

2131 Bancroft Drive, Sudbury

Presented To:	Planning Committee
Meeting Date:	March 20, 2023
Type:	Public Hearing
Prepared by:	Wendy Kaufman Planning Services
Recommended by:	General Manager of Growth and Infrastructure
File Number:	751-6/21-031

Report Summary

This report provides a recommendation regarding an application for rezoning to “R3(S)”, Medium Density Residential Special, to permit the development of up to seven row dwelling units.

This report is presented by Wendy Kaufman, Senior Planner.

Resolution

THAT the City of Greater Sudbury approves the application by Bravo Construction Limited to amend Zoning By-law 2010-100Z by changing the zoning classification from “R1-5”, Low Density Residential One to “R3(S)”, Medium Density Residential Special, on lands described as PIN 73577-0535, Parcel 10919, Lot 11, Concession 3, Township of Neelon, as outlined in the report entitled “2131 Bancroft Drive, Sudbury”, from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on March 20, 2023, subject to the following conditions:

1. That the amending zoning by-law include the following site-specific provisions:
 - i. to permit a total of 4 row dwelling units in one building, and related accessory uses, on the easterly portion of the property;
 - ii. to permit a total of 3 row dwelling units in one building, and related accessory uses, on the westerly portion of the property;
 - iii. to require a minimum front yard setback of 6.0 m where 7.5 m is required, inclusive of a 3.0 m road widening to be dedicated to the City on demand and a 3.0 m hydro easement; and
 - iv. to permit a privacy yard of 6.3 m where 7.5 m is required for a row dwelling on the easterly portion of the property only;
 - v. to eliminate the requirement for a planting strip along the westerly and southerly property lines, and to require a 1.8 m wide planting strip along the easterly property line including a 1.5 m opaque fence beginning 6 m from the front line and extending to 15 m from the rear lot line; and

- vi. Any minor site-specific relief to the City's Zoning By-law identified in the review of the amended concept plan described in Condition #5 be provided for accordingly.
2. That prior to the adoption of the amending by-law, that the outlet for the stormwater management for this location, which will be directly into a natural body of water, be approved by the Ministry of Environment, Conservation and Parks (MECP).
3. That prior to the adoption of the amending by-law, a lot grading and drainage plan be provided, designed by a consulting civil engineer with a Valid Certificate of Authorization from the Association of Professional Engineers of Ontario or an Ontario Land Surveyor specialized in this work, to the satisfaction of the General Manager of Growth and Infrastructure. The information should include at a minimum the grading of both lots, the grading for the shared driveway, and must include all stormwater management features as approved by MECP. The stormwater management features will need to be designed to the greater of the 100-year or Timmins storm.
4. That prior to the adoption of the amending by-law, Conservation Sudbury issue a permit pursuant to Section 28 of the Conservation Authorities Act.
5. That prior to the adoption of the amending by-law, an amended concept plan be provided to the satisfaction of the Director of Planning Services. The concept plan must align with the required lot grading plan, and demonstrate compliance with all applicable and proposed zone provisions including the following items currently not shown:
 - privacy yards for all dwelling units;
 - shoreline buffer area extending 12 m from the high water mark of Frobisher Creek excepting areas permitted to be cleared, and reflecting the works approved in the Section 28 permit described in Condition #3.
6. That prior to the adoption of the amending by-law, a driveway entrance permit has been issued, and the existing entrance has been closed and the curb, sidewalk and boulevard have been reinstated to City standards.
7. That prior to the adoption of the amending by-law, the owner shall provide the Development Approvals Section with a registered survey plan outlining the easterly and westerly portion of the lands to be rezoned to enable the preparation of an amending zoning by-law.
8. That prior to the adoption of the amending by-law, the owner shall submit an application for land severance (consent) to transfer the easterly portion of the lands to be rezoned separately from the westerly portion.
9. That conditional approval shall lapse on March 21, 2025 unless Conditions 2, 3, 4, 5, 6, 7 and 8 above have been met or an extension has been granted by Council.

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

The application to amend the Zoning By-law is an operational matter under the Planning Act to which the City is responding. The application contributes to the 2019-2027 City of Greater Sudbury Strategic Plan goals related to housing by adding to the range and mix of housing available in this area. The application aligns with the Community Energy and Emissions Plan by supporting the strategy of creating compact, complete communities.

Financial Implications

If approved, staff estimates approximately \$24,800 in taxation revenue, based on the assumption of 7 row dwelling units based on an estimated assessed value of \$275,000 per dwelling unit 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.

Applicable development charges will be calculated at the time of building permit application.

Report Overview

An application for rezoning has been submitted to permit the development of up to seven row dwelling units. The subject land is designated as Living Area 1 in the Official Plan and zoned R1-5, Low Density Residential One.

Staff recommends approval of the application as described in the Resolution section on the basis that it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for Northern Ontario, the Official Plan for the City of Greater Sudbury, has regard for matters of provincial interest and represents good planning.

Staff Report

Proposal:

The application proposes to amend By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury to permit the development of up to seven row dwelling units in two buildings.

The applicant's concept plan shows two separate lots with a shared driveway, with four row dwelling units on the easterly lot and three row dwelling units on the westerly lot. Building elevation plans have been provided to illustrate the proposed single-storey row dwelling buildings.

The subject lands were also subject to concurrent Consent Application B0118/2021, which had been deferred to allow the applicant time to respond to comments received from departments and agencies. This file has been administratively closed.

The site is currently vacant and partially treed (storage of construction equipment and a trailer was observed during the site visit), and Frobisher Creek runs along the west and south sides of the property.

The applicant revised their conceptual plan and provided an updated civil design brief on two occasions in response to staff comments on the original concept plan and accompanying stormwater management report and geotechnical report (up to three circulations to staff). The final civil design brief is attached to this report. Additional technical information was provided to Conservation Sudbury directly.

Existing Zoning: R1-5, Low Density Residential One

The R1-5 Zone permits a single detached dwelling, a private home daycare, a group home type 1, and a bed and breakfast.

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

The applicant has requested R3, Medium Density Residential for the lands to be severed, being the westerly portion of the subject lands.

The applicant has requested R3(S), Medium Density Residential Special for the lands to be retained, being the easterly portion of the subject lands. The following site specific zoning relief is requested:

- to permit a front yard of 6.0 m where 7.5 m is required; and
- to permit a privacy yard of 6.39 m where 7.5 m is required for a row dwelling.

Location and Site Description:

The subject property is described as PIN 73577-0535, Parcel 10919, Lot 11, Concession 3, Township of Neelon, 0 Bancroft Drive, Sudbury. The subject lands are located on the south side of Bancroft Drive, at the intersection of Bancroft Drive and Third Avenue. The lands have a total area of approximately 4000 sq m with approximately 63 m of frontage on Bancroft Drive, which is secondary arterial road in this location. The westerly portion of the lands is approximately 1923 sq m with 34.2 m of frontage, and the easterly portion is 2085 sq m with 28.5 m of frontage. The lands are currently serviced with municipal water and sanitary sewer, and are located on a transit route with a stop located on the north side of Bancroft Drive at the subject lands. The lands are within the Source Water Protection Area, Ramsey Lake Intake Protection Zone 3, and Water/Wastewater staff have commented with respect to this proposal that no significant threats to the drinking water source have been identified. The site is currently vacant and partially treed, and the storage of construction equipment and a trailer was observed during the site visit. Frobisher Creek runs along the west and south sides of the property.

Surrounding Land Uses:

The area surrounding the site includes lands zoned R1-5, Low Density Residential One, being a low density residential neighbourhood with single detached dwellings. Pius XII Catholic School is located to the northeast of the subject lands. A range of commercial uses are located at the intersection of Bancroft Drive and Second Avenue approximately 400 m to the west of the subject lands. Ecole St. Pierre and Grace Playground are located to the south and southeast, respectively.

North: Bancroft Drive, low density residential use, Pius XII Catholic School

South, east and west: low density residential use

The existing zoning & location map, indicates the location of the subject lands to be rezoned and the zoning in the immediate area.

Site photos show the residential uses and school along Bancroft Drive in this area.

Public Consultation:

Notice of a complete application was circulated to the public and surrounding property owners on December 16, 2021. Statutory notice of the public hearing was provided by newspaper on March 4, 2023, along with a courtesy mail out to public property owners and tenants within a minimum of 120 m of the property on March 2, 2023. The owner was advised of the City's policy recommending that applicants consult with their neighbours, Ward Councillor and key stakeholders to inform area residents on the application prior to the public hearing. At the time of writing this report, no phone calls and no written submissions with respect to this application have been received by the Planning Services Division.

Policy & Regulatory Framework:

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

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

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

Provincial Policy Statement:

Municipalities in the Province of Ontario are required under Section 3 of the Planning Act to ensure that decisions affecting planning matters are consistent with the Provincial Policy Statement (PPS).

Several sections of the PPS are relevant to the application. Policy 1.1.3.1 identifies that settlement areas are to be the focus of growth and their vitality and regeneration is to be promoted, and policy 1.1.3.2 requires densities which efficiently use land, resources and infrastructure and avoid the need for their unjustified and/or uneconomical expansion. Development in this manner is intended to minimize impacts to air quality and climate change and promote energy efficiency, while supporting the use of active transportation and public transit. Section 1.4.1 requires municipalities to provide an appropriate range and mix of housing types and densities to meet the needs of current and future residents. Forms of housing which meet social, health and well-being needs are to be encouraged.

Section 3.1.1(b) states that development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards.

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. This application is considered to conform to the Growth Plan.

Official Plan for the City of Greater Sudbury:

The subject property is designated as Living Area 1 in the City of Greater Sudbury Official Plan.

Section 2.3 of the Official Plan regarding reinforcement of the urban structure states that growth must continue to be directed to capitalize on existing investments, make the most efficient use of existing infrastructure and public service facilities, protect our rural and agricultural assets and preserve our natural features and areas. Reinforcing the urban structure also creates a more energy efficient land use pattern and supports climate change mitigation. Section 2.3.2 directs that 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.

Section 2.3.3 encourages all forms of intensification and establishes a 20% residential intensification target. Intensification applications are to be evaluated with respect to the following criteria:

- 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 manmade hazards; and,
- k. the provision of any facilities, services and matters if the application is made pursuant to Section 37 of the Planning Act.

Policies 3.2(2), 3.2.1(4) and 3.2.1(5) provide direction regarding the location of medium density housing. Medium density housing is permitted where full municipal services with adequate capacity are available, and should be located on sites in close proximity to Arterial Roads, public transit, main employment and commercial areas, open space areas, and community/recreational services.

Policies 3.2(3) and 3.2.1(5) state that sites should be of a suitable size to provide adequate landscaping and amenity features, and that new residential development must be compatible with the existing physical character of established neighbourhoods, with consideration given to the size and configuration of lots, predominant built form, building setbacks, building heights and other provisions applied to nearby properties under the Zoning By-law.

Policies 3.2.1(6) establishes the following criteria to be considered when rezoning lands in the Living Area 1 designation:

- 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.

Section 17 identifies a key housing goal is to maintain a balanced mix of ownership and rental housing, and to encourage a greater mix of housing types and tenure, including encouraging the production of smaller (one and two bedroom) units to accommodate the growing number of smaller households. The Official Plan is intended to provide direction as to how housing needs and issues can be addressed in concert with the CGS Housing and Homelessness Plan.

Section 10.2 Flooding and Erosion Hazards states that it is also recognized that there are large parts of the City for which Flood Plain mapping is not available. Should Conservation Sudbury or MNRF complete Flood Plain mapping for these areas, this information will be added through an amendment to the Official Plan. Final decisions on matters related to lands affected by flooding or erosion hazards, and adjacent lands, are subject to Conservation Sudbury or MNRF approval. Development will not be permitted where there is an unacceptable risk to public health or safety or of property damage. Policy 1 states that 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.

Zoning By-law 2010-100Z:

The development standards for the requested zone require a maximum height of 11 m. The minimum required front yard is 7.5 m given Bancroft Drive is a secondary arterial road, rear yard is 7.5 m and interior side yard is 1.8 m for two stories. The maximum lot coverage is 40% for a row dwelling. Parking provisions for the proposed row dwellings requires 1.5 spaces per unit – 10% for being on a GOVA transit route, for a total of 5 spaces on the easterly portion and 4 spaces on the westerly portion. A planting strip including a screening device is required adjacent to the surrounding R1-5 zones.

For any lands under the jurisdiction of Conservation Sudbury, buildings or structures shall be erected or used in accordance with and regulations of and subject to the approval of Conservation Sudbury. Generally, no new buildings or structures shall be erected or used on lands subject to natural hazards (exceptions for flood or erosion control or for access purposes).

For row dwellings, a minimum privacy yard depth of 7.5 m shall be provided abutting the full length of at least one exterior wall of each dwelling unit. A shoreline buffer area is to remain in a natural vegetated state to a depth of 12.0 m from the high water mark of a permanently flowing stream, with permitted

clearing of a maximum of 25% of the buffer area not exceeding a maximum of 276 sq m and a maximum of 25% of the length of the shoreline not exceeding 23 m in length.

Site Plan Control:

A Site Plan Control Application is not required for this project.

Department/Agency Review:

The application has been circulated to all appropriate agencies and City divisions. All agencies were included in the first and second circulations, and the third circulation was provided to Development Engineering,

Building Services, Infrastructure Capital Planning, and Conservation Sudbury. Responses received have been used to assist in evaluating the application and to formulate appropriate zoning by-law standards. Comments have been addressed to the satisfaction of reviewing department and agencies. Appendix 1 with all agency comments from each circulation is attached to this report.

Development Engineering advises the eastern four-unit building may be serviced by the existing municipal water and sanitary sewer services to the lot line, however the western building will require new water and sanitary service connections to the mains. The stormwater management for this location will be directly into a natural body of water and will require approval from the Ministry of Environment, Conservation and Parks (MECP), which should form part of the conditions of approval for the rezoning. A lot grading plan is also required as a condition of approval for the site which include the grading of both lots, the grading for the shared driveway, and must include all stormwater management features as approved by MECP.

Building Services has no concerns and provided comments of an advisory nature.

Infrastructure Capital Planning has advised that the City will require 3 meters of property along the entire frontage of both the proposed severed and retained property for future road widening. From the provided drawings it is unclear if there are sufficient sight lines for the driveway entrance. As part of the driveway application process the owner will be required to demonstrate that there are sufficient sight lines for the driveway entrance location. The existing entrance is to be closed and the curb, sidewalk and boulevard shall be reinstated to City standards. The proposed preliminary stormwater management approach appears to be in line with the City's guidelines. Direct outlet into a natural body of water will require a direct submission to the Ministry of the Environment, Conservation and Parks.

Water/Wastewater staff have commented with respect to the Sourcewater Protection Plan that the subject lands are located within the Ramsey Lake Intake Protection Zone 3 with a vulnerability score of 9. No significant threats to the drinking water source have been identified at this time.

Conservation Sudbury does not oppose the rezoning application and note the proponent has made good progress in fulfilling the requirements of a Section 28 permit though there are several remaining items to be reviewed including the erosion assessment, geotechnical analysis and cut and fill details.

The owner had previously applied for land severance (consent) to sever the lands, and comments received from Greater Sudbury Hydro stated that a 3 m easement would be required across the entire parcel, exclusive of lands dedicated to the City for road widening.

Planning Analysis:

Planning staff circulated the development application to internal departments and external agencies. The PPS (2020), the Growth Plan (2011), and 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 in respect of the applicable policies, including issues raised through agency circulation. The applicant's development concept is based on the severance of a new lot, resulting in two separate lots with a shared driveway. Four row dwelling units are proposed on the easterly lot and three row dwelling units are proposed on the westerly lot. Parking for the easterly lot is proposed in a garage associated with each unit and additional parking to the rear, while parking for the westerly lot is located to the rear of the building. Staff recommends the rezoning application to permit additional units in a row dwelling built form is consistent with and conforms to the PPS and Official Plan direction to direct development to fully serviced settlement areas, to 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. The Official Plan encourages all forms of intensification and approval of this application will help to achieve the City's 20% intensification target.

Both the PPS and the Official Plan encourage municipalities to provide a range and mix of housing types and densities. The Official Plan identifies a key housing goal is to maintain a balanced mix of ownership and rental housing, and to encourage a greater mix of housing types and tenure, including the production of

smaller (one and two bedroom) units to accommodate the growing number of smaller households. The proposal to construct row dwellings in this location represents an opportunity to provide an alternative form of rental housing, and staff recommends that this proposal is consistent with and conforms to these policies.

The Official Plan requires consideration of infrastructure, services, and amenities that are available to future residents. There are full municipal services with adequate capacity available in the Bancroft Drive road allowance. Bancroft Drive is a secondary arterial road that is served by public transit with a stop located on the north side of Bancroft in this location. Employment opportunities, commercial areas, and community services are available within relatively close proximity. Grace Park to the southeast provides an open space area. Traffic is not expected to be impacted by this proposal. Staff recommends the subject property is an appropriate location for the proposed row dwelling buildings. However, further to comments from Infrastructure Capital Planning, it is unclear if there are sufficient sight lines for the driveway entrance and staff recommend that a driveway entrance permit be issued, and the existing entrance be closed and the curb, sidewalk and boulevard be reinstated to City standards as a condition of a successful rezoning.

The proposed seven units would result in a net density of approximately 17.5 units per hectare (7 units/.4 ha), which is below the threshold for low density development (<36 units per ha). The rezoning will enable the proposed row dwelling built form, which is not permitted in the R1-5 zone, and represents small-scale intensification. The Official Plan requires consideration of the compatibility of the proposal with the surrounding residential neighbourhood. The concept plan illustrates that the proposed row dwelling buildings can be accommodated on the proposed lots, with relief to provide a reduced front yard setback of 6.0 m (which will accommodate the required 3.0 m road widening on demand and 3.0 m hydro easement) as well as a reduced privacy yard depth on the easterly portion of the property. A planting strip is proposed to be provided adjacent to the easterly property boundary, and relief is required to eliminate this requirement along the southerly and westerly property lines bounded by Frobisher Creek. The applicant's building elevation plan shows a 1-storey row dwelling though the maximum height permitted in the requested R3 zone is the same as the current R1-5 zone, being 11 m (3 storey). Given the mix of uses in the area and the existing physical character, staff is of the opinion that the proposed scale, massing, height, siting and setbacks are similar to and compatible with the surrounding neighbourhood. Staff recommend permitting the proposed minor relief requested. Restriction on the built form to permit only row dwelling units is also recommended, in order to align with the technical study information provided to date.

The concept plan does not show all the required privacy yards, and provides shoreline clearing calculations may need to be updated based on refinement of the technical studies. These will be required to be shown in the plans submitted with the future building permit application and therefore an updated concept plan should be provided as a condition of the proposed rezoning. Staff recommend that any minor relief be provided through the amending zoning by-law if required. The applicant is advised that if the cut/fill requires shoreline disturbance, that on any residential lot, the zoning by-law permits clearing of maximum of 25% of the required shoreline buffer area but in no case shall exceed a maximum of 276m², and the maximum length of the cleared area measured at the high water mark shall be 25% of the length of the shoreline of the lot but in no case shall the maximum length of cleared area measured at the high water mark exceed 23 metres in length.

The Official Plan intensification and Living Area 1 policies require consideration of the suitability of the site. The proposed lots to accommodate the row dwelling buildings are rectangular in shape and meet the minimum lot area and dimensions required by the zoning by-law. The lots can accommodate the required landscaping, and adequate amenity areas are proposed. The development of the site is restricted by Frobisher Creek which runs along the west and south sides of the property, and staff has recommended conditions as a result of comments from Development Engineering and Conservation Sudbury, requiring confirmation of MECP approval of any stormwater facilities, a lot grading and drainage plan, and confirmation of a section 28 permit from Conservation Sudbury, in order to demonstrate the site is suitable for the proposed development.

More specifically, the Official Plan requires the evaluation of intensification applications with respect to topography and drainage. Staff has worked to comment on three iterations of the proposal, which included revisions to the stormwater/drainage concept. The current concept reflected in the civil design brief proposes

to direct stormwater management directly to the natural environment, which will require approval from the Ministry of Environment, Conservation and Parks (MECP). Further to comments from Development Engineering, staff recommend that MECP approval be required as a condition of a successful rezoning. Additionally, as a condition of approval, a lot grading plan is recommended to be provided that shows the grading of both lots, the grading for the shared driveway and all stormwater management features as approved by MECP, to ensure that drainage is adequately addressed and the site is suitable for the proposed development.

The Official Plan section 10.2 regarding flood and erosion hazards states that development will not be permitted where there is an unacceptable risk to public health or safety or of property damage. Development on lands adjacent to the shoreline or a watercourse or waterbody affected by flooding or erosion hazards are generally restricted and may be approved by Conservation Sudbury. Conservation Sudbury has commented that they do not oppose the rezoning and the proponent has made good progress in satisfying Conservation Sudbury's requirements. However, the erosion assessment by EcoReg Solutions (dated May 16, 2022) is required to be updated to redefine a more appropriate 100 year erosion setback, given the signs of erosions identified in the conclusion. A geotechnical analysis is required for all development within 15m of the erosion hazard limit, and cut and fill details are required as per the Conservation Sudbury Floodplain Storage Compensation. It is recommended that a section 28 permit be issued by Conservation Sudbury required as a condition of a successful rezoning to ensure that any flooding or erosion hazards are adequately addressed and the site is suitable for the proposed development.

Staff recommends that the application be approved subject to the owner applying for land severance (consent) in order to sever the easterly portion of the subject lands such that they can be transferred separately from the westerly portion.

Staff also recommends that the application be approved subject to the owner providing the Development Approvals Section with a final plan of survey in order to enact the amending by-law.

Conclusion

The Planning Division undertook a circulation of the application to ensure that all technical and planning matters have been satisfactorily addressed.

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

- To rezone the lands from R1-5 to R3(S) to permit the development of up to seven row dwelling units.

The development of the subject lands achieves a number of policy directives related to intensification and the provision of a range and mix of housing types. Staff has considered, amongst other matters, a full range of factors through a detailed review when forming the recommendation of approval for this application.

Staff is satisfied that the application is consistent with the PPS and conforms to the Growth Plan and the Official Plan. Staff is of the opinion that the proposed zoning by-law amendment is appropriate based on the following:

- The proposed row dwellings will contribute to the range and mix of housing available in the area.
- The site is suitable for the proposed density and building form, subject to satisfying the conditions outlined in the resolution.
- The proposal has been evaluated in the context of the surrounding and future land uses and is considered appropriate.
- Adequate parking, landscaping and amenity areas can be provided.
- The impact on local streets will be minimal.
- The sewer and water services are adequate for the site.

Staff recommends approval of the application as described in the Resolution section on the basis that it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for Northern Ontario, the Official Plan for the City of Greater Sudbury, has regard for matters of provincial interest and represents good planning.