

389 Cote Boulevard, Hanmer

Presented To:	Planning Committee
Meeting Date:	September 26, 2022
Type:	Public Hearing
Prepared by:	Glen Ferguson Planning Services
Recommended by:	General Manager of Growth and Infrastructure
File Number:	751-7/22-4

Report Summary

This report provides a recommendation regarding an application to rezone the subject lands to “R3(S)”, Medium Density Residential Special in order to permit three multiple dwellings having a total of 30 residential dwelling units on the lands.

This report is presented by Glen Ferguson, Senior Planner.

Letter(s) of concern received from concerned citizen(s).

Resolution

THAT the City of Greater Sudbury approves the application by Paul Charbonneau to amend By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury by changing the zoning classification on the subject lands from “RU”, Rural to “R3(S)”, Medium Density Residential Special on those lands described as PIN 73508-0257, Parcel 45987, Part 1, Plan 53R-8820, Part of Lot 11, Concession 2, Township of Capreol, as outlined in the report entitled “389 Cote Boulevard, Hanmer” from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting of September 26, 2022, subject to the following condition:

1. That the amending zoning by-law include the following site-specific provisions:
 - a) That three multiple dwellings having a maximum building height of two-storeys each and a total of 30 residential dwelling units along with private home daycares be the only permitted uses on the lands;
 - b) That a front yard setback of 9 metres be required;
 - c) That a rear yard setback of 6.5 metres be required; and,
 - d) That a minimum court of 8.7 metres between two multiple dwellings located in the rear of the lands be required

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

The application to amend the City's Zoning By-law is an operational matter under the Planning Act to which the City is responding.

The development proposal will further diversify and expand upon the availability of affordable and attainable housing options in this part of the City and is therefore consistent with Goal #5 - Housing of the City's Strategic Plan.

As a form of residential intensification situated within an existing built-up urban area in the community of Hanmer, the development proposal aligns with the recommendations of the CEEP.

Financial Implications

If approved, staff estimates approximately \$110,700 in taxation revenue, based on the assumption of three multiple dwellings and a total of 30 residential dwelling units at an estimated assessed value of \$275,000 per dwelling units at the 2022 property tax rates.

If there is additional taxation revenue, it will only occur in the supplemental tax year. Any taxation revenue generated from new development is part of the supplemental taxation in its first year. Therefore, the City does not receive additional taxation revenue in future years from new development, as the tax levy amount to be collected as determined from the budget process, is spread out over all properties within the City.

In addition, this development would result in total development charges of approximately \$383,700 based on the assumption of four townhouse units based on the rates in effect as of this report.

Report Overview:

This report reviews an application for Zoning By-law Amendment that seeks to change the zoning classification of the subject lands from "RU", Rural to "R3(S)", Medium Density Special in order to permit three multiple dwellings with one multiple dwelling containing six residential dwelling units and two multiple dwellings each containing twelve residential dwelling units for a total of 30 residential dwelling units on the lands. Site-specific relief is also being requested in order to provide for reduced front yard and rear yard setbacks and a reduced minimum court between the two southerly multiple dwellings. The existing multiple dwelling containing three residential dwelling units would be demolished in favour of the above noted three new multiple dwellings.

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. Staff is therefore generally supportive of the development proposal and have identified site-specific relief that would be required in an amending zoning by-law in order to properly facilitate and permit the development proposal on the subject lands.

The Planning Services Division is recommending that the application for Zoning By-law Amendment be approved in accordance with the Resolution section of this report.

STAFF REPORT

PROPOSAL:

This application for Zoning By-law Amendment is intended to permit three multiple dwellings with one multiple dwelling containing six residential dwelling units and two multiple dwellings each containing twelve residential dwelling units for a total of 30 residential dwelling units on the lands. Site-specific relief is also being requested in order to provide for reduced front yard and rear yard setbacks and a reduced minimum court between the two southerly multiple dwellings. In order to accommodate the proposed multiple dwellings as permitted uses on the lands, the proposed rezoning would change the zoning classification of the subject lands from “RU”, Rural to “R3(S)”, Medium Density Residential Special.

The owner’s agent submitted an application for pre-consultation that was considered by the Sudbury Planning Application Review Team (SPART) on December 15, 2021 (File # PC2021-100). The owner’s agent was later provided with a Pre-Consultation Understanding Agreement (PCUA) from staff via email on December 23, 2021, following the SPART Meeting and have since returned their PCUA to the Planning Services Division. The owner’s agent has subsequently now submitted a Zoning By-law Amendment application to the City for consideration by the City’s Planning Committee.

The rezoning application was submitted to the City on May 18, 2022, and deemed to be complete on June 3, 2022. The application included the submission of a Concept Plan and a Planning Justification Report (PJR) in support of the request to rezone the subject lands. Details with respect to the owner’s public consultation strategy ahead of a public hearing at the Planning Committee was also provided.

Existing Zoning: “RU”, Rural

The “RU” Zone permits a range of residential and non-residential land uses that can be found under Section 9.2, Tables 9.1 and 9.2 of the City’s Zoning By-law. Permitted residential uses include a single-detached dwelling, mobile home dwelling, bed and breakfast establishment within a single-detached dwelling and having a maximum of two guestrooms, group home type 1 having a maximum of ten beds, seasonal dwelling on a legal existing waterfront lot, private cabin accessory to a seasonal dwelling, and a private home daycare. There is a special provision applicable in the “RU” Zone that permits a maximum of one dwelling unit per rural lot (eg. cannot situate a single-detached dwelling and a seasonal dwelling on the same rural lot). Those development standards that are applicable to the “RU” Zone can be found under Section 9.3, Table 9.3 – Standards for All Rural Zones of the City’s Zoning By-law.

Requested Zoning: “R3(S)”, Medium Density Residential Special

The proposed rezoning to “R3(S)” would permit three multiple dwellings with one multiple dwelling containing six residential dwelling units and two multiple dwellings each containing twelve residential dwelling units for a total of 30 residential dwelling units on the lands. Site-specific relief is also being requested in order to provide for reduced front yard and rear yard setbacks and a reduced minimum court between the two southerly multiple dwellings.

Location and Site Description:

The subject lands are located on the south side of Cote Boulevard between Laura Avenue to the west and Capreol Road to the east in the community of Hanmer. The lands have a total lot area of approximately 4,046.86 m² (43,560.00 ft²) with approximately 60.05 m (197.00 ft) of lot frontage on Cote Boulevard. The lands have a lot depth of approximately 67.36 m (221.00 ft). The lands presently contain an existing multiple dwelling containing three residential dwelling units according to available MPAC data. There are also two driveway entrances from Cote Boulevard providing access to a gravel-surfaced parking area situated in front and to the sides of the existing multiple dwelling.

Surrounding Land Uses:

- North: Single-detached dwellings having frontage on Cote Boulevard, a large and vacant rural lot, and a large, vacant and well vegetated lot containing informal trails that is owned by the municipality.
- East: Single-detached dwellings having frontage on Cote Boulevard, automotive service station with drive-through restaurant facility at the intersection of Cote Boulevard and Capreol Road, and Radar Road.
- South: Large and vacant rural lot, and a large block of land zoned for future urban development.
- West: Single-detached dwellings having frontage on Cote Boulevard, urban residential development with the predominant built-form being single-detached dwellings along Laura Street and St. Michel Street, and an elementary school having frontage on St. Michel Street.

The existing zoning and location map are attached to this report and together indicate the location of the lands subject to the Zoning By-law Amendment request, as well as the applicable zoning on other parcels of land in the immediate area.

Site photos depict the existing building having frontage on Cote Boulevard along with an existing parking area that is accessed two driveway entrances from Cote Boulevard. Photos of the immediately surrounding pre-dominantly residential area also the lower density urban residential built-forms having frontage on Cote Boulevard.

Public Consultation:

The statutory Notice of Application was provided to the public by newspaper and to nearby landowners and tenants located within 244 m (800 ft) of the subject lands on June 3, 2022. The statutory Notice of Public Hearing dated September 8, 2022 was provided to the public by newspaper and to nearby landowners and tenants located within 244 m (800 ft) of the subject lands.

The owner's agent 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 application prior to the public hearing. The owners' agent indicated on their application form that they would not be conducting any public consultation ahead of a statutory public meeting before the City's Planning Committee.

At the time of writing this report, no phone calls or emails with respect to the development proposal have been received by the Planning Services Division. Staff received one letter submission from a nearby resident expressing concern with the introduction of a multiple dwelling to the general area which is predominantly comprised of single-detached dwellings.

POLICY AND REGULATORY FRAMEWORK:

The property 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 PPS. The following PPS policies are pertinent to the application for Zoning By-law Amendment:

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 use 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. Section 1.1.3.2 further outlines that land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment;
4. Section 1.1.3.3 outlines that intensification is to be promoted and opportunities for transit-supportive development, accommodating for a supply and range of housing options through intensification while taking into account existing building stock or areas, and the availability of suitable existing or planned infrastructure and public service facilities to accommodate needs are encouraged;
5. Section 1.1.3.4 outlines that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety;
6. Section 1.1.3.5 outlines that municipalities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions; and,
7. 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;
 - 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;
 - c) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit in areas where it exists or is to be developed;
 - d) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and,
 - e) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Growth Plan for Northern Ontario:

Municipalities in the Province of Ontario are required under Section 3 of the Planning Act to ensure that decisions affecting planning matters conform with the Growth Plan for Northern Ontario. Staff has reviewed the planning matters contained within the Growth Plan for Northern Ontario and are satisfied that the application for Zoning By-law Amendment 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 3.2.1 of the Official Plan outlines that the Living Area 1 designation permits low density residential uses up to a maximum density of 36 units per hectare, medium density residential uses up to a maximum density of 90 units per hectare and high density residential uses up to a maximum density of 150 units per hectare. Medium density housing should be located in close proximity to Arterial Roads, public transit, main employment and commercial areas, open space areas and community/recreational services. Medium density development is to be located where adequate servicing capacities exist along with a road system that can accommodate the growth. High density residential development is only permitted in the community of Sudbury.

Section 2.3.2 notes that the subject lands are within both a Settlement Area and 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. Intensification and development within the Built Boundary is to be encouraged, while development outside of the Built Boundary may be considered in accordance with the policies of the Official Plan.

Section 2.3.3 of the Official Plan generally acknowledges that intensification of a property at a higher density than what currently exists through the development of vacant or underutilized lots is encouraged throughout the City. Intensification is considered to be essential to completing communities, making the most efficient use of land, resources, infrastructure and public service facilities, minimizing negative impacts on air quality and climate change, promoting energy efficiency and supporting public transit, active transportation and the efficient movement of goods. The key to intensification is to ensure that it occurs in a context sensitive manner. Intensification must be compatible with and reinforced the existing and planned character of an area.

Specifically, Section 2.3.3 includes the following applicable intensification policies:

1. All forms of intensification are encouraged in accordance with the policies of the Official Plan;
2. The City will aim to accommodate 20% of future residential growth and development through intensification within the Built Boundary;
3. Large scale intensification and development is permitted in strategic core areas such as the Downtown, Regional Centres and major public institutions, in accordance with the policies of the Official Plan;

4. Medium scale intensification and development is permitted in Town Centres and Mixed Use Commercial corridors, in accordance with the policies of the Official Plan;
5. Intensification and development is permitted in established Living Area 1 lands, in accordance with the policies of the Official Plan;
6. Intensification will be encouraged on sites that are no longer viable for the purpose for which they were intended such as former commercial, industrial and institutional sites. It will also be encouraged where the present use is maintained but the addition of residential uses can be added in a complementary manner;
7. Intensification will be encouraged on sites with suitable existing or planned infrastructure and public service facilities;
8. 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;
9. The following criteria, amongst other matters, may be used to evaluate applications for intensification:
 - a. The suitability of the site in terms of size and shape of the lot, soil conditions, topography and drainage;
 - b. The compatibility proposed development on 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 of surrounding natural features and areas and cultural heritage resources;
 - j. The relationship between the proposed development and any natural or man-made hazards;
 - k. The provision of any facilities, services and matters if the application is made pursuant to Section 37 of the Planning Act. Where applicable, applications for intensification of difficult sites may be subject to Section 19.7; and,
 - l. Residential intensification proposals will be assessed so that the concerns of the community and the need to provide opportunities for residential intensification are balanced.

Section 17.2 of the City's Official Plan generally encourages diversity in housing types and forms, including the provision of affordable housing. Specifically, Section 17.2.1 encourages a greater mix of housing types and tenure through applicable housing policies. Specifically, it is the policy of the City's Official Plan:

- a. To encourage a wide range of housing types and forms suitable to meet the housing needs of all current and future residents;
- b. To encourage production of smaller (ie. one and two bedroom) units to accommodate the growing number of smaller households;
- c. To promote a range of housing types suitable to the needs of senior citizens;

- d. To discourage downzoning to support increased diversity of housing options; and,
- e. To support new development that is planned, designated, zoned and designed in a manner that contributes to creating complete communities designed to have a mix of land uses, supportive of transit development, the provision of a full range of housing including affordable housing, inclusive of all ages and abilities, and meet the daily and lifetime needs of all residents.

Section 17.2.7 c) of the City's Official Plan outlines that in order to address homelessness in the City, it is the policy of the City's Official Plan to support the expansion of the supply of permanent affordable housing that ultimately provides a suitable and affordable living environment for individuals experiencing homelessness or at risk of homelessness.

Zoning By-law 2010-100Z:

The owners are requesting that the subject lands be rezoned to "R3(S)", Medium Density Residential Special in order to permit three multiple dwellings with one multiple dwelling containing six residential dwelling units and two multiple dwellings each containing twelve residential dwelling units for a total of 30 residential dwelling units on the lands. As noted previously in this report, the rezoning application also proposes site-specific relief is also being requested in order to provide for reduced front yard and rear yard setbacks and a reduced minimum court between the two southerly multiple dwellings.

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 and identify appropriate development standards in an amending zoning by-law should the application be approved.

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

Active Transportation, the City's Drainage Section, Operations, Roads, Transportation and Innovation, Transit Services have each advised that they have no concerns from their respective areas of interest. Leisure Services was circulated the application for information purposes only and did not respond with any comments or concerns with respect to the development proposal.

Building Services has no concerns with the development proposal. Building Services notes that once rezoned to "R3" the lands will require site-specific relief for a front yard setback of 9 m (29.53 ft) whereas 15 m (49.21 ft) is required, a rear yard setback of 6.5 m (21.33 ft) whereas 7.5 m (24.61 ft) is required, and a reduced court between the two southerly multiple dwellings of 8.7 m (28.54 ft) whereas 15 m (49.21 ft) is required which allows for balconies/habitable room windows between a court.

Conservation Sudbury in general has no concerns with the development proposal but has noted that the subject lands are in part situated within an area that is regulated by [Ontario Regulation 156/06](#). It is noted however that the lands do not appear to contain any obvious floodplains, watercourses, shorelines, wetlands, valley slopes or other environmental features. Conservation Sudbury further notes that a permit pursuant to Section 28 of the [Conservation Authorities Act](#) may be required if storm-water will be discharged to the natural system. The owner is advised in this scenario that the storm-water management facility servicing the development would then need to be designed to the greater of the 100-year storm or the Timmin's storm. Any permit issued may include conditions of development and issuance of permits are not guaranteed.

Development Engineering advises that the lands are serviced with municipal water and sanitary sewer infrastructure. Development Engineering further advises that an analysis of the sewer and water was performed and reviewed with results determining that there is sufficient water supply and sanitary capacity to accommodate the proposed multiple dwellings. Development Engineering notes that the development proposal is subject to site plan control and advise in this regard that site servicing, grading and storm-water management matters will be addressed in further detail through the site planning process.

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 rezoning is consistent with the PPS for the following reasons:

1. The community of Hanmer is an identified settlement area in the City's Official Plan. The development proposal to permit three multiple dwellings with one multiple dwelling containing six residential dwelling units and two multiple dwellings each containing twelve residential dwelling units for a total of 30 residential dwelling units on the lands should be generally promoted and is considered to be good land use planning;
2. Staff is of the opinion that the proposed development contributes positively to improving the mix of residential densities and land uses that would be permitted in this particular area along a primary arterial road (ie. Cote Boulevard) in the community of Hanmer. Staff notes that the lands are presently serviced with municipal water and sanitary sewer from Cote Boulevard. Access to the GOVA public transportation network is available to the east along Cote Boulevard (ie. Route #105 – Valley - Blezard/Capreol) giving direct routing access to the Hanmer Mall Transit Hub and Downtown Transit Hub. Active transportation is also an option as there are existing sidewalks along both sides of Cote Boulevard providing a pedestrian connection to the larger surrounding area. There are also a number of public open spaces (eg. Theresa Playground, Lion's Playground, etc.) and community facilities (eg. Centennial Arena) that can be accessed through the active transportation infrastructure (eg. sidewalks) that exists in the general area. Staff is of the opinion that the proposed rezoning will result in a good intensified use of the subject lands from a good land use planning perspective;
3. Staff is of the opinion that the application to rezone the lands will improve the possible mix of land use patterns in the general area. The development proposal will also serve to encourage and provide for increased and available housing opportunities on the housing continuum (ie. affordable rental housing) via the redevelopment and intensification of an existing residential lot that is located within the Hanmer settlement area and built boundary;
4. Staff is generally supportive of this opportunity for residential intensification and notes that public transportation is available and immediately abuts the subject lands along Cote Boulevard. The proposed residential intensification in this instance would involve the demolition of an existing multiple dwelling in favour of three multiple dwellings with one multiple dwelling containing six residential dwelling units and two multiple dwellings each containing twelve residential dwelling units for a total of 30 residential dwelling units. The proposed rezoning would then act to explicitly permit the above noted residential land use whereas the currently applicable zoning (ie. "RU") does not permit a multiple dwelling. Staff is also of the opinion that the development proposal would contribute positively toward improving the supply and range of housing options made available through intensification and redevelopment in the area. Staff is further satisfied upon review of the development proposal that three multiple dwellings having a total of 30 residential dwelling units can be reasonably accommodated on the lands with minimal disruption to abutting residential land uses provided certain development standards are utilized in an amending zoning by-law. Suitable infrastructure is also generally available within the road allowance of Cote Boulevard and staff would therefore encourage intensification in this location;
5. Staff is of the opinion that appropriate development standards can be achieved through the rezoning process that facilitates good redevelopment and intensification and compact built-form in this particular location, while avoiding or mitigating risks to public health and safety. Those development standards that would be appropriate in order to properly accommodate three multiple dwellings for a total of 30 residential dwelling units on the lands are discussed in more detail later in this report;
6. Staff notes that the subject lands are within an existing and identified settlement area (ie. Hanmer) and also within the City's existing built-boundary as the lands presently contain a multiple dwelling

having three residential dwelling units. Staff is therefore of the opinion that the proposed rezoning would facilitate and encourage the provision of additional residential development in this area that has a more compact built-form by permitting three multiple dwellings having a total of 30 residential dwelling units. The proposed multiple dwellings would also provide for an overall site density that will utilize the subject lands more efficiently from a land, infrastructure and public service facilities perspective. Staff would also generally note that the development proposal will contribute positively toward minimum targets for intensification and redevelopment within built-up areas that are identified in the City's Official Plan;

7. With respect to housing policies in the PPS, staff would highlight and note the following:
 - a) The proposed residential uses being three multiple dwellings having a total of 30 residential dwelling units would in general provide for an expanded range and mix of housing options and densities in the community of Hanmer. With the proper use of development standards as noted later in this report, staff is satisfied that no negative impacts would be generated should the rezoning to permit residential redevelopment and intensification in this location be approved from a social, health, economic and well-being perspective in terms of those current and future residents living in the local Hanmer community;
 - b) Staff is satisfied through their review and circulation of the rezoning application that the proposed new housing option being that of three multiple dwellings with one multiple dwelling containing six residential dwelling units and two multiple dwellings each containing twelve residential dwelling units for a total of 30 residential dwelling units on the lands can and should be appropriately directed to the subject lands as appropriate levels of infrastructure (eg. active transportation, municipal sanitary sewer and water infrastructure, public transportation, etc.) are presently available in this particular location along Cote Boulevard;
 - c) Staff is of the opinion that the development proposal would generally result in the more efficient use of the subject lands as well as the available municipal infrastructure in this location. It is further noted that the resulting improved housing options in this area would also positively contribute to and encourage the use of public transportation that is readily available in the immediate area;
 - d) Staff notes that there are at present no identified issues with respect to prioritization of intensification in the immediate area. The development proposal in general being that of three multiple dwellings containing a total of 30 residential dwelling units would not negatively impact other intensification opportunities that may exist in the area; and,
 - e) Staff is satisfied that appropriate development standards can be utilized in an amending zoning by-law to accommodate the proposed development and residential intensification of the subject lands without negatively impacting the cost of housing and the existing character of the area. Staff notes that overall development proposal being three multiple dwellings having a maximum of 30 residential dwelling units can be reasonably expected to provide additional affordable rental dwelling units in the area. No negative impacts on public health and safety were identified through the review and circulation of the rezoning application.

Staff in general has no concerns with respect to the proposed rezoning conforming to the applicable policies in the Official Plan for the City of Greater Sudbury. Those policies relevant to the development proposal that would permit three multiple dwellings with one multiple dwelling containing six residential dwelling units and two multiple dwellings each containing twelve residential dwelling units for a total of 30 residential dwelling units are discussed below.

With respect to general Living Area 1 policies in the Official Plan that are applicable to the subject lands, staff notes that development proposal being that of three multiple dwellings containing a total of 30 residential dwelling units would yield an overall site density of approximately 75 dwelling units per hectare, which is permitted in the community of Hanmer and within the threshold of those medium density residential policies (ie. 90 residential dwelling units/hectare) set out in the City's Official Plan.

Staff is of the opinion that the proposed residential density is not excessive and that the development proposal can be reasonably accommodated in this setting along Cote Boulevard in Hanmer. The subject

lands are situated on a Primary Arterial Road (ie. Cote Boulevard) where public transportation options are available (ie. GOVA's Route #105 – Valley – Blezard/Capreol). It is also noted that there is a general mix of land uses (ie. residential, commercial, institutional, etc.) situated along the Cote Boulevard corridor that are within walking distance or a short trip using public transportation of the subject lands. Staff is of the opinion that sufficient open space areas and community/recreational activities are also available in the general area of the subject lands. It should also be noted that no concerns with respect to the servicing capacity of Cote Boulevard from a road network perspective were identified through the circulation of the rezoning application. Staff would also again note that the lands are within the community of Hanmer as identified in the City's Official Plan and medium density residential uses are permitted in this location.

With respect to Section 2.3.2 of the Official Plan, staff notes that the subject lands are identified as being located within the Settlement Area and Built Boundary as delineated on Schedule 3 – Settlement Area and Built Boundary to the City's Official Plan. Staff advises that the proposed rezoning that would permit three multiple dwellings having a total of 30 residential dwelling units on the lands represents an opportunity to make efficient use of the existing urban land supply, municipal infrastructure and other services that are already provided for within the City's Settlement Area and Built Boundary. Staff is also satisfied that a site-specific amending zoning by-law can be utilized here to include development standards that would be appropriate for the subject lands. Those development standards that would be appropriate in this setting are discussed in detail later in this report and are included in the Resolution section of this report.

With respect to applicable intensification policies set out under Section 2.3.3 of the Official Plan, staff has the following comments:

1. Staff notes that in general all forms of residential intensification are encouraged in the City's Official Plan. Staff further notes in this instance that the subject lands contain an existing multiple dwelling that is to be demolished in favour of three multiple dwellings containing a total of 30 residential dwelling units, which represents an opportunity to further increase the mix and range of available housing options in a residential neighbourhood that is predominantly comprised of low density residential development (ie. single-detached dwellings). The development proposal would yield an increase of 27 residential dwelling units based on the existing multiple dwelling having three residential dwelling units. Provided that appropriate development standards are applied to the lands, staff is of the opinion that this form of residential redevelopment and intensification can be reasonably accommodated on the subject lands without negatively impacting the existing and planned character of the general area;
2. Staff advises that the proposed three multiple dwellings containing a maximum of 30 residential dwelling units in this location would contribute positively to the City's aim of accommodating 20% of all future residential growth and development through intensification within the Built Boundary;
3. Staff advise that the development proposal does not amount to large or medium scale intensification that would be otherwise directed to strategic core areas, such as the Downtown or Town Centre land use designations;
4. As was previously noted, the subject lands are designated Living Area 1 and it is noted that intensification is specifically permitted within this land use designation in accordance with the policies of the City's Official Plan. Staff notes that this section of the report provides a land use planning analysis that includes a review of the applicable residential intensification policies set against the Living Area 1 land use designation policies. Staff can advise that from a Living Area 1 land use designation perspective, no concerns with respect to conformity in relation to the overall development proposal were identified during the review of the rezoning application;
5. Staff notes that the proposed intensification does not involve the redevelopment of a commercial, industrial or institutional site that is no longer viable for its original purposes. The lands are presently used for residential purposes and the development proposal therefore does not involve introducing residential uses to an existing non-residential setting;
6. Staff notes that the rezoning application was circulated to Development Engineering and in their review there were no issues identified with respect to utilizing existing municipal water and sanitary sewer infrastructure that exists within the Cote Boulevard road allowance. More specifically,

Development Engineering advised in their review of the rezoning application that an analysis of the sewer and water was performed and it was determined that there is sufficient water supply and sanitary capacity to accommodate the proposed multiple dwellings; and,

7. Staff has reviewed the Concept Plan and is of the opinion that the lands are suitable for the development proposal in terms of the size and shape of the lot, as well as the siting, coverage, massing, height, and servicing of the proposed buildings, and the proposed outdoor amenity areas that are to be provided. The parking area also demonstrates general compliance with zoning requirements in terms of aisle widths and the number of parking spaces that are to be provided. Roads was also circulated the rezoning application and no traffic concerns were identified in their review. Staff is satisfied that appropriate development standards can be utilized that will balance the proposed intensification against the site and neighbourhood context that exists along this portion of Cote Boulevard. It is on the above basis that staff is satisfied that the proposed residential intensification will be generally compatible with the existing and planned character of the general area;
8. In particular, with respect to applicable criteria set out in Section 2.3.3 of the City's Official Plan that are to be considered when evaluating applications that propose intensification, staff has the following comments:
 - a) Staff are of the general opinion that the subject lands are of sufficient size and shape to accommodate three multiple dwellings having a maximum of 30 residential dwelling units. Staff notes that the rezoning application was circulated to appropriate agencies and departments and can advise that no concerns with respect to drainage, soil conditions and topography were identified;
 - b) Staff have noted in this report that the subject lands are generally surrounded by urban residential development with the predominant built-form being single-detached dwellings along this portion of Cote Boulevard. There are also commercial land uses situated to the east and to the west along Cote Boulevard. Staff have no concerns with respect to the compatibility of the development proposal given that there is an existing multiple dwelling on the lands and the development proposal would provide for a reasonable degree of residential intensification that is not excessive in nature or disruptive to existing land uses in the general area;
 - c) Staff is satisfied that the lands are generally capable of providing adequate on-site landscaping, fencing, planting and other measures as these will have the effect of lessening any impacts that the development proposal would have on abutting residential properties or the existing urban residential character that exists along this portion of Cote Boulevard. Staff would also note that the development proposal is subject to site plan control which will allow for the above noted matters to be addressed in finer detail through the site planning process;
 - d) Development Engineering was circulated the rezoning application and have noted that the lands are presently serviced with municipal water and sanitary sewer infrastructure from Cote Boulevard;
 - e) Staff notes that no new driveway entrances onto Cote Boulevard in order to provide access from Cote Boulevard to the proposed multiple dwellings on the lands. Roads did note however during pre-consultation that one of the two existing driveway entrances onto Cote Boulevard may need to be closed and that this matter would be examined in further detail through the site planning process. Staff are also generally supportive of the parking layout that is depicted on the Concept Plan and would note that the parking spaces that are to be provided and the parking aisle widths providing access to said parking spaces appear to be in compliance with the City's Zoning By-law. Staff is confident that a functional parking area can be provided for the proposed multiple dwellings having a total of 30 residential dwelling units. Staff notes that there is also no requirement for a loading space as the development proposal does not involve multiple dwellings containing a total of 50 or more residential dwelling units. Transportation and Innovation staff have also not expressed any concerns at this time with respect to safe and convenient vehicular circulation on the lands;

- f) Roads, Transportation and Innovation have both reviewed the rezoning application and did not express any concerns with respect to any negative impacts related to the traffic that would be generated by the development proposal on the local road network and surrounding land uses. Staff notes that the submitted sketch demonstrates compliance with minimum parking space requirements under the City's Zoning By-law. The site layout in terms of proposed parking areas is discussed in more detail later in this report;
- g) As was noted previously in this report, the lands are well accessed by public transportation along Cote Boulevard (ie. Route #105 – Valley - Blezard/Capreol), which provides direct routing access to the Hanmer Mall Transit Hub and the Downtown Transit Hub. Active transportation is also an option as there are existing sidewalks along both sides of Cote Boulevard providing a pedestrian connection to the larger surrounding area;
- h) Staff are of the opinion that no negative sun-shadowing and/or wind impacts would be introduced or generated by the proposed multiple dwellings that are to be situated on the subject lands. Staff also notes that the proposed multiple dwellings would each have a maximum building height of two-storeys and as such the proposed building heights did not generate the need for any sun-shadowing and/or wind impact studies under the City's Official Plan as part of a complete rezoning application;
- i) Staff in their review of the application did not identify any areas of concern with respect to negative impacts of the development proposal on surrounding natural features and areas and cultural heritage resources;
- j) Staff have no concerns with respect to the relationship between the proposed development and any nearby identified natural or man-made hazards;
- k) There are no facilities, services or other matters associated with the development proposal that are subject to Section 37 of the Planning Act; and,
- l) It is on the above basis that staff generally concludes and would advise that the proposed residential intensification balances the concerns of the local community with the identified need for providing opportunities for residential intensification.

With respect to housing policies established under Section 17.0 of the Official Plan, staff would note that in general the development proposal would contribute positively to the range of housing types, tenures and built-forms that would be made available to both current and future residents of Hanmer. Staff has also confirmed with the owner's agent that the residential dwelling units are one and two-bedroom dwelling units, which serves as an attractive housing option for the growing number of smaller households. Staff would further acknowledge that some of the residential dwelling units on ground floors may serve as an attractive housing option that meets the functional housing needs of senior citizens. It is further noted that the rezoning does not amount to a down-zoning, but rather would provide for an increased number of multiple dwelling buildings and residential dwelling units available on the lands. To conclude, staff is generally supportive of the rezoning from a housing perspective on the basis that it would contribute positively to the notion of creating complete communities designed to have a mix of land uses that are transit-supportive and that offer the opportunity for providing affordable housing to people of all ages and abilities.

With respect to homelessness policies under Section 17.2.7 c) of the City's Official Plan, the proposed rezoning would increase the total number of residential dwelling units on the lands and establish a permanent and affordable housing-friendly residential land use on the lands providing an affordable living environment for individuals experiencing homelessness or at risk of homelessness.

Staff is therefore of the opinion that the proposed three multiple dwellings with one multiple dwelling containing 6 residential dwelling units and two multiple dwellings each containing 12 residential dwelling units for a total of 30 residential dwelling units conforms to the applicable policies in City's Official Plan.

With respect to the City's Zoning By-law, staff in general have no concerns with the requested zone category and have the following comments:

1. It is recommended that the amending zoning by-law limit the use of the lands to three multiple dwellings with one multiple dwelling containing six residential dwelling units and two multiple dwellings each containing twelve residential dwelling units for a total of 30 residential dwelling units on the lands. It is also recommended that a private home daycare be a permitted use on the lands within the multiple dwellings. Staff is of the opinion that the above will act to ensure that the proposed residential intensification of the lands occurs in a well-defined, clear and contextually sensitive manner;
2. With respect to the requested site-specific relief, staff have the following comments:
 - a. The northerly multiple dwelling will require a reduced minimum front yard setback of 9 m (29.53 ft) whereas 15 m (49.21 ft) is required along a primary arterial road (ie. Cote Boulevard). Staff have no concerns with the proposed front yard setback and in particular would note that the reduced front yard setback that is proposed allows for a complying refuse storage area in an interior yard and a snow storage area to be properly accommodated on the subject lands. The proposed building will also provide screening of the refuse storage area and snow storage area from Cote Boulevard;
 - b. The two multiple dwellings in the rear of the lands propose a rear yard setback of 6.5 m (21.33 ft) whereas 7.5 m (24.61 ft) is required in the standard "R3" Zone. Staff have no concerns with the proposed rear yard being reduced by 1 m (3.28 ft) given that in doing so a complying and functional parking area can be properly accommodated on the lands without eliminating an unreasonable amount of outdoor amenity space on the lands; and,
 - c. The two multiple dwellings in the rear of the lands also propose a minimum court between the opposing walls of the two southerly multiple dwellings of 8.7 m (28.54 ft) whereas 15 m (49.21 ft) is required where balconies/habitable room windows face each other between a required court. Staff have no concerns with the site-specific relief as it is reasonable and not excessive in nature and said reduction is not expected to generate any negative land use planning impacts between the two multiple dwellings.
3. Staff notes that the residential parking standard applicable for a multiple dwelling under Section 5.5, Table 5.5 of the City's Zoning By-law is to be calculated at 1.5 parking spaces per residential dwelling unit. It is noted then that the proposed multiple dwellings having a total of 30 residential dwelling units would be required to provide a total of 45 parking spaces. It is noted that a 10% reduction in the number of required parking spaces is afforded when lands immediately abut a GOVA route. Staff notes that the 10% parking reduction is applicable in this circumstance and a total of 41 parking spaces (ie. 40.5 parking spaces rounded to 41 parking spaces) is therefore required on the lands based on the number of residential dwelling units that are proposed. The dimensions of the parking spaces and parking aisle widths also appear to comply with those minimum requirements set out in the City's Zoning By-law. Based on the submitted sketch, no site-specific relief is required with respect to the total of number of required parking spaces that are to be provided on the lands. Staff notes that one accessible parking space is required based on the residential use that is being proposed whereas the Concept Plan depicts two accessible parking spaces. Staff have no concerns with the additional accessible parking space being provided on the lands;
4. Staff notes that a multiple dwelling having six or more residential dwelling units is required to provide 0.5 bicycle parking spaces per residential dwelling unit under Section 5.8, Table 5.10 of the City's Zoning By-law. It is further noted in this regard that the lands do appear capable of providing for a minimum of 15 bicycle parking spaces based on the proposed multiple dwellings having a total of 30 residential dwelling units. There are three bicycle racks depicted on the Concept Plan that are generally located in acceptable locations in relation to the proposed multiple dwellings. Staff do not recommend any site-specific relief in this regard given the location of the lands on a Primary Arterial Road being Cote Boulevard which has good bicycling access to nearby active and public transportation options. The installation of bicycle parking spaces in the most ideal location(s) will be further refined through the site planning process and it is therefore not necessary to require their installation prior to the passage of an amending zoning by-law;

5. The submitted sketch otherwise would appear to demonstrate general compliance with all applicable development standards within the general provisions, parking provisions and the standard “R3” Zone; and,
6. Staff also notes that a registered survey plan is not required in order to prepare the amending zoning by-law as lands that subject to the rezoning are already described capably and legally as being PIN 73508-0257, Parcel 45987, Part 1, Plan 53R-8820, Part of Lot 11, Concession 2, Township of Capreol.

With respect to site plan control, it is noted that proposed three multiple dwellings with one multiple dwelling containing six residential dwelling units and two multiple dwellings each containing twelve residential dwelling units for a total of 30 residential dwelling units on the lands are subject to site plan control under [By-law 2010-220](#), as amended, being the Site Plan Control Area By-law for the City of Greater Sudbury. The owner’s agent was advised during the pre-consultation process that site plan control would be applicable to the proposed multiple dwellings and as such the PCUA that was issued by staff provided complete application requirements and preliminary comments from agencies and departments for a future anticipated site plan control application.

CONCLUSION:

Staff has reviewed the development proposal 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.

The following are the principles of the proposed and recommended site-specific amending zoning by-law:

- a) That three multiple dwellings having a maximum building height of two-storeys and a total of 30 residential dwelling units along private home daycares be the only permitted uses on the lands;
- b) That a front yard setback of 9 m (29.53 ft) and a rear yard setback of 6.5 m (21.33 ft) for two of the proposed multiple dwellings be required; and,
- c) That a minimum court of 8.7 m (28.54 ft) between two multiple dwellings located in the rear of the lands be required.

The Planning Services Division therefore recommends that the application for Zoning By-law Amendment be approved in accordance with the Resolution section of this report.