

# PLANNING COMMITTEE AGENDA

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Planning Committee Meeting  
**Monday, November 9, 2020**  
Tom Davies Square - Council Chamber / Electronic Participation

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## COUNCILLOR FERN CORMIER, CHAIR

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**Robert Kirwan, Vice-Chair**

12:15 P.M. CLOSED SESSION, COMMITTEE ROOM C-12 / ELECTRONIC PARTICIPATION  
1:00 P.M. OPEN SESSION, COUNCIL CHAMBER / ELECTRONIC PARTICIPATION

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

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### **ROLL CALL**

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

- Purchase of Property - Main Street, Chelmsford

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

**(RESOLUTION PREPARED)**



## **RECESS**

## **ROLL CALL**

## **DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF**

## **PUBLIC HEARINGS**

1. Report dated October 16, 2020 from the General Manager of Growth and Infrastructure regarding 800 Notre Dame Street West, Azilda. **11 - 24**  
**(RESOLUTION PREPARED)**
  - Mauro Manzon, Senior Planner

(This report provides a recommendation regarding an application for rezoning in order to sever an existing dwelling from the rural parent parcel, 800 Notre Dame Street West, Azilda - Richard Belanger.)
2. Report dated October 16, 2020 from the General Manager of Growth and Infrastructure regarding Deschene Road and Philippe Street, Hanmer. **25 - 51**  
**(RESOLUTION PREPARED)**
  - Mauro Manzon, Senior Planner

(This report provides a recommendation regarding an application for rezoning in order to permit an 80-unit row dwelling complex and to transfer surplus land to an abutting commercial lot, Deschene Road and Philippe Street, Hanmer - Keystone Homes Inc.)

-Letter(s) of concern from concerned citizen(s)

## **MATTERS ARISING FROM THE CLOSED SESSION**

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

## **CONSENT AGENDA**

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

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

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



## **ADOPTING, APPROVING OR RECEIVING ITEMS IN THE CONSENT AGENDA**

(RESOLUTION PREPARED FOR ITEMS C-1 TO C-6)

### **ROUTINE MANAGEMENT REPORTS**

- C-1. Report dated October 16, 2020 from the General Manager of Growth and Infrastructure regarding Larocque Avenue & Municipal Road 80, Val Therese. **52 - 64**  
**(RESOLUTION PREPARED)**  
(This report provides a recommendation regarding approval of an extension to the draft plan of subdivision at Larocque Avenue & Municipal Road 80, Val Therese - Saldan Developments Ltd.)
- C-2. Report dated October 16, 2020 from the General Manager of Growth and Infrastructure regarding Main Street and Donald Street, Val Caron. **65 - 79**  
**(RESOLUTION PREPARED)**  
(This report provides a recommendation regarding an approval of extension to the draft plan of subdivision at Main Street and Donald Street, Val Caron - Dalron Construction Limited.)
- C-3. Report dated October 19, 2020 from the General Manager of Corporate Services regarding 25 Fir Lane, Sudbury - Declaration of Surplus Vacant Land. **80 - 82**  
**(RESOLUTION PREPARED)**  
(This report provides a recommendation that 25 Fir Lane, Sudbury, be declared surplus to the City's needs and offered for sale to the abutting property owner.)
- C-4. Report dated October 19, 2020 from the General Manager of Corporate Services regarding Howey Drive, Sudbury - Declaration of Surplus Vacant Land. **83 - 86**  
**(RESOLUTION PREPARED)**  
(This report provides a recommendation that the vacant land north of Howey Drive, Sudbury, be declared surplus to the City's needs and offered for sale to the abutting property owner.)
- C-5. Report dated October 19, 2020 from the General Manager of Corporate Services regarding 168 Fourth Avenue, Sudbury - Declaration of Surplus Vacant Land . **87 - 90**  
**(RESOLUTION PREPARED)**  
(This report provides a recommendation that 168 Fourth Avenue, Sudbury, be declared surplus to the City's needs and offered for sale to the abutting owner(s) pursuant to the procedures governing the sale of limited marketability surplus land as outlined in Property By-law 2008-174.)
- C-6. Report dated October 19, 2020 from the General Manager of Corporate Services regarding Part of Unopened Dufferin Street, Sudbury - Road Closure . **91 - 94**  
**(RESOLUTION PREPARED)**  
(This report provides a recommendation to close by by-law part of unopened Dufferin Street, Sudbury, and that the land be utilized as a municipal parking lot.)



## **REGULAR AGENDA**

### **MANAGERS' REPORTS**

- R-1. Report dated October 15, 2020 from the General Manager of Growth and Infrastructure regarding Residential Parking Standards Review. **95 - 106**  
**(RESOLUTION PREPARED)**  
(This report provides a recommendation regarding the current regulatory framework related to Residential Parking Standards.)
- R-2. Report dated October 15, 2020 from the General Manager of Growth and Infrastructure regarding Small and Tiny Homes. **107 - 134**  
**(RESOLUTION PREPARED)**  
(This report provides a recommendation regarding recent trends related to the development of small and tiny homes.)

### **REFERRED AND DEFERRED MATTERS**

- R-3. Report dated October 16, 2020 from the General Manager of Growth and Infrastructure regarding Greenwood Subdivision, Sudbury. **135 - 149**  
**(RESOLUTION PREPARED)**  
(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**

### **CORRESPONDENCE FOR INFORMATION ONLY**

- I-1. Report dated October 7, 2020 from the General Manager of Growth and Infrastructure regarding Bill 108 and the Ontario Heritage Act. **150 - 155**  
**(FOR INFORMATION ONLY)**  
(This report provides information regarding the changes to the Ontario Heritage Act and associated regulations that are proposed to come into effect on January 1, 2021.)

### **ADDENDUM**

### **CIVIC PETITIONS**



## **QUESTION PERIOD**

## **ADJOURNMENT**



# COMITÉ DE PLANIFICATION ORDRE DU JOUR

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Réunion du Comité de planification

**9 novembre 2020**

Place Tom Davies - Salle du Conseil / participation électronique

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## CONSEILLER FERN CORMIER, PRÉSIDENT(E)

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**Robert Kirwan, Vice-président(e)**

12H 15 SÉANCE À HUIS CLOS, SALLE DE RÉUNION C-12 / PARTICIPATION ÉLECTRONIQUE

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](mailto:clerks@grandsudbury.ca).

### **APPEL NOMINAL**

Résolution pour tenir une réunion à huis clos afin de traiter d'une acquisition ou d'une disposition projetée



ou en cours d'un bien-fonds:

- l'achat d'une propriété – rue Main, Chelmsford

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

**(RÉSOLUTION PRÉPARÉE)**

## **SUSPENSION DE LA SÉANCE**

## **APPEL NOMINAL**

## **DÉCLARATION D'INTÉRÊTS PÉCUNIAIRES ET LEUR NATURE GÉNÉRALES**

## **AUDIENCES PUBLIQUES**

1. Rapport directeur général, Croissance et Infrastructure , daté du 16 octobre 2020 portant sur 800, rue Notre Dame Ouest, Azilda. **11 - 24**

**(RÉSOLUTION PRÉPARÉE)**

- Mauro Manzon, planificateur principal

(Dans ce rapport, on formule une recommandation concernant une demande de rezonage afin de séparer un logement existant de la parcelle rurale d'origine, 800, rue Notre Dame Ouest, Azilda – Richard Bélanger.)

2. Rapport directeur général, Croissance et Infrastructure , daté du 16 octobre 2020 portant sur Chemin Deschene et rue Philippe, Hanmer. **25 - 51**

**(RÉSOLUTION PRÉPARÉE)**

- Mauro Manzon, planificateur principal

(Dans ce rapport, on formule une recommandation concernant une demande de rezonage afin de permettre un complexe de maisons en rangée de 80 logements et de transférer le terrain excédentaire à un lot commercial attenant, chemin Deschene et rue Philippe, Hanmer – Keystone Homes Inc.)

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

## **QUESTIONS DÉCOULANT DE LA SÉANCE À HUIS CLOS**

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



## **Ordre du jour des résolutions**

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

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

(RÉSOLUTION PRÉPARÉE POUR LES ARTICLES DE L'ORDRE DU JOUR DES RÉSOLUTIONS C-1 À C-6)

### **RAPPORTS DE GESTION COURANTS**

- |      |  |                |
|------|--|----------------|
| C-1. | Rapport directeur général, Croissance et Infrastructure , daté du 16 octobre 2020 portant sur Avenue Larocque et route municipale 80, Val-Thérèse.<br><b>(RÉSOLUTION PRÉPARÉE)</b><br><br>(Dans ce rapport, on formule une recommandation concernant une approbation de la prorogation de l'ébauche du plan de lotissement, à l'angle de l'avenue Larocque et de la route municipale 80, à Val-Thérèse – Saldan Developments Ltd.)           | <b>52 - 64</b> |
| C-2. | Rapport directeur général, Croissance et Infrastructure , daté du 16 octobre 2020 portant sur Rue Main et rue Donald, Val-Caron.<br><b>(RÉSOLUTION PRÉPARÉE)</b><br><br>(Dans ce rapport, on formule une recommandation concernant une approbation de la prorogation de l'ébauche du plan de lotissement, à l'angle de la rue Main et de la rue Donald, à Val-Caron – Dalron Construction Limited.)  | <b>65 - 79</b> |
| C-3. | Rapport Directeur général des Services corporatifs, daté du 19 octobre 2020 portant sur 25, ruelle Fir, Sudbury – Déclaration de terrain vacant excédentaire.<br><b>(RÉSOLUTION PRÉPARÉE)</b><br><br>(Dans ce rapport, on recommande que le 25, ruelle Fir, à Sudbury, soit déclaré excédentaire par rapport aux besoins de la municipalité et qu'on offre au propriétaire de terrain attenant de l'acheter.)                                | <b>80 - 82</b> |
| C-4. | Rapport Directeur général des Services corporatifs, daté du 19 octobre 2020 portant sur Promenade Howey, Sudbury – Déclaration de terrain vacant excédentaire.<br><b>(RÉSOLUTION PRÉPARÉE)</b><br><br>(Dans ce rapport, on recommande que le terrain vacant au nord de la promenade Howey, à Sudbury, soit déclaré excédentaire par rapport aux besoins de la municipalité et qu'on offre au propriétaire de terrain attenant de l'acheter.) | <b>83 - 86</b> |
| C-5. | Rapport Directeur général des Services corporatifs, daté du 19 octobre 2020 portant sur 168, avenue Fourth, Sudbury – Déclaration de terrain vacant excédentaire.<br><b>(RÉSOLUTION PRÉPARÉE)</b>  | <b>87 - 90</b> |



(Dans ce rapport, on recommande que le 168, avenue Fourth, à Sudbury, soit déclaré excédentaire par rapport aux besoins de la municipalité et qu'on offre aux propriétaires de terrain attenant de l'acheter, conformément à la procédure régissant la vente de terrains excédentaires à valeur marchande limitée, indiquée dans le Règlement municipal sur les propriétés 2008-174.)

- C-6. Rapport Directeur général des Services corporatifs, daté du 19 octobre 2020 portant sur Partie de la rue Dufferin non ouverte, Sudbury – Fermeture de route. **91 - 94**  
**(RÉSOLUTION PRÉPARÉE)**

(Dans ce rapport, on recommande de fermer, aux termes d'un règlement municipal, une partie de la rue Dufferin non ouverte, à Sudbury, et que le terrain soit utilisé à des fins de parc de stationnement municipal.)

## **Ordre du jour ordinaire**

### **RAPPORTS DES GESTIONNAIRES**

- R-1. Rapport directeur général, Croissance et Infrastructure , daté du 15 octobre 2020 portant sur Révision des normes de stationnement résidentiel. **95 - 106**  
**(RÉSOLUTION PRÉPARÉE)**

(Dans ce rapport, on formule une recommandation concernant le cadre réglementaire actuel des normes de stationnement résidentiel.)

- R-2. Rapport directeur général, Croissance et Infrastructure , daté du 15 octobre 2020 portant sur Petites maisons et minimaisons. **107 - 134**  
**(RÉSOLUTION PRÉPARÉE)**

(Dans ce rapport, on formule une recommandation concernant des récentes tendances concernant l'aménagement de petites maisons et de minimaisons.)

### **QUESTIONS RENVOYÉES ET QUESTIONS REPORTÉES**

- R-3. Rapport directeur général, Croissance et Infrastructure , daté du 16 octobre 2020 portant sur lotissement Greenwood, Sudbury. **135 - 149**  
**(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**

### **CORRESPONDANCE À TITRE D'INFORMATION**



I-1. Rapport directeur général, Croissance et Infrastructure , daté du 07 octobre 2020 portant sur La loi 108 et la Loi sur le patrimoine de l'Ontario.

**150 - 155**

**(A TITRE D'INFORMATION)**

(Dans ce rapport, on fait le point sur les changements apportés à la Loi sur le patrimoine de l'Ontario et aux règlements connexes dont la date d'entrée en vigueur envisagée est le 1er janvier 2021.)

**ADDENDA**

**PÉTITIONS CIVIQUES**

**PÉRIODE DE QUESTIONS**

**LEVÉE DE LA SÉANCE**



Presented To:	Planning Committee
Presented:	Monday, Nov 09, 2020
Report Date	Friday, Oct 16, 2020
Type:	Public Hearings
File Number:	751-5/20-03

## Request for Decision

### 800 Notre Dame Street West, Azilda

#### Resolution

THAT the City of Greater Sudbury approves the application by Richard Belanger to amend Zoning By-law 2010-100Z by changing the zoning classification from "RU", Rural to "R1-5", Low Density Residential One on lands described as Part of PIN 73347-0745, Part of Parcel 30246 S.W.S., Part of Part 1, Plan 53R-11563 in Lot 7, Concession 2, Township of Rayside, as outlined in the report entitled "800 Notre Dame Street West, Azilda", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on November 9, 2020, subject to the following conditions:

- a) That the owner provides the Development Approvals Section with a final plan of survey in order to enact the amending by-law; and,
- b) Conditional approval shall lapse on November 24, 2022 unless Condition a) above has been met or an extension has been granted by Council.

#### 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 rezoning is viewed as a technical amendment to facilitate a proposed consent and there is no conflict with the Strategic Plan.

#### Report Summary

An application for rezoning has been received in order to sever the existing dwelling located at 800 Notre Dame Street West in Azilda from the rural parent parcel. The lands to be severed are designated as Living Area 1 and are located within the settlement area boundary. There are no concerns from a land use perspective and the application is recommended for approval.

#### Signed By

##### **Report Prepared By**

Mauro Manzon  
Senior Planner  
*Digitally Signed Oct 16, 20*

##### **Manager Review**

Alex Singbush  
Manager of Development Approvals  
*Digitally Signed Oct 16, 20*

##### **Financial Implications**

Steve Facey  
Manager of Financial Planning & Budgeting  
*Digitally Signed Oct 21, 20*

##### **Recommended by the Department**

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

##### **Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Oct 28, 20*



## **Financial Implications**

There are no financial implications associated with this report.



**Title: Richard Belanger**

**Date: October 8, 2020**

## **Staff Report**

### **Proposal:**

An application for rezoning has been submitted in order to sever an existing dwelling from the rural parent parcel. The proposed lot would have 0.4 ha of lot area and 73.6 metres of road frontage.

**Existing Zoning:** “RU”, Rural

Rural zoning permits a residential use in the form of a single detached dwelling or a mobile home on a permanent foundation.

**Requested 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.

### **Location and Site Description:**

Part of PIN 73347-0745, Part of Parcel 30246 S.W.S., Part of Part 1, Plan 53R-11563 in Lot 7, Concession 2, Township of Rayside (800 Notre Dame Street West, Azilda)

The subject property forms a rural residential lot that is located on the boundary of the Azilda urban area. The existing dwelling is serviced by municipal sewer and water. Notre Dame Street is designated as a Collector Road and is constructed to a rural standard. The closest transit stop is located approximately 60 metres to the east on the south side of Notre Dame Street.

Total area of the land to be rezoned is approximately 0.4 ha, with 73.6 metres of road frontage. The land is occupied by a one-storey, 185 m<sup>2</sup> single detached dwelling constructed in 1972 and two outbuildings. The 3.1 ha portion to be retained comprises undeveloped rural lands. The Pilon Municipal Drain traverses the property, which falls within the regulated area of Conservation Sudbury.

Single detached dwellings are the predominant housing type in the vicinity.

### **Surrounding Land Uses:**

The area surrounding the site includes:

North: Municipal Road 35

East: Single detached dwellings

South: Single detached dwellings and a farm property on south side of road

West: Vacant rural land comprising the remainder of the parent parcel

### **Related Applications:**

The owner has submitted a concurrent consent application which is currently in process (File B0045/2020).

### **Public Consultation:**

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



**Title: Richard Belanger**

**Date: October 8, 2020**

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 application indicates that no additional public consultation would take place prior to the hearing.

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

## **Policy & Regulatory Framework:**

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

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

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

### **Provincial Policy Statement (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.

Under Section 1.1.3 of the PPS, settlement areas shall be the focus of growth and development. New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities. An expansion of the settlement area boundary may only occur at the time of a comprehensive review of the Official Plan provided there is a demonstrated need.

### **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.

The GPNO encourages a broad housing mix in keeping with the City's designation as an Economic and Service Hub.

### **Official Plan for the City of Greater Sudbury:**

The subject land is designated as Living Area 1, which permits a range of residential use including low density housing types. 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.



**Title: Richard Belanger**

**Date: October 8, 2020**

**Zoning By-law 2010-100Z:**

The proposed lot complies with R1-5 zoning provisions in regards to lot size, lot frontage, setbacks, lot coverage and other matters. The rural remainder also maintains conformity with minimum rural lot standards.

**Site Plan Control:**

Site plan control is not implemented for low density residential uses not on water.

**Department/Agency Review:**

Staff generally do not have any concerns related to the application, other than the following comments for the owner's information:

- Building Services advised that there is an open building permit that should be addressed;
- Conservation Sudbury noted that there is a regulated area on the property associated with the municipal drain and that any works within this area require a permit under the Conservation Authorities Act (see attached regulation area map).

**Planning Analysis:**

**Land use compatibility**

No change in land use is proposed with this application, as the owner is applying to sever an existing dwelling from the rural parent parcel. The proposed zoning is consistent with adjacent uses. In essence the application is a technical amendment required to accommodate a concurrent consent process. The proposal aligns with the low density residential character of the surrounding area.

**Suitability of lot**

The configuration of the proposed lot complies with R1-5 zoning standards. Lot area, frontage, setbacks, lot coverage and other provisions exceed the minimum requirements typically implemented under R1-5 zoning.

The rural remainder also maintains conformity with rural zoning standards, providing 3.08 ha of lot area where a minimum 2 ha is required and 206 metres of road frontage where 90 metres is required.

**Sewer and water servicing**

The existing dwelling is serviced by municipal sewer and water. The wastewater gravity main within the Notre Dame Street right-of-way ends at the easterly limit of the subject lot.

The proposed lot is sufficiently large that there may be potential to create an additional lot(s) on the lands to be rezoned R1-5. The owner is therefore advised of the following:

- the sanitary sewer would have to be extended to accommodate any future severance beyond what is proposed with this application;
- any future consent must be located within the Living Area 1 designation and not encroach onto the rural remainder, which has insufficient area to be further split under the Rural policies of the Official Plan;



**Title: Richard Belanger**

**Date: October 8, 2020**

- any proposed extension of the sanitary sewer must be reviewed and approved by Water/Wastewater Services; and,
- the extension of the sanitary sewer is not guaranteed given the location on the periphery of an urban area and any other technical matters that may arise.

### Official Plan

As described above, the proposal addresses basic criteria related to land use compatibility and site suitability that are applied to Living Area designations. The key issue related to conformity with the Official Plan concerns the location. A mapping exercise confirmed that the easterly portion of the parent parcel is designated Living Area 1 and located within the settlement area boundary, with the remainder of the property designated as Rural.

The split land use designation therefore allows the proposed severance of the easterly portion from the parent parcel. This is an important consideration as it directly relates to a matter of Provincial interest, whereby fully serviced settlement areas shall be the focus of development. The rural remainder maintains conformity with the Rural policies of the Official Plan.

### 2020 Provincial Policy Statement (PPS)

As with Official Plan conformity, the main consideration relates to the location within a settlement area. Small, urban-sized lots created beyond the settlement boundary, which is generally defined as the limit of the designated Living Area, would be viewed as an expansion of the settlement boundary. Such expansions can only occur at the time of a comprehensive review and provided there is a need to designate additional lands. In this case, the proposed lot is located within the settlement area boundary and the proposal is consistent with the PPS.

### 2011 Growth Plan for Northern Ontario (GPNO)

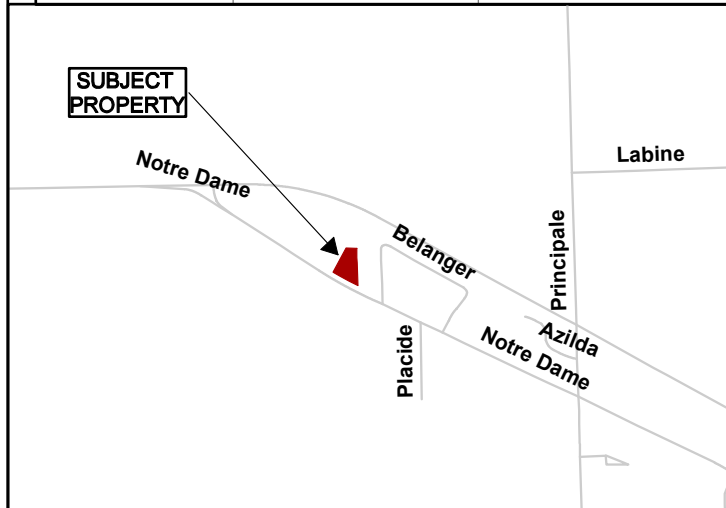
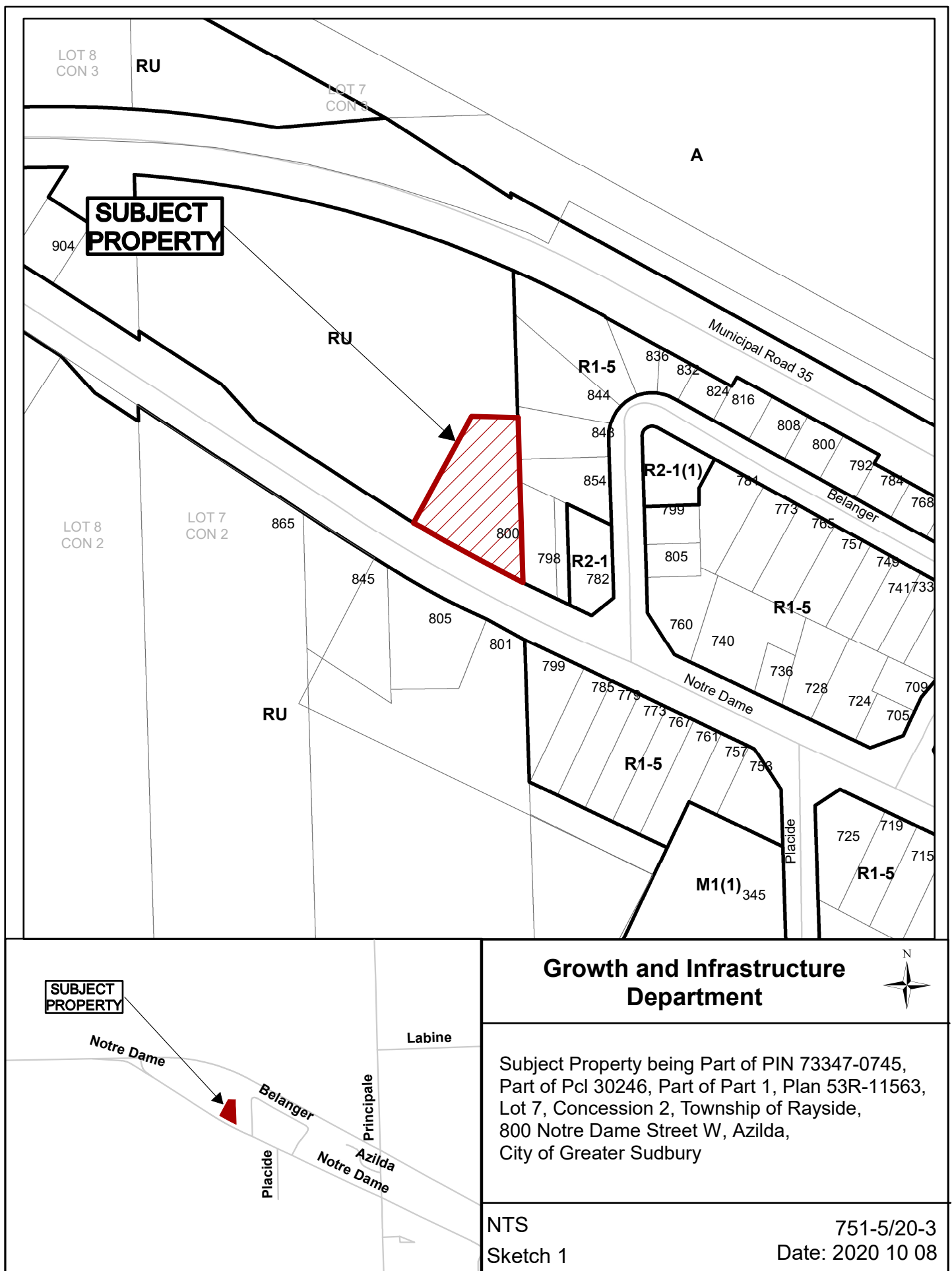
There is no conflict with the Growth Plan for Northern Ontario.

## **Conclusion:**

The owner is advised that a final plan of survey is required in order to enact the amending by-law. The survey will also be required as a condition of consent approval.

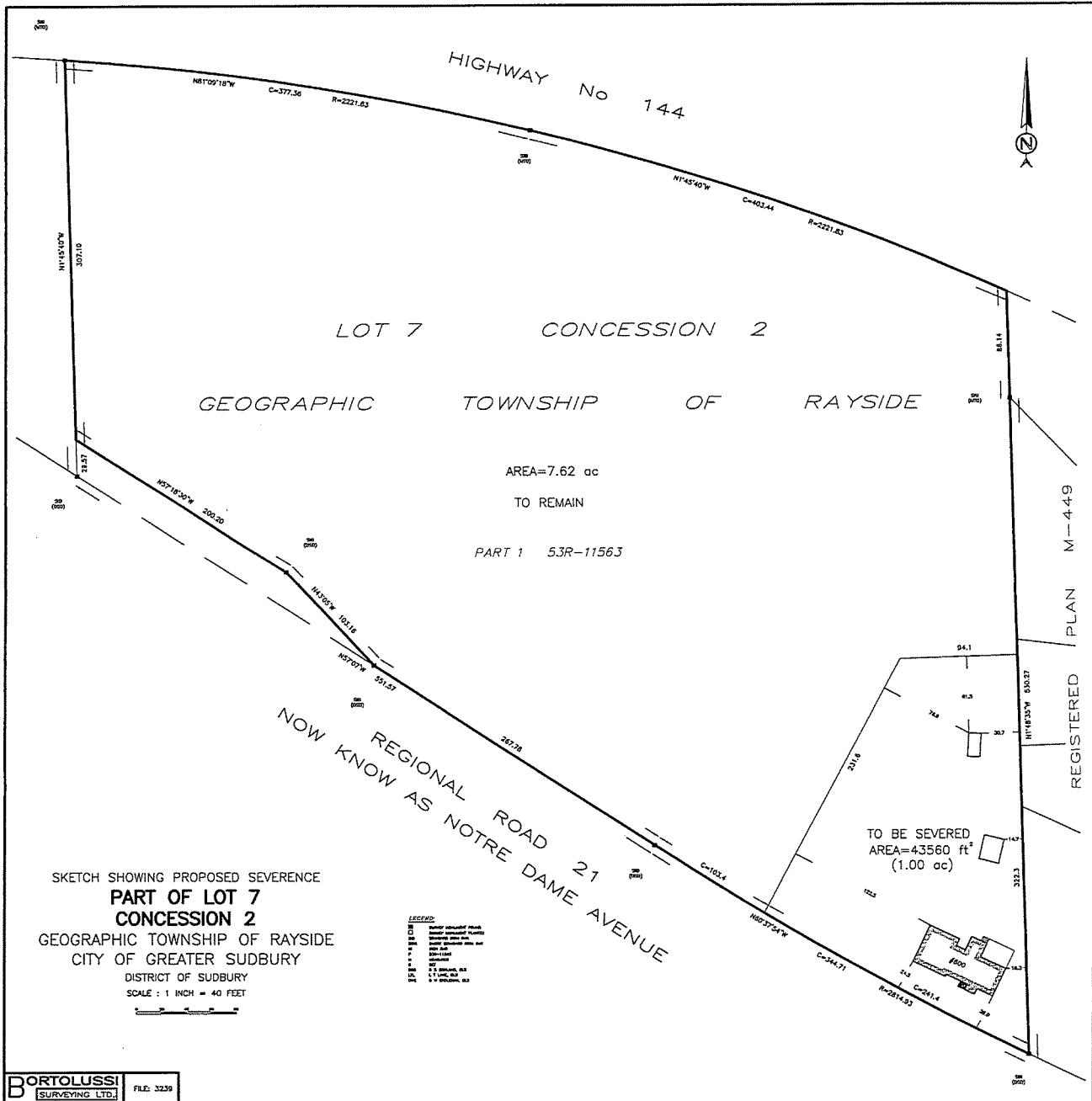
Planning Services recommends that the application for rezoning be approved subject to the conditions outlined in the Resolution section of this report.





<b>Growth and Infrastructure Department</b>		
Subject Property being Part of PIN 73347-0745, Part of Pcl 30246, Part of Part 1, Plan 53R-11563, Lot 7, Concession 2, Township of Rayside, 800 Notre Dame Street W, Azilda, City of Greater Sudbury		
NTS Sketch 1	751-5/20-3 Date: 2020 10 08	







## Appendix 1

### Departmental & Agency Comments

File: 751-5/20-03

RE: Application for Rezoning – Richard Belanger  
Part of PIN 73347-0745, Part of Parcel 30246 S.W.S., Part of Part 1, Plan 53R-11563 in  
Lot 7, Concession 2, Township of Rayside (800 Notre Dame Street West, Azilda)

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#### Development Engineering

This location is presently serviced with municipal water and sanitary sewer.

#### Infrastructure Capital Planning Services

No comments.

#### Building Services

A search of our records indicated that there is a building permit which is not completed. The owner shall contact Building Services to discuss outstanding items (Permit # B02-1492).

#### Conservation Sudbury:

##### Site Characteristics:

The subject parcel contains a municipal drain that bisects from the southwest to the northeast. As such, a portion of the parcel is regulated by Ontario Regulation 156/06.

##### Delegated Responsibility and Statutory Comments:

Staff has reviewed this application as per our delegated responsibility from the Province to represent provincial interests regarding natural hazards identified in Section 3.1 of the Provincial Policy Statement (PPS, 2020) and as a regulatory authority under Ontario Regulation 156/06. The application has also been reviewed through our role as a public body under the Planning Act as per our CA Board-approved policies.

Policy 3.1.1b) of the PPS states that “Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of: hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards.” Development is defined as “the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the Planning Act.” The proposed rezoning is outside of hazard lands.

The applicant is advised that any works in an area regulated by Ontario Regulation 156/06 requires permission from Conservation Sudbury by way of a permit pursuant to Section 28 of the Conservation Authorities Act. ‘Works’ include, but are not limited to, placement or removal of fill, grading, and the erection of a building or structure. Approval is not guaranteed.

##### Recommendation:

Conservation Sudbury does not object to proposed zoning by-law amendment 751-5/20-3 as the proposed development is outside of hazard lands.



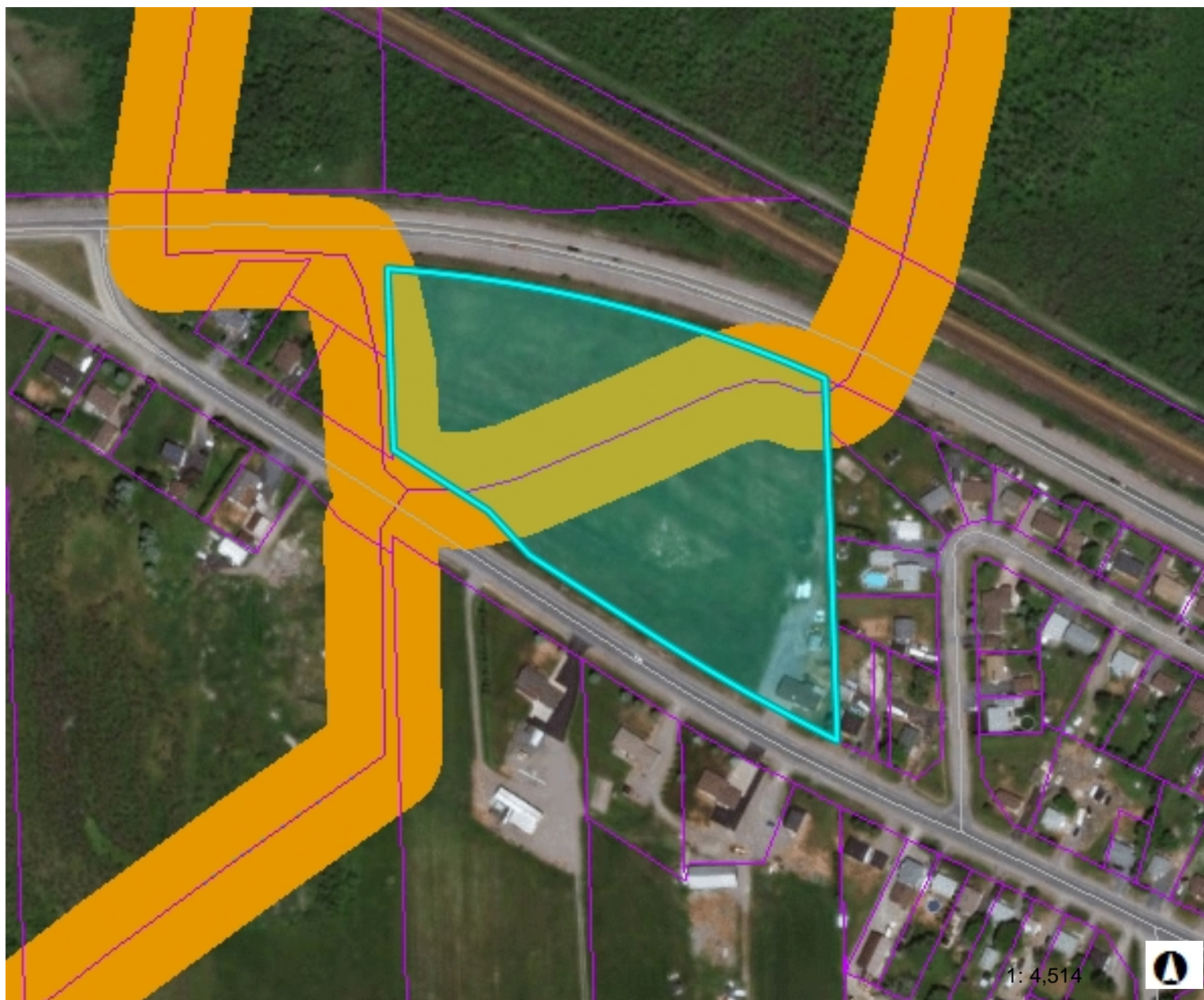


## Legend

- Road\_CGS\_2019
- Waterbody
- Wetlands
- Active Municipal Drains
- Watercourse
- Parcels (File Number)
- Floodplain
- Regulation Limits
- Municipal Boundary (CGS)
- NDCA Jurisdiction
- World Imagery
- Low Resolution 15m Imagery
- High Resolution 60cm Imagery
- High Resolution 30cm Imagery
- Citations

## Notes

See comments



229.3 0 114.66 229.3 Meters

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION





Photo 1: 800 Notre Dame Street West, Azilda  
View of single detached dwelling on easterly lands to be severed  
File 751-5/20-03 Photography Sept 24, 2020





Photo 2: 800 Notre Dame Street West, Azilda  
Vacant rural lands to the west comprising portion to be retained  
File 751-5/20-03 Photography Sept 24, 2020





Photo 3: 798 Notre Dame Street West, Azilda  
Single detached dwelling abutting easterly  
File 751-5/20-03 Photography Sept 24, 2020





Photo 4: 801 & 805 Notre Dame Street West, Azilda  
Single detached dwellings and farm located opposite subject land  
File 751-5/20-03 Photography Sept 24, 2020



Presented To:	Planning Committee
Presented:	Monday, Nov 09, 2020
Report Date	Friday, Oct 16, 2020
Type:	Public Hearings
File Number:	751-7/20-07

## Request for Decision

### Deschene Road and Philippe Street, Hanmer

#### Resolution

THAT the City of Greater Sudbury approves the application by Keystone Homes Inc. to amend Zoning By-law 2010-100Z by changing the zoning classification from "RU", Rural and "H43C2", Holding General Commercial to "R3 Special", Medium Density Residential Special, "OSP Special", Open Space Private Special and "C2", General Commercial on lands described as PIN 73504-3102 and Part of PIN 73504-2283, Part of Parcel 11271 S.E.S., Part 3, Plan 53R-21074 in Lot 5, Concession 3, Township of Hanmer, as outlined in the report entitled "Deschene Road and Philippe Street, Hanmer", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on November 9, 2020, subject to the following conditions:

a) That prior to the adoption of the amending by-law, the following condition shall be addressed:

i) That the owner provides the Development Approvals Section with a final plan of survey in order to enact the amending by-law. The survey shall delineate the lands to be rezoned R3 Special, OSP Special and C2 as set out on the preliminary site plan prepared by D.S. Dorland Limited and dated June 23, 2020 to the satisfaction of the Director of Planning Services;

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

i) The only permitted uses on lands to be rezoned R3 Special shall be row dwellings with a maximum eighty (80) dwelling units and related accessory uses including a common amenity building;

ii) A gazebo and pavilion shall be permitted as accessory uses to an outdoor recreation area on lands to be rezoned OSP Special;

iii) For the purposes of this by-law, a pavilion shall be defined as a light building in an open space area used as shelter or for private entertainment.

#### Signed By

##### **Report Prepared By**

Mauro Manzon  
Senior Planner  
*Digitally Signed Oct 16, 20*

##### **Manager Review**

Alex Singbush  
Manager of Development Approvals  
*Digitally Signed Oct 16, 20*

##### **Financial Implications**

Steve Facey  
Manager of Financial Planning & Budgeting  
*Digitally Signed Oct 22, 20*

##### **Recommended by the Department**

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

##### **Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Oct 28, 20*



c) Conditional approval shall lapse on November 24, 2022 unless Condition a) above has been met or an extension has been granted by Council.

### **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 proposal seeks to expand the range of new housing throughout the City, and is therefore consistent with the objectives of the Strategic Plan.

### **Report Summary**

An application for rezoning has been submitted in order to permit an 80-unit row dwelling complex on lands located north of Philippe Street and west of Deschene Road in Hanmer. The proposed built form and residential density present land use compatibility with adjacent low density housing. Servicing is adequate to support development. The location is considered appropriate for medium density residential development given the proximity to services including public transit and a grocery store. The application is deemed to conform to the Official Plan and is consistent with the applicable policies of the Provincial Policy Statement.

### **Financial Implications**

If approved, staff estimate approximately \$273,000 in taxation revenue, based on the assumption of 80 multiple dwelling units at an estimated assessed value of \$275,000 per dwelling unit at the 2020 property tax rates.

In addition, this would result in total development charges of approximately \$840,000 based on assumption of 80 multiple dwelling units based on the rates in effect as of the date of this report.



## **Staff Report**

### **Proposal:**

An application for rezoning has been submitted in order to permit the following:

1. Rezone part of PINs 73504-3102 and 73504-2283 to R3 Special in order to permit an 80-unit row dwelling complex and related accessory uses, to include an outdoor recreation area and stormwater facilities on abutting rural lands;
2. Consolidate an approximate 1,752 m<sup>2</sup> southerly portion of PIN 73504-3102 with abutting PIN 73504-1924 (5074 Highway 69 North) and rezone to "C2", General Commercial.

**Existing Zoning:** "RU" Rural and "H43C2", Holding General Commercial.

"RU", Rural zoning permits a residential use in the form of a single detached dwelling or a mobile home on a permanent foundation.

The H43C2 zoning would permit all C2 uses subject to the removal of the holding designation. The "H43", Holding symbol shall only be removed by Council provided that the following conditions are first satisfied:

- i) The owners shall have entered into a servicing agreement with the City of Greater Sudbury respecting the extension of municipal sanitary sewer services to service the lands subject to the "H", Hold symbol, and agree to contribute towards the cost of the extension of the sanitary sewer;
- ii) Municipal sanitary services are available to service the development;
- iii) A traffic impact analysis which identifies those road improvements which are required to support the uses permitted on the lands subject to the "H", Hold symbol and that the owner enter into an agreement with the City to contribute towards the cost of any improvements or upgrades identified in the study including a paved shoulder on the west side of Deschene Road from the north limit of the lands subject to the "H" to Municipal Road 80;
- iv) Stormwater Management Report, to include details concerning a stormwater drainage outlet for the site and that the owner enter into an agreement with the City to contribute towards the cost of any drainage improvements identified in the report."

**Requested Zoning:** "R3 Special", Medium Density Residential Special and "C2", General Commercial

R3 zoning permits low and medium density residential uses, including row dwellings. The C2 zoning permits a broad range of residential and commercial use comprising more than 50 different land uses. In this case, the C2 zoning is required in order to eliminate the split zoning that results from a proposed lot addition with an existing commercial property fronting onto MR80.

### **Location and Site Description:**

PIN 73504-3102 and Part of PIN 73504-2283, Part of Parcel 11271 S.E.S., Part 3, Plan 53R-21074 in Lot 5, Concession 3, Township of Hanmer (Deschene Road and Philippe Street, Hanmer)



**Title: Keystone Homes Inc.**

**Date: October 13, 2020**

The subject lands encompass portions of two parcels located north of Philippe Street and west of Deschene Road in the community of Hanmer. Sewer and water services will have to be extended northerly on Philippe Street in order to accommodate development. Both Philippe Street and Deschene Road are constructed to a rural standard. Public transit service is located on MR80 with the closest transit stop approximately 175 metres to the east.

Total site area is 5.68 ha, which comprises 3.66 ha for the row dwelling complex and 2.02 ha for the proposed outdoor amenity area on abutting rural lands. The subject land has 60 metres of frontage on Deschene Road and 30 metres at the northerly limit of Philippe Street.

The vacant lands are relatively flat with no major changes in topography. The property is noted for its mix of open space areas and tree cover, mostly coniferous species. Informal trails are evident across the property.

The subject land is located within Wellhead Protection Areas A and B of the Philippe Well C.

### **Surrounding Land Uses:**

The area surrounding the site includes:

North: Vacant rural land (north of Philippe Street) and a rural residential lot with a single detached dwelling north of the portion currently zoned H43C2 (4705 Deschene Road);

East: Vacant rural land and grocery store on east side of Deschene Road;

South: Single detached dwellings and commercial properties on MR80;

South and east: Vacant land zoned as "H43C2", Holding General Commercial located north of Shoppers Drug Mart and McDonald's; and,

West: Rural property with garden nursery (Valley Shrubs and Trees).

### **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 advised that adjacent property owners were canvassed in advance of the public hearing.

As of the date of this report, Planning Services received one phone call seeking clarification on the application and conducted one meeting with a local resident at TD Square. No written submissions have been received.

## **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](#)



**Title: Keystone Homes Inc.**

**Date: October 13, 2020**

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.

There are three major Provincial policy areas that are directly applicable to this file as follows:

a) Housing

Under Section 1.1.1, municipalities shall accommodate an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons) to meet long-term needs.

b) Settlement areas

As outlined under Section 1.1.3.6, new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

c) Source protection

Section 2.2.1 addresses water resources. Planning authorities shall protect, improve or restore the quality and quantity of water by implementing necessary restrictions on development and site alteration to:

1. protect all municipal drinking water supplies and designated vulnerable areas; and,
2. protect, improve or restore vulnerable surface and groundwater, sensitive surface water features and sensitive groundwater features, and their hydrologic functions.

**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.

The GPNO encourages a broad range of housing in support of the City's designation as an Economic and Service Hub.

**Official Plan for the City of Greater Sudbury:**

A. Mixed Use Commercial

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

1. All uses permitted by this Plan except Heavy Industrial may be accommodated in the Mixed Use Commercial designation through the rezoning process.



2. In order to minimize the disruption of traffic flow along Arterial Roads and promote better development, small lot rezoning will be discouraged and land assembly for consolidated development will be promoted.
3. Subject to rezoning, new development may be permitted provided that:
  - a. sewer and water capacities are adequate for the site;
  - b. parking can be adequately provided;
  - c. no new access to Arterial Roads will be permitted where reasonable alternate access is available;
  - d. the traffic carrying capacity of the Arterial Road is not significantly affected;
  - e. traffic improvements, such as turning lanes, where required for a new development, will be provided by the proponent; and,
  - f. landscaping along the entire length of road frontages and buffering between non-residential and residential uses will be provided; and,
  - g. The proposal meets the policies of Sections 11.3.2 (land use policies to support transit needs) and 11.8 (accessibility), and Chapter 14.0, Urban Design.

**B. Living Area 1**

The westerly portion of the subject land north of Philippe Street is designated as Living Area 1, which permits a range of residential use including medium density housing types. 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.

**C. 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;



**Title: Keystone Homes Inc.**

**Date: October 13, 2020**

- 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.

**D. Built Boundary**

Schedule 3 of the Official Plan identifies the limits of the settlement area and the built boundaries of the City. Under Section 2.3.2 of the Official Plan, intensification and development within the built boundary is encouraged. Notwithstanding the above, development outside of the built boundary may be considered in accordance with the policies of this Plan.

In this case, most of the proposed row dwelling development will be located within the settlement area but beyond the built boundary of the Valley East urban area. A small southerly portion of the row dwelling complex, as well as the surplus land to be consolidated with the C2 lot on MR 80 are within the built boundary.

**E. Sensitive Groundwater Features (Source Protection Plan)**

The Official Plan contains various policies related to sensitive groundwater features, which are applicable to the subject land given the proximity to a municipal well. The applicable policies are outlined under Section 8.3 of the Official Plan:

1. Development, certain land use activities and public works within the vulnerable areas will conform with the policies on List A of the Greater Sudbury Source Protection Plan.
2. Severances of lots that would require the construction of new septic systems within the WHPA A and B or the IPZ 1 areas are prohibited. Existing registered lots may be developed with an on-site individual septic system and the expansion, maintenance or replacement of existing on-site individual septic systems is allowed.
3. In the vulnerable areas, the City will reduce stormwater runoff volume and pollutant loadings from developments where stormwater management facilities could be a significant threat by:
  - a. encouraging the implementation of a hierarchy of source, lot-level, conveyance and end of pipe controls;
  - b. encouraging the implementation of innovative stormwater management measures;
  - c. considering flexibility in development standards to incorporate alternative community design and stormwater techniques, such as those related to site plan design, lot grading, ditches and curbing, driveway surfaces, and the use of open spaces as temporary detention ponds; and,
  - d. supporting the continued implementation of source control programs, which are targeted to existing areas that lack adequate stormwater controls.

**Zoning By-law 2010-100Z:**

The applicant has demonstrated general compliance with R3 zoning provisions as applied to row dwellings.

**Site Plan Control:**

The development is subject to Site Plan Control, to be implemented prior to the issuance of a building permit.



**Title: Keystone Homes Inc.**

**Date: October 13, 2020**

**Department/Agency Review:**

Commenting departments and agencies generally advised that there are no objections to the proposed development and that more detailed requirements will be outlined at the site plan stage if this application is approved. Drainage Section advised that enhanced stormwater control measures will be required due to the location in a vulnerable area. Development Engineering indicated that municipal services are adequate.

**Planning Analysis:**

The subject property offers close proximity to a major arterial road serviced by public transit and a commercial node located at the intersection of MR 80 and Deschene Road in Hanmer. The review of this application is focused on the following areas of concern:

- Land use compatibility with adjacent low density housing;
- Suitability of the lot to accommodate the proposed 80-unit development;
- Appropriateness of the outdoor amenity area proposed on adjacent lands deemed beyond the settlement area boundary; and,
- Impact on groundwater resources as the land is located within a vulnerable area identified under the Source Protection Plan.

**Land use compatibility**

The main consideration related to compatibility concerns the interface with existing low density housing on Philippe Street and MR80. Both the proposed R3 portion and the surplus lands to be consolidated with the commercial property on MR80 directly abut existing single detached dwellings. As a minimum requirement, planting strips will be required wherever a medium density residential use or a non-residential lot abuts a low density residential zone.

In this case, the owner is proposing a minimum 1.5 metre-high opaque privacy fence with a seven (7) metre-wide landscaped area abutting the rear lot lines of Lots 6 and 7, Plan M-338 and Part 1, Plan 53R-12716 on the east side of Philippe Street. A privacy fence in conjunction with a landscaped area is also proposed along the northerly limit of Part 1, Plan 53R-12716 (4616 Philippe Street).

On the west side of the street, existing vegetation will be utilized along the northerly limit of Part 3, Plan 53R-12716 to provide screening and buffering (4615 Philippe Street). Depending on the location of the existing tree line, the plantings may have to be supplemented at site plan stage, as the planting strip must be on the subject land (i.e., the proponents cannot use vegetation on the abutting property to meet their landscaping requirements).

In regards to the portion to be rezoned C2 abutting Lots 7 and 8, Plan M-338 on Philippe Street and PIN 73504-1925 on MR80, any future commercial development will be subject to site plan control, at which time landscaping requirements will be implemented.

In order to accommodate access to the site, the turnaround at the northerly limit of Philippe Street will have to be reconstructed and moved further south to align within the limits of the municipal right-of-way. The owner has provided a preliminary drawing illustrating the proposed cul-de-sac, which is attached for review. The engineering requirements will be reviewed in more detail at the site plan stage.



Suitability of lot

a) Density

The residential density on the R3 portion of the site is calculated at 22 dwelling units per hectare, which is less than the maximum density permitted under in low density residential areas under the Official Plan (36 du/ha). The resultant density is tied to the proposed built form, which requires a larger building footprint with fewer storeys compared to a multiple dwelling format. The density is considered appropriate given the locational context.

b) Built form

The applicant is proposing 80 row dwelling units in fifteen (15) buildings of varying size as set out on the preliminary site plan. Renderings are attached illustrating the proposed building elevations, which are two (2) storeys in height. The built form is fairly uniform with only slight variations in design. Each unit will have an attached garage and a designated privacy yard. A common amenity building is proposed in a centralized location.

The proposed built form presents compatibility with existing low density housing. The building height is similar to that applied under the abutting R1-5 zone. There will be no shadowing effects impacting adjacent dwellings.

c) Servicing

Municipal sewer and water services will be provided by extending the existing water distribution main and wastewater gravity main on Philippe Street. The owner submitted a sewer and water capacity/feasibility review as part of a complete application. Development Engineering advised that servicing is adequate for the proposed development, including fire flows.

d) Parking and on-site circulation

An 80-unit complex requires a minimum of 120 parking spaces. In this case, 136 spaces are provided to include 16 spaces for the proposed amenity building. Each unit will have an attached garage, with additional visitor parking provided throughout the development. The applicant has demonstrated that minimum parking requirements can be addressed on-site, and has identified preliminary locations to accommodate refuse areas. There are no concerns related to parking, on-site circulation and fire routes.

e) Proximity to commercial services and public transit

The proximity to commercial services and public transit are positive attributes that support medium density residential development at this location. Retail and restaurant uses including a shopping mall are within a comfortable walking distance. The presence of a grocery store directly opposite the subject land is a desirable feature of the site given the importance of geographic access to healthy foods. There is also a public transit stop directly in front of the retail development to the west.

Source Protection

The subject land is located within Wellhead Protection Areas A and B of the Philippe Well C. Water/Wastewater Services have indicated that no significant threats to the municipal drinking water source have been identified at this time, as the proposed development will be fully serviced by municipal sewer and water.



**Title: Keystone Homes Inc.**

**Date: October 13, 2020**

Given the location in a vulnerable area, however, enhanced stormwater management requirements will be implemented at the site plan stage. On-site enhanced stormwater quality control is required for all proposed impervious areas. Snow storage areas must be directed to the quality control facility. If infiltration techniques are proposed, pre-treatment will be required along with a salt management plan for the site.

The owner is advised that a Section 59 review under the Clean Water Act is triggered at each stage of the development should this application be approved.

### Official Plan

The proposal conforms with applicable Official Plan policies as follows:

a) Living Area 1 and Mixed Use Commercial areas:

- There are no identified servicing constraints based on the submitted sewer and water feasibility/capacity review;
- Required parking can be provided on-site and no off-site impacts are anticipated;
- Access to a signalized intersection will be provided via the proposed Deschene Road driveway;
- The development will not generate significant traffic and there is no impact on the functioning of the arterial road based on comments from Traffic and Transportation;
- Landscaping requirements will be formalized through the site plan process;
- There is convenient access to public transit and the proposal enhances the feasibility of transit services; and,
- The proposed built form and resultant residential density are a good fit with existing uses, most notably the low density housing on Philippe Street.

b) Residential intensification

- The site is suitably large to accommodate the proposed 80-unit development while also addressing functional matters such as parking, on-site circulation, driveway entrances and fire routes;
- The built form and residential density are compatible with surrounding uses;
- The provision of landscaping and other measures will be implemented at site plan stage;
- There are no sun-shadow or wind impacts resulting from the development;
- There are no natural heritage or cultural heritage features that are present on the site; and,
- Residential intensification is encouraged but not restricted to areas within the built boundary.

c) Sensitive Groundwater Features (Source Protection Plan)

No restricted uses are proposed with this application. The development will be fully serviced and does not result in lot creation requiring the installation of septic systems. Enhanced stormwater techniques will be required at site plan stage.

d) Proposed outdoor amenity area

The owner is proposing an outdoor amenity area located north of the settlement boundary as delineated in the Official Plan. The open space area would serve a dual purpose: a private outdoor recreation area with walking trails and gardens for residents; and, a location for the stormwater management ponds required to address urban runoff, which must be handled on-site.



**Title: Keystone Homes Inc.**

**Date: October 13, 2020**

Staff have no objection to including the open space area as part of the development proposal provided that the lands are zoned “OSP Special”, Open Space Private Special, which would permit an outdoor recreation area and the proposed stormwater facilities. No buildings other than structures accessory to an outdoor recreation area shall be permitted (gazebo, pavilion).

#### 2020 Provincial Policy Statement and 2011 Growth Plan for Northern Ontario

The subject site is located in a fully serviced neighbourhood within settlement area boundaries, consistent with Provincial policies that place an emphasis on new development adjacent to existing built-up areas. The proposal also aligns with housing policies geared to diversification of the supply of new housing to address all housing needs, as well as contributing towards intensification targets. In regards to source water protection, no threats have been identified to the vulnerable area and enhanced stormwater controls will be implemented at the development stage. The application is consistent with the 2020 Provincial Policy Statement.

The application also conforms to the 2011 Growth Plan based on the increased housing capacity that the project will create.

#### **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: 751-7/20-07

RE: Application for Rezoning – Keystone Homes Inc.  
PIN 73504-3102 and Part of PIN 73504-2283, Part of Parcel 11271 S.E.S., Part 3, Plan 53R-21074 in Lot 5, Concession 3, Township of Hanmer (Deschene Road and Philippe Street, Hanmer)

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#### Development Engineering

A water and sanitary sewer analysis was performed with the sanitary sewer connection being at the north end of Philippe Street. It was determined that the City water and sanitary sewer infrastructure can support this development as detailed in the request for water and sewer capacity with a peak sanitary sewer flow of 5.55 litres/second.

We have no objection to amending the Zoning By-law for the City of Greater Sudbury provided that this project proceeds by way of Site Plan Control Agreement. Detailed review of servicing, lot grading, stormwater management, and surface features will be made at that time. Further comments will be provided at the Site Plan Control Agreement stage.

#### Infrastructure Capital Planning Services

Infrastructure Capital Planning Services Drainage Section has reviewed the above application and can advise that we have no comments for rezoning of the above site.

A stormwater report addressing items outlined during the SPART meeting held on April 29, 2020 and outlined in the Pre-Consultation Understanding must be submitted to the satisfaction of the City of Greater Sudbury as part of a complete application for site plan control.

The proposed cul-de-sac will be reviewed during the site plan stage.

#### Building Services

We have reviewed your memo dated July 20, 2020 regarding the Zoning By-law Amendment and can advise that Building Services has the following comments:

- 1) Holding provision to be removed.
- 2) Minimum courts between buildings required as per Zoning By-law 2010-100Z Table 6.5 special provision #10.
- 3) Fire routes to be identified on site plan.
- 4) Hydrants are to be identified as per 3.2.5. Ontario Building Code.
- 5) Fire flows are to be calculated for buildings “A”, “B”, “C”, “D”, “E”, “G”, “N” and “O” using underwriters survey forms and those values are to be verified at the hydrants.

#### 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.







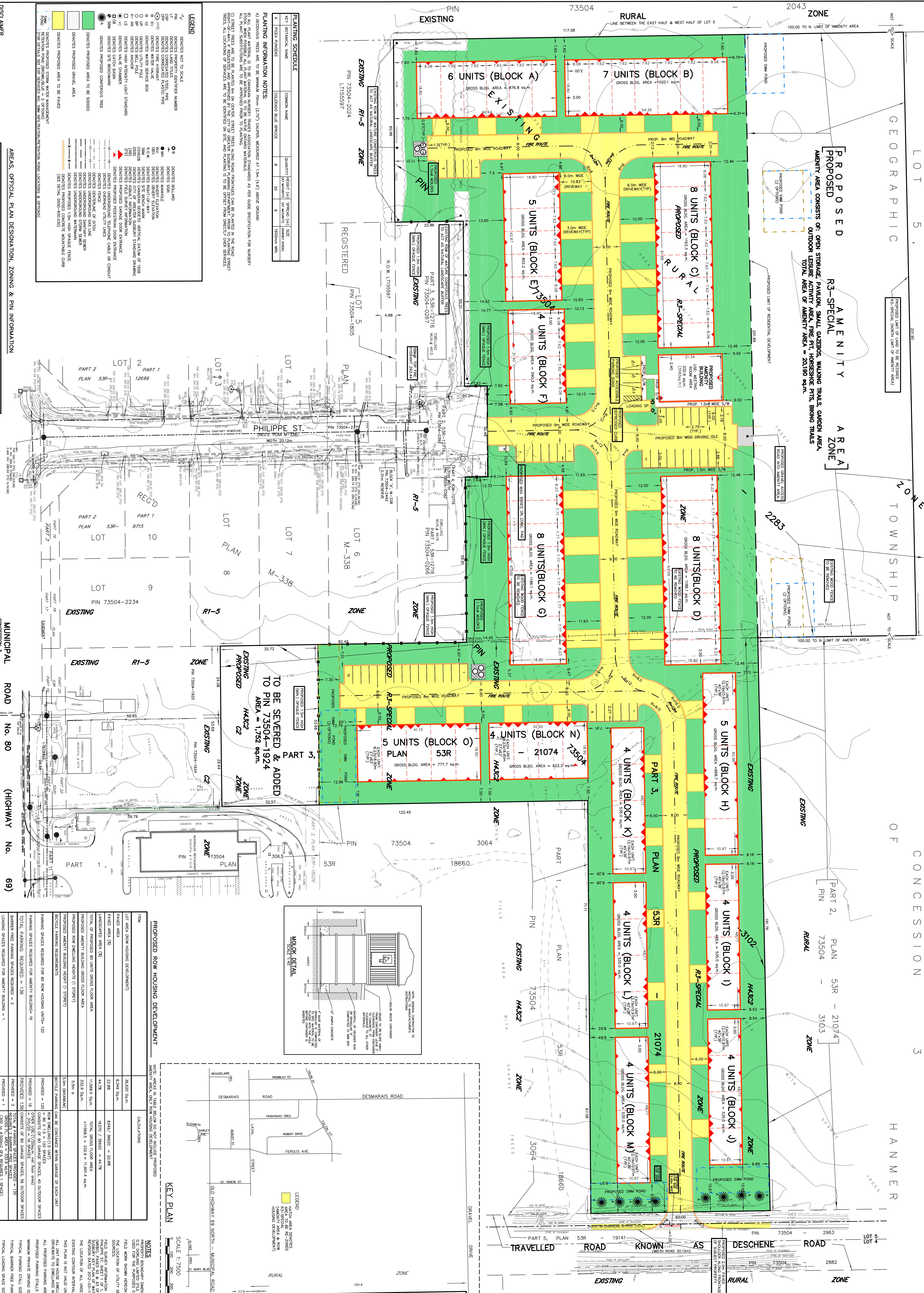
SITE PLAN OF  
PROPOSED RESIDENTIAL  
80 UNIT ROW HOUSING  
DEVELOPMENT

PIN 73504-3102  
AND PART OF  
PIN 73504-2283  
LOT 5  
CONCESSION 3  
GEOGRAPHIC  
TOWNSHIP OF HANMER  
CITY OF GREATER SUDBURY  
DISTRICT OF SUDBURY  
SCALE 1:400

LOT 5,  
GEOGRAPHIC  
TOWNSHIP OF  
CONCESSION 3  
HANMER

PROPOSED  
AMENITY  
AREA  
R3-SPECIAL

AMENITY AREA CONSISTS OF: OPEN STORAGE, PAULOWN, SMALL GAZEBOS, WALKING TRAILS, GARDEN AREA,  
OUTDOOR LEISURE FACILITY AREA, FIRE PIT, HORSESHOE PITS, BIRDING TRAILS  
TOTAL AREA OF AMENITY AREA = 20,180 sq.m.



KEY	SYMBOL	QUANTITY	HEIGHT (m)	SPREAD (m)	SIZE
A	PIKE PLANT	8	2.5	1.5	20' x 30'
B	PIKE PLANT	8	2.5	1.5	20' x 30'

PLANTING INFORMATION NOTES:  
A) DECIDUOUS TREES ARE TO BE MINIMUM 10cm (2.5") CALIBRE, MEASURED AT 1.3m (4.3') ABOVE GROUND.  
B) ALL TREES ARE TO BE PLANTED IN THE SPRING OR FALL, DEPENDING ON THE WEATHER.  
C) ALL TREES ARE TO BE PLANTED IN THE SPRING OR FALL, DEPENDING ON THE WEATHER.  
D) ALL TREES ARE TO BE PLANTED IN THE SPRING OR FALL, DEPENDING ON THE WEATHER.  
E) ALL TREES ARE TO BE PLANTED IN THE SPRING OR FALL, DEPENDING ON THE WEATHER.

LEGEND

- PROPOSED ROW HOUSING DEVELOPMENT
- PROPOSED PARKING AREAS
- PROPOSED LANDSCAPING
- PROPOSED ROADS
- PROPOSED UTILITIES
- PROPOSED AMENITY AREA

AREAS, OFFICIAL PLAN DESIGNATION, ZONING & PIN INFORMATION

ITEM	AREA (sq.m.)	EXISTING ZONING	PROPOSED ZONING	CURRENT PIN DESIGNATION
ROW HOUSING DEVELOPMENT	36,400	RURAL	R3-SPECIAL	PIN 73504-2283
WATER USE COMMERCIAL	1,732	H2C2	C2	PIN 73504-3102
WATER USE COMMERCIAL	1,732	H2C2	C2	PIN 73504-3102
WATER USE COMMERCIAL	1,732	H2C2	C2	PIN 73504-3102

DORLAND  
LIMITED  
288 LAKESHORE DRIVE  
SUITE 100  
SCARBOROUGH, ONTARIO M1V 4Y4  
PHONE: (416) 291-1101  
WWW.DORLAND.COM

BENCHMARK NOTES  
ELEVATIONS SHOWN HEREIN HAVE BEEN OBTAINED USING SMALLER SCALE, THE HIGHEST OF THE OBSERVATIONS WHICH ARE  
DIRECTLY RELATED TO THE PROPOSED DEVELOPMENT, AND HAVE BEEN CONVERTED TO CGVD83 HEIGHTS USING THE  
WATER PRACTICE. THE DIRECT RELATIONSHIP OF THESE CONVERTED ELEVATIONS TO THE CGVD83 VERTICAL DATUM HAVE BEEN  
CONFIRMED BY OBSERVING LOCAL BENCHMARKS.  
SIT BENCHMARKS ARE AT THE CORNER OF THE PROPERTY, 10' IN FRONT OF MUNICIPAL, & 4' IN FRONT OF HANMER, HAVING  
SIT BENCHMARKS AT THE CORNER OF THE PROPERTY, 10' IN FRONT OF MUNICIPAL, & 4' IN FRONT OF HANMER, HAVING

METRIC NOTE  
DISTANCES & ELEVATIONS SHOWN ON THE PLAN ARE IN METRES AND  
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

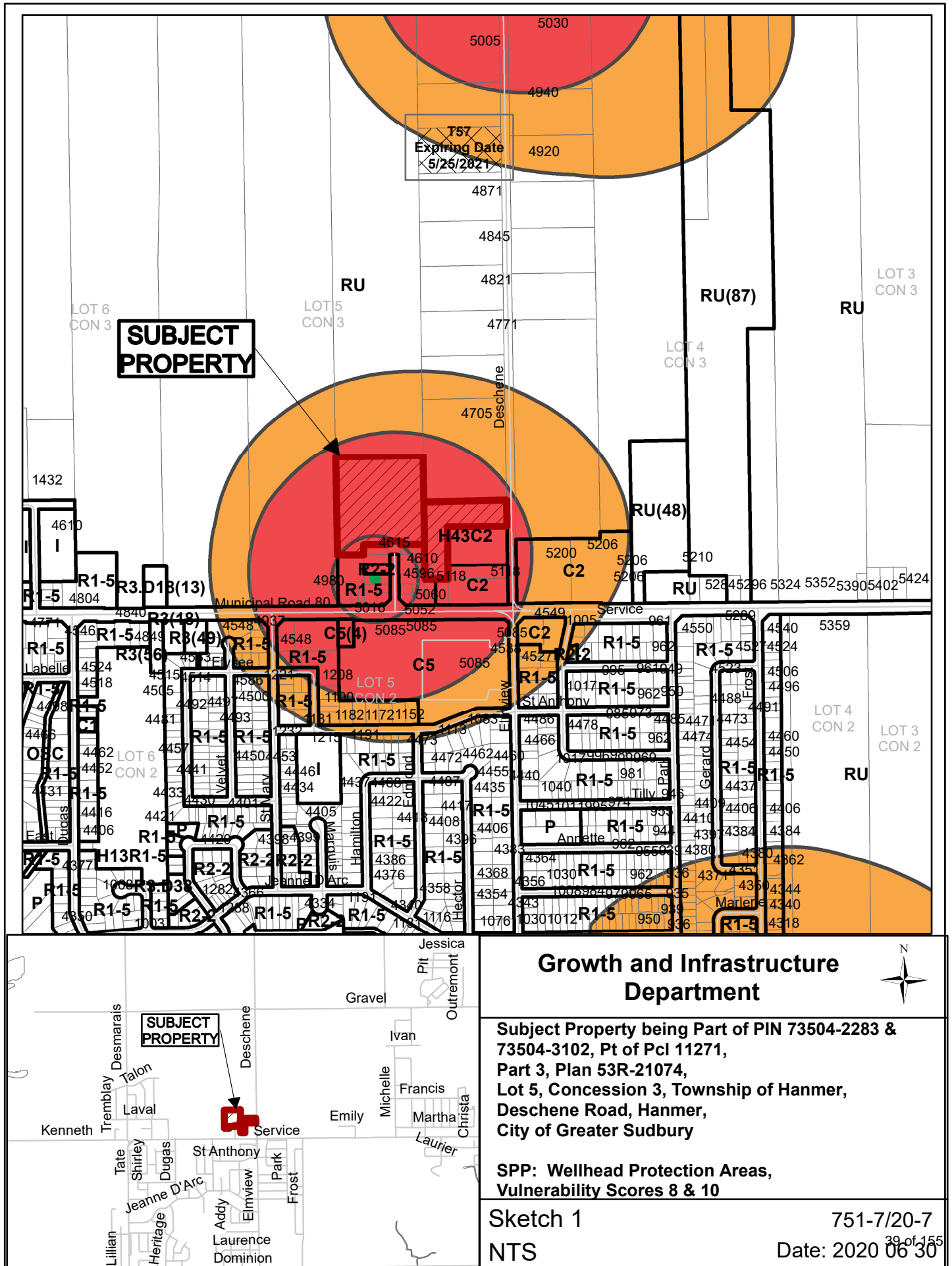
ITEM	PROPOSED ROW HOUSING DEVELOPMENT	PROPOSED PARKING AREAS	PROPOSED LANDSCAPING	PROPOSED ROADS	PROPOSED UTILITIES	PROPOSED AMENITY AREA
LOT AREA (ROW HOUSING DEVELOPMENT)	36,400 sq.m.	8,248 sq.m.	8,248 sq.m.	8,248 sq.m.	8,248 sq.m.	8,248 sq.m.
PAVED AREA (sq.m.)	36,400	8,248	8,248	8,248	8,248	8,248
UNPAVED AREA (sq.m.)	18,200	4,124	4,124	4,124	4,124	4,124
TOTAL OF PROPOSED 80 UNITS GROSS FLOOR AREA	11,864 sq.m.	11,864 sq.m.	11,864 sq.m.	11,864 sq.m.	11,864 sq.m.	11,864 sq.m.
PROPOSED AMENITY BUILDING GROSS FLOOR AREA	332.8 sq.m.	332.8 sq.m.	332.8 sq.m.	332.8 sq.m.	332.8 sq.m.	332.8 sq.m.
PROPOSED ROW BUILDING HEIGHTS (1 STOREY)	5.0m	5.0m	5.0m	5.0m	5.0m	5.0m
PROPOSED AMENITY BUILDING HEIGHT (1 STOREY)	5.0m	5.0m	5.0m	5.0m	5.0m	5.0m
PROPOSED AMENITY BUILDING HEIGHT (1 STOREY)	5.0m	5.0m	5.0m	5.0m	5.0m	5.0m

NOTES

PROPERTY BOUNDARY DIMENSIONS SHOWN HEREIN ARE DERIVED FROM EXISTING FIELD NOTES OF  
SURVEY DATED 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 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## Source Protection Plan Map











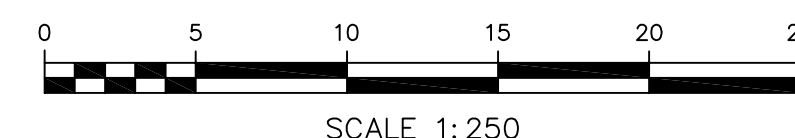


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	PROPOSED PHASE 1 BOUNDARY
	PROPOSED LOT ELEVATION
	PROPOSED SWALE ELEVATION
	EXISTING PERIMETER ELEVATION
	WATER TABLE
	PROPOSED ELEVATION AT HOUSE
	DRAFT PLAN LOT NUMBERS
	PROPOSED SANITARY SEWER
	PROPOSED SANITARY MANHOLE
	PROPOSED WATERMAIN
	PROPOSED VALVE BOX
	PROPOSED SERVICE BOX
	PROPOSED FIRE HYDRANT
	PROPOSED ASPHALT CUL-DE-SAC
	PROPOSED DITCHING
	PROPOSED CULVERT

**ISSUED FOR CLIENT  
REVIEW**

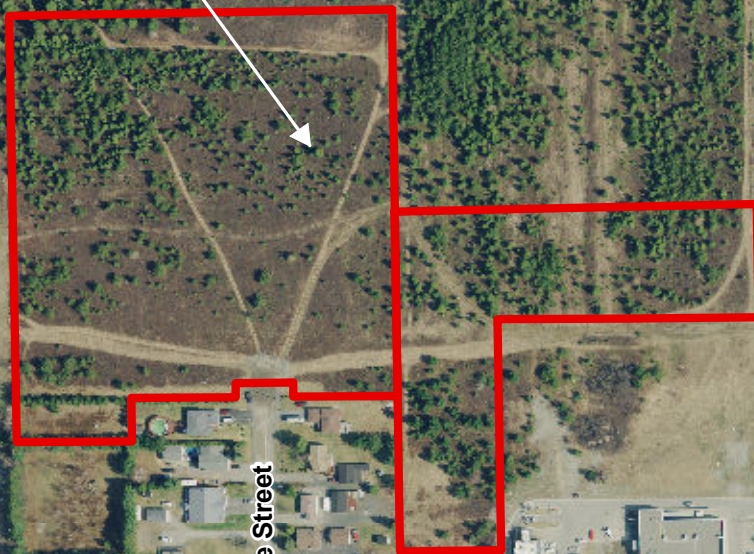
1







**Subject Property**



Deschene Road

Philippe Street

Municipal Road 80

Unnamed Private Road 121

St Mary Boulevard

Evergreen Court

St Anthony Street

Elmview Drive

Greta Street

Beaver Avenue

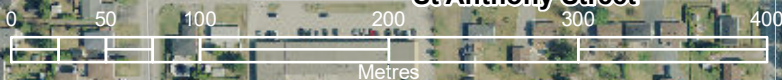






Photo 1: Deschene Road, Hanmer  
View of subject property from Deschene Road street line  
File 751-7/20-07 Photography Sept 24, 2020





Photo 2: Deschene Road, Hanmer  
Vacant commercial land abutting southerly with retail use located further south  
File 751-7/20-07 Photography Sept 24, 2020





Photo 3: Deschene Road, Hanmer  
Grocery store on east side of Deschene Road opposite subject land  
File 751-7/20-07 Photography Sept 24, 2020





Photo 4: Philippe Street, Hanmer  
Interior view of subject property showing typical conditions  
File 751-7/20-07 Photography Sept 24, 2020





Photo 5: Philippe Street, Hanmer  
View of existing turnaround at north end of Philippe Street  
File 751-7/20-07 Photography Sept 24, 2020





Photo 6: Philippe Street, Hanmer  
Existing conditions between south limit of subject land and abutting single detached dwelling on west side of Philippe Street  
File 751-7/20-07 Photography Sept 24, 2020





Photo 7: Philippe Street, Hanmer  
Existing conditions between south limit of subject land and abutting single detached dwelling on east side of Philippe Street  
File 751-7/20-07 Photography Sept 24, 2020



>>> [REDACTED] > 09/18/20 9:16 AM >>>

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

Good day sir,

I am contacting you in regards to the proposed new seniors living community, which is to be built this or next year. The property in question is located on Deschene rd with access on Philippe st. My main concern is that during the construction of the said project, is that the builder will use Philippe st as access to the site, and that the heavy trucks and equipment will damage the road surface. I would like to know if the builder is planning to access the property during construction via Deschene and limit the use of Philippe st. If the builder does access via Philippe st, will the builder be liable for any road repair? Or will it come from city coffers.? I am hoping that with the size of the project, that they will start with an access road on Deschene, for the project since it will be safer and will not damage our street. Another concern is one of safety, there are small children on our street and we have been fortunate to be on a cul de sac. Another safety concern is that of exiting from Philippe st, on to RR#80, can be hazardous, whereas, the Deschene rd is far less busy. I thank you for your time and look forward to hearing from you, best regards, David Jones.



## Request for Decision

### Larocque Avenue & Municipal Road 80, Val Therese

Presented To:	Planning Committee
Presented:	Monday, Nov 09, 2020
Report Date	Friday, Oct 16, 2020
Type:	Routine Management Reports
File Number:	780-7/05006

### 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 PINs 73505-0993 & 73505-0964, Part of Parcel 16001 SES, Part 20, Plan 53R-17595, Lot 7, Concession 2, Township of Hanmer, File # 780-7/05006, in the report entitled "Larocque Avenue & Municipal Road 80, Val Therese", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on November 9, 2020, upon payment of Council's processing fee in the amount of \$1316.50 as follows:

1. In Conditions 2, 3, 4, 5, 7, 9, 15, 26, 33 by replacing the word 'Municipality' or 'City of Greater Sudbury' with 'City';

2. By deleting Condition #11 and replacing it with the following:

"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 and the Nickel District Conservation Authority. The geotechnical engineer will be required to address On-site and Excess Soil Management when O. Reg. 406/19 comes into force. A soils caution agreement, if required, shall be registered on title, to the satisfaction of the Chief Building Official and City Solicitor."

3. By deleting Condition #17 and replacing it with the following:

#### Signed By

##### **Report Prepared By**

Wendy Kaufman  
Senior Planner  
*Digitally Signed Oct 16, 20*

##### **Manager Review**

Alex Singbush  
Manager of Development Approvals  
*Digitally Signed Oct 16, 20*

##### **Financial Implications**

Steve Facey  
Manager of Financial Planning & Budgeting  
*Digitally Signed Oct 22, 20*

##### **Recommended by the Department**

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

##### **Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Oct 28, 20*



“17. The owner agrees to provide for review and approval the required soils report, storm water, water, sanitary sewer and lot grading master planning reports and plans to the General Manager of Growth and Infrastructure and to the Nickel District Conservation Authority prior to the submission of servicing plans.”

4. By replacing the word ‘Siltation’ with ‘Sediment and Erosion’ in Condition #18.

5. By inserting the following new second sentence in Condition #20:

“The report must demonstrate that each noted lot has a sufficient developable area outside of the flood plain to the satisfaction of the Nickel District Conservation Authority.”

6. By deleting Condition #27 and replacing it with the following:

“27. That this draft approval shall lapse on October 14, 2022.”

7. By adding a new clause (iii) in Condition #34:

“(iii) The owner provides the City with a 10 m easement to construct a pedestrian path along the future Lillian Street extension right-of-way and along the future Jeanne D’Arc Street right-of-way until such time as these road connections are constructed.”

## **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 for the subject lands (File # 780-7/05006) in the community of Val Therese for a period of two years until October 14, 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 has no objections to the requested extension for a period of two years. The request was also circulated to relevant agencies and departments for comment and no concerns were identified with respect to extending the draft approval. 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 \$158,000 in taxation revenue, based on the assumption of 34 single detached dwelling units at an estimated assessed value of \$375,000 per dwelling unit at the 2020 property tax rates.

In addition, this development would result in total development charges of approximately \$620,000 based on the assumption of 34 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).



Date: October 13, 2020

## Staff Report

### Applicant:

Saldan Developments Ltd.

### Location:

PINs 73505-0993 & 73505-0964, Part of Parcel 16001 SES, Part 20, Plan 53R-17595, Lot 7, Concession 2, Township of Hanmer

### Application:

To extend the draft approval conditions for a plan of subdivision which were approved initially by Council on May 11, 2006. The draft approval was most recently extended by Council on December 12, 2017, and is set to expire again on January 14, 2021 following a temporary administrative extension. The lands are described as PINs 73505-0993 & 73505-0964, Part of Parcel 16001 SES, Part 20, Plan 53R-17595, Lot 7, Concession 2, Township of Hanmer (Larocque Avenue & Municipal Road 80, Val Therese).

### Proposal:

The owner is requesting that the draft approval for the above noted lands be extended for a period of two years until October 14, 2022.

### Background:

The City received a request from Saldan Developments Ltd. on September 10, 2020 to extend draft approval on a plan of subdivision for a period of two years on those lands described as PINs 73505-0993 & 73505-0964, Part of Parcel 16001 SES, Part 20, Plan 53R-17595, Lot 7, Concession 2, Township of Hanmer.

The plan of subdivision was draft approved initially on May 11, 2006, for a total of 54 single-detached dwelling lots. At the time of writing this report, there are 34 remaining unregistered lots in the draft approved plan of subdivision. The most recent set of draft plan conditions are attached to this report, which include that the plan lapses on January 14, 2021.

The lands are to be accessed via the extension of Larocque Avenue and from Municipal Road 80 to the south. The lands within the plan of subdivision are designated Living Area 1 and Parks & Open Space in the Official Plan. The lands are currently zoned 'R1-5', Low Density Residential One, with a portion of the lands subject to a Flood Plan Overlay.

The draft approval is set to expire on January 14, 2021 following a three month administrative extension. Following the owner's 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 14, 2022.

Owners are advised to contact the Planning Services Division a minimum of four months prior to the lapsing date in order to facilitate the processing time associated with draft plan of subdivision approval extension requests. Applicants must reapply for subdivision approval if a draft plan approval has lapsed as there is no other avenue for relief.



**Date: October 13, 2020**

**Departmental & Agency Circulation:**

Infrastructure and Capital Planning Services, Building Services, Development Engineering, Environmental Planning Initiatives, Conservation Sudbury, Greater Sudbury Fire Services, Transit Services, and Canada Post have each advised that they have no concerns from their respective areas of interest. In some cases, they have recommended technical updates or revisions.

**Planning Considerations:**

Official Plan

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

The owner has advised that they have been working on the design for the balance of the site. Development Engineering has advised that pre-consultation regarding the design for Phase 2 of this subdivision occurred in June of 2020. Submission of design drawings for this phase is anticipated this fall. Staff is satisfied that the owner is making reasonable efforts towards developing the subdivision.

Draft Approval Conditions

Condition #27 should be deleted entirely and replaced with a sentence referring to October 14, 2022, as the revised date on which the subject draft plan of subdivision approval shall lapse.

Building Services has requested wording be added to Condition #11 to address the requirement to manage excess soils.

Conservation Sudbury has requested updating Condition #17 to clarify that certain required reports are subject to their review and approval, updating the title of a report in Condition #18, and updating Condition #19 to ensure that there is sufficient developable area outside of the flood plain as a result of the Hope Municipal Drain project on certain lots.

Infrastructure and Capital Planning Services has advised that the City requires a 10 m easement to construct a pedestrian path along the future Lillian Street extension right-of-way and along the future Jeanne D'Arc Street right-of-way until such time as the Developer constructs these road connections. It is recommended that this requirement be added to Condition #34 which permits the final approval for registration in phases.

Housekeeping changes are recommended to ensure consistency in terminology when referring to the City.

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 the draft approved plan of subdivision for reference purposes.

The applicant will be required to pay the applicable processing fee in the amount of \$1316.50. It is recommended that the draft approval extension be granted upon receipt of Council's processing fee from the applicant. This amount is calculated as per By-law 2017-24 being the Miscellaneous Use Fees By-law.

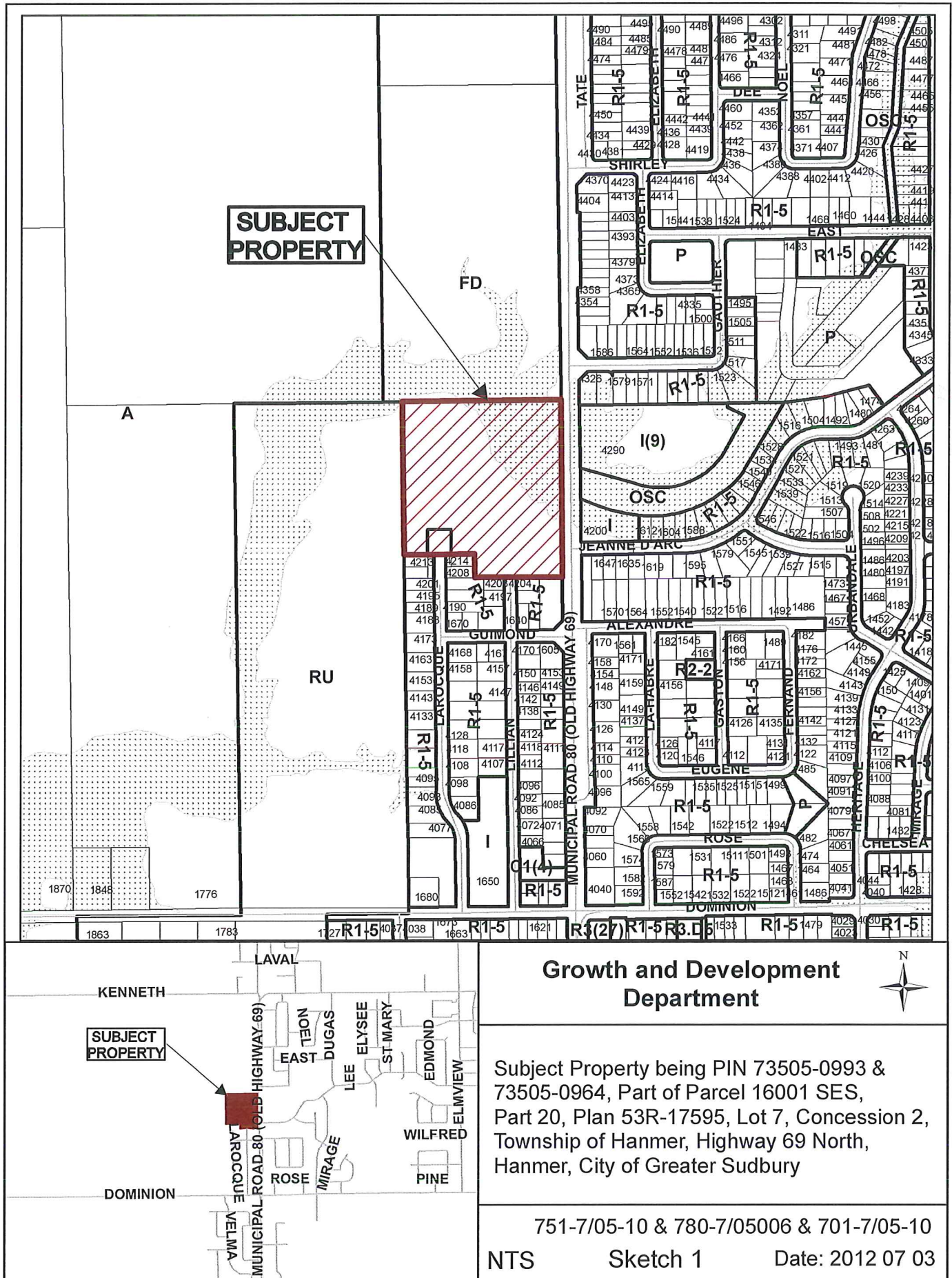


**Date: October 13, 2020**

**Summary:**

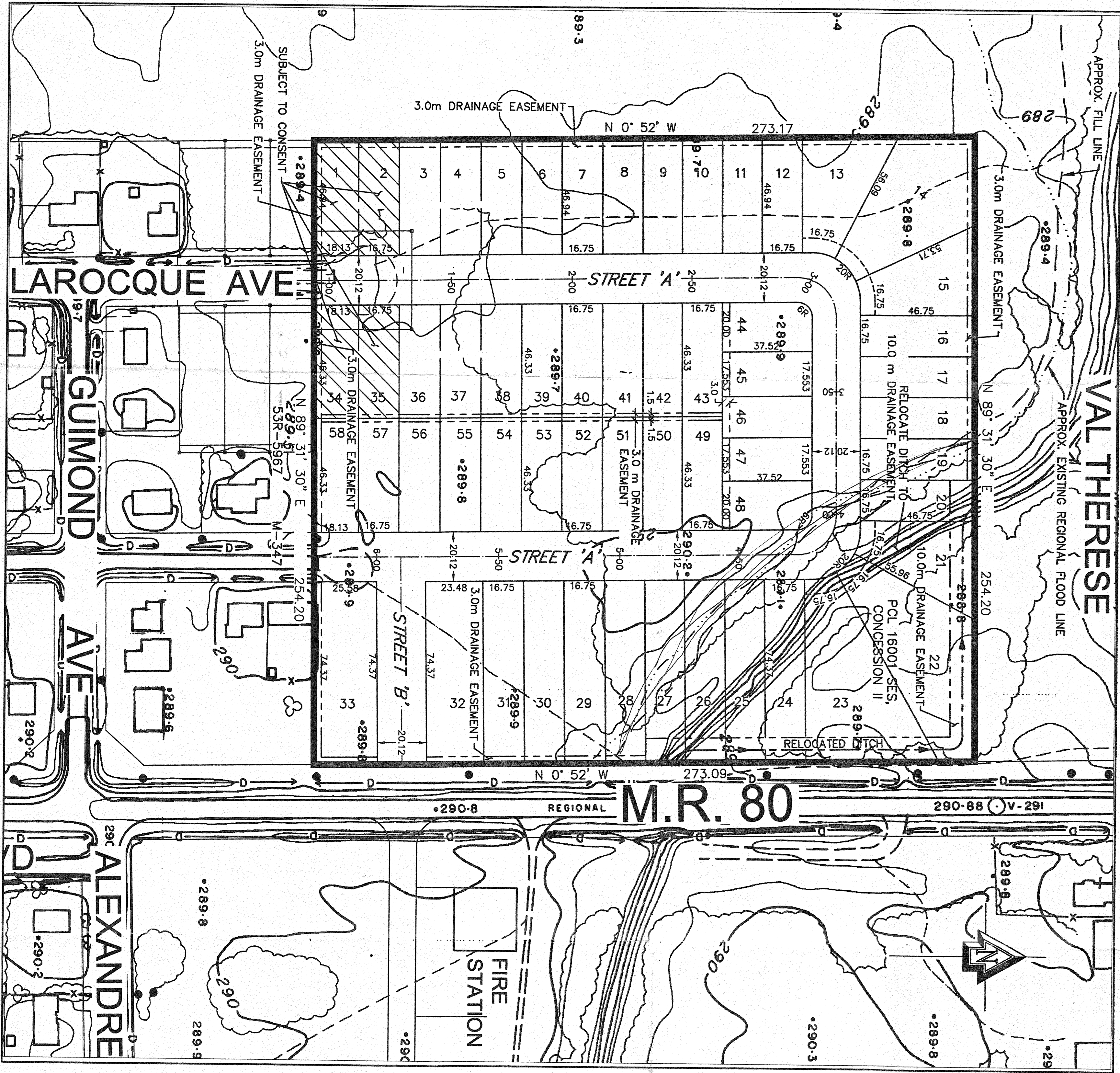
The Planning Services Division has reviewed the request to extend the subject draft approval and has no objections to the requested extension. The request was also circulated to relevant agencies and departments for comment and no concerns were identified with respect to extending the draft approval of the subdivision. Appropriate changes, where identified, have been included in the Resolution section of this report and will now form part of the draft plan approval if approved by Council. The Planning Services Division therefore recommends that the application to extend the draft approval for the subject lands for a period of two years until October 14, 2022, be approved as outlined in the Resolution section of this report.



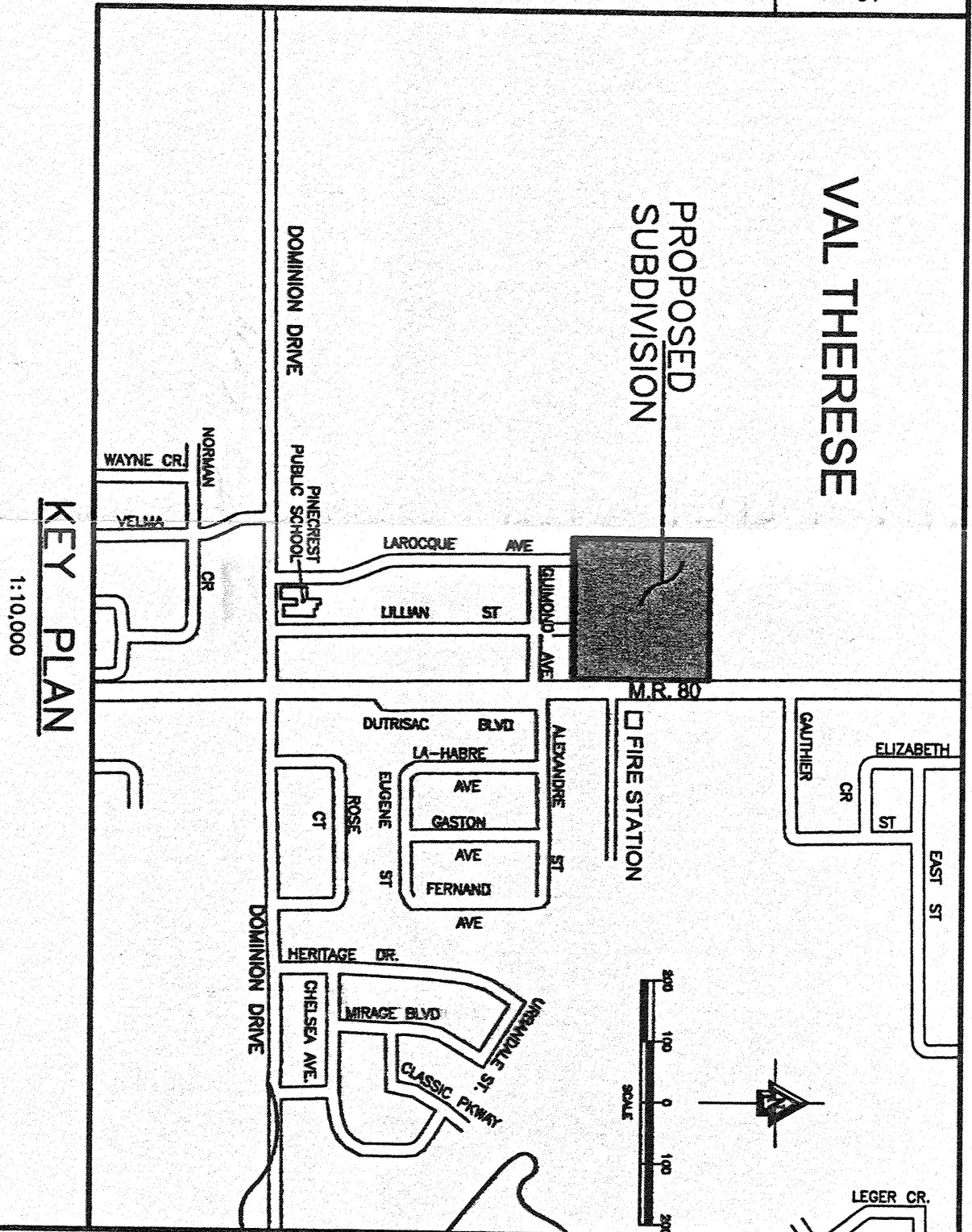




DRAFT PLAN OF SUBDIVISION  
OF PARCEL 16001 S.E.S. PART OF 'E' 1/3  
OF 'S' 1/2 OF LOT 7, CONCESSION II  
TOWNSHIP OF HANMER  
CITY OF GREATER SUDBURY  
DISTRICT OF SUDBURY  
SCALE 1:1000



**METRIC**  
DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN



ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(12)  
OF THE PLANNING ACT, 1990.

- (a) AS SHOWN
- (b) AS SHOWN
- (c) AS SHOWN
- (d) LOTS 1 TO 58, SINGLE FAMILY R-1.
- (e) TO THE EAST & SOUTH - SINGLE FAMILY RESIDENTIAL TO THE NORTH - COMMUNITY PARKS & GREEN BELT TO THE WEST - AGRICULTURAL RESERVE
- (f) AS SHOWN
- (g) AS SHOWN
- (h) CITY OF GREATER SUDBURY WATER SUPPLY
- (i) PREDOMINANTLY SILTY SAND
- (j) AS SHOWN
- (k) SANITARY SEWERS, HYDRO, BELL, TELEPHONE, CABLE T.V., GAS, POLICE, FIRE & AMBULANCE.
- (l) AS SHOWN

LAND USE ANALYSIS	
INTENDED USE	AREA IN Ha.
SINGLE FAMILY R-1	5.71 Ha.
200 m R.O.W	1.23 Ha.
TOTAL AREA	6.94 Ha.

**OWNER'S CERTIFICATE**

I HEREBY CONSENT TO THE FILING OF THIS PLAN FOR DRAFT PLAN APPROVAL AND BEING THE REGISTERED OWNER OF THE SUBJECT LANDS HEREBY AUTHORIZE NORTHLAND ENGINEERING LIMITED TO PREPARE AND SUBMIT A DRAFT PLAN OF SUBDIVISION FOR APPROVAL  
DATE: Feb 21/06

**SURVEYOR'S CERTIFICATE**

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

Feb 21/06  
Adrian Bortolussi  
ONTARIO LAND SURVEYOR

REVISIONS			PCL 16001 S.E.S., PART OF 'E' 1/3 OF 'S' 1/2 OF LOT 7 CONCESSION II TOWNSHIP OF HANMER CITY OF GREATER SUDBURY			SCALE: 1 : 1500			DRAWN: D.K.R. (NEL)			<b>northland engineering (1987) limited</b> Consulting Engineers and Planners NORTH BAY		
DATE	DETAILS	BY	DRAFT PLAN OF SUBDIVISION			PROJECT NO.:	TH	566	DATE:	JULY/2005	CHECKED:			
						CAD/FILE NUMBER:	TH		DESIGNED:	T.S.	ENGINEER:			
						PAGE NO.:	TH	1 of 1	APPROVED:					



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

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1. That this approval applies to the draft plan of subdivision of Parcel 16001, S.E.S., Part of Lot 7, Concession 2, Township of Hanmer, City of Sudbury, as shown on a plan prepared by Adrian Bortolussi, O.L.S., dated February 21, 2006.
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. Draft approval does not guarantee an allocation of sewer or water capacity. Prior to the signing of the final plan, the Director of Planning Services is to be advised by the General Manager of Growth and Infrastructure, that sufficient sewage treatment capacity and water capacity exists to service the development.
9. That cash in lieu of land or lands representing 5% of residential land included in the plan of subdivision be dedicated to the City of Greater Sudbury for municipal parks purposes in accordance with Section 51.1 (1) of the Planning Act, R.S.O.
10. Deleted.

...2



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 and the Nickel District Conservation Authority. A soils caution agreement, if required, shall be registered on title, to the satisfaction of the Chief Building Official and City Solicitor.
12. The owner shall provide a detailed lot grading plan prepared by a professional civil engineer with a valid certificate of authorization for the proposed lots as part of the submission of servicing plans. This plan must show finished grades around new houses, retaining walls, side yards, swales, slopes and lot corners. The plan must show sufficient grades on boundary properties to mesh the lot grading of the new site to existing properties. A lot grading agreement shall be registered on title; if required, to the satisfaction of the Director of Planning Services and City Solicitor.
13. There is insufficient depth in the existing watercourse to provide for the necessary subdivision storm outlet. As a result, the owner has to support the Hope Municipal Drain Petition and project to achieve the required water course deepening to obtain a sufficient drainage outlet. Within the Hope Municipal Drain Report, the owner will be assessed outlet and benefit costs by K. Smart Associates Limited, the appointed municipal drain engineers. The owner is required to provide storm water management for the site to restrict flows to pre-development levels and to deal with storm water quality concerns. As a result, the owner will be required to pay a cost share assessment of the development of a communal storm water management facility associated with the Hope Municipal Drain and delineate the new flood plain as a result of this work and submit this information to the Nickel District Conservation Authority.
14. The owner will pay the drainage assessment allocated to the subdivision of lands for drainage outlet benefits, and storm water management in accordance with the Hope Municipal Drain project.
15. The owner will be required to dedicate easements to the City of Greater Sudbury for municipal services where required.
16. The proposed internal subdivision roadways are to be built to urban standards, including curbs, gutters, storm sewers, and related appurtenances.



17. The owner agrees to provide the required soils report, storm water, water, sanitary sewer and lot grading master planning reports and plans to the General Manager of Growth and Infrastructure prior to the submission of servicing plans provide all reports to the Nickel District conservation Authority as well.
18. The applicant/owner shall provide to the City, as part of the submission of servicing plans a Siltation Control Plan detailing the location and types of sediment and erosion control measures to be implemented during the construction of each phase of the project. Said plan shall be to the satisfaction of the General Manager of Growth and Infrastructure and the Nickel District Conservation Authority. The siltation control shall remain in place until all disturbed areas have been stabilized. All sediment and erosion control measures shall be inspected daily to ensure that they are functioning properly and are maintained and/or updated as required. If the sediment and erosion control measures are not functioning properly, no further work shall occur until the sediment and/or erosion problem is addressed.
19. Streetlights for the subdivision will be designed and constructed by Greater Sudbury Hydro Plus Inc. at the cost of the owner.
20. Development of lots 19, 20, 21, 22, 23, 24, 25, 26, and 27 located in a designated flood plain, are suspended pending the engineers report from K. Smart and Associates Limited, regarding the relocation of the Hope Municipal Drain as proposed. Any realignment of the drain will be at the owners expense. All works on the Municipal Drain must be to the complete satisfaction of the General Manager of Growth and Infrastructure. All works on the Municipal Drain must be to the complete satisfaction of the General Manager of Growth and Infrastructure and the Nickel District Conservation Authority.
21. The development of the following lots; 3, 4, 5, 6, 7, 36, 37, 38, 39, 40 ,52, 53, 54, 55, 56, 57, 58, 29, 30, 31, 32, and 33 can proceed once the Hope Municipal Drain is in place to the complete satisfaction of the Nickel District Conservation Authority
22. The owner will be required to provide underground cable telephone and hydro utilities.
23. The owner will be required to construct the road connection opposite Jean D'Arc extending from M.R. 80 to Street A to an urban collector standard complete with a sidewalk along the south side.



24. That the owner will be required to upgrade the traffic signals at the intersection of M.R. 80 and Jean D'Arc at their expense and if development of the property precedes the installation of traffic signals, the owner will be required to install the traffic signals at their expense, all to the satisfaction of the General Manager of Growth and Infrastructure.
25. The owner will be required to dedicate a 0.3 metre reserve along the entire frontage of M.R. 80 with the exception of the 20 metre right of way opposite Jean D'Arc.
26. The owner will be required to dedicate a 3.0 metre strip of land along the frontage of M.R. 80 to the City of Greater Sudbury, if and when required.
27. That this draft approval shall lapse on January 14, 2021.
28. That prior to the signing of the final plan the Planning and Development Department is to be advised by the City Solicitor that Conditions #2, #3, #5, #6, #7, #9, #11, #12, #15 and #37, have been complied with to his satisfaction.
29. The owner provide proof of sufficient fire flow in conjunction with the submission of construction drawings for each phase of construction. All costs associated with upgrading the existing distribution system to service this subdivision will be borne totally by the owner.
30. The owner provide proof of sufficient sanitary sewer capacity in conjunction with the submission of construction drawings for each phase of construction. All costs associated with upgrading the existing collection system and/or sewage lift stations to service this subdivision will be borne totally by the owner.
31. The owner shall provide a utilities servicing plan showing the location of all utilities including City services, Greater Sudbury Hydro Utilities or Hydro One, Bell Canada, Union Gas, East Link Cable 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.
32. 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.



33. The owner shall complete to the satisfaction of the City of Greater Sudbury and Canada Post:
- a) That the owner agrees to include on all offers of purchase and sale a statement that advises the prospective purchaser that the home/business mail delivery will be from a designated Centralized Mail Box and that the developers/owners be responsible for officially notifying the purchasers of the Centralized Mail Box locations prior to the closing of any home sales
  - b) The owner further agrees to:
    - i) Work with Canada Post to determine and provide suitable Centralized Mail Box location, which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision;
    - ii) Install a concrete pad in accordance with the requirements of, and in locations to be approved by, Canada Post to facilitate the placement of the Community Mail Boxes;
    - iii) Identify the pads above on the engineering drawings. The pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision; and,
    - iv) Determine the location of the all centralized mail facilities in cooperation with Canada Post and to post the location of these sites on appropriate maps, information boards and plans.
34. 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.



35. 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.
36. That the subdivision agreement contains 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.
37. 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 of the development charges related to development.



## Request for Decision

### Main Street and Donald Street, Val Caron

Presented To:	Planning Committee
Presented:	Monday, Nov 09, 2020
Report Date	Friday, Oct 16, 2020
Type:	Routine Management Reports
File Number:	780-7/05003

### Resolution

THAT the City of Greater Sudbury's delegated official be directed to amend the conditions of draft plan approval for a plan of subdivision on those lands described as All of Plan M-1103, together with Part of PIN 73502-0711, Lot 6, Concession 6, Township of Blezard, City of Greater Sudbury, File 780-7/05003, as outlined in the report entitled "Main Street and Donald Street, Val Caron", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on November 9, 2020, upon payment of City's processing fee in the amount of \$3,176.75 as follows:

a) By adding the following clause to Condition #12: "The geotechnical engineer will be required to address On-site and Excess Soil Management when the regulation comes into force."

b) By deleting Conditions #14, 15 and 16;

c) By deleting Condition #17 and replacing it with the following:

"The owner shall provide to the City, as part of the submission of servicing plans a Sediment and Erosion Control Plan detailing the location and types of sediment and erosion control measures to be implemented during the construction of each phase of the project. Said plan shall be to the satisfaction of the General Manager of Growth and Infrastructure and Conservation Sudbury. The siltation control shall remain in place until all disturbed areas have been stabilized. All sediment and erosion control measures shall be inspected daily to ensure that they are functioning properly and are maintained and/or updated as required. If the sediment and erosion control measures are not functioning properly, no further work shall occur until the sediment and/or erosion problem is addressed."

d) By amending the lapsing date in Condition #31 to November 30, 2023;

e) By replacing the reference to Union Gas with Enbridge Gas in Condition #37;

f) By adding the following as Condition #42:

#### Signed By

##### Report Prepared By

Mauro Manzon  
Senior Planner  
*Digitally Signed Oct 16, 20*

##### Manager Review

Alex Singbush  
Manager of Development Approvals  
*Digitally Signed Oct 16, 20*

##### Financial Implications

Steve Facey  
Manager of Financial Planning & Budgeting  
*Digitally Signed Oct 22, 20*

##### Recommended by the Department

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

##### Recommended by the C.A.O.

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Oct 28, 20*



“The owner shall review the street configuration of the subdivision to reduce the amount of cul-de-sacs shown to improve traffic flow and to aid in winter control snow removal.”

g) By adding the following as Condition #43:

A stormwater 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:

- 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 5 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 5 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.
- The underground storm sewer system within future right-of-way classified as collector, 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 10 year design storm.
- 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.
- “Enhanced” level must be used for the design of stormwater quality controls as defined by the Ministry of the Environment, Conservation and Parks.
- Stormwater management must follow the recommendations of the Whitson River Subwatershed Study.
- The drainage catchment boundary including external tributary catchments and their respective area must be clearly indicated with any stormwater management plan.
- 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.
- Minor storm drainage from the plan of subdivision shall not be drained overland onto adjacent properties.
- Existing drainage patterns on adjacent properties shall not be altered unless explicit permission is granted.

The owner shall be responsible for the design and construction of any required stormwater 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 stormwater management works as a condition of this development.

h) By adding the following as Condition #44:

“The owner shall submit a stormwater management report to the satisfaction of Conservation Sudbury.”

## **Relationship to the Strategic Plan / Health Impact Assessment**

The request to extend the approval for a draft plan of subdivision is an operational matter under the Planning



Act to which the City is responding.

## **Report Summary**

The owner of the subject land has requested a three-year extension for the Valley Meadows draft plan of subdivision located in Val Caron, which was originally approved on November 30, 2005. The draft plan comprises 149 lots for single residential use. No phases have been registered to date. Staff are recommending a three-year extension.

## **Financial Implications**

If approved, staff estimates approximately \$693,000 in taxation revenue, based on the assumption of 149 single detached dwelling units and based on an estimated assessed value of \$375,000 per dwelling units at the 2020 property tax rates.

In addition, this would result in total development charges of approximately \$2,720,000 based on the assumption of 149 single detached dwelling units and based on the rates in effect as of the date of this report.

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



**Date: October 8, 2020**

## **STAFF REPORT**

### **Background:**

The owner of the subject land has requested a three-year extension for the above noted draft plan of subdivision, which was originally approved on November 30, 2005. There have been four (4) previous extensions since 2009. If approved, the new lapsing date will be November 30, 2023.

The draft plan comprises 149 lots for single residential use. The land are located entirely in a flood plain.

A copy of the most recent conditions of draft plan approval dated March 2018 are attached for review.

### **Departmental & Agency Comments:**

#### Development Engineering

This draft plan has received multiple draft extensions. There have been no submissions for any phase of construction drawings.

We have no objection to the three year draft plan extension.

#### Infrastructure Capital Planning Services: Traffic

Add the following as a new condition:

“The owner shall review the street configuration of the subdivision to reduce the amount of cul-de-sacs shown to improve traffic flow and to aid in winter control snow removal.”

#### Infrastructure Capital Planning Services: Drainage

Delete Conditions #14, 15 and 16 and replace with the following new condition:

A stormwater 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:

- 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 5 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 5 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.
- The underground storm sewer system within future right-of-way classified as collector, 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 10 year design storm.



**Date: October 8, 2020**

- 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.
- "Enhanced" level must be used for the design of stormwater quality controls as defined by the Ministry of the Environment, Conservation and Parks.
- Stormwater management must follow the recommendations of the Whitson River Subwatershed Study.
- The drainage catchment boundary including external tributary catchments and their respective area must be clearly indicated with any stormwater management plan.
- 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.
- Minor storm drainage from the plan of subdivision shall not be drained overland onto adjacent properties.
- Existing drainage patterns on adjacent properties shall not be altered unless explicit permission is granted.

The owner shall be responsible for the design and construction of any required stormwater 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 stormwater management works as a condition of this development.

#### Building Services

To be added to Condition #12 and inserted prior to a soils caution agreement, if required, shall be registered on title, to the satisfaction of the Chief Building Official and City Solicitor:

"The geotechnical engineer will be required to address On-site and Excess Soil Management when the regulation comes into force."

#### Conservation Sudbury

That Condition #17 be deleted and replaced with the following:

"The owner shall provide to the City, as part of the submission of servicing plans a Sediment and Erosion Control Plan detailing the location and types of sediment and erosion control measures to be implemented during the construction of each phase of the project. Said plan shall be to the satisfaction of the General Manager of Growth and Infrastructure and Conservation Sudbury. The siltation control shall remain in place until all disturbed areas have been stabilized. All sediment and erosion control measures shall be inspected daily to ensure that they are functioning properly and are maintained and/or updated as required. If the sediment and erosion control measures are not functioning properly, no further work shall occur until the sediment and/or erosion problem is addressed."



**Title: Dalron Construction Limited**

**Date: October 8, 2020**

That the following be added as a new condition:

“The owner shall submit a stormwater management report to the satisfaction of Conservation Sudbury.”

#### Environmental Planning Initiatives

There are no significant environmental concerns arising from this application that are not already addressed by Council's conditions applying to the approval of the final plan for registration of the subject subdivision.

#### Canada Post

Canada Post will provide mail delivery service to the subdivision through centralized Community Mail Boxes (CMBs).

Given the number and the layout of the lots in the subdivision, we have determined that 10 CMB(s) will be installed on 3 site(s). Below are the recommended locations:

- a. Side of Lot 1, 3 CMBs
- b. Side of Lots 95/96, 3 CMBs
- c. Side of Lots 79/114, 4 CMBs

#### Greater Sudbury Transit

No concerns.

#### **Summary:**

#### Proposed amendments

There are several updates to the draft plan conditions as follows:

Drainage Section has updated the stormwater management condition for the proposed subdivision. Conditions 14, 15 and 16 are deleted and replaced with a new condition that provides more detail as to the stormwater requirements at the development stage.

Traffic and Transportation Section is requesting a review of the road layout with the intent of reducing the number of cul-de-sacs. This could potentially improve traffic flows and enhance connectivity and active transportation linkages. This approach is consistent with Official Plan policies and the Transportation Master Plan.

Canada Post has indicated the preferred locations for community mailboxes based on the current draft plan. Any future changes to the road layout shall be forwarded to Canada Post for review.

#### Official Plan

Section 20.4.2 of the Official Plan outlines that Council will not extend or recommend the extension of a draft plan approval, beyond the statutory limitation of three years, unless the owner has demonstrated to the satisfaction of Council that they are making a reasonable effort to proceed in meeting the conditions of draft approval. At the time of an extension request, Council is to review the draft plan conditions and may make appropriate modifications. Staff notes that this particular draft plan approval was originally approved by Council on November 30, 2005.



**Title: Dalron Construction Limited**

**Date: October 8, 2020**

Development Engineering advised that there have been no submissions since the draft plan was approved in 2005. However, it is acknowledged that the location within a flood plain remains a significant physical constraint to development.

[2020 Provincial Policy Statement \(PPS\)](#) and [2011 Growth Plan for Northern Ontario \(GPNO\)](#)

Under Section 1.1.3.6 of the PPS, new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

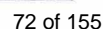
In this case, the subject lands are designated Living Area 1 and form part of a designated growth area. The draft plan represents a logical extension of services to accommodate future residential development and is consistent with the phasing policies of the PPS. The location offers close proximity to services and public transit service is available on MR80.

Along with other major urban centres in Northern Ontario, Greater Sudbury is identified as an Economic and Service Hub. Policy 4.3.2 of the GPNO states that these identified municipalities should be designed to accommodate a significant portion of future population and employment growth in Northern Ontario.

The application is consistent with the relevant policies of the 2020 PPS and conforms to the 2011 GPNO.

Planning Services recommends that the request to extend draft plan approval for a period of three (3) years be approved subject to the conditions outlined in the Resolution section of this report.











**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 All of Plan M-1103, together with Part of P.I.N. 73502-0711 in Lot 6, Concession 6, Township of Blezard as shown on a plan of subdivision prepared by Terry Delbosco O.L.S., dated July 28<sup>th</sup>, 2005.
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 surface 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.
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. ...2



11. Prior to the submission of construction drawings for any phase of the proposed development the owner shall, to the satisfaction of the General Manager of Growth and Infrastructure undertake a Traffic Impact Study, and agree to provide all prescribed works, as stated in comments from the Infrastructure and Emergency Services Department - Transportation Section in the staff report of November 8<sup>th</sup>, 2005.
12. Prior to the submission of servicing plans, the owner shall, to the satisfaction of the Director of Planning Services, provide an updated geotechnical report prepared, signed, sealed, and dated by a geotechnical engineer licensed in the Province of Ontario. Said report shall, as a minimum, provide factual information on the soils and groundwater conditions within the proposed development. Also, the report should include design information and recommend construction procedures for any proposed storm and sanitary sewers, stormwater management facilities, watermain, roads to a 20 year design life, the mass filling of land, surface drainage works, erosion control, slope stability, slope treatment and building foundations. Included in this report must be details regarding the removal of substandard soils (if any) and placement of engineered fill (if required) for the construction of homes. Also, the report must include an analysis illustrating how the groundwater table will be lowered to a level that will not cause problems to adjacent boundary housing and will, in conjunction with the subdivision grading plan, show that basements of new homes will not require extensive foundation drainage pumping. The geotechnical information on building foundations shall be to the satisfaction of the Chief Building Official and Director of Planning Services. A soils caution agreement, if required, shall be registered on title to the satisfaction of the Chief Building Official and City Solicitor.
13. The owner shall provide to the satisfaction of the Director of Planning Services and Nickel District Conservation Authority 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. A lot grading agreement shall be registered on title, if required, to the satisfaction of the Director of Planning Services and City Solicitor. The owner shall be responsible for the legal costs of preparing and registering the associated lot grading agreement.
14. The owner shall provide storm water management for the site to restrict flows to pre-development level and to deal with storm water quality concerns. As a result, the owner will be required to pay a cost share assessment of the development of a communal storm water management facility associated with the Val Caron Tributary to the satisfaction of the General Manager of Growth and Infrastructure.



15. The owner shall make a cash contribution for the future construction of the trunk storm sewer on Main Street and associated outlet works to the satisfaction of the General Manager of Growth and Infrastructure.
16. The owner shall sign a petition for a Municipal Drain to alleviate downstream constrictions of the Val Caron Tributary to the satisfaction of the General Manager of Growth and Infrastructure. The owner will pay the drainage assessment allocated to the subdivision lands for the drainage outlet, and benefits.
17. The owner shall develop a siltation control plan for the subdivision construction period to the satisfaction of the Director of Planning Services, Nickel District Conservation Authority. The siltation control plan must show the location and types of sediment and erosion control measures to be implemented. The siltation controls shall remain in place until all disturbed areas have been stabilized. All sediment and erosion control measures shall be inspected daily to ensure that they are functioning properly and are maintained and/or updated as required. If sediment and erosion control measures are not functioning properly, no further work shall occur until the sediment and/or erosion problem is addressed.
18. The owner will provide permanent silt and erosion control drainage works to the subdivision's storm water outlet to the satisfaction of the General Manager of Growth and Infrastructure.
19. The proposed internal subdivision roadways shall be built to urban standards, including curbs, gutters, sidewalks, storm sewers and related appurtenances to the City of Greater Sudbury Engineering Standards at the time of submission.
20. The owner shall 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.
21. Streetlights for this subdivision will be designed and constructed by Greater Sudbury Hydro Plus Inc. at the cost of the owner.
22. The owner shall provide sodded rear yard drainage swales as a condition of initial acceptance of the subdivision infrastructure to the satisfaction of the Director of Planning Services.
23. The owner shall ensure that the corner radius for all intersecting streets is 9.0 m.
24. Prior to the commencement of any phase of development an engineering study calculating a cut and fill operation to mitigate the effects of placing fill to floodproof lots shall be prepared to the satisfaction of the Nickel District Conservation Authority.



25. The owner shall construct to full urban standard, including water main, Valley Street from the proposed development to Romeo Street, and Donald Street from the proposed development to the intersection with Brunet Crescent to the satisfaction of the Director of Planning Services.
26. The owner shall construct a sidewalk on the south side of Valley Street from the proposed development to Romeo Street, and Donald Street from the proposed development to the intersection with Brunet Crescent to the satisfaction of the Director of Planning Services.
27. Prior to the signing of the final plan the owner shall satisfy Canada Post with respect to mail delivery facilities for the subdivision.
28. Prior to signing of the final plan the owner shall satisfy the Transit Services Section with respect to the accommodation of transit services.
29. Block 150 shall be deleted from the draft plan of subdivision to the satisfaction of the Director of Planning Services.
30. Prior to the signing of the final plan all lands owned by the City of Greater Sudbury which comprise part of deemed Plan of Subdivision M-1103 shall be transferred to the proponent/owner to the satisfaction of the City Solicitor.
31. That this draft approval shall lapse on November 30, 2020.
32. Deleted.
33. 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.
34. 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 3., 5., 6., 7., 8., 12., 13., 30., 38., and 41. have been satisfied.
35. The owner provide proof of sufficient fire flow in conjunction with the submission of construction drawings for each phase of construction. All costs associated with upgrading the existing distribution system to service this subdivision will be borne totally by the owner.



36. The owner provide proof of sufficient sanitary sewer capacity in conjunction with the submission of construction drawings for each phase of construction. All costs associated with upgrading the existing collection system and/or sewage lift stations to service this subdivision will be borne totally by the owner.
37. The owner shall provide a utilities servicing plan showing the location of all utilities including City services, Greater Sudbury Hydro Inc., Canada Post, Bell, Union Gas, and Eastlink. This plan must be to the satisfaction of the Director of Planning Services and must be provided prior to construction for any individual phase. The utilities servicing plan must be designed by a consulting engineer with a valid Certification of Authorization from the Association of Professional Engineers of Ontario. The owner/applicant shall be responsible for all costs associated with the installation of said services.
38. As part of the submission of servicing plans, the owner shall have rear yard slope treatments designed by a geotechnical engineer licenced in the Province of Ontario incorporated into the plans at locations required by the General Manager of Growth and Infrastructure. Provisions shall be incorporated in the Subdivision Agreement to ensure that the treatment is undertaken to the satisfaction of the General Manager of Growth and Infrastructure.”
39. Final approval for registration may be issued in phases to the satisfaction of the Director of Planning Services, provided that:
  - i) Phasing is proposed in an orderly progression, in consideration of such matters as the timing of road improvements, infrastructure and other essential services; and,
  - ii) all agencies agree to registration by phases and provide clearances, as required, for each phase proposed for registration; furthermore, the required clearances may relate to lands not located within the phases sought to be registered.”
40. 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.”
41. That in accordance with Section 59(4) of the Development Charges Act, a notice agreement shall be registered on title to ensure that persons who first purchase the subdivided lands after registration of the plan of subdivision are informed, at the time the land is transferred, of all development charges related to development.



Additional Notes: for information purposes only.

1. The staff report of November 8<sup>th</sup>, 2005 noted in the above conditions of approval may be referenced on the City of Greater Sudbury's web site at [www.planningsudbury.com](http://www.planningsudbury.com).



## Request for Decision

### 25 Fir Lane, Sudbury - Declaration of Surplus Vacant Land

Presented To:	Planning Committee
Presented:	Monday, Nov 09, 2020
Report Date	Monday, Oct 19, 2020
Type:	Routine Management Reports

#### Resolution

THAT the City of Greater Sudbury declare surplus to the City's needs 25 Fir Lane, Sudbury, legally described as PIN 02138-0103(LT), Township of McKim;

AND THAT the vacant land be offered for sale to the abutting property owner pursuant to the procedures governing the sale of limited marketability surplus land as outlined in the report entitled "25 Fir Lane, Sudbury - Declaration of Surplus Vacant Land", from the General Manager of Corporate Services, presented at the Planning Committee meeting on November 9, 2020.

#### Relationship to the Strategic Plan / Health Impact Assessment

This report relates to an operational matter.

#### Report Summary

This report will recommend that 25 Fir Lane, Sudbury, be declared surplus to the City's needs and offered for sale to the abutting property owner.

#### Financial Implications

There are no financial implications associated with this report.

#### Signed By

##### **Report Prepared By**

Tanya Rossmann-Gibson  
Property Administrator  
*Digitally Signed Oct 19, 20*

##### **Manager Review**

Keith Forrester  
Manager of Real Estate  
*Digitally Signed Oct 19, 20*

##### **Recommended by the Division**

Shawn Turner  
Director of Assets and Fleet Services  
*Digitally Signed Oct 19, 20*

##### **Financial Implications**

Steve Facey  
Manager of Financial Planning & Budgeting  
*Digitally Signed Oct 21, 20*

##### **Recommended by the Department**

Kevin Fowke  
General Manager of Corporate Services  
*Digitally Signed Oct 22, 20*

##### **Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Oct 28, 20*



## **25 Fir Lane, Sudbury – Declaration of Surplus Vacant Land**

Presented: November 9, 2020

Report Date: October 16, 2020

### Background

The subject land measures approximately 195 square meters in size and is zoned "Commercial". The location of the land is identified on the attached Schedule 'A'. In 1973, the former City of Sudbury became the registered owner. The City's land has been under long-term lease agreement since 1986, to the various owners of 15 Mackenzie Street, used as an associated parking lot with the building at 15 Mackenzie Street.

The City recently received a request to purchase the land from the abutting property owner (also the owner of 15 Mackenzie Street) to consolidate with his existing land holdings.

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

Greater Sudbury Utility Inc. and Bell Canada have requested easements to protect existing infrastructure.

No further comments were received.

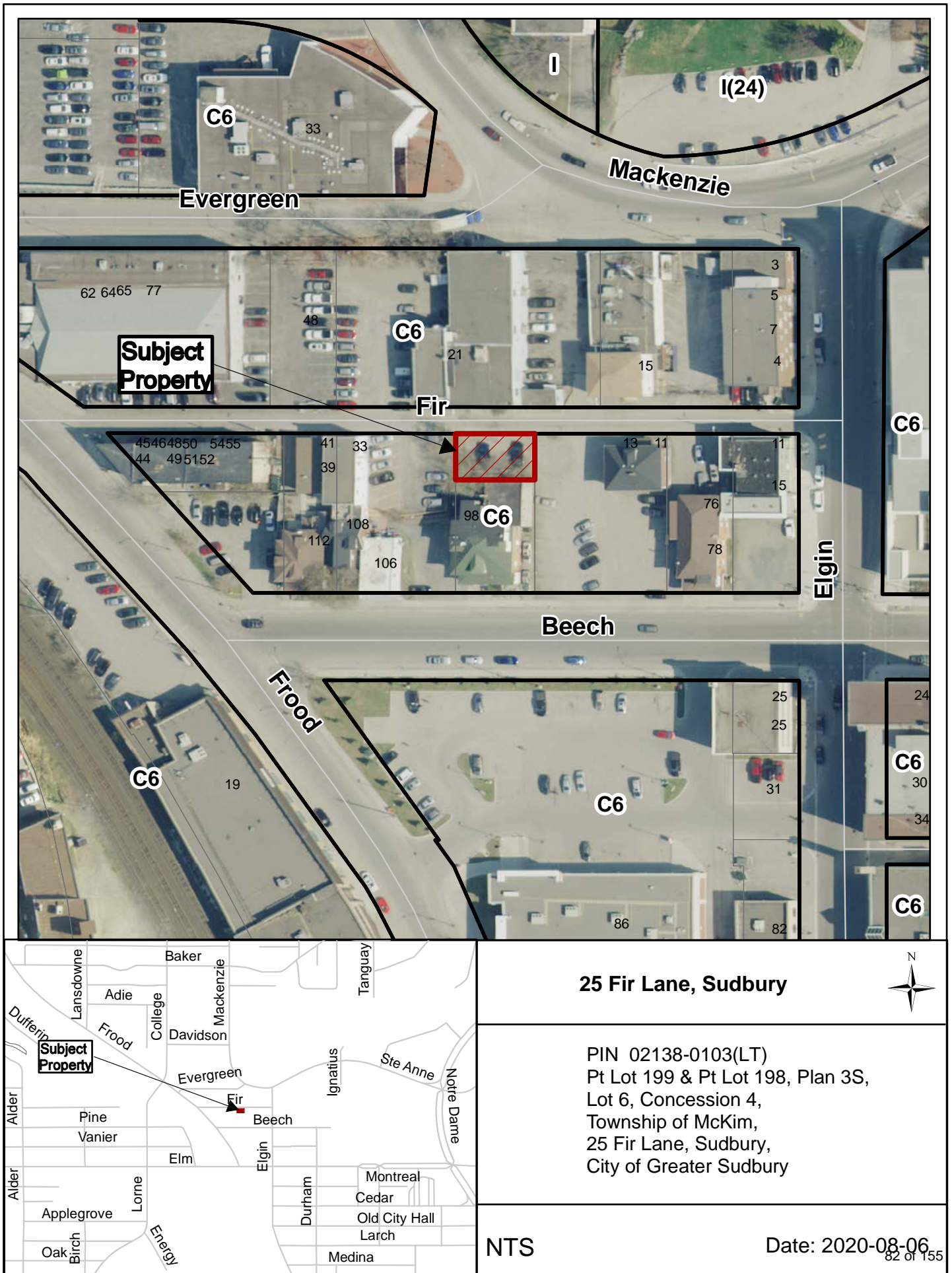
### Recommendation

It is recommended that 25 Fir Lane, Sudbury, be declared surplus to the City's needs and offered for sale to the abutting property owner.

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



# SCHEDULE 'A'





## Request for Decision

### Howey Drive, Sudbury - Declaration of Surplus Vacant Land

Presented To:	Planning Committee
Presented:	Monday, Nov 09, 2020
Report Date	Monday, Oct 19, 2020
Type:	Routine Management Reports

#### Resolution

THAT the City of Greater Sudbury declare surplus to the City's needs the vacant land north of Howey Drive, Sudbury, legally described as part of PIN 73582-0150(LT), being Lots 106 & 107 on Plan M-131, Township of McKim;

AND THAT the vacant land be offered for sale to the abutting property owner to the east pursuant to the procedures governing the sale of limited marketability surplus land as outlined in the report entitled "Howey Drive, Sudbury - Declaration of Surplus Vacant Land", from the General Manager of Corporate Services, presented at the Planning Committee meeting on November 9, 2020.

#### Relationship to the Strategic Plan / Health Impact Assessment

This report relates to an operational matter.

#### Report Summary

This report will recommend that the vacant land north of Howey Drive, Sudbury, be declared surplus to the City's needs and offered for sale to the abutting property owner

#### Financial Implications

There are no financial implications associated with this report.

#### Signed By

##### **Report Prepared By**

Tanya Rossmann-Gibson  
Property Administrator  
*Digitally Signed Oct 19, 20*

##### **Manager Review**

Keith Forrester  
Manager of Real Estate  
*Digitally Signed Oct 19, 20*

##### **Recommended by the Division**

Shawn Turner  
Director of Assets and Fleet Services  
*Digitally Signed Oct 19, 20*

##### **Financial Implications**

Steve Facey  
Manager of Financial Planning & Budgeting  
*Digitally Signed Oct 21, 20*

##### **Recommended by the Department**

Kevin Fowke  
General Manager of Corporate Services  
*Digitally Signed Oct 22, 20*

##### **Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Oct 28, 20*



## **Howey Drive, Sudbury – Declaration of Surplus Vacant Land**

Presented: November 9, 2020

Report Date: October 16, 2020

### Background

The subject land measures approximately 1,114 square meters in size and is zoned "Park". The location of the land is identified on the attached Schedule 'A'.

In 1987, the former City of Sudbury became the registered owner of the subject land through the failed tax sale process.

The City recently received a request to purchase the land from the abutting property owner to the east to consolidate with her existing land holdings.

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

The Leisure Services Division has no objections to declaring the above noted property surplus. The City of Greater Sudbury has sufficient parkland in the area as per established provision targets in the Parks, Open Space and Leisure Master Plan.

Planning Services advised the subject lands are designated "Parks and Open Space" in the City of Greater Sudbury Official Plan and are zoned "P" Park in By-law 2010-100Z, the City of Greater Sudbury Zoning By-law. The subject lands are not identified in the Green Space Panel Report. Planning Services has no objection to the subject lands being declared surplus.

Enbridge Gas Inc. operating as Union Gas, advised it does have service lines running within the area, which may or may not be affected by the proposed severance. Should the proposed severance impact these services, it may be necessary to terminate the gas service and relocate the line according to the new property boundaries. Any Service relocation required due to a severance would be at the cost of the property owner. In addition, should future gas service be required to either the severed or retained parcel, a request for gas service needs to be submitted to the District Office.

Greater Sudbury Utilities Inc. advised it requires an easement to protect existing plant.

No further comments were received.

### Parkland Disposal Policy

The subject land is not identified as Parkland in the Green Space Advisory Panel Report. Although the property is zoned Park, the lots were not acquired by the City for parkland purposes, or obtained as a condition of an application under the Planning Act. The lots



were acquired by the City through a failed tax sale process. The City owns eight lots in total on Plan M-131. This report is dealing with the two most easterly lots in response to a request from the abutting property owner to the east. In addition, the City owns a 16-acre parcel of land immediately to the north of the subject lots that is identified as a natural park in the Green Space Advisory Panel report.

Therefore staff did not process this land as parkland as per the Parkland Disposal Policy, which would include a circulation to the area CAN, playground and neighbourhood association, and all property owners within a 200 meter radius.

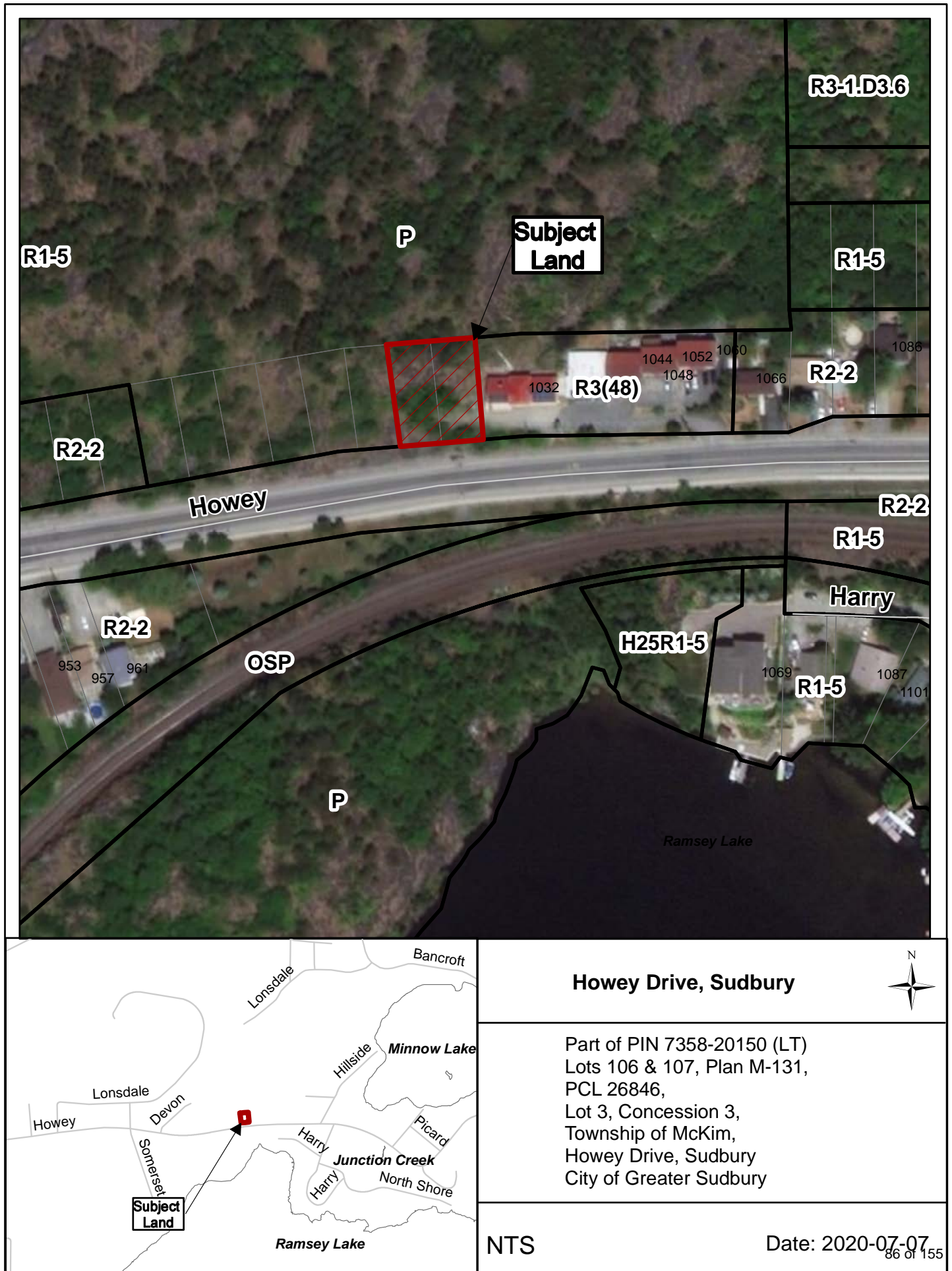
### Recommendation

It is recommended that the vacant land north of Howey Drive, Sudbury, be declared surplus to the City's needs and offered for sale to the abutting property owner to the east.

If approved, a further report will follow with respect to the sale transaction.



# SCHEDULE 'A'





## Request for Decision

### 168 Fourth Avenue, Sudbury - Declaration of Surplus Vacant Land

Presented To:	Planning Committee
Presented:	Monday, Nov 09, 2020
Report Date	Monday, Oct 19, 2020
Type:	Routine Management Reports

### Resolution

THAT the City of Greater Sudbury declare surplus to the City's needs 168 Fourth Avenue, Sudbury, legally described as PIN 73577-0421(LT) and offer the land for sale to the abutting owner(s) pursuant to the procedures governing the sale of limited marketability surplus land, Property By-law 2008-174, as outlined in the report entitled "168 Fourth Avenue, Sudbury - Declaration of Surplus Vacant Land", from the General Manager of Corporate Services, presented at the Planning meeting on November 9, 2020.

### Relationship to the Strategic Plan / Health Impact Assessment

This report refers to an operational matter.

### Report Summary

This report will recommend that 168 Fourth Avenue, Sudbury, be declared surplus to the City's needs and offered for sale to the abutting owner(s) pursuant to the procedures governing the sale of limited marketability surplus land as outlined in Property By-law 2008-174.

### Financial Implications

There are no financial implications associated with this report.

#### Signed By

##### **Report Prepared By**

Angela Roy  
Property Administrator  
*Digitally Signed Oct 19, 20*

##### **Manager Review**

Keith Forrester  
Manager of Real Estate  
*Digitally Signed Oct 19, 20*

##### **Recommended by the Division**

Shawn Turner  
Director of Assets and Fleet Services  
*Digitally Signed Oct 19, 20*

##### **Financial Implications**

Steve Facey  
Manager of Financial Planning & Budgeting  
*Digitally Signed Oct 21, 20*

##### **Recommended by the Department**

Kevin Fowke  
General Manager of Corporate Services  
*Digitally Signed Oct 28, 20*

##### **Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Oct 28, 20*



## **168 Fourth Avenue, Sudbury – Declaration of Surplus Vacant Land**

Presented: November 9, 2020

Report Date: October 16, 2020

### Background

The subject land measures 704 square metres (7,572 square feet) in size and is zoned 'R1-5', Low Density Residential One. The location of the land is identified on the attached Schedule 'A' and pictures are shown on the attached Schedule 'B'.

In 2010, the City of Greater Sudbury purchased the subject land for drainage purposes and demolished the building.

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

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

- Infrastructure Capital Planning advised that there is storm sewer outlet with a headwall that leads out to the drainage course and requested that a blanket easement be retained to protect the infrastructure; and
- Greater Sudbury Utilities Inc. requested that an anchoring agreement be granted prior to the sale of the land to protect two anchors.

No further comments or objections were received.

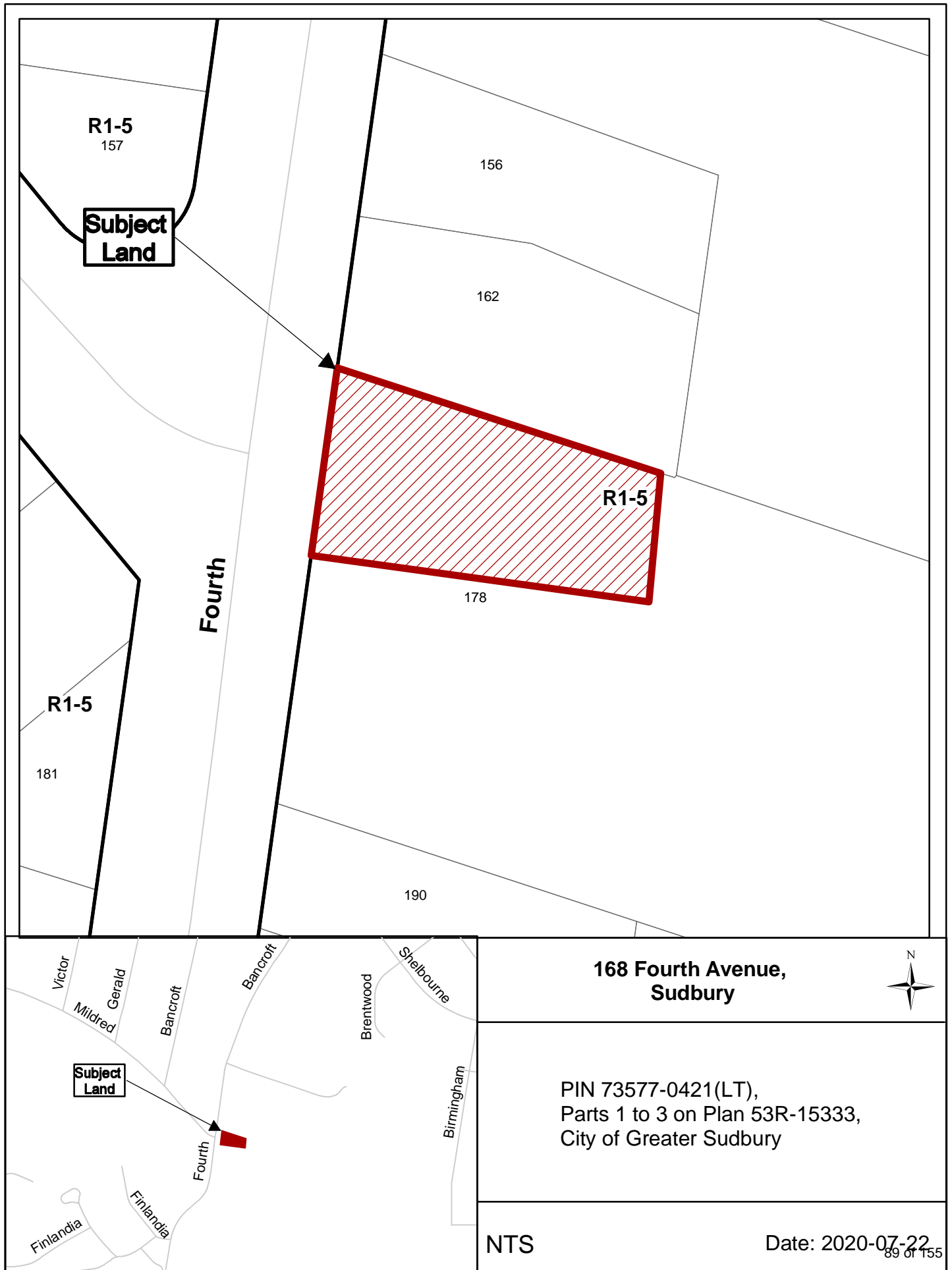
### Recommendation

It is recommended that the subject land, municipally known as 168 Fourth Avenue, Sudbury, be declared surplus to the City's needs and offered for sale to the abutting property owner(s).

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



# SCHEDULE 'A'





## SCHEDULE 'B'

Re: 168 Fourth Avenue, Sudbury  
Declaration of Surplus Vacant Land



View of Subject Land facing East



## Request for Decision

### Part of Unopened Dufferin Street, Sudbury - Road Closure

Presented To:	Planning Committee
Presented:	Monday, Nov 09, 2020
Report Date	Monday, Oct 19, 2020
Type:	Routine Management Reports

### Resolution

THAT the City of Greater Sudbury close by by-law part of unopened Dufferin Street, Sudbury, legally described as PIN 02135-0260(LT), part of Dufferin Street, being part of Block B, Plan 3SA, City of Greater Sudbury, and that the land be utilized as a municipal parking lot, all in accordance with the report entitled "Part of Unopened Dufferin Street, Sudbury - Road Closure", from the General Manager of Corporate Services, presented at the Planning Committee meeting on November 9, 2020.

### Relationship to the Strategic Plan / Health Impact Assessment

This report refers to an operational matter.

### Report Summary

The report will recommend that part of unopened Dufferin Street, Sudbury, be closed by by-law and that the land be utilized as a municipal parking lot.

### Financial Implications

There are no financial implications associated with this report.

#### Signed By

##### **Report Prepared By**

Angela Roy  
Property Administrator  
*Digitally Signed Oct 19, 20*

##### **Manager Review**

Keith Forrester  
Manager of Real Estate  
*Digitally Signed Oct 19, 20*

##### **Recommended by the Division**

Shawn Turner  
Director of Assets and Fleet Services  
*Digitally Signed Oct 19, 20*

##### **Financial Implications**

Steve Facey  
Manager of Financial Planning & Budgeting  
*Digitally Signed Oct 21, 20*

##### **Recommended by the Department**

Kevin Fowke  
General Manager of Corporate Services  
*Digitally Signed Oct 22, 20*

##### **Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Oct 28, 20*



## **Part of Unopened Dufferin Street, Sudbury - Road Closure**

Presented: November 9, 2020

Report Date: October 16, 2020

### **BACKGROUND:**

The subject land measures approximately 2,130 square metres (22,928 square feet) in size and has a split zoning of "C2", General Commercial and "C6", Downtown Commercial. The land was transferred to the former City of Sudbury as part of the subdivision process and dedicated as road, however the road was never opened. The location of the subject land is identified on the attached Schedule 'A', and photographs of the land are shown on the attached Schedule 'B'.

As part of the 2020 Budget process, Council approved the commissioning of part of the unopened Dufferin Street road allowance as a new municipal lot to add 40 parking spaces and a pay by plate machine. Completion is scheduled for the end of November 2020. As a housekeeping matter the road should be closed by by-law.

The proposal to use the land as a parking lot was circulated to the various municipal departments and the following comments were received:

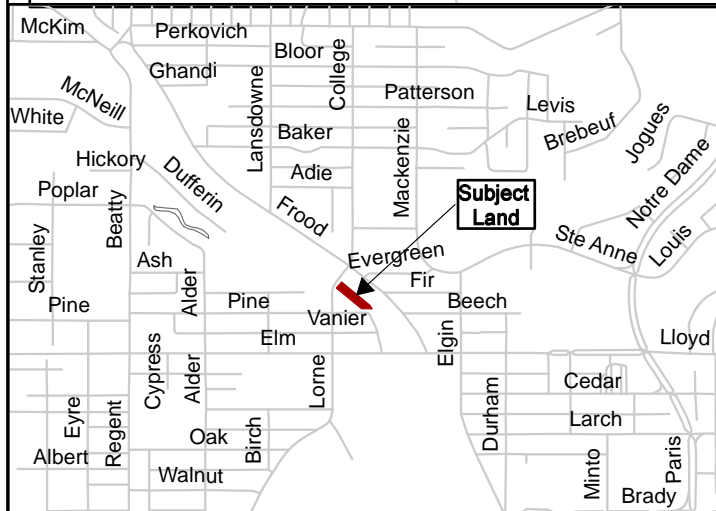
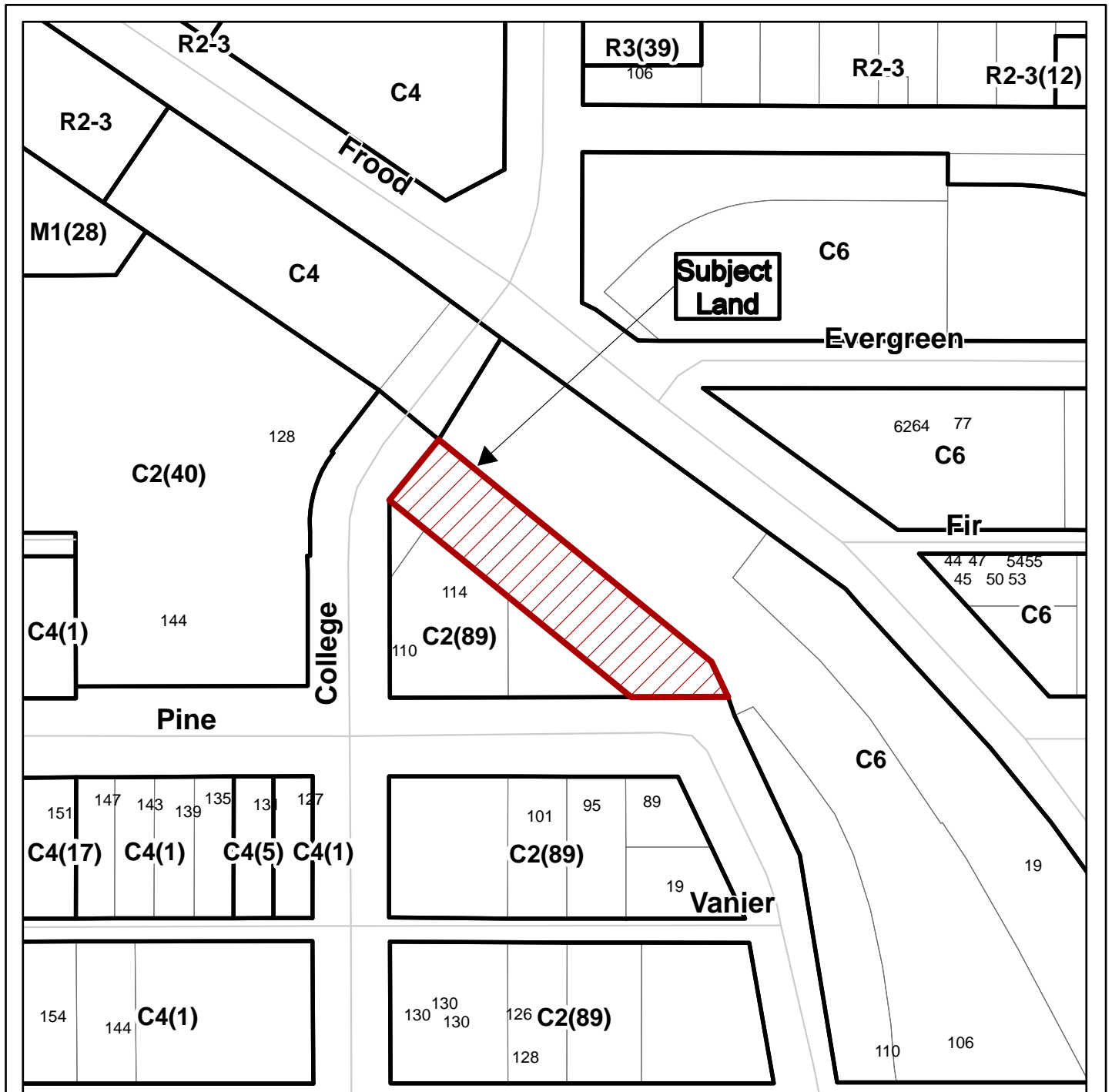
- Water/Wastewater Services Division advised that they did not have an issue with the proposed parking lot. They noted that the land is encumbered with a watermain, sanitary sewer and storm sewer and should be retained in order to protect the existing municipal infrastructure; and
- Transportation Services Section advised that they support the proposed parking lot.

No further comments or objections were received.

It is recommended that the subject land be closed by by-law and that the land be utilized for the development of a municipal parking lot.



# SCHEDULE 'A'



## Part of Unopened Dufferin Street, Sudbury



PIN 02135-0260 (LT), Part of Dufferin Street,  
being part of Block B, Plan 3SA,  
City of Greater Sudbury

NTS

Date: 2020-10-08  
93 of 155



## **SCHEDULE 'B'**

Re: Part of Unopened Dufferin Street, Sudbury  
Road Closure



View from Pine Street looking North



Presented To:	Planning Committee
Presented:	Monday, Nov 09, 2020
Report Date	Thursday, Oct 15, 2020
Type:	Managers' Reports

## Request for Decision

### Residential Parking Standards Review

#### Resolution

THAT the City of Greater Sudbury directs staff to initiate an amendment to the zoning by-law to incorporate new Residential Parking Standards no later than the end of Q1 2021, as outlined in the report entitled “Residential Parking Standards Review”, from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on November 9, 2020.

#### Relationship to the Strategic Plan / Health Impact Assessment

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

Specifically, revisions to the residential parking standards could reinforce infrastructure for new development by using existing infrastructure more efficiently (Goal 1.4). Using less land and resources for parking, and thereby encouraging more modes of transportation, is a strategy to mitigate the impact of a changing climate (Goal 3.2). Finally, a revision of parking standards could help promote new and existing housing choices throughout the municipality (Goal 5.3).

#### Report Summary

The report describes the City’s review of its residential parking standards (the “Study”) to inform potential zoning by-law amendments. The Study examined two facets of residential parking: the form and the ratio. Through its municipal best practice review, staff has found that Greater Sudbury’s residential parking standards are generally in line with comparator municipalities. However, there are opportunities that warrant further study, including front yard parking requirements, reductions in parking ratios in specific locations or specific age of building (e.g. R2-3 zone, or along transit Main Line).

#### Signed By

##### **Report Prepared By**

Ed Landry  
Senior Planner  
*Digitally Signed Oct 15, 20*

##### **Manager Review**

Kris Longston  
Manager of Community and Strategic Planning  
*Digitally Signed Oct 16, 20*

##### **Recommended by the Division**

Alex Singbush  
Manager of Development Approvals  
*Digitally Signed Oct 16, 20*

##### **Financial Implications**

Steve Facey  
Manager of Financial Planning & Budgeting  
*Digitally Signed Oct 21, 20*

##### **Recommended by the Department**

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

##### **Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Oct 28, 20*



Staff should now be directed to return with a proposed amendment to the City's zoning by-law that would include new residential parking standards regarding front yard parking, and reductions of residential parking ratios in certain instances no later than the end of Q1, 2021.

### **Financial Implications**

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



# **Residential Parking Standards Review**

## **Report Date: October 19, 2020**

### **Planning Services Division**

## **BACKGROUND**

On October 7, 2019, Staff was directed “to review residential parking standards in Zoning By-law 2010-100Z to ensure that they are consistent with City Council's vision of a sustainable transportation system and report back to the Planning Committee with any recommended changes to the City's land use planning framework no later than Q4 2020” (See Reference 1 – Member's Motion).

## **DISCUSSION**

### **Current Municipal Regulations Regarding Residential Parking**

The City's General Residential Parking Provisions are mostly found in Section 5.4 of the City's Zoning By-law (See Reference 2). In general, a residential driveway must be within 3m and 6.3m in width. One space per unit must be provided for most dwelling types.

Parking is not permitted in any required front yard or required corner side yard. Parking is also not permitted within a sight triangle. Per section 4.15.2, a minimum of 50% of all required front and corner side yards shall be maintained landscaped open space in Low Density Residential One (R1) or Low Density Residential Two (R2) Zones (See Reference 3 for various illustrations prepared in support of the City's Zoning By-law standards).

Per Section 5.2.6, any required parking space shall be unobstructed and available for parking purposes and used exclusively for that purpose at all times, unless otherwise specified by the Zoning By-law. In other words, the City generally does not currently permit tandem parking. However, recent legislative changes brought by Bill 108 have required municipalities to introduce tandem parking requirements. On July 7, 2020, the City passed a new Section 5.2.9.1 to the City's By-law which states that “a parking space that is provided and maintained for the sole use of the occupant of a secondary dwelling unit may be a tandem parking space.”

Table 5.5 outlines the residential parking requirements per use. For example, a crisis residence requires one parking space per 4 beds. It is important to note that these requirements apply across all zones. In other words, a multiple dwelling has the same parking requirement across all zones, where permitted, and unless otherwise specified.

### **Municipal Scan**

The following section outlines a best practice review of residential parking standards across compactor municipalities across Ontario and Canada. It should be noted that all zoning by-laws are different from one another, and as a result, it is not possible to make a direct comparison in some cases. Attempts were made to make comparisons as clear as possible.



## Form

Attachment A outlines the requirements related to the form of residential parking. The scan has found that:

- Greater Sudbury's minimum parking space dimensions (2.75m x 6.0m) are consistent with other municipalities;
- Greater Sudbury prohibits parking in required front yard, while other cities in northern Ontario allow some form of parking in front yard (generally up to 50%);
- Most municipalities have a 50% landscaped open space requirement;
- Only Toronto requires a license to permit front yard parking in certain areas of the city; and,
- Tandem parking has been used to fulfill parking requirements for second units, or used when providing parking for the same dwelling;

## Ratios

Attachment B outlines the ratios associated with residential parking. For ease of comparison, scenarios have been included in some rows. The scan has found that:

- Greater Sudbury's residential parking ratios are generally consistent with comparator municipalities;
- Greater Sudbury has lesser parking requirements for most dwelling unit types than northern cities;
- Greater Sudbury appears to be in the middle of the pack regarding parking requirements for long term care facilities; and,
- All municipalities provide some type of parking requirement exceptions based on location and/or age of building (e.g. Greater Sudbury doesn't require parking for residential conversions in the Downtown C6 zone for buildings that are 5 years old or older).

## Front Yard Parking Review

As noted above, front yard parking is generally not permitted in the City of Greater Sudbury. Issues associated with front yard parking include safety for ingress and egress, sightlines, environmental impacts (e.g. stormwater runoff), snow storage, and neighbourhood character.

From 2010 to January 2020, the Committee of Adjustment of the City of Greater Sudbury has considered 44 requests for minor variances to allow for front yard parking.

These requests often emanate from driveway widenings, as a result of conversions of garages to living space, or as a result of more units being added to older housing stock in older neighbourhoods (e.g. the R2-3 zone). Since 2010, 82% (36 of 44) of these requests have been approved (see Attachment C – Map of Minor Variance Requests). It should be noted that the City successfully defended its front yard parking policies as recently as 2016 at the then Ontario Municipal Board (See Reference 4).

The built form varies considerably across the City, from older downtown and uptown neighbourhoods, to more suburban type developments since the 1950s and 60s. Subdivisions built today are substantially different in form than those built in the 50s. For example, older



subdivisions might only have enough space to park one car width, while others have parking accessed by the back lane.

## **Regulatory Options Regarding Residential Parking**

This report examines both the form of parking and ratios associated with residential parking. From our review, there are several options and opportunities that warrant further study.

### **The Form of Parking**

The City could examine front yard parking requirements. The City could allow front yard parking as of right in some areas of the City (e.g. the R2-3 zone, where there are lesser frontages) and still require a minor variance in other areas of the City (that, in general, have greater frontages). The City could require semi-permeable materials as part of front yard parking (e.g. no paving). While the City of Toronto has established a licensing framework, staff found no comparable example in northern Ontario (See reference 5).

The City could allow front yard parking for secondary or tertiary units only. There's an opportunity to regulate parking associated with these types of units through the process of obtaining a building permit, or the registering of secondary units. Through recent changes to the Planning Act, the Province has sought to remove barriers to the establishment of additional residential development, including allowing tandem parking to meet the parking requirements for secondary and tertiary units. As noted above, the City has now introduced tandem parking for secondary units.

While there are opportunities to either increase or decrease minimum driveway widths, introduce maximum driveway widths, and/or increase or decrease landscape open space requirements, our review has shown that Greater Sudbury is consistent with the comparator municipalities. No change is recommended at this time.

### **Ratios Associated with Residential Parking**

Our review has found that Greater Sudbury's residential parking ratios are generally consistent with comparator municipalities. There are opportunities to further examine exceptions based on locations similar to the City's current rules regarding residential conversions in Downtown Sudbury. The City could require lesser parking requirements for conversions of buildings built prior to 1945 (e.g. @ 0.5 space per unit), based on proximity to transit Main Line, reductions if included in commercial development, etc.

## **SUMMARY AND NEXT STEPS**

Council directed staff to review the City's residential parking standards. Through its municipal best practice review, staff has found that there are opportunities that warrant further study, including front yard parking requirements, reductions in parking ratios in specific locations or specific age of building (e.g. R2-3 zone, or along transit Main Line).

Staff should now be directed to return with a proposed amendment to the City's zoning by-law that would include new residential parking standards regarding front yard parking, and reductions of residential parking ratios in certain instances no later than the end of Q1, 2021.



## REFERENCES

1. Member's Motion M-1, "Review of Residential Parking Standards", presented at the October 7, 2019 Planning Committee Meeting  
<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=1384#agendaitem17680>
2. City of Greater Sudbury Zoning By-law  
<https://www.greatersudbury.ca/do-business/zoning/zoning-by-law-2010-100z/>
3. City of Greater Sudbury Zoning By-law Illustrations  
<https://www.greatersudbury.ca/do-business/zoning/zoning-by-law-accordion/zoning-by-law-pdfs/2010-100z-zoning-by-law-illustrations-all-sept-24-2010-pdf/>
4. "Rocca v Sudbury (City)" OMB Case No. PL160609  
<https://www.omb.gov.on.ca/e-decisions/pl160609-dec-01-2016.pdf>
5. City of Toronto Front-Yard Parking Requirements  
<https://www.toronto.ca/services-payments/streets-parking-transportation/applying-for-a-parking-permit/residential-front-yard-boulevard-parking/>

## ATTACHMENTS

- A. Form of Residential Parking
- B. Ratios of Residential Parking
- C. Front Yard Minor Variances from 2010 – January 2020



**ATTACHMENT A – FORM OF RESIDENTIAL PARKING**

	Sudbury	North Bay	Sault Ste Marie	Thunder Bay	Toronto	Ottawa	Burlington	Edmonton	Surrey
Where parking is permitted	Generally prohibited in required front yard and required corner side yard	In front, side or rear yard.	Permitted in side or rear yard.  Parking permitted in front yard in Downtown area (see below)	Prohibited within 9m of the intersection of two streets.  Parking spaces are not permitted to encroach onto any landscaped open space.  Zones require a minimum amount of landscaped open space (LOS).  I.e. Front yard parking is permitted up to maximum of required LOS.	May not be in a front yard or side yard abutting a street.  See below for Front Yard Parking.	Generally prohibited in required front yard and required corner side yard (see front yard exception below)	Generally prohibited in required front yard and required corner side yard (see discussion on ratio below)	Not permitted in required front yard or side yard.	Not permitted in required front yard or side yard setback.
Landscaped Open Space Requirement	50%	?	Max coverage only (for low density residential).	50% of required front yard	Depends on frontage. Frontages between 6m and 15m require a 50% of the front yard to be landscaped. Frontages greater than 15m require a 60% of the front yard to be landscaped.	Depends on character area, but most areas require 100% landscaping of required front yard. Character areas vary on mix of soft and hard landscaping.	Expressed as a ratio, depending on frontage. General combined width of max of all hard surfaces is 50% of the front lot line. Remaining space shall be landscaped open space.		
Minimum Parking Space Dimensions	2.75m x 6.0m	2.75m x 5.5m	2.75m x 6.71m	2.8m x 6m	2.9m x 5.6m	Min: 2.6m x 5.2m Max: 3.1m x 6.7m	2.75m width min. Min area of 16.5 sq. m. (i.e 6m min length)	2.6m x 5.5m	2.9m x 5.5m
Front yard parking permitted	No	Yes	Properties zoned low density AND located in Downtown may locate parking in a required front or exterior side yard.	Yes	Yes. Area based.	Yes	See above		Yes



**ATTACHMENT A – FORM OF RESIDENTIAL PARKING**

Front Yard Parking Percentage	0%	50% of the lot area of the front yard.  or  if frontage less than 10.5m: 62% of the lot area of the front yard	50% of the lot area of the front yard.  “If there is no other land available for required parking, the required parking will be permitted upon ½ of the width of the front yard, measured between the side lot lines, so long as the remaining ½ of the front yard is landscaped.”	50% of the Front Yard must be landscaped open space.	Parking spaces may be entirely or partially located in the front yard if approved by the City.	May encroach up to 1.8m into the required front yard.	See above		The driveway width may be expanded provided that the total area of the driveway within the front yard or required side yard does not exceed 33% of the total area of the front yard or required side yard within which the driveway is located
Licensing Requirements	No	No	No	No	Yes, where Front Yard parking permitted.	No	No.	No	No.
Other?			Allow stacked parking (i.e. tandem parking) for second units		A required parking space may not be a tandem parking space, except when it is required for a secondary suite, group home or duplex building.  Parking for secondary unit can be in required front yard if it is on the driveway	any part of any driveway located between the front wall or corner side wall of the residential use building and the street must consist of non-vegetative materials such as brick, pavers, rock, stone, concrete, tile and wood, excluding monolithic concrete and asphalt.		Vehicle Parking spaces may only be provided as Tandem Parking if: the Tandem Parking is not used for visitor Vehicle Parking; both Tandem Parking spaces are developed to provide Vehicle Parking for the same Dwelling; and the Tandem Parking does not block access to any other Vehicle Parking space.	Parking reduction of 20% for uses in the City Centre.



ATTACHMENT B – RESIDENTIAL PARKING REQUIREMENTS - RATIOS

	Sudbury	North Bay	Sault Ste Marie	Thunder Bay	Toronto	Ottawa	Burlington	Edmonton, AB	Surrey, BC	Average (without Greater Sudbury)	Greater Sudbury Over/Under
Bed and Breakfast	1/guest room + parking space required for the dwelling unit	1/guest room + parking space required for the dwelling unit	1/guest room + parking space required for the dwelling unit	1 parking space for every two bedrooms + parking space required for the dwelling unit.  Required spaces may be in tandem with those required for the single detached dwelling unit.		1 per dwelling unit plus 1 for the first four guest rooms plus 0.45 for each additional guest room over 4	1/guest room + parking space required for the dwelling unit	1 Vehicle Parking space per 0.8 Dwellings; or 1 Vehicle Parking space per 3 motel rooms, hotel suites, or Sleeping Units, which do not meet the definition for a Dwelling	3 parking spaces; plus 1 parking space per bedroom available for bed and breakfast accommodation, if applicable.	1	Even
Crisis Residence  Scenario: 16 beds 400 sq m.	1 per 4 beds  4 spaces	1 parking space for every two beds or per every 40m2 of floor area, whichever is greater.  10 spaces.	1 space per two beds  8 spaces		(A) at a minimum rate of 0.22 for each 100 square metres of gross floor area; and (B) at a maximum rate of 1.5 for each 100 square metres of gross floor area.  2 to 6 spaces	1 per 100 m2 of gross floor area, minimum of 1  4 spaces	0.85 spaces per employee 0.25 visitor spaces per resident		0.4 parking spaces per sleeping unit; or  0.3 parking spaces per sleeping unit in City Centre or where private transportation services are provided.  5 to 7 parking spaces	Based on scenario:  7	Under
Retirement Home  Scenario: 50 guest rooms	4 spaces, plus 0.5 parking spaces for each of the first 30 guest rooms, plus 0.25 parking spaces for each additional guest rooms plus 1/20 m2 gross floor area used for	1 space per 2 dwelling units  25 spaces	1 space per two beds  25 spaces	1 parking space for every two private suites  25 spaces	Parking spaces must be provided at a rate of 0.3 for each dwelling unit and bedsitting room.  15 spaces	0.25 per dwelling unit or rooming unit plus 1 per 100 m2 of gross floor area used for medical, health or personal services  13 spaces + area used for medical, health or personal services	0.85 spaces per employee, plus 0.50 occupant spaces per unit, plus 0.25 visitor spaces per unit  Min of 25 spaces + employee parking + visitor		0.4 parking spaces per sleeping unit; or  0.3 parking spaces per sleeping unit in City Centre or where private transportation services	Based on scenario:  21	Over



ATTACHMENT B – RESIDENTIAL PARKING REQUIREMENTS - RATIOS

	medical, health or personal services  4 + 15 + 5 = 24 spaces + any medical, health or personal services								are provided.  15 to 20 parking spaces		
Boarding House Shared Housing          Scenario: 10 rooms	1 plus 0.5 parking spaces per accessory guest room          6 spaces	1 per 2 dwelling units          5 spaces	1 per 5 persons max  Downtown: 1 per 10       2 spaces, or 1 for Downtown	One parking space per dwelling unit plus one parking space for every five rooms.          6 spaces		Rooming Unit: 0.25 per unit          3 spaces		1 Vehicle Parking space per 0.8 Dwellings; or 1 Vehicle Parking space per 3 motel rooms, hotel suites, or Sleeping Units, which do not meet the definition for a Dwelling, 3 spaces		Based on Scenario:  4	Over
Multiple Dwelling Row Dwelling          Scenario : 10 units	1.5/ unit A reduction of 25% may be applied to units that are subject to an affordable housing agreement with the City          15 spaces	1.5 parking space per dwelling unit with the requirement of 20% of those parking spaces being reserved for visitor parking.          15 spaces	1 per dwelling unit          10 spaces	1.5 parking space per dwelling unit.          15 spaces	Generally, 1 space per unit.  Also depends on area within city, and number of apartments in building.          10 spaces	Low or mid-rise apartment : 0.5 per dwelling unit          5 spaces	1.25 spaces per one bedroom unit 1.50 spaces per two bedroom unit. 1.75 spaces per three or more bedroom          18 spaces	In general, 1.5 spaces per dwelling unit. Varies depending on location in City.          15 spaces	2 parking spaces per dwelling unit; plus 0.2 parking space per dwelling unit for visitors. 1.3 parking spaces per dwelling unit with 1 or no bedrooms; plus 1.5 parking spaces per dwelling unit with 2 or more bedrooms; plus 0.2 parking space per dwelling unit for visitors.          18-21 spaces	Based on Scenario:  14	Over
Mobile Home Dwelling Seasonal Dwelling	1 per unit	2 parking spaces per unit for single, semi, townhouse.	1.25 per unit 1 space per secondary unit dwelling. None if Downtown.	1.5 parking spaces per dwelling unit for all DWELLINGS.	1 space per unit  For secondary suites: Parking spaces must be	1 per unit except: 0.75 per townhouse dwelling unit	2 spaces per unit	In general, 1.5 spaces per dwelling unit. Varies depending on location in City.	Duplex: 2 parking spaces per dwelling unit.	Variable	Under






**ATTACHMENT B – RESIDENTIAL PARKING REQUIREMENTS - RATIOS**

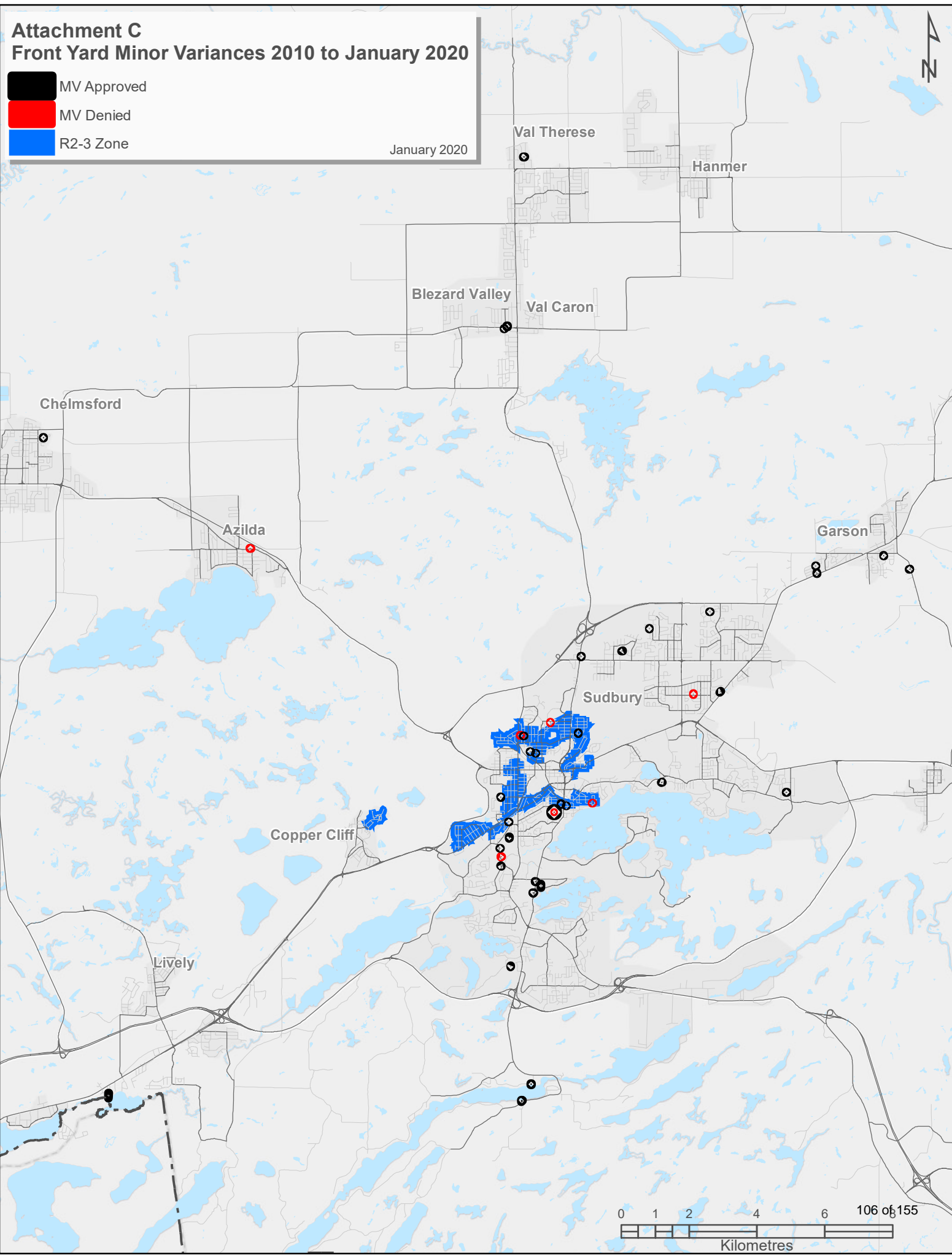
Secondary Unit Dwelling Semi-detached dwelling Single detached dwelling Street townhouse Duplex Dwelling Linked Dwelling		1.3 parking spaces per dwelling unit for duplex, triplex and fourplex			provided at a minimum rate of 1.0 for each secondary suite in excess of one	0.5 per unit in a three-dwelling unit  Secondary dwelling unit: none, except one space is required if located within duplex dwelling			Single Detached: 3 parking spaces; plus 1 parking space per bedroom available for bed and breakfast accommodation, if applicable.		
Long term care Facility   Scenario: 100 beds, 7000 sq m 25% accessory use 60 employees	0.5/bed, plus 1/20m2 net floor area of any accessory use   50 spaces + 88 spaces = 138 spaces	1 parking space for every two beds or per every 40m2 of floor area, whichever is greater.   175 spaces	1 space per two beds   50 spaces	1 space per two beds   50 spaces	Parking spaces must be provided:  (A) at a minimum rate of 0.22 for each 100 square metres of gross floor area; and (B) at a maximum rate of 1.5 for each 100 square metres of gross floor area.  16 – 105 spaces	0.25 per dwelling unit or rooming unit plus 1 per 100 m2 of gross floor area used for medical, health or personal services   25 + 70 spaces = 105 spaces	0.85 spaces per employee, plus 0.25 spaces per bed   51 + 25 spaces = 76 spaces		0.4 parking spaces per sleeping unit; or  0.3 parking spaces per sleeping unit in City Centre or where private transportation services are provided.   30 – 40 spaces.	Variable.	N/A
Other?	the conversion of a building or part thereof in the Downtown Commercial (C6) Zone that is 5 years of age or older to dwelling units, boarding house dwellings or shared housing shall not require any parking spaces			Converted dwelling (buildings built prior to 1945, more than one storey in height, and has more than one unit) requires 0.5 spaces per unit.	A required parking space may not be a tandem parking space, except when it is required for a secondary suite, group home or duplex building.	Exceptions provided for sizes of buildings, proximity to rapid transit, etc.	1.25 spaces per unit on the 2 <sup>nd</sup> or 3 <sup>rd</sup> floor of a 2 or 3 storey commercial building.	Includes Maximum Parking Requirement if residential is within defined radius of a Transit Centre or LRT.		N/A	N/A



**Attachment C**  
**Front Yard Minor Variances 2010 to January 2020**

-  MV Approved
-  MV Denied
-  R2-3 Zone

January 2020





Presented To:	Planning Committee
Presented:	Monday, Nov 09, 2020
Report Date	Thursday, Oct 15, 2020
Type:	Managers' Reports

## Request for Decision

### Small and Tiny Homes

#### Resolution

THAT the City of Greater Sudbury directs staff to undertake the action items set out in the report entitled "Small and Tiny Homes", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on November 9, 2020 as part of the 2021 Work Plan.

#### Relationship to the Strategic Plan / Health Impact Assessment

The City of Greater Sudbury aims to have access to safe, affordable, attainable and suitable housing options for its citizens. Specifically, these proposed action items support Sections 5.1, Expand Affordable and Attainable Housing Options which directs staff to "develop education and outreach programs to promote existing affordable housing policies and programs such as the Affordable Housing Community Improvement Plan, joint tenants in common and more" and 5.2 Revitalize and Improve Existing Housing Stock, which supports de-concentration of affordable housing.

#### Report Summary

This report provides a summary of best practices with respect to permitting and encouraging the development of small and tiny homes, as well as summary of consultations with the local development community and others involved in the provision of housing in the community. The report proposes a number of action items and requests direction to undertake work associated with each action item as part of the 2021 Work Plan.

#### Financial Implications

There are no financial implications associated with this report as the action items found within the report will be funded by existing operating budgets.

#### Signed By

##### **Report Prepared By**

Melissa Riou  
Senior Planner  
*Digitally Signed Oct 15, 20*

##### **Manager Review**

Kris Longston  
Manager of Community and Strategic Planning  
*Digitally Signed Oct 16, 20*

##### **Financial Implications**

Steve Facey  
Manager of Financial Planning & Budgeting  
*Digitally Signed Oct 21, 20*

##### **Recommended by the Department**

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

##### **Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Oct 28, 20*



# **Staff Report: Small and Tiny Homes Policy Evaluation**

## **October 19, 2020**

### **Planning Services Division**

## **Executive Summary**

This report will provide a literature review of best practices with respect to enabling the development of small and tiny homes and other alternative forms of housing. The report provides context for the need for various forms of affordable or attainable housing within the City of Greater Sudbury. Preliminary consultation with the community provides some context for the demand for various forms of housing within the community. A summary of what is currently permitted within the City and enabling policies that have been approved in recent years is provided and an assessment of potential improvements to these tools or introduction of new tools that are used in other communities is also provided. A series of action items are proposed that will build on the current policy framework and further enable the development of small homes and alternative forms of housing within the City and assist in improving the diversity of housing stock both in form and with respect to affordability, as follows:

- Complete an Education and Outreach Program, including a User Guide for Small and Tiny Homes and alternative forms of housing
- Review potential amendments to the Zoning By-law to facilitate tiny home development and report back with findings and recommendations
- Conduct an internal review of potential barriers to tiny home development, including demand for various forms and report back with findings and recommendations
- Complete a demand analysis that will assess the form(s) of development most desired by residents looking for alternative forms of affordable housing
- Develop an EOI process for an affordable housing land bank site, through the AHCIP
- Investigate amendments to the density maximums set out in the Official Plan and report back with findings and recommendations

## **Background**

On September 10, 2019, Council passed resolution CC2019-279, which directed staff to “evaluate options for encouraging the development of small and tiny dwellings, including a review of best practices, the establishment of a working group with the Development Liaison Advisory Committee and the Planning staff report back to City Council with findings by the third quarter of 2020 with a recommended policy framework.

This report contains a series of appendices, including Appendix A which is intended to assist in providing context for how various forms of housing are defined and fit within the current Planning and Building framework in the City of Greater Sudbury.



## **Demand for Affordable Housing and Alternative Forms of Housing/What Does the Community Say**

As part of the Social (Community) Housing Revitalization Plan, Housing Services completed a Housing Demand and Supply Analysis. The analysis found that there are nearly 10,000 rental households in the City that are spending more than 30% of their gross household income on shelter costs and nearly 5,000 rental households estimated by CMHC to be in core housing need in the City. The need for affordable housing extends well beyond the 301 households actively looking or qualified for subsidized housing. People within that 10,000 households can range from single parent households to people who are currently sharing an apartment with family members or people struggling to pay market rents by giving up meals or choosing to walk instead of paying bus fares.

In some markets, the development of new market rental housing can free up more affordable units as some tenants choose to move from an older apartment to new and more expensive models which is often referred to as the “filtering process” (N. Barry Lyons, 2019). These market conditions are not observed in Greater Sudbury, as new units exhibit higher vacancies than older and less expensive housing stock. Improving affordability options will have to be led by the introduction of affordable rental housing, rather than new market rent units.

In Greater Sudbury, the forecasted average resale price of an existing dwelling in the fall of 2020 is \$286,000 (CMHC 2018). The affordable purchase price of a home is \$257,400 (10% below the average purchase price of a resale unit). The average unabsorbed (new, unsold) price of a home in the first 6 months of 2020 was \$559,799 (CMHC 2020). Average market rents in Greater Sudbury are \$676 (Bachelor), \$904 (one-bedroom), \$1,114 (two-bedroom) and \$1,183 (three or more bedrooms) (CMHC 2020), affordable rents would be 20% below those values.

There continues to be a need for affordable housing in Greater Sudbury. Of the City’s current population of 161,531, approximately 6% are spending a significant amount of their income on shelter costs and there is limited housing rental availability within the affordable range. This report proposes a series of action items that will further the City’s efforts to encourage the development of affordable housing, including small and tiny homes.

A series of one-on-one interviews were undertaken with members of the development community as well as some community members who have expressed interest in affordable housing and tiny homes. A summary of Key Themes from the interviews is provided in Appendix C – Consultation Summary and include the following:

- Slab on grade, single floor plan;
- Townhouses, condos, 4-plexes increasing in popularity;
- Co-housing;
- Condominium developments – in, particular vacant land viewed as a potential solution;
- Second units, enabling more;
- Common space;
- Energy efficiency, and
- Affordability.



In speaking with members of the community who were specifically interested in the development of Tiny Homes, it appears that the primary concern is affordable housing (cost of construction) and that having the ability to have a transportable form of housing is a secondary concern.

## **Defining Small and Tiny Homes**

There are various definitions of what constitutes a tiny house or a small house. Generally speaking, a tiny house is between 100-400 sq.ft and a small house is between 400-1400 sq.ft. The Urban Land Institute (ULI) defines a small house as being under 1,400 sq.ft. Through the Development Charges By-law, CGS currently defines a small dwelling as being under 1,000 sq.ft. The challenge with tiny homes is that, from a municipal/building code perspective, a tiny house on wheels (THOW) is evaluated very differently than a tiny house affixed to a permanent foundation. Those affixed to a permanent foundation and constructed to Ontario Building Code Standards are allowed through the same permitting process required of a standard size dwelling. Whereas a tiny house on wheels, is classified as a 'trailer', does not fall under the Ontario Building Code Act and is often not permitted through zoning. A summary of the various forms of tiny houses and their attributes is provided in Appendix B.

A 'Tiny Town' comprised of a number of THOWs is considered to be a Trailer Park and limitations on the location of a Tiny Town would be as per the Zoning By-law for the City of Greater Sudbury which states that travel trailers can only be used for human habitation when located in a camping ground.

There are greater options for Tiny Homes when constructed in compliance with the Building Code and mounted on a permanent foundation. A group of Tiny or Small Homes construction on permanent foundations could be accomplished through a condominium style development. It is recommended that this option be further explored through Action Item 4 (outlined in the recommendation section of the report).

The tiny house industry is starting to adapt and develop products that are Building Code compliant and are able to be affixed to a permanent foundation (as opposed to being constructed on a trailer base). Other issues to consider when looking to construct a tiny home include: location (e.g. is it a permitted use), construction method/form, housing tenure, cost of construction, ability to finance, and resale value. From a municipal perspective consideration must be given to responsiveness to community needs/demand, and municipal fiscal impacts.

## **Best Practices/Trends**

A review of best practices and trends related to small and tiny homes as well as alternative forms of housing was undertaken. The review included municipalities across Canada as well as the United States and Europe (Scandinavian Countries, in particular Denmark, are often cited as embracing alternative forms of housing). The review examined both policy trends and specific development examples. A summary of key examples can be found in Appendix E. A number of concepts or trends from the review are examined within this section of the report.



### **Laneway Houses/Additional Residential Units/Secondary Dwelling Units**

Many municipalities are adopting policies to permit these forms of housing. Permissions vary by municipality and Greater Sudbury has already introduced permissive policies which will be discussed in the Section entitled, 'What Greater Sudbury Has Already Done'.

### **Eliminating Minimum Floor Area Requirements**

Many municipalities or tiny home developers cite that one of their key challenges is that many municipalities have minimum required ground/gross floor area for residential dwellings. These minimum can range, but in many cases were greater than what is considered to be tiny or even small. Greater Sudbury does not have a minimum ground/gross floor area requirement.

### **Co-Housing**

Co-housing is term often applied to various models of housing that may or may not require Planning Application approvals depending on the form. Co-housing developments that include multiple dwelling units, whether they be in the form of a multiple dwelling or comprised on individual units on a single property will often require some form of Planning approval. Whereas Co-housing, using a 'co-ownership' model may not require Planning approvals when the form of development is a single dwelling unit where each resident has a private bedroom/sitting room, but share a kitchen and living space.

### **Pocket Developments/Tiny Towns**

Pocket Developments are a form of infill development within existing communities that tackle affordability and are consistent with infill and intensification policies. Whereas Tiny Towns are typically established outside of a settlement area, similar to a trailer park or mobile home park. The development of a Tiny Town outside the City's settlement boundary would not achieve goals of intensification and use of existing infrastructure. Affordability would be decreased because of a lack of access to public transportation and distance to services and other amenities. Similar to Mobile Home Parks, servicing of such developments would be a concern. While co-housing communities can be drivers of regional development, if the goal is affordability for its occupants, consideration of location, ability to service the site and access to community services must be key (Larsen, 2019).

### **Housing Tenure**

The cost of land can be a barrier to ownership. Appendix A provides a description of various models including Life Lease Housing, Land Lease Community Housing, Community Land Trusts and Affordable Rent to Own (ARTO). Some models, such as ARTO offer shorter term solutions where ownership is ultimately transferred to the tenant, whereas in longer term models the land remains that of the owner (whether it be a municipality, non-profit, etc). These forms of housing tenure are options for organizations or municipalities who want to take an additional step in reducing the cost of housing for certain developments.

## **What Greater Sudbury Has Already Done**

Greater Sudbury has been progressive in enabling Small and Tiny Homes. Though they are not listed as specific terms within the Zoning By-law, a number of policies and enabling tools have been approved over the past five years which have been intended to encourage these forms of



housing. A summary of these policies and initiatives is provided below and in Appendix D and includes some initiatives such as:

- The introduction of secondary dwelling units (up to three dwelling units per property);
- The introduction of the R1-7 Zone;
- Parking reductions for affordable housing developments;
- Increasing the areas where shared housing is permitted;
- The introduction of the Affordable Housing Community Improvement Plan;
- The introduction of housing related incentives into other CIPs;
- The introduction of development charge exemptions or reductions for certain types of housing developments;
- The land banking strategy; and
- Affordable housing strategy website.

The appendix not only provides a description of each tool, but also what part of the Housing Continuum is served by the tool, the benefit or anticipated result of the use of the tool as well as potential improvements that could be made to each tool.

## **What Else Can Greater Sudbury Consider**

### **Official Plan Amendments (Density Maximums)**

At present, the Official Plan contains maximum density of 36 units per hectare in low density areas (single detached dwellings, semi's, duplexes, and townhomes), 90 units per hectare in medium density developments (low density forms and small apartment building no more than 5 storeys in height) and 150 units per hectare in high density areas (all housing type, excluding single detached dwellings). Within Town Centre designations a maximum of up to 30 units per building may be permitted, provided that the net residential density does not exceed 60 units per hectare, subject to servicing capacity. Densities in the Downtown designation are permitted to exceed the maximum of 150 units per hectare. The intention of maximum densities is to preserve the character of certain areas. Section 2.3.2, program 2 allows that the City may establish minimum density standards for new residential development in Living Area 1 lands. This is in keeping with the planning principles of intensification. The maximum densities are intended to preserve the character of the area and ensure that development is harmonious with adjacent uses and their buildings. There is opportunity to review the current maximum densities to ensure that they continue to preserve the character of the City while permitting a broader range of infill developments.

### **Secondary Dwelling Units (Zoning By-law Amendments)**

Since the Secondary Dwelling Unit policies were adopted in 2016, a number of provisions in the Zoning By-law have been identified as potential barriers to their development. In particular, lot coverage, setbacks, height restrictions (where the unit is proposed above an accessory structure such as a garage), and parking have been identified as restricting the range of locations where Secondary Dwelling Units would be permitted. It is recommended that a review of potential amendments be undertaken, ensuring consistency with current work being undertaken as part of the Residential Parking Study and the Accessory Guest Room Accommodation Review. Additionally, it is recommended that the review include the R1-7 zone and the current lot depth requirements which were identified through stakeholder consultation as a potential barrier to the use of this 'smaller lot' zone.



## **Education and Outreach**

There is more that Greater Sudbury can do with respect to educating both the development community and the general public on housing policies in the City. A user guide to assist people through the development process would build on work completed by Building Services for the Secondary Dwelling Unit Homeowner Guide. An Education and Outreach program could be developed and reach groups such as the Seniors Advisory Panel, DLAC, and could include pop-ups at malls or attendance at the Home Shows.

It is recommended that an Education and Outreach program be developed with a view to ensuring that communication is executed in a way that reaches a broad audience and is presented in a way that is accessible to that audience.

## **Identify and Address Potential Obstacles (challenges) in the Development Process**

Through stakeholder consultation a number of potential barriers to the development of Small/Tiny Homes and alternative forms of housing were identified. Barriers included many that are standard considerations reviewed as part of the development process including: lot grading requirements, fire flow, servicing requirements, while some were more general in nature such as the prescriptive nature of the system and not being flexible when reviewing unique concepts. Staff propose to meet internally to review the approval process for Small/Tiny Homes and alternative forms of housing and report back with recommendations for process enhancements.

## **Demand Analysis**

While Greater Sudbury has statistics on the current number of households that are on waitlists for affordable housing, or are identified as 'at risk' and there is an unknown number of households looking for alternative forms of housing, whether they be seniors or younger adults and we do know there is an interest in tiny/small homes and alternative forms of housing. We do not know with certainty the number of households that would actually move into any of these alternative forms of housing were they to be developed, whether it be by the public sector or the private sector or an alternative partnership arrangement.

If it were determined that there was demand, for example for a vacant land condominium type development, the council approved Land Banking Strategy and Affordable Housing CIP could be utilized to facilitate this.

## **Land Banking**

There is an opportunity to use the land banking strategy to develop a model Secondary Unit development which would incorporate 3 dwelling units on a single lot. This could serve as an example to those interested in developing Secondary Dwelling units and become part of the education and outreach program. It is recommended that staff be directed to undertake an Expression of Interest for a small site identified as suitable for the development of affordable housing through the land banking strategy.



## Summary and Recommendation

Small and tiny houses in various forms are already permitted in the City of Greater Sudbury, in particular in the form of Secondary Dwelling Units. There are no restrictions in the Zoning By-law preventing the construction of a Tiny/Small House on an individual lot, provided that it is affixed to a permanent foundation and complies with the Ontario Building Code. There are changes that can be made to the Zoning By-law that would facilitate the development of small dwelling units in a greater range of locations throughout the City and education and outreach can form a key component in informing the public as to what is permitted. To address this need and to gain further insight into the potential development of pocket communities (Tiny/Small Homes as part of a multi-unit development) it is recommended that staff undertake further work in the form of a demand analysis and conduct an internal review process to identify potential obstacles to this form of development. To further work related to both secondary dwelling units and the land banking strategy it is recommended that staff be directed to undertake an Expression of Interest for a potential land bank site that could accommodate up to three units and be eligible for the incentives offered through the Affordable Housing CIP Secondary Dwelling Unit Incentive Program. The proposed action items were developed with the view of addressing Greater Sudbury's need, recognition of demand (based on interviews) and a review of best practices. The proposed list of action items is as follows:

**Action Item 1** – Complete an Education and Outreach Program, including a User Guide for Small and Tiny Homes and alternative forms of housing

**Action Item 2** – Review potential amendments to the Zoning By-law to facilitate tiny home development and report back with findings and recommendations

**Action Item 3** – conduct an internal review of potential barriers to tiny home development, and demand for various forms and report back with findings and recommendations

**Action Item 4** – complete a demand analysis that will assess the form(s) of development most desired by residents looking for alternative forms of affordable housing

**Action Item 5** – develop an EOI process for an affordable housing land bank site, through the AHCIP

**Action Item 6** – Investigate amendments to the density maximums set out in the Official Plan and report back with findings and recommendations

## Appendices

Appendix A – Tiny House Form Summary Table

Appendix B – Attainable/Affordable Housing Tools Table

Appendix C – Consultation Summary

Appendix D – Literature Review of Best Practices Summary



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## Appendix A

**Tiny House Form Summary Table**

<b>Form</b>	<b>Definition</b>	<b>Zoning and Building Code</b>	<b>Comments (gaps, solutions)</b>
<b>Tiny House</b>	A dwelling that is sized to meet its occupants needs with little excess space. Tiny Homes are typically between 100-400 sq.ft. and may not meet the minimum requirements of the Ontario Building Code.	<p><b>Zoning:</b> There is no specific zone for a Tiny House. Certain forms of Tiny Houses, such as Secondary Dwelling Units are provided for in the Zoning By-law.</p> <p><b>Building Code:</b> According to the Province of Ontario's Guide on Tiny Homes, in all cases a tiny home cannot be smaller than 17.5m<sup>2</sup> (188 ft<sup>2</sup>).</p>	Tiny House manufacturers are starting to develop models that are Building Code compliant and meet the requirements of municipal Zoning By-laws.
<b>Small House</b>	A dwelling that is sized to meet its occupants needs with little excess space. Small homes are typically between 400-1400 sq.ft (traditionally under 750 sq.ft). ULI defines as anything under 1400 sq.ft	<p><b>Zoning:</b> There is no restriction on minimum dwelling size within the City of Greater Sudbury provided that the dwelling meets OBC minimum requirements.</p> <p><b>Building Code:</b> Minimum size according to OBC is 17.5 m<sup>2</sup> (188 sq.ft)</p>	The CGS Development Charges By-law 2019-100, defines a "Small Residential Unit" a single detached dwelling or a semi-detached dwelling with a gross floor area of less than 1,000 square feet, but does not include a garage. Development Charges for Small Houses are the same rate as Multiple Dwellings, being nearly half the rate of a regular single family dwelling, decreasing the development cost.
<b>Micro Unit/House/Suite</b>	A micro-unit or micro-apartment is generally located within an apartment type development. They are smaller than average studio units and intended for a single resident. They are typically 200-300 sq.ft. and often include a	<b>Zoning:</b> There is no restriction on the minimum dwelling size within the City of Greater Sudbury provided that the dwelling unit meets the OBC requirements.	Design and quality of construction are key to ensuring these developments are successful. For example, insulation between units to prevent noise issues, sealing gaps around doors to prevent odours, and good building management.



	small living/bedroom area, a small bathroom and a kitchenette.	<b>Building Code:</b> Minimum size according to OBC is 17.5 m <sup>2</sup> (188 sq.ft).	
<b>Congregate/Micro-Housing</b>	Consists of a number of mini-modules for individual units and two larger modules for a kitchen and dining space, a bath, washroom and laundry space, though models may vary slightly.	<p><b>Zoning:</b> There is no restriction on the minimum dwelling size within the City of Greater Sudbury provided that the dwelling unit meets the OBC requirements.</p> <p><b>Building Code:</b> Minimum size according to OBC is 17.5m<sup>2</sup> (188 sq.ft).</p>	Similar issues as above with respect to noise odour and building management.
<b>Tiny House On Wheels (THOW)</b>	A tiny home on wheels is typically between 80-180 sq.ft. with special width, length and height restrictions to comply with highway transportation regulations and are built of a chassis. The do not fall under the Building Code and therefore present numerous challenges to regulate them by local government.	<p><b>Zoning:</b> Considered travel trailers. Are only permitted in Zones where travel trailers are permitted, eg campgrounds, commercial tourist zoned properties.</p> <p><b>Building Code:</b> Areas of rooms and spaces, ceiling heights and loft; hallway widths, doorway widths, stairs, handrails and guards, egress windows, smoke alarms, foundations and anchorage, ventilation, energy efficiency must meet code. If built on wheels it is considered a vehicle and a permit cannot be issued.</p> <p><b>Other:</b> insurance and financing may not be available.</p>	Not permitted as a Tiny House or Secondary Dwelling Unit within the City of Greater Sudbury. Other forms of Small Dwellings are available as options.
<b>Seacan</b>	Shipping and storage containers are containers with strength suitable to withstand shipment, storage and	<b>Zoning:</b> Not permitted on any lot zoned R, C, M1 or M1-1.	Structural safety and aesthetics are often concerns where seacans are permitted. As seacans are altered to



	handling. Also known as seacans, these large reusable steel boxes are used for intermodal shipments. Also known as intermodal freight containers	<b>Building Code:</b> A shipping container that has been altered to meet the OBC requirements for a residential structure is no longer considered to be a shipping container, instead is considered a residential dwelling unit. Must be anchored to a permanent foundation.	meet code requirements, the appearance is altered often to the extent that they are not immediately recognizable as the primary building material.
<b>Modular Dwelling</b>	A pre-fabricated dwelling unit manufactured at one location and delivered and assembled on another lot.	<b>Zoning:</b> Permitted where residential dwellings are permitted.  <b>Building Code:</b> Permit required, must meet standards applicable to dwelling type.	Design of modular dwellings has improved in recent years. They decrease construction time and provide more certainty with respect to cost of construction.
<b>Park Model Trailer</b>	Dwelling, Park Model Home: a trailer designed for temporary human habitation intended to be used on a seasonal basis and meeting Canadian Standard Association Standard Z241.	<b>Zoning:</b> Permitted in C7, Camping Ground, Commercial Tourist Facility.  <b>Building Code:</b> Similar to a travel trailer, a park model trailer is built on a single chassis mounted on wheels; it is designed to facilitate relocation from time to time and designed for seasonal living.	Not permitted as a Tiny House or Secondary Dwelling Unit within the City of Greater Sudbury. Other forms of Tiny Dwellings are available as options.
<b>Mobile Home</b>	A single detached dwelling that is designed to be mobile, and constructed or manufactured to provide a permanent residence for one or more persons in accordance with Canadian Standards Association Standard Z240, but does not include a park model home dwelling, travel trailer or tent trailer or trailer otherwise designed.	<b>Zoning:</b> Permitted in A, RU, RS, RMH. Not permitted as secondary dwelling unit or within residential areas.  <b>Building Code:</b> Must meet CSA Standard Z-240. Building Permit Required. Must be anchored to permanent foundation.	Mobile homes are not permitted in urban areas within the City of Greater Sudbury to preserve the character of our residential neighbourhoods.



<b>Manufactured Home</b>	A type of prefabricated housing that is largely assembled in factories and then transported to sites of use. OBC – Site Assembled and Factory Built Buildings section 9.1.1.9	<p><b>Zoning:</b> Permitted where residential dwellings are permitted.</p> <p><b>Building Code:</b> Must meet CSA Z240.2.1 “structural requirements for manufactured homes”, CSA A277 “procedures for factory certification of buildings”</p>	Similar to modular dwellings, design of manufactured homes has improved in recent years. They decrease construction time and provide more certainty with respect to cost of construction.
<b>Site Constructed Dwelling</b>	A dwelling that is constructed entirely at the building site. Also known as stick frame housing. They must conform to all code requirements where the house is located	<p><b>Zoning:</b> Permitted where residential dwellings are permitted.</p> <p><b>Building Code:</b> Permit required. Must meet requirements of the OBC.</p>	Construction timeframe is greater than modular/prefab structure.
<b>Houseplexes</b>	Houseplexes are small, multi-unit buildings designed to look like a large house and be architecturally compatible with a residential neighbourhood.	<p><b>Zoning:</b> Not currently permitted in low density residential zones in Greater Sudbury. Where multi-residential development is permitted it could take this form.</p> <p><b>Building Code:</b> Permit required. Must meet requirements of the OBC.</p>	Houseplexes accommodate density while preserving the appearance of the existing neighbourhood. There can be challenges accommodating parking for these developments.
<b>Pocket Developments</b>	Typically comprised of approximately 14 small detached houses, typically less than 1,000 sq.ft, oriented around a common space on a larger single or double lot, with parking generally clustered away from the street. Pocket developments are typically located within settlement areas and connected to municipal services.	<p><b>Zoning:</b> Would require site specific zoning, as it would not be permitted on a single lot and may require plan of subdivision or condominium depending on the proposal.</p> <p><b>Building Code:</b> Permit required. Must meet requirements of the OBC.</p>	<p>Challenges include:</p> <p>On a per-square-foot basis, can be more expensive to build than larger houses.</p> <p>Does not achieve the goal of increasing density.</p> <p>On-site parking required and though not necessarily transit-oriented, could be developed with transit in mind.</p>



<b>Tiny Town</b>	A “Town” of tiny houses established on a single property within commuting distance of a “host City”.	<p><b>Zoning:</b> Would require a settlement boundary expansion. Issues with servicing etc., similar reasons that the Official Plan has policies limiting/restricting mobile home parks.</p> <p><b>Building Code:</b> Would be required to meet code requirements of the housing form developed.</p>	<p>Tiny Towns do not achieve the goal of intensification within the settlement boundary and would require a comprehensive review under the Official Plan to be permitted.</p> <p>Their location outside of a settlement area would decrease the affordability to residents because of lack of access to transit, services and amenities.</p>
<b>Life Lease Housing</b>	The buyer purchases an interest in the property which provides the buyer the right to occupy the unit for a long period of time, often for their lifetime.	<p><b>Zoning:</b> This is a form of ownership, zoning would apply to the specific form of development.</p> <p><b>Building Code:</b> This is a form of ownership, OBC requirements would apply based on the form of development.</p>	Life lease housing is often developed and operated by non-profits or charitable organizations called “sponsors” and are usually priced lower than similar sized condos. Life-leased land is another model.
<b>Land Lease Community Housing</b>	In the past, land lease homes were limited to mobile and more recently, manufactured homes. Today, land lease communities include traditional site-built homes and present similar to a freehold or condominium development.	<p><b>Zoning:</b> Allows for undersized lot areas with compact housing footprints, as well as reduced setbacks, frontages and open space.</p> <p><b>Building Code:</b> OBC requirements would apply based on the form of development.</p>	There is one owner, therefore the municipality would only deal with one client for utilities or taxes.
<b>Community Land Trusts</b>	CLT’s are non-profit corporations that develop and steward affordable housing, community gardens, civic buildings, commercial spaces and other community assets on behalf of a community.	<p><b>Zoning:</b> N/A. This describes a form of ownership/stewardship.</p> <p><b>Building Code:</b> OBC requirements would apply based on the form of development.</p>	CLT’s balance the needs of individuals to access land and maintain security of tenure with a community’s need to maintain affordable, economic diversity and local access to essential services.
<b>Affordable Rent-to-Own</b>	In rent-to own arrangement, rent is paid every month to the	<b>Zoning:</b> N/A. This describes a form of ownership.	These types of models are used to allow people to enter the housing



	owner/landlord. A portion of the rent paid goes toward the downpayment for the purchase of the home.	<b>Building Code:</b> OBC requirements would apply based on the form of development.	market without the need for an upfront down payment. Habitat for Humanity uses this model.
<b>Co-Housing</b>	A community-based shared style of housing. Residents each have a private home or dwelling unit, but make use of a shared space, kitchen, social area and other amenities.	<p><b>Zoning:</b> Site specific zoning would likely be required depending on the form of the development. If a Co-ownership model in the form of a single detached dwelling, such as described below were followed, rezoning would not be required.</p> <p><b>Building Code:</b> OBC requirements would apply based on the form of development.</p>	<p>The greatest distinguishing feature of co-housing developments, from a built form perspective, is the common space. These are intentional communities that prioritize neighbourliness.</p> <p>Challenges can include: A lengthy and complicated development process, in part because co-housing requires a large group of individuals to come together to find, secure and develop a property.</p>
<b>Co-ownership</b>	Similar to 'co-housing' and in some cases called 'co-housing', residents share a single dwelling unit, but each have their own bedroom/sitting room and bathroom suite. These unit typically incorporate features to assist with aging in place such as elevators, living space for a care provider should the need arise.	<p><b>Zoning:</b> Generally permitted in zones where single detached dwellings are permitted.</p> <p><b>Building Code:</b> Permit required and must meet requirements of the OBC.</p>	A legal agreement sets out the terms of ownership. Agreements will set out what occurs if one co-owner wants to sell, if a co-owner gets a partner, not entering exclusive areas without permission, pets, etc.
<b>Co-living</b>	Blending the features of apartments, dorm rooms and hotels, co-living accommodations offer residents the opportunity to have their own space within common living areas at a more affordable price.	<b>Zoning:</b> Generally require medium to high density residential zoning. Site specific zoning may be required depending on the development details.	May include services like housekeeping, curated events and access to basic household supplies. Co-living developments are occurring in places like Toronto, Kitchener and Waterloo and are often geared towards students.



		<b>Building Code:</b> Must meet the requirements of the Ontario Building Code.	
<b>Co-Operative Housing</b>	A type of non-profit housing that is generally lower priced than a privately owned apartment or may be subsidized by the government.	<b>Zoning:</b> Depending on the form, permitted where Street Townhouse Dwellings or Row Dwellings are permitted.  <b>Building Code:</b> Must meet the requirements of the Ontario Building Code.	Housing Co-ops do not have tenants and landlords. Instead, you become a co-op member and share voting rights with all residents, as well as, the responsibility for managing the building.
<b>Small Lot Homes</b>	The Small Lot Subdivision Ordinance was introduced in Los Angeles to allow for the subdivision of multi-family and commercially zoned properties into small single family or townhome style lots in in-fill situations	<b>Zoning:</b> The ordinance applies to a number of multi-family and commercial zones in LA. Minimum lot size of 600 sq.ft. An overlay zone would likely need to be introduced to facilitate small lot homes in particular geographic areas this type if development was desired.  <b>Building Code:</b> detached townhomes are structurally independent and do not share common walls or foundations.	The approval process has 17 steps and requires a number of multi-departmental approvals in order to obtain a final building permit. The development process can be complicated and lengthy.
<b>Grow Homes</b>	Grow Homes are narrow row houses that are largely unfinished and lack partition walls. As finances permit, residents can “grow” their home – finishing rooms, building partitions and adding fixtures.	<b>Zoning:</b> typically permitted where townhouses or rowhouse development is permitted.  <b>Building Code:</b> Permits would be required both for the initial construction and as the home is “grown”.	Grow Homes are made affordable through simple design and reduced finishing costs. The flexible use of space meets changing household needs and the compact design can lead to energy efficiencies.



<b>Laneway House</b>	Detached dwellings located in the backyard of single-family lots which back on to a laneway. Also known as coach houses, carriage homes. Similar to secondary dwelling units, but often include provisions related to the adjacent laneway.	<p><b>Zoning:</b> Typically permitted where secondary dwelling units are permitted, but may include provisions associated with the adjacent laneway.</p> <p><b>Building Code:</b> Permit requirements would be similar to those for Secondary Dwelling Units.</p>	<p>Similar to Secondary Dwelling Units, Laneway homes encourage gentle densification, always for flexible housing arrangements and can assist owners with their mortgage.</p> <p>Challenges include permanency of the built form in the event the home owners circumstances change and they no longer require the unit, construction costs can make these developments cost prohibitive and increase the purchase price of the lot.</p>
<b>Lock-off Suites</b>	Small, legal secondary suites within apartments, about the size of a master bedroom.	<p><b>Zoning:</b> Specific Zoning is required to permit this form of development.</p> <p><b>Building Code:</b> Would be required to meet OBC standards.</p>	<p>Achieve the objectives of a) assist a condominium buyer to buy a larger unit by providing rental income until such time as they can afford the larger unit, b) provide affordable rental housing within condominium developments.</p> <p>More common in metropolitan markets such as Vancouver and Toronto.</p>
<b>Secondary Dwelling Unit</b>	A dwelling unit that is ancillary and subordinate to a primary dwelling unit that may be contained within the main building or on a lot or in an accessory building.	<p><b>Zoning:</b> permitted in zones where single-detached dwellings, semi-detached dwellings, row and townhomes are permitted.</p> <p><b>Building Code:</b> Must meet OBC standards. Legal Non-conforming units may require upgrading.</p>	Provides gentle densification and maximizes use of existing infrastructure. To ensure health and safety of tenants, units must meet OBC and Fire Code requirements and be registered with the City.



<b>Garden Suite</b>	A one unit detached residential structure containing bathroom and kitchen facilities that is ancillary to a single detached dwelling and that is designed to be temporary and/or portable.	<b>Zoning:</b> Requires a Temporary Zoning By-law Amendment.  <b>Building Code:</b> Building Permit Required. Must meet OBC requirements.	Provides a solution for homeowners that require an ancillary unit for a shorter period of time. Development Charges are not applied because of the temporary nature.
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NOTE: Building Permits are required for all forms of housing and must comply with the applicable provisions of the Ontario Building Code.



## Appendix B

### Affordable/Attainable Housing Tools

Tool (Name)	Tool Description	Part of Housing Continuum Served	Benefit/Anticipated Results	Potential Improvements
<b>COMPLETED</b>				
Secondary Dwelling Units	A dwelling unit that is ancillary and subordinate to a primary dwelling unit that may be contained within the main building or on a lot or in an accessory structure.	Affordable rental housing	May result in more economic diversity in neighbourhoods and allow for more affordable rental options	-modify parking provisions -look at increasing maximum lot coverage
Secondary Dwelling Units (third units/additional residential unit)	Permits up to three dwelling units per lot: the primary unit, a secondary unit within the primary unit <u>and</u> an additional unit on a lot or in an accessory structure.	Affordable rental housing	May result in more economic diversity in neighbourhoods and allow for more affordable rental options	-modify parking provisions -look at increasing maximum lot coverage
Garden Suites	A one unit detached residential structure containing bathroom and kitchen facilities that is ancillary to a single detached dwelling and that is designed to be temporary and/or portable.	Affordable rental housing	Provide an affordable and temporary option primarily for family members	
R1-7 zone	Reduced minimum lot area and minimum lot frontage requirements in relation to the standard R1-5 zone.	Affordable home ownership	Ability to develop at increased density. Smaller lot can make the construction of a smaller home more feasible	-decrease lot size requirements -increase density standards -reduce setbacks



				-decrease residential square footage requirements -increase maximum lot coverage
Affordable Housing CIP	Provides financial incentives to encourage the development of affordable housing.	Affordable rental housing / Affordable home ownership	It's anticipated that the CIP grants could be stacked with Federal or Provincial funding to make an affordable project more financially viable.	-additional advertising/education and outreach may increase uptake
Other CIPs (DSCIP, TCCIP)	Provide financial incentives, including housing incentives for certain geographic areas within the City (Downtown and Town Centres).	Affordable rental housing	Though units created may be market or affordable, the programs encourage increase in the supply of rental units within areas that have transit and other services which increase overall affordability.	-effectiveness of programs is regularly assessed
Shared Housing	Also known as "Multi-Tenant Housing" or "Rooming Houses" is a dwelling with multiple rooms rented out individually and may include a shared kitchen.	Affordable rental housing	This form of housing targets the lower end of affordable rental housing and provides a key part of housing supply.	-The range of zones where this use is permitted has been expanded along certain corridors. -no additional changes recommended at this time.
Land banking strategy	The strategy is a framework for evaluating surplus municipal land suitable for the development of affordable housing. The intent is to use the	Affordable rental housing	Land banking sites would allow CGS to be prepared with land to offer in conjunction with other incentives should grants from the Federal or	-a site could be selected for the development of a small affordable housing pilot project.



	strategy in conjunction with the Affordable Housing CIP.		Provincial government become available.	
Development Charge - Reductions	<ul style="list-style-type: none"> <li>-50% reduction for multi-unit residential buildings constructed within the Nodes and Corridors outlined in the by-law</li> <li>-small residential units of 1000 sf or less gross floor area (not including a garage) are charged the same rate as a multiple dwelling</li> </ul>	Affordable home ownership	<ul style="list-style-type: none"> <li>-encourages the development of housing in areas adjacent to transit, maximizes use of existing services, intensification of existing development</li> <li>-decreases development cost of a more affordable dwelling</li> </ul>	
Development Charge - Exemption	<ul style="list-style-type: none"> <li>-exemption areas</li> <li>-exemption for affordable housing projects that meet certain criteria</li> <li>-for garden suites when removed within 10 years</li> <li>-for secondary dwelling units</li> </ul>	Affordable rental housing / Affordable home ownership	<ul style="list-style-type: none"> <li>-encourages development in areas with services and adjacent to transit, maximizes use of existing infrastructure, intensification of existing development</li> <li>-increases affordability of developing a garden suite or secondary dwelling unit</li> </ul>	
Reduced parking	<ul style="list-style-type: none"> <li>-Zoning By-law permits reduction of 25% parking for developments subject to an affordable housing agreement</li> <li>-reduction of parking rate for boarding house and shared housing from 1 plus 0.75 parking spaces to 1 plus 0.5 parking spaces</li> </ul>	Affordable rental housing	Reduces the development costs for these forms of housing	-work currently underway reviewing potential reductions in parking requirements for residential uses



New multi-residential tax class		Affordable rental housing		
Website/Point of Contact	-a consolidated affordable housing web page has been created -a senior planner has been designated as the affordable housing point of contact	Affordable rental housing / Affordable home ownership	-addresses an issue identified through stakeholder consultation with respect to determining point of contact -guides members of the public, development community and service providers	-website continues to be updated as required
<b>Secondary Dwelling Unit Guide</b>	-Secondary Dwelling Units in Greater Sudbury: An Information Guide for Homeowners was developed in 2016 by Building Services	Affordable rental housing / Affordable Home Ownership	-provides homeowners with an overview of when they are permitted, how they can be legalized, what the OBC requirements are, registration and addressing	-Guide could be expanded to include information on other forms of housing
<b>OPTIONS FOR NEW /ADDITIONAL TOOLS</b>	<b>Description</b>	<b>Part of Housing Continuum Served</b>	<b>Benefit/Anticipated Results</b>	<b>Potential Improvement</b>
Education & Outreach – manual	A guide can provide can provide information on various forms of housing, where they are permitted, incentives that may be available, etc.	Affordable rental housing / Affordable home ownership	-provides potential applicants with a greater sense of certainty when considering development of a secondary dwelling unit or other forms of housing	-the Guide would build on the existing Secondary Dwelling Unit Guide developed by Building Services -recommend development of an manual as part of the 2021 workplan
Education & Outreach – program	An education and outreach program can provide workshops, tours, and educational events on various forms of housing,	Affordable rental housing / Affordable home ownership	-may generate more interest in the development of alternative forms of housing such as small or tiny homes, potentially in the form of secondary dwelling units	-recommend development of a program as part of the 2021 workplan



	including secondary dwelling units.			
Inclusionary zoning	A land use planning policy tool that would require new residential developments to include affordable housing units	Affordable rental housing / Affordable home ownership	-creates mixed-income housing -directly addresses the need to create more affordable housing	This approach is more a stick than a carrot and has not been recommended for use in Greater Sudbury to date
Modifications to the development review process	Eg those identified through the SPART run-through	Affordable rental housing / Affordable home ownership	-identify potential challenges that may be faced by affordable housing projects through the development approval process	-recommend processing a hypothetical affordable housing development through the Pre-Application Consultation process to identify potential obstacles

## THE HOUSING CONTINUUM





**Appendix C**  
**Consultation Summary Table**

<b>Participants:</b> <b>Development Community: 11</b> <b>Public and those in the housing community: 10</b>			
<b>Innovative Forms of Housing</b>	<b>Characteristics in Demand</b>	<b>Suggestions for encouraging the development of innovative forms of housing</b>	<b>Experience with Barriers to Development</b>
<ul style="list-style-type: none"> <li>-Co-housing</li> <li>-Condominium style development, in particular vacant land condos</li> <li>-Secondary dwelling units</li> <li>-Grow homes</li> <li>-pre-fab homes/Modular</li> <li>-3D design (eg Foam Super Structure)/Engineer SIP Panels</li> <li>-Cluster housing</li> <li>-Shipping Container Housing</li> <li>-Land Lease Housing</li> </ul>	<ul style="list-style-type: none"> <li>-Common space</li> <li>-Energy efficiency</li> <li>-Affordability</li> <li>-Slab on grade, single floor plan</li> <li>-townhouse, row house, other forms of multiple dwellings</li> </ul>	<ul style="list-style-type: none"> <li>- Guiding people through the development process</li> <li>-ensuring that communication of a guide executed in a way that reaches a broad audience and is understood</li> <li>-clear communication of what you can and can't do</li> <li>-survey to gauge market interest would be useful</li> <li>-virtual roadshow of successful projects</li> <li>-different tax incentives</li> <li>-use of surplus land, such as school sites</li> </ul>	<ul style="list-style-type: none"> <li>-lot grading requirements</li> <li>-lot coverage provisions</li> <li>-stormwater management requirements</li> <li>-fire flow requirements</li> <li>-servicing requirements</li> <li>-prescriptive nature of the system isn't flexible for unique concepts</li> <li>-costs, eg development charges, servicing</li> <li>-ability to accommodate second unit (eg basement of existing home, height restricts where proposed above a detached garage)</li> </ul>



## Appendix D

### Best Practices /Trends Literature Review

Municipality	Key Term	Description	Weblink
British Columbia	Small Homes	Small Houses: Innovations in Small-scale Living from North America. 2015. Small Home BC.	<a href="http://www.smallhousingbc.org/wp-content/uploads/2015/03/SMHT_1stEdition_Feb2015.pdf">http://www.smallhousingbc.org/wp-content/uploads/2015/03/SMHT_1stEdition_Feb2015.pdf</a>
Calgary, AB	Calgary Affordable Housing Guide	The guide is intended for anyone looking for emergency shelters, short-term and transitional housing and affordable housing in Calgary.	<a href="https://www.calgary.ca/cs/olsh/affordable-housing/calgary-affordable-housing-guide.html">https://www.calgary.ca/cs/olsh/affordable-housing/calgary-affordable-housing-guide.html</a>
Calgary, AB	Housing Guide	Straight Talk About Affordable Housing.	<a href="https://www.calgary.ca/docgallery/bu/cns/homelessness/straight_talk_ah.pdf">https://www.calgary.ca/docgallery/bu/cns/homelessness/straight_talk_ah.pdf</a>
Canadian Co-Housing Network	Co-Housing	Information on various projects and groups across the Country	<a href="https://cohousing.ca/">https://cohousing.ca/</a>
Denmark	Co-Housing	Three Phases of Danish CoHousing: Tenure and the Development of an alternative housing form. While Danish cohousing communities are often seen as pioneering and comparatively successful, there has not been a systematic analysis of their experiences since the 1980s. This study provides such an analysis. Henrik Larsen. 2019	<a href="https://www.tandfonline.com/doi/full/10.1080/02673037.2019.1569599">https://www.tandfonline.com/doi/full/10.1080/02673037.2019.1569599</a>
Portland, Oregon	Overlay – Housing Options	Developed a residential infill project “Additional Housing Options” overlay, which allows duplexes and small triplexes as of right within the defined area. Additional parking requirements are waived and increase in gross floor area permitted for affordable (80% median) units.	<a href="https://www.portlandoregon.gov/bps/article/552040">https://www.portlandoregon.gov/bps/article/552040</a>
Edmonton, Alberta	YEGarden Suites	YEGarden Suites organizes information sessions and tours of suites that have already been built for those interested within the community.	<a href="https://www.yegardensuites.com/">https://www.yegardensuites.com/</a>
Edmonton, Alberta	Tiny Homes Zoning Review	Undertaking an investigation of tiny homes and finding multiple ways to accommodate them	<a href="https://www.edmonton.ca/city_government/urban_planning_and_design/tiny-homes-zoning-review.aspx">https://www.edmonton.ca/city_government/urban_planning_and_design/tiny-homes-zoning-review.aspx</a>



Grand Rapids, Michigan	Single Family Zoning	In 2007, single family districts were eliminated after adopting a smart growth-based master plan.	<a href="https://www.planetizen.com/news/2019/01/102198-form-based-code-ended-single-family-zoning-decade-ago-grand-rapids">https://www.planetizen.com/news/2019/01/102198-form-based-code-ended-single-family-zoning-decade-ago-grand-rapids</a>
Hamilton, ON	Laneway Housing	Staff have draft a report addressing secondary dwelling units in detached structures for properties adjoining laneways	<a href="https://www.cbc.ca/news/canada/hamilton/laneway-houses-1.4712420">https://www.cbc.ca/news/canada/hamilton/laneway-houses-1.4712420</a>
Iler Campbell Law	Co-Housing	Rethinking traditional housing models for Canada's growing seniors population	<a href="https://ilercampbell.com/blog/2019/03/seniors-co-housing-re-thinking-traditional-housing-models-for-canadas-growing-senior-population/">https://ilercampbell.com/blog/2019/03/seniors-co-housing-re-thinking-traditional-housing-models-for-canadas-growing-senior-population/</a>
Kitchener-Waterloo, Ontario	Co-living Community	Node, a Co-living community, broke ground in the fall of 2019 and is intended to be open to residents in early 2021. 1 and 2 bedroom units will be offered that are roughly 450 and 650 sq.ft.	<a href="http://node-living.com/kitchener.html">http://node-living.com/kitchener.html</a>
Greater Sudbury, Ontario	Housing Demand and Supply Analysis	Supply and Demand Analysis conducted as part of the Social Housing Revitalization Plan.	<a href="https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&amp;action=file&amp;attachment=26306.pdf">https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&amp;action=file&amp;attachment=26306.pdf</a>
N/A	Integrating Tiny Homes	Journal Article: Integrating tiny and small homes into the urban landscape: History, land use barriers and potential solutions. 2018. Krista Evans. Journal of Geography and Regional Planning	<a href="https://pdfs.semanticscholar.org/624c/9b0400a0a997d459f71f40d846a88b2af256.pdf">https://pdfs.semanticscholar.org/624c/9b0400a0a997d459f71f40d846a88b2af256.pdf</a>
New York, New York	Adapt NYC	In 2012-2013 New York had a competition for comfortable and affordable micro-units around 250 sq.ft	<a href="https://www.archdaily.com/324418/adapt-nyc-competition-announces-micro-apartment-winner-and-finalists">https://www.archdaily.com/324418/adapt-nyc-competition-announces-micro-apartment-winner-and-finalists</a>
Ontario	Guide to Building or Buying a Tiny Home	Provides guidance to property owners or builders on Tiny Homes.	<a href="https://www.ontario.ca/document/build-or-buy-tiny-home">https://www.ontario.ca/document/build-or-buy-tiny-home</a>
Oshawa, Ontario	FAQ	A website is provided to answer frequently asked questions regarding the development of tiny homes	<a href="https://www.oshawa.ca/city-hall/tiny-homes.asp">https://www.oshawa.ca/city-hall/tiny-homes.asp</a>
Oshawa, Ontario	Micro-housing pilot project	Durham Region Non-Profit Housing Corporation is undertaking a pilot project with a shipping container converted to a dwelling at their head office.	<a href="https://durhampost.ca/new-micro-home-pilot-coming-to-oshawa">https://durhampost.ca/new-micro-home-pilot-coming-to-oshawa</a>



Price Waterhouse Coopers	Co-living	Blending the features of apartments, dorm rooms and hotels, co-living accommodations offer residents the opportunity to have their own space with common living areas at a more affordable price.	<a href="https://www.pwc.com/ca/en/industries/real-estate/emerging-trends-in-real-estate-2020/customers-at-the-heart.html">https://www.pwc.com/ca/en/industries/real-estate/emerging-trends-in-real-estate-2020/customers-at-the-heart.html</a>
Price Waterhouse Coopers	Affordable provisions	Increasing affordable housing supply by entering into long-term leases with developers to build rental housing on underused or surplus public lands.	<a href="https://www.pwc.com/ca/en/industries/real-estate/emerging-trends-in-real-estate-2020/policy-challenges.html">https://www.pwc.com/ca/en/industries/real-estate/emerging-trends-in-real-estate-2020/policy-challenges.html</a>
Prince Edward County, Ontario	Small Homes	"Small Homes", A Discussion of Planning Issues and Options with Questionnaire.	<a href="http://www.countymemorytrail.ca/media/PE-County/Documents/Public-Consultation-/Small-Homes-Discussion-Paper-and-Questionnaire.pdf">http://www.countymemorytrail.ca/media/PE-County/Documents/Public-Consultation-/Small-Homes-Discussion-Paper-and-Questionnaire.pdf</a>
Provincial-Territorial-Municipal Working Group on Tiny Homes	Tiny Houses	Tiny Houses in Canada's Regulatory Context: Issues and Recommendations	<a href="https://mhaprairies.ca/pdf/municipalities/Tiny%20Homes_Discussion%20Paper_2016-04-04.pdf">https://mhaprairies.ca/pdf/municipalities/Tiny%20Homes_Discussion%20Paper_2016-04-04.pdf</a>
Ryerson, City Building Institute	Density	Report suggest a new pattern of housing development must be implemented to ensure a healthy, livable and affordable region for all residents.	<a href="https://urbantoronto.ca/news/2020/04/ryerson-report-recommends-distributed-density-accommodate-growth">https://urbantoronto.ca/news/2020/04/ryerson-report-recommends-distributed-density-accommodate-growth</a>
Seattle, Washington	Small Efficiency Dwelling Units (SEDUs)	Currently undertaking a review of policies that permit these units	<a href="http://www.seattle.gov/sdci/codes/codes-we-enforce-(a-z)/small-efficiency-dwelling-units">http://www.seattle.gov/sdci/codes/codes-we-enforce-(a-z)/small-efficiency-dwelling-units</a>
San Francisco, California	Minimum area	legislation for the minimum code size for apartments.	<a href="https://www.nbcbayarea.com/news/local/minimum-living-space-in-sf-now-220-sq-feet/2069520/#:~:text=The%20San%20Francisco%20Board%20of,which%20is%20150%20square%20feet.">https://www.nbcbayarea.com/news/local/minimum-living-space-in-sf-now-220-sq-feet/2069520/#:~:text=The%20San%20Francisco%20Board%20of,which%20is%20150%20square%20feet.</a>
Smart Communities Ontario	Tiny House Communities	A non-profit organization that develops tiny communities	<a href="https://www.google.com/search?q=smart+communities+ontario&amp;rlz=1C1GCEA_enCA853CA853&amp;oq=smart+communities+ontario&amp;aqs=chrome..69i57j0.3344j0j7&amp;sourceid=chrome&amp;ie=UTF-8">https://www.google.com/search?q=smart+communities+ontario&amp;rlz=1C1GCEA_enCA853CA853&amp;oq=smart+communities+ontario&amp;aqs=chrome..69i57j0.3344j0j7&amp;sourceid=chrome&amp;ie=UTF-8</a>



Solterra Cohousing	Shared Housing / Co-Ownership	Solterra Co-Housing offers senior housing opportunities and support services.	<a href="http://solterraco-housing.com/">http://solterraco-housing.com/</a>
Squamish, British Columbia	Tiny Homes	District of Squamish has been exploring the feasibility of allowing mobile tiny homes to be parked on residential lots.	<a href="https://squamish.ca/business-and-development/home-land-and-property-development/tiny-homes/">https://squamish.ca/business-and-development/home-land-and-property-development/tiny-homes/</a>
Sunshine Valley, British Columbia	Tiny Homes	In 1983, Sunshine Valley's private land owner applied for an exemption from regional building by-laws and zoning, which was established seven years prior. The following year, the Ministry of Municipal Affairs approved the removal of Sunshine Valley from the Fraser Valley regional district. As a result, there is nothing prohibiting the construction of tiny homes on the lots currently for sale.	<a href="https://www.rightsizingmedia.com/welcome-to-tiny-town-sunshine-valley/">https://www.rightsizingmedia.com/welcome-to-tiny-town-sunshine-valley/</a>
Tempe, Arizona	Micro Estates	Community of 13 small homes, 600 sq.ft. each	<a href="https://www.azcentral.com/story/news/local/tempe/2020/02/20/newtown-community-development-breaks-ground-tempe-micro-estates/4813406002/">https://www.azcentral.com/story/news/local/tempe/2020/02/20/newtown-community-development-breaks-ground-tempe-micro-estates/4813406002/</a>
Toronto, Ontario	Landscape	Landscape has put on a Laneway Lecture Series, entitled "Present: How to Design and Build Laneway Suites" in Toronto.	<a href="https://landscape.ca/">https://landscape.ca/</a>
Vancouver, British Columbia	Co-housing Lite	Model where developer takes on more risk and residents buy in, as opposed to group-led co-housing. Can be apartment style model, rather than separate dwelling units on a large parcel of land.	<a href="https://www.theglobeandmail.com/real-estate/vancouver/article-cohousing-converts-wait-for-their-keys/">https://www.theglobeandmail.com/real-estate/vancouver/article-cohousing-converts-wait-for-their-keys/</a>
Vancouver, British Columbia	Pocket neighbourhoods  Lock-Off Suites	Typically comprised of 4-14 small detached houses, typically less than 1,000 sq.ft, oriented around a common open space on a larger single or double lot.	<a href="https://www.vancourier.com/opinion/in-unaffordable-vancouver-we-need-to-start-thinking-small-1.23505368?fbclid=IwAR1-bY6fGf-nICpN_CMgImZxhnqYvcEnLLnLgTPgTCiEL9ltOd8S4112hiw">https://www.vancourier.com/opinion/in-unaffordable-vancouver-we-need-to-start-thinking-small-1.23505368?fbclid=IwAR1-bY6fGf-nICpN_CMgImZxhnqYvcEnLLnLgTPgTCiEL9ltOd8S4112hiw</a>
Yarmouth, Nova Scotia	Tiny Homes	Zoning by-law provisions	<a href="https://www.capebretonpost.com/news/provincial/tiny-homes-discussed-by-municipality-of-yarmouth-253868/">https://www.capebretonpost.com/news/provincial/tiny-homes-discussed-by-municipality-of-yarmouth-253868/</a>



## Request for Decision

### Greenwood Subdivision, Sudbury

Presented To:	Planning Committee
Presented:	Monday, Nov 09, 2020
Report Date	Friday, Oct 16, 2020
Type:	Referred and Deferred Matters
File Number:	780-6/07002

### Resolution

THAT the City of Greater Sudbury's delegated official be directed to amend the conditions of draft approval for a plan of subdivision on those lands described as PIN 73578-0515, Part 1, Plan 53R-18272, Part of Lots 11 & 12, Concession 3, Township of Neelon, File # 780-6/07002, in the report entitled "Greenwood Subdivision, Sudbury", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on November 9, 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

#### Signed By

##### **Report Prepared By**

Glen Ferguson  
Senior Planner  
*Digitally Signed Oct 16, 20*

##### **Manager Review**

Alex Singbush  
Manager of Development Approvals  
*Digitally Signed Oct 16, 20*

##### **Financial Implications**

Steve Facey  
Manager of Financial Planning & Budgeting  
*Digitally Signed Oct 21, 20*

##### **Recommended by the Department**

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

##### **Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Oct 28, 20*



storm. Any resulting post development runoff in excess of this permissible discharge rate must be controlled and detained within the plan of subdivision;

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

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

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

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

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

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

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

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

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

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

## **Relationship to the Strategic Plan / Health Impact Assessment**

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

## **Report Summary**

The owner has requested an extension to the draft plan of subdivision approval of the Greenwood Subdivision (File # 780-6/07002) in Sudbury for a period of three years until November 28, 2022. The Planning Services Division is recommending approval of the application.



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

### **Financial Implications**

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

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

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



**Date: January 17, 2020**

## **STAFF REPORT**

### **Applicant:**

Dalron Construction Ltd.

### **Location:**

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

### **Application:**

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

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

### **Proposal:**

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

### **Background:**

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

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



**Date: January 17, 2020**

**Departmental & Agency Circulation:**

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

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

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

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

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

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

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

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

**Planning Considerations:**

[Official Plan](#)

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

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

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



**Date: January 17, 2020**

### Draft Approval Conditions

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

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

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

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

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

### Processing Fees

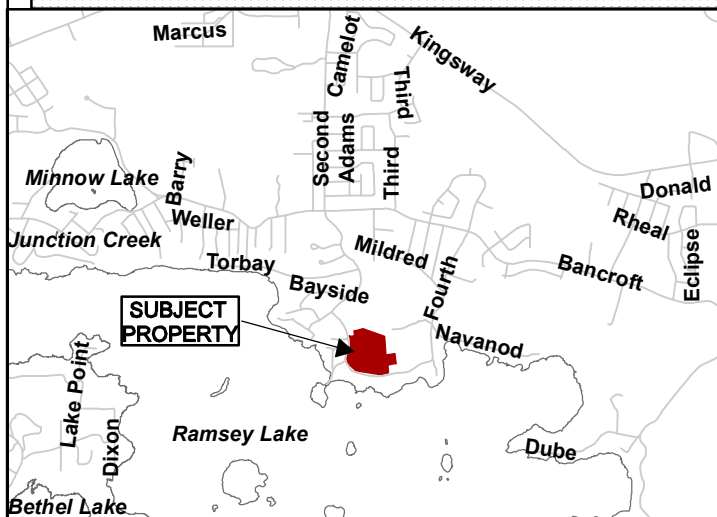
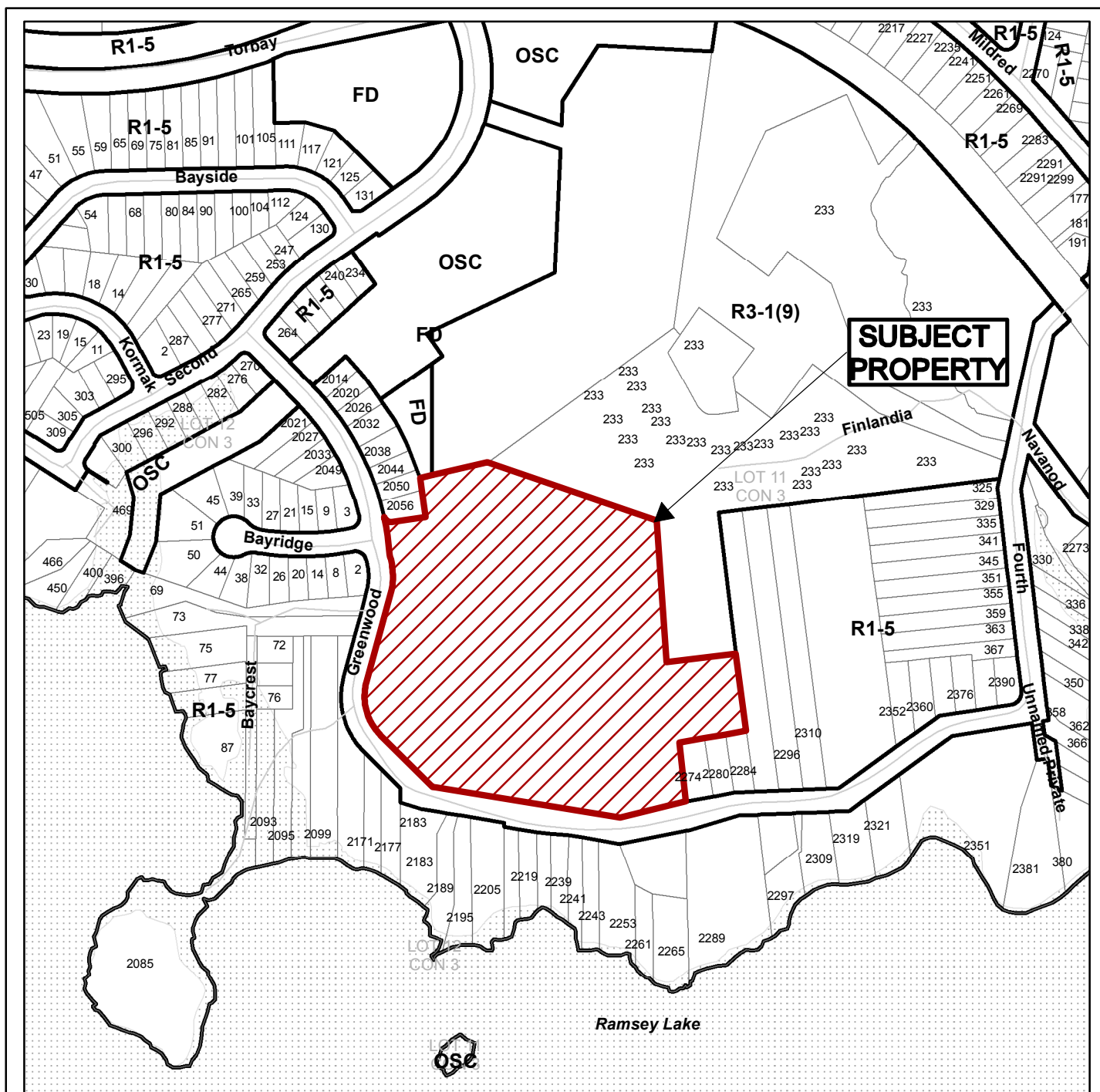
The owner is required to pay the applicable processing fee in the amount of \$2,418.00. It is recommended that the draft approval extension be granted upon receipt of Council's processing fee from the owner. This amount was calculated as per [By-law 2017-222](#) being the Miscellaneous User Fees By-law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

### **Summary:**

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

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





## Growth and Development Department



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

## Sketch 1

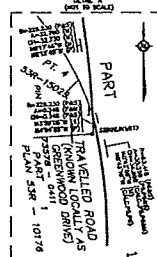
### NTS

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

Date: 2013 03 22



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



GEOGRAPHIC TOWNSHIP OF NEELON

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

### ADDITIONAL INFORMATION

AS REQUIRED BY SECTION 51 OF THE PLANNING ACT

REMARKABLES AS SHOWN

1. PROPOSED AND EXISTING STREETS - AS SHOWN

2. KEY PLAN - AS SHOWN

3. PROPOSED LOTS - AS SHOWN (SINGLE FAMILY RESIDENTIAL AND BLOCK 50 (STORMWATER MANAGEMENT))

4. EXISTING UTILITIES AS SHOWN (WATER MAINS NORTH - VETLAND SOUTH - RESIDENTIAL EAST - RESIDENTIAL WEST - RESIDENTIAL)

5. EXISTING AND PROPOSED ROADS - AS SHOWN

6. NATURAL & ARTIFICIAL FEATURES - AS SHOWN

7. WATER - EXISTING AND PROPOSED

8. SOILS - BEDROCK AND OVERBURDEN

9. CONTIGUOUS ELEVATIONS - AS SHOWN

10. MUNICIPAL SERVICES: WATER, SEWER, FIRE, AMBULANCE ETC.

11. RESTRICTIONS - AS SHOWN

AREA OF APPLICATION 6.9 HA. (APPROXIMATED)

## OWNER'S CERTIFICATE

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

DATE Dec 16/01 DALE H. CONSTRUCTION  
BY DALE H. CONSTRUCTION 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

*[Signature]*  
STEVE J. GESSLING  
ONTARIO LAND SURVEYOR

**LEGEND**

[illegible]

REVISION	DATE	
3		
2		
1		

**DRAFT PLAN**  
LAKVIEW SUBDIVISION, PHASE

Scale: 1/8" = 1'-0"      Date: NOVEMBER 2, 1997      Job No.:      Drawing No.: 1

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



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

---

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

...2



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



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



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



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



✓ AS  
✓ GF.



September 20, 2019

Alex Singbush  
Manager of Development  
City of Greater Sudbury

**RECEIVED**

**SEP 20 2019**

**PLANNING SERVICES**

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

Dear Mr. Singbush,

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

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

**Service type and location**

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

**Municipal requirements**

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

**Developer timeline and installation**

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

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

*Regards,*



*RAY THERIAULT*

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



## For Information Only

### Bill 108 and the Ontario Heritage Act

Presented To:	Planning Committee
Presented:	Monday, Nov 09, 2020
Report Date	Wednesday, Oct 07, 2020
Type:	Correspondence for Information Only

#### Resolution

For Information Only

#### Relationship to the Strategic Plan / Health Impact Assessment

This report is for information only.

#### Report Summary

This report provides an update to Council on the changes to the Ontario Heritage Act and the proposed associated Regulations that are proposed to come into effect on January 1, 2021.

#### Financial Implications

There are no financial implications associated with this report.

#### Signed By

##### **Report Prepared By**

Ed Landry  
Senior Planner  
*Digitally Signed Oct 7, 20*

##### **Manager Review**

Kris Longston  
Manager of Community and Strategic Planning  
*Digitally Signed Oct 7, 20*

##### **Recommended by the Division**

Alex Singbush  
Manager of Development Approvals  
*Digitally Signed Oct 8, 20*

##### **Financial Implications**

Steve Facey  
Manager of Financial Planning & Budgeting  
*Digitally Signed Oct 21, 20*

##### **Recommended by the Department**

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

##### **Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Oct 28, 20*



# **Proposed Heritage Act Regulations**

## **Planning Services Division**

### **Report Date: October 19, 2020**

## **Background**

The Government of Ontario introduced Bill 108, the More Homes, More Choices Act, 2019, along with a Companion Guide on May 2, 2019 (References 1 and 2). Per the companion guide, the act outlined the “government’s plan to tackle Ontario’s housing crises and encourages our partners to do their part by starting now, to build more housing that meets the needs of people in every part of Ontario. [...] More Homes, More Choice is about unlocking the development of all kinds of housing. From ownership to rental housing, whether built by private developers or non-profits, [the government’s] action plan will help give people more choice and help bring costs down.”

Bill 108 amended 13 statutes. Reports on these changes were brought to Planning Committee in June, 2019, and January, 2020 (References 3 and 4). This report focuses on the changes to the Ontario Heritage Act and the associated regulations which were released on September 21, 2020. The Province is asking for public comment by November 5, 2020.

## **Ontario Heritage Act Changes**

The Bill 108 amendments to the Ontario Heritage Act included the following:

- Requiring a Council to consider prescribed principles regarding its decision-making powers under the Heritage Act
- Establishing new notice requirements for listing and designating new heritage property, and introducing new notice of objection provisions for property owners
- Enabling the Minister to prescribe information requirements regarding applications to alter designated property
- Enabling property owners to appeal Ontario Heritage Act decisions of Council to the Local Planning Appeals Tribunal

These changes to the Act were to come into effect upon a date to be named by proclamation of the Lieutenant Governor in Council. This date is now proposed to be January 1, 2021. The details regarding these legislative changes were to be described in associated regulations, including the principles, timelines, and information requirements.

## **Proposed Regulations**

These associated regulations were released for a 45-day public comment period on September 21, 2020 (See Reference 5). Per the Province, “The OHA amendments and the associated regulation will help to align municipal decisions in the heritage conservation process with Planning Act processes, improve municipal processes for identifying, designating and managing proposed changes to heritage properties, and improve clarity for property owners and development proponents.”



The following matters are proposed to be prescribed in regulation:

1. Principles that a municipal council shall consider when making decisions under specific parts of the OHA.
2. Mandatory content for designation by-laws.
3. Events which would trigger the new 90-day timeline for issuing a notice of intention to designate and exceptions to when the timeline would apply.
4. Exceptions to the new 120-day timeline to pass a designation by-law after a notice of intention to designate has been issued.
5. Minimum requirements for complete applications for alteration or demolition of heritage properties.
6. Steps that must be taken when council has consented to the demolition or removal of a building or structure, or a heritage attribute.
7. Information and material to be provided to Local Planning Appeal Tribunal (LPAT) when there is an appeal of a municipal decision to help ensure that it has all relevant information necessary to make an appropriate decision.
8. Housekeeping amendments related to amending a designation by-law and an owner's reapplication for the repeal of a designation by-law.
9. Transition provisions

More detail on the above changes is provided in the next section.

### **Standardized Information Requirements**

The regulations clarify what is required for designation by-laws, what constitutes a complete application for demolition or alteration purposes, what information needs to be forwarded to LPAT when there is an appeal of a municipal decision. These changes help with the transparency of the heritage designation process.

### **Triggers**

The changes also provide more certainty to the development process. For example, the Act and regulations introduce a series of new timelines associated with the designation process. Specifically, the Province is proposing three triggers which would encourage discussions about potential designations with development proponents at an early stage in the land use planning process.



When Council gives notice of a complete application for an Official Plan amendment, a zoning by-law amendment, or a plan of subdivision, it would have 90 days to issue a Notice of Intention to Designate (NOID). In other words, once the 90-day period is over, Council could no longer issue a NOID related to the property. There are exceptions to this rule, including mutual agreement, administrative restrictions, and finding new and relevant information that could have an impact on the designation. It should be noted that a new 90-day period would come into effect should a new application of the above-noted types are received by the municipality (e.g. City receives a new zoning by-law amendment application for the same lands at a later date).

It is within this 90-day period that the City would have to direct staff to commission a Cultural Heritage Evaluation report and consult with its Municipal Heritage Advisory Panel, and return to Council with its findings.

There is a new requirement for by-laws to be passed within 120 days of issuing a NOID. To illustrate: should the City receive a rezoning application, and once the notice of complete application is issued, the City would have 90 days to issue a NOID. Once the NOID is issued, the City would have 120 days to pass a designating by-law. Similar exceptions to those described above would apply.

### **New Definition of “Alteration” and New steps following Council’s consent to a demolition or removal**

The Act has been amended to clarify that demolition or removal includes the demolition or removal of heritage attributes, in addition to the demolition or removal of a building or structure. The definition of ‘alter’ was amended to clarify that taking away any heritage attribute is to be treated as a demolition or removal and not an alteration. This is because removal or demolition of a heritage attribute that is not a building or structure, such as a heritage landscape element that has cultural heritage value, could also impact the cultural heritage value or interest of a property.

Prior to the amendments, where council approved a demolition or removal of a designated property, the Act required council to repeal the designation by-law. However, in cases where only certain heritage attributes have been removed or demolished, or where the demolition or removal was of a structure or building that did not have cultural heritage value or interest, the property might still retain cultural heritage value or interest. In these cases, repeal of the by-law would not be appropriate.

The proposed regulation provides municipalities with improved flexibility by requiring Council to first determine the impact, if any, of the demolition or removal on the cultural heritage value or interest of the property and the corresponding description of heritage attributes. Based on the determination council makes, it is required to take the appropriate administrative action, which ranges from issuing a notice that no changes to the by-law are required, to amending the by-law as appropriate, to repealing the by-law. Council’s determination and the required administrative actions that follow are not appealable to LPAT.

The proposed regulation also provides that, where Council has agreed to the removal of a building or structure from a designated property to be relocated to a new property, council may



follow an abbreviated process for designating the receiving property. The proposed regulation provides a series of administrative steps to support the designation by-law. Council's determination that the new property has cultural heritage value or interest and the subsequent designation by-law made under this proposed regulation would not be appealable to LPAT.

## **Transition**

As noted above, the Province is proposing that the amendments to the Act and the new regulations come into force and effect on January 1, 2021. The regulations provide for transitional matters to facilitate the implementation of the amendments.

In general, all processes that 'commenced' on a date prior to proclamation (i.e. before January 1, 2021) would follow the process and requirements set out in the Act as it read the day before proclamation. In the City of Greater Sudbury's case, the dates of notices of intent to designate (NOID) would be the determining factor. Should the City issue a NOID prior to January 1, the current rules would apply; after January 1, the new proposed rules would apply.

Should the City publish a notice of intention to designate prior to January 1, 2021, and has not yet withdrawn the notice or passed the by-law at the time of proclamation, the City would have 365 days from proclamation to pass the by-law (i.e. January 1, 2022), otherwise the notice would be deemed withdrawn. Where a notice of intention to designate has been referred to the Conservation Review Board, the 365 days would be paused until the Board either issues its report or until the objection has been withdrawn, whichever occurs earlier.

## **Staff Comment**

Staff generally support the changes to the Act and regulations that bring clarity to the process. However, the new timelines and triggers may pose implementation challenges, specifically as it relates to determining whether to issue a NOID or not as part of the development review process. Additionally, the City does not have dedicated Heritage funding to use in the procurement of the professional cultural heritage evaluation reports required to designate a property.

From a timing perspective receiving Council direction to proceed with a NOID, procuring a Cultural Heritage Evaluation Report and returning with findings and recommendations would likely take longer than 90 days under the current reporting and meeting frameworks.

## **Summary**

The changes to the Ontario Heritage Act brought in by Bill 108 are proposed to come into effect on January 1, 2021. The Province published implementing regulations on September 21<sup>st</sup> along with a request for public comment by November 5, 2020. Staff generally support the regulations that provide clarity to the process. However, some of the new changes regarding triggers and timelines may pose implementation challenges.



## References

1. Bill 108, An Act to amend various statutes with respect to housing, other development and various other matters  
[https://www.ola.org/sites/default/files/node-files/bill/document/pdf/2019/2019-06/b108ra\\_e.pdf](https://www.ola.org/sites/default/files/node-files/bill/document/pdf/2019/2019-06/b108ra_e.pdf)
2. More Homes, More Choice: Ontario's Housing Supply Action Plan  
<https://www.ontario.ca/page/more-homes-more-choice-ontarios-housing-supply-action-plan>
3. "Bill 108 Update", report presented at June 10, 2019 Planning Committee Meeting  
<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&id=1316&itemid=16966&lang=en>
4. "Provincial Planning Reform: Bill 108 Implementation", report presented at January 6, 2020 Planning Committee Meeting  
<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&id=1440&itemid=17740&lang=en>
5. Proposed Regulation under the Ontario Heritage Act (Bill 108)  
<https://ero.ontario.ca/notice/019-1348>