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MEMORANDUM

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To: Wendy Kaufman, MCIP, RPP
Senior Planner, Development Approvals

Date: July 28, 2021

JLR No.: 29956-000

CC:

From: Sarah Vereault, MCIP, RPP, Planner

Re: Southridge Mall, Proposed Zoning By-law
Amendment

J.L. Richards & Associates Limited (JLR) is working with 1763931 ONTARIO LIMITED and 1011123 ONTARIO LIMITED o/a Southridge Mall on an application for Zoning By-law Amendment for the property described as PINs 735950542, 734751771, 734751643 and 734751638, the Southridge Mall property located at 1933 Regent Street in Sudbury, ON. The amendment is to facilitate the development of additional office space and allow for light industrial uses in the existing mall structure and stand-alone buildings as indicated on the approved site plan.

The property is currently zoned Shopping Centre Commercial Special Exception Three (C5(3)) Zone which permits all of the C5 Zone uses including a variety of commercial uses and multiple residential uses. The current special exception clauses place limits on the development of the property, as follows:

- (i) *The maximum gross floor area to be permitted on site shall be 60,850 m².*
- (ii) *The minimum number of parking spaces shall be provided in accordance with the following:*
 - (a) *One space per 18.58 square metres of net floor area, where net floor area is equal to gross floor area less any common enclosed pedestrian mall areas, minus five percent (5%) of the gross floor area.*
- (iii) *Office uses shall be restricted to a total gross floor area of 5,575 square metres.*
- (iv) *The maximum building height shall be 2 storeys, with one exception being that an office tower shall be permitted to a maximum height of 4 storeys.*

Application – Requested Amendment

An amendment to the Zoning By-law is required to facilitate the development of additional office space and light industrial use on the property. Given the above-noted restrictions currently placed on the property by the C5(3) Zone, the amendment is requested for the following:

- Remove the limitation on maximum office floor area;
- Remove the more restrictive parking requirement (i.e. utilize the Shopping Centre standard of 1 per 25 square metres (sqm) net floor area);
- Remove the limits on overall height and office height; and
- Permit light industrial use.

In addition, per comments received from the City during the pre-consultation process related to the subject lands and proposed uses, the following will be provided in the amendment:

- Landscaping/buffering where light industrial uses are proximate to sensitive land uses.

Comments during the preconsultation provided by Conservation Sudbury also suggested a split zoning or restrictive zoning for a watercourse bisecting the subject lands. It is proposed that this area remain zoned C5(3) and be addressed through subsequent Site Plan approvals.

Site Description and Surrounding Lands

The lands are approximately 20.6 hectares (ha) in area total, situated on a raised area of land at the southeast quadrant of the "Four Corners" in the South End of Sudbury. The lands are bordered by Regent Street to the north, Long Lake Road to the west, MacIsaac Drive to the south, and Old Burwash to the east. The lands are presently developed with the Southridge Mall, a 29,356 sqm (gross floor area) commercial retail/office building, the associated parking areas, stormwater management area, and future development areas. The development area on the approved Site Plan is approximately 13.0 ha.

The Southridge Mall is currently occupied by retail operations, a commercial recreation facility (gym), office space, institutional space. The approved Site Plan (2004) for the property also contains a proposed development area south of the existing Southridge Mall structure, consisting of three additional buildings totalling approximately 6,000 sqm and their associated parking areas.

In the area there is a mix of uses, concentration of development, and range of transportation options. To the north and west, across Regent Street and Long Lake Road is additional strip retail/office development surrounding the Four Corners. To the south, across MacIsaac Drive is the Legion and the rear yards of residential development on Alice Street. Vacant lands held by the applicant are further to the southeast. To the east on Old Burwash Road are additional light industrial lands owned by the applicant, a recreational fitness centre, and the South End Sudbury Library. This area is well serviced by the existing road network, surrounded by arterial roads of Paris Street, Long Lake Road, and Regent Street, which also provides active transportation options and public transit on all sides and through the development, with existing stops at Southridge Mall.

Proposed Development

The proposed development is to allow for additional office space and light industrial uses at the Southridge Mall property.

The Southridge Mall has been approached by businesses with the opportunity to develop additional office space; however, the limitations placed by the cap in office space has restricted that use and forced the business to locate elsewhere. Similarly, the Southridge Mall has been approached by businesses with the opportunity to operate a primary office space with accessory light industrial electronics assembly. The prohibition for light industrial uses also required that this business locate elsewhere. At this time there is not a specific development proposal or business that will immediately make use of the proposed amended Zone provisions, rather, it is the ability to anticipate and accommodate future requests for these uses that the owner would like to facilitate.

The proposed amendment recognizes recent trends in commercial / shopping centre development:

- There is a shift away from conventional shopping centre retail commercial spaces;
- Light industrial uses, such as assembly of electronics, are increasingly in demand and often linked with other associated non-industrial uses (i.e. office, for example);
- Supporting a broad range of development opportunities for light industrial and manufacturing uses through available zoned lands and reduced development approvals can improve a municipal economic outlook.

CBRE found in 2019 that "*Shifting consumer shopping preferences for e-commerce and in-store omnichannel platforms have caused developers and users to convert some vacant retail properties to industrial/logistics space. There are 24 retail-to-industrial projects [in the United States] that have commenced since 2016, turning 7.9 million sq. ft. [734,000 sqm] of retail space into 10.9 million sq. ft. [1,012,000 sqm] of new industrial space either by converting the existing retail structure or replacing it with new industrial construction on-site.*"¹ While this scale of conversion and type of industrial development is not proposed for the Southridge Mall property, it is indicative of trends to appropriately respond to shifts away from traditional retail shopping centres to meet other development demands for space such as appropriate industrial

¹ CBRE. "Trading Places: Retail Properties Converted to Industrial Use" U.S. Research & Reports, January 30, 2019, www.cbre.us/research-and-reports/trading-places-retail-properties-converted-to-industrial-use. Accessed January 12, 2021.

uses. Indeed, shopping centres are shifting away traditional retail to be repurposed with educational institutions, medical facilities, offices, industrial uses, warehouses, distribution centres, and/or housing, or a combination thereof.²

Light industrial uses are not necessarily obnoxious uses slated for the periphery of communities. Increasingly these uses are able to mingle with office space and other uses directly in urban centres. A recent article on industrial intensification noted that these types of developments provide “*many potential benefits for both industry and the community... such as jobs, economic growth and a higher tax base. Clustering or co-locating related operations can support eco-industrial networks and circular-economy systems. In these innovative complexes, companies collaborate to use each other’s by-products (material loops) and share resources (peer-to-peer lending) to increase efficiencies... More North American cities recognize the evolving nature of business, and they’re adopting industrial, economic and employment strategies that advance new opportunities and remove barriers.*”³ The shift to a technologically-driven economy means that many businesses may undertake some parts or electronics assembly, which is classified as a “light industrial use”. These uses can easily collocate with office and other uses and may benefit from such integration.

In response to effects on municipalities and employment areas from the Covid-19 pandemic which disrupted many businesses it has been posited that supporting and encouraging small-scale manufacturing can assist municipalities with economic recovery. Small-scale manufacturers are typically locally owned businesses that produce a variety of goods and products, “*fit into relatively small commercial spaces and are clean, quiet neighbors... [They] can create jobs at a variety of skill levels...and open doors for workers with diverse skills to learn and thrive.*” “*Small-scale manufacturers punch above their weight, economically. There are small, simple things cities can do to make it easier for these businesses to open or grow. Adjustments to zoning regulations, business grants, incubator programs and more can make a huge difference for small-scale manufacturers.*”⁴

While the anticipated development still has retail and offices spaces, it is important to allow for appropriate flexibility to respond to emerging development opportunities and employment business trends. As such the flexibility to allow for more office space and light industrial use is critical to supporting intensification and redevelopment at this property in one of Sudbury's Regional Centres. As further outlined below, these trends are understood and acknowledged in City documents and the City has created an OP policy framework that allows light industrial uses in Regional Centres, subject to certain technical considerations being met.

2004 Approved Site Plan / Development Concept Plan

The proposed amendment will continue to develop based on the 2004 approved Site Plan for the property which accounts for a development area of approximately 13.0 ha and a build out of the following gross floor area:

- | | |
|----------------------------------|---|
| • 29,356 sqm (315,986 sqft) | Existing Mall Building |
| • <u>6,039 sqm (65,000 sqft)</u> | <u>Proposed Development</u> in southwest portion of property, three (3) new buildings |
| • 35,395 sqm (380,986 sqft) | Total |

A total of 1,460 parking spaces are provided on this plan. Stormwater management is provided for via connections to the City's stormwater infrastructure and in an artificial wetland on the eastern side of the property. Landscaping buffers on the perimeter of the development area as well as internal to parking areas are provided for.

The proposed development concept plan will utilize the 2004 approved Site Plan, and anticipates the existing mall building to consist of majority retail and office space, as well as institutional (hospital-related) and recreational (gym) space. In

² Derven, Ron, and LeFurgy, Jennifer, Ph.D. “Retail-to-Warehouse Conversions Gain Momentum” *Development*, Fall 2019, www.naiop.org/Research-and-Publications/Magazine/2019/Fall-2019/Development-Ownership/Retail-to-Warehouse--Conversions--Gain-Momentum. Accessed January 12, 2021.

³ Aderneck, Eric. “From Horizontal to Vertical: Industrial Intensification Grows Up” *Development*, Spring 2020, www.naiop.org/en/Research-and-Publications/Magazine/2020/Spring-2020/Development-Ownership/From-Horizontal-to-Vertical-Industrial-Intensification-Grows-Up. Accessed June 30, 2021.

⁴ Preuss, Ilana. “Small-scale manufacturing should be part of every city’s plan for economic recovery” *Meeting of the Minds – Economy*, June 28, 2021, meetingoftheminds.org/small-scale-manufacturing-for-economic-recovery-35278. Accessed June 30, 2021.

addition, the concept plan contemplates accessory light industrial space could be located in this facility, if it is accessory to another permitted use and does not cause a compatibility issue with respect to noise, dust, air emissions, or vibration.

The proposed development area in the southwest portion of the property, consisting of three (3) new standalone buildings has been shown on the 2004 approved Site Plan, consisting of an additional 6,000 sqm of development area. This area is appropriate for standalone or accessory light industrial uses, retail and office space, and other shopping centre uses. To assist with land use compatibility, restrictions on outdoor storage areas are proposed.

Policy Framework

Provincial Policy Statement

The proposed development and amendment are consistent with the Provincial Policy Statement, 2020 (PPS).

Section 1.1.3.1 indicates that: "*Settlement areas shall be the focus of growth and development*" and further Sections 1.1.1 e) and 1.1.3.2 promote densities and mix of land uses that efficiently use land and available services, are active transportation and transit-supportive, represent intensification, minimize land consumption and servicing costs, minimize impacts to air quality and climate change

Section 1.3.1 provides that: "*Planning authorities shall promote economic development and competitiveness by:*

- a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) *facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
- e) *ensuring the necessary infrastructure is provided to support current and projected needs."*

Section 1.3.2.2 provides that "*Employment areas planned for industrial and manufacturing uses shall provide for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas.*"

Sections 1.6.6.1 d) and 1.6.6.2 indicate that servicing considerations should be integral to the planning process and that existing municipal services shall be promoted for development within settlement areas to optimize the use of the services. Further, Section 1.6.7.2 and 1.6.7.4 provide that existing transportation infrastructure should be used efficiently and that a "*mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*"

Section 1.7.1 indicates that: "*Long-term economic prosperity should be supported by:*

- a) *promoting opportunities for economic development and community investment-readiness; ...*
- c) *optimizing the long-term availability and use of land, resources, infrastructure and public service facilities; ...*

Section 1.8.1 addresses impacts of climate change and supports compact development and intensification, including a "*mix of employment uses*" around nodes and corridors that are able to use or well-served by active transportation and transit networks.

The proposed amendment is consistent with the PPS in that it allows for continued growth and development, including intensification within an established settlement area that is well serviced by existing infrastructure and transportation networks, including active and public transit. The proposed amendment allows for greater use and diversity of use in an existing developed area, minimizing land consumption and requirements for service expansion, consistent with the PPS. The proposed amendment includes appropriate buffering of sensitive uses from potential light industrial uses, consistent

with Section 1.3.2.2. Expanding the range of uses will allow for investment readiness and economic prosperity by making better use of available serviced land within existing built environments, supported by Section 1.7.1.

The proposed amendment does not conflict with Sections 2, 3, or 4 of the PPS.

Growth Plan for Northern Ontario

The proposed development and amendment conform or do not conflict with the Growth Plan for Northern Ontario (GPNO). The GPNO identifies Greater Sudbury as an "economic and service hub" which is meant to accommodate future population growth and function as a region-wide service centre and economic hub. Greater Sudbury also contains "intensification corridors" and "strategic core areas" which are areas along major roads, arterials or transit corridors that have the potential to provide a focus for higher density mixed-use development and are priority areas for long-term revitalization, intensification and investment.

Section 2.2.2 provides support for "*existing and emerging priority economic sectors and the distinct competitive advantages that Northern Ontario can offer within these sectors:*

- a) advanced manufacturing...
- c) arts, culture and creative industries
- d) digital economy...
- f) health sciences
- g) minerals sector and mining supply and services..."

Section 2.2.3 provides that: "*Economic development strategies for existing and emerging priority economic sectors will examine opportunities to:*

- ...b) attract investment
- c) grow and retain existing competitive businesses, including ...diversification into value-added business opportunities..."

The subject lands by definition represent a strategic core area and intensification corridor within the City of Greater Sudbury, and their primacy for development is therefore supported by the GPNO for a variety of uses. The proposed expansion for mixed uses, including light manufacturing is supported by the GPNO which envisages a diversified economy and support for the emerging priority economic sectors. The GPNO supports investment and competitive sites in Northern Ontario's economic and service hubs.

The City's Regional Centres, as identified in the Official Plan and further outlined below, were identified as strategic core areas for the purposes of the GPNO in Phase 1 of the Official Plan Review. The proposed amendment implements the GPNO and OP policy direction and supports the continued competitiveness and ability to attract business investment in one of Sudbury's strategic core areas.

City of Sudbury Official Plan

The proposed development and amendment conform to the City's Official Plan (Plan or OP). The proposed development is located in the Regional Centre designation within the Settlement Area and the South End of the Community of Sudbury special policy area.

Sections 1.3.4 and 1.4 set out the underlying principles of the Plan and the City's vision, and provide that: "*Greater Sudbury must build upon its strengths and recognize where opportunities exist to improve our community*" and "*Greater Sudbury is an important centre in northern Ontario and focal point for regional investment and growth. Greater Sudbury's regional role as a centre for business and professional services, higher learning, health and medicine, research and innovation, shopping and tourism is solidified through renewal and expansion of existing assets.*"

Sections 2.3.2 and 2.3.3 indicate that Settlement Areas are the focus of growth and development and large-scale intensification and development is permitted in the Regional Centre on sites with suitable existing planned infrastructure

and public services. Section 2.3.3, policy 8 further provides that "*intensification will be compatible with the existing and planned character of an area in terms of the size and shape of the lot, as well as the siting, coverage, massing, height, traffic, parking, servicing, landscaping and amenity areas of the proposal*" and policy 9 provides criteria to evaluate applications for intensification.

Section 4.1 notes that it is the objective of Employment Areas generally to "*b. ensure that a broad range of commercial opportunities are provided ... and c. promote the intensification and revitalization of commercial, industrial and institutional areas; ...*"

Section 4.2.2 goes on to provide specific guidance related to Regional Centres and permits a variety of uses including retail and business services, medium and high density residential, institutional, recreational, entertainment, office and community-oriented activities. Policy 4 provides that: "*Regional Centres may be appropriate locations for certain light industrial uses which are conducted entirely indoors provided that appropriate landscaping and buffering can be established to shield any adjacent sensitive uses. Outside storage is not permitted unless it is for the purpose of displaying goods for retail sale.*"

Policies 2 and 3 provide guidance on the development of Regional Centres to be active transportation and transit supportive, appropriately transition density to facilitate compatibility with existing neighbourhoods, potentially accommodate reduced parking standards to facilitate mixed uses and a more compact form.

Policy 5 provides the criteria for rezoning in the Regional Centre:

- a. off-street parking can be adequately provided;*
- b. a traffic impact study may be required to identify any necessary improvements to upgrade the transportation network to ensure that traffic-carrying capacity of the road is not significantly affected;*
- c. no new access to Arterial Roads is permitted where alternate access is available. In general, entrances will be kept to a minimum and at locations with the least impact on traffic flow. The use of joint entrances will be encouraged;*
- d. pedestrian walkways will be included, with linkages to transit stops and other modes of active transportation including sidewalks and trails; and,*
- e. sewer and water services must be adequate for the site."*

Finally, Program 1 notes that the City will "*explore the future location, role and function of Regional Centres through a city-wide Nodes and Corridor Strategy.*"

Section 8.5 provides policies on stormwater management, providing the objective that stormwater management "*ensure that any development or redevelopment utilizes best management practices such as low impact development, minimizes the impact of change to the groundwater regime, increased pollution, increased erosion or increased sediment transport*" (Section 8.5.1 e.).

Section 11 deals with transportation and supports coordination of development with existing transportation, public transit and active transportation infrastructure to reduce vehicle trips and support environmental initiatives (Section 11.1 d). Section 11.3.2 and policy 3 further support mixed uses at arterials and strategic locations (i.e. nodes and Regional Centres) to support public transit and active transportation.

Section 11.4 indicates that new development shall provide adequate parking and that parking may be reduced in major Employment Areas in areas such as Regional Centres where transit, cycling and pedestrian alternatives exist. Section 11.7 supports development with adequate pedestrian and cycling access.

Section 12.2.2 provides that development in urban areas is permitted if there is existing or planned capacity in public sewer and water systems to meet demands.

Section 20.4 provides special policies for the South End of the Community of Sudbury. Notably, Sections 20.4.1 and 20.4.2 provide that it is the goal and objective of Council to ... "*facilitate the designation of commercial and industrial development to expand the range of services and employment available in the South End*" and "*encourage the concentration of commercial development in the South End Regional Centre;*". Section 20.4.3 requires a concept plan for the entire land

holding when a proposal is made to develop part of a land holding, to evaluate the long-term development of the site and retain flexibility to respond to market changes. Section 20.4.5 provides that new industrial development shall be on full municipal services.

The proposed amendment conforms to the City's Official Plan. Notably, the City's OP supports light industrial development in the Regional Centres (Section 4.2.2, policy 4) and provides no justification or rationale for limiting certain uses, i.e. office use, in these areas. The OP provides support for light industrial development provided that these uses are indoors and that appropriate landscaping and buffering is provided for adjacent sensitive uses. The proposed amendment addresses these land use compatibility concerns by including provisions for site-specific landscaping/buffering from light industrial uses.

The OP provides criteria to consider zoning amendments in Regional Centres (Section 4.2.2, policy 5), as well as support for developments with adequate active and public transportation options, parking, (Sections 11.1 d, 11.3.2, 11.4), servicing (Section 12.2.2) and appropriate stormwater management (Section 8.5.3), all of which are met by the proposed amendment utilizing the Approved Site Plan.

A total of 1,460 parking spaces provided in the Approved Site Plan. With the current C5-standard parking metric of 1 space per 25 sqm net floor area, proposed by this amendment, the development of 36,500 sqm of net floor area is permitted. A traffic study was previously prepared for the 2007 proposed expansion to 60,852 sqm (655,000 sqft, i.e. the present cap) gross floor area. The traffic study provided the following recommendations: signal timing adjustments at the Four Corners and Regent Street / Old Burwash Road intersection; implementation of new roadway across the south side of the development (i.e. MacIsaac Drive, installed in 2014); realignment of Algonquin Road/ Old Burwash Road; removing channelization at the Old Burwash Road site entrance; and no improvements to Long Lake Road.⁵ As no further expansion to the GFA cap or development area are being requested at this time, the recommendations noted above remain relevant for the proposed amendment. No new access to Arterial Roads is proposed as a result of this amendment. Existing pedestrian and transit infrastructure extend through the site and connects to the City's network. The site is well serviced by sidewalks on Regent Street, Old Burwash Road, MacIsaac Drive, and Long Lake Road. There is a bike lane on MacIsaac Drive. GOVA routes 1 Main Line, 14 Four Corners, 29 Martindale Local travel on Long Lake Road directly adjacent to the site, and 28 South End Local stops directly in the site. Finally, there are existing municipal services to the site and in the vicinity. The City requested that a sewer / water capacity analysis be included with a complete application for rezoning to confirm capacity. As such, a sewer / water capacity analysis request has been submitted to the City as of July 9, 2021. With respect to stormwater the existing development is well-serviced by storm sewers, ditches, swales, and a stormwater management pond as per the Approved Site Plan. Conservation Sudbury identified a drainage course bisecting the subject lands which are outside of the Approved Site Plan boundary; as such, development is proposed to be restricted in this area until such time as future plans are prepared.

Section 20.4 encourages the concentration of commercial development in the South End Regional Centre. The proposed amendment allows for the site and municipality to respond to emerging trends in employment lands demands and allow for greater mixed use and economic synergies to be leveraged from the site by including light industrial uses.

The proposed amendment facilitates a redevelopment of an existing site utilizing an existing building and Approved Site Plan as opposed to proposing 'new' development on only part of a land holding. As such the proposed concept plan which utilizes the 2004 Approved Site Plan to identify areas for the one (1) proposed additional light industrial use permissions serves to meet the criteria of Section 20.4.3 of the Plan. At this time the proponent is not proposing development of the rest of the site. Prior to development proposed on the remaining lands, a master planning exercise will be undertaken to further review the criteria of 20.4.3 as it applies to new development on these lands.

In addition, the City is in the process of developing two (2) additional strategies which directly relate to policy direction for Employment Areas and Regional Centres found in the City's Official Plan, namely: the Nodes and Corridors Strategy; and Employment Lands Strategy.

⁵ Tranplan Associates. "Southridge Mall Expansion – Traffic Impact Study" July 2007.

Nodes & Corridors Strategy

The City has started a City-wide Nodes and Corridors Strategy (NCS) in 2016 to prioritize study areas and guide investment and intensification within the community. The NCS provides that Regional and Town Centres are the strategic centres in Sudbury with investments in infrastructure and development that can support active and public transportation. Corridors are mixed use areas that are “*priority areas for long-term investment and revitalization*”. The City is planning to undertake a detailed study of the Paris Street Corridor including the Four Corners Node in 2022-2023.

The identification of the Four Corners Node as a key development area in the City further supports the diversification and intensification of the Southridge Mall site, to create new economic opportunities for the City.

Employment Lands Strategy

The City is in the process of developing its Employment Lands Strategy (ELS or Strategy) to review land supply, employment trends and projections, land demands, opportunities and constraints, and planning recommendations. The Strategy is anticipated to be finalized later this year.

Several interim reports have been developed thus far addressing land supply, employment trends and projections, land demands and current planning policy. These reports provide the following as it relates to the subject lands and proposed amendments related to permitting increased office use and light industrial use:

- “*there may be considerable potential to intensify some existing large sites [in Regional Centres], as well as redevelop under-performing properties over time*” and Southridge Mall has significant lands remaining for future development and redevelopment sites.
- Demand for industrial space may “*surpass the pre-COVID floor space projections on the upside, due to eCommerce and other logistics-related opportunities, and any manufacturing renaissance that might emerge*”
- Decreased demands for retail space “*point to changing consumer behaviours that will likely translate into a reduced amount of shopping centre space per capita in the future. There may be an opportunity to transform some of these more distressed assets into mixed-use redevelopment sites combining retail-commercial space with other uses, including residential.*”
- “*the workplace ecosystem of the future is a mix of traditional office spaces, home offices, and semi-public spaces. We also believe that it is very unlikely for the pendulum to permanently swing so far in one direction – particularly for firms that rely on innovation, knowledge spillovers, and creativity, to generate value and revenue.*”

While the interim reports do not break out light industrial use from industrial use, it is noted that a supply of 100 ha is recommended to meet demand for industrial lands to 2046 in the City. The ELS clearly points to the demand for industrial space and references the importance for flexible planning policy to accommodate alternative, compatible uses in employment areas.

As such, the proposed development and the opportunity to attract a variety of uses directly supports the background study conclusions of the City’s ELS.

City of Sudbury Zoning By-law

The current C5(3) Zone places a number of restrictions on the property, but supports a range of uses, with the exception of the proposed additional light industrial use, which we have indicated above is supported by City policy.

The City has initiated a number of recent Zoning By-law amendments which relate to the subject lands and proposed amendments, notably being reductions to commercial parking standards and increased use permissions in the Shopping Centre Commercial (C5) Zone.

By-law 2021-13Z amended the Zoning By-law on Jan. 26, 2021 to permit additional residential uses on C5 zoned lands, including long term care facilities, retirement homes, and multiple dwellings. The amendment responds to the direction for

intensification and in the City's Regional Centres (where the C5 zoned lands are located) supported by the OP, as well as providing opportunities for redevelopment based on consumer demands. Similarly, the proposed amendment seeks to respond to business and economic demand to allow for increased use of the existing development and flexibility to permit greater office space and light industrial use.

By-law 2021-13Z also reduced the parking requirements for shopping centres from 1 space per 20 sqm of net floor area to 1 space per 25 sqm of net floor area. This amendment further increased the disparity in parking requires between the Southridge Mall site and other C5 zoned lands. The proposed amendment seeks to acknowledge the location of the Southridge Mall on existing well-developed public and active transportation networks and proposes that the same C5 shopping centre provision for parking requirements be applied to the subject lands.

As noted above regarding land use compatibility for proposed light industrial uses, landscaping/buffering will be required for light industrial uses which are located proximate to sensitive land uses.

Comments during the preconsultation provided by Conservation Sudbury identified a watercourse bisecting the subject lands. These lands are located within current C5(3) zoning; however, this area is outside of the Approved Site Plan boundary and is not planned for development as a result of this application. As such, it is proposed that this area remain zoned C5(3) without a split zoning or restrictive zoning, and rather be dealt with through Site Plan approvals of this area of the development which will look at drainage and stormwater management and receive comment from Conservation Sudbury. This approach is preferred to review this area in detail, rather than apply a restrictive zoning to be removed or changed at a later date.

2004 Site Plan

As noted previously regarding the existing and proposed development, there is a 2004 Approved Site Plan for the site which provides for a total of 35,395 sqm (380,986 sqft) of Gross Floor Area. It is anticipated that any development of permitted uses as per this amendment based on the Approved Site Plan will not require further Site Plan approval. Should proposed building configurations differ substantially from the Approved Site Plan, the appropriate Site Plan amendment process will be undertaken by the Owner.

Conclusion

We are of the professional opinion that proposed development and amendment are consistent with the PPS, conform or do not conflict with the GPNO, conform to the City's OP, and represent good land use planning. As such, we recommend that Planning Committee approve the application for zoning by-law amendment to facilitate the proposed development.

J.L. RICHARDS & ASSOCIATES LIMITED

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Reviewed by:



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