PLANNING COMMITTEE AGENDA

Planning Committee Meeting
Monday, December 14, 2020
Tom Davies Square - Council Chamber / Electronic Participation

COUNCILLOR FERN CORMIER, CHAIR

Robert Kirwan, Vice-Chair

1:00 P.M. OPEN SESSION, COUNCIL CHAMBER / ELECTRONIC PARTICIPATION

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ROLL CALL

DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

PUBLIC HEARINGS

1. Report dated November 20, 2020 from the General Manager of Growth and Infrastructure regarding Moonlight Ridge Subdivision, Sudbury. **7 - 20**
(RESOLUTION PREPARED)

   - Mauro Manzon, Senior Planner

   (This report provides a recommendation regarding an application for rezoning in order to permit semi-detached dwellings on three (3) draft approved lots.)

2. Report dated November 20, 2020 from the General Manager of Growth and Infrastructure regarding Proposed Zoning By-law Amendment for Commercial Parking Standards and the Shopping Centre Commercial Zone. **21 - 31**
(RESOLUTION PREPARED)

   - Melissa Riou, Senior Planner

   (This report provides a recommendation regarding amendments to the Zoning By-law with respect to commercial parking standards and the introduction of additional medium and high density uses in the Shopping Centre Commercial zone.)

CONSENT AGENDA

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

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

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

ADOPTING, APPROVING OR RECEIVING ITEMS IN THE CONSENT AGENDA

(RESOLUTION PREPARED FOR ITEM C-1)

ROUTINE MANAGEMENT REPORTS

C-1. Report dated November 20, 2020 from the General Manager of Growth and Infrastructure regarding Sunrise Ridge Subdivision, Sudbury. **32 - 47**
(RESOLUTION PREPARED)

(This report provides a recommendation regarding the approval of an extension to the draft plan of subdivision at Kingsview Drive, Sudbury - Saldan Developments Ltd.)

REGULAR AGENDA

MANAGERS' REPORTS

R-1. Report dated November 18, 2020 from the General Manager of Growth and Infrastructure regarding Accessory Guest Room Accommodation Review. **(RESOLUTION PREPARED)** **48 - 61**

(This report provides a recommendation regarding accessory guest room accommodation, best practices from comparator municipalities, and service level enhancements.)

REFERRED AND DEFERRED MATTERS

R-2. Report dated November 25, 2020 from the General Manager of Growth and Infrastructure regarding Greenwood Subdivision, Sudbury. **(RESOLUTION PREPARED)** **62 - 81**

(This report provides a recommendation regarding the approval of an extension to the draft plan of subdivision, Greenwood Subdivision, Sudbury - Dalron Contruction Ltd.)

MEMBERS' MOTIONS

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD

ADJOURNMENT

COMITÉ DE PLANIFICATION
ORDRE DU JOUR

Réunion du Comité de planification
14 décembre 2020
Place Tom Davies - Salle du Conseil / participation électronique

CONSEILLER FERN CORMIER, PRÉSIDENT(E)

Robert Kirwan, Vice-président(e)

13H 00 SÉANCE PUBLIQUE, SALLE DU CONSEIL / PARTICIPATION ÉLECTRONIQUE

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

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

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

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

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

APPEL NOMINAL

DÉCLARATION D'INTÉRÊTS PÉCUNIAIRES ET LEUR NATURE GÉNÉRALES

AUDIENCES PUBLIQUES

1. Rapport directeur général, Croissance et Infrastructure, daté du 20 novembre 2020 portant sur Lotissement Moonlight Ridge, Sudbury. **7 - 20**
(RÉSOLUTION PRÉPARÉE)

   - Mauro Manzon, Planificateur Principal

   (Dans ce rapport, on formule une recommandation concernant une demande de rezonage afin de permettre des maisons jumelées sur trois lots dont l'ébauche a été approuvée.)

2. Rapport directeur général, Croissance et Infrastructure, daté du 20 novembre 2020 portant sur Modification proposée d'un règlement de zonage relativement aux normes de stationnement commercial et à la zone de commerces de centres commerciaux. **21 - 31**
(RÉSOLUTION PRÉPARÉE)

   - Melissa Riou, Planificateur Principal

   (Dans ce rapport, on formule une recommandation concernant les modifications au règlement de zonage relativement aux normes de stationnement commercial et la mise en place d'usages à densité moyenne et à forte densité dans la zone de commerces de centres commerciaux.)

Ordre du jour des résolutions

(Par souci de commodité et pou accélérer le déroulement des réunions, les questions d'affaires répétitives ou routinières sont incluses a l'ordre du jour des résolutions, et on vote collectivement pour toutes les question de ce genre. A 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'ARTICLE DE L'ORDRE DU JOUR DE RÉSOLUTION C-1)

RAPPORTS DE GESTION COURANTS

C-1. Rapport directeur général, Croissance et Infrastructure, daté du 20 novembre 2020 portant sur Lotissement Sunrise Ridge, Sudbury. **32 - 47**
(RÉSOLUTION PRÉPARÉE)

(Dans ce rapport, on formule une recommandation concernant une approbation de la prorogation de l'ébauche du plan de lotissement, promenade Kingsview, Sudbury – Saldan Developments Ltd.)

Ordre du jour ordinaire

RAPPORTS DES GESTIONNAIRES

R-1. Rapport directeur général, Croissance et Infrastructure, daté du 18 novembre 2020 portant sur Examen concernant les chambres d'hôte accessoires. **48 - 61**
(RÉSOLUTION PRÉPARÉE)

(Dans ce rapport, on formule une recommandation concernant les chambres d'hôte accessoires, les pratiques exemplaires des municipalités de comparaison et l'amélioration des niveaux de service.)

QUESTIONS RENVOYÉES ET QUESTIONS REPORTÉES

R-2. Rapport directeur général, Croissance et Infrastructure, daté du 25 novembre 2020 portant sur lotissement Greenwood, Sudbury. **62 - 81**
(RÉSOLUTION PRÉPARÉE)

(Dans ce rapport, on formule une recommandation concernant une approbation de la prorogation de l'ébauche du plan de lotissement, lotissement Greenwood – Dalron Contruction Ltd.)

MOTIONS DES MEMBRES

ADDENDA

PÉTITIONS CIVIQUES

PÉRIODE DE QUESTIONS

LEVÉE DE LA SÉANCE

Presented To:	Planning Committee
Presented:	Monday, Dec 14, 2020
Report Date	Friday, Nov 20, 2020
Type:	Public Hearings
File Number:	751-6/20-17

Request for Decision

Moonlight Ridge Subdivision, Sudbury

Resolution

THAT the City of Greater Sudbury approves the application by Dalron Construction Limited to amend Zoning By-law 2010-100Z by changing the zoning classification from “R1-5”, Low Density Residential One to “R2-2 Special”, Low Density Residential Two Special on lands described as Part of PINs 73575-0516 and 73575-0664, Part of Parts 6 & 9, Plan 53R-19231, Parts 1 to 4, Plan 53R-20294 in Lot 9, Concession 3, Township of Neelon, as outlined in the report entitled “Moonlight Ridge Subdivision, Sudbury”, from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on December 14, 2020, subject to the following conditions:

a) That prior to the adoption of the amending by-law, the owner shall provide the Development Approvals Section with a final plan of survey in order to enact the amending by-law. Proposed Lot 7 shall be identified as a separate part on the plan in order to implement the necessary site-specific relief;

b) That the amending by-law include the following site-specific provisions:

i) The minimum rear yard on proposed Lot 7 shall be 3.7 metres; and,

ii) The minimum lot depth on proposed Lot 7 shall be 25 metres.

c) Conditional approval shall lapse on December 15, 2022 unless Condition a) above has been met or an extension has been granted by Council.

Signed By

Report Prepared By
Mauro Manzon
Senior Planner
Digitally Signed Nov 20, 20

Manager Review
Alex Singbush
Manager of Development Approvals
Digitally Signed Nov 20, 20

Recommended by the Division
Stephen Monet
Manager of Environmental Planning Initiatives
Digitally Signed Nov 20, 20

Financial Implications
Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Nov 26, 20

Recommended by the Department
Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Nov 29, 20

Recommended by the C.A.O.
Ed Archer
Chief Administrative Officer
Digitally Signed Dec 1, 20

Relationship to the Strategic Plan / Health Impact Assessment

The application to amend the Zoning By-law is an operational matter under the Planning Act to which the City is responding. The application aligns with the Strategic Plan by addressing increased housing supply in

the City.

Report Summary

An application for rezoning has been submitted in order to rezone three (3) draft approved lots in the Moonlight Ridge subdivision in order permit semi-detached dwellings. The lots are suitably sized to accommodate the proposed use, which is consistent with the planned character of the area. Minor relief is required due to the irregular configuration of proposed Lot 7. The application is recommended for approval subject to a final plan of survey.

Financial Implications

If the rezoning is approved, staff estimates approximately $24,000 in taxation revenue, based on the assumption of 6 semi-detached dwelling units at an estimated assessed value of $300,000 per dwelling unit at the 2020 property tax rates.

In addition, this development would result in total development charges of approximately $88,000 based on the assumption of 6 semi-detached dwelling units and based on the rates in effect as of this report.

Staff Report

Proposal:

An application for rezoning has been submitted in order to permit semi-detached dwellings on three (3) draft approved lots as part of Phase 4 of the Moonlight Ridge subdivision. Phase 4 comprises 16 lots for low density residential use and would be the final phase of this planned subdivision.

Existing Zoning: "R1-5", Low Density Residential One

R1-5 zoning permits a single detached dwelling and related accessory uses. A secondary dwelling unit may also be permitted subject to the provisions of Section 4.2.10 of the Zoning By-law.

Requested Zoning: "R2-2 Special", Low Density Residential Two Special

R2-2 zoning permits single detached, semi-detached and duplex dwellings. Site-specific relief for the rear yard setback and lot depth is required for the south part of proposed Lot 7.

Location and Site Description:

Part of PINs 73575-0516 and 73575-0664, Part of Parts 6 & 9, Plan 53R-19231, Parts 1 to 4, Plan 53R-20294 in Lot 9, Concession 3, Township of Neelon (Moonlight Ridge Subdivision, Sudbury)

The subject property comprises vacant land located within the Moonlight Ridge plan of subdivision. The proposed lots will have frontage on the future southerly extension of Eclipse Crescent. The area is fully serviced by municipal water and sanitary sewer. The closest public transit stop is located on Bancroft Drive at Estelle Street, an approximate 250-metre walking distance.

Total area of the land to be rezoned is 0.28 ha, with 47.8 metres of road frontage. The surrounding area comprises a low density residential subdivision with single and semi-detached dwellings as the predominant housing types.

The subject property is located within a vulnerable area under the Source Protection Plan being Ramsey Lake Intake Protection Zone (IPZ) 3. The property does not fall within the regulated area of Conservation Sudbury.

Surrounding Land Uses:

The area surrounding the site includes:

North:	undeveloped subdivision lands zoned R2-2
East:	rear yard of a single detached dwelling fronting onto Bancroft Drive
South:	single detached dwellings fronting onto Bancroft Drive
West:	undeveloped subdivision lands zoned R1-5

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 issued a letter describing the project with contact information to adjacent property owners and residents utilizing the City's standard mailing radius.

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

Policy & Regulatory Framework:

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

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

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

Provincial Policy Statement (PPS):

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.

Designated growth areas are defined as undeveloped lands that are designated for growth and located within settlement area boundaries. Under the policies of Section 1.1.3, new development in designated growth areas should occur adjacent to the existing built-up area. A range and mix of housing types is promoted to accommodate all housing needs. Development within settlement areas shall efficiently use the infrastructure and public service facilities, which are planned or available.

Section 2.2.1 addresses water resources. Planning authorities shall protect, improve or restore the quality and quantity of water by protecting all municipal drinking water supplies and designated vulnerable areas.

Growth Plan for Northern Ontario (GPNO):

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.

Section 4.3.3 of the GPNO encourages an appropriate range and mix of housing types in Economic and Service Hubs, which includes Greater Sudbury and other major centres in Northern Ontario.

Official Plan for the City of Greater Sudbury:

Living Area 1

The subject land is designated as Living Area 1, which permits all forms of low density housing. The following criteria under Section 3.2.1 of the Official Plan are to be considered:

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

Residential intensification

The application is a form of residential intensification given the increased density that is proposed. Section 2.3.3 of the Plan addresses residential intensification in settlement areas. The following criteria, amongst other matters, may be used to evaluate applications for intensification:

a. the suitability of the site in terms of the size and shape of the lot, soil conditions, topography and drainage;
b. compatibility with the existing and planned character of the area;
c. the provision of on-site landscaping, fencing, planting and other measures to lessen any impact the proposed development may have on the character of the area;
d. the availability of existing and planned infrastructure and public service facilities;
e. the provision of adequate ingress/egress, off-street parking and loading facilities, and safe and convenient vehicular circulation;
f. the impact of traffic generated by the proposed development on the road network and surrounding land uses;
g. the availability of existing or planned, or potential to enhance, public transit and active transportation infrastructure;
h. the level of sun-shadowing and wind impact on the surrounding public realm;
i. impacts of the proposed development on surrounding natural features and areas and cultural heritage resources;
j. the relationship between the proposed development and any natural or man-made hazards; and,
k. the provision of any facilities, services and matters if the application is made pursuant to Section 37 of the Planning Act.

Zoning By-law 2010-100Z:

Site-specific zoning relief is necessitated by the irregular configuration of proposed Lot 7, as the owner was not able to acquire adjacent land to improve the lot fabric. Both variances are for the south part of proposed Lot 7:

- Lot depth of 25.9 metres where 30 metres is required; and,
- Rear yard setback of 3.7 metres where 7.5 metres is required.

Site Plan Control:

Site plan control is not implemented for low density housing types. However, the property will be subject to a subdivision agreement as part of the registration of Phase 4.

Department/Agency Review:

Commenting departments and agencies have no objections related to this application.

Planning Analysis:

Land use compatibility

The Moonlight Ridge plan of subdivision was intended to accommodate a mix of low density housing types, including single and semi-detached dwellings. In this case, there are several blocks of semi-detached dwellings that have already been developed, including both sides of Eclipse Crescent to the north. The owner is proposing to rezone an additional three (3) lots, which would be contiguous with lands already zoned R2-2.

The proposed use forms a good fit with adjacent uses and does not present any land use compatibility concerns. Furthermore, it is generally preferable to group similar housing types together and rezone for semis on a block or part-block basis, as is proposed with this application.

Proposed lot fabric

The proposed lot fabric has been appropriately configured to accommodate semi-detached dwellings. All lots have sufficient area to meet the minimum requirement of 275 m^2 of lot area per semi-detached unit. It is further noted that the lots have sufficient frontage at the street line to meet the minimum requirement of 6.5 metres for a semi-detached dwelling.

The one exception is proposed Lot 7, as illustrated on Sketch #2. The owner was not able to acquire abutting lands to round out the lot fabric, which results in an irregular lot configuration that requires site-specific zoning relief. The variances can be supported based on the following rationale:

- The resultant lot depth of 25.9 metres where 30 metres is required is considered minor in nature and appropriate in terms of development of the land;
- The rear yard setback of 3.7 metres is considered a technical amendment due to the irregular lot shape, as there remains sufficient area in the rear yard to provide an adequate outdoor amenity area; and,
- Development Engineering advised that the irregular configuration will not constrain proper lot grading and drainage.

Staff recommend that the site-specific relief be implemented as part of the amending by-law.

Source Protection Plan

Water/Wastewater Services advised that there are no concerns related to the Source Protection Plan. No significant threats have been identified based on the nature of development. The owner is advised that a Section 59 application under the Clean Water Act is required at the building permit stage.

Official Plan

The proposal conforms to the key policies applied to development in Living Areas, including the criteria applied to residential intensification. Services are adequate for the site as per the approved subdivision plan. The dwelling type is consistent with the existing mix of housing in the adjacent area. The traffic impact on local streets is minimal given the net increase of only three (3) units.

Although minor in scale, the proposal is a form of residential intensification based on the increased density. The lots are suitably sized for the proposed use, which presents compatibility with the existing and planned character of the area. Public transit is within walking distance on Bancroft Drive.

2020 Provincial Policy Statement and 2011 Growth Plan for Northern Ontario

The application is aligned with the policies applied to development in settlement areas. The subject site is located in a designated growth area that is directly adjacent to a built up urban area. The proposal will further diversify the mix of housing in the area. As a form of residential intensification, the proposed low density use is deemed appropriate given the predominant character of the area. There are no identified threats related to the source protection area.

The application also conforms to the Growth Plan based on the increased housing capacity that is proposed in support of the City’s designation as an Economic and Service Hub.

Conclusion:

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

Appendix 1

Departmental & Agency Comments

File: 751-6/20-17

RE: Application for Rezoning – Dalron Construction Limited
Part of PINs 73575-0516 and 73575-0664, Part of Parts 6 & 9, Plan 53R-19231, Parts 1 to 4, Plan 53R-20294 in Lot 9, Concession 3, Township of Neelon
(Moonlight Ridge Subdivision, Sudbury)

Development Engineering

We are currently reviewing the subdivision drawings which include the above mentioned lots and will ensure that all servicing and lot grading will reflect the proposed zoning.

We have no objection to changing the zoning classification from “R1-5”, Low Density Residential One to “R2-2”, Low Density Residential Two in order to permit semi-detached dwellings.

Infrastructure Capital Planning Services

No concerns.

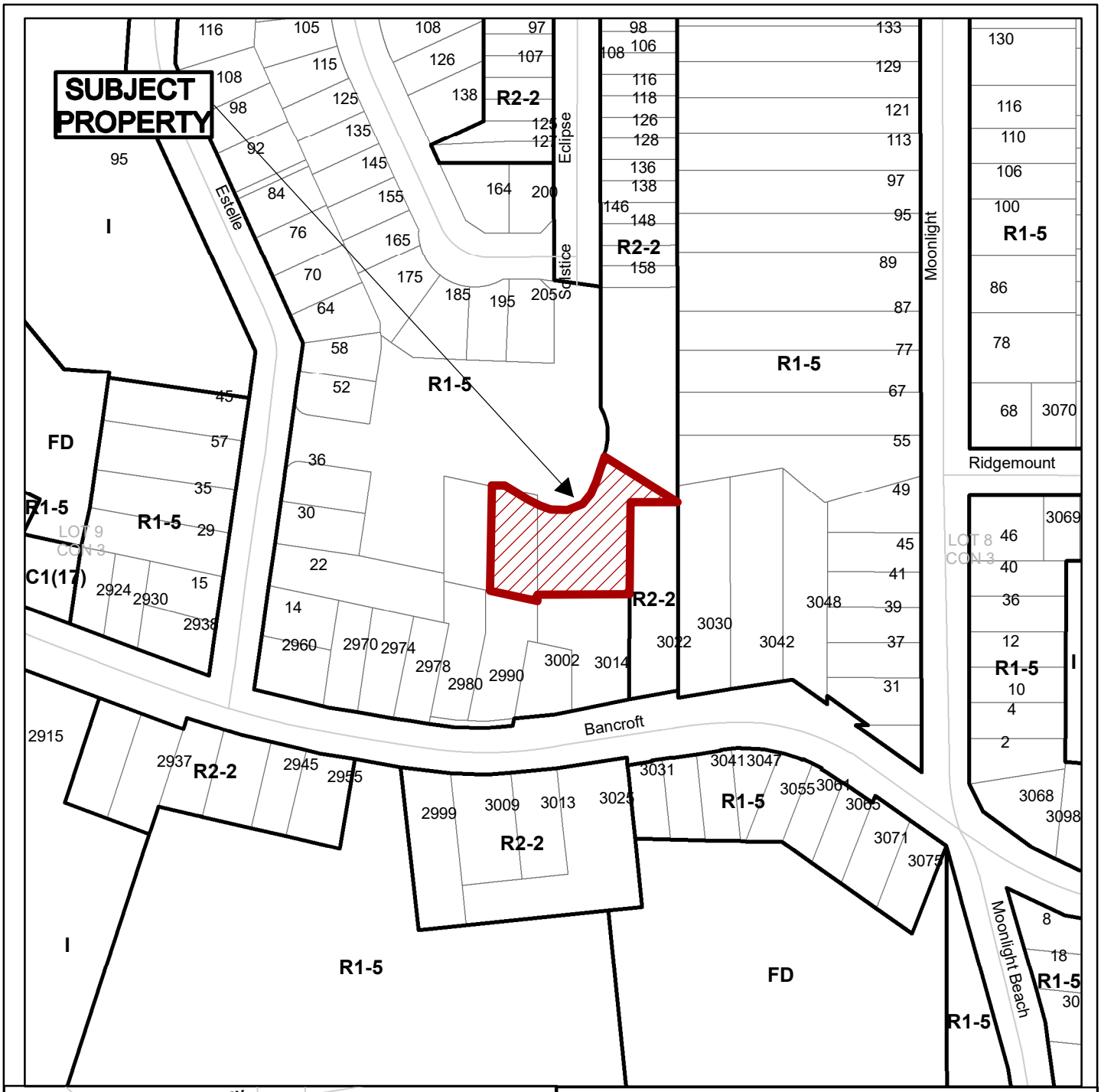
Building Services

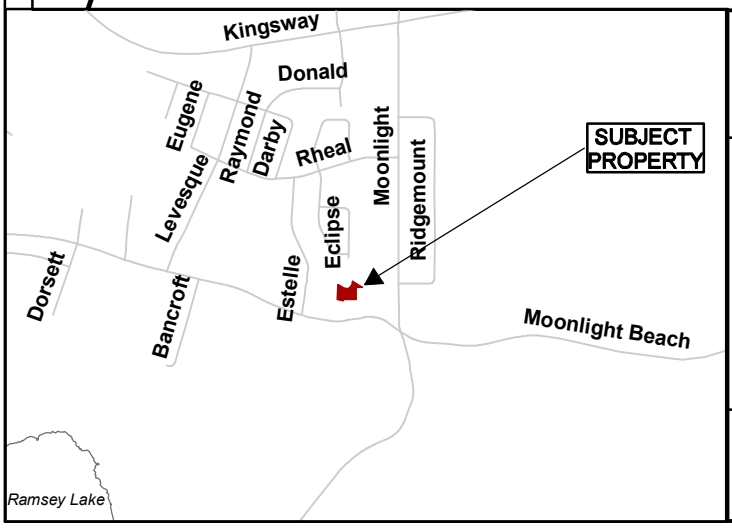
Building Services can advise that we have no objections to this application other than the following comment for the applicant’s information:

The Geotechnical engineer will be required to address on-site and excess soil management when O.Reg. 406/19 comes into force.

Water/Wastewater Services (Source Protection Plan)

No activity or activities engaged in or proposed to be engaged in on the above noted property are considered to be significant drinking water threats.





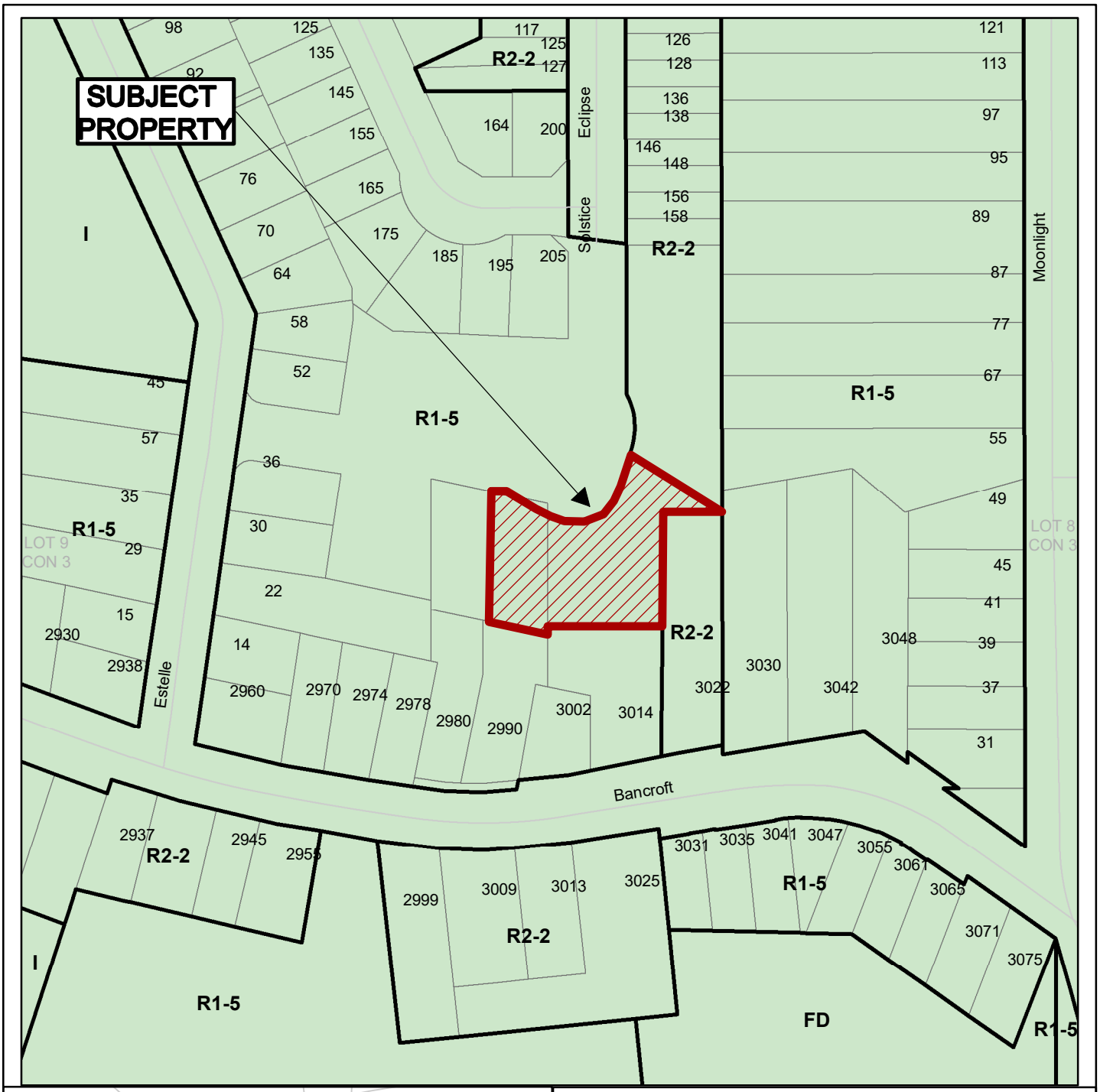
Growth and Infrastructure Department

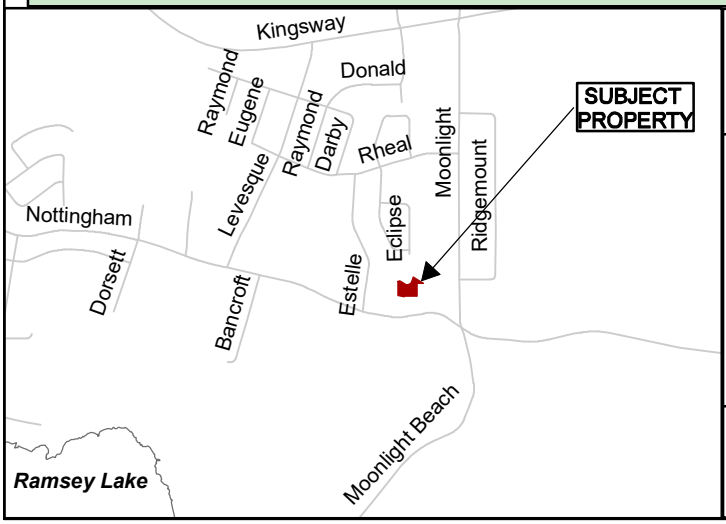
N

Subject Property being part of PINs 73575-0516 & 73575-0664, Part of Part 6 & 9, Plan 53R-19231 & Parts 1-4, Plan 53R-20294,
Lot 9, Concession 3, Township of Neelon,
Moonlight Ridge, Sudbury,
City of Greater Sudbury

NTS | 751-6/20-17
Sketch 1 | Date: 2020 09 24

Source Protection Plan Map





Growth and Infrastructure Department

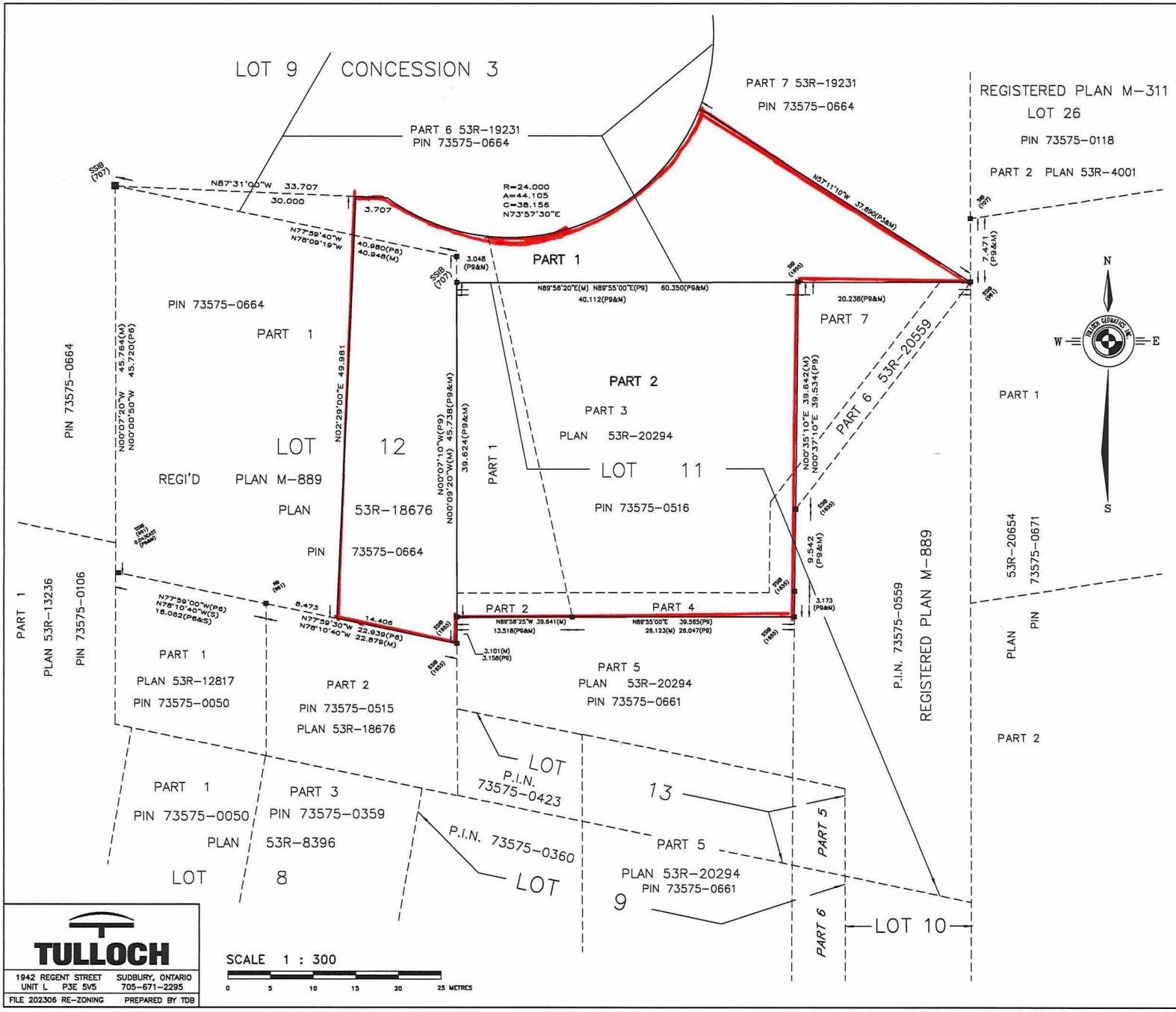
N

Subject Property being part of PINs 73575-0516 & 73575-0664, Part of Part 6 & 9, Plan 53R-19231 & Parts 1-4, Plan 53R-20294,
Lot 9, Concession 3, Township of Neelon,
Moonlight Ridge, Sudbury,
City of Greater Sudbury

SPP: Ramsey Lake Watershed, IPZ 3

Sketch 1 751-6/20-17

NTS Date: 2020 09 24



TULLOCH

1942 REGENT STREET UNIT L P3E 5V5 | SUDBURY, ONTARIO 705-671-2295

FILE 202306 RE-ZONING | PREPARED BY TDB

PLAN 53R-

RECEIVED AND DEPOSITED

DATE _____

REPRESENTATIVE FOR THE LAND REGISTRAR FOR THE LAND TITLES DIVISION OF SUDBURY (No. 53)

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT.

DATE _____ TERRY DEL BOSCO, O.L.S

SCHEDULE

PART	LOT	PLAN / CON.	PIN	AREA
1	PART OF LOT 9	9	PART OF PIN 73575-0664	1221±SQ.M.
	PART OF LOT 12	REGISTERED PLAN M-889		
2	PART OF LOT 11	REGISTERED PLAN M-889	PART OF PIN 73575-0516	1577±SQ.M.
TOWNSHIP OF NEELON				

PLAN OF SURVEY OF

PART OF LOTS 11 AND 12 REGISTERED PLAN M-889

AND

PART OF LOT 9 CONCESSION 3

GEOGRAPHIC TOWNSHIP OF NEELON

CITY OF GREATER SUDBURY

DISTRICT OF SUDBURY

TERRY DEL BOSCO, ONTARIO LAND SURVEYOR

2020

OBSERVED REFERENCE POINTS (ORPs): UTM ZONE 17, NAD83 (CSRS) (2010.0). COORDINATES TO URBAN ACCURACY PER SEC. 14 (2) OF O.REG. 216/10

POINT ID	NORTHING	EASTING
ORP A		
ORP B		
ORP C		

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B, BY REAL TIME NETWORK (RTN) OBSERVATIONS, UTM 17, NAD83 (CSRS) (2010.0).

DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.99956

LEGEND

SIB	DENOTES	STANDARD IRON BAR.
SSIB	DENOTES	SHORT STANDARD IRON BAR.
IB	DENOTES	IRON BAR.
RB	DENOTES	ROCK BAR.
WIT	DENOTES	WITNESS
□	DENOTES	MONUMENT PLANTED.
■	DENOTES	MONUMENT FOUND.
(M)	DENOTES	MEASURED.
P	DENOTES	REGISTERED PLAN 53M-1415
P2	DENOTES	PLAN 53R-20378
P3	DENOTES	PLAN 53R-19231
P4	DENOTES	PLAN 53R-20654
P5	DENOTES	REGISTERED M-928
P6	DENOTES	PLAN 53R-18676
P7	DENOTES	PLAN 53R-13236
P8	DENOTES	PLAN 53R-12817
(707)	DENOTES	LANE & LANE, O.L.S.
(961)	DENOTES	R. G. HOLDER, O.L.S.
(1430)	DENOTES	S. J. COSSLING, O.L.S.
(1655)	DENOTES	T. W. DEL BOSCO, O.L.S.

SURVEYOR'S CERTIFICATE

I CERTIFY THAT

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE th DAY OF .

DATED AT SUDBURY, ONTARIO _____ TERRY DEL BOSCO, O.L.S.

NOTE : DISTANCES SHOWN HEREON ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

PLAN 53M–

I CERTIFY THAT THIS PLAN IS REGISTERED IN THE LAND REGISTRY OFFICE FOR THE LAND TITLES DIVISION OF SUDBURY AT _____ O'CLOCK ON THE _____ DAY OF _____ 20____ AND ENTERED IN THE REGISTER FOR PINS 73575–0516 / 73575–0664

AND REQUIRED CONSENTS ARE REGISTERED AS PLAN DOCUMENT No. _____

REPRESENTATIVE FOR THE LAND REGISTRAR

THIS PLAN LAYS OUT ALL OF PIN'S 73575–0516 & 73575–0664

OBSERVED REFERENCE POINTS (ORPs): UTM ZONE 17, NAD83 (CSRS) (2010.0). COORDINATES TO URBAN ACCURACY PER SEC. 14 (2) OF O.REG. 216/10		
POINT ID	NORTHING	EASTING
ORP A ORP B ORP C		

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE–ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B, BY REAL TIME NETWORK (RTN) OBSERVATIONS, UTM 17, NAD83 (CSRS) (2010.0).

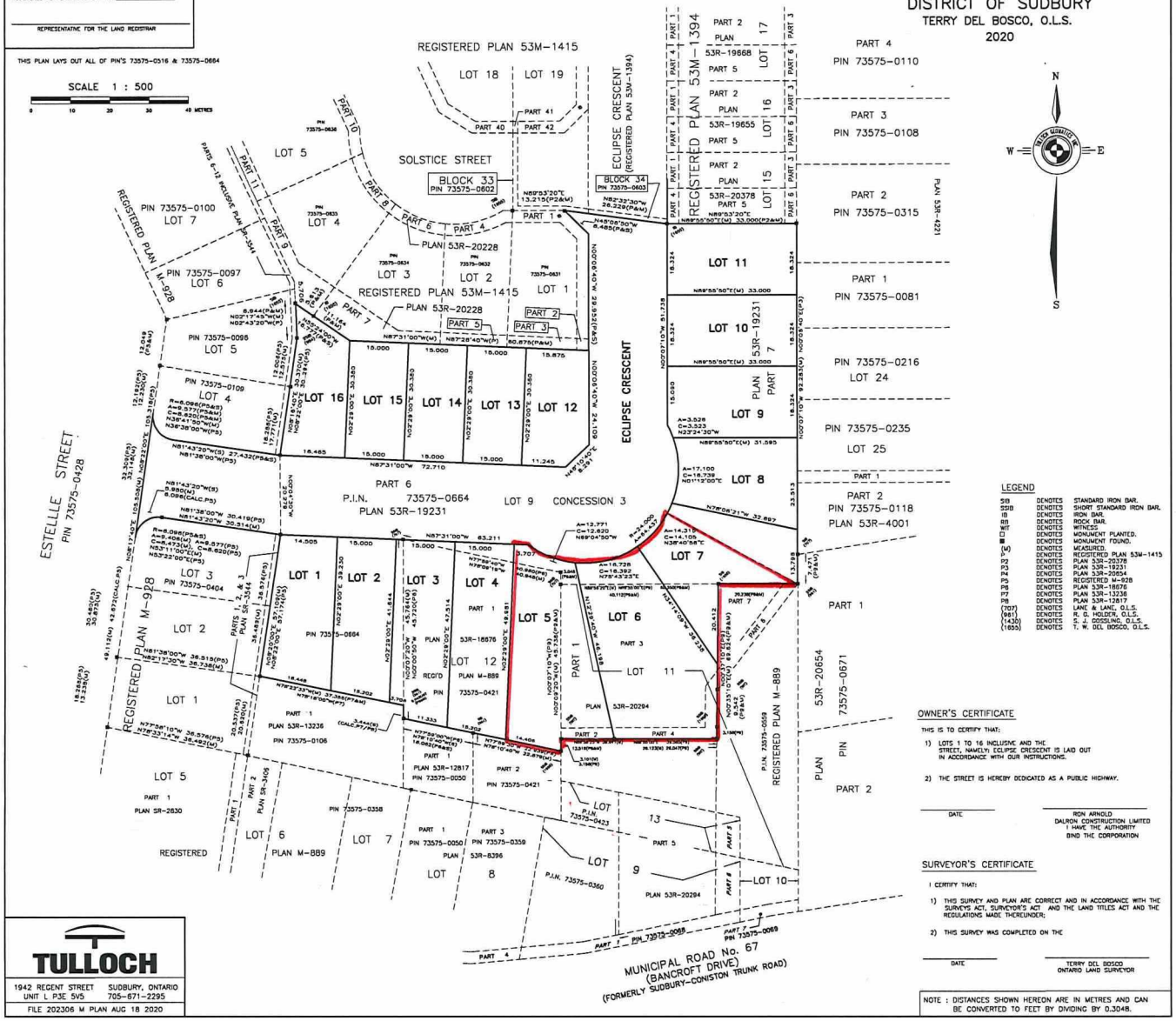
DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.99958108

APPROVED UNDER SECTION 51 OF THE PLANNING ACT R.S.O. 1990, THIS DAY OF _____ 2020

PLAN OF SUBDIVISION OF PART OF LOTS 11 & 12 REGISTERED PLAN M–889 AND PART OF LOT 9, CONCESSION 3 GEOGRAPHIC TOWNSHIP OF NEELON CITY OF GREATER SUDBURY DISTRICT OF SUDBURY

TERRY DEL BOSCO, O.L.S.
2020

SCALE 1 : 500



LEGEND

SIB	DENOTES	STANDARD IRON BAR.
SSIB	DENOTES	SHORT STANDARD IRON BAR.
IB	DENOTES	IRON BAR.
RB	DENOTES	ROCK BAR.
WIT	DENOTES	WITNESS
□	DENOTES	MONUMENT PLANTED.
■	DENOTES	MONUMENT FOUND.
(M)	DENOTES	MEASURED.
P	DENOTES	REGISTERED PLAN 53M–1415
P2	DENOTES	PLAN 53R–20378
P3	DENOTES	PLAN 53R–19231
P4	DENOTES	PLAN 53R–20654
P5	DENOTES	REGISTERED M–928
P6	DENOTES	PLAN 53R–18676
P7	DENOTES	PLAN 53R–13236
P8	DENOTES	PLAN 53R–12817
(707)	DENOTES	LANE & LANE, O.L.S.
(981)	DENOTES	R. G. HOLDER, O.L.S.
(1430)	DENOTES	S. J. GOSSLING, O.L.S.
(1855)	DENOTES	T. W. DEL BOSCO, O.L.S.

OWNER'S CERTIFICATE

THIS IS TO CERTIFY THAT:

1) LOTS 1 TO 16 INCLUSIVE AND THE STREET, NAMELY: ECLIPSE CRESCENT IS LAID OUT IN ACCORDANCE WITH OUR INSTRUCTIONS.

2) THE STREET IS HEREBY DEDICATED AS A PUBLIC HIGHWAY.

DATE

RON ARNOLD
DAURON CONSTRUCTION LIMITED
I HAVE THE AUTHORITY BIND THE CORPORATION

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

1) THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, SURVEYOR'S ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE THEREUNDER;

2) THIS SURVEY WAS COMPLETED ON THE

DATE

TERRY DEL BOSCO
ONTARIO LAND SURVEYOR

NOTE : DISTANCES SHOWN HEREON ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

TULLOCH
1942 REGENT STREET SUDBURY, ONTARIO
UNIT L P3E 5V5 705–671–2295

FILE 202306 M PLAN AUG 18 2020

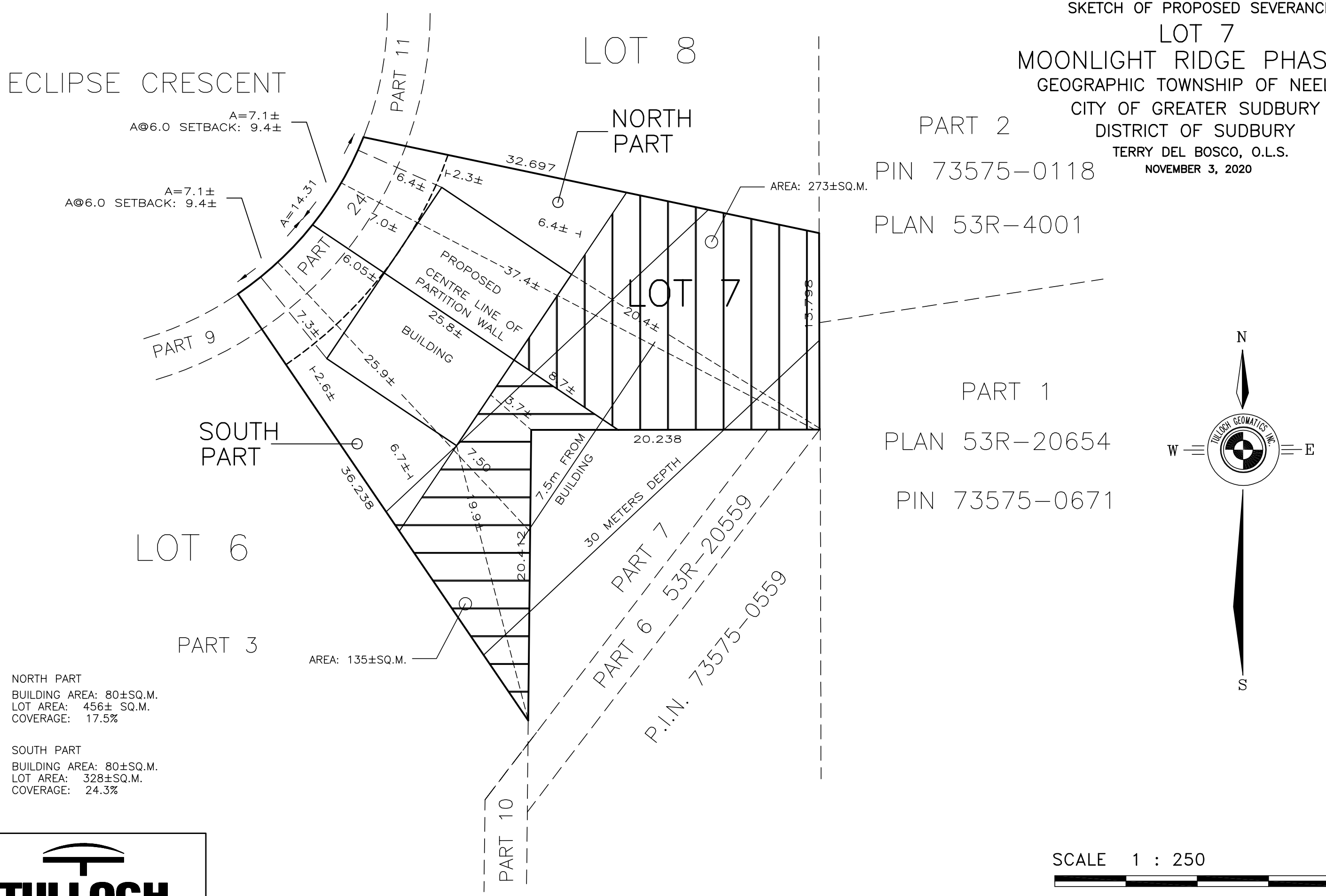
SKETCH OF PROPOSED SEVERANCE

LOT 7
MOONLIGHT RIDGE PHASE 4

GEOGRAPHIC TOWNSHIP OF NEELON
CITY OF GREATER SUDBURY
DISTRICT OF SUDBURY

TERRY DEL BOSCO, O.L.S.

NOVEMBER 3, 2020



NORTH PART
BUILDING AREA: 80±SQ.M.
LOT AREA: 456± SQ.M.
COVERAGE: 17.5%

SOUTH PART
BUILDING AREA: 80±SQ.M.
LOT AREA: 328±SQ.M.
COVERAGE: 24.3%

SCALE 1 : 250

0 5 10 15 20 METRES

NOTE : DISTANCES SHOWN HEREON ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

TULLOCH
1942 REGENT STREET SUDBURY, ONTARIO
UNIT L P3E 5V5 705-671-2295

FILE 202308 LOT 7 OCT. 21 2020

File: 751-6/20-17
Moonlight Ridge,
Sudbury
2017 Orthophotography
Solstice Street
Eclipse Crescent
Estelle Street
Bancroft Drive
Subject Property
N
0
15
30
60
90
120
Metres

Presented To:	Planning Committee
Presented:	Monday, Dec 14, 2020
Report Date	Friday, Nov 20, 2020
Type:	Public Hearings

Request for Decision

Proposed Zoning By-law Amendment for Commercial Parking Standards and the Shopping Centre Commercial Zone

Resolution

THAT the City of Greater Sudbury approves the attached by-law which introduces residential uses in the C5 Zone and revisions to commercial parking standards, as outlined in the report entitled "Proposed Zoning By-law Amendment for Commercial Parking Standards and the Shopping Centre Commercial Zone", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on December 14, 2020.

Relationship to the Strategic Plan / Health Impact Assessment

Establishing policies that would permit additional medium and high density residential uses within the Shopping Centre Commercial Zone is consistent with both economic development and housing goals of the Strategic Plan. Specifically, the Economic Capacity and Investment Readiness goal of item 4.3 market and invest in Greater Sudbury as a centre of healthcare, healthcare technology, and healthcare innovation and the Housing strategic goal, items 5.1 Expand affordable and attainable housing options, and 5.1 Develop and Promote Solutions to Support Existing Housing Choices and encourage retirement residences in our town centres as part of the nodes and corridors strategy and improve services/housing for all those living or seeking to live in Greater Sudbury.

Updating the City's Commercial Parking Standards is consistent with the Asset Management and Service Excellence; Business Attraction, Development and Retention and Climate Change; and Create a Healthier Community objectives. Specifically, updating the parking standards represents innovative and responsive system improvements in support of the Transit Action Plan (Item 1.5 B) and the Community Energy and Emissions Plan (CEEP). The study is also a next step in the Nodes and Corridor Strategy (Item 2.4B).

Signed By

Report Prepared By
Melissa Riou
Senior Planner
Digitally Signed Nov 20, 20

Manager Review
Kris Longston
Manager of Community and Strategic Planning
Digitally Signed Dec 1, 20

Recommended by the Division
Stephen Monet
Manager of Environmental Planning Initiatives
Digitally Signed Nov 20, 20

Financial Implications
Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Nov 26, 20

Recommended by the Department
Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Nov 29, 20

Recommended by the C.A.O.
Ed Archer
Chief Administrative Officer
Digitally Signed Dec 1, 20

Report Summary

This report presents an amendment to Zoning By-law 2010-100Z that would implement findings and recommendations of the Commercial Parking Study, as well as amendments to the Commercial Shopping Centre (C5) Zone to incorporate additional medium and high density residential uses. Specifically, multi-residential, long term care facilities and retirement homes.

Financial Implications

There are no financial implications associated with the report.

Staff Report: Proposed Zoning By-law Amendments for Commercial Parking Standards and the Shopping Centre Commercial Zone
November 23, 2020
Planning Services Division

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 improvement and public transit.

The LaSalle Boulevard Corridor Plan and Strategy (the "LBCPS") was endorsed by the City in July 2018 (See Reference 2). It introduced 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. Further, the LaSalle Corridor Study, and associated Official Plan amendment OPA 102 recommended the addition of residential uses, specifically multiple-residential uses to the Shopping Centre Commercial (C5) zone.

On September 22, 2020 Council passed resolution CC2020-234 which directed staff to undertake a public hearing with respect to the Commercial Parking Standards draft zoning by-law. On October 20, 2020 Council endorsed Planning Committee Resolution PL2020-116, through resolution CC2020-259 which directed staff to initiate an amendment to the Zoning By-law to incorporate additional residential uses in the Shopping Centre Commercial Zone. This report and draft by-law address both resolutions.

Overview of Changes

The proposed changes can be grouped into three categories: changes related to the calculation of parking requirements in certain instances, changes related to parking ratios for certain uses and the introduction of medium and high density residential uses in the Shopping Centre Commercial Zone.

1. Calculation of Parking Requirements

The "Best Practice Review: Commercial Parking Requirements" (the "Study") identified best practices from other municipalities. Based on these findings parking reductions were proposed along certain corridors, where bicycle parking and bus lay-by's are provided and where a parking study has demonstrated a reduced need for parking. The current amendment will address bicycling parking reductions and reductions along certain corridors. The amendment required for bus lay-bys requires further consultation with the Infrastructure Capital Planning Division (Roads) and the Transit Services Division, and reductions based on parking studies will be required to be made through an amendment to the Official Plan. Both additional amendments are scheduled to be brought forward in early Q1 of 2021.

The following table summarizes the proposed amendments:

Reduction Type	Description
Corridor Parking Reduction	10% reduction in parking requirements where lot has frontage on GOVA Routes 1 and 2.
Bicycle Parking Reduction	The City may reduce the number of parking spaces by 5 where additional bicycle parking is provided.

2. Parking Ratios

The Study also found that Greater Sudbury's requirements for commercial parking spaces are higher than the requirements in comparator municipalities, particularly for retail uses, restaurants, personal service shops and shopping malls.

The following table summarizes the proposed amendments:

Non-Residential Use	Current Requirement	Proposed Requirement
Restaurant	1/10 m^2 net floor area	1/12.5 m^2 net floor area
Convenience Store	1/20 m^2 net floor area	1/33 m^2 net floor area
Personal Service Shop	1/20 m^2 net floor area	1/33 m^2 net floor area
Shopping Centre	1/20 m^2 net floor area	1/25 m^2 net floor area

3. Permitted Residential Uses

The Shopping Centre Commercial Zone does not currently permit any residential uses. A range of non-residential uses are permitted, including personal service shop, pharmacy, and professional office. Hotels are currently permitted and Institutional uses are also currently permitted. Three medium and high density residential uses are proposed to be added to the list of permitted uses within the Shopping Centre Commercial (C5) Zone as follows:

- Long Term Care Facility
- Retirement Home
- Multiple Dwelling

It is further proposed that a maximum ground floor area of 25% for the residential uses be imposed in order to preserve the primary retail use of the site. There is no proposed limitation on the ratio of gross floor area of residential uses in relation to commercial uses, meaning that the proposed addition of residential uses could be in the form of a multi-storey addition provided that the ground floor area ratio was maintained and the addition complied to any maximum gross floor area provisions applicable to the site.

PPS and Growth Plan for Northern Ontario

The commercial parking recommendations are consistent with the Provincial Policy Statement, 2020 (2020 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 2020 PPS also promotes public streets that meet the needs of pedestrians and facilitate active transportation. A reduction of commercial parking

standards would promote the use of active transportation and transit in and between residential, employment and institutional uses.

Additionally, the recommendation to add medium and high density residential uses to the Shopping Centre Commercial zone is consistent with the housing related policies of the PPS which require planning authorities to provide for an appropriate range and mix of housing options and densities, including the promotion of densities for new housing which efficiently uses land, resources, infrastructure and public service facilities, and support the use of active transportation and transit.

Summary and Recommendation

The proposed parking related amendments represent innovative and responsive improvements in support of the Transit Action Plan. The addition of medium and high density residential along with retirement homes and long term care facilities provides flexibility for any proposed redevelopment within the Shopping Centre Commercial (C5) Zone and implement changes contemplated by the LaSalle Corridor Study, and the planning policy framework established by the City through the adoption of Official Plan amendment OPA 102. Further, the proposed amendments are consistent with Council's strategic objectives of ensuring investment readiness, business attraction, development and retention, climate change, creating a healthier community and encouraging retirement homes as part of the Nodes and Corridors Strategy. It is recommended that the zoning by-law amendment (Attached to this report as Appendix A) be approved.

References

1. City-Wide Nodes and Corridor Strategy https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=992&itemid=11977

2. LaSalle Boulevard Corridor Plan and Strategy – Final Report, June 2018 https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&attachment=24185.pdf

3. Official Plan Amendment No. 102 https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=2&id=1388

4. City of Greater Sudbury Zoning By-law https://www.greatersudbury.ca/do-business/zoning/zoning-by-law-2010-100z/#PART%203:%20%20%20DEFINITIONS

5. Staff Report, LaSalle Boulevard Corridor Study and Strategy Proposed Approach to Zoning By-law Amendment. June 15, 2020.

https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&attachment=30549.pdf

6. Staff Report, Report on the Commercial Parking Study. January 27, 2020. https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&attachment=29789.pdf

7. Staff Report, Commercial Parking Standards – Draft Zoning By-law. September 22, 2020. https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=12&id=1476

8. Staff Report, Shopping Centre Commercial Zone: Proposed Amendments. September 21, 2020. https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=9&id=1455

By-law 2020-XXXZ

A By-law of the City of Greater Sudbury
to Amend By-law 2010-100Z being the
Comprehensive Zoning By-law for the City of Greater Sudbury

Whereas the Council of the City of Greater Sudbury deems it desirable to amend By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury;

Now therefore the Council of the City of Greater Sudbury hereby enacts as follows:

1. That By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury be and the same is hereby amended by:

(1) In the Table of Contents, by adding a new Appendix, after Appendix 2, as follows:

"Appendix 3: Commercial Parking Reduction Maps"

(2) In Part 5, PARKING AND LOADING PROVISIONS, Section 5.3, NON-RESIDENTIAL PARKING REQUIREMENTS, TABLE 5.4: Non-Residential Parking Requirements, by:

a. Deleting and replacing "*Convenience Store* - 1/20m^2 *net floor area*" with "*Convenience Store* - 1/33 m^2 *net floor area*"

b. Deleting and replacing "*Personal Service Shop* - 1/20m^2 *net floor area*" with "*Personal Service Shop* - 1/33 m^2 *net floor area*"

c. Deleting and replacing "*Restaurant* - 1/10m^2 *net floor area or 1/3 persons* seating capacity, whichever is greater" with "*Restaurant* - 1/12.5 m^2 *net floor area*"

d. Deleting and replacing "*Retail Store* - 1/20m^2 *net floor area*" with "*Retail Store* - 1/33 m^2 *net floor area*"

e. Deleting and replacing "*Shopping Centre* - 1/20m^2 *net floor area*" with "*Shopping Centre* - 1/25 m^2 *net floor area*"

DRAFT

(3) In Part 5, PARKING AND LOADING PROVISIONS, Section 5.3 NON-RESIDENTIAL PARKING REQUIREMENTS, by adding the following provisions and note after Table 5.4: Non-Residential Parking Requirements as follows:

5.3.1 Notwithstanding Table 5.4, where a *commercial use* is permitted and the *lot* is directly *abutting* GOVA Routes 1 and 2 (the Main Line and Barry Downe /Cambrian, respectively) attached as Appendix 3 to this By-law, the number of *required parking spaces* may be reduced by 10% of the minimum *required parking spaces*.

5.3.2 For a *commercial use*, where bicycle parking is provided in addition to the minimum bicycle parking requirements set out in Table 5.10, the number of *required parking spaces* may be reduced by up to 5 *parking spaces* on a 1:1 ratio, not to exceed a maximum of 20% of the minimum *required parking spaces*.

Note: provisions 5.3.1 and 5.3.2 may be used in combination.

(4) In Part 7: COMMERCIAL ZONES, Section 7.2, PERMITTED USES, TABLE 7.1, by:

a. Adding "*Long Term Care Facility*" after "*Group Home Type 1*" in the Use column;

b. Adding "*Retirement Home*" after "*Private Home Daycare*" in the Use column;

c. Adding "*Multiple Dwelling*", "*Long Term Care Facility*" and "*Retirement Home*" as permitted uses in the Shopping Centre Commercial (C5) Zone column by indicating with an "X" symbol.

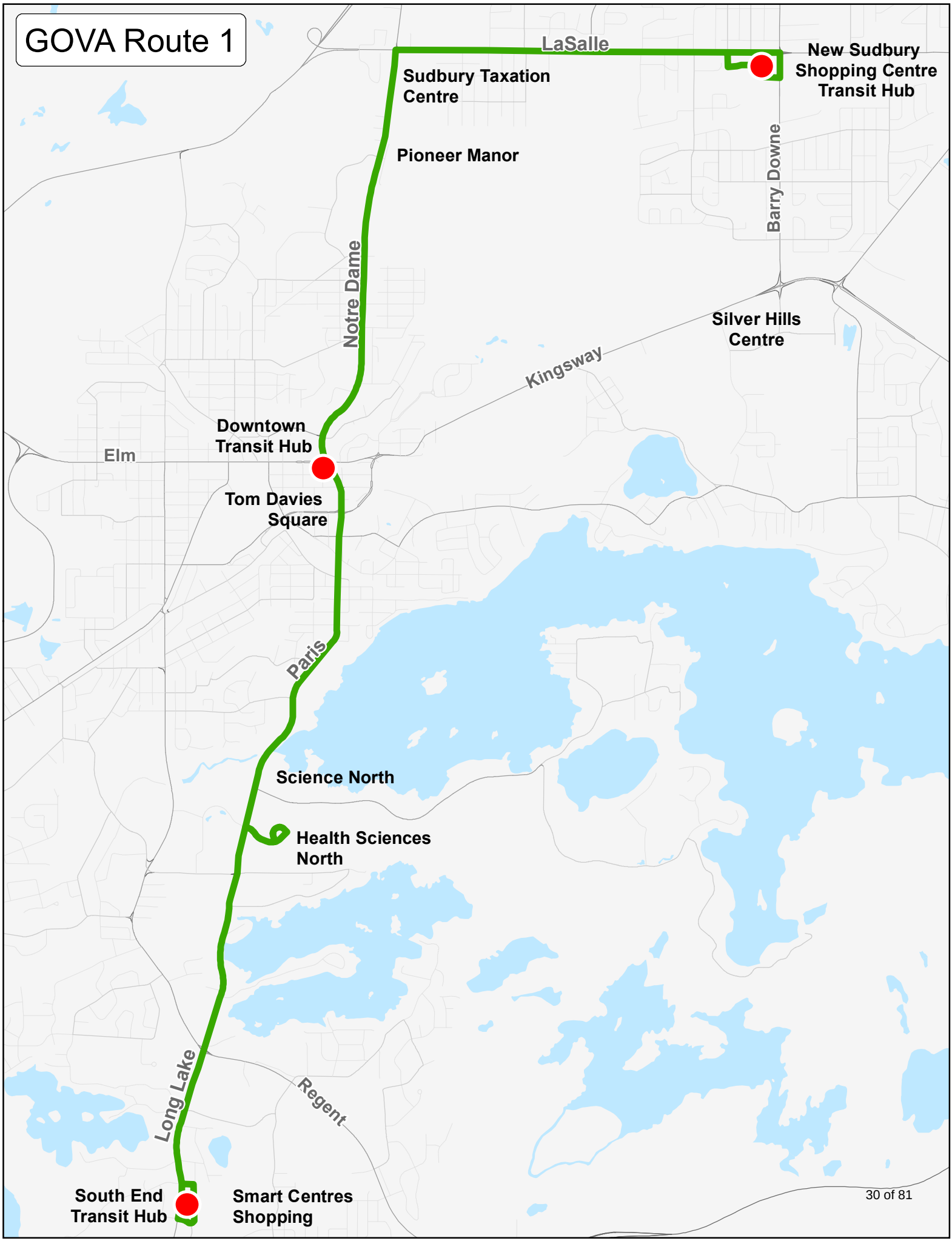
(5) In Part 7: COMMERCIAL ZONES, Section 7.3, ZONE STANDARDS, TABLE 7.3, by:

a. Adding a special provision to Table 7.3 as follows: "7. (iii) Maximum ground *floor area* for *Multiple Dwelling*, *Long-Term Care Facility* and *Retirement Home* – 25% of the total *ground floor area* of the *structures* on the property."

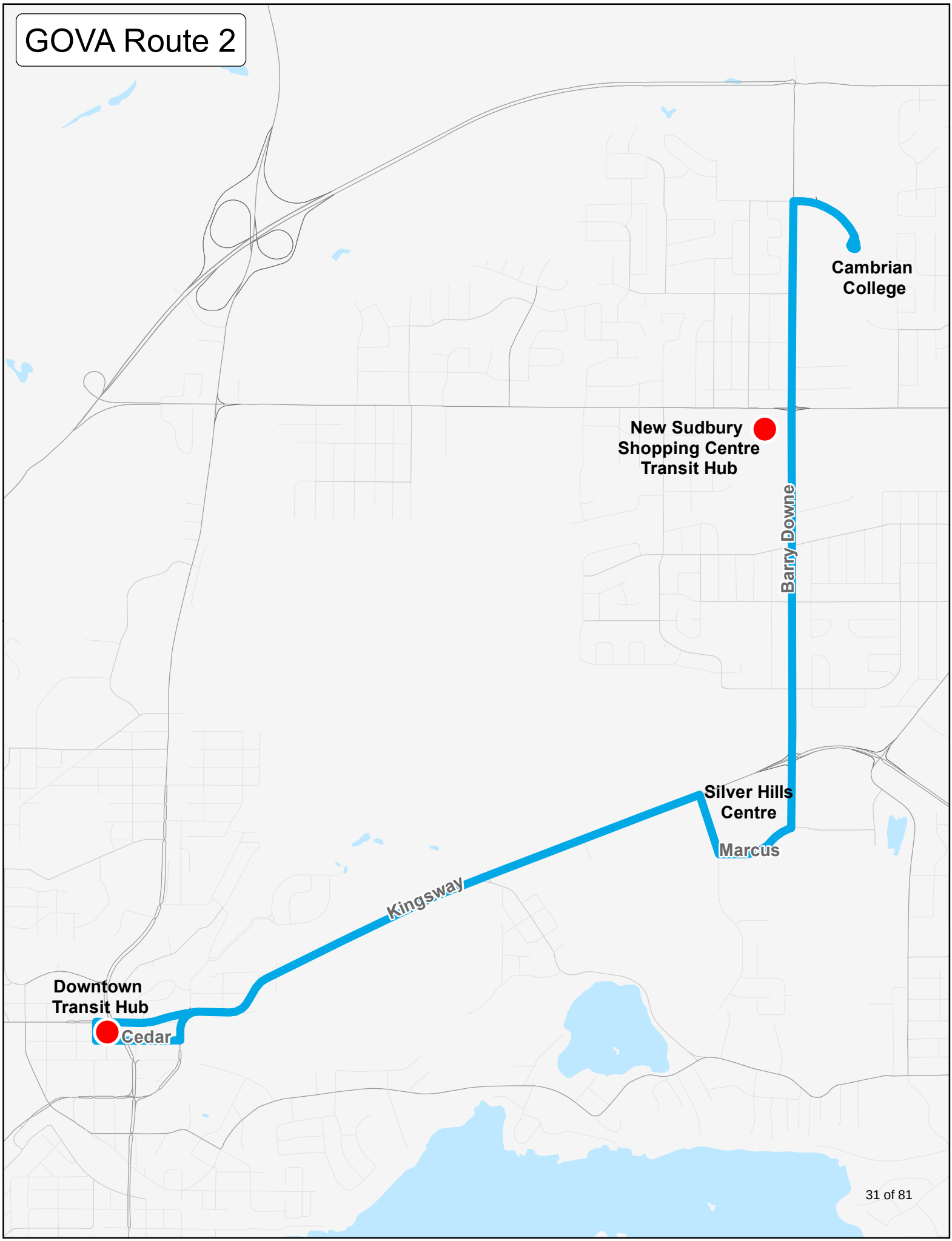
DRAFT

City of Greater Sudbury
Zoning By-Law 2010 - 100Z

Appendix 3:
GOVA Routes 1 & 2


GOVA Route 1
LaSalle
New Sudbury Shopping Centre Transit Hub
Sudbury Taxation Centre
Pioneer Manor
Barry Downe
Notre Dame
Silver Hills Centre
Kingsway
Downtown Transit Hub
Elm
Tom Davies Square
Paris
Science North
Health Sciences North
Long Lake
Regent
South End Transit Hub
Smart Centres Shopping

GOVA Route 2


Cambrian College
New Sudbury Shopping Centre Transit Hub
Barry Downe
Silver Hills Centre
Marcus
Kingsway
Downtown Transit Hub
Cedar

Presented To:	Planning Committee
Presented:	Monday, Dec 14, 2020
Report Date	Friday, Nov 20, 2020
Type:	Routine Management Reports
File Number:	780-6/04007

Request for Decision

Sunrise Ridge Subdivision, Sudbury

Resolution

THAT the City of Greater Sudbury's delegated official be directed to amend the conditions of draft approval for a draft plan of subdivision on those lands described as PIN 02132-1366, Part of Lot 4, Concession 4, Township of McKim, File # 780-6/04007, in the report entitled "Sunrise Ridge Subdivision, Sudbury", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on December 14, 2020, as follows:

1. By adding the following words at the end of Conditions #13 & #14: "The owner shall be responsible for the legal costs of preparing and registering any required lot grading agreement."

2. By adding the following words at the end of Condition #14: "The geotechnical engineer will be required to address Ontario Regulation 406/19: On-Site and Excess Soil Management when the regulation comes into force."

3. By deleting Condition #30 and replacing it with the following: "30.That this draft approval shall lapse on October 29, 2023.";

4.By deleting Conditions #35 and #37 entirely;

5. By adding a new Condition #35 as follows: "35. That the owner agrees to financially contribute to the cost associated with the overflow channel from the existing stormwater management pond on Block 39, Plan 53M-1374 to the northerly limit of Block 39, and to decommission the outlet on the westerly side of the stormwater management in the amount of $511,236 ($511,236/66 lots = $7,746/lot) as per design cost estimates to be recovered on a per-lot charge on the remainder of the lots to be developed at the time of registration of future subdivision phases. Per the Junction Creek Sub-watershed Study and Stormwater Master Plan the option to outlet the pond to the north was not favorable for overall watershed flooding issues. The study recommends the purchase of homes on Mountain Street below the existing pond outlet, which has taken place, and these funds will be used toward

Signed By

Report Prepared By
Glen Ferguson
Senior Planner
Digitally Signed Nov 20, 20

Manager Review
Alex Singbush
Manager of Development Approvals
Digitally Signed Nov 20, 20

Recommended by the Division
Stephen Monet
Manager of Environmental Planning Initiatives
Digitally Signed Nov 20, 20

Financial Implications
Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Nov 26, 20

Recommended by the Department
Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Nov 29, 20

Recommended by the C.A.O.
Ed Archer
Chief Administrative Officer
Digitally Signed Dec 1, 20

that effort and the construction of a community park in the area of those homes."

6. By deleting Condition #39 entirely;

7. By adding a new Condition #43 as follows: "43. The owner shall provide to Conservation Sudbury a soils report authored by a qualified professional attesting to the suitability of the soils for the proposed construction of Lots 82, 83, 84, 85, 86, 122 and 123 and the extension of Fieldstone Drive as shown on the Sunrise Ridge Subdivision plan prepared by D.S. Dorland Ltd. This report must be to the satisfaction of Conservation Sudbury."

8. By adding a new Condition #44 as follows: The development shall require a subdivision agreement and during that process, based on anticipated quantities of removal of rock through blasting, the following conditions will be imposed:

a. The owner/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 (5) years experience related to blasting.

b. 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 the 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.

c. The geotechnical report will provide recommendations and specifications on the following activity as a minimum but not limited to:

• Pre-blast survey of surface structures and infrastructure within affected area;

• Trial blast activities;

• Procedures during blasting;

• Procedures for addressing blasting damage complaints;

• Blast notification mechanism to adjoining residences; and,

• Structural stability of exposed rock faces.

d. The above report shall be submitted for review to the satisfaction of the Chief Building Official prior to the commencement of any removal of rock by blasting.

e. Should the owner/developer's schedule require to commence blasting and rock removal prior to the subdivision agreement having been signed, a site alteration permit shall be required under the City of Greater Sudbury's By-law #2009-170 and shall require a similar geotechnical report as a minimum prior to its issuance.

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 Sunrise Ridge draft approved plan of subdivision in the community of Sudbury for a period of three years until October 29, 2023. 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.

Building Services has requested that standard draft approval conditions, with respect to blasting and rock removal be included in the draft approval conditions. Building Services is also requesting that Condition #14 be updated to reflect the development having regard for Ontario Regulation 406/19, with respect to on-site and excess soil management. Conservation Sudbury notes that occasionally there are unidentified hazards located throughout watersheds. In the case of the Sunrise Ridge draft approved plan of subdivision, there are small wetlands located on the lands. As a result of the wetlands being present, Conservation Sudbury is recommending that a Soils Report prepared by a qualified professional addressing the suitability of soils for the proposed development be prepared and submitted for review. Conservation Sudbury also notes that any works occurring within a regulated area under Ontario Regulation 156/06 will require a permit pursuant to Section 28 of the Conservation Authorities Act.

The City's Drainage Section notes that the owner should be required to financially contribute to the costs associated with the overflow channel from the existing stormwater management pond on Block 39, Plan 53M-1374 to the northerly limit of Block 39, and to decommission an existing outlet through a per-lot charge on the remainder of the lots to be developed at the time of registration of future subdivision phases. Environmental Planning Initiatives has advised that the owner, prior to vegetation removal or other site alteration on the subject lands, is to consult with the Ministry of the Environment, Conservation and Parks to ensure that all requirements set out by the Province of Ontario under the Endangered Species Act have been satisfied. Other housekeeping changes are included and outlined in the Resolution section of this report.

The Planning Services Division is recommending approval of the application to extend the draft approved plan of subdivision for a period of three years until October 29, 2023. 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 $442,000 in taxation revenue, based on the assumption of 66 single detached dwelling units at an estimated assessed value of $500,000 per dwelling unit at the 2020 property tax rates.

In addition, this development would result in total development charges of approximately $1,200,000 based on the assumption of 66 single 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).

Staff Report

Applicant:

Saldan Developments Ltd.

Location:

PIN 02132-1366, Part of Lot 4, Concession 4, Township of McKim (Sunrise Ridge Subdivision, Sudbury)

Application:

To extend the draft approval conditions for a plan of subdivision which were approved initially by Council on October 28, 2004. The draft approval was most recently extended by the City's Planning Committee on November 20, 2017 through Resolution PL2017-185, which was ratified by Council on December 12, 2017. There has been one administrative extension issued by the Director of Planning Services having the effect of establishing a new lapsing date of January 29, 2021, in order to allow for agencies and departments to complete their review of the current extension request.

Proposal:

The owner is requesting that the draft approval conditions for the above noted lands be extended for a period of three years until October 29, 2023.

Background:

The City received a written request via email from Saldan Developments Ltd. on October 6, 2020, to extend the draft approval on a plan of subdivision for a period of three years on those lands described as PIN 02132-1366, Part of Lot 4, Concession 4, Township of McKim. The draft approved plan of subdivision was initially approved by Council for a total of 152 single-detached dwelling lots to the east of Mont Adam Street in the community of Sudbury. At the time of writing this report, there are 66 remaining and unregistered lots in the draft approved plan of subdivision. The lands are to be accessed via Sunrise Ridge Drive and the future extensions of North Field Crescent, Fieldstone Drive and Kingsview Drive.

The draft approval is set to expire again on January 29, 2021, following a three month administrative extension that was issued by the Director of Planning Services in order to afford sufficient time for the proper review of the extension request. Staff has circulated the request to relevant agencies and departments and is now bringing forward this report to extend the draft approval to October 29, 2023.

Departmental & Agency Circulation:

Active Transportation, Fire Services, Leisure Services, Operations, and Transit Services have each advised that they have no concerns from their respective areas of interest.

Building Services has requested that Condition #24 be updated to reflect current standard draft approval conditions with respect to blasting and rock removal. Building Services is also requesting that Condition #14 be updated to reflect the development having regard for Ontario Regulation 406/19 with respect to on-site and excess soil management.

Canada Post has not requested any changes to the draft approval conditions. Canada Post did however note in an emailed letter their requirements and expectations for providing mail service to the subdivision. The above noted letter is attached to this report for the owner's information and reference purposes.

Conservation Sudbury notes that occasionally previously unidentified hazards are located throughout a watershed and that in the case of the Sunrise Ridge draft approved plan of subdivision there are small wetlands on the lands. As a result of the wetlands being present, Conservation Sudbury is recommending that a Soils Report prepared by a qualified professional addressing the suitability of soils for the proposed development of Lots 82 to 86 and 122 and 123 be prepared and submitted for review. Conservation Sudbury also notes that any works occurring within a regulated area under Ontario Regulation 156/06 will require a permit pursuant to Section 28 of the Conservation Authorities Act.

Development Engineering has noted that the last phase of the Sunrise Ridge Subdivision was registered in October 2014 and since this time no submissions have been made by the owner with respect to the next phase. Development Engineering otherwise advises that all current draft approval conditions are suitable and that they have no concerns with the requested extension at this time.

The City's Drainage Section notes that the owner should be required to financially contribute to the costs associated with the overflow channel from the existing stormwater management pond on Block 39, Plan 53M-1374 to the northerly limit of Block 39, and to decommission the outlet on the westerly side of the stormwater management in the amount of $511,236 ($511,236/66 lots = $7,746/lot) as per design cost estimates to be recovered on a per-lot charge on the remainder of the lots to be developed at the time of registration of future subdivision phases. Per the Junction Creek Sub-watershed Study and Stormwater Master Plan the option to outlet the pond to the north was not favorable for overall watershed flooding issues. It should be noted that the Sub-watershed Study recommends the purchase of homes on Mountain Street below the existing pond outlet, which has taken place, and that these funds will be used toward that effort and the construction of a community park in the area of those homes.

Environmental Initiatives notes there are no significant environmental concerns arising from the development proposal that are not already addressed by the draft approval conditions. Condition #39 is not required and should be removed. Environmental Initiatives further advises and cautions that the owner is solely responsible for ensuring that activities relating to vegetation removal, site alteration and development undertaken on the subject lands do not result in a contravention of the Endangered Species Act.

Roads, Traffic and Transportation have noted that there are on-going concerns from nearby residents with respect to speeding in the subdivision. It is recommended that traffic calming measures be incorporated into the design of the remaining phases of the development to reduce operating speeds.

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 originally approved by Council on October 28, 2004, and at the time of writing this report there are 66 remaining lots within the draft approved Sunrise Ridge Subdivision. To date, there have been 86 urban residential lots created within the Sunrise Ridge Subdivision. The most recent phase of the subdivision was registered on October 29, 2014, when Plan 53M-1418 was registered. This most recent phase included 11 urban residential dwelling lots having frontage on North Field Crescent and Kingsview Drive.

The owner did note in their draft approval extension request that they remain committed to fully developing the subdivision and are currently working on a design for the next phase of the Sunrise Ridge Subdivision.

Draft Approval Conditions

Condition #30 should be deleted entirely and replaced with a sentence referring to October 29, 2023, as the revised date on which the subject draft plan of subdivision approval shall lapse.

Building Services has requested that Condition #14 be updated to reference the development having regard for Ontario Regulation 406/19 with respect to on-site and excess soil management. Standard conditions related to blasting and the removal of rock are also proposed to be added to the draft approval via new Conditions #44 to #48.

Conservation Sudbury has requested a new Condition #43 addressing the presence of wetlands on the subject lands and the requirement that a soils report addressing soils suitability on the lands be prepared and submitted for review and approval prior to any future phases of the Sunrise Ridge Subdivision proceeding to registration.

The City's Drainage Section has requested that Conditions #35 and #37 be deleted and consolidated into a new and comprehensive drainage conditions addressing stormwater management infrastructure needs for future phases of the Sunrise Ridge Subdivision. This requested change is reflected in the Resolution section of this report through the deletion of both Conditions #35 and #37 in favour of a newly worded Condition #35.

While requiring no changes to the existing conditions, Roads, Traffic and Transportation have noted that there are ongoing concerns from nearby residents with respect to speeding in the subdivision. It is anticipated that the normal phase design and registration process can be utilized in order to incorporate traffic calming measures into the remaining phases of the development with the goal being to reduce operating speeds.

No other administrative and housekeeping changes to the draft approval documents are required at this time. No other changes beyond those described in this report to the draft approval documents have been requested either by the owner or by circulated agencies and departments.

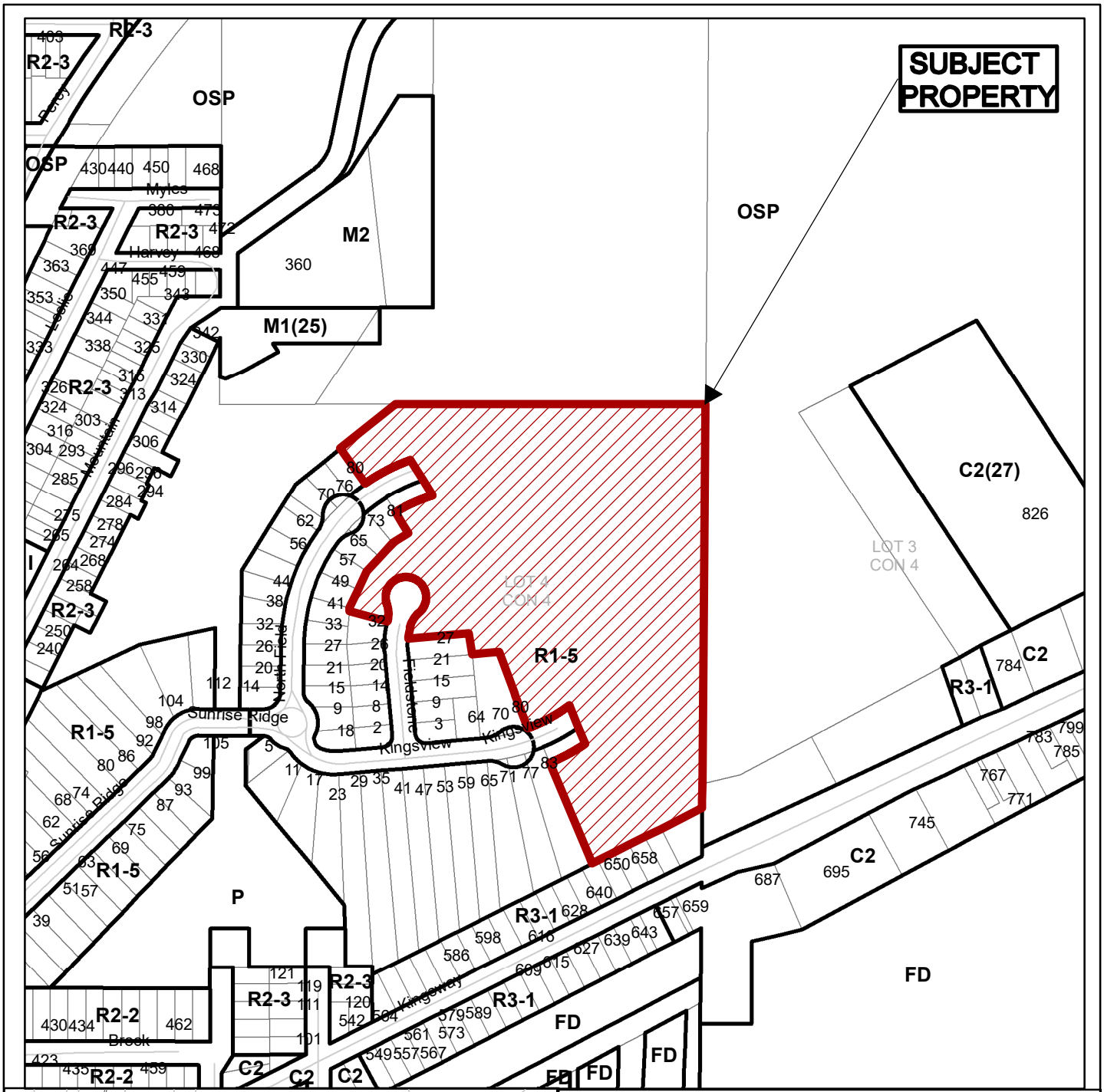
The existing draft approval conditions are attached to this report along with a copy of the draft approved plan of subdivision for reference purposes.

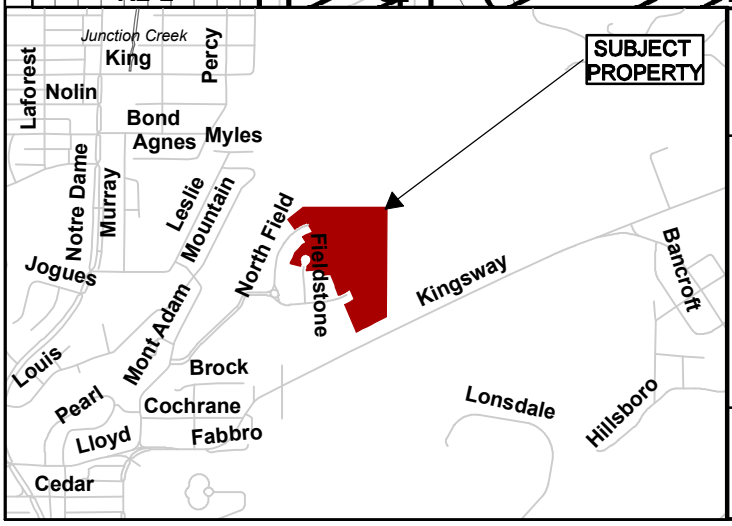
Processing Fees

The owner has provided the applicable processing fee in the amount of $2,813.75. This amount was calculated as per By-law 2020-26 being the Miscellaneous User Fees for Certain Services By-law that was in effect at the time the request to extend the draft approval was made by the owner.

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 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. Appropriate changes where identified and explained within this report have been included in the Resolution section of this report and would now form part of the draft plan approval if approved by Council. The Planning Services Division therefore recommends that the application to extend the draft approval for the Sunrise Ridge Subdivision for a period of three years until October 29, 2023, be approved as outlined in the Resolution section of this report.





Growth and Infrastructure Department

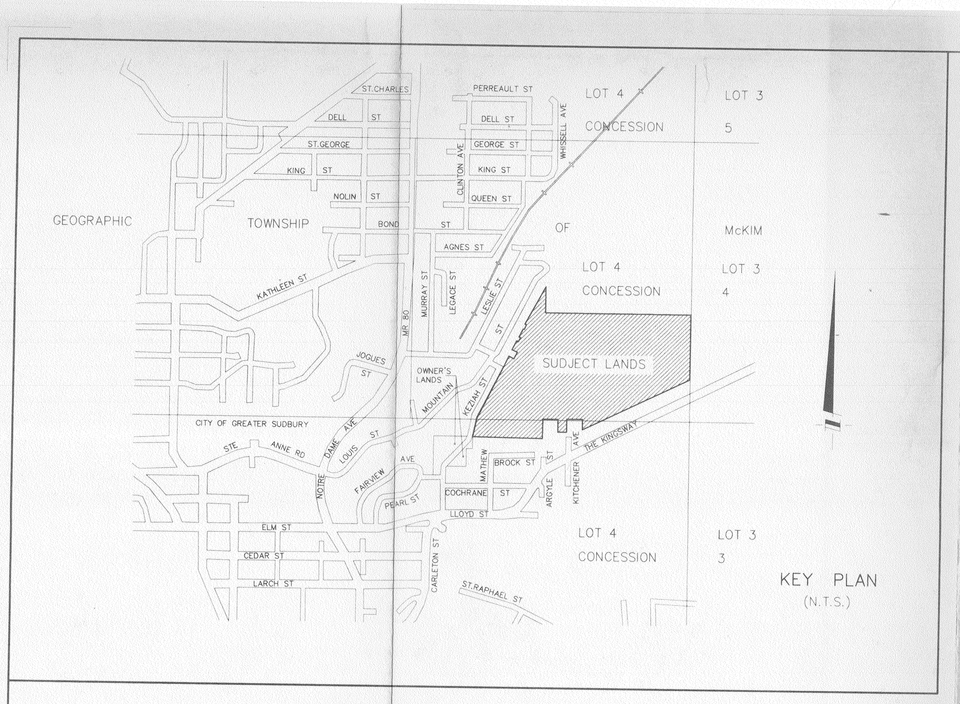
N

Subject Property being PIN 02132-1366,
Lot 4, Concession 4,
Township of McKim,
Kingsview Drive, Sudbury,
City of Greater Sudbury

NTS
Sketch 1

780-6/04007
Date: 2020 11 19

SUNRISE RIDGE ESTATES SUBDIVISION



METRIC NOTE

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

DRAFT PLAN
OF PROPOSED SUBDIVISION ON
PIN 02132–1085 (LT),
PIN 02132–0264 (LT)
AND
PIN 02132–1104 (LT)
BEING PART OF
PART OF LOT 4
CONCESSION 4
AND
PART OF LOT 19
REGISTERED PLAN M–7B
TOWNSHIP OF McKIM
CITY OF GREATER SUDBURY
DISTRICT OF SUDBURY

SCALE = 1 : 1000
METRIC

0 10 20 40 60 80 100 METRES

D.S. DORLAND LIMITED
ONTARIO LAND SURVEYORS
2004

NOTE

BEARINGS SHOWN HEREON ARE ASTRONOMIC AND ARE REFERRED TO PART OF THE SOUTHEASTERLY LIMIT OF PART 12, PLAN 53R–14918 SHOWN THEREON TO HAVE A BEARING OF N26°34'00"E.

ADDITIONAL INFORMATION

(AS REQUIRED BY SECTION 51(17) OF THE PLANNING ACT)

A) AS SHOWN
B) AS SHOWN
C) AS SHOWN
D) R1 SINGLE FAMILY UNITS — LOTS 1 TO 152 INCLUSIVE
+ OPEN SPACE — BLOCKS 153 TO 156 INCLUSIVE
E) NORTH – R5 (UNDEVELOPED)
EAST – G1
SOUTH – R2 AND R3 (DEVELOPED)
WEST – R3 AND R5 (DEVELOPED)
F) AS SHOWN
G) AS SHOWN
H) EXISTING CITY OF GREATER SUDBURY SUPPLY
I) BEDROCK AND LIGHT OVERBURDEN
J) AS SHOWN
K) FIRE, AMBULANCE, GARBAGE COLLECTION ETC.
L) AS SHOWN

AREA OF APPLICATION = 25.92 HECTARES

Subject to the conditions, if any set forth in our letter dated JAN. 14TH 2005 this draft plan is approved under section 51 of The Planning Act, R.S.O. 1990 this 14TH day of JANUARY, 2005
M.B. Rowland
By-Law 2005-17

SURVEYOR

D.S. DORLAND LIMITED
298 LARCH STREET
SUDBURY, ONTARIO
P3B 1M1

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 ON THIS PLAN.

APRIL 28 2004 — D.S. Dorland
DATE — D.S. DORLAND, O.L.S.

OWNER

920936 ONTARIO INC.
c/o 64 INDUSTRIAL PARK
SAULT STE. MARIE, ONTARIO
P6B 5P2
ATT: SALVATORE BIASUCCI

RECEIVED
MAY 11 2004
PLANNING SERVICES

OWNER'S CERTIFICATE

I HEREBY CONSENT TO THE MANNER IN WHICH THE LANDS SHOWN ON THIS PLAN ARE PROPOSED TO BE SUBDIVIDED AND REQUEST THE APPROVAL OF THE CITY OF GREATER SUDBURY.

APRIL 27 2004
DATE — SALVATORE BIASUCCI

LEGEND

SIB	DENOTES	STANDARD IRON BAR
SSIB	DENOTES	SHORT STANDARD IRON BAR
IB	DENOTES	IRON BAR
CC	DENOTES	CUT CROSS
RB	DENOTES	ROCK BAR
RPL	DENOTES	ROCK PLUG
NI	DENOTES	NAIL IN SHED ROOF
■	DENOTES	MONUMENT FOUND
□	DENOTES	MONUMENT PLANTED
WIT	DENOTES	WITNESS
OU	DENOTES	ORIGIN UNKNOWN
PIN	DENOTES	PROPERTY IDENTIFIER NUMBER
M	DENOTES	MEASURED
S	DENOTES	SET
R	DENOTES	REGISTERED
P	DENOTES	PLAN 53R–15492
MRM	DENOTES	M.R. MAHER, O.L.S.
LTL	DENOTES	L.T. LANE, O.L.S.
EHG	DENOTES	ENDLEMAN HOLDER GOSSLING, O.L.S.

ALL FOUND MONUMENTATION SHOWN HEREON BEAR THE NUMBER 1400 AND WERE PREVIOUSLY PLANTED BY D.S. DORLAND LIMITED UNLESS OTHERWISE SHOWN

PREPARED BY

D.S. DORLAND LIMITED
298 LARCH STREET
SUDBURY, ONTARIO
P3B 1M1

D. S. DORLAND LIMITED
ONTARIO LAND SURVEYORS
298 LARCH STREET
SUDBURY, ONTARIO
(705)673–2556 P3B 1M1

PREPARED BY	A. / MRD	SCALE	1:1000 METRIC
CHECKED BY		FILE No.	1194–DRAFT

SaDan DEVELOPMENTS LIMITED
64 Industrial Park Cresent
Sault Ste. Marie, Ontario P6B 5P2

ONTARIO NEW HOME WARRANTY PROGRAM

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 P.I.N. 02123-1085, P.I.N. 02132-0264 & P.I.N. 02132-1104 and Part of Lot 19, Plan M-7B in Lot 4, Concession 4, Township of McKim as shown on a plan of subdivision prepared by D.S. Dorland, O.L.S., dated April 28th, 2004.

2. That the streets 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 an Ontario Land Surveyor that the lot areas, frontages and depths appearing on the final plan do not violate the requirements of the Restricted Area By-law 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 and systems, storm sewers, stormwater management facilities and drainage, and the installation of services.

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. That cash in lieu of, and/or lands representing 5% of the lands included in the plan of subdivision be dedicated to the City of Greater Sudbury for municipal parks purposes in accordance with Section 51.1 of The Planning Act.

...2

10. 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.

11. The construction of roads shall satisfy the standard requirements of the City of Greater Sudbury with the exception of permitting road construction on Sunrise Ridge Drive and South View Crescent at 9% maximum grade. Each 9% section shall have a maximum length of approximately 50 metres.

12. A corner radius for all intersecting streets of 9.0 m shall be provided and rock removed from all site triangles to the satisfaction of the General Manager of Growth and Infrastructure.

13. The owner shall provide a detailed lot grading plan for all proposed lots as described in comments from the Growth and Infrastructure Item # 2 in the staff report of October 8, 2004, to the satisfaction of the General Manager of Growth and Infrastructure. A lot grading agreement, if required, shall be registered on title, to the satisfaction of the Director of Planning Services and the City Solicitor.

14. Prior to the submission of servicing plans the owner shall, to the satisfaction of the General Manager of Growth and Infrastructure and the Chief Building Official, provide a soils and ground water report prepared by a geotechnical engineer licensed in the Province of Ontario, as described in comments from the Growth and Infrastructure Department Item # 3 in the staff report of October 8, 2004, to the satisfaction of the General Manager of Growth and Infrastructure. A soils caution agreement, if required, shall be registered on title, to the satisfaction of the Chief Building Official and the City Solicitor.

15. 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 into the servicing plans as described in comments from the Growth and Infrastructure Item # 4 in the staff report of October 8, 2004, to the satisfaction of the General Manager of Growth and Infrastructure.

16. Prior to the submission of servicing plans, the owner shall have a storm water management report, and plan, prepared by a consulting engineer with a valid certificate of authorization as described in comments from the Growth and Infrastructure Item # 5 in the staff report of October 8, 2004, to the satisfaction of the General Manager of Growth and Infrastructure. All storm water management facilities shall be approved, constructed, and lands for said facilities dedicated to the City, prior to the initial acceptance of roads and sewers.

...3

17. The proposed roadways are to be built to urban standards, including curbs, gutters, storm sewers and related appurtenances.

18. The owner shall provide a water booster station to supply sufficient water pressure, and a dual watermain connection from the booster station through the proposed street titled Sunrise Ridge Drive so as to provide a continuous watermain loop system to the satisfaction of the General Manager of Growth and Infrastructure.

19. The owner shall undertake to design and locate permanent safety fencing on the subdivision grading plan in locations, and as necessary, to the satisfaction of the General Manager of Growth and Infrastructure and the Director of Legal Services/City Solicitor. Temporary site safety fencing shall be in place during construction of the subdivision, as necessary, at rock faces and at steep slopes in accordance with provincial safety standards and requirements.

20. The proposed street titled Sunrise Ridge Drive shall be constructed as a divided urban collector roadway complete with a centre median boulevard and sidewalk along the north side. The proposed street titled North View Crescent shall be constructed to urban collector standards and designed to accommodate a future easterly connection to the Kingsway.

21. A 1.5 metre wide concrete sidewalk shall be constructed on the proposed streets titled Sunrise Ridge Drive and North View Crescent.

22. A 23 metre wide road allowance will be established for the proposed street titled Sunrise Ridge Drive to provide for two six (6) metre wide roadways, and a three (3) metre wide boulevard, to the satisfaction of the General Manager of Growth and Infrastructure.

23. No exposed rock cuts will be allowed within the subdivision, and all exposed rock will be removed from the road allowances to the satisfaction of the General Manager of Growth and Infrastructure.

24. The owner shall undertake to retain a geotechnical engineer licensed in the Province of Ontario to inspect the New Sudbury Rock Tunnel and prepare a report on the potential effect of blasting rock on said tunnel, as described in comments from the Growth and Infrastructure Department Item # 17 in the staff report of October 8, 2004, to the satisfaction of the General Manager of Growth and Infrastructure.

...4

25. The owner shall be required to have a clause in all purchase and sale agreements for Lots 5, 6, 7, 8, 28, 29 and 30 and a notice on title for said lots that the New Sudbury Sanitary Rock Tunnel traverses underneath the subject lot to the satisfaction of the Director of Legal Services/City Solicitor.

26. The owner shall undertake to conduct pre-blasting surveys on all residences and infrastructure at the boundary of the subdivision adjoining the Kingsway, Brock Street, Mountain Street, Kitchener Street and the un-open portion of Argyle Avenue, and provide copies of the said survey to the City, all to the satisfaction of the General Manager of Growth and Infrastructure.

27. The owner shall, to the satisfaction of the General Manager of Growth and Infrastructure, provide a report from a consulting engineer with a valid certificate of authorization that stormwater management, provision of water and sanitary sewer service, lot grading and drainage and the protection of in place housing and infrastructure from blasting can be accomplished as one (1) continuous phase, or for each of the proposed four (4) phases.

28. Prior to the submission of servicing plans for any phase of the subdivision the owner shall provide required soil, stormwater, water, sanitary sewer and lot grading master planning reports, and plans, to the General Manager of Growth and Infrastructure.

29. Prior to the signing of the final plan the owner shall satisfy Canada Post with respect to mail delivery facilities for the subdivision.

30. That this draft approval shall lapse on January 29, 2021.

31. Deleted.

32. Draft approval does not guarantee an allocation of water or sanitary sewer 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 water and sanitary sewer capacity exists to service the development.

33. 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, 8, 9 and 25 have been satisfied.

...5

34. The owner shall transfer title on an 11 metre wide block immediately to the north of Lot 9, Plan 53M-1374, extending from North Field Crescent to the storm water management pond block, to the City for drainage purposes and the owner shall engineer and construct an overflow channel from Northfield Crescent to the storm water pond to the satisfaction of the General Manager of Growth and Infrastructure on the said block.

35. The owner shall provide the City with a 50 percent contribution towards the costs on the future construction of a flood barrier wall at the storm water pond site in Block 39, Plan 53M-1342 to the satisfaction of the General Manager of Growth and Infrastructure.

36. That prior to the registration of any phase of the plan after the registration of Plan 53M-1374, the City of Greater Sudbury shall be satisfied with the design and construction of the storm water management pond in Block 39, Plan 53M-1342, and shall have assumed the storm water management pond located in Block 39, Plan 53M-1342, all to the satisfaction of the General Manager of Growth and Infrastructure.

37. That the owner agree to construct and or financially contribute 100 percent of the construction of an overflow channel from the existing storm water management pond on Block 39, Plan 53M-1374, to the northerly limit of Block 39, and to decommission the outlet on the westerly side of the storm water management pond, all to the satisfaction of the General Manager of Growth and Infrastructure.

38. That prior to the registration of more than eleven lots after April 30, 2012, the owner shall have prepared a report assessing the feasibility of redirecting storm water flows from the remaining unregistered portion of the draft plan to the north or east, such that they no longer drain to the storm water management pond on Block 39, Plan 53M-1342, and said report shall be to the satisfaction of the General Manager of Growth and Infrastructure.

39. That prior to the signing of the final plan, the owners/applicants shall contact the Ministry of Natural Resources and Forestry (MNRF), Sudbury District Office, and satisfy all requirements set out by the MNRF under the Endangered Species Act. In addition, the owners/applicants shall, to the satisfaction of the Director of Planning Services, demonstrate that all requirements set out by the MNRF under the Endangered Species Act have been satisfied prior to any site alteration or development taking place on the subject lands.

...6

40. 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.

41. 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.

42. 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 land after registration of the plan of subdivision are informed, at the time the land is transferred, of all development charges related to development.

Additional Notes: for information purposes only.

1. The staff report of October 8th, 2004 noted in the above conditions of approval may be referenced on the City of Greater Sudbury's website at www.planningsudbury.com.

CANADA POST POSTES CANADA
From anywhere... to anyone De partout... jusqu'à vous

October 23, 2020

Alex Singbush
Manager of Development
City of Greater Sudbury

Reference: File # 780-6/04007—Sunrise Ridge 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 5 CMB(s) will be installed on 2 site(s). These sites are listed below.
3. a-2 boxes on side of lot 56 or 87
4. b-3 boxes on side of lot 124

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

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)

Presented To:	Planning Committee
Presented:	Monday, Dec 14, 2020
Report Date	Wednesday, Nov 18, 2020
Type:	Managers' Reports

Request for Decision

Accessory Guest Room Accommodation Review

Resolution

THAT the City of Greater Sudbury directs staff to prepare a draft Residential Licensing By-law for Council's consideration no later than the end of Q3, 2021;

AND THAT the City of Greater Sudbury directs staff to prepare business case for the Residential Licensing By-law for Council's consideration as part of the 2022 Budget, as outlined in the report entitled “Accessory Guest Room Accommodation Review”, from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on December 14, 2020.

Signed By

Report Prepared By
Ed Landry
Senior Planner
Digitally Signed Nov 18, 20

Manager Review
Kris Longston
Manager of Community and Strategic Planning
Digitally Signed Nov 18, 20

Recommended by the Division
Stephen Monet
Manager of Environmental Planning Initiatives
Digitally Signed Nov 18, 20

Financial Implications
Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Nov 26, 20

Recommended by the Department
Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Nov 26, 20

Recommended by the C.A.O.
Ed Archer
Chief Administrative Officer
Digitally Signed Dec 1, 20

Relationship to the Strategic Plan / Health Impact Assessment

Reviewing the City’s Accessory Guest Room Accommodation framework is consistent with Strategic Objective 5 of the City’s 2019-2027 Strategic Plan. This goal reflects Council’s desire for all citizens, especially vulnerable populations, to have access to safe, affordable, attainable and suitable housing options in the City of Greater Sudbury.

Report Summary

On September 23, 2019, Planning Committee directed Staff to review the existing framework regarding accessory guest room accommodation and to report to City Council on recommended improvements no later than Q4 2020. Staff has prepared a report on the City’s current framework, best practices found in comparator municipalities, and other service level considerations.

Staff has organized this information under separate service levels based on services that the City currently provides, elements that could be strengthened with current staff levels at minimal cost, and services that

could require additional staff resources and budget. The bulk of the report outlines the current level of service provided (existing by-laws, policies, procedures, staffing levels, resources, etc.) at the City. The report presents elements of an accessory guest room framework that can be strengthened with current staff levels, and concludes with a recommendation to prepare a licensing framework for Council's consideration.

Financial Implications

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

Accessory Guest Room Accommodation Review
Planning Services Division
Report Date – November 23, 2020

Background

Planning Committee passed the following motion on September 23, 2019: “THAT the City of Greater Sudbury directs staff to review the existing framework regarding accessory guest room rental accommodation consistent with City Council’s goal of creating affordable and safe housing and report back to City Council on recommended improvements no later than Q4 2020.”

This matter had previously been studied for Greater Sudbury in 2009 - 2010 (See Reference 1). Key findings included in that report related to rooming and lodging houses, a review of the City’s zoning by-law framework, a scan of how other municipalities were addressing these uses, and options for Council for its considerations.

Council had directed staff to prepare a policy report regarding the licensing of rooming houses. At the time, the Policy Committee had resolved to create a scoped rental housing licensing by-law, to create a Licensing By-law Working Group to develop the required by-laws, requirements, fees, enforcement policies, etc.

A working group composed of Councillors and staff from Building, Planning, By-law Enforcement, Legal, and Police Services was established in April, 2010. Staff was directed to invite stakeholders at key milestones throughout the process. These stakeholders were identified as the post-secondary institutions, the Health Unit, the Electrical Safety Authority, and the Landlord and Tenant Board (see Reference 2).

This process was put on hold in 2011 pending legal challenges to rooming/licensing municipal by-laws in several municipalities (first London, then North Bay and others) relating to the Human Rights Code. At issue was whether the by-laws discriminated against a segment of the population. See discussion on the challenges below.

In 2020, and per Council direction, Staff has assembled an internal project team composed of Planning, Building, Economic Development, By-law, Taxation, Fire, and Environmental Services. Each team member has brought forward current practices and experiences, laws and regulations, case studies, and avenues of further study. This information is outlined in the following sections.

Discussion

The health and safety of Greater Sudbury residents is paramount. This goal is expressed broadly in Council's strategic plan, including Strategic Objective 5 of the City's 2019-2027 Strategic Plan which reflects Council's desire for all citizens, especially vulnerable populations, to have access to safe, affordable, attainable and suitable housing options in the City of Greater Sudbury.

Issues (real or perceived) commonly associated with unregulated accessory guest rooms include lack of parking spaces, absentee owners, excessive noise, increased traffic, garbage accumulation and other property standards issues including the health and safety of citizens (e.g. bedrooms with no windows, fire hazards, etc.).

Staff from By-law Enforcement has researched and compiled information from Active Citizen Requests (ACR) from January 2010 to June 2020. These numbers are provided as general information only to help assess the order of magnitude of the issues commonly associated with unregulated accessory guest rooms. The City does not track or categorize issues specific to accessory guest room accommodation, and therefore any requests associated with that form of housing/tenure would be a portion of the numbers provided below.

Case Type	**Zoning**	**Property Standards**	**Garbage – Clearing of Yards**	**Noise**	**Parking**
Number of Complaints (Jan 2010 to June 2020)	3208	5225	5950	3545	9057

Upon receiving an ACR, Staff from By-law Enforcement will write a brief description of the request. Sometimes, these descriptions include words such as "illegal ap", "illegal unit", "rooming", "boarding", "guest room". The word-search results from the same January 2010 – June 2020 period are provided here. Again, it should be cautioned that these numbers should not be relied upon to get the true magnitude of the issue.

Case Type / Search Words	**Zoning Complaints**	**Property Standards Complaints**	**Garbage – Clearing of Yards Complaints**	**Noise Complaints**	**Parking Complaints**
Guest Room	14	1	1	0	0
Boarding	41	49	29	9	14
Illegal Ap	86	12	3	2	2
Illegal Unit	42	1	0	0	0
TOTAL	**183**	**63**	**33**	**11**	**16**

In summary, 26,985 Active Citizen Requests related to the aforementioned issues were made over the ten-year period. While it is not known how many were directly related to accessory guest room accommodation, the ACRs that made specific reference to the above-noted terms total 306 over the same period.

It should also be noted that the City's level of service has been enhanced since 2010. The City has expanded its hours of by-law enforcement, expanded 311 service and is currently working on software (i.e. Land Management Information System) to reinforce the links between the suite of City services.

Municipal Scan

The 2010 Staff report included a municipal scan of best practices across Ontario, including London, Kitchener, Waterloo, Barrie and others. For the most part, the municipal framework outlined in that report remains the same. This section will focus on three northern Ontario examples, North Bay, Sault Ste Marie and Thunder Bay, and will then turn its attention to the Human Rights Code challenges and lessons learned.

North Bay

The City of North Bay's Residential Licensing By-law has been in effect since 2012. The By-law allows up to 2 rooms without a license, and allows for up to 5 rental bedrooms. The By-law establishes the process, general requirements, the range of conditions of a permit, information needs such as floor plans, parking plans, a maintenance plan, insurance requirements, the renewal process, fees, enforcement, penalties, etc. Checklists, information guides and application forms have been developed to support residents in complying with the By-law. Since 2016, the By-law applies throughout the City (See Reference 3 – City of North Bay Website).

North Bay issued 50 licenses in its first year (2012). In 2013, 81 new licenses were issued. These licenses are to be renewed every two years (e.g. 2012 licenses should be renewed in 2014). The following table, provided by the staff at the City of North Bay, outlines the number of licenses issued per year (including renewals):

Year	**Licenses**
2012	50
2013	81
2014	49
2015	78
2016	48
2017	56
2018	41
2019	35
2020	20
Total	458

There is an observable decline in renewals. For example, the 50 licences issued in 2012 were (in theory) up for renewal in 2014 (49), 2016 (48), 2018 (41). The 81 licenses issued in 2013 were up for renewal in 2015 (78), 2017 (56) and 2019 (35).

Thunder Bay

Thunder Bay allows up to three renters (excluding the owner if they live in the unit) within a single dwelling unit without a license. If there are four or more renters, a Lodging House must be a permitted use in the Zoning By-law, and a license must be obtained.

Sault Ste Marie

The City of Sault Ste Marie allows for Rooming Houses in several zones throughout the municipality. There are no licensing requirements in the City for this type of use, and there are no limits on the number of people in a Rooming house. City staff has noted that the Building Code requirements get stricter once there are more than 4 people in a rooming house (e.g. sprinkler system).

Ontario Human Rights Commission Findings

There have been several Ontario Human Rights Commission Decisions since the 2010 Staff Report. These findings relate to licensing or regulating initiatives started by the City of North Bay and the City of Waterloo, and the City of Oshawa.

Housing is a human right. By-laws passed by municipalities cannot discriminate against occupants who are not related. For example, a municipality could get challenged on requiring ‘owner-occupied’ rental housing.

As a result, requirements/regulations on residential licensing (beyond the two that are currently permitted in the Zoning By-law) should be city-wide and shouldn’t be neighbourhood based. This may mean that the City would have to allow Rooming Houses in more locations across the municipality (e.g. beyond the C6 zone), as the City would not be able to license a use that isn’t permitted in the City’s Zoning By-law.

Bedroom caps established in a by-law should be based on accepted Health and Safety standards (i.e. building code), otherwise an arbitrary cap on bedrooms could restrict access to affordable housing in the community.

The Ontario Human Rights Commission has noted its support for municipalities that have worked collaboratively with homeowners, landlords and tenants, community groups, postsecondary institutions and students in their development of a regulatory framework.

Current and Potential Service Enhancements

The municipal scan has assisted staff in determining elements of an Accessory Guest Room Accommodation Framework. These elements are presented in this report as two distinct Service Levels, namely: 1- Current and Strengthened Level of Service; and, 2 – Enhanced Level of Service.

Service Level One represents existing and proposed elements of the accessory guest room framework that can be strengthened with current staff levels. Service Level Two could require Council's approval as part of the 2022 budget process.

Service Level One – Current Level of Service

- Current City By-laws, Enforcement and Procedures (Zoning By-law, Noise By-law, Property Standards, Property Clearing, Combined Inspections, Waste Disposal, Secondary Unit Registry and Enforcement, Voluntary Inspections)
- Community Outreach (Open Housing, Greater Sudbury Landlord Association, Economic Development Initiatives)
- Provincial Statutes and Regulations (Building Code, Fire Code, Assessment Act)
- Fire Protection Act – enter upon suspicion

Service Level One – Strengthened Framework

- "Proactive enforcement" (Property Standards and Clearing of Yards) and Fine increases
- Landlord Guide, Renter's Guide, Newcomer Guide, Brochures, Website
- Strengthened Partnerships (e.g. Town and Gown with the postsecondary institutions, Landlord Association)

Service Level Two – Enhanced Level of Service

- Licensing By-law

The following sections outline each element by Service Level, and identify staff's recommendations for a strengthened Accessory Guest Room Accommodation Framework.

Service Level One – Current Level of Service

The City currently has a number of tools at its disposal to regulate accessory guest room accommodation. For example, the City has passed a number of by-laws through the powers afforded to municipalities through various provincial statutes, including but not limited to the *Municipal Act, 2001*, the *Planning Act*, and the *Building Code Act*.

Zoning By-Law

The City currently regulates the provision of Accessory Guest Rooms through the Zoning By-law. The current zoning standard is to allow accessory guest room accommodation for not more than two persons per dwelling unit (See Section 4.11 of the Zoning By-law – Reference 4). The City also regulates Boarding Houses and Shared Housing.

The City permits Secondary Dwelling Units throughout the municipality. Since the passing of the implementing zoning by-law, the City has also created a Secondary Dwelling Unit Registry. A new Provincial law has required the City to pass enabling provisions to allow Tertiary Dwelling Units. These new provisions were considered by Planning Committee on June 22, 2020 (See Reference 5). By-law 2020-119Z was passed by Council on July 7, 2020.

The City's regulation of required minimum lot area, parking spaces, lot coverage, heights, etc., has an effect on the built form, and by extension, regulates the number of dwelling units permitted on any given parcel. For example, proponents have to provide a minimum number of parking spaces per residential unit, and parking is generally only permitted in the side and rear yards.

Building Code Act and the Ontario Building Code

The Province's Building Code Act regulates the construction, renovation and change-of-use of a building. The Ontario Building Code, issued under the Act, establishes detailed technical and administrative requirements, and sets minimum standards for building construction.

The Building Code Act sets limits regarding the inspection powers of officers. An inspector can only enter upon land and into buildings without a warrant for the purpose of inspecting a building to determine whether the building is unsafe or whether an order has been complied with.

The City's Building Services Department provides a system of building permit approvals and inspections, which minimizes hazards to persons and property by ensuring construction within the City of Greater Sudbury adheres to provincial and municipal regulations. This department issues building, plumbing, demolition, occupancy and other permits governed by the Ontario Building Code (See Building Services – Reference 6).

The City's Zoning By-law is applicable law to the issuance of a building permit. A building permit cannot be issued unless the proposed use is permitted in the Zoning By-law.

The Fire Prevention and Protection Act, 1997, and the Fire Code

The City of Greater Sudbury Fire Services Department provides prevention programming and life safety education through the delivery of focused fire education to all residents and specific targeted demographics of the youth population and residents/managers/owners of vulnerable

occupancies. Fire prevention is provided through occupancy investigations and inspections under the Ontario Fire Code, and enforcement of various sections of municipal by-laws and provincial legislation with the goal of reducing the possibility and severity of fire or explosion while increasing life safety standards.

The Fire Code is a regulation made under the Fire Protection and Prevention Act, 1997 consisting of a set of minimum requirements respecting fire safety within and around existing buildings and facilities.

The Fire Prevention and Protection Act, 1997 (FPPA), allows an inspector, without a warrant, to enter and inspect land and premises for the purpose of assessing fire safety. Interpretation of entry rights is found in the FPPA. Fire safety includes: safety from the risk that a fire, if started, would seriously endanger the health and safety of any person or the quality of the natural environment for any use that can be made of it; and, safety from the risk that the presence of unsafe levels of carbon monoxide on premises would seriously endanger the health and safety of any person. In sum, Fire Staff may enter based on "suspicion" of safety issues being present at various properties.

Enforcement

The Property Standards By-law and the Clearing of Yards By-law were outlined in a report entitled “Property Standards and Clearing of Yards – By-law Review” presented to Council on March 24, 2020 (See Reference 7). The City’s Property Standards By-Law (2011-277, as amended) requires that properties and structures be maintained in a state of good repair. The Clearing of Yards By-law (2009-101, as amended) requires that property be kept “clean and clear” of refuse and debris. Enforcement of these by-laws is done on a complaint basis.

Per the Fire Protection and Prevention Act and the Building Code Act, an individual convicted of an offence under either Act is liable to a fine of not more than $50,000 for a first offence and not more than $100,000 for a second offence ($500,000 and $1,500,000 respectively for a corporation).

Section 67 of the Planning Act enables the municipality to fine persons or corporations that contravene the City’s Zoning By-law. These include up to $25,000 for a first conviction fine (up to $50,000 for a corporation) and up to $10,000/day after conviction (up to $25,000/day for a corporation). Pursuant to the Planning Act, the City of Greater Sudbury has established the above fines as part of its Zoning By-law (See Section 1.6 – Enforcement – Reference 4).

Noise By-law

The City’s Noise By-law limits disturbances related to noise, provides for exceptions for noise created by certain activities. The by-law provides for the reduction of noise so as to preserve, protect and promote public health, safety, welfare, peace and quiet of the inhabitants of the City.

The by-law includes the framework of noise disturbance enforcement, including administration, prohibitions, exemptions and permits. A person who is convicted of an offence under the noise by-law is liable, for each day or part of day that the offence continues to a maximum fine of $10,000.

It should again be noted that the City's level of service has been enhanced since 2010. The City has expanded its hours of by-law enforcement, expanded 311 service and is currently working on software (i.e. Land Management Information System) to reinforce the links between the suite of City services.

Public Education and Training

The City Departments of Building Services, Fire Services and By-Law Enforcement Services each conduct public education and training initiatives. There are regular reach-outs to post-secondary institutions, Community Action Networks, and staff regularly attend open houses for education such as kitchen fire safety.

Staff has presented to the Greater Sudbury Landlord Association on a variety of topics including overall building safety, fire alarm maintenance, smoke and carbon monoxide safety, Ontario Fire Code offences, etc.

Citizens are encouraged to call in a request for inspection, or complaint inspections, if they feel they would require assistance relating to Fire safety and Ontario Fire Code compliances and or deficiencies. Fire Services is mandated by the Fire Prevention and Protection Act to conduct request and complaint inspections as well as Vulnerable Occupancies.

Service Level One - Project Linkages

There are existing and/or ongoing projects that will either support or strengthen the City's accessory guest room accommodation framework. These include the City's:

- Land Management Information System (to track applications, licenses, permits, ACR, etc)
- Second Unit Registry (ensures standards are being followed, provides certainty to citizens)
- Affordable Housing Framework (Housing and Homelessness Plan, Affordable Housing CIP)
- Residential Parking Standards Review (And Parking Standards in General)
- Zoning Bylaw Update- Bill 108 – Secondary and Tertiary Units.

Service Level One – A Strengthened Framework

As outlined above, these additional elements can be implemented with existing resources.

Guides and Handbooks

Both the City of North Bay and the City of Saskatoon have developed a “Good Neighbour Handbook” which is a citizen’s guide to the City’s municipal by-laws. It promotes awareness of the rights and responsibilities as a neighbourhood resident. The City of Guelph has developed a New Resident Guide, and the City of Toronto has developed bylaw enforcement program that ensures that building owners and operators comply with building maintenance standards (See References 8, 9 and 10, respectively).

The City of Greater Sudbury can develop these guides, handbooks and programs. These resources could outline information on:

- Landowner/Renter rights and responsibilities
- Municipal by-laws
- Where to find and access community resources

Similarly, the Landlord Guide or Program could outline:

- A checklist on property standards
- Fire prevention standards
- Building, Plumbing and Electrical standards

These guides could be published in several languages and be available at key service points throughout the municipality (e.g. Citizen Service Centres), and posted on the City’s website.

The City of Guelph has a website dedicated to Tenant Safety. It provides a one-stop website for tenants, and invites tenants to book a free inspection of their rental unit (See Reference 11).

These new guides/free inspections, can be introduced alongside the City’s ongoing Northern/Rural Immigration Pilot.

Proactive Enforcement

The recommendations noted in the March 2020 “Property Standards and Clearing of Yards – By-law Review” report could assist in lessening the negative impacts of unregulated Accessory Guest Room Accommodation, including: proactive enforcement, amending applicable fees, and amendments to the Property Standards By-law regarding immediate remediation. The City could look at increasing fines related to the illegal provision of accessory guest rooms.

Strengthening Partnerships

The City could look at ways to strengthen partnerships with community groups such as the Landlord Association, Community Action Networks, and with postsecondary institutions in order to better understand community, landlord and tenant needs in order to better tailor and disseminate information.

Changes to Zoning By-law

The City's Zoning By-law allows accommodations for two persons per dwelling unit. The Zoning By-law also permits Secondary Dwelling Units in single and semi-detached dwellings, row dwelling and street townhouse dwellings, and buildings accessory thereto these unit types, provided that a maximum of one secondary dwelling unit is permitted within the primary dwelling unit and one secondary dwelling unit is permitted within an accessory building on a lot. Per the by-law, accessory guest room accommodation would be permitted in both the primary and secondary dwelling units.

Per the Zoning By-law, and in theory, two persons could be provided accessory guest room accommodation in each of these units. Staff recommends that the zoning by-law be amended to limit accessory guest rooms to the primary dwelling unit only.

Service Level Two – Enhanced Level of Service

Implementing a Licensing By-law would represent an enhanced level of service for the City of Greater Sudbury. While some of the costs and staff level impacts are included in this report, staff would recommend the preparation of a more fulsome business case for Council's consideration as part of the 2022 Budget, and once a draft licensing by-law has been prepared. In the event that the Business Case was approved, more work would be required in order to prepare the by-laws, conduct training and prepare the necessary materials for implementation.

A licensing framework would include the following elements:

- Definitions, administration, requirements and prohibitions;
- Exemptions and fines;
- Information requirements, renewal periods, inspection requirements;
- Powers of 'license managers (e.g. to approve, refuse, or require more information);
- New communication materials and marketing;
- New application forms and guides;
- Enhanced and/or combined enforcement;

As outlined above, the City of North Bay issued 50 licenses in its first year, and 81 licenses in its second year. Cumulatively, the City has issued or renewed 458 licensed over a nine year period. The City of Greater Sudbury's population is approximately 3 times the size of North Bay's (161,000 vs 51,000). From this, we can perhaps extrapolate that the City could receive

150 licenses in its first year and 240 licenses in its second year. Assuming the City could average 300 active licenses in any given year, and assuming a two-year renewal cycle, 3 hours per department (By-law, Building, Fire) spent per application (including travel, inspection, review, etc), a licensing program could potentially have the following FTE and budget impact:

- The 900 hours (1/2 Full Time Equivalent) per department (By-law, Building, Fire) that would be required could be met with existing staffing levels;
- Cost range of license could be between $165-$300 to recoup costs of program delivery;
- City could expect to recoup anywhere between $49,500-$90,000 per year on licensing;
- Would be monitored to ensure performance, and to ensure licensing fees meet programing costs

Conclusion and Next Steps

Staff has reviewed best practices from comparator municipalities, and has organized elements of an accessory guest room accommodation framework based on service levels. As outlined in the report, the City currently has a robust regulatory and enforcement system. Based on comparator municipalities, there are service level enhancements that Greater Sudbury, based on Council direction, could provide to strengthen the public health and safety of our residents.

Staff should now be directed to return with a draft licensing for Council's consideration by the end of Q3, 2021, and to prepare a business case as part of the 2022 Budget Process.

Resources Cited

1. "Rooming House Licensing By-law", report presented to Policy Committee, March 24, 2010

   https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=2&id=236

2. "Licensing By-law Working Group", report presented to City Council, April 14, 2010

   https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&id=251&itemid=2954&lang=en

3. City of North Bay – "Residential Rental Housing Licensing"

   https://www.cityofnorthbay.ca/cityhall/department/planning-services/residential-rental-housing-licensing/

4. City of Greater Sudbury Zoning By-law

   https://www.greatersudbury.ca/do-business/zoning/

5. “Bill 108 Implementation: Official Plan and Zoning By-law Amendments”, report presented to Planning Committee, June 22, 2020.

   https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=3&id=1451

6. City of Greater Sudbury Building Services

   https://www.greatersudbury.ca/live/building-and-renovating/

7. “Property Standards and Clearing of Yards – By-law Review”, report presented at the March 24, 2020 Council Meeting

   https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=19&id=1466

8. City of Saskatoon Good Neighbour Guide

   https://www.saskatoon.ca/services-residents/housing-property/good-neighbour-guide

9. City of Guelph New Resident Guide

   https://issuu.com/ventureguelph/docs/new-res-guide-2018-19__1_

10. RentSafeTo for Building Owners, City of Toronto

    https://www.toronto.ca/community-people/housing-shelter/rental-housing-standards/apartment-building-standards/rentsafeto-for-building-owners/

11. Tenant Safety, City of Guelph

    https://guelph.ca/city-hall/planning-and-development/community-plans-studies/housing/shared-rental-housing/

Presented To:	Planning Committee
Presented:	Monday, Dec 14, 2020
Report Date	Wednesday, Nov 25, 2020
Type:	Referred and Deferred Matters
File Number:	780-6/07002

Request for Decision

Greenwood Subdivision, Sudbury

Signed By

Report Prepared By
Glen Ferguson
Senior Planner
Digitally Signed Nov 25, 20

Manager Review
Alex Singbush
Manager of Development Approvals
Digitally Signed Nov 25, 20

Financial Implications
Steve Facey
Manager of Financial Planning & Budgeting
Digitally Signed Nov 25, 20

Recommended by the Department
Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Nov 25, 20

Recommended by the C.A.O.
Ed Archer
Chief Administrative Officer
Digitally Signed Nov 25, 20

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 "Greenwood Subdivision, Sudbury", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on December 14, 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 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).

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.

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.

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.

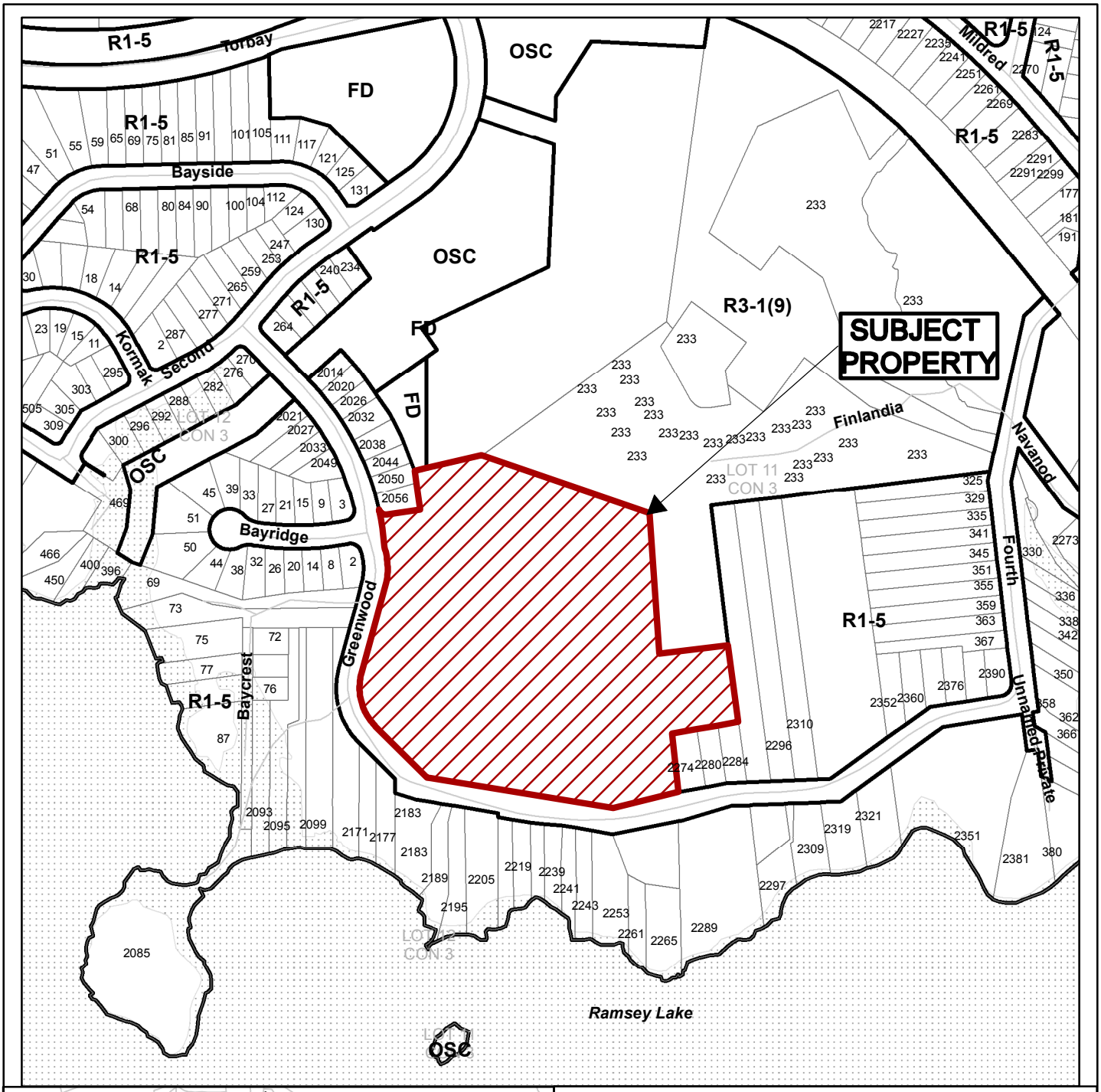
Processing Fees

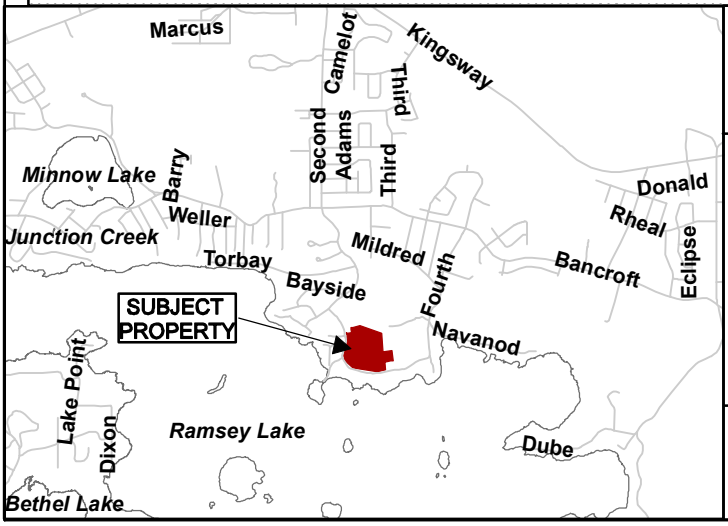
The owner is required to pay the applicable processing fee in the amount of $2,418.00. It is recommended that the draft approval extension be granted upon receipt of Council's processing fee from the owner. This amount was calculated as per By-law 2017-222 being the Miscellaneous User Fees By-law that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





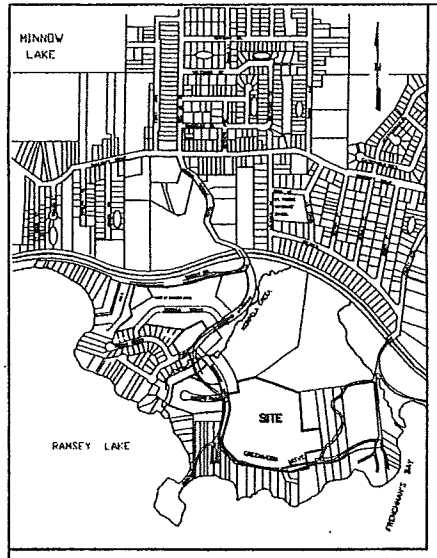
Growth and Development Department

N

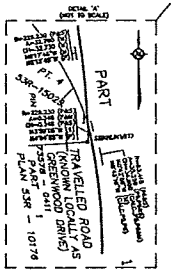
Subject Property being PIN 73578-0515, Part 1, Plan 53R-18272, Part of Lots 11 & 12, Concession 3, Township of Neelon, Greenwood Drive, Sudbury, City of Greater Sudbury

Sketch 1 751-6/07-4 & 780-6/07002

NTS Date: 2013 03 22



KEY PLAN
SCALE 1:7,500 ±



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
A) BOUNDARIES - AS SHOWN
B) PROPOSED AND EXISTING STREETS - AS SHOWN
C) KEY PLAN - AS SHOWN
D) PROPOSED LOTS - 52 SINGLE FAMILY RESIDENTIAL AND BLOCK 53 (STORMWATER MANAGEMENT)
E) EXISTING USES OF ADJACENT LANDS
NORTH - WETLAND
SOUTH - RESIDENTIAL
EAST - RESIDENTIAL
WEST - RESIDENTIAL
F) DIMENSIONS OF PROPOSED LOTS - AS SHOWN
G) NATURAL & ARTIFICIAL FEATURES - AS SHOWN
H) WATER - EXISTING MUNICIPAL SUPPLY
I) SOILS - BEDROCK AND OVERBURDEN
J) CONTOURS & ELEVATIONS - AS SHOWN
K) MUNICIPAL SERVICES - POLICE, FIRE, AMBULANCE ETC.
L) RESTRICTIONS - AS SHOWN

AREA OF APPLICATION 6.9 ha. (APPROXIMATE)

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 SUDBURY.

DATE

DAURON CONSTRUCTION
PER: RON 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 ON THIS PLAN.

NOVEMBER 27, 2007
DATE

S. A. KIRCHHEFER
ONTARIO LAND SURVEYOR

LEGEND

●	DENOTES MONUMENT FOUND.
○	DENOTES MONUMENT PLANTED.
SIB	DENOTES STANDARD IRON BAR.
SSIB	DENOTES SHORT STANDARD IRON BAR.
IB	DENOTES IRON BAR.
RB	DENOTES ROCK BAR.
RIB	DENOTES ROUND IRON BAR.
RPL	DENOTES ROCK PLUG.
(M)	DENOTES MEASURED.
(S)	DENOTES SET.
(P)	DENOTES REGISTERED PLAN 53M-1323.
(P1)	DENOTES PLAN 53R-1714L.
(P2)	DENOTES PLAN 53R-12939.
(P3)	DENOTES PLAN 53R-15133.
(P4)	DENOTES PLAN 53R-16034.
(P5)	DENOTES PLAN 53R-10176.
(P6)	DENOTES PLAN 53R-15025.
(P7)	DENOTES PLAN 53R-13986.
(WIT)	DENOTES WITNESS.
(CALC.)	DENOTES CALCULATED.
(1400)	DENOTES B.S. TORLAND, O.L.S., MONUMENT.
(1452)	DENOTES P.W. BULL, O.L.S., MONUMENT.
OLD	DENOTES MULLER & LAKIO SURVEYING INC., O.L.S., MONUMENT.
OLD	DENOTES ORIGIN UNKNOWN.
PIN	DENOTES PROPERTY IDENTIFICATION NUMBER.
DIST	DENOTES DISTURBED.
PT.	DENOTES PART.
X	DENOTES NOT TO SCALE.

REVISION	DATE	
3		
2		
1		

DRAFT PLAN

LAKEVIEW SUBDIVISION, PHASE 8

Scale: 1:750 | Date: NOVEMBER 2, 2007 | 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 show on a 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, 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.

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.

...4

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;

...5

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.

CANADA POST POSTES CANADA
From anywhere... to anyone De partout... jusqu'à vous

RECEIVED
SEP 20 2019
PLANNING SERVICES

September 20, 2019

Alex Singbush
Manager of Development
City of Greater Sudbury

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)

MEMORANDUM

J.L. Richards
ENGINEERS · ARCHITECTS · PLANNERS

J.L. Richards
& Associates Limited
314 Countryside Drive
Sudbury, ON Canada
P3E 6G2
Tel: 705 522 8174
Fax: 705 522 1512

To: Planning Committee, City of Greater Sudbury

Date: November 4, 2020

JLR No.: 29346-000 (01)

CC: Councillor Leduc, City of Greater Sudbury
Glen Ferguson, MCIP, RPP, Senior Planner
City of Greater Sudbury

From: Sarah Vereault, MCIP, RPP, Planner

Re: Lakeview Subdivision – Condition #25 Greenwood Drive Design Speed
CGS File No. 780-6/07002

Further to the City of Greater Sudbury's (CGS or City) Planning Committee Meeting of February 19, 2020 where the application to extend a draft approved plan of subdivision was deferred to deal with Condition #25, we have gathered supporting information and reviewed site conditions with members of the City in order to provide the following updated request to the City.

Requested Revision to Condition #25 – Greenwood Drive Design/Posted Speed

We would like to request that Condition #25 be amended to read as follows:

> *"That the owner shall provide speed limit signs for a 40 km/hr posted speed. No physical changes to the design and/or construction of Greenwood Drive are required."*

Supporting Information

1) City Official Plan design speeds / Transportation Background Study

   The City of Greater Sudbury's (City) Official Plan identifies Greenwood Drive as a local road. Section 11.2.3, Table 2, Road Classification provides that a local road is meant to connect properties within a neighbourhood, providing trip origin and/or destination along its right-of-way. It also notes that traffic movement is a secondary consideration, and that land access is the primary function. Further, the table provides that **the design speed for local roads is 30-50 km/hr**. Therefore, the City's Condition #25 to increase design speed to 60 km/hr does not conform to its Official Plan, and our client's request to maintain the current design speed below 50 km/hr falls within the recommended design speed in the Official Plan.

   The 30-50 km/hr design speed for local roads established in the Official Plan is different than the 60 km/hr design speed used in the City's Engineering Design Manual. This discrepancy between policy and engineering standards was addressed in the December 2016 Transportation Background Study update. The road classifications established in Section 10.2.1, Table 47 of that document refer to a **40-50 km/hr posted speed for local roads**. This is in line with the requested amended condition.

2) MTO's Geometric Design Standards permit design speeds equal to the posted speed

   Speed limits are influenced by the design and classification of a roadway. The Ministry of Transportation (MTO)'s Geometric Design Standards for Ontario Highways defines design speed as "*a speed used for the design and correlation of the physical features of a highway that influence vehicle operation*" and as "*the maximum safe speed that can be maintained over a specified section of highway when conditions are so favourable that the design features of the highway govern.*"

   MTO's Standards additionally provide that: *"A design speed equal to the maximum posted speed is accepted where warranted by such factors as low traffic volumes, rugged terrain and economic considerations. This practice would be more appropriate for minor collector and local roads.*"

The current conditions on Greenwood Drive represent a design speed of between 40 km/hr and 50 km/hr. Therefore, posting the roadway at 40 km/hr (i.e. near the design speed) would be accepted by the MTO Standard.

3) Residential Gateway Speed Limits

The Highway Traffic Act was amended in 2018 to permit municipalities to use new gateway speed limit signs to designate roadways within residential areas with reduced speed limits of less than 50 km/hr. Gateway speed limit signs are posted at each entry and exit point to a community where lower speeds are in effect.

Several Ontario municipalities are implementing residential gateway speed limits, with the Cities of Ottawa and Hamilton notably providing a plan to implement this in all of their neighbourhoods over a period of time.

The City of Sudbury considered Gateway Speed Limits at its Operations Committee in September 2019.

The existing road conditions in the immediate vicinity of Lakeview Subdivision (discussed further below) and road conditions on Second Avenue South leading to Greenwood Drive make this area ideal for use of the Residential Gateway Speed Limits. Second Avenue South of Bancroft Drive starts as a rural cross section that contains many curves for approximately 700 metres leading up to the intersection with Bayside Crescent. Second Avenue crosses over double railroad tracks on a curve and provides access to several multiple residential and retirement home developments. The roadway changes to an urban cross section without sidewalks from Bayside Crescent through to Greenwood Drive (approximately 150 metres). The roadway is well-used by pedestrians and cyclists.

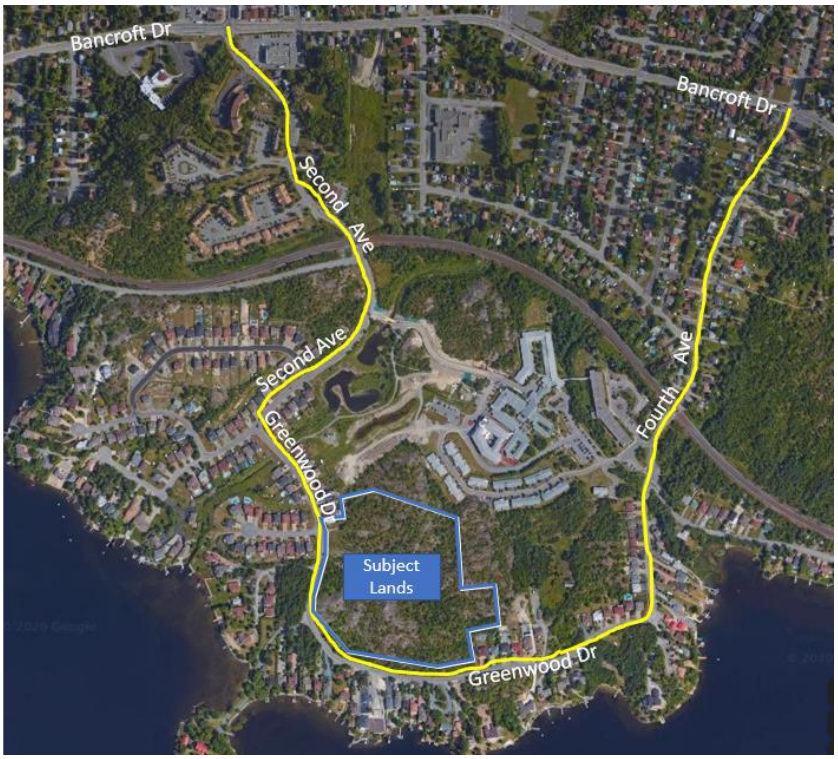


Figure 1: Area potential for Residential Gateway Speed Limit

Beyond the curve in Greenwood Drive after the development, the road continues as a rural cross section where there are also vehicular parking spaces close to the roadway. At a 90-degree curve the road becomes Fourth Avenue which provides onto low density residential, multiple residential, seniors residence, and long term care facility. Fourth Avenue continues as a rural cross section until its intersection with Bancroft Drive. Lowering the speed limits in this area could be a City pilot project in Residential Gateway Speed Limits promoting pedestrian and cyclist safety.

4) Existing Road Conditions

Greenwood Drive is a local road that is used for access to low density residential development. Given the local nature of the roadway, there are low traffic volumes on Greenwood Drive. The roadway does not have sidewalks and is well-used in this area by pedestrian and bicycle traffic.

The existing road conditions make improvements to increase the design and operating speed of Greenwood Drive difficult in this area. There is a crest on Greenwood Drive at the entrance of Street A which would need to be lowered, impacting the connection with Bayridge Court, the recently constructed cul-de-sac opposite Street A.

Figure 2: Greenwood Drive and Bayridge Court, looking south

Further, significant fill would be needed to connect with Baycrest Road, a private road which intersects with Greenwood Drive on the western side approximately 70 metres from Street A. Further, as Baycrest Road is not a municipal road, it is not built to municipal standards and would require significant work to make the connection with an upgraded Greenwood Drive.

Figure 3: Greenwood Drive and Baycrest Road (private), looking west

Approximately 150 metres to the south of the entrance of Street A on Greenwood Drive is a significant sharp curve in the roadway. This area is posted at a reduced speed of 25 km/hr for the sharp curve.

Figure 4: Greenwood Drive, approaching sharp curve (from Baycrest Road), looking southeast

Finally, and perhaps most importantly, Greenwood Drive is built to a rural cross section, and is well-used in this area by pedestrian and bicycle traffic. Vehicular traffic in this area is local traffic and is subject to low overall traffic volumes. The circuitous nature of the existing roadway provides a natural traffic calming and vehicles are already travelling closer to 40km/hr given the crest, curve, and variety of road users.

Improving the design speed of Greenwood Drive facilitates faster vehicular speed jeopardizing the safety of all road users. Improving the design speed immediately prior to a sharp curve and posted reduction in Speed Limit to 25 km/hr serves no purpose. Similarly, approaching from the east, users will be traveling at a slow rate of speed coming out of the sharp curve and then going up the hill towards Street A, following which they will be in a low density residential neighbourhood. There is no warrant for a 60 km/hr design speed given the existing road conditions.

Typically, improvements to design speeds enable faster vehicular traffic and do not provide improvement for pedestrians and cyclists use of the roadway. In this case, improvements to the design speed will not improve the sharp curve immediately after. As an alternative, it is recommended that lowering the posted speed limit acknowledges the existing road conditions, the use by a variety of road users, and encourages slower, safer speeds.

5) Housing Affordability

The improvements requested by the City in the original condition to increase the design speed of Greenwood to 60 km/hr were estimated to have a construction cost of $670,000 in 2017. Escalating to 2020 costs, this is estimated to be 30% higher based on recent project estimates, at roughly $871,000. Translated to a cost per housing unit, over 52 units, this equals **an added cost of $16,750/unit.**

In addition, there is an unknown cost to the negotiations required to upgrade Baycrest Drive for the requested improvements, as Baycrest Drive is a private drive, not built to municipal standards. Previous discussions with residents have indicated they desire upgrades to a full municipal road, which would increase costs substantially.

The marginal increase in the number of homes in the area from the Lakeview Subdivision (52 units) with limited additional development lands in the area and relative traffic increase does not justify the added cost to the developer or homeowner. The added cost is inconsistent with City Council's strategic goals around "Business

Attraction, Development and Retention" and "Housing" as outlined in the 2019-2027 City of Greater Sudbury Strategic Plan that position Sudbury as an affordable place to live and invest in.

Conclusion

It is our opinion that the requested revision to Condition #25 to read: *"That the owner shall provide speed limit signs for a 40 km/hr posted speed. No physical changes to the design and/or construction of Greenwood Drive are required."* is supportable for the following reasons:

- The City's Official Plan does not support design speeds above 50 km/hr for local roads, and the City's Transportation Background Report further permits a posted speed of 40 km/hr for local roads.
- MTO's Geometric Design Standards permit design speeds equal to the posted speed, so no improvement to design speed is required.
- It is in line with recent opportunities for Ontario municipalities to post lower speed limits in Residential Gateway areas, supporting pedestrian and cyclist safety and quieter residential areas.
- The existing road presents significant barriers to improve the design speed as per the City's condition, which cannot be supported for good neighbourhood design.
- The cost necessary to construct the improvements as per the City condition translate to additional costs borne by the eventual homeowner and do not align with City Council's strategic goals of "Business Attraction, Development and Retention" and "Housing" in the 2019-2027 City of Greater Sudbury Strategic Plan.

J.L. RICHARDS & ASSOCIATES LIMITED

Prepared by:

Sarah Vereault, MCIP, RPP
Planner

Reviewed by:

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

SV:tfc