



PLANNING JUSTIFICATION REPORT

ROCKWOOD ALGONQUIN RETIREMENT HOME

CONTENTS

1.0 REPORT INTENT	4
1.1 PROJECT OVERVIEW	4
1.2 REPORT INTENT	4
2.0 SUBJECT SITE AND SURROUNDING CONTEXT	5
2.1 SUBJECT SITE	5
2.2 TOPOGRAPHY AND SITE FEATURES	5
2.3 TRANSPORTATION AND TRANSIT	5
2.4 BACKGROUND HISTORY	5
2.5 SURROUNDING NEIGHBOURHOOD CONTEXT	6
3.0 PROPOSED DEVELOPMENT	9
4.0 SUN AND SHADOW IMPACT STUDY	12
5.0 POLICY OVERVIEW AND ANALYSIS	13
5.1 PROVINCIAL POLICY STATEMENT (PPS)	13
5.2 GROWTH PLAN FOR NORTHERN ONTARIO	20
5.3 CITY OF GREATER SUDBURY OFFICIAL PLAN	21
5.4 CITY OF GREATER SUDBURY ZONING BY-LAW 2010-100Z	31
6.0 PLANNING SUMMARY AND CONCLUSION	33
6.1 PROVINCIAL AND MUNICIPAL PLANNING POLICY CONFORMITY	33
6.2 COMPATIBILITY/NEIGHBOURHOOD SENSITIVITY	33
6.3 NATURAL HAZARDS	34
6.4 CONCLUSION	35



1.0 REPORT INTENT

1.1 PROJECT OVERVIEW

TULLOCH has been retained by 11415573 CANADA INC., the owner of the lands described below in the City of Greater Sudbury, to prepare a planning justification report as part of a complete application to amend the *City of Greater Sudbury Zoning By-Law 2010-100Z*. This report provides a planning analysis and justification for the amendment needed to rezone the subject lands from Future Development (FD) to Medium Density Residential Special (R3-1 Special).

Legal Description of Lands:

PCL 2581 SEC SES; PT LT 5 CON 5 BRODER AS IN EP4831 EXCEPT LT73055, LT75266, PT 1, SR3405, UNIT 1, EXPROP PL D195, PT 12, 53R4565, PT 1, 2, 53R14815, PT 1, 2, 3, 5, 53R14880, PT 7, 53R15986; S/T LT116370, LT581461; GREATER SUDBURY

This report reviews consistency/conformity of the application in the context of applicable policies found within the:

- *2020 Provincial Policy Statement*
- *Growth Plan for Northern Ontario*
- *City of Greater Sudbury Official Plan*
- *City of Greater Sudbury Zoning By-Law 2010-100Z*.

1.2 REPORT INTENT

The Planning Justification Report comprises the following sections:

- **Section 1.0** provides an introduction and the purpose of this report.
- **Section 2.0** introduces the Subject Site and the surrounding context.
- **Section 3.0** describes the proposed development in detail and provides several architectural renderings.
- **Section 4.0** outlines all supporting technical studies completed in support of the zoning by-law amendment and development.
- **Section 5.0** describes the planning policy context including provincial, and municipal planning policy, and the proposed development response to these policies.
- **Section 6.0** sets out the summary and conclusions of the report.



Figure 1: Conceptual Rendering of Development (SAI SAPLYS Architects Inc)

2.0 SUBJECT SITE AND SURROUNDING CONTEXT

2.1 SUBJECT SITE

The subject property has an area of approximately 1.01 hectares with approximately 91.8 metres of frontage on Algonquin Road (see *Figure 2*). The subject parcel is at the southeast corner of Algonquin Road and Rockwood Drive in the Countryside Algonquin neighbourhood of the City of Greater Sudbury’s south end.

2.2 TOPOGRAPHY AND SITE FEATURES

The subject property is largely tree covered with mature vegetation and relatively flat. Much of the parcel contains a flood plain and as such, approximately half of the site is within an area regulated by Ontario Regulation 156/06. It is thereby subject to Conservation Sudbury’s regulations for fill or construction.

2.3 TRANSPORTATION AND TRANSIT

The subject property fronts on to the east side of Rockwood Drive and south side of Algonquin Road. Rockwood Drive is categorized as a Local Road and Algonquin Road is categorized as a Collector per Schedule 7 of the *City of Greater Sudbury Official Plan*.

The property is serviced by Route 28 on the City’s GOVA transit system which is a neighbourhood route connecting residents with high frequency buses at the South End Transit Hub (located at the South End Walmart). The closest transit stop is located approximately 200.0-metres, at the corner of Algonquin Road and Colby Street due north of the subject lands.

The site is well connected to the City’s active transportation network with urban sidewalks located along Countryside Drive and Algonquin Road and future bike lanes proposed along both Countryside Drive and Algonquin Road in the City’s *Transportation Master Plan*. The subject property is located approximately 300.0 metres from the entrance to Mallard’s Landing Trail which is a multi-use trail providing access to recreational opportunities in Mallard’s Landing Park.

2.4 BACKGROUND HISTORY

The subject property forms the remainder of lands developed for the abutting subdivision (consent B0368/1993) and concurrent variance A0255/1993 related to lot area.

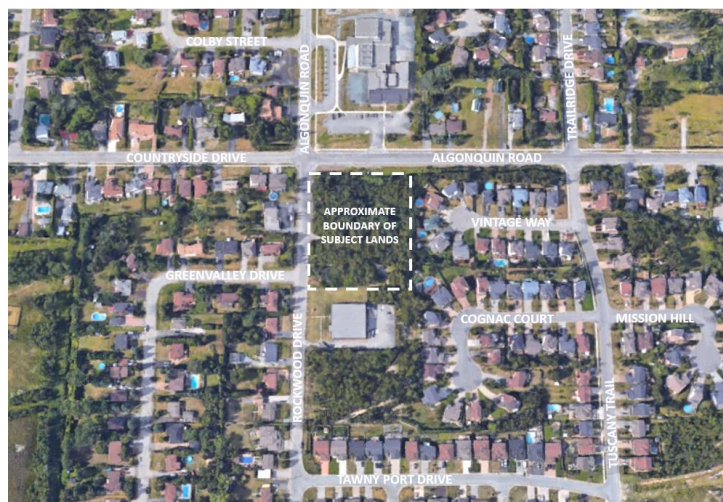


Figure 2: Approximate Location of Subject Lands

2.5 SURROUNDING NEIGHBOURHOOD CONTEXT

The subject site is situated in the wider Countryside Algonquin neighbourhood, which is characterized by a mix of uses, including residential, commercial, institutional, and open space areas. *Figure 3* shows the site's location in relation to the greater Countryside Algonquin community.

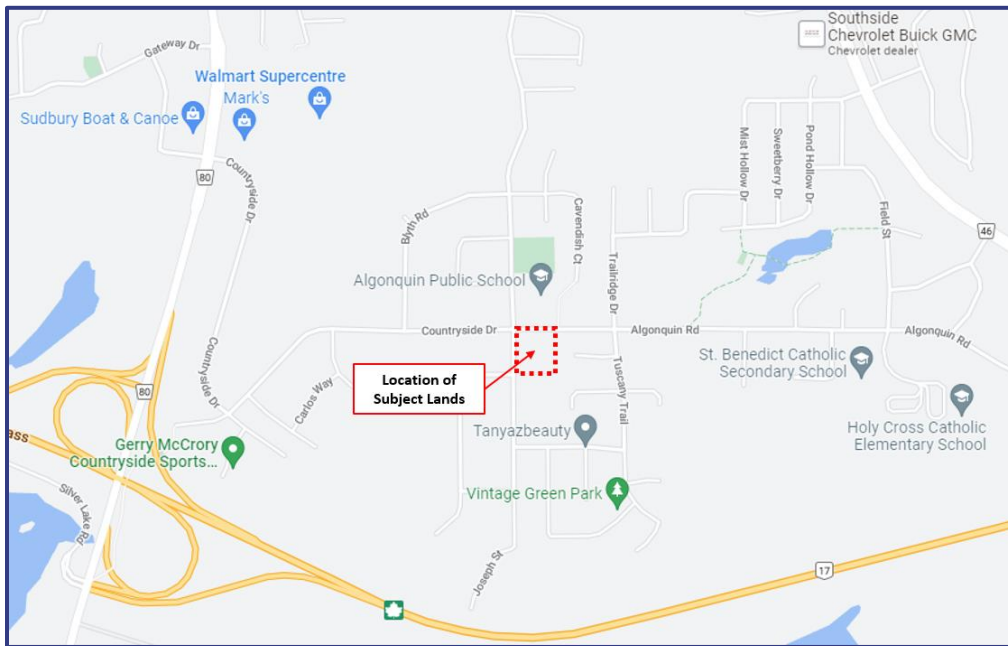


Figure 3: Countryside Algonquin Neighbourhood

Surrounding uses can be described as follows (see *Table 1*):

Table 1: Surrounding Land Uses

NORTH	Low Density Residential, Institutional Uses (Elementary School, Long Term Care)
SOUTH	Public Utilities & Low Density Residential
EAST	Low Density Residential
WEST	Commercial & Low Density Residential

One and two storey single detached dwellings are located east (along Vintage Way) with their rear yards adjacent to the subject lands (see *Figure 5*). The abutting property to the south (2670 Rockwood Drive) features a 1-storey service building used by Bell Canada (see *Figure 4*). An elementary school is located directly north of the subject lands (see *Figure 7*) and a two-storey commercially zoned property which presently houses an aesthetician's office is located directly west on Rockwood Drive (see *Figure 11*).

The broader neighbourhood includes a mixture of lower density residential housing types of single detached, semi-detached dwellings, and townhomes in addition to parks and recreational spaces and institutional uses (see *Figures 4-11*).



Figure 4: Bell Utility Building south of Subject Lands



Figure 5: Single Detached Dwellings along Vintage Way east of Subject Lands



Figure 6: Semi-Detached Dwellings northeast of Subject Lands



Figure 7: Elementary School north of Subject Lands



Figure 8: Long Term Care Home under construction on Algonquin Road



Figure 9: Single Detached Dwellings along Algonquin Road northeast of Subject Lands



Figure 10: Single Detached Dwelling west of Subject Lands



Figure 11: Commercially Zoned Property West of Subject Lands

3.0 PROPOSED DEVELOPMENT

The application proposes to rezone the lands from 'Future Development' to 'R3-1(S) Medium Density Residential (Special)' Zone with special permission to permit a retirement home. The development will feature a six-storey retirement home with a total of 150 guest rooms (*see Figures 12-14*). Medical uses which are accessory to the retirement use are also proposed.

To maintain land use compatibility and site the building most approximately on the parcel, the following setbacks are proposed as part of the zoning by-law amendment:

- To permit an interior site yard setback of 23.0-metres;
- To permit a total of 45% landscaped open space.

In addition to the above the development requires the following reliefs:

- To permit parking in the front and corner side yard where such is not permitted;
- To permit a maximum building height of 21.0 metres where a maximum of 19.0-metres is permitted;
- To permit a maximum of 6-storeys where a maximum of 5-storeys is permitted; and,
- To permit a 1.3-metre landscaped strip with fence along the southerly lot line where a 1.8-metre landscape strip with a fence is required.

Given the presence of the floodplain on the property the zoning by-law amendment will limit the use of areas within the flood plain to parking and other low risk uses.

The development proposal contains numerous outdoor amenity areas including the retention of a 1925m² maturely vegetated open space 17.2-metre wide along the easterly lot line, and the addition of outdoor spaces such as patios, benches, planters, and an exercise path for retirement home residents. Significant public realm improvements will also be provided along the property's Rockwood Drive and Algonquin Road frontage, through streetscape and landscape improvements.

The integration of these private and public realm improvements will create a strong sense of place, foster social interaction, and support a positive pedestrian experience and allow the development to blend into this established neighbourhood.



Figure 12: Development from intersection of Rockwood Drive and Algonquin Road (SAI SAPLYS Architects Inc)

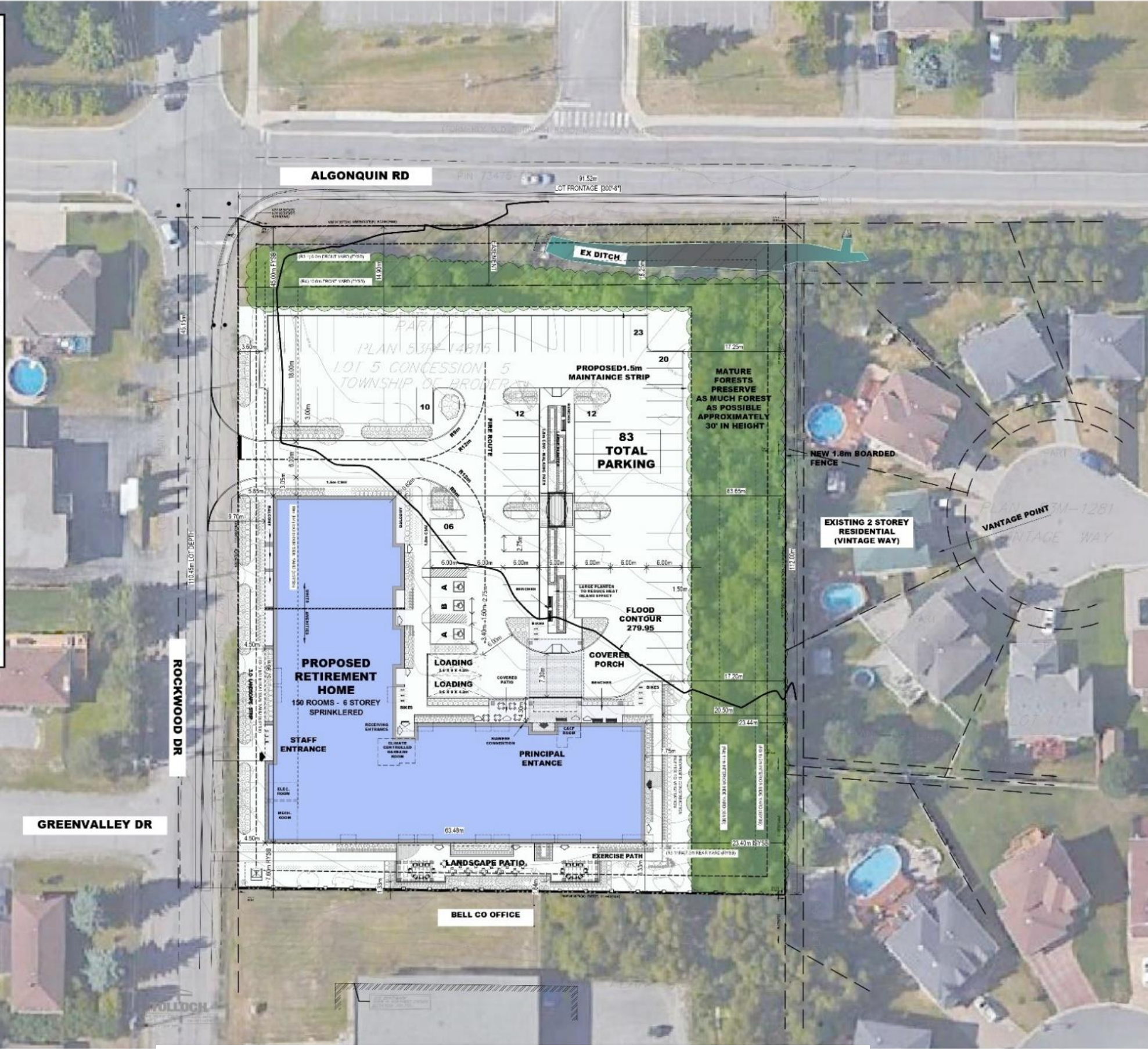
DEVELOPMENT STATISTICS - Rockwood & Algonquin Rd				
DEVELOPMENT STATISTICS	SM	SF	ACRES	%
GROSS SITE AREA	13,039.0	183,640	2.711	100.0%
ABOVE FLOOD ELEVATION 275.85	5,105.4	54,354	1.262	50.8%
NO BUILT LANDS - BELOW 275.85	4,987.6	53,696	1.232	49.4%
LANDSCAPE - SOFT AREAS	4,328.3	48,589	1.070	42.9%
LANDSCAPE - HARD AREAS	325.3	3,532	0.080	3.2%
TOTAL LANDSCAPED AREA	4,653.6	52,121	1.150	46.1%
TOTAL ASPHALT AREA	7,235.0	77,438	1.691	62.7%
MISC (CURBS, WALKWAYS ETC.)	742.0	7,985	0.185	7.3%
LOT COVERAGE - 18%	2,344.6	25,315	0.618	21.8%
PORCH	182.6	1,960	0.045	1.8%
BALCONIES & OVERHANGS	37.6	400	0.009	0.4%
1ST FLOOR GFA	1,864.4	21,145	0.475	19.3%
2ND FLOOR GFA	1,975.1	21,280	0.494	19.3%
3RD FLOOR GFA	1,975.1	21,280	0.494	19.3%
4TH FLOOR GFA	1,975.1	21,280	0.494	19.3%
5TH FLOOR GFA	1,975.1	21,280	0.494	19.3%
6TH FLOOR GFA	1,975.1	21,280	0.494	19.3%
GROSS FLOOR AREA (GFA)	11,840.0	127,445	2.850	1.17

PARKING REQUIRED				
Table S.4. Retirement Home				
ZONING REQUIREMENT (150 UNITS)	REQUIRED SPACES	PROVIDED SPACES	COMPLY	
4 SPACES +0.5 x 30 FT OR 30 SUITES	19	83	YES	
0.25 x 110 FT (21 OR 150) SUITES	30	83	YES	
1 SPACE PER 20m² HEALTH SERVICE	2	83	YES	
TOTAL SPACES	51	83	YES	
SURPLUS		32	YES	
ACCESSIBLE SPACES (OF PROVIDED)				
(1) 10-50	(1) 51-100	(1) 101-200		
	2	2	YES	
BICYCLE PARKING (5 TO, BY-LAW 2010-1042)				
2 + 1 PER 500m² GFA (MAX 24 SPACES)	24	24	YES	

ZONING INFORMATION - ZONING BY-LAW 2010-1092					
OFFICIAL PLAN DESIGNATION LIVING AREA 1					
EXISTING ZONING "RD" FUTURE DEVELOPMENT					
PROPOSED ZONING R3-1 - MEDIUM DENSITY RESIDENTIAL					
PROPOSED ZONING R4 - HIGH DENSITY RESIDENTIAL					
Table Standards	REQUIRED R3-1	REQUIRED R4	PROVIDED R3-1	PROVIDED R4	COMPLY
Proposed Use - RETIREMENT HOME	NO	NO	NO	NO	YES
1.00 Lot Area (Min) - 110 SM / UNIT	16500	1350	10093	NO	YES
2.00 Lot Frontage (Min) - ALGONQUIN	20.00	30.00	91.33	YES	YES
3.00 Lot Depth Primary Arterial Rd	45.00	45.00	110.45	YES	YES
4.00 Front Yard Setback (Min)	8.00	10.00	45.00	YES	YES
5.00 Interior Side Yard Setback	5.00	11.00	23.40	YES	YES
6.00 Rear Yard Setback (Min)	7.50	7.50	7.50	YES	YES
7.00 Exterior Yard Setback (Corner)	4.50	10.00	4.50	YES	NO
8.00 Lot Coverage (Max)	40%	55%	19.5%	YES	YES
9.00 Landscape Open Space (Min)	30%	46%	46%	YES	N/A
10.00 Building Height (Max)* FLAT ROOF	N/A	N/A	18.80	YES	N/A
10.10 Building Height (Max)* PARAPET	19.00	20.00	20.93	NO	NO
11.00 Number of Storeys	5	N/A	6	NO	YES
12.00 No. of Loading Spaces 6.23	2	2	2	YES	
0.23 Loading Type	TYPE A	TYPE A	TYPE A	YES	
0.24 Snow Storage % of Asphalt	N/A	N/A	N/A	YES	
0.25 (N) Algonquin Street	3m	3.00	YES		
0.26 (E) Residential Viewage Way	4.15 x 4 Planning Strip abutting R1 R2	17.10	YES		
0.27 (S) BELL CO OFFICE	1.33	1.33	NO		
0.28 (W) Rockwood Street	3.60	3.60	YES		
0.29 Guest Rooms (Max)	N/A	N/A	YES		
PARKING STANDARDS (SECTION 6.4.8)					
PARKING STALLS - 6.2.3.1	2.75 x 6.0	YES			
LOADING SPACE - 6.4.4	3.6 x 9.0 x 4.2(N)	YES			
ACC. PARKING - ADDA TYPE A&B	2.4, 3.4 x 6.0 +1.5	YES			
BICYCLE PARKING - 5.8, Table 5.10	0.60 x 1.8	N/A			
DRIVEABLE - TWO WAY	6	YES			

*City of Greater Sudbury Zoning By-law 2010-1092, Part 3 - Definitions
 15.3 Height or Building Height: When used in reference to a building or structure, the vertical dimension or, where applicable the total number of storeys between the finished grade of the wall of such building or structure facing the front lot line and the highest point of the building or structure.

AREAS OF PLAN THAT DO NOT COMPLY WITH ZONING BY-LAW



Scale: 1:300 (24 X 36)

0 10' 20' 30' 50'

0 5 10 15 m

1	NO	TERRACE NUMBERING	02/19/14
2	NO	SPADE LETTERING	02/19/14
3	NO	REVISIONS	02/19/14

DATE: 02/19/14

PROJECT: 1415037 - Rockwood & Algonquin Retirement Home

CLIENT: SAI SAPLYS ARCHITECTS INC.

DESIGNER: SAI SAPLYS ARCHITECTS INC.

DATE: 02/19/14

SCALE: 1:300

SAI SAPLYS ARCHITECTS INC.

11415037 - Canada Inc
 1185 Jane Street
 2nd Floor, Toronto
 Ontario
 Canada
 M5A 3K1

REGISTERED ARCHITECT
 ONTARIO ASSOCIATION OF ARCHITECTS
 LICENSE NO. 10000

PROJECT: ROCKWOOD & ALGONQUIN RETIREMENT HOME
 LOCATION: 3670000 ALGONQUIN RD, ROCKWOOD, ONTARIO
 CLIENT: SAI SAPLYS ARCHITECTS INC.

DATE: 02/19/14

SCALE: 1:300

SITE PLAN

Figure 13: Development Site Plan (SAI SAPLYS Architects Inc)



3 SOUTH EAST VIEW - ALONG ROCKWOOD DRIVE



1 NORTH WEST VIEW - ALONG ROCKWOOD DRIVE



4 SOUTH WEST VIEW

Figure 14: Architectural Rendering of Development (SAI SAPLYS Architects Inc)

4.0 SUN AND SHADOW IMPACT STUDY

SAI SAPLYS Architects was retained to provide a Sun Shadow Analysis which assessed the impact of building height, mass, and location of shadows cast on adjacent residential areas, public sidewalks, and institutional buildings (see Figure 16).

Given the sun shadow renderings it can be concluded that the:

- Majority of the proposed building’s sun shadowing is contained within the subject lands and municipal right-of-way;
- In the spring the sun shadow is contained to subject property and the right-of-way along Rockwood Drive;
- In the summer the sun shadow is contained to subject property, and the right-of-way along Rockwood Drive;
- In the fall the sun shadow is contained to subject property and the right-of-way along Rockwood Drive with the partial shading of backyards along Vintage Way in the late afternoon;
- During the winter the sun shadow is observed over right-of-way along Rockwood Drive, Countryside Drive, and Algonquin Road with the building’s sun shadow encroaching on to single detached dwellings along the Vintage Way cul-de-sac at dusk; and,
- In the morning (year-round) a sun-shadow would be observed over limited rear-yards of homes along Greenvalley Drive and Countryside Drive.

For a full evaluation of the impact of the proposed development, specifically the massing on adjacent properties, please refer to the *Shadow Study Renderings*.

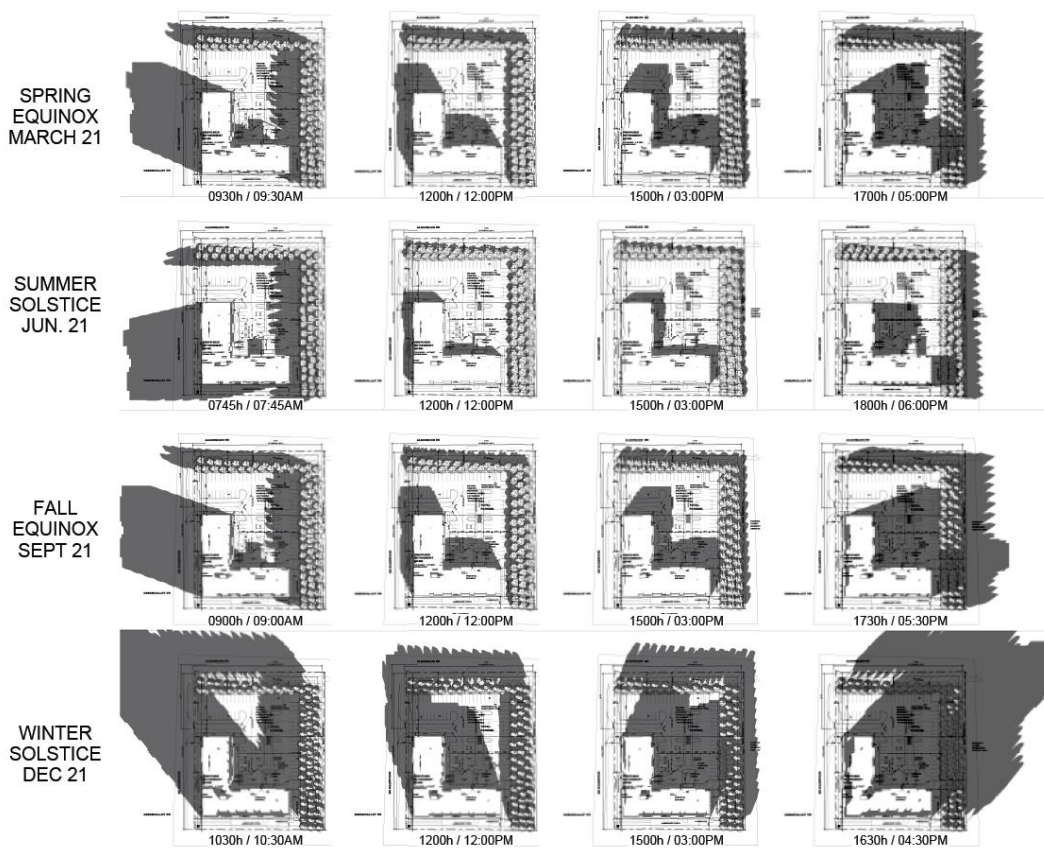


Figure 16: Sun Shadow Analysis (SAI SAPLYS Architects Inc)

5.0 POLICY OVERVIEW AND ANALYSIS

The following section sets out the relevant planning policy framework to assess the appropriateness of the proposed application in the context of Provincial and Municipal policies and regulations. Each sub-section will outline relevant policies and provide a planning analysis with respect to how the zoning by-law amendment is consistent with or conforms to such policy.

5.1 PROVINCIAL POLICY STATEMENT (PPS)

The *2020 Provincial Policy Statement (PPS)* provides high-level provincial policy direction for planning approval authorities in preparing municipal planning documents, and in making decisions on *Planning Act* applications. Municipal Official Plans must be consistent with the provincial policy statement. Policies applicable to the proposed zoning by-law amendment are outlined and discussed below.

PPS **Section 1.0** speaks to managing and directing land use to achieve efficient and resilient development and land use patterns. PPS Section 1.1.1 states, in part:

- 1.1.1** *Healthy, liveable, and safe communities are sustained by:*
- a) promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term;*
 - b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; ...*
 - e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
 - f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society*

RESPONSE

The proposed development promotes efficient development and land use patterns by proposing development on a vacant site well suited for the proposed retirement home use per **Section 1.1.1(a)**. The subject lands are serviced by full municipal servicing and has the benefit of access to appropriate transportation networks. The proposed use and density make better use of the existing municipal servicing available to this vacant site, thereby promoting the financial wellbeing of both the Municipality and Province.

Under **Section 1.1.1** of the PPS, municipalities shall accommodate an appropriate range and mix of residential uses to meet long-term needs, including housing for older persons. The development proposal is for a retirement home and thereby supports policy **1.1.1(b)** by developing housing specifically targeted towards older adults.

The application promotes the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, transit investments, and minimize land consumption and servicing costs by facilitating development that adds a needed housing type on a underutilized serviced site at a density which enables residents to benefit from the adjacent GOVA and GOVA+ transit system and access nearby employment, parks, and open spaces.

The addition of retirement home guest suites as proposed through this application will provide needed, appropriate housing for older persons and those who have disabilities and assist in reducing land use barriers which restrict their full participation in society given the subject lands location and access to transit per **1.1.1(f)**.



Figure 17: Development from Algonquin Road (SAI SAPLYS Architects Inc)

Section 1.1.3 of the PPS states that Settlement Areas shall be the focus of growth and development and their vitality and regeneration shall be promoted. Given that the subject lands are located within Greater Sudbury’s Settlement Area, the following policies are applicable:

- 1.1.3.1** *Settlement areas shall be the focus of growth and development.*
- 1.1.3.2** *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*
- a) efficiently use land and resources;*
- b) 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;*
- ...
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed.*
- 1.1.3.3** *Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs*
- 1.1.3.4** *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 1.1.3.6** *New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities*

RESPONSE

The subject area is located within the settlement area boundary of Sudbury, which under **Section 1.1.3.1** shall be the focus of growth and development. Per **Section 1.1.3.2** the subject application promotes growth and a mix of uses and densities within Sudbury’s existing settlement area, which is suitable for and effectively uses existing infrastructure, public service facilities and incorporates a mix of housing types (retirement guest suites) and tenure (rental) in an area predominated by freehold single-detached dwellings. Per **Section 1.1.3.4** the application meets the tests of appropriate development standards for intensification, redevelopment and compact form set out in **policy 2.3.3.9** of the City of Greater Sudbury’s Official Plan, which are addressed later in this report.

Consistent with **Section 1.1.3.3** the redevelopment and intensification proposed on the site will serve to support nearby transit routes. The proposed development can also be supported by existing and planned public service facilities such as the bike lanes proposed in the City’s *Transportation Master Plan*, for the use of employees and residents of the proposed development.

To support consistency with the policies in **1.1.3**, the development has been designed and located in a manner which:

- Integrates land use planning and growth management by preparing for societies aging demographic/needs and assists in addressing land use barriers which restrict populations full participation in society by proposing intensification in a location which provides easy access to commercial, residential, and open spaces,
- Locates the facility within walking distance to public transit infrastructure;

- Promotes appropriate intensification through the addition of 150 retirement guest suites, which will have no negative impacts to surrounding transportation networks and which will be compatible with surrounding uses given the enhanced setbacks afforded to the proposed structure; and,
- Achieves cost-effective development patterns and minimizing land consumption by facilitating a compact development as it proposes a six-storey building which appropriately reacts to the property's floodplain given that the subject lands buildable envelope is constrained by the floodplain.

Section 1.4 of the PPS outlines policies associated with housing and states that:

1.4.3 *Planning authorities 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:*

b) permitting and facilitating:

- 1. 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; and*
- 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

c) 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;

d) 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

RESPONSE

Further to **Section 1.4.3**, this proposal will aid in providing an appropriate and new housing tenure to a predominately single-detached area through the addition of retirement housing while also efficiently uses land and infrastructure through increased, yet context-sensitive and needed density.

Further the development will:

- Assist in meeting the social, health, economic and well-being of current and future residents and responds to an aging demographic through the addition of retirement home guest suites;
- Promotes residential intensification through establishing a density which permit an intensity of use greater than in the surrounding neighbourhood;
- Directs development towards a location that will efficiently use land, resources, infrastructure, and public service facilities given that the subject lands are municipally serviced; and,
- Facilitates retirement guest suites which are a housing type that is necessary to accommodate the Municipality's aging population at a density which will assist in reducing the cost of housing and facilitates compact development/reducing the need for sprawl.

Section 1.5 of the PPS outlines policies regarding public spaces, recreation, parks, trails, and open space. The following policies are relevant to the application:

- 1.5.1** *Healthy, active communities should be promoted by:*
- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
 - b) planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources*
-

RESPONSE

The development responds to the above policies by being well-connected to many publicly accessible built and natural settings for recreation, including facilities, parks, and open spaces and incorporates many of the principles of healthy community planning. Specifically, the site is within walking distance the Mallard's Landing Park and trail network, Gerry McCrory Countryside Sports Complex, and the neighbourhoods newly opened Countryside dog park. Locating the retirement home in this location means residents will have increased opportunities for a healthy lifestyle and place-making given their immediate access to recreation and public spaces for social interaction.

Section 1.6.6 of the PPS deals with sewage, water and stormwater, and states in part that:

- 1.6.6.1** *Planning for sewage and water services shall:*
- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 - 1. municipal sewage services and municipal water services;*
 - b) ensure that these systems are provided in a manner that:*
 - 1. can be sustained by the water resources upon which such services rely;*
 - 2. prepares for the impacts of a changing climate;*
 - 3. is feasible and financially viable over their lifecycle; and*
 - c) promote water conservation and water use efficiency;*
 - d) integrate servicing and land use considerations at all stages of the planning process.*
- 1.6.6.2** *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*
- 1.6.6.7** *Planning for stormwater management shall:*

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces; and;*
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

RESPONSE

The proposed development will be connected to full municipal water and sewage services along Algonquin Road, which is the preferred method of servicing settlement areas. Sewer and water capacity will need to be confirmed by the City with any upgrades to be undertaken to services by the owner as part of servicing the site. The proposal will be developed on full municipal services with a comprehensive stormwater management strategy to protect quality and quantity of water. The proposal is consistent with **Section 1.6.6** of the PPS as it promotes the efficient use of existing municipal infrastructure and accommodates new housing in a location which does not require the uneconomical extension of such infrastructure.

The PPS also provides policy direction for matters related to transportation in **Section 1.6.7**. The 2020 PPS states that:

- 1.6.7.1** *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.*
- 1.6.7.4** *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

RESPONSE

Per **Section 1.6.7.4** the location of the proposed land use and density in relation to existing transit and active transportation will assist in reducing the number of vehicle trips generated by such use. Further, the introduction of increased density to this area will support future use of transit and AT infrastructure, which will support the potential expansion and/or economies of scale of such infrastructure so as to improve the financial wellbeing of the municipality in the long-term.

Section 1.7 provides policy direction for municipalities to achieve long-term economic prosperity. The following policies are relevant:

- 1.7.1** *Long-term economic prosperity should be supported by:*
 - a)** *promoting opportunities for economic development and community investment-readiness;*

- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce*
-

RESPONSE

The application is consistent with **1.7.1(a)** as it promotes opportunities for economic development and community investment readiness and assurance that the lands can be utilized resourcefully and appropriately to respond to changing market-demands for housing types for the City’s rapidly aging population. The application a quasi-institutional/residential use which responds to market-based needs for more affordable housing options for an aging demographic and assists in providing necessary housing supply through context-sensitive density per **1.7.1(b)**.

Section 1.8 of the PPS speaks to energy conservation, air quality and climate change. It states in part:

- 1.8.1** *Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of changing climate through land use and development patterns which:*
- a) promote compact form and a structure of nodes and corridors;*
 - b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
 - ...
 - e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion*
-

RESPONSE

Per **Section 1.8** the proposed development will support improved air quality, reduced greenhouse emissions and prepare for the impacts of climate change by promoting the use of active transportation and transit through the addition of more residents located near existing transit routes, promoting compact design given the six-storey height and reducing urban sprawl by locating 150-units within the built boundary of Sudbury.

The existing sidewalks along Countryside Drive and Algonquin Road serve to enhance active transportation and safety in accessing the transit system. The development form, proposed density, and housing type is transit-supportive and will contribute to decreasing traffic congestion.

5.2 GROWTH PLAN FOR NORTHERN ONTARIO

The *Growth Plan for Northern Ontario* (GPNO) is a 25-year plan that provides guidance in aligning provincial decisions and investment in Northern Ontario. It contains policies to guide decision-making surrounding growth that promotes economic prosperity, sound environmental stewardship, and strong, sustainable communities that offer northerners a high quality of life. It also recognizes that a holistic approach is needed to plan for growth in Northern Ontario.

Section 3.4.3 of the GPNO promotes a diverse mix of land uses within northern communities. The GPNO states that:

3.4.3 *Municipalities are encouraged to support and promote healthy living by providing for communities with a diverse mix of land uses, a range and mix of employment and housing types, high-quality public open spaces, and easy access to local stores and services*



Figure 18: Architectural Rendering of Development (SAI SAPLYS Architects Inc)

RESPONSE

Per **Section 3.4.3** the subject application will promote a further range of housing types in the community by allowing the introduction of retirement guest suites needed to accommodate the community's aging population needs. The application also supports policy **3.4.3** as it encourages and promotes healthy living principles by creating this needed housing in an area which is unserved from retirement housing options with access to public open spaces, retail, and public transit. Further the development will support the creation of employment opportunities through its accessory medical uses and through the construction, maintenance, and operation of the retirement home.

5.3 CITY OF GREATER SUDBURY OFFICIAL PLAN

The *City of Greater Sudbury's Official Plan* is the principal land use planning policy document for the City of Greater Sudbury. The Official Plan (OP) establishes objectives and policies that guide both public and private development/decision-making. The subject lands are designated 'Living Area 1' per *Schedule 1B* of the *City of Greater Sudbury Official Plan*. The lands are also located within the 'Settlement Area' and 'Built Boundary' on *Schedule 3* of the *Official Plan*

Section 2.3.2 speaks to the City's settlement area and states in-part:

- 2.3.2.1** *Future growth and development will be focused in the Settlement Area through intensification, redevelopment and, if necessary, development in designated growth area*
- 2.3.2.2** *Settlement Area land use patterns will 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.*
- 2.3.2.3** *Intensification and development within the Built Boundary is encouraged in accordance with the policies of this Plan. Development outside of the Built Boundary may be considered in accordance with the policies of this Plan.*

Section 2.3.3 addresses intensification and states in-part:

- 2.3.3.1** *All forms of intensification are encouraged in accordance with the policies of this Plan.*
- 2.3.3.2** *The City will aim to accommodate 20 percent of future residential growth and development through intensification within the Built Boundary.*
- 2.3.3.5** *Intensification and development is permitted in established Living Area I lands, in accordance with the policies of this Plan.*
- 2.3.3.7** *Intensification will be encouraged on sites with suitable existing or planned infrastructure and public service facilities.*
- 2.3.3.8** *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.*
- 2.3.3.9** *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; and,*
- 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*

2.3.3.10 *Residential intensification proposals will be assessed so that the concerns of the community and the need to provide opportunities for residential intensification are balanced.*

RESPONSE

Per **Sections 2.3.2.1** and **2.3.2.3** the site is located within the ‘built boundary’ and the City’s Settlement Area for the community of Sudbury. With respect to **Section 2.3.2.2**, it is noted that the development will contribute to the efficient use of land, infrastructure, and public service facilities, and will support the public transit system and active transportation and in so doing will minimize impacts on air quality and climate change. The development of vacant land is considered a form of intensification which the OP encourages in **Section 2.3.3.1**. Per **Sections 2.3.3.5** and **2.3.3.6**, the lands are located within the Living Area 1 designation which allows for retirement home uses. Per **Section 2.3.3.7**, municipal infrastructure in the form of sewer and water services are available on Algonquin Road along with public service facilities in the City of Greater Sudbury.

Respecting **Section 2.3.3.8**, the proposed development has been designed with the lower profile and lower density residential dwellings east and west in mind. This is done through enhanced setbacks to minimize perceived massing and scale from existing dwellings which enhances the buildings compatibility to these residential uses, as well as the elementary school north of the site. Further design elements such as the building’s L-shape, façade materials, and private balconies have been introduced to mitigate impacts that higher density development may have on the existing neighbourhood given the visual interest and natural design articulation they provide.

In addition, a Sun Shadow Analysis was undertaken to determine whether any shadow impacts would be observed from the proposed six-storey height. The analysis found that any shadows created by the building will project northwest, away from residential uses asides from evening backyard shadowing along Vintage Way in fall and dusk in winter and spring shadowing along Rockwood in the early morning. Therefore, the height of the proposed building will not cause the existing neighbourhood to be significantly impacted by shadows and shade.

Section 2.3.3.9 of the Official Plan sets out the tests (criteria) for evaluating whether a location is appropriate for intensification. It is the authors opinion that the application meets the tests for appropriate location to permit intensification given that:

- The site provides for a shape and size (± 1.0 hectares with ± 90 metres of frontage) that is appropriate for a higher density use;
- The proposed development complements the existing character of the area by proposing to locate the building as far from existing single detached dwellings as possible, complements the existing institutional uses to the north, and facilitates public realm improvements along this high-profile corner lot;
- The application will provide and, in most areas, exceed the required planting strip to buffer the proposed retirement home use from the existing low density uses. Specifically retaining a 17.2-metre-wide mature forest landscape buffer between the development and residences along Vintage Way;
- The site will be fully serviced, efficiently use existing and proposed infrastructure, and has immediate access to nearby public service and community facilities generally within walking distance;
- The site provides for adequate ingress/egress, parking and loading facilities, and appropriate vehicular circulation.
- The approval authority (Municipality) did not require a Traffic Impact Study as part of the development based on traffic generation during peak periods;
- The development of the site will contribute to transit ridership and active transportation in the area which is near trails, retail, and open space uses,
- The site is within walking distance to numerous recreational opportunities including Mallard's Landing Park and trail network, and the Gerry McCrory Countryside Sports Complex;
- The site is a 5-minute transit ride to the Smart Centre retail complex along Long Lake Road;
- The proposed retirement building has been setback 23.0m from low-density residential uses to the east, and positive results from the Sun Shadow Analysis were found;
- No natural features or cultural heritage resources have been identified on the subject site; and,
- Concerns surrounding the property's floodplain have been addressed through the zoning provision that will limit the use of areas within the flood plain to parking and other low risk uses. The building design includes a fully accessible entrance and exit for residents and emergency services in the event of a flood.

It is the author's opinion that with respect to **Section 2.3.3.10**, the design, density, and layout of the proposed development responds and is sensitive to potential compatibility concerns. The development of retirement guest suites in this location will assist the city in meeting the current and future demand for these type of units in proximity to transit, particularly with the City's aging population.

Section 3.2 speaks to policies in the Living Area 1 designation.

- 3.2.1.6** *In considering applications to rezone land in Living Area I, Council will ensure amongst other matters that:*
- a. the site is suitable in terms of size and shape to accommodate the proposed density and building form;*
 - b. the proposed development is compatible with the surrounding neighbourhood in terms of scale, massing, height, siting, setbacks, and the location of parking and amenity areas;*
 - c. adequate on-site parking, lighting, landscaping, and amenity areas are provided; and,*
 - d. the impact of traffic on local streets is minimal. Applications for intensification in established Living Area I lands are also subject to Section 2.3.3.*

- 3.2.2.1** *New development in Living Area I will occur adjacent to existing built-up urban areas. Emphasis will be placed on achieving a mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities.*
-

RESPONSE

In response to policies outlined in **3.2.1.6.**, the additional building height being sought through the proposed development has been designed to be cognizant of the existing surrounding neighbourhood through appropriate density, separation, and siting.

The degree of separation, and extensive landscaping between the proposed development and the existing residential development to the east provides an adequate and appropriate buffer between uses. Further such separation/buffering will aid in minimizing potential impacts that are typically associated with buildings of this height, such as privacy and overlook and sun-shadowing.

Moreover, this development provides for adequate on-site parking, lighting, landscaping, and numerous amenity areas tailor-made for its residents. Such details will be solidified through the site plan control process.

Per **3.2.2.1** the application proposes new development in the Living Area 1 designation that is surrounded by an existing built-up area and assists with providing a mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities.

Section 10.2 discusses flooding and erosion hazards and states that:

- 10.2.1** *Because flooding and erosion hazards may cause loss of life and may result in damage to property, development on lands adjacent to the shoreline of a watercourse or waterbody affected by flooding or erosion hazards are generally restricted and may be approved by Conservation Sudbury or MNRF. In addition, development on adjacent lands is also generally restricted and may be approved by Conservation Sudbury or MNRF.*
- 10.2.2** *Notwithstanding the above, development and site alteration is not permitted within a floodway regardless of whether the area of inundation contains high points of land not subject to flooding. Development and site alteration is not permitted in areas that would be rendered inaccessible to people and vehicles during times of a hazard, unless it has been demonstrated that the site has safe access appropriate to the nature of development and hazard.*
- 10.2.3** *For purposes of clarity, institutional uses such as hospitals, long-term care facilities, retirement homes, pre-schools, elementary schools and secondary schools; essential emergency services and industrial uses involving the disposal, manufacture, treatment or storage of hazardous substances are not permitted on lands subject to flooding or erosion hazards.*
- 10.2.4** *Uses that by their nature must locate within the Flood Plain including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows are permitted. Any alterations to the terrain within the Flood Plain which may have an effect on drainage and the erection of any structures must first receive the approval of Conservation Sudbury or MNRF.*

RESPONSE

The building has been fully located outside of the floodplain (see *Figure 13*). As part of the zoning by-law amendment request a provision will be included that limits the use of areas within the flood plain to parking and other low risk uses.

The site design includes a fully accessible ingress and egress for pedestrian and vehicular traffic on the west side of the building providing access onto Rockwood Drive. This entrance will allow the residents of the building to exit safely in case of flooding and will allow emergency services adequate access during a flood event.

Section 11.3.2 discusses land use policies to support transit needs. Applicable policies to this application include:

- 11.3.2.1** *Urban design and community development that facilitate the provision of public transit will be promoted.*
- 11.3.2.2** *Development proposals will be reviewed to ensure efficient transit routing so that all dwellings in the development are ideally within 500 metres walking distance of a bus stop.*
- 11.3.2.3** *Mixed uses and higher density housing along Arterial Roads and at other strategic locations are encouraged as a means of enhancing the feasibility of transit services, increasing ridership, alleviating traffic congestion, and reducing reliance on the automobile.*
- 11.3.2.4** *Buildings should be sited as close to the street as possible to reduce walking distances for transit users*
- 11.3.2.6** *Pedestrian walkways, intersections of major roads, and pedestrian access systems are to be integrated with transit stops, and wherever possible, connected to trail systems*

RESPONSE

With respect to **Section 11.3.2**, it is noted that the proposed development will facilitate the use of public transit by its residents. All guest suites will be within approximately 200.0-metre walking distance of the nearest transit stop at the intersection of Colby Street and Algonquin Road.

The retirement home use in this location will enhance and contribute to ridership on the existing transit system given that the housing type focuses primarily on seniors some of whom may have mobility challenges or will not own a private automobile. Further, locating retirement uses near public transit provides independence, mobility, safety, and quality of life for seniors without access to personal automobiles and supports policies regarding planning for an aging population.

Further the building has been located adjacent to Rockwood Drive which will assist in reducing walking distances for transit users to and from nearby transit stops.

Section 11.7 speaks to active transportation, the pedestrian and bicycle network and provides in part as follows:

- 11.7.2** *Development proposals will be reviewed to ensure that there is adequate pedestrian access in new developments. The City may acquire lands to provide pedestrian facilities as a condition of approval. Wherever possible, the provision of adequate bicycle facilities will be encouraged.*

RESPONSE

An on-site pedestrian circulation network has been designed as part of the development and provides links to Algonquin Road. The development includes bicycle parking areas/facilities for residents and employees (see Figure 13).

Section 12.2.2, speaks to the servicing of new development.

12.2.2.1 *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. Alternatively, the proponent of the development will upgrade, at their own expense, the existing sewage and water systems to ensure adequate delivery and treatment facilities consistent with City standards, including the adequacy of fire flows.*

12.2.2.2 *It is policy of this Plan to ensure that water supply and sewer capacity are adequate to service development without major line or plant expansion. Official Plan amendments, rezonings, severance and subdivision approvals, minor variances and building permits will be denied if a water or sewage facility problems exists.*

RESPONSE

With respect to **Sections 12.2.2.1 and 12.2.2.2**, the site is to be serviced with municipal sewer and water which are available on Algonquin Road. As part of the review of the application the City will confirm whether the capacities of the existing services are sufficient for the proposed development. It is recognized that the owner would be responsible for any upgrades to the services that would be required to accommodate the proposed development.

Section 14.3 addresses policies respecting Community and Neighbourhood design and states in part:

14.3.2 *Buildings, structures and other design elements that complement the surrounding built form and character are encouraged.*

RESPONSE

Per **Section 14.3** the design/layout of the proposed development integrates with the existing built form and character of the area which is comprised of primarily one and two-storey dwellings by locating the building along the south-westerly corner adjacent to a lot used for utility purposes, providing special setbacks that exceed zoning by-law requirements and retaining 1925 m² of mature forested open space.

The development incorporates urban design elements that add to the site's compatibility with the surrounding neighbourhood by including landscaped boulevards and street trees, retaining the existing mature vegetation along the easterly lot line, adding outdoor spaces such as patios, benches, and planters, and providing an exercise path for retirement home residents.

These design elements will complement and leverage the existing neighbourhood character given the development focuses on active outdoor living and preserving the natural environment. The design elements will beautify the area and provide opportunities for residents to be actively engaged outdoors, which inherently creates a space which feels safe, animated, and provides visual interest to the street thereby contributing to public life.

Section 14.4 addresses site and building design and states in part:

- 14.4.1** *Development and intensification will be located and organized to fit with its existing or planned context. It will frame and support adjacent streets, parks and open spaces to improve activity, comfort and safety by:*
- a. generally locating buildings parallel to the street or along the edge of a park or open space with a consistent front yard setback. On a corner site, development and intensification should be located along both street frontages and give prominence to the corner. On a site that terminates a street corridor, the development should acknowledge the prominence of that site;*
 - b. massing buildings to define the edges of streets, parks and open spaces in good proportion;*
 - c. creating appropriate transitions in scale to neighbouring existing or planned buildings;*
 - d. locating main building entrances so that they are clearly visible and easily accessible from the public sidewalk;*
 - e. providing ground floor uses that have views into surrounding streets, parks and open spaces; and,*
 - f. minimizing shadowing and uncomfortable wind conditions on surrounding streets, parks and open spaces to preserve their utility.*
-

RESPONSE

In response to **Section 14.4.1** the building has been located adjacent to Rockwood Drive in order to give the development prominence on the street while separating it from single-detached dwellings to the east. A 23.0-metre setback and significant landscaping have been provided to create an appropriate transition in scale to neighbouring low density uses to the east.

The building features several entrances that are clearly visible and easily accessible from the public sidewalk and with numerous windows for lighting, views, and surveillance of the street.

As previously addressed shadowing from the building will be minimal and the L-shaped design of the building should assist in reducing any massing impacts on surrounding streets, open spaces, and amenity spaces on site.

Section 14.4.2 address the design of vehicle parking, access, service areas and utilities and states:

- 14.4.2** *Development and intensification will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and the public realm by:*

- a. minimizing the number of curb cuts and driveways that cross the public sidewalk;*
 - b. limiting surface parking between the front face of the building and the public street and sidewalk;*
 - c. locating servicing and utilities towards the sides or rear of the building and screening the servicing from views from adjacent streets;*
 - d. integrating servicing and utility functions within the building, where possible; and,*
 - e. providing adequate landscaping and buffering between adjacent properties.*
-

RESPONSE

Per **Section 14.4.2**, one driveway is proposed to provide access to the site. Such is considered appropriate to provide for vehicular circulation and fire route access. Parking areas located along Algonquin Road will be screened by a landscaped buffer to reduce visual impact of the front yard parking. Loading areas have been located out of view from the public realm interior to the site.

The development provides for significant setbacks and areas around the periphery of the site for landscaping through retaining existing trees and providing additional plantings to be detailed and finalized through the site plan approval process.

The **policies in 14.4.3** address amenities to be provided in development and states:

- 14.4.3** *Development and intensification will provide amenity for adjacent streets, parks, and open spaces by making these areas attractive, interesting, safe comfortable and functional by:*
- a. improving adjacent boulevards and sidewalks through sustainable design elements including without limitation trees, shrubs, plantings or other ground cover, permeable paving materials, street furniture and bicycle parking facilities.*
 - b. coordinating landscape improvements in setbacks to create attractive transitions from the private to public realm;*
 - c. providing, where appropriate, weather protection such as canopies and awnings;*
 - d. providing landscaped open space within the development site;*
 - e. landscaping the edges of surface parking lots along streets, parks, and open spaces to define edge condition and provide screening;*
 - f. providing safe pedestrian routes and landscaped areas within surface parking lots; and,*
 - g. providing bicycle parking facilities and, where appropriate, public transit infrastructure, within the development site.*

RESPONSE

Per **Section 14.4.3**, the development features boulevard improvements and numerous amenity areas both which will benefit existing neighbourhood residents and residents of the building. These improvements include landscaping and street tree planting, in addition to patio spaces and seating areas, all of which will make this presently vacant site more attractive, comfortable, and functional.

Section 14.9 sets out policies respecting energy efficiency and climate change resiliency and states in part:

14.9.1 *The City will encourage urban design solutions that minimize non-renewable resource consumption, maximize the use of renewable energy and takes into account the impact of climate change by:*

a. encouraging compact, mixed use and infill developments that concentrate complementary land uses and support active transportation and public transit

RESPONSE

With respect to **Section 14.9.1**, as discussed previously the proposed development will support existing active transportation and public transit infrastructure in the area.

Section 16.2 of the OP promotes policies which plan for Sudbury's aging population. Policies include the need to:

16.2 *PLANNING FOR AN AGING POPULATION*

1) Support development that is age-friendly including the creation of smaller, unique, shared and transitional housing opportunities for an aging population through the rezoning process, where necessary, promotes 'aging in place' and is in close proximity to amenities and services in the Downtown, Regional Centres, Town Centres and Mixed Use Commercial areas;

2) Create a safe and secure physical and social environment for Greater Sudbury's aging population with supportive design standards such as sidewalk policies, curb heights, park facilities;

4) Support the creation of more affordable housing and long-term care facilities with support services for an aging population;

RESPONSE

Under the healthy community provisions of **policy 16.2.4**, developments that support the growing health care needs of the elderly, such as seniors' apartments, assisted-living complexes, and nursing homes (long-term care facilities) shall be

supported. As the number of older adults continues to rapidly increase, it is essential to create environments which reflect the needs, desires, and capacities for this population.

Per **Section 16.2** this development aims to further increase the availability of both housing for seniors and persons with disabilities. Increasing neighbourhood housing diversity supports older residents and aging in place by providing suitable and affordable housing options as individuals proceed through senior years. As supported in **Section 16.2.4**, the application will facilitate the construction of a 150-guest suite retirement residence with support services for the communities aging population. In doing so the development assists in addressing both short term and long-term demand for retirement housing given the City's aging population per policy **16.2**.

Section 17.2 of the OP details policies related to housing.

- 17.2.1** *To encourage a greater mix of housing types and tenure, it is policy of this Plan to:*
- a. encourage a wide range of housing types and forms suitable to meet the housing needs of all current and future residents;*
 - b. encourage production of smaller (one and two bedroom) units to accommodate the growing number of smaller households;*
 - c. promote a range of housing types suitable to the needs of senior citizens;*
 - e. 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.*

RESPONSE

With respect to **Section 17.2.1**, the proposed development will contribute to providing a wider range of housing types (retirement suites) in the area to meet the needs of current and future older adult residents. Given the sites location in proximity to existing transit routes, the development will positively support ridership on the transit system, thus overall supporting the introduction of a complete community with a variety of transportation modes, densities, and housing tenures/built forms.

5.4 CITY OF GREATER SUDBURY ZONING BY-LAW 2010-100Z

The subject lands are presently zoned 'Future Development' in the *City of Greater Sudbury Zoning By-law 2010-100Z*.

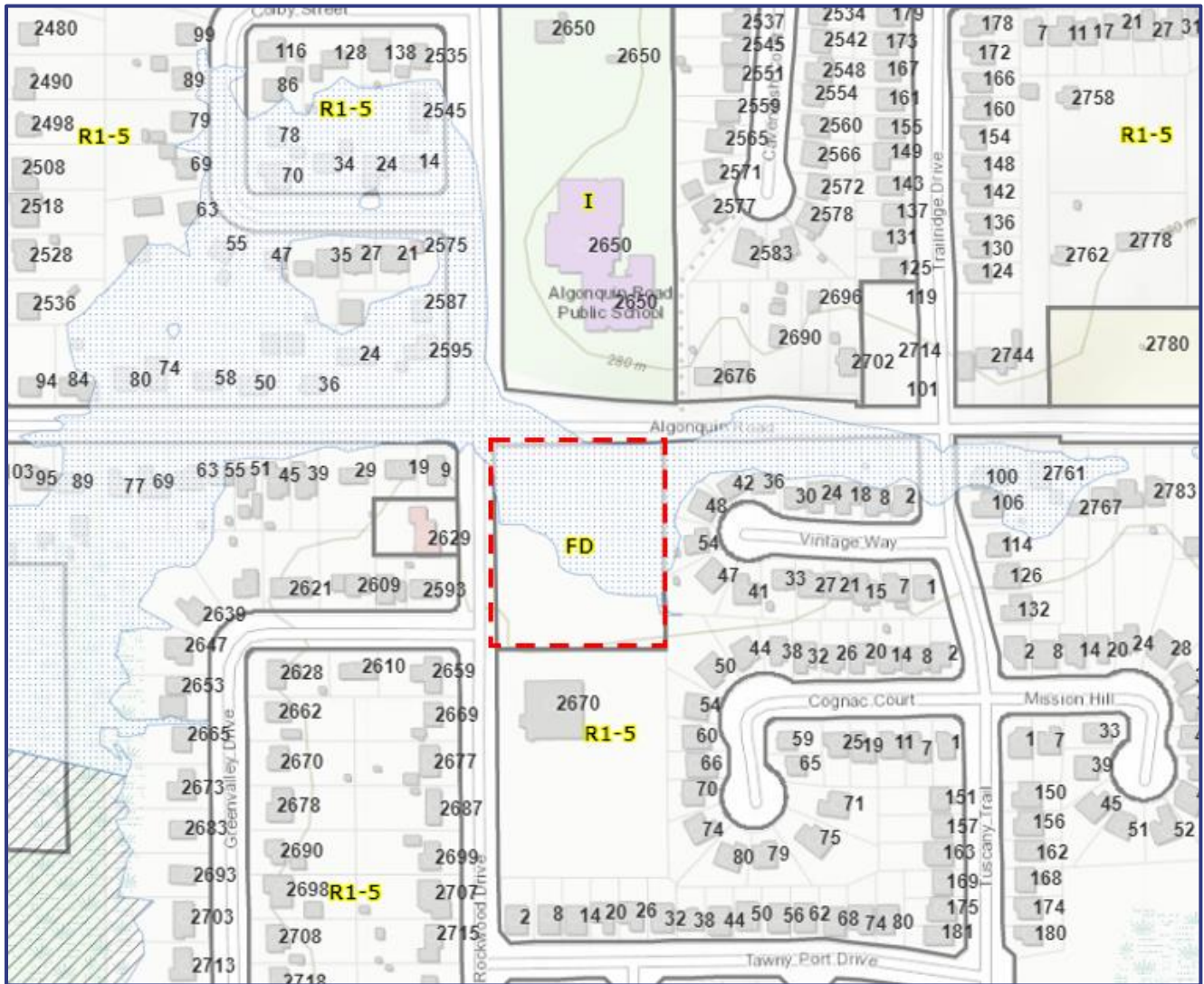


Figure 19: Existing Zoning Map

To facilitate the development, the lands are proposed to be rezoned to 'R3-1(S) Multiple Residential Special' with permission for a retirement home.

To be cognisant of and provide reassurance to both City staff and the community following setbacks are proposed as part of the zoning by-law amendment:

- To permit an interior site yard setback of 23.0-metres; and,
- To permit a total of 45% landscaped open space.

In addition to the above, the application requires the following reliefs:

- To permit a retirement home use where such is not permitted;
- To permit parking in the front and corner side yard where such is not permitted;
- To permit a maximum building height of 21.0 metres where a maximum of 19.0-metres is permitted;
- To permit a maximum of 6-storeys where a maximum of 5-storeys is permitted; and,

- To permit a 1.3-metre landscaped strip with fence along the southerly lot line where a 1.8-metre landscape strip with a fence is required.

The proposed reliefs are largely required because of the sites floodplain and resulting need for increase height to achieve cost effective development patterns. The proposed building height is six-storeys with generous setbacks from lower density residential lot lines. These setbacks will mitigate any impacts on the subdivision development abutting the site. Planting strips and mature tree retention will address screening and buffering concerns from both the neighbouring residential area and provide privacy for residents of the retirement home. Additionally, the proposed zoning provisions/setbacks proposed for the development will allow additional screening/buffering that are over and above by-law requirements.

6.0 PLANNING SUMMARY AND CONCLUSION

6.1 PROVINCIAL AND MUNICIPAL PLANNING POLICY CONFORMITY

The proposed zoning-by law amendment will facilitate development on a vacant fully serviced site, significantly enhance both the private and public realm, and diversify the neighbourhoods existing housing tenure portfolio by provide new housing for older adults that assists in meeting projected demographic housing need and municipal growth and density targets. The site is situated on the City’s public transit line, and is within walking distance to public parks, trails, and other recreational opportunities which promote healthy community planning. The proposed development is consistent with and conforms with provincial and municipal policy.

6.2 COMPATIBILITY/NEIGHBOURHOOD SENSITIVITY

Applications for rezoning lands in Living Area 1 are reviewed under **Section 3.2.1** of the OP and applications for intensification are reviewed under **Section 2.3.3**. These sections of the OP have been reviewed to determine the appropriateness of the proposed development. It is the authors opinion that the proposed development is in an appropriate location for the proposed uses and built form, given that:

- The proposed 6-storey height will have minimal sun shadow impacts on the surrounding neighbourhood as determined through the Sun Shadow Analysis;
- The design is sensitive to the low-density neighbourhood located to east and west of the site, through the inclusion of building setbacks and design meant to lessen the sense of scale and massing of the building;
- The design oriented towards the street will lend itself to creating a vibrant and active environment;
- The subject development retains a significant portion of the subject property’s mature vegetation, which provides both privacy and screening to the abutting low residential uses and provides amenity space for retirement home residents;
- Architectural renderings of the proposed building demonstrate minimal impact on the single detached dwellings along Vintage Way given change in existing grade (*see Figure 20-21*);
- City staff identified no need to provide a Traffic Impact Study as part of the development project given the relatively low traffic volumes generated;
- The proposed density makes better use of the existing transit system and may lead to more frequent service and service upgrades given increased demand which would mutually benefit existing and future residences;
- Significant public realm improvements will be provided along the property’s Rockwood Drive and Algonquin Road frontage through streetscape and landscape improvements; and,
- The addition of retirement suites in this location provides housing options for residents looking to ‘down-size’ from their single-detached residences yet remain in their community-thereby promoting a form of ‘aging in place’.



Figure 20: Sightline from Vintage Way (SAI SAPLYS Architects Inc)



Figure 21: Rendering of Proposed Development from Countryside Drive (SAI SAPLYS Architects Inc)

6.3 NATURAL HAZARDS

The PPS refers to institutional uses such as retirement homes as a ‘*use where there is a threat to the safe evacuation of vulnerable populations such as older persons, persons with disabilities, and those who are sick or young, during an emergency as a result of flooding, failure of food proofing measures or protection works, or erosion.*’ Per **3.1.5(a)**, ‘*development shall not be permitted to locate in hazardous lands and hazardous sites where the use is an institutional use including hospitals, long-term care homes, retirement homes, preschools, school nurseries, day cares and schools*”.

The building has been located outside of the limits of the flood plain. As part of the zoning by-law amendment request a provision will be included that limits the use of areas within the flood plain to parking and other low risk uses. The site

design includes a fully accessible entrance and exit for both vehicular and pedestrian traffic on the west side of the building directly onto Rockwood Drive, outside of the floodplain. This entrance will also allow emergency services adequate ingress and egress in a major flood event.

6.4 CONCLUSION

The proposed zoning by-law amendment will revitalize a currently underutilized site to provide a high-quality development, close to transit and open space areas, and in doing so provides a significantly enhanced private and public realm, along with new retirement housing that will help meet projected needs and growth of aging Sudburians.

Given the analysis provide herein, it is the authors opinion that the proposed rezoning of the subject lands from 'Future Development' to 'R3-1 Medium Density Residential (Special)' to permit a 150 guest-suite retirement home with site-specific provisions and reliefs is consistent with the 2020 PPS, conforms with the Growth Plan for Northern Ontario, the City of Greater Sudbury Official Plan, represents good planning, and is in the public interest.

Respectfully submitted,

Prepared By:



Vanessa Smith, M.Pl., RPP
Land Use Planner

Prepared & Reviewed By:



Kevin Jarus, M.Pl., RPP
Senior Land Use Planner | Project Manager
Sr. Associate

