth and Infrastructure.

25. Prior to the submission of servicing plans, the applicant/owner shall, to the satisfaction of the General Manager of Growth and Infrastructure, provide a soils report prepared by a geotechnical engineer licensed in the Province of Ontario. Said report shall, as a minimum, provide factual information on the soils and groundwater conditions within the proposed development. Also, the report should include design information and recommend construction procedures for the following items: storm and sanitary sewers, watermain, roads, the mass filling of land, surface drainage works including storm erosion control, slope stability (if applicable) and building foundations. The geotechnical information on building foundations shall be to the satisfaction of the Chief Building Official.
26. Deleted.
27. That the road allowances connecting Edna Street to St. Albert Street shall have been constructed and dedicated to the City at or prior to the registration of any lots fronting onto Windstar Avenue and Mainville Street, west of Windstar Avenue.
28. That a six (6) metre pedestrian walkway be provided between lots 73 & 74 and connect westerly through the existing Mainville Street right-of-way to St. Albert Street.
29. The owner shall develop a siltation control plan for the subdivision construction period to the satisfaction of the Director of Planning Services and Conservation Sudbury (Nickel District Conservation Authority).
30. Any streetlights required for this subdivision will be designed and constructed by Greater Sudbury Hydro Inc. at the cost of the owner.
31. All streets will be constructed to an urban standard, including the required curbs, gutters and sidewalks.
32. The owner will be required to ensure that the corner radius for all intersecting streets is to be 9.0 metres.
33. The owner shall provide a utilities servicing plan showing the location of all utilities including City services, Greater Sudbury Hydro Inc., Canada Post, Bell, Union Gas, and Eastlink. This plan must be to the satisfaction of the Director of Planning Services and must be provided prior to construction for any individual phase.
34. Cash contributions toward the Lavallee Stormwater Management Facility are required as confirmed by the letter from S.A. Kirchhefer dated January 9, 2008.

35. The municipal drain flowing westerly toward Errington Avenue will be abandoned as future phases of the subdivision proceed. The owner agrees to convey flows southeasterly, via a temporary ditch toward the Lavallee Municipal Drain Branch F inlet prior to the registration of the next phase.
36. Final approval for registration may be issued in phases to the satisfaction of the Director of Planning Services, provided that:
 - i) Phasing is proposed in an orderly progression, in consideration of such matters as the timing of road improvements, infrastructure and other essential services; and,
 - ii) All agencies agree to registration by phases and provide clearances, as required, for each phase proposed for registration; furthermore, the required clearances may relate to lands not located within the phase sought to be registered."
37. That the owner shall have completed all major outstanding infrastructure deficiencies that are critical to the overall function of the subdivision in previous phases of the plan that have been registered, or have made arrangements for their completion, prior to registering a new phase of the plan, to the satisfaction of the General Manager of Growth and Infrastructure.

Request for Decision

1468766 Ontario Ltd. - Application to extend draft plan of subdivision approval (Adam & Eve Subdivision, Sudbury)

Presented To:	Planning Committee
Presented:	Wednesday, Feb 19, 2020
Report Date	Monday, Jan 20, 2020
Type:	Routine Management Reports
File Number:	780-6/97001

Resolution

THAT the City of Greater Sudbury's delegated official be directed to amend the conditions of draft approval for the draft plan of subdivision on lands described as PINs 73566-0030, 73566-0541 & 73566-0833, Parcels 760 N.W.S., and 2768 S.E.S., and Part of Block F, Plan M-1005 in Lot 11, Concession 6, Township of Neelon, City of Greater Sudbury, File 780-6/97001, as outlined in the report entitled "1468766 Ontario Ltd.", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on February 19, 2020, as follows:

- a) By amending the draft plan lapsing date in Condition #10 to December 4, 2022.
- b) By replacing the references to "Nickel District Conservation Authority" with "Conservation Sudbury" in Conditions #14 and 17.
- c) By replacing the references to "General Manager of Infrastructure Services" with "General Manager of Growth and Infrastructure" in Conditions #17, 21, 24, 27, 32 & 34.
- d) By adding the following to Condition #24:

"A lot grading agreement shall be registered on title, if required, to the satisfaction of the Director of Planning Services and the City Solicitor. The owner shall be responsible for the legal costs of preparing and registering the agreement."
- e) By replacing the reference to "Ontario Ministry of the Environment and Climate Change" with "Ontario Ministry of the Environment, Conservation and Parks" in Condition #25.

Signed By

Report Prepared By

Mauro Manzon
Senior Planner
Digitally Signed Jan 20, 20

Manager Review

Alex Singbush
Manager of Development Approvals
Digitally Signed Jan 20, 20

Recommended by the Division

Jason Ferrigan
Director of Planning Services
Digitally Signed Jan 20, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jan 31, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Feb 2, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Feb 5, 20

Relationship to the Strategic Plan / Health Impact Assessment

The request to extend the approval for a draft plan of subdivision is an operational matter under the Planning Act to which the City is responding. The application contributes towards the goals and objectives of the 2019-2027 City of Greater Sudbury Strategic Plan by diversifying the supply of new housing throughout the City and expanding the range of housing options for residents.

Report Summary

The owner of the subject land has requested a three-year extension for the Adam and Eve draft plan of subdivision located on the south side of Maley Drive, which was originally approved on June 4, 1998. If approved, the new lapsing date will be December 4, 2022. No phases have been registered to date.

Various standard conditions of draft approval require updating to reflect current-day language and practice. Given that there has been no activity on this file for several years, the owner is advised to re-evaluate the feasibility of the proposal and also address the non-conforming use of the property, being the outdoor storage of recreation vehicles, through consultation with Staff.

Financial Implications

If approved, staff estimates approximately \$178,000 in taxation revenue, based on the assumption of 18 semi-detached dwelling units and 30 row house dwelling units at an estimated assessed value of \$300,000 and \$275,000 respectively per dwelling unit at the 2019 property tax rates.

In addition, this development would result in total development charges of approximately \$563,000 based on the assumption of 18 semi-detached dwelling units and 30 row house dwelling units and based on the rates in effect as of this report.

Once development has occurred and the subdivision infrastructure has been transferred to the City, there will be additional on-going costs for future annual maintenance and capital replacement of the related infrastructure (ie. roads, water/wastewater linear pipes, etc).

Date: January 10, 2020

STAFF REPORT

Background

The Adam and Eve draft plan of subdivision received draft approval from Regional Council on June 4, 1998. The subject property is zoned "R2-2(7)", Low Density Residential Two Special and "R3(16)", Medium Density Residential Special in order to permit 9 lots for semi-detached dwellings (18 units) and 3 lots for row house dwellings (20-30 units). Access to Maley Drive is restricted to a right-in/right-out access only.

Three-year extensions to draft approval have been granted on six previous occasions, in February 2001 (Recommendation #2001-24), February 2004 (Recommendation #2004-36), April 2007 (Recommendation #2007-116), November 2010 (Recommendation #2010-221), November 2013 (Resolution PL2013-187) and October 2016 (Resolution PL2016-176).

In October 2011, the property was sold by the former owner, Adam & Eve's Garden Centre, to 1468766 Ontario Ltd. The owner has requested a three-year extension to December 4, 2022.

To date, none of the conditions of draft approval have been addressed and no phases have been registered. The most recent conditions dated October 2019 are attached for review.

Departmental & Agency Comments

The following agencies and departments were asked to review the request to extend the draft plan approval and the conditions imposed by Council. Their comments are as follows:

Development Engineering

Originally draft approved in 1998, there has been no recent activity regarding this file with respect to any engineering submissions.

Infrastructure Capital Planning Services

No concerns.

Building Services

No additional comments.

Conservation Sudbury (NDCA)

Conditions #14 and 17 satisfy the concerns of Conservation Sudbury.

Date: January 10, 2020

Summary

Proposed amendments

The recommended revisions to the draft plan conditions are essentially housekeeping amendments. The additional clause added to Condition #24 related to a lot grading agreement is now a standard clause to be applied to active draft approvals to ensure that the agreement may be registered on title if required.

Official Plan

Section 20.4.2 of the Official Plan outlines that Council will not extend or recommend the extension of a draft plan approval, beyond the statutory limitation of three years, unless the owner has demonstrated to the satisfaction of Council that they are making a reasonable effort in meeting the conditions of draft approval. At the time of an extension request, Council is to review the draft plan conditions and may make appropriate modifications.

In this case, the subject lands were sold in October 2011. Since that time, there have been no engineering submissions related to this file, although the current owner has made efforts to keep the draft approval active as needed. It is further noted that the owner has been storing recreational vehicles on the site in contravention of the Zoning By-law, as the lands are zoned for residential uses.

In consideration of the above circumstances, a draft plan extension is recommended in order to allow sufficient time for the owner to address the following matters:

- Re-evaluate the feasibility of the proposal given that there has been no movement on this file since the initial approval in 1998; and,
- Address the non-complying use of the property.

The owner is advised to consult with Planning Services staff in a timely manner to further discuss the above noted matters.

2014 Provincial Policy Statement (PPS)

The proposed plan of subdivision is located within a designated growth area adjacent to an existing built-up area that is fully serviced. The range of housing types proposed with this development will allow for a mix of uses and densities that will further diversify the supply of new housing in the New Sudbury area. The proposed development is located outside of hazardous lands, being the flood plain associated with Junction Creek to the east.

The application is consistent with the 2014 Provincial Policy Statement.

2011 Growth Plan for Northern Ontario (GPNO)

The GPNO encourages the provision of a range of housing types in support of the City's designation as an Economic and Service Hub. The draft plan proposes a mix of low and medium density uses, including semis and row dwelling units.

The application conforms to the 2011 Growth Plan for Northern Ontario

Summary

Planning Services Division recommends that a 3-year extension of the draft plan of subdivision be granted subject to the conditions outlined in the Resolution section of this report.

THE CITY OF GREATER SUDBURY COUNCIL'S CONDITIONS APPLYING TO THE APPROVAL OF THE FINAL PLAN FOR REGISTRATION OF THE SUBJECT SUBDIVISION ARE AS FOLLOWS:

1. That this draft approval applies to the draft plan of subdivision of Parcels 760 N.W.S. and 2768 S.E.S. and Part of Block F, Plan M-1005, all in Lot 11, Concession 6, Township of Neelon, City of Sudbury as prepared by S.J. Gossling, O.L.S. and dated May 28, 1998.
2. That the street(s) shall be named to the satisfaction of the Municipality.
3. That any dead-ends or open sides of road allowances created by this plan of subdivision shall be terminated in 0.3 metre reserves, to be conveyed to the Municipality and held in trust by the Municipality until required for future road allowances or the development of adjacent land.
4. That prior to the signing of the final plan, the Planning Services Division shall be advised by the Ontario Land Surveyor responsible for preparation of the final plan, that the lot areas, frontages and depths appearing on the final plan do not violate the requirements of the Restricted Area By-laws of the Municipality in effect at the time such plan is presented for approval.
5. That the subdivision agreement be registered by the Municipality against the land to which it applies, prior to any encumbrances.
6. That such easements as may be required for utility or drainage purposes shall be granted to the appropriate authority.
7. That the owner agrees in writing to satisfy all the requirements, financial and otherwise, of the City of Greater Sudbury concerning the provision of roads, installation of services and drainage.
8. That the subdivision agreement contain provisions whereby the owner agrees that all the requirements of the subdivision agreement including installation of required services be completed within 3 years after registration.
9. Deleted.
10. That this draft approval shall lapse on March 4, 2020.
11. That prior to the signing of the final plan the Region is to be advised by the owner that all provisions of the Environmental Assessment Act have been complied with.
12. That Block 15 on the draft plan be deeded to the City of Greater Sudbury.
13. That the subdivision agreement contain provisions whereby the owner is required to construct a 1.8 m opaque fence along the entire west property boundary to the satisfaction of the Solicitor for the City of Greater Sudbury.

14. That prior to the passing of the final plan the Planning Services Section is to be advised by the Nickel District Conservation Authority that the owner has conducted soil testing for bank stability for construction purposes and if necessary that the subdivision agreement contain provisions which will guarantee mitigative construction or development techniques to the satisfaction of the Nickel District Conservation Authority.
15. Prior to the submission of servicing plans, the owner shall, to the satisfaction of the Director of Planning Services, provide an updated geotechnical report prepared, signed, sealed, and dated by a geotechnical engineer licensed in the Province of Ontario. Said report shall, as a minimum, provide factual information on the soils and groundwater conditions within the proposed development. Also, the report should include design information and recommend construction procedures for any proposed storm and sanitary sewers, stormwater management facilities, watermains, roads to a 20-year design life, the mass filling of land, surface drainage works, erosion control, slope stability, slope treatment and building foundations. Included in this report must be details regarding the removal of substandard soils (if any) and placement of engineered fill (if required) for the construction of homes. Also, the report must include an analysis illustrating how the groundwater table will be lowered to a level that will not cause problems to adjacent boundary housing and will, in conjunction with the subdivision grading plan, show that basements of new homes will not require extensive foundation drainage pumping. The geotechnical information on building foundations shall be to the satisfaction of the Chief Building Official and Director of Planning Services.
16. That an agreement be placed on the title to each lot indicating that during the construction of building foundations, the builder will be required to have a qualified soils engineer attest to the adequacy of the soil to support appropriate footings, and that this information is to be conveyed to the Chief Building Inspector/Official for approval to pour the footings.
17. The applicant/owner shall provide to the City, as part of the submission of servicing plans a Siltation Control Plan detailing the location and types of sediment and erosion control measures to be implemented during the construction of each phase of the project. Said plan shall be to the satisfaction of the General Manager of Infrastructure Services and the Nickel District Conservation Authority. The siltation control shall remain in place until all disturbed areas have been stabilized. All sediment and erosion control measures shall be inspected daily to ensure that they are functioning properly and are maintained and/or updated as required. If the sediment and erosion control measures are not functioning properly, no further work shall occur until the sediment and/or erosion problem is addressed.
18. That the registered Plan be integrated with the City of Greater Sudbury Control Network to the satisfaction of the Coordinator of the Geographic Information, Surveys and Mapping Section; provision of the final plan coordinate listings and an AutoCAD file of the resultant parcel fabric shall formulate part of this requirement.

19. That prior to the signing of the final plan the owner shall satisfy Canada Post with respect to mail delivery facilities for the site.
20. Deleted.
21. That prior to the signing of the final plan the owner shall undertake a noise assessment using an existing primary arterial road with similar traffic flows as projected for Maley Drive to determine what control measures are required to meet provincial sound limits and, if necessary, that provisions for implementing these noise control measures be included in the subdivision agreement to the satisfaction of the General Manager of Infrastructure Services.
22. That 5% of the land included in the subdivision be deeded to the City of Greater Sudbury for parks purposes pursuant to Section 51.1(1) of the Planning Act.
23. That prior to the signing of the final plan, the Planning Services Division is to be advised by the City Solicitor that Conditions #2, 3, 5, 6, 7, 8, 12, 16 and 22 have been complied with to his satisfaction.
24. The owner shall provide a detailed lot grading plan for all the proposed lots as part of the submission of servicing plans. This plan must show finished grades around new homes, side yards, swales and lot corners. The plan must show sufficient grades on boundary properties to mesh the lot grading of the new site to existing properties. Suitable provisions shall be incorporated into the Subdivision Agreement to ensure that the grading is undertaken, all to the satisfaction of the General Manager of Infrastructure Services.
25. The owner shall be responsible to have a stormwater management report prepared to assess how the quality and quantity of stormwater will be managed for the subdivision development, in addition to the flows generated from upstream lands. The report shall establish how the quantity of stormwater generated within the subdivision will be controlled to pre-development levels for the 1:5, 1:100 and regional storm events. The owner shall be required to submit a comprehensive drainage plan of the subject property, and any upstream areas draining through the subdivision. The quality of the stormwater must meet an "enhanced" level of protection as defined by the Ontario Ministry of the Environment and Climate Change.
26. The owner shall provide a utilities servicing plan showing the location of all utilities including City services, Hydro services, Bell, Union Gas, and EastLink. This plan must be to the satisfaction of the Director of Planning Services and must be provided prior to construction for any individual phase.
27. That access to Maley Drive be restricted to a right-in/right-out access to the satisfaction of the General Manager of Infrastructure Services.

28. The owner shall provide proof of sufficient fire flow in conjunction with the submission of construction drawings for each phase of construction. All costs associated with upgrading the existing distribution system to service this subdivision will be borne totally by the owner.
29. The owner shall provide proof of sufficient sanitary sewer capacity in conjunction with the submission of construction drawings for each phase of construction. All costs associated with upgrading the existing collection system and/or sewage lift stations to service this subdivision will be borne totally by the owner.
30. Prior to initial acceptance of all storm sewers or sanitary sewers, camera inspections will be required on any newly constructed works.
31. Prior to the submission of a servicing plan, the owner shall provide verification from a Professional Engineer that the development will have no negative impacts on the operation of the Maley Flood Control Dam and no negative impacts for flood control along Junction Creek.
32. Draft approval does not guarantee an allocation of sewer or water capacity. Prior to the signing of the final plan, the Director of Planning Services is to be advised by the General Manager of Infrastructure Services that sufficient sewage treatment capacity and water capacity exist to service the development.
33. Final approval for registration may be issued in phases to the satisfaction of the Director of Planning Services, provided that:
 - i) Phasing is proposed in an orderly progression, in consideration of such matters as the timing of road improvements, infrastructure and other essential services; and,
 - ii) All agencies agree to registration by phases and provide clearances, as required, for each phase proposed for registration; furthermore, the required clearances may relate to lands not located within the phase sought to be registered.
34. That the owner shall have completed all major outstanding infrastructure deficiencies that are critical to the overall function of the subdivision in previous phases of the plan that have been registered, or have made arrangements for their completion, prior to registering a new phase of the plan, to the satisfaction of the General Manager of Infrastructure Services.

Request for Decision

Bonaventure Development Company Ltd. - Application to extend a draft approved plan of subdivision approval, Lots 64-97, 97-117, 127-175, Blocks D & E & Part of Block C, Plan M-1058, Lot 1, Concession 3, Township of Balfour (Pinellas Road & Keith Avenue, Chelmsford)

Presented To:	Planning Committee
Presented:	Wednesday, Feb 19, 2020
Report Date	Monday, Jan 20, 2020
Type:	Routine Management Reports
File Number:	780-5/10001

Resolution

THAT the City of Greater Sudbury's delegated official be directed to amend the conditions of draft approval for a plan of subdivision on those lands described as Lots 64-97, 97-117, 127-175, Blocks D & E & Part of Block C, Plan M-1058, Lot 1, Concession 3, Township of Balfour, File # 780-5/10001, in the report entitled "Bonaventure Development Company Ltd.", from the General Manager of Growth and Infrastructure, presented at the meeting of February 6, 2020, upon payment of Council's processing fee in the amount of \$1,820.67 as follows:

1. By deleting Condition #25 entirely and replacing it with the following:

"25. That this draft approval shall lapse on November 25, 2021.

Relationship to the Strategic Plan / Health Impact Assessment

The application to extend this draft plan of subdivision approval is an operational matter under the Planning Act to which the City is responding.

Report Summary

The owner has requested an extension to the draft plan of subdivision approval of the Pinellas Road and Keith Avenue draft approved plan of subdivision (File # 780-5/10001) in the community of Chelmsford for a period of two years until November 25, 2021. The Planning Services Division has reviewed the request to extend the draft approval and have no objections to the requested extension for a period of two years. The request was also circulated to relevant agencies and departments for comment and no concerns were identified with respect to extending the draft approval. The Planning

Signed By

Report Prepared By

Glen Ferguson
Senior Planner
Digitally Signed Jan 20, 20

Manager Review

Alex Singbush
Manager of Development Approvals
Digitally Signed Jan 20, 20

Recommended by the Division

Jason Ferrigan
Director of Planning Services
Digitally Signed Jan 20, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jan 31, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Feb 2, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Feb 5, 20

Services Division is recommending approval of the application to extend the draft approved plan of subdivision. Amendments to the conditions of draft approval where necessary have been identified and are included in the Resolution section of the report.

Financial Implications

If approved, staff estimates approximately \$376,000 in taxation revenue, based on the assumption of 83 single family dwelling units at an estimated assessed value of \$400,000 per dwelling unit at the 2019 property tax rates.

In addition, this development would result in total development charges of approximately \$1,470,000 based on the assumption of 83 single family dwelling units based on the rates in effect as of this report.

Once development has occurred and the subdivision infrastructure has been transferred to the City, there will be additional on-going costs for future annual maintenance and capital replacement of the related infrastructure (ie. roads, water/wastewater linear pipes, etc).

Date: December 23, 2019

STAFF REPORT

Applicant:

Bonaventure Development Company Ltd.

Location:

Lots 64-97, 97-117, 127-175, Blocks D & E & Part of Block C, Plan M-1058, Lot 1, Concession 3, Township of Balfour (Pinellas Road & Keith Avenue, Chelmsford)

Application:

To extend the draft approval conditions for a plan of subdivision which were approved initially by Council on November 25, 2010. The draft approval was most recently extended by Council on February 27, 2018 until November 25, 2019, for a plan of subdivision on those lands described as Lots 64-97, 97-117, 127-175, Blocks D & E & Part of Block C, Plan M-1058, Lot 1, Concession 3, Township of Balfour. An administrative extension was issued by the Director of Planning Services until February 25, 2020, in order to allow for agencies and departments to complete their review of the request.

Proposal:

The owner is requesting that the draft approval conditions for the above noted lands be extended for a period of two years until November 25, 2021.

Background:

The City received a written request from Bonaventure Development Company Ltd. on September 18, 2019, to extend the draft approval on a plan of subdivision for a period of three years on those lands described as Lots 64-97, 97-117, 127-175, Blocks D & E & Part of Block C, Plan M-1058, Lot 1, Concession 3, Township of Balfour. The draft approved plan of subdivision was initially approved by Council for a total of 83 urban residential lots. The lots are to be accessed from Pinellas Road to the north and Keith Avenue to the south.

At the time of writing this report, 83 urban residential lots are remaining within the draft approved plan of subdivision which have yet to be registered. Staff notes that no phase of the draft approved plan of subdivision have been registered since the initial draft approval granted by Council on November 25, 2010.

The draft approval was set to expire again on November 25, 2019 and staff has circulated the request to relevant agencies and departments and is now bringing forward this report to extend the draft approval to November 25, 2021. Staff again notes that an administrative extension was issued by the Director of Planning Services until February 25, 2020, in order to allow for agencies and departments to complete their review of the request.

Date: December 23, 2019

Departmental & Agency Circulation:

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

Canada Post has not requested any changes to the draft approval conditions. Canada Post did however note in an email that should registration of any lots proceed that they will identify located for their required Community Mail Boxes at that time.

Development Engineering has no concerns with the extension request and has noted that the first set of construction drawings have been approved however modifications may be necessary to suit the owner's intentions once they proceed forward with registration.

Conservation Sudbury and the City's Environmental Planning Initiatives did not have any concerns when the draft approval was last extended in 2018 and have not provided any further comments in relation to this new request for extension.

Planning Considerations:

[Official Plan](#)

Section 20.4.2 of the Official Plan for the City of Greater Sudbury addressing draft plan of subdivision approvals outlines that Council will not extend or recommend the extension of a draft plan approval, beyond the statutory limitation of three years, unless the owner has demonstrated to the satisfaction of Council that they are making a reasonable effort to proceed in meeting the conditions of draft approval. At the time of an extension request, Council is to review the draft plan conditions and may make appropriate modifications.

Staff notes that this particular draft plan approval was originally approved by Council on November 25, 2010, and since that time none of the 83 lots have been registered.

The owner provided an update to their progress on clearing draft approval conditions in their letter dated September 18, 2019, and note that their consulting engineers are working on a phase of the subdivision that is to be registered in the near future.

[Draft Approval Conditions](#)

Condition #25 should be deleted entirely and replaced with a sentence referring to November 25, 2021, as the revised date on which the subject draft plan of subdivision approval shall lapse.

No administrative and housekeeping changes to the draft approval documents are required at this time.

No other changes to the draft approval documents have been requested either by the owner or by circulated agencies and departments. The draft approval conditions are attached to this report along with a sketch of the draft approved plan of subdivision dated April 1, 2010, for reference purposes.

[Processing Fees](#)

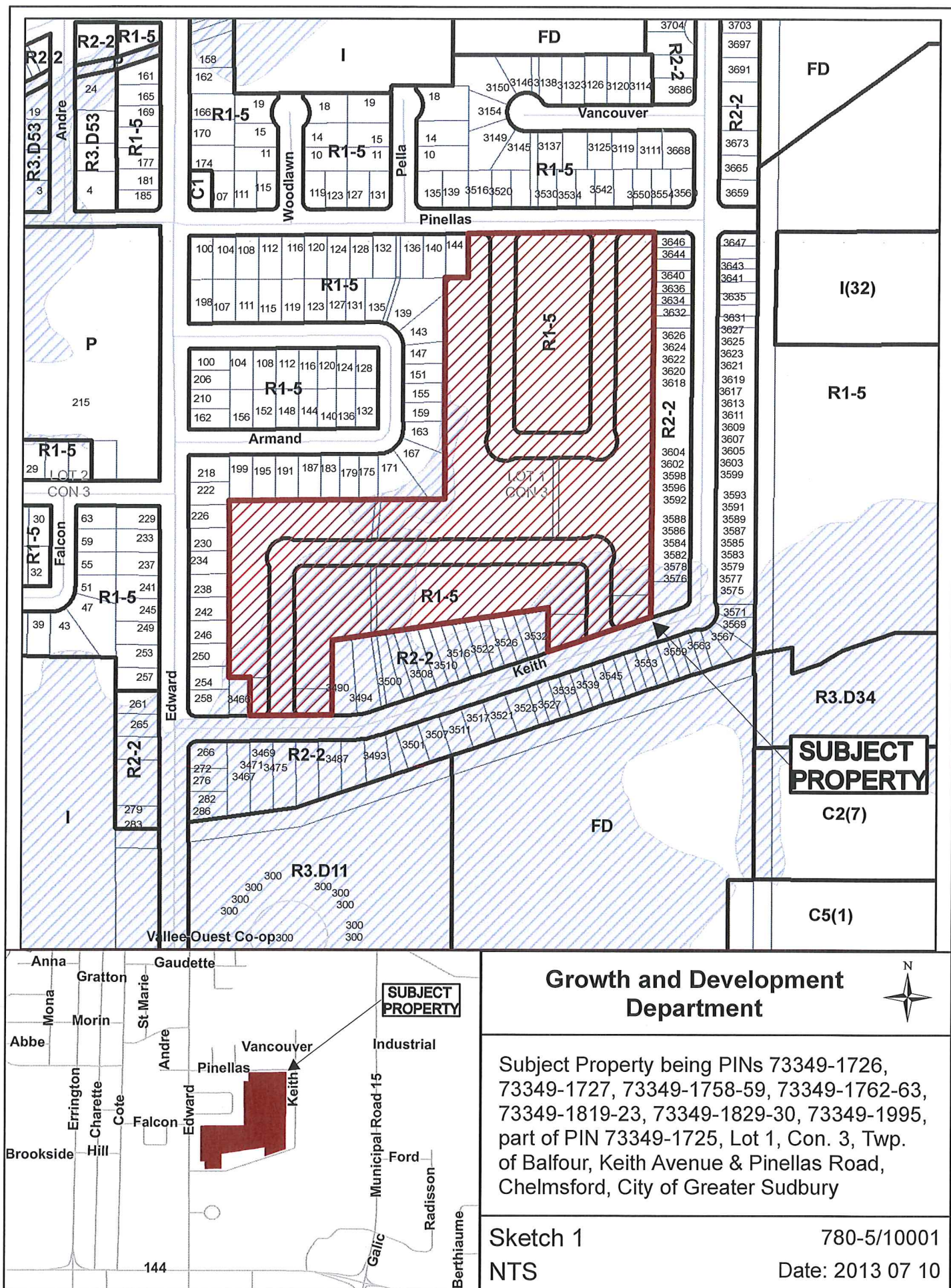
The owner is required to pay the applicable processing fee in the amount of \$1,820.67. It is recommended that the draft approval extension be granted upon receipt of Council's processing fee from the owner. This amount was calculated as per [By-law 2017-222](#) being the Miscellaneous User Fees By-law that was in effect at the time the request was made.

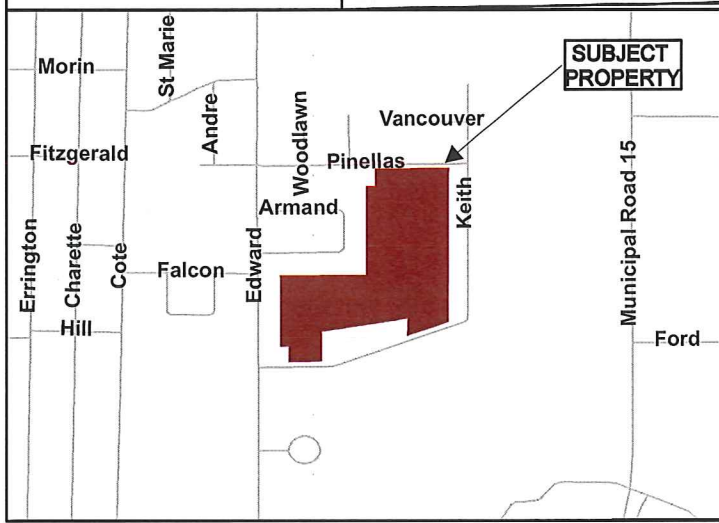
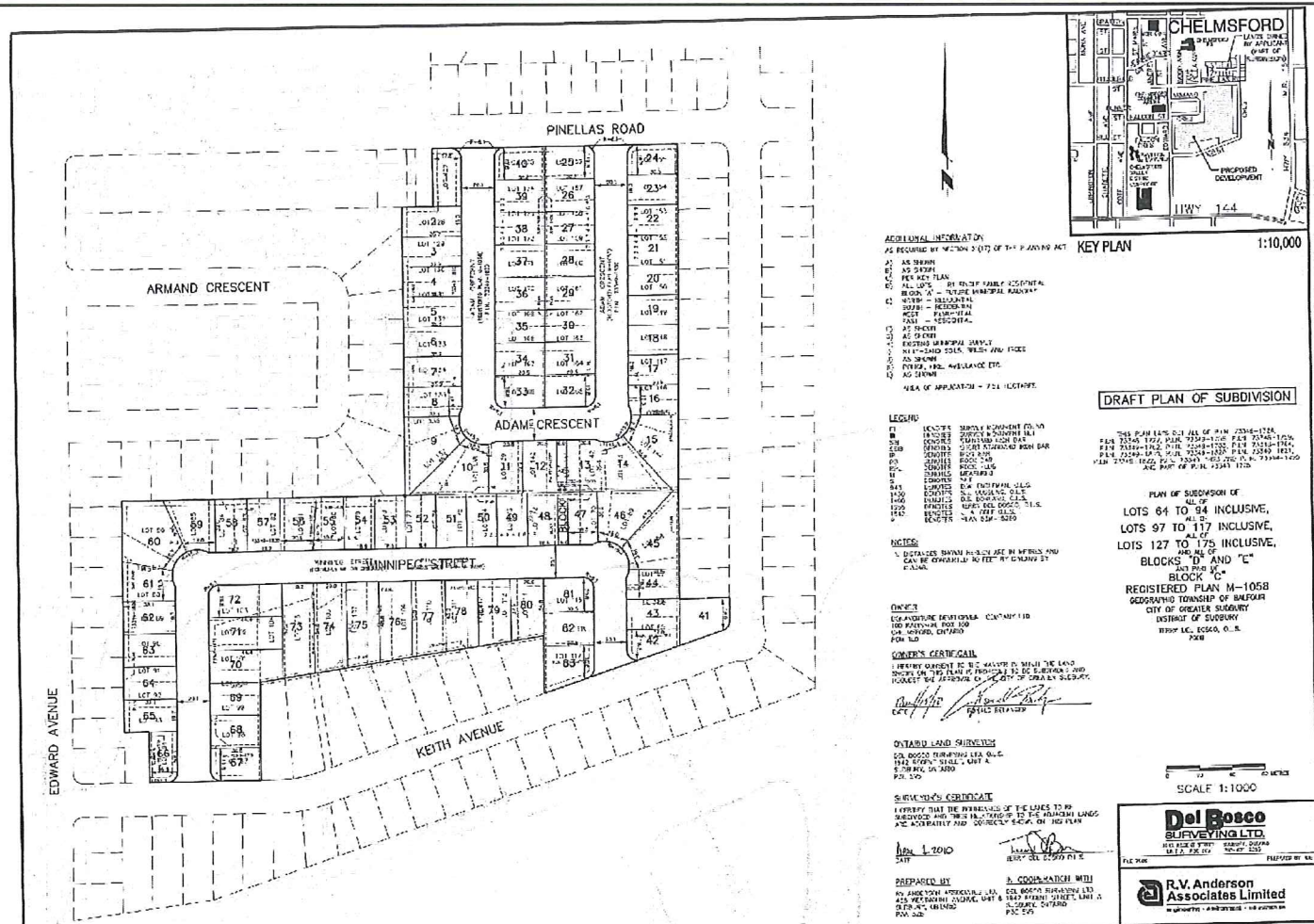
Date: December 23, 2019

Summary:

The Planning Services Division have reviewed the request to extend the subject draft approval and have no objections to the requested extension for a period of two years. The request was also circulated to relevant agencies and departments for comment and no concerns were identified with respect to extending the draft approval of the subdivision. Appropriate changes where identified have been included in the Resolution section of this report and will now form part of the draft plan approval if approved by Council.

The Planning Services Division therefore recommends that the application to extend draft approval for the subdivision at Pinellas Road and Keith Avenue for a period of two years until November 25, 2021, be approved as outlined in the Resolution section of this report.





Growth and Development Department



NTS

780-5/10001
Date: 2013 07 10
72 of 149

**COUNCIL'S CONDITIONS APPLYING TO THE APPROVAL OF THE FINAL PLAN
FOR REGISTRATION OF THE SUBJECT SUBDIVISION ARE AS FOLLOWS:**

1. That this draft approval applies to the draft plan of subdivision of Lots 64-94, 97-117 & 127-175, Blocks D, E, and Part of C, M-1058, Lot 1, Concession 3, Township of Balfour, as shown on a plan of subdivision prepared by Terry Del Bosco O.L.S dated April 1, 2010.
2. That the street(s) shall be named to the satisfaction of the Municipality.
3. That Block A be dedicated to the City of Greater Sudbury for walkway purposes.
4. Prior to the submission of servicing plans, the owner shall, to the satisfaction of the Director of Planning Services, provide an updated geotechnical report prepared, signed, sealed, and dated by a geotechnical engineer licensed in the Province of Ontario. Said report shall, as a minimum, provide factual information on the soils and groundwater conditions including an elevation of the water table within the proposed development. Also, the report should include design information and recommend construction procedures for storm and sanitary sewers,, watermains, roads to a 20 year design life, the mass filling of land, surface drainage works, erosion control, slope stability, slope treatment and building foundations. The geotechnical information on building foundations shall be to the satisfaction of the Chief Building Official and Director of Planning Services. A soils caution agreement, if required, shall be registered on title to the satisfaction of the Chief Building Official and City Solicitor.
5. The owner shall provide a detailed lot grading plan prepared, signed, sealed, and dated by a professional civil engineer with a valid certificate of authorization for the proposed lots as part of the submission of servicing plans. This plan must show finished grades around new houses, retaining walls, side yards, swales, slopes and lot corners. The plan must show sufficient grades on boundary properties to mesh the lot grading of the new site to existing properties and show the major storm overland flow path. The major storm overland flow for the subdivision is to remain within the City road allowances and City drainage blocks. Structures are subject to floodproofing measures to the satisfaction of the Nickel District Conservation Authority. A lot grading agreement shall be registered on title, if required, to the satisfaction of the Director of Planning Services and City Solicitor. The owner shall be responsible for the legal costs of preparing and registering the associated lot grading agreement.
6. The City plans to implement communal stormwater management facilities and improve stormwater conveyance infrastructure downstream of the subject property. The owner will be required to cost share on the implementation of these facilities and conveyance improvements. The owner's cost share towards communal stormwater management facilities and downstream stormwater improvements shall be paid prior to the registration for each phase. Stormwater management facilities must be to the satisfaction of the Nickel District Conservation Authority.

7. The final plan shall be integrated with the City of Greater Sudbury Control Network to the satisfaction of the Coordinator of the Surveying and Mapping Services. The survey shall be referenced to NAD83(CSRS) with grid coordinates expressed in UTM Zone 17 projection and connected to two (2) nearby City of Greater Sudbury Control Network monuments. The survey plan must be submitted in an AutoCAD compatible digital format. The submission shall be the final plan in content, form and format and properly geo-referenced.
8. The owner shall be required to implement major storm overflow infrastructure, constructed and approved by the City, prior to the final acceptance of roads and sewers.
9. The proposed internal subdivision roadways are to be built to urban standards, including curbs, gutters, sidewalks, walkways, storm sewers and related appurtenances to the City of Greater Sudbury Engineering Standards at the time of submission.
10. The owner agrees to provide the required soils report, water, sanitary sewer and lot grading master planning reports and plans to the Director of Planning Services prior to the submission of servicing plans for any phase of the subdivision.
11. Streetlights for this subdivision will be designed and constructed by Greater Sudbury Hydro Plus Inc. at the cost of the owner.
12. The owner will be required to ensure that the corner radius for all intersecting streets is to be 9.0 m.
13. The owner shall provide a utilities servicing plan showing the location of all utilities including City services, Greater Sudbury Hydro Plus or Hydro One, Bell, Union Gas, and Eastlink and Canada Post. This plan must be to the satisfaction of the Director of Planning Services and must be provided prior to construction for any individual phase.
14. The owner shall provide proof of sufficient fire flow in conjunction with the submission of construction drawings. All costs associated with upgrading the existing distribution system to service this subdivision will be borne totally by the owner.
15. The owner shall provide proof of sufficient sanitary sewer capacity in conjunction with the submission of construction drawings. All costs associated with upgrading the existing collection system and/or sewage lift stations to service this subdivision will be borne totally by the owner.

16. The applicant/owner shall provide to the City, as part of the submission of servicing plans a Siltation Control Plan detailing the location and types of sediment and erosion control measures to be implemented during the construction of each phase of the project. Said plan shall be to the satisfaction of the General Manager of Growth and Infrastructure and the Nickel District Conservation Authority. The siltation control shall remain in place until all disturbed areas have been stabilized. All sediment and erosion control measures shall be inspected daily to ensure that they are functioning properly and are maintained and/or updated as required. If the sediment and erosion control measures are not functioning properly, no further work shall occur until the sediment and/or erosion problem is addressed.
17. That Adam Crescent and Winnipeg Street be constructed to an urban standard with a sidewalk along one (1) side.
18. That any dead-ends or open sides of road allowances created by this plan of subdivision shall be terminated in 0.3 metre reserves, to be conveyed to the Municipality and held in trust by the Municipality until required for future road allowances or the development of adjacent land.
19. That prior to the signing of the final plan, the Planning Services Division shall be advised by the Ontario Land Surveyor responsible for preparation of the final plan, that the lot areas, frontages and depths appearing on the final plan do not violate the requirements of the Restricted Area By-laws of the Municipality in effect at the time such plan is presented for approval.
20. That the subdivision agreement be registered by the Municipality against the land to which it applies, prior to any encumbrances.
21. That such easements as may be required for utility or drainage purposes shall be granted to the appropriate authority.
22. That the owner agrees in writing to satisfy all the requirements, financial and otherwise, of the City of Greater Sudbury, concerning the provision of roads, walkways, street lighting, sanitary sewers, watermains, storm sewers and surface drainage facilities.
23. That the subdivision agreement contain provisions whereby the owner agrees that all the requirements of the subdivision agreement including installation of required services be completed within 3 years after registration.
24. Draft approval does not guarantee an allocation of sewer or water capacity. Prior to the signing of the final plan, the Director of Planning is to be advised by the General Manager of Growth and Infrastructure, that sufficient sewage treatment capacity and water capacity exists to service the development
25. Draft approval shall lapse on May 25, 2020.

26. The owner shall complete to the satisfaction of the Director of Planning Services of the City of Greater Sudbury and Canada Post:
- a) Include on all offers of purchase and sale, a statement that advises the prospective purchaser;
 - b) That the home/business mail delivery will be from a designated Centralized Mail Box; and,
 - c) That the owner be responsible for officially notifying the purchasers of the Centralized Mail Box locations prior to the closing of any home sales.
27. The owner further agrees to:
- a) Work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations, which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision;
 - b) Install a concrete pad in accordance with the requirements of, and in locations to be approved by, Canada Post to facilitate the placement of Community Mail Boxes;
 - c) Identify the pad above on the engineering servicing drawings. The pad is to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision; and,
 - d) Determine the location of all centralized mail facilities in cooperation with Canada Post and to post the location of these sites on appropriate maps, information boards and plans.
28. That prior to the signing of the final plan, the Planning Services Division is to be advised by the City Solicitor that Conditions 4, 5, 18, 20, 21, 22, 23 and 31, have been complied with to his satisfaction."
29. Final approval for registration may be issued in phases to the satisfaction of the Director of Planning Services, provided that:
- i) Phasing is proposed in an orderly progression, in consideration of such matters as the timing of road improvements, infrastructure and other essential services; and,
 - ii) all agencies agree to registration by phases and provide clearances, as required, for each phase proposed for registration; furthermore, the required clearances may relate to lands not located within the phases sought to be registered.
30. That the owner shall have completed all major outstanding infrastructure deficiencies that are critical to the overall function of the subdivision in previous phases of the plan that have been registered, or have made arrangements for their completion, prior to registering a new phase of the plan, to the satisfaction of the General Manager of Growth and Infrastructure."

31. That in accordance with Section 59(4) of the Development Charges Act, a notice agreement shall be registered on title to ensure that persons who first purchase the subdivided lands after registration of the plan of subdivision are informed, at the time the land is transferred, of all development charges related to development.

Request for Decision

Dalron Construction Ltd. - Application to extend a draft approved plan of subdivision approval, PIN 73578-0515, Part 1, Plan 53R-18272, Part of Lots 11 & 12, Concession 3, Township of Neelon (Greenwood Subdivision, Sudbury)

Presented To: Planning Committee

Presented: Wednesday, Feb 19, 2020

Report Date: Wednesday, Jan 22, 2020

Type: Routine Management Reports

File Number: 780-6/07002

Resolution

THAT the City of Greater Sudbury's delegated official be directed to amend the conditions of draft approval for a plan of subdivision on those lands described as PIN 73578-0515, Part 1, Plan 53R-18272, Part of Lots 11 & 12, Concession 3, Township of Neelon, File # 780-6/07002, in the report entitled "Dalron Construction Ltd.", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on February 19, 2020, upon payment of Council's processing fee in the amount of \$2,418 as follows:

1. By deleting Condition #10 and replacing it with the following:
"10. That this draft approval shall lapse on November 28, 2022."
2. By adding the following words at the end of Condition #11:
"... A soils caution agreement, if required, shall be registered on title, to the satisfaction of the Chief Building Official and the City Solicitor."
3. By adding the following words at the end of Condition #12:
"... A lot grading agreement, if required, shall be registered on title, to the satisfaction of the Director of Planning Services and the City Solicitor."
4. By deleting Condition #13 entirely and replacing it with the following:
"13. A storm-water management report and associated plans must be submitted by the Owner's Consulting Engineer for approval by the City. The report must address the following requirements:
a) The underground storm sewer system within the plan of subdivision must be designed to accommodate

Signed By

Report Prepared By

Glen Ferguson
Senior Planner
Digitally Signed Jan 22, 20

Manager Review

Alex Singbush
Manager of Development Approvals
Digitally Signed Jan 22, 20

Recommended by the Division

Jason Ferrigan
Director of Planning Services
Digitally Signed Jan 23, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jan 31, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Feb 2, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Feb 5, 20

and/or convey the minor storm flow, that is, the rainfall runoff resulting from the subject site and any external tributary areas using the City's 2 year design storm. The permissible minor storm discharge from the subject development must be limited to the existing pre-development site runoff resulting from a 2 year design storm. Any resulting post development runoff in excess of this permissible discharge rate must be controlled and detained within the plan of subdivision;

b) The overland flow system within the plan of subdivision must be designed to accommodate and/or convey the major storm flow, that is, the rainfall runoff resulting from the subject site and any external tributary areas using the City's 100 year design storm or Regional storm event, whichever is greater, without causing damage to proposed and adjacent public and private properties. The permissible major storm discharge from the subject development must be limited to the existing pre-development runoff resulting from a 100 year design storm or Regional storm event, whichever is greater. Any resulting post development runoff in excess of this permissible discharge rate must be controlled and detained within the plan of subdivision;

c) "Enhanced" level must be used for the design of storm-water quality controls as defined by the Ministry of the Environment, Conservation and Parks;

d) The drainage catchment boundary including external tributary catchments and their respective area must be clearly indicated with any storm-water management plan;

e) The final grading of the lands shall be such that the surface water originating on or tributary to the said lands, including roof water from buildings and surface water from paved areas, will be discharged in a manner satisfactory to the General Manager of Growth and Infrastructure;

f) Minor storm drainage from the plan of subdivision shall not be drained overland onto adjacent properties; and,

g) Existing drainage patterns on adjacent properties shall not be altered unless explicit permission is granted."

5. By adding a new Condition #35 as follows:

"35. That in accordance with Section 59(4) of the Development Charges Act, a notice of agreement shall be registered on title to ensure that persons who first purchase the subdivided land after registration of the plan of subdivision are informed, at the time the land is transferred, of all development charges related to development."

6. By adding a new Condition #36 as follows:

"36. The owner shall be responsible for the design and construction of any required storm-water management works to the satisfaction of the General Manager of Growth and Infrastructure as part of the servicing plans for the subdivision and the owner shall dedicate the lands for storm-water management works as a condition of this development

Relationship to the Strategic Plan / Health Impact Assessment

The application to extend this draft plan of subdivision approval is an operational matter under the Planning Act to which the City is responding.

Report Summary

The owner has requested an extension to the draft plan of subdivision approval of the Greenwood

Subdivision (File # 780-6/07002) in Sudbury for a period of three years until November 28, 2022. The Planning Services Division is recommending approval of the application.

The Planning Services Division has reviewed the request to extend the draft approval and have no objections to the requested extension for a period of three years. The request was also circulated to relevant agencies and departments for comment and no concerns were identified with respect to extending the draft approval. Amendments to the conditions of draft approval where necessary have been identified and are included in the Resolution section of the report.

Financial Implications

If approved, staff estimates approximately \$338,000 in taxation revenue, based on the assumption of 52 single family dwelling units at an estimated assessed value of \$500,000 per dwelling unit at the 2019 property tax rates.

In addition, this development would result in total development charges of approximately \$920,000 based on the assumption of 52 single family dwelling units based on the rates in effect as of this report.

Once development has occurred and the subdivision infrastructure has been transferred to the City, there will be additional on-going costs for future annual maintenance and capital replacement of the related infrastructure (ie. roads, water/wastewater linear pipes, etc).

Date: January 17, 2020

STAFF REPORT

Applicant:

Dalron Construction Ltd.

Location:

PIN 73578-0515, Part 1, Plan 53R-18272, Part of Lots 11 & 12, Concession 3, Township of Neelon (Greenwood Subdivision, Sudbury)

Application:

To extend the draft approval conditions for a plan of subdivision which were approved initially by Council on November 28, 2007. The draft approval was most recently extended by Council on July 11, 2017, until November 28, 2019, for a plan of subdivision on those lands described as PIN 73578-0515, Part 1, Plan 53R-18272, Part of Lots 11 & 12, Concession 3, Township of Neelon. Staff granted a temporary administrative extension to the draft approval on May 28, 2020 in order to ensure agencies and departments had sufficient time to review the request and to have the extension request considered by Planning Committee and a decision ratified by Council.

The owner is also again requesting an amendment to Condition #25 which would reduce the design speed of Greenwood Drive from 60 km/h to 40 km/h at Street "A" as shown on the draft plan of subdivision. The owner has requested a reduction in the design speed in order to reduce the extent of remedial works required on the existing road network.

Proposal:

The owner is requesting that the draft approval conditions for the above noted lands be extended for a period of three years until November 28, 2022 and that Condition #25 be amended as per the request noted above.

Background:

The City received a written request from Dalron Construction Ltd. on September 11, 2019, to extend the draft approval on a plan of subdivision for a period of three years on those lands described as PIN 73578-0515, Part 1, Plan 53R-18272, Part of Lots 11 & 12, Concession 3, Township of Neelon. The draft approved plan of subdivision was initially approved by Council for a total of 52 urban residential lots. The lots are to be accessed from Greenwood Drive. At the time of writing this report, none of the 52 lots are within the draft approved plan of subdivision have been registered.

The draft approval was set to expire again on November 28, 2019 and staff has circulated the request to relevant agencies and departments and is now bringing forward this report to extend the draft approval to November 28, 2022. It is noted that a temporary administrative extension to the draft approval was granted until May 28, 2020 in order to have the extension request considered by Planning Committee and a decision ratified by Council. Staff has also again considered the owner's request to amend Condition #25 and note that when the draft approval was last extended the request was denied by Planning Committee and said denial was ratified by Council.

Date: January 17, 2020

Departmental & Agency Circulation:

Environmental Planning Initiatives and Operations have each advised that they have no concerns from their respective areas of interest.

Building Services has requested that standard wording with respect to a soils caution agreement be added to the end of Condition #11.

Development Engineering advises that Condition #25 should not be amended as a change to a 40 km/h design speed would require lowering the posted speed below 40 km/h and increase the risk of collision for automobiles on Greenwood Drive turning left into the proposed subdivision.

Canada Post has not requested any changes to the draft approval conditions. Canada Post did however provide a letter which is attached to this report for the owner's information and reference purposes.

Conservation Sudbury has no concerns with the requested extension and has noted that Condition #18 continues to satisfy their requirements with respect to the draft approved plan of subdivision in this instance.

Comments received from the City's Drainage Section will require an amendment to Condition #13 and a new Condition #36, both of which seek to clarify and modernize those storm-water management requirements that are required and associated with the development of the draft approved plan of subdivision.

Active Transportation, Roads, Traffic and Transportation do not support the owner's request to reduce the design speed of the vertical curve to 40 km/h.

Water/Wastewater has advised that the subdivision is located within the Ramsey Lake Intake Protection Zone 3 and that the main concern in this area is salt storage and salt application. Management of salt storage and salt application occurs generally where there is a parking lot (or plowable surface) having a surface area greater than 1 ha (2.47 acres). Water-Wastewater has advised there is likely no concern with respect to the above given the nature of the development being that of a residential subdivision.

Planning Considerations:

[Official Plan](#)

Section 19.4.2 of the Official Plan for the City of Greater Sudbury addressing draft plan of subdivision approvals outlines that Council will not extend or recommend the extension of a draft plan approval, beyond the statutory limitation of three years, unless the owner has demonstrated to the satisfaction of Council that they are making a reasonable effort to proceed in meeting the conditions of draft approval. At the time of an extension request, Council is to review the draft plan conditions and may make appropriate modifications.

Staff notes that this particular draft plan approval was granted by Council on November 28, 2007, and since that time none of the 52 lots that were draft approved have been registered.

The owner did not provide an update to staff at the time of their extension request with respect to their progress toward registration of all or some of the 52 draft approved lots.

Date: January 17, 2020

Draft Approval Conditions

Condition #10 should be deleted entirely and replaced with a sentence referring to November 28, 2022, as the revised date on which the subject draft plan approval shall lapse.

Comments received from the City's Drainage Section will require an amendment to Condition #13 and a new Condition #36, both of which seek to clarify and modernize those storm-water management requirements that are required and associated with the development of the draft approved plan of subdivision.

Staff do not recommend any changes be made to Condition #25 with respect to lowering the design speed of Greenwood Drive. Active Transportation, Development Engineering, and Roads, Traffic and Transportation have again reviewed the request and are not supportive of lowering the design speed of Greenwood Drive at Street "A" from 60 km/h to 40 km/h.

Other administrative and housekeeping changes to the draft approval documents have also been included where necessary.

No other changes to the draft approval documents have been requested either by the owner or by circulated agencies and departments. The draft conditions are attached to this report along with a sketch of the draft approved plan of subdivision for reference purposes.

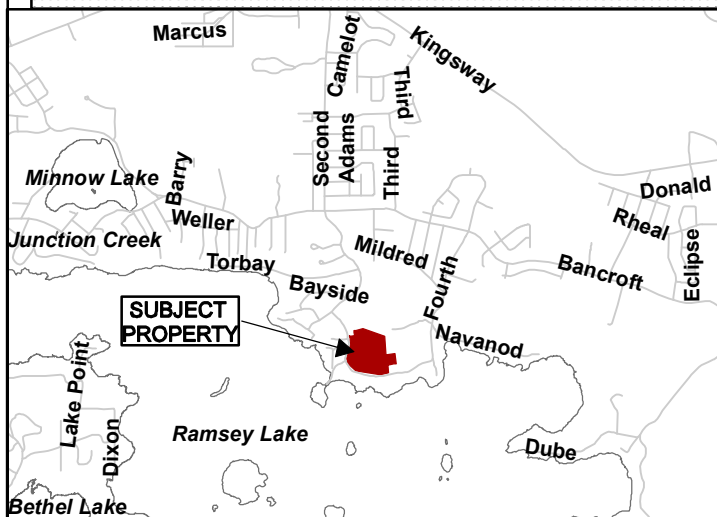
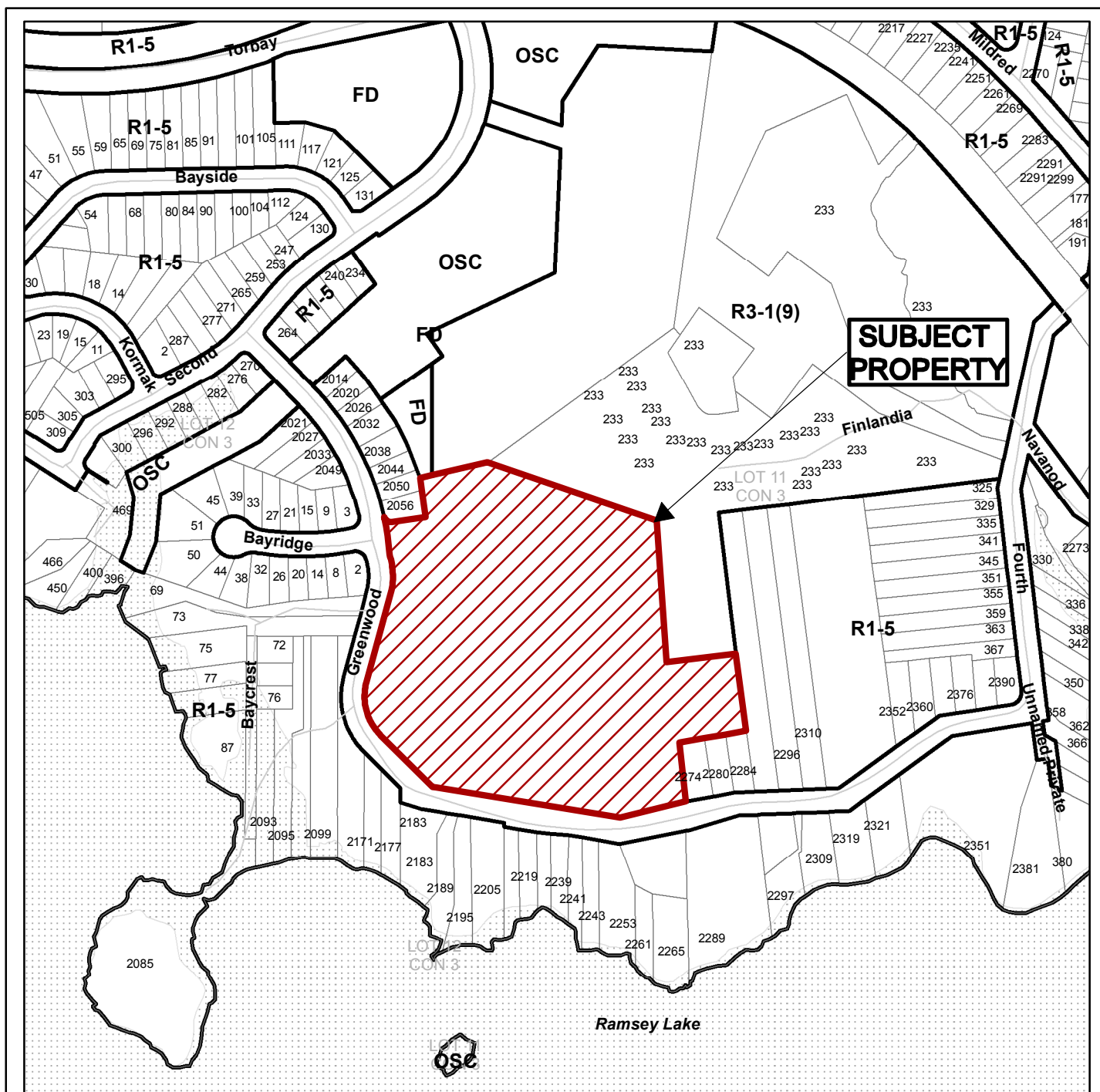
Processing Fees

The owner is required to pay the applicable processing fee in the amount of \$2,418.00. It is recommended that the draft approval extension be granted upon receipt of Council's processing fee from the owner. This amount was calculated as per [By-law 2017-222](#) being the Miscellaneous User Fees By-law that was in effect at the time the request was made.

Summary:

The Planning Services Division has reviewed the request to extend the subject draft approval and has no objections to the requested extension for a period of three years. The request was also circulated to relevant agencies and departments for comment and no concerns were identified with respect to extending the draft approval of the subdivision. Staff do not recommend that the design speed of Greenwood Drive at Street "A" on the draft plan of subdivision be reduced from 60 km/h to 40 km/h. Appropriate changes where identified have otherwise been included in the Resolution section of this report and will now form part of the draft plan approval if approved by Council.

The Planning Services Division therefore recommends that the application to extend draft approval for the Greenwood Subdivision for a period of three years until November 28, 2022, be approved as outlined in the Resolution section of this report.



Growth and Development Department



Subject Property being PIN 73578-0515,
Part 1, Plan 53R-18272, Part of Lots 11 & 12,
Concession 3, Township of Neelon, Greenwood
Drive, Sudbury, City of Greater Sudbury

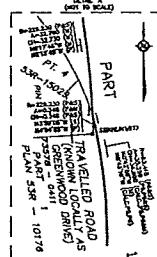
Sketch 1

NTS

751-6/07-4 & 780-6/07002

Date: 2013 03 22

KEY PLAN
SCALE 1/2"=1'-0"



GEOGRAPHIC TOWNSHIP OF NEELON

DRAFT PLAN
OF PARTS OF
LOTS 11 AND 12, CONCESSION 3
GEOGRAPHIC TOWNSHIP OF NEELON
CITY OF GREATER SUDBURY
DISTRICT OF SUDBURY

ADDITIONAL INFORMATION

AS REQUIRED BY SECTION 51 OF THE PLANNING ACT

- REMARKABLES - AS SHOWN
- F. PROPOSED AND EXISTING STREETS - AS SHOWN
- G. KEY PLAN - AS SHOWN
- H. PROPOSED LOTS - AS SHOWN (SINGLE FAMILY RESIDENTIAL AND BLOCK 50 (STORMWATER MANAGEMENT))
- I. EXISTING UTILITIES - AS SHOWN
- J. NORTH - VETLAND
- K. SOUTH - RESIDENTIAL
- L. EAST - RESIDENTIAL
- M. WEST - RESIDENTIAL
- N. FEATURES OF ADJACENT LOTS - AS SHOWN
- O. NATURAL & ARTIFICIAL FEATURES - AS SHOWN
- P. ADJACENT EXISTING DEVELOPMENT - AS SHOWN
- Q. SOILS - BEDROCK AND OVERBURDEN
- R. CONTIGUOUS ELEVATIONS - AS SHOWN
- S. MUNICIPAL SERVICES: WATER, SEWER, FIRE, AMBULANCE ETC.
- T. RESTRICTIONS - AS SHOWN

AREA OF APPLICATION 6.9 HA. (APPROXIMATED)

OWNER'S CERTIFICATE

I HEREBY CONSENT TO THE MANNER IN WHICH THE LAND SHOWN ON THIS PLAN IS PROPOSED TO BE SUBDIVIDED AND REQUEST THE APPROVAL OF THE CITY OF GREATER SUBURBY.

DATE Aug 26/81 DALESON CONSTRUCTION
DALESON ARNOLD, PRESIDENT
 "I HAVE THE AUTHORITY TO BIND THE CORPORATION"

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS
TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE
ADJACENT LANDS ARE ACCURATELY AND CORRECTLY
SHOWN IN THIS PLAN.

NOVEMBER 27, 2007
DATE

[Signature]
STEVE J. GOSSELING
ONTARIO LAKE SURVEYOR

LEGEND

[illegible]

REVISION	DATE	
3		
2		
1		

DRAFT PLAN
LAKVIEW SUBDIVISION, PHASE

Scale: 1"=10' Date: NOVEMBER 2, 1987 Job No.: Drawing No.: 1

S. A. Kirchhefer Limited
Consulting Engineer and Planner
Sudbury, Ontario

**COUNCIL'S CONDITIONS APPLYING TO THE APPROVAL OF THE FINAL PLAN
FOR REGISTRATION OF THE SUBJECT SUBDIVISION ARE AS FOLLOWS:**

1. That this draft approval applies to the plan of subdivision of PIN 73578-0404, Parcel 6013, Part of Lots 11 & 12, Concession 3, Township of Neelon as shown on the preliminary plan identified dated November 2, 2007 prepared by S.A. Kirchhefer.
2. That the street(s) shall be named to the satisfaction of the Municipality.
3. That any dead-ends or open sides of road allowances created by this plan of subdivision shall be terminated in 0.3 metre reserves, to be conveyed to the Municipality and held in trust by the Municipality until required for future road allowances or the development of adjacent land.
4. That prior to the signing of the final plan, the Planning Services Division shall be advised by the Ontario Land Surveyor responsible for preparation of the final plan, that the lot areas, frontages and depths appearing on the final plan do not violate the requirements of the Restricted Area By-laws of the Municipality in effect at the time such plan is presented for approval.
5. That the subdivision agreement be registered by the Municipality against the land to which it applies, prior to any encumbrances.
6. That such easements as may be required for utility or drainage purposes shall be granted to the appropriate authority.
7. That the owner agrees in writing to satisfy all the requirements, financial and otherwise, of the City of Greater Sudbury, concerning the provision of roads, walkways, street lighting, sanitary sewers, watermains, storm sewers and surface drainage facilities.
8. That the subdivision agreement contain provisions whereby the owner agrees that all the requirements of the subdivision agreement including installation of required services be completed within 3 years after registration.
9. Draft approval does not guarantee an allocation of sewer or water capacity. Prior to the signing of the final plan, the Director of Planning is to be advised by the General Manager of Infrastructure Services, that sufficient sewage treatment capacity and water capacity exists to service the development.

...2

10. This draft approval will lapse on May 28, 2020.
11. Prior to the submission of servicing plans, the owner shall, to the satisfaction of the Director of Planning Services, provide an updated geotechnical report prepared, signed, sealed, and dated by a geotechnical engineer licensed in the Province of Ontario. Said report shall, as a minimum, provide factual information on the soils and groundwater conditions within the proposed development. Also, the report should include design information and recommend construction procedures for storm and sanitary sewers, stormwater management facilities, watermain, roads to a 20 year design life, the mass filling of land, surface drainage works, erosion control, slope stability, slope treatment and building foundations. The geotechnical information on building foundations shall be to the satisfaction of the Chief Building Official and Director of Planning Services.
12. The owner shall provide a detailed lot grading plan prepared, signed, sealed, and dated by a professional civil engineer with a valid certificate of authorization for the proposed lots as part of the submission of servicing plans. This plan must show finished grades around new houses, retaining walls, sideyards, swales, slopes and lot corners. The plan must show sufficient grades on boundary properties to mesh the lot grading of the new site to existing properties.
13. Prior to the submission of servicing plans, the owner shall have a stormwater management report and plan prepared, signed, sealed, and dated by a professional engineer with a valid certificate of authorization. Said report shall establish how the quantity and quality of stormwater will be managed for the subdivision development and assess the impact of stormwater runoff from this developed subdivision on abutting lands, on the downstream storm sewer outlet systems and on downstream water courses. The report shall deal with the control of both the 1:5 year and Regional Storm events, so as to limit the volume of flow generated on the site to pre-development levels. The Regional Storm flow path is to be set out on the plan(s). The report shall set out any necessary improvements to downstream storm sewers and water courses. The civil engineering consultant shall meet with the Development Approvals Section prior to commencing the stormwater management report.
14. The owner will be required to provide permanent silt and erosion control drainage works to the subdivision's storm water outlet to the satisfaction of the Director of Planning Services.
15. The owner shall be required to have all stormwater management facilities constructed and approved by the City prior to initial acceptance of roads and sewers or at such time as the Director of Planning Services may direct. The owner shall provide lands for said facilities as required by the City. ...3

16. The proposed internal subdivision roadways are to be built to urban standards, including curbs, gutters, storm sewers and related appurtenances to the City of Greater Sudbury Engineering Standards at the time of submission.
17. The owner agrees to provide the required soils report, stormwater, water, sanitary sewer and lot grading master planning reports and plans to the Director of Planning Services prior to the submission of servicing plans for any phase of the subdivision.
18. The owner shall develop a siltation control plan for the subdivision construction period to the satisfaction of the Director of Planning Services and Nickel District Conservation Authority.
19. Streetlights for this subdivision will be designed and constructed by Greater Sudbury Hydro Plus Inc. at the cost of the owner.
20. The owner will be required to ensure that the corner radius for all intersecting streets is to be 9.0 m.
21. As part of the submission of servicing plans, the owner shall have rear yard slope treatments designed by a geotechnical engineer licensed in the Province of Ontario incorporated in to the plans if noted as required at locations required by the Director of Planning Services. Suitable provisions shall be incorporated into the Subdivision Agreement to ensure that the treatment is undertaken to the satisfaction of the Director of Planning Services.
22. The owner shall provide a utilities servicing plan showing the location of all utilities including City services, Greater Sudbury Hydro Plus or Hydro One, Bell, Union Gas, and Eastlink and Canada Post. This plan must be to the satisfaction of the Director of Planning Services and must be provided prior to construction for any individual phase.
23. The final plan shall be integrated with the City of Greater Sudbury Control Network to the satisfaction of the Coordinator of the Surveying and Mapping Services. The survey shall be referenced to NAD83(CSRS) with grid coordinates expressed in UTM Zone 17 projection and connected to two (2) nearby City of Greater Sudbury Control Network monuments. The survey plan must be submitted in an AutoCAD compatible digital format. The submission shall be the final plan in content, form and format and properly geo-referenced.
24. The owner provide proof of sufficient fire flow in conjunction with the submission of construction drawings for each phase of construction.
25. That the vertical alignment of Greenwood Drive at the north intersection of Street A be improved to satisfy a design speed of 60 km/hr.

26. That Greenwood Drive be upgraded to an urban standard to the south limit of Lot 52.
27. That a sidewalk be constructed along the south and west sides of proposed streets to the satisfaction of the Director of Planning Services.
28. That a 6 metre wide block be conveyed to the City abutting Greenwood Drive except along Lot 52.
29. The developer will be required to provide a geotechnical report on how the work related to blasting shall be undertaken safely to protect adjoining structures and other infrastructure. The geotechnical report shall be undertaken by a blasting consultant defined as a professional engineer licensed in the Province of Ontario with a minimum of five years experience related to blasting.
30. The blasting consultant shall be retained by the developer and shall be independent of the contractor and any subcontractor doing blasting work. The blasting consultant shall be required to complete specified monitoring recommended in his report of vibration levels and provide a report detailing those recorded vibration levels. Copies of the recorded ground vibration documents shall be provided to the contractor and contract administration weekly or upon request for this specific project.
31. The geotechnical report will provide recommendations and specifications on the following activity as a minimum but not limited to:
 - i) Pre-blast survey of surface structures and infrastructure within affected area;
 - ii) Trial blast activities;
 - iii) Procedures during blasting;
 - iv) Procedures for addressing blasting damage complaints;
 - v) Blast notification mechanism to adjoining residences; and,
 - vi) Structural stability of exposed rock faces.
32. That a watermain loop be completed through the subdivision from the existing 200 mm diameter watermain on Greenwood Drive at Bayridge Court to the existing 250 mm diameter watermain on Greenwood Drive near the southeast corner of the development.
33. Final approval for registration may be issued in phases to the satisfaction of the Director of Planning, provided that:
 - i) Phasing is proposed in an orderly progression, in consideration of such matters as the timing of road improvements, infrastructure and other essential services; and;

- ii) All agencies agree to registration by phases and provide clearances, as required, for each phase proposed for registration; furthermore, the required clearances may relate to lands not located within the phase sought to be registered.
- 34. That the owner shall have completed all major outstanding infrastructure deficiencies that are critical to the overall function of the subdivision in previous phases of the plan that have been registered, or have made arrangements for their completion, prior to registering a new phase of the plan, to the satisfaction of the General Manager of Infrastructure Services.

✓ AS
✓ GF.



September 20, 2019

Alex Singbush
Manager of Development
City of Greater Sudbury

RECEIVED

SEP 20 2019

PLANNING SERVICES

Reference: File # 780-6/07002—Greenwood Subdivision

Dear Mr. Singbush,

Thank you for contacting Canada Post regarding plans for a new subdivision in the City of Greater Sudbury.

Please see Canada Post's feedback regarding the proposal, below.

Service type and location

1. Canada Post will provide mail delivery service to the subdivision through centralized Community Mail Boxes (CMBs).
2. Given the number and the layout of the lots in the subdivision, we have determined that 4 CMB(s) will be installed on 1 site(s). I recommend either of the 2 locations listed below
 - a. **Side of lot 7**
 - b. **Side of lot 46**

Municipal requirements

1. Please update our office if the project description changes so that we may determine the impact (if any).
2. Should this subdivision application be approved, please provide notification of the new civic addresses as soon as possible.

Developer timeline and installation

1. Please provide Canada Post with the excavation date for the first foundation/first phase as well as the date development work is scheduled to begin. Finally, please provide the expected installation date(s) for the CMB(s).

Please see Appendix A for any additional requirements for this developer.

Regards,

RAY THERIAULT

Ray Theriault
Delivery Services Officer | Delivery Planning
PO BOX 8037 Ottawa T CSC
Ottawa, ON, K1G 3H6
613-793-2293
Raynald.theriault@canadapost.ca

Appendix A

Additional Developer Requirements:

- The developer will consult with Canada Post to determine suitable permanent locations for the Community Mail Boxes. The developer will then indicate these locations on the appropriate servicing plans.
- The developer agrees, prior to offering any units for sale, to display a map on the wall of the sales office in a place readily accessible to potential homeowners that indicates the location of all Community Mail Boxes within the development, as approved by Canada Post.
- The developer agrees to include in all offers of purchase and sale a statement which advises the purchaser that mail will be delivered via Community Mail Box. The developer also agrees to note the locations of all Community Mail Boxes within the development, and to notify affected homeowners of any established easements granted to Canada Post to permit access to the Community Mail Box.
- The developer will provide a suitable and safe temporary site for a Community Mail Box until curbs, sidewalks and final grading are completed at the permanent Community Mail Box locations. Canada Post will provide mail delivery to new residents as soon as the homes are occupied.
- The developer agrees to provide the following for each Community Mail Box site and to include these requirements on the appropriate servicing plans:
 - Any required walkway across the boulevard, per municipal standards
 - Any required curb depressions for wheelchair access, with an opening of at least two meters (consult Canada Post for detailed specifications)

Request for Decision

Affordable Housing Landbanking Strategy

Presented To: Planning Committee

Presented: Wednesday, Feb 19, 2020

Report Date: Monday, Jan 27, 2020

Type: Managers' Reports

Resolution

THAT the City of Greater Sudbury approves the Affordable Housing Land Banking Strategy, as outlined in the report entitled "Affordable Housing Landbanking Strategy", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on February 19, 2020.

Relationship to the Strategic Plan / Health Impact Assessment

Council's Corporate Strategic Plan (2015-2018) identifies the development of an affordable housing strategy, targeted to seniors and those who have low incomes, including policy review, removal of barriers and considerations of incentives as a key priority. Housing continues to be a priority in the New Corporate Strategic Plan (2019-2027), proposing to expand affordable and attainable housing options through the development of a municipal affordable housing strategy and a surplus school evaluation strategy.

Report Summary

This report presents an Affordable Housing Land Banking Strategy. A description of what constitutes affordable housing in the City is provided as well as an example of the type of project the strategy is intended to facilitate. The strategy includes a framework for evaluating surplus municipal property as well as describing the roles of City divisions and Council.

Financial Implications

There are no financial implication associated with the approval of this report. Council would approve any proposal to divest or otherwise prepare sites in the Affordable Housing Land Bank for future development.

Signed By

Report Prepared By

Melissa Riou
Senior Planner
Digitally Signed Jan 27, 20

Manager Review

Kris Longston
Manager of Community and Strategic Planning
Digitally Signed Jan 27, 20

Recommended by the Division

Jason Ferrigan
Director of Planning Services
Digitally Signed Jan 27, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jan 31, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Feb 2, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Feb 5, 20

Report Title: Affordable Housing Land Banking Strategy

Report Date: January 27, 2020

STAFF REPORT

Purpose:

The purpose of this report is to present the Greater Sudbury Affordable Housing Land Banking Strategy for Council approval. The Strategy includes a framework for evaluating surplus municipal land suitable for the development of affordable housing in conjunction with the Affordable Housing Community Improvement Plan.

Background:

Council's Corporate Strategic Plan (2015-2018) identifies the development of an affordable housing strategy, targeted to seniors and those who have low incomes, including policy review, removal of barriers and consideration of incentives as a key priority. Housing continues to be a priority in the New Corporate Strategic Plan (2019-2027), proposing to expand affordable and attainable housing options through the development of a municipal affordable housing strategy and a surplus school evaluation strategy.

The Official Plan contains a land supply policy (Section 17.4) that recommends operating a land banking program for the purpose of acquiring, subdividing, servicing and releasing land for housing to introduce competition into the land market when appropriate and to help provide sites for affordable housing. The policy states that surplus sites may be made available for the development of affordable housing where appropriate.

In 2018 Council adopted the Affordable Housing Strategy which set out 5 action items, including the Affordable Housing Community Improvement Plan (AHCIP) which was adopted in August 2018 and enables the use of Land Banking as described below. The AHCIP provides incentives for affordable housing projects that meet certain locational and design criteria. The evaluation criteria for potential land bank sites has been aligned with the criteria established in the AHCIP.

What is Affordable Housing?

Where you live impacts how you live. Having an appropriate, safe and affordable place to call home contributes to all aspects of individual health and wellbeing. It supports strong educational and economic achievement, encourages social inclusion and helps

reduce poverty. The provision of a full range and mix of housing options to meet the changing needs of the community is a fundamental component of Greater Sudbury's healthy community approach to growth and development.

Affordable or attainable housing is different from social or community housing, which is operated by the City of Greater Sudbury as well as other non-profit and cooperative housing providers to serve some of the most vulnerable households. Affordable housing serves a wide variety of people, including young people entering the housing market, seniors wanting to downsize, people in transition and those with low incomes.

Affordable ownership is defined by the Province as the least expensive of housing for which the purchase price results in accommodation costs which do not exceed 30 percent of gross annual income for low and moderate income households or a purchase price 10 percent below the average purchase price of a resale unit in the regional market area.

In 2018 the average resale price of a home in Greater Sudbury was \$266,500 (10% less = \$239,850). Based on the 30% accommodation cost, the minimum household income required for a purchase price of \$239,850 to be affordable would be \$45,000.

Affordable Rents in Greater Sudbury for 2019 (based on a 2018 Canada Mortgage and Housing Corporation (CMHC) Rental Market Survey are as follows:

- 1 Bedroom unit, Average Market Rent=\$855, Household Income Limit=\$34,000
- 2 Bedroom Unit, Average Market Rent=\$1,052, Household Income Limit=\$41,500
- 3 Bedroom Unit, Average Market Rent=\$1,211, Household Income Limit=\$51,000
- 4+ Bedroom Unit, Average Market Rent=\$1,211, Household Income Limit=\$71,000

The Federal Government, the Provincial Government and the City of Greater Sudbury have all recognized that there is a need to increase the inventory of affordable housing. Affordable Housing. A mix of affordable and market rents generally results in more financial viable projects than those that are strictly affordable rents. Mixed income developments also have a number of social, economic and environmental benefits, including: establishing closer ties amongst all segments of the community and reducing disparity among various sectors; helping to ensure the availability of a local labour force that depends on workers from all backgrounds.

What is an example of an Affordable Housing Project?

An example of the type of mixed market development that the land banking strategy is intended to facilitate is the recent development at 1351 Paris Street. On July 11, 2017 the Corporation passed a by-law to authorize an agreement with 1381 Paris Street Inc. in accordance with the rental housing component of the Investment in Affordable Housing for Ontario 2014 Extension (IAH-E) program of the Ministry of Municipal Affairs and Housing. The development consists of a 65-unit, 6-storey apartment building containing 40 affordable housing units which are to remain affordable for 20 years in accordance with the program guidelines. The target population for the development is low income seniors. The location is close in proximity to a primary health care facility, public transit, shopping in the south end as well as the downtown, and access to Bell Park, Lily Creek, Laurentian Conservation area, James Jerome Sports Field and Science North.

Land Banking Best Practices

Municipal Land Banking is a strategy that can be used in conjunction with the City's Affordable Housing Community Improvement Plan to increase affordable housing stock in various ways including:

- Divesting of sites at less than market value with an affordable housing agreement in place,
- Selling sites at full market value and utilizing the revenues to fund affordable housing development at a different location, or
- Utilizing funds to acquire strategic sites that meet locational criteria for affordable housing development.

Section 28 of the Planning Act outlines the powers available to municipalities for community improvement plans, which include acquiring, holding, clearing, grading or otherwise preparing land for community improvement in areas designated by by-law as being a community improvement project area. Powers also include selling, leasing or otherwise disposing of municipal land, in addition to allowing the provision of grants or loans, which tools currently available under the City's Affordable Housing Community Improvement Plan. The AHCIP designates all lands with the settlement boundary of the City of Greater Sudbury as a community improvement plan project area and sets additional locational and design-based eligibility criteria.

A review of best practices shows that municipalities such as Kingston, Mississauga, Ottawa, Toronto, and Peel Region already have affordable housing land banking policies or programs in place, while other municipalities such as the City of Barrie are contemplating the implementation of similar plans (see attachment A).

Discussion:

Land banking Strategy

What is an Affordable Housing Land Bank?

The City of Sudbury Affordable Housing Land Bank would be an inventory of surplus municipally owned properties (and surplus school sites when appropriate), which have been evaluated and determined to be suitable sites for future development of affordable housing. These sites would then be held by the City for future affordable housing opportunities in conjunction with the City's Affordable Housing CIP. These sites may also be further prepared for future affordable housing development, as required, while in the land bank. This preparation may include initiating planning approvals, demolishing existing structures or other site remediation to make these sites ready for future development.

Why is it important?

Land banking these sites would allow the City to be prepared should grants from the Federal or Provincial government become available. There are often tight timelines associated with funding opportunities from upper levels of government which require municipalities to be able to react very quickly. The AHCIP and land banking strategy would allow the City to ensure that the sites are appropriately zoned and held until such time as a Federal or Provincial grant becomes available, at which time the City could dispose of the land at or below fair market value and combine a land contribution with incentives offered through the AHCIP and exemptions from Development Charges subject to entering an Affordable Housing Agreement with the City. The lands would be subject to site plan control and would be required to adhere to the design criteria set out in the Affordable Housing CIP to ensure that the development would be indistinguishable from adjacent market rent development.

The development and maintenance of the Affordable Housing Land Bank will involve a number of City departments and Council in different capacities:

Real Estate: Responsible for circulating potential sites of interest. Planning staff are currently circulated potential surplus properties. Real Estate would also circulate any surplus school sites. Part of reporting to Council would include the evaluation of a site's suitability for inclusion in the affordable housing land bank.

Planning Services: Responsible for evaluating sites in relation to the criteria established through the Affordable Housing CIP. Priority will be given to sites that are transit oriented, have adequate utilities services, proximity to other services and amenities and in areas with high demand. Planning Services would also continue to serve as the primary point of contact for developers interested in the Affordable Housing CIP and would bring forward any applications under the CIP for Council's consideration.

Housing Services: Responsible for making recommendations to Council on potential development of sites in the Affordable Housing Land Bank based on need as established through the Housing Revitalization Strategy and/or potential public/private partnerships, or Government funding opportunities. Housing services would also be responsible for submitting any applications under the Planning Act that may be required to prepare a site for future development, such as applications for Zoning By-law Amendment.

Council: Responsible for approving the addition of properties to the Affordable Housing Land Bank. Council would also approve any proposals to divest or otherwise prepare sites in the Affordable Housing Land Bank for future development. Finally, Council would consider any Official Plan or Zoning By-law amendments proposed for properties in the Land Bank.

Communications and Conclusion:

As per direction from Council received on August 22, 2017, the Health and Housing Working Group has developed a Land Banking Strategy which provides a framework for evaluating the suitability of lands for the development of affordable housing and holding such lands to facilitate the development of affordable housing in the future. It is proposed that Council adopt the land banking strategy for affordable housing as proposed in this report. Ongoing communication with the service providers working group and the Development Liaison Advisory Committee (DLAC) would continue to support successful implementation of the Plan. It is further proposed that information be added to the City's Affordable Housing website advising people of the appropriate contact should they be interested in the land bank in conjunction with the AHCIP.

As discussed, properties in the Affordable Housing Land Bank may require further preparation for future use, including initiating Planning Act applications, subject to Council approval and direction. In these instances a detailed public engagement strategy would be developed and undertaken with the community.

References

1. National Housing Strategy, <https://www.cmhc-schl.gc.ca/nhs>
2. Affordable Housing in Ontario, <https://www.ontario.ca/page/affordable-housing-ontario>
3. Bill 108, More Homes, More Choice Act, 2019, <https://ero.ontario.ca/notice/019-0181>
4. Provincial Policy Statement Review, <https://ero.ontario.ca/notice/019-0279>
5. Health and Housing Update, July 10, 2017
<http://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=1203&itemid=12729>
6. Health and Housing Update 2, December 4, 2017
<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=1155&itemid=12730>
7. Health and Housing Report, April 9, 2018
<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=1221&itemid=14435>
8. Corporate Strategic Plan (2019-2027) <https://www.greatersudbury.ca/city-hall/reports-studies-policies-and-plans/report-pdfs/2019-2027-strategic-plan/>
9. Affordable Housing Strategy Website <https://www.greatersudbury.ca/do-business/planning-and-development/affordable-housing-strategy/>
10. Housing and Homelessness Plan Update,
<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=8&id=1355>
11. RFP for Investment in Affordable Housing for Ontario 2014 Extension,
<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&id=1125&itemid=12738&lang=en>
12. By-law 2017-121 Authorizing Agreement with 1381 Paris Street Inc.
<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&attachment=19773.pdf>

Appendix A

Best Practice Review

Municipality	Description
Barrie	A recommendation of the 2015 Affordable Housing Strategy was acquisition or disposal of City land for affordable housing.
Kingston	Land Acquisition and Disposition Program. In 2012 Council made a five-year commitment to invest \$1 million per year, within the City's annual capital budget, into the Land Acquisition and Disposition Program. This \$5-million funding program is established to secure strategic sites with the City with the intent of disposing of the properties, at a discounted price, for affordable housing development.
Mississauga	Public Land for Housing First. In 2016 Council amended the City Corporate Policy and Procedure 05-04-01 – Acquisition and Disposal of Real Property, to apply a “housing first” approach.
Ottawa	Action Ottawa, bundles as-of-right and discretionary incentives with additional resources of capital grants and, in some cases, City-owned land.
Toronto	Build Toronto and Affordable Housing Office – surplus sites CreateTO – January 2018 new agency launched to manage City's real estate assets, including selling and redeveloping the city's abundance of surplus public lands.
Peel Region	Region reviewed its real property assets to identify surplus properties that would be appropriate for affordable housing. Their 2014 Housing System Investment Framework (2014-2018) contains a series of complementary support programs to increase affordable housing, including land purchase of surplus school sites for affordable housing development.
Eugene Oregon	https://www.innovations.harvard.edu/landbanking-program-affordable-housing

Request for Decision

Report on the Commercial Parking Standards Study

Presented To:	Planning Committee
Presented:	Wednesday, Feb 19, 2020
Report Date	Monday, Jan 27, 2020
Type:	Managers' Reports

Resolution

THAT The City of Greater Sudbury directs staff to initiate an amendment to the zoning by-law to incorporate new Commercial Parking Standards no later than the end of Q2 2020, as outlined in the report entitled "Report on the Commercial Parking Standards Study", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on February 19, 2020.

Relationship to the Strategic Plan / Health Impact Assessment

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

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

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

Report Summary

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

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

Signed By

Report Prepared By

Ed Landry
Senior Planner
Digitally Signed Jan 27, 20

Manager Review

Kris Longston
Manager of Community and Strategic Planning
Digitally Signed Jan 27, 20

Recommended by the Division

Jason Ferrigan
Director of Planning Services
Digitally Signed Jan 27, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jan 31, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Feb 2, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Feb 5, 20

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

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

Financial Implications

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

Report on the Commercial Parking Study

Planning Services Division

January 27, 2020

BACKGROUND

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

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

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

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

Study Findings

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CONCLUSION/NEXT STEPS

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

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

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

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

RESOURCES CITED

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

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

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

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

Attachment

- A. Commercial Standards Parking Study

**Best Practices Review:
Commercial Parking Requirements**

December 2019

Prepared for:

CITY OF GREATER SUDBURY

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

Prepared by:

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JLR No.: 28709

Best Practices Review: Commercial Parking Requirements

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Best Practices Review: Commercial Parking Requirements

1.0 Introduction

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

The report will look at:

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

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

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

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

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

2.0 Current Provincial and Municipal Policy Related to Parking

2.1 Provincial Policy Statement (2014)

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

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

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

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

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

2.2 City of Greater Sudbury Official Plan, as amended 2018

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

The OP provides the following guidance specifically on parking:

11.4 Parking

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

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

Policies

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

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

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

3.0 Current Municipal Parking Standards

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

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

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

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

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

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

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

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

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

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

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

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

 = greatest requirement
 = least requirement

Notes:

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

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

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

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



Figure 1: Relationship between parking rates and commercial use

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

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

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

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

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

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

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

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4.0 Sudbury's Experience with Parking

4.1 Variances and Amendments Related to Parking

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

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

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

4.2 Stakeholder Input

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

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

1) Parking is a Driving Factor in Development Potential

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

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2) Current parking requirements are generally too high and inflexible

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

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

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

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

3) Maximum parking requirements are not necessary

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

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

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

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

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

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

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

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

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

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

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

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

7) Snow is often stored in required parking spaces

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

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

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

5.0 Sudbury's Transportation and Transit Plans

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

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

5.1 Transportation Master Plan

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

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

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

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

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

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- Prepare a Transportation Demand Management (TDM) Plan

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

5.2 Transportation Demand Management (TDM) Plan

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

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

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

5.3 Transit Action Plan

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

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

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

5.4 Car Sharing / Park and Ride

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

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

6.0 Regulatory Options to Reduce Parking Requirements

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

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

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

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Table 2: Parking Management Strategy by Municipality

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

Notes:

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

6.1 Reduction Based on Proximity to Transit

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

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

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

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

6.2 Reduction for Enclosed and/or Underground Parking

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

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

6.3 Reduction Based on Location

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

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

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

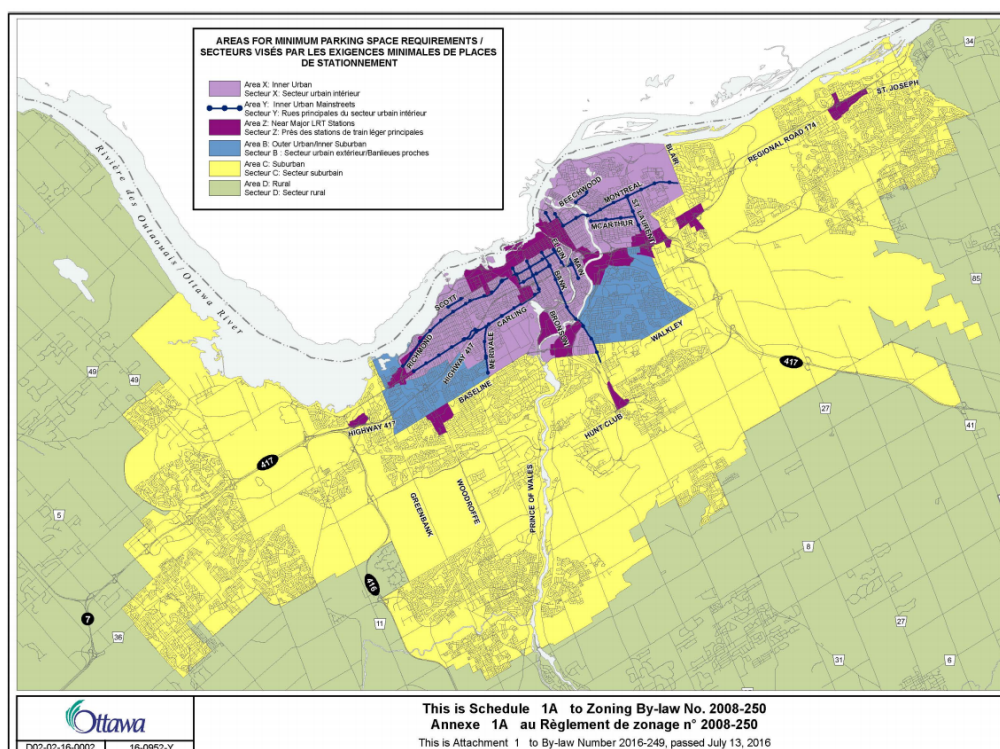


Figure 2: Schedule 1A to Ottawa's Zoning By-law 2008-250

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

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

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

6.4 Establishing a Maximum Number of Parking Spaces

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

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

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

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

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

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

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

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

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

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

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

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

6.5 Providing Parking Spaces on another Lot

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

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

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

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

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

- = not identified in By-law

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

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

6.6 Cash-in-Lieu of Parking

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

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

6.7 Substitution for Bus Spaces or Bicycle Use

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

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

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

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

6.8 Substitution for Landscaping Area

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

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6.9 Reduction through Study

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

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

6.10 Sharing of a Parking Area for Multiple Uses

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

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

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

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

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

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

6.11 Total Elimination of Minimum Parking Requirements

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

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

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

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

6.12 Other Factors Reducing Parking Needs

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

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

6.13 Summary

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

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

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

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

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

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

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

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

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

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

7.0 Conclusions and Recommendations

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

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

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

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

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

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

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

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

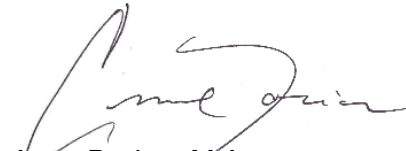
- In an effort to promote both active transportation and transit use the City should consider including a provision whereby a bus parking area and/or bicycle space(s) provided on-site could allow for a reduction in the minimum number of parking spaces required, such as:
 - 1 space reduction per 5 bicycle;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

Best Practices Review: Commercial Parking Requirements

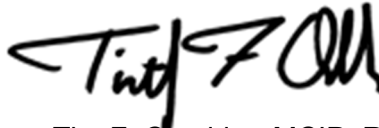
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Appendix A
Detailed Parking Standards Chart

JLR No. 28709
Detailed Parking Standards Chart

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

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Hotel	1/guest room plus 1 per 10m2 of net floor area of any restaurant, dining room, lounge, tavern, banquet hall, meeting room, retail store or any other area, used to accommodate the public	1 parking space for each guest room plus 1 parking space for each 10m2 of floor area of the building devoted to public use.	1.25 spaces / guestroom	one PARKING SPACE for every suite plus the number determined by the ASSEMBLY RATE for the dining or banquet facilities, lounges, RESTAURANTS and meeting rooms	The aggregate of: • 1 space per guest room • 1 space per every 2 guest rooms over 20 • 1 space per 4.5 m2 of gross floor area dedicated to administrative, banquet and meeting facilities	1.4 per 100 m2 of gross floor area		1.4 per 100 m2 of gross floor area	1 space per guest room or suite	1 parking space per Sleeping Unit	1 parking space per sleeping unit; plus Parking requirements for accessory uses.	0.50 spaces per room
Medical Office	5 spaces OR 1/20 m2 net floor area, whichever is greater	Same as business office - no distinction made	4.5 spaces/100m2	one PARKING SPACE for every 23.0m² of GFA	1 parking space per 17 m2 of net floor are	4 per 100 m2 of gross floor area		4 per 100 m2 of gross floor area	6 spaces per 100 m2 gross floor area	1 parking space per 22.2 m2 of Floor Area	3.5 parking spaces per 100 m2 [1,075 ft2] of gross floor area.	1 space per 40m2 floor area
Personal Service Shop	1/20 m2 net floor area	No parking shall be required in the C1 zone. 1 parking space for every 75 m2 of floor area in the C2 Zone.	4.5 spaces/100m2	one PARKING SPACE for every 20.0m² of GFA	Retail Store, personal service shop, convenience store: min -- > 1.0 parking space per 40m2 of gross floor area; max -->2.0 parking spaces per 40m2 of gross floor area	2.5 per 100m2 of gross floor area		3.4 per 100 m2 of gross floor area	4 spaces per 100 m2 gross floor area		3 parking spaces per 100 m2 [1,075 ft2] of gross floor area.	1 space per 40m2 floor area
Recreational/Fitness Centre	1/6 persons capacity, plus 1/20m2 net floor area of any accessory use for a commerical recreation centre only	1 parking space per 30 m2 of total floor area	1/5 persons Max. Building Capacity	varies based on use. Fitness = 1 for every 25 m2 of GFA; arena auditorium, dance hall, public hall, music hall or similar use = determined by assembly rate	min. 1.0 parking space per 28m2 of gross floor area. Max --> 2.0 parking spaces per 28m2 of gross floor area	4 per alley, court, ice sheet, game table or other game surface plus 10 per 100 m2 of gross floor area used for dining, assembly or common area		4 per alley, court, ice sheet, game table or other game surface plus 10 per 100 m2 of gross floor area used for dining, assembly or common area	1 space per 6 persons capacity	c. Health and Fitness Clubs: 1 parking space per 10 m2 of Floor Area used by patrons	3.6 parking spaces per 100 m2 [1,075 ft2] of floor area; plus Parking requirements for all accessory uses	1 space per 20m2 floor area

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Restaurant	1/10m2 net floor area OR 1/3 persons seating capacity, which ever is greater. Take-out = 3 spaces plus 1/10m2 net floor area	No parking in the C1 zone. 1 parking space for every 75 m2 of floor area in the C2 Zone. All other zones 1 parking space per 15m2 total floor area	Food service 1/5 persons Max. Building Capacity. Take out facilities 4.5 spaces/100m2	without take-out = one PARKING SPACE for every 20.0m² of GFA, without a DRIVE SERVICE UNIT = one PARKING SPACE for every 6.0m² of GFA, with a DRIVE SERVICE UNIT = one PARKING SPACE for every 10.0m² of GFA	Restaurant: min-->1.0 parking space per 50m2 of gross floor area, excluding any porch, veranda and/or patio dedicated as seasonal serving areas; max --> 4.0 parking spaces per 50m2 of gross floor area, excluding any porch, veranda and/or patio dedicated as seasonal serving areas	Full service or Fast food = 3 for first 50m2 of gross floor area plus 10 per 100 m2 of gross floor area over 50 m2 of gross floor area; Take out = 1.5 for first 50m2 of gross floor area plus 5 per 100 m2 of gross floor area over 50 m2 of gross floor area.		10 per 100 m2 of gross floor area	Fast Food :1 space per 4 persons capacity or 25 spaces per 100 m2 GFA, whichever is greater; standard or patio: 1 space per 4 persons capacity	1 parking space per 9.6 m2 of Public Space	3 parking spaces where the sum of the gross floor area, balconies, terraces and decks is less than 150 m2 [1,615 ft2]; or 10 parking spaces per 100 m2 [1,075 ft2] of gross floor area, balconies, terraces and decks, where this total area is greater than or equal to 150 m2 [1,615 ft2.] but less than 950 m2 [10,225 ft2.]; or 14 parking spaces per 100 m2 [1,075 ft2.] of gross floor area, balconies, terraces and decks,where this total area is greater than or equal to 950 m2 [10,225 ft2].	1 space per 25m2 floor area
Retail Store	1/20 m2 net floor area	No parking shall be required in the C1 zone. 1 parking space for every 75 m2 of floor area in the C2 Zone.	4.5 spaces/100m2	FOOD STORE with a GFA less than or equal to 275.0m² = one PARKING SPACE for every 30.0m² of GFA, FOOD STORE with a GFA greater than 275.0m² = one PARKING SPACE for every 25.0m² of GFA	Retail Store, personal service shop, convenience store: min --> 1.0 parking space per 40m2 of gross floor area; max -->2.0 parking spaces per 40m2 of gross floor area	2.5 spaces per 100 m2 gross floor area		3.4 per 100 m2 of gross floor area	4 spaces per 100 m2 gross floor area	less than 4 500 m2, 1 parking space per 40.0 m2 of Floor Area; 4 500m2 - 9 000m2, 1 parking space per 33.3 m2 of Floor Area; 9 000 m2 28 000 m2, 1 parking space per 28.5 m2 of Floor Area; greater than 28 000 m2, 1 parking space per 25.0 m2 of Floor Area	2.75 parking spaces per 100 m2 [1,075 ft2] of gross floor area where the gross floor area is less than 372 m2 [4,000 ft2]; or 3 parking spaces per 100 m2 [1,075 ft2] of gross floor area where the gross floor area is greater than or equal to 372 m2 [4,000 ft2] but less than 4,645 m2 [50,000 ft2]; or 2.5 parking spaces per 100 m2 [1,075 ft2] of gross floor area where the gross floor area is greater than or equal to 4,645 m2 [50,000 ft2].	1 space per 50m2 floor area

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Shopping Mall	With a min. gross floor area of 4,650 m2 = 1/20m2 net floor area		Power Centres and shopping centres = 4.5 spaces/100m2	one PARKING SPACE for every 25.0m² of GFA	min. 1.0 parking space per 21m2 of gross leasable floor area; no max	3.4 per 100m2 of gross floor area		3.6 per 100 m2 of gross leasable floor area	5.25 spaces per 100 m2 gross floor area	less than 4 500 m2, 1 parking space per 40.0 m2 of Floor Area; 4 500m2 - 9 000m2, 1 parking space per 33.3 m2 of Floor Area; 9 000 m2 28 000 m2, 1 parking space per 28.5 m2 of Floor Area; greater than 28 000 m2, 1 parking space per 25.0 m2 of Floor Area	2.75 parking spaces per 100 m2 [1,075 ft2] of gross floor area where the gross floor area is less than 372 m2 [4,000 ft2]; or 3 parking spaces per 100 m2 [1,075 ft2] of gross floor area where the gross floor area is greater than or equal to 372 m2 [4,000 ft2] but less than 4,645 m2 [50,000 ft2]; or 2.5 parking spaces per 100 m2 [1,075 ft2] of gross floor area where the gross floor area is greater than or equal to 4,645 m2 [50,000 ft2].	
Supermarket				RETAIL STORE (other than a FOOD STORE) with a GFA of less than or equal to 930.0m² = one PARKING SPACE for every 40.0m² of GFA whichever is the greater, RETAIL STORE (other than a FOOD STORE) with a GFA greater than 930.0m²= one PARKING SPACE for every 55.0m² of GFA,		2.5 per 100m2 of gross floor area		3.4 per 100 m2 of gross floor area	4 spaces per 100 m2 gross floor area			800 m2 or less 1 space per 50m2 floor area; >800m2 1 space per 40m2 floor area
Snow					An outdoor parking lot designed to accommodate 5 or more parking spaces, shall provide an area equivalent to 5% of the number of required spaces for the purpose of snow storage.							

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Notes			separate definition for box stores and shopping centres: {2012-158} POWER CENTRE More then one commercial function housed in more then one building, where the overall site has been designed to function as an integrated unit and parking areas are shared among separate commercial buildings. SHOPPING CENTRE Several mixed commercial functions housed in one or more buildings designed as an integrated unit. Shopping centers shall have a minimum gross floor area of 10 000m2		parking standards for the lands located within the Urban Centres noted here. Maximum spaces only apply to the Urban Centre	Different parking standards apply to the inner urban, inner urban mainstream, Outer Urban/inner suburban, suburban, rural. Outer Urban/inner suburban used here (Area B)	Waterloo parking is primarily based on the zone and within that zone it is further subdivided into areas. In certain instances a specific use will have its own parking requirment and identified in the Parking section of the By-law	Suburban (Area C) used here				Victoria has separate by-law for downtown. Outside downtown parking required vary dependent on area: Core Area, Village / Centre, Other Area. Less retractive being Core Are and greater parking for other areas. Village/Centre values only noted here.

Appendix B
Stakeholder Interviews

Commercial Parking Requirements

Appendix B: Stakeholder Interviews

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

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

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

QUESTIONNAIRE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Do you agree or disagree with the following statements:

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

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

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

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

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

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

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

- *Never.*

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

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

Commercial Parking Requirements

Appendix B: Stakeholder Interviews

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

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

- *No responses to this question.*

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

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

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

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

3. To determine the frequency of overlapping uses

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

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

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

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

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

Commercial Parking Requirements

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- What do you think about maximum parking requirements?

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

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

6. To determine tenant/customer travel mode behavior

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

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

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

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

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

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

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

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