

Moonglo West Subdivision

Presented To:	Planning Committee
Meeting Date:	December 13, 2021
Type:	Public Hearing
Prepared by:	Glen Ferguson Planning Services
Recommended by:	General Manager of Growth and Infrastructure
File Number:	780-6/89019W

Report Summary

This report provides a recommendation with respect to an application to re-draft the existing draft approved plan of subdivision (ie. Moonglo West) and update where necessary those conditions that together form the draft approval that is applicable to subject lands.

This report is presented by Glen Ferguson, Senior Planner.

Resolution

THAT the City of Greater Sudbury's delegated official be directed to re-draft and amend the conditions of draft approval for a plan of subdivision on those lands described as PIN 73597-0740, Part of Part 3, Plan 53R-5831, Part of Parts 1 to 3, Plan 53R-13212 and Part of Parts 1 & 3, Plan 53R-15146, Part of Lot 8, Concession 1, Township of McKim, File # 780-6/89019W, as outlined in the report entitled "Moonglo West Subdivision", from the General Manager of Growth and Infrastructure, presented at the Planning Committee on December 13, 2021, as follows:

1. By adding the following at the end of Condition #1:

“, and as further amended and as depicted on a draft plan prepared by Tulloch Engineering and R.V. Anderson Associates Limited and signed by Terry Del Bosco, O.L.S. and dated March 12, 2021.”;
2. By deleting the first sentence in Condition #27 and replacing it with the following:

“That the owner shall to the satisfaction of the General Manager of Growth and Infrastructure and the Nickel District Conservation Authority provide a soils report prepared by a geotechnical engineer licensed in the Province of Ontario.”;
3. By deleting Condition #28 and replacing it with the following:

“28. That a stormwater management report and associated plans must be submitted by the Owner's Consulting Engineer for approval by the City and the Nickel District Conservation Authority. 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 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;
- 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;
- c) "Enhanced" level must be used for the design of stormwater quality controls as defined by the Ministry of the Environment, Conservation and Parks;
- d) Stormwater management must follow the recommendations of the Junction Creek Sub-watershed Study;
- e) The drainage catchment boundary including external tributary catchments and their respective area must be clearly indicated with any stormwater management plan;
- f) 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;
- g) Minor storm drainage from the plan of subdivision shall not be drained overland onto adjacent properties;
- h) Existing drainage patterns on adjacent properties shall not be altered unless explicit permission is granted; and
- i) 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.”;

4. By deleting Condition #38 and replacing it with the following:

“38. That prior to any vegetation removal or other site alteration on the subject lands, the owner shall demonstrate to the satisfaction of the Director of Planning Services that all requirements set out by the Province under the Endangered Species Act have been satisfied.”;

5. By deleting Condition #46 and replacing it with the following:

“46. That the owner shall provide to the satisfaction of the General Manager of Growth and Infrastructure and the Nickel District Conservation Authority a detailed lot grading and drainage plan prepared, signed, sealed, and dated by a professional civil engineer with a valid Certificate of Authorization from the Association of Professional Engineers of Ontario 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. The owner/applicant shall be responsible for the legal costs of preparing and registering the associated lot grading agreement.

The lot grading and drainage plan must address the following requirements:

- a) Development as defined by the Conservation Authorities Act shall not be permitted within the floodplain without the following items to the satisfaction of Conservation Sudbury:
 - i) Justification for the development;
 - ii) Demonstration that development will not impact flooding; and
 - iii) Demonstration that proposed fill has a compensatory cut that is hydrologically connected to the floodplain and at equal elevations.
- b) Lots 130 to 144 inclusive, and Block 158 must meet floodproofing criteria of Conservation Sudbury. Fill must be placed to at least the regulatory flood elevation. The lowest opening (ie. window, door, vent, etc.) into the building must be at least 0.30 metres above the regulatory flood elevation. These requirements must be clearly indicated on the lot-grading as built surveys and circulated to Conservation Sudbury for approval.”;

6. By deleting Condition #48 and replacing it with the following:

“48. That 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 Development 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.”; and

7. By adding a new Condition #52 as follows:

“52. That Block 186 on the draft plan is to be utilized as a footpath and developed as per GSSD 570.010 with fencing at the property lines that border Lots #129, #130, and #190, and the existing lot on Nova Drive. This footpath will connect to the sidewalk network at Street ‘B’ utilizing a sidewalk along the eastern cul-de-sac of Street ‘K.’”

Relationship to the Strategic Plan, Health Impact Assessment and Community Energy & Emissions Plan (CEEP)

The application to re-draft an existing draft approved plan of subdivision is an operational matter under the Planning Act to which the City is responding.

The development proposal involved the re-drafting of an existing draft approved plan of subdivision and based on the nature of the changes being proposed it is not expected to have any direct negative impacts on stated goals and recommendations contained the City’s Strategic Plan.

The application to re-draft the existing draft approved plan of subdivision on the lands would result in the elimination of a road connection to Nova Drive in favour of a double cul-de-sac road network

design and is therefore not expected to have any direct negative impacts on stated goals and recommendations contained within the CEEP.

Financial Implications

There are no financial implications associated with this report for re-drafting and amending the conditions of the drafted plan of the Moonglow West subdivision at this time.

Report Overview

This report reviews an application to re-draft the existing draft approved plan of subdivision (ie. Moonglo West) and update where necessary those conditions that together form the draft approval that is applicable to subject lands. The proposed re-drafting of the existing draft approval is being sought in order to amend a northerly portion of the road network within the draft approved plan of subdivision by eliminating a road connection to Nova Drive in favour of a double cul-de-sac road network design. The proposed amendment to the northerly portion of the draft approved road network would also result in changes to the lot fabric within this portion of the draft approved plan of subdivision.

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

Development Engineering has noted that the subdivision layout as proposed provides for the most feasible construction of watermain, storm, and sewer mains to service the revised area. Further to this, Development Engineering is of the opinion that Block 186 should be utilized as a footpath with a sidewalk connection on Street "K" connecting the footpath to the future sidewalk network with the draft plan area.

Roads have advised that they are unable to support the proposed re-drafted Moonglo West subdivision plan which will create two cul-de-sacs on the basis that the two cul-de-sacs option creates issues with respect to operational activities compared to the crescent alternative and as such it is not the preferred alternative. Staff has noted however that in both scenarios the resulting road network would include two cul-de-sacs on the northerly portion of the draft approved lands. Staff acknowledges then that there is a tradeoff in this regard between requiring a crescent design that may not be completed given the topographical constraints of the site and the proposed two cul-de-sacs that present the most feasible option in terms of ensuring that the construction of watermain, storm, and sewer mains to service the revised area occurs.

Conservation Sudbury, Environmental Planning Initiatives, and the City's Drainage Section have also requested that conditions pertaining to their respective areas of interest be amended to properly reflect their requirements for developing the next phases of the Moonglo West Subdivision.

Staff is therefore generally supportive of the development proposal to re-draft the northerly portion of the existing draft approved plan of subdivision and have noted in the report those changes that would be necessary in order to properly implement the proposed changes to the double cul-de-sac road network design.

The Planning Services Division is recommending that the application to re-draft the Moonglo West Subdivision be approved in accordance with the Resolution section of this report.

Staff Report

PROPOSAL:

The application seeks to re-draft the existing draft approved plan of subdivision (ie. Moonglo West) and update where necessary those conditions that together form the draft approval that is applicable to subject lands. The proposed re-drafting of the existing draft approval is being sought in order to amend a northerly portion of the road network within the draft approved plan of subdivision by eliminating a road connection to Nova Drive in favour of a double cul-de-sac road network design. The proposed amendment to the northerly portion of the draft approved road network would also result in changes to the lot fabric within this portion of the draft approved plan of subdivision.

The owner submitted an application for pre-consultation that was considered by the Sudbury Planning Application Review Team (SPART) on May 27, 2020 (File # PC2020-045). Staff provided the owner with a Pre-Consultation Understanding Agreement (PCUA) following the SPART Meeting and upon review the owner later returned their PCUA to the Planning Services Division. The owner has subsequently now submitted their formal application to re-draft the Moonglo West Subdivision to the City for consideration.

The above noted application was submitted to the City on March 23, 2021, and deemed to be complete on April 21, 2021, following the submission of additional required information. The application included the submission of a Concept Plan, Re-Drafted Plan of Subdivision, and a Summary Analysis of Topography, Soil Conditions and Impacts on the Proposed Road Network. Details with respect to the owner's public consultation strategy ahead of a public hearing at the Planning Committee was also provided.

Location and Site Description:

The subject lands are generally located to the west of Nova Drive and to the south of Robinson Lake with St. Charles Lake being further to the south in the community of Sudbury. The lands have a total lot area of approximately 32.66 ha (80.70 acres) with two existing lot frontages that are intended to provide future road connections via Nova Drive at Moonrock Avenue and to the north of Oberon Street near the existing terminus of the northerly Nova Drive cul-de-sac. The lands contain rocky topography that is naturally vegetated, and several informal trails exist including a trail running along the south shore of Robinson Lake. The lands are presently vacant. The portion of the lands that are the subject of this re-drafting application are generally to the north of Street "C" and to the south of Robinson Lake. This portion of the lands is further bounded by existing urban residential development to the east along Nova Drive. The balance of the existing draft approved Moonglo West Subdivision is not proposed to be altered in any manner.

Surrounding Land Uses:

North: Robinson Lake, open space conservation lands containing portions of the Robinson Lake Trail and Lily Creek, and low density urban residential land uses to the north of Robinson Lake.

East: Low density residential land uses having frontage on Nova Drive, several tracts of open space conservation lands between Nova Drive and Arnold Street, Arnold Moonrock Park, and Paris Street.

South: Large tract of naturally vegetated open space (ie. Crown Lands), small cluster of rural shoreline lots having water frontage on St. Charles Lake, and low density urban residential land uses on Columbia Terrace.

West: Several large tracts of vacant, naturally vegetated and privately-owned rural lands.

The existing zoning and location map are attached to this report and together indicate the location of the lands subject to the Re-Drafted Plan of Subdivision request, as well as the applicable zoning on other parcels of land in the immediate area.

Public Consultation:

The statutory Notice of Application was provided to the public by newspaper and to nearby landowners and tenants located within 120 m (400 ft) of the subject lands on April 21, 2021. The statutory Notice of Public Hearing dated November 25, 2021 was provided to the public by newspaper and to nearby landowners and tenants located within 120 m (400 ft) of the subject lands.

The owner was also advised of the City's policy recommending that applicants consult with their neighbours, ward councilor and key stakeholders to inform area residents of the applications prior to the public hearing. Staff understands that the owner distributed their own mailed notice describing the development proposal, which invited those residents interested in the development proposal to contact the owner to ask questions or to request more information.

At the time of writing this report, several emails seeking clarification on the development proposal and one formal email submission outlining with respect to the development proposal have been received by the Planning Services Division. Staff has had numerous phone calls from area residents with the majority of phone calls seeking clarification as it relates to the development that is being proposed by the owner.

POLICY AND REGULATORY FRAMEWORK:

The application that has been submitted is subject to the following policy and regulatory framework:

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

The PPS and the Growth Plan for Northern Ontario, along with the City's Official Plan, provide a policy framework for land use planning and development in the City of Greater Sudbury. This framework is implemented through a range of land use planning controls such as, but not limited to, zoning by-laws, plans of subdivision and site plans.

2020 Provincial Policy Statement:

Municipalities in the Province of Ontario are required under Section 3 of the Planning Act to ensure that decisions affecting planning matters are consistent with the 2020 Provincial Policy Statement (PPS). The following PPS policies are applicable to the re-drafting application for an existing Draft Plan of Subdivision:

1. With respect to Settlement Area policies, Section 1.1.3.1 outlines that settlement areas shall be the focus of growth and development;
2. Section 1.1.3.2 outlines that land use patterns within settlement areas shall have a mix of densities and land uses that efficiently uses land and resources, are appropriate for and efficiently use the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion, minimize negative impacts to air quality and climate change and promote energy efficiency, prepare for the impacts of a changing climate, are supportive of active transportation, are transit-supportive where transit is planned, exists or may be developed, and are freight-supportive;
3. With respect to Housing Policies, Section 1.4.3 outlines that municipalities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
 - a) Permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs

requirements and needs arising from demographic changes and employment opportunities, as well as all types of residential intensification, including additional residential units, and redevelopment; and,

- b) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.

- 4. With respect to Sewage, Water and Stormwater Policies, Section 1.6.6 outlines that planning for sewage and water services shall accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing municipal sewage and water services. Further to this, municipal systems are to be provided in a manner that is feasible and financially viable over their lifecycle.

Growth Plan for Northern Ontario:

Municipalities in the Province of Ontario are required under Section 3 of the Planning Act to ensure that decisions affecting planning matters conforms with the Growth Plan for Northern Ontario. Staff has reviewed the planning matters contained within the Growth Plan for Northern Ontario and are satisfied that the application to re-draft the Moonglo Draft Plan of Subdivision conforms to and does not conflict with the Growth Plan for Northern Ontario.

Official Plan for the City of Greater Sudbury:

The subject lands are designated Living Area 1 in the Official Plan for the City of Greater Sudbury.

The Living Area 1 land use designation includes residential areas that are fully serviced by municipal water and sewer and are to be the primary focus of residential development. Living Area 1 is seen as areas that are of primary focus for residential development given the desire to utilize existing sewer and water capacity and reduce the impacts of un-serviced rural development. New residential development must be compatible with the existing physical character of established neighborhoods, with consideration given to the size and configuration of lots, predominant built form, building setbacks, building heights and other provisions applied to nearby properties in the City's Zoning By-law.

Section 2.3.2 notes that the subject lands are within a Settlement Area but outside of the City's Built Boundary as delineated in Schedule 3 – Settlement Area and Built Boundary. Settlement Area land use patterns are to be based on densities and land uses that make the most efficient use of land, resources, infrastructure and public service facilities, minimize negative impacts on air quality and climate change, promote energy efficiency and support public transit, active transportation and the efficient movement of goods.

Section 2.3.2 further notes that the Settlement Area and Built Boundary of the Official Plan is more than adequate for the purposes of meeting short, medium and long term land use needs. Intensification and development within the Built Boundary is encouraged, however, development outside of the Built Boundary may be considered in accordance with the policies of the Official Plan.

Section 17.2 of the City's Official Plan generally encourages diversity in housing types and forms, including the provision of affordable housing. Specifically, it is the policy of the City's Official Plan to encourage a wide range of housing types and forms suitable to meet the housing needs of all current and future residents.

With respect to Sewer and Water Policies under Section 12.2.2 of the City's Official Plan, it is noted that municipal sewer and water services are the preferred form of servicing for all new developments. Development in urban areas is permitted provided that existing and planned public sewage and water services have confirmed capacity to accommodate the demands of the proposed development. Further to this, it is noted that the municipal water supply and sewer capacities must be adequate and capable of servicing a development without major line or plant expansion.

With respect to Subdivision Design Policies under Section 20.4.7 of the City's Official Plan, it is noted that it shall be the policy of Council to require a connected street pattern, or other such design alternatives, which reduce the need for cul-de-sacs. In addition, developers shall be required to provide vehicular, pedestrian and bicycle linkages to future developments on abutting lands.

Zoning By-law 2010-100Z:

The subject lands are zoned "R1-5", Low Density Residential One under By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury. The "R1-5" Zone permits a bed and breakfast establishment within a single-detached dwelling and having a maximum of two guest rooms, group home type 1 within a single-detached dwelling and having a maximum of ten beds, private home daycare and a single-detached dwelling. Those development standards applicable to the "R1-5" Zone are found under Part 6, Section 6.3, Table 6.2 – Standards for the Low Density Residential One (R1) Zone of the City's Zoning By-law.

Department/Agency Review:

The application including relevant accompanying materials has been circulated to all appropriate agencies and departments. Responses received from agencies and departments have been used to assist in evaluating the application and to inform the content and appropriateness of conditions that should be imposed through the issuance of a re-drafted plan of subdivision approval document.

During the review of the development proposal, comments provided by circulated agencies and departments included the following:

Active Transportation, Building Services, Canada Post, Operations, Transit Services, and Transportation and Innovation have each advised that they have no concerns from their respective areas of interest.

Conservation Sudbury notes that the subject lands contain water frontage along Robinson Lake. There is a regulated floodplain associated with Robinson Lake. Additionally, there are several small wetlands dispersed throughout the lands and a large, linear wetland that is situated along the shoreline of Robinson Lake. As a result of these natural features and the associated hazards, portions of the lands are regulated under [Ontario Regulation 156/06](#).

Conservation Sudbury is requesting that Conditions #46 and #48 relating to lot grading, drainage and siltation control be updated to properly define floodplain and floodproofing requirements for the development of certain lots within the draft approved subdivision plan.

Conservation Sudbury is also requesting to be added to Condition #27 to ensure that there are no unstable soils associated with the wetlands that are present on the subject lands. Further to this, Conservation Sudbury is requesting to be added to Condition #28 based on the likelihood that a portion of storm-water management is expected to discharge to a surface waterbody.

Development Engineering performed a review of the municipal water supply for the Moonglo West draft approved plan of subdivision and notes that there is sufficient fire flow throughout the draft approved plan of subdivision based on the layout shown on the submitted sketch having a network of 200 mm (7.87 inches) diameter watermain. The subdivision layout as proposed provides for the most feasible construction of watermain, storm, and sewer mains to service the revised area.

Development Engineering has also reviewed the modification requested by the City's Drainage Section and are supportive of the requested modification. The sanitary sewer for the revised layout would be required to utilize Block 186 from the east end of Street "K" to Nova Drive. Development Engineering is of the opinion that Block 186 should be utilized as a footpath, with a sidewalk connection on Street "K" connecting the footpath to the future sidewalk network at Street "B." As such, the following condition should be added to the draft approval document:

“That Block 186 on the draft plan is to be utilized as a footpath and developed as per GSSD 570.010 with fencing at the property lines that border Lots #129, #130, and #190, and the existing lot on Nova Drive. This footpath will connect to the sidewalk network at Street ‘B’ utilizing a sidewalk along the eastern cul-de-sac of Street ‘K.’”

Based on the above comments, Development Engineering has no objection to the proposed re-drafting of the Moonglo West draft approved plan of subdivision.

The City’s Drainage Section has requested that Condition #28 be deleted and replaced with a standardized and comprehensive condition addressing the requirement for a storm-water management report and associated plans. This standardized and comprehensive condition will act to provide clarity in the draft approval document in terms of what is required from a storm-water management perspective in order to properly develop the Moonglo West Subdivision.

Environmental Planning Initiatives has noted that Condition #38 should not be removed from the draft approval, but it should however be updated to reflect current and standardized wording as it relates to species at risk. Environmental Planning Initiatives further notes and advises that the owner is solely responsible for ensuring that activities relating to vegetation removal, site alteration and development undertaken on the subject lands do not result in a contravention of the provincial [Endangered Species Act](#) and the federal [Migratory Birds Convention Act](#).

Roads has advised that they are unable to support the proposed re-drafted Moonglo West subdivision plan which will create two cul-de-sacs. Roads would however support a draft plan which provides a new street constructed as a crescent. This would be similar to the original draft approved plan of subdivision which provides a connection to Nova Drive and Street “C” (ie. Tucana Terrace). The option proposed with two cul-de-sacs creates issues with respect to operational activities compared to the crescent alternative and as such it is not the preferred alternative.

PLANNING ANALYSIS:

The 2020 PPS, the 2011 Growth Plan, and the City of Greater Sudbury Official Plan, and other relevant policies and supporting guidelines were reviewed in their entirety. The following section provides a planning analysis of the application with respect to the applicable policies, including issues raised through agency and department circulation.

The proposed re-drafted plan of subdivision is consistent with the PPS for the following reasons:

1. The community of Sudbury is an identified settlement area in the City’s Official Plan. The development proposal involving the re-drafting of the existing Moonglo West draft approved plan of subdivision does not represent an expansion of the existing Settlement Area and should be generally promoted and is considered to be good land use planning;
2. With respect to land use patterns within settlement areas, staff notes that no changes are proposed to the mix of densities and land uses within the draft plan of subdivision, but rather the road network design is proposed to be altered in a manner that would result in the most feasible construction of municipal infrastructure (ie. water, sewer and stormwater management) that are required in order to service those lots situated on the northerly portions of the Moonglo West draft approved plan of subdivision. Development Engineering has reviewed the requested changes and has confirmed that the changes to the road network design would in turn allow for the most feasible construction of watermain, storm and sewer mains to service the revised draft plan area. It should be further noted that the re-drafting application would also not result in the need for any unjustified and/or uneconomical expansion of municipal water and sanitary sewer infrastructure as the existing road network is being amended in order to better service the Moonglo West draft approved plan of subdivision. Staff would also highlight that the proposed changes to the road network design would result in the sanitary sewer for the revised layout being required to utilize Block 186 from the east end of Street “K” to Nova Drive. This change represents an opportunity to improve active transportation

options within the draft plan area as Block 186 could in turn also then be utilized as a footpath, with a sidewalk connection on Street “K” connecting the footpath to the future sidewalk network at Street “B” to the south;

3. With respect to housing policies in the PPS, staff would highlight and note the following:
 - a) The re-drafting of the draft approved Moonglo West plan of subdivision would continue to permit low density residential lands uses and no additional land use permissions would be granted should the re-drafting application be approved. As a result, staff are further of the opinion that the proposed re-drafting would not have any negative impacts on the social, health, economic and well-being requirements of current and future residents in this area, including special needs requirements and needs arising from demographic changes and employment opportunities; and,
 - b) Development Engineering has reviewed the application to re-draft the Moonglo West plan of subdivision and have not identified any concerns with respect to the proposed changes from a municipal water and sanitary sewer infrastructure perspective. As a result, staff are of the opinion that the lands continue to be an appropriate location for directing the development of new housing where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.
4. With respect to sewage, water and stormwater policies in the PPS, staff would note that Development Engineering has provided comments in their analysis of the re-drafting application that the proposed changes to the road network in the draft approved plan of subdivision would result in the most feasible, efficient use and optimization of existing municipal sewage and water services that exist to the east in the built-up portions of the Moonglo West Subdivision.

Further to this, Development Engineering did not identify any concerns related to the feasibility or financial viability of the necessary municipal infrastructure systems that would result from the changes to the existing draft approved Moonglo West plan of subdivision.

With respect to the City’s Official Plan, staff in general are supportive of the proposed re-drafted plan of subdivision request. Those policies relevant to the development proposal which proposes to amend a northerly portion of the road network within the draft approved plan of subdivision by eliminating a road connection to Nova Drive in favour of a double cul-de-sac road network design are discussed below.

With respect to Living Area 1 policies under Section 3.2.1 of the City’s Official Plan, staff have reviewed the proposed changes to the road network design on a northerly portion of the Moonglo West lands and note that future phases of the subdivision will continue to be serviced by municipal water and sanitary sewer infrastructure subject to capacities being available. Staff would further note that no changes are proposed to the low density residential land use permissions (ie. “R1-5” Zone) that exist today on the lands. As a result, staff does not anticipate any negative impacts would be generated with respect to the existing physical character that exists in the developed portions of the Moonglo West Subdivision. Staff notes that the resulting alterations to the northerly lot fabric are appropriate in terms of ensuring that the resulting lots are of appropriate size and configuration to facilitate the development of low density urban residential dwellings that satisfy applicable “R1-5” development standards (eg. building setbacks, building heights, etc.).

With respect to Settlement Area Policies under Section 2.3.2 of the Official Plan, staff has noted that the subject lands are identified as being located within the Settlement Area but outside of the Built Boundary as delineated in Schedule 3 – Settlement Area and Built Boundary to the City’s Official Plan. With respect to Settlement Area land use patterns, staff notes that the proposed re-drafting of the Moonglo West Subdivision would continue to make efficient use of land designated for development and would result in more feasible construction of watermain, storm and sewer mains that are required to service the revised area. Staff also notes that the changes to the road network and lot fabric would now facilitate the installation of a footpath that will positively contribute to active transportation options in the area, as opposed to a road connection at the end of Street “K” with Nova Drive. Staff would also advise that the proposed changes to the Moonglo West draft approval would not have any negative impacts on short, medium and long-term urban residential

land use needs despite the amended lot fabric having 16 fewer lots than the current draft approved plan.

With respect to Housing Policies under Section 17.2 of the City's Official Plan, staff notes that no changes are proposed to the land use permissions that are presently applicable to the lands and as a result there are no anticipated negative impacts on the existing range of housing types and forms that would be available in the Moonglo West Subdivision.

With respect to Sewer and Water Policies under Section 12.2.2 of the City's Official Plan, any future phases that are constructed within the re-drafted portion of the Moonglo West plan of subdivision will continue to be required to utilize existing municipal water and sanitary sewer that exists to the immediate east of the lands. Any future development in this location can also only proceed if existing and planned public sewage and water services have confirmed capacity to accommodate the demands of any particular future phase of the Moonglo West Subdivision. Development Engineering in their review of the re-drafting application have also not indicated that the municipal water supply and sewer capacities would be required to be upgraded, or otherwise not capable of servicing future phases of the subdivision without requiring major line or plant expansion.

With respect to Subdivision Design Policies under Section 20.4.7 of the City's Official Plan, it is noted that Roads staff are not in support of the re-drafted plan of subdivision as it would result in two cul-de-sacs that would be accessed only via Street "B" whereas the current draft approved plan includes two cul-de-sacs that would be accessed from Street "B" and also from Street "K" that would in turn connect to Nova Drive.

Staff would note however that in both scenarios the result would amount to having two cul-de-sacs (ie. current and proposed) on the northerly portion of the draft approved lands. Staff acknowledges that there is a tradeoff in this regard between requiring a crescent design that may not be completed given the topographical constraints of the site and the proposed two cul-de-sacs that present the most feasible option in terms of ensuring that the construction of watermains, storm, and sewer mains to service the revised area occurs. Staff is also of the opinion that the proposed re-drafting of the Moonglo West subdivision would result in a road network and lotting fabric that provides for a dedicated active transportation linkage in the form of a footpath between the easterly terminus of the proposed cul-de-sac and Nova Drive to the east.

Based on the above comments, staff is therefore of the opinion that the proposed re-drafting of the Moonglo West plan of subdivision as an overall development proposal conforms to the Official Plan for the City of Greater Sudbury.

With respect to the proposed re-drafted plan of subdivision, staff would note that the existing draft approved plan of subdivision consists of 49 low density urban residential lots on the portion of the lands subject to the application whereas the new re-drafted plan would consist of 32 low density urban residential lots. The net decrease then amounts to a decrease of 17 low density residential lots. Staff notes however that a recent minor variance application (File # A0046/2021) was approved by the City's Committee of Adjustment on April 14, 2021 that would facilitate the creation of one additional urban residential lot having frontage on Nova Drive. The additional urban residential lot is generally situated where Street "K" would have connected to Nova Drive and the approval from the Committee of Adjustment is conditional upon the re-drafting application being approved by the City's Planning Committee and ratified by Council. Should the re-drafting application be approved, the net decrease would therefore amount to 16 low density urban residential lots once the lot resulting from the above noted minor variance application becomes final and binding.

CONCLUSION:

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

Development Engineering has noted that the subdivision layout as proposed provides for the most feasible construction of watermain, storm, and sewer mains to service the revised area. Further to this, Development

Engineering is of the opinion that Block 186 should be utilized as a footpath with a sidewalk connection on Street "K" connecting the footpath to the future sidewalk network with the draft plan area.

Roads have advised that they are unable to support the proposed re-drafted Moonglo West subdivision plan which will create two cul-de-sacs on the basis that the two cul-de-sacs option creates issues with respect to operational activities compared to the crescent alternative and as such it is not the preferred alternative. Staff has noted however that in both scenarios the resulting road network would include two cul-de-sacs on the northerly portion of the draft approved lands. Staff acknowledges then that there is a tradeoff in this regard between requiring a crescent design that may not be completed given the topographical constraints of the site and the proposed two cul-de-sacs that present the most feasible option in terms of ensuring that the construction of watermains, storm and sewer mains to service the revised area occurs.

Conservation Sudbury, Environmental Planning Initiatives, and the City's Drainage Section have also requested that conditions pertaining to their respective areas of interest be amended to properly reflect their requirements for developing the next phases of the Moonglo West Subdivision.

It is on the above basis that staff in general have no concerns with the proposed re-drafting of the Moonglow West plan of subdivision and are of the opinion that the development proposal represents good land use planning within an identified settlement area in the City.

The Planning Services Division therefore recommends that the application to re-draft the Moonglo West Draft Plan of Subdivision be approved in accordance with the Resolution section of this report.