

Algonquin Road, Sudbury – Preliminary Planning Report

Presented To:	Planning Committee
Meeting Date:	February 22, 2023
Type:	Public Hearing
Prepared by:	Mauro Manzon Planning Services
Recommended by:	General Manager of Growth and Infrastructure
File Number:	751-6/22-009

Report Summary

This report provides a Preliminary Planning Report concerning an application for rezoning in order to permit a six-storey retirement home with 150 guest rooms.

This report is presented by Mauro Manzon, Senior Planner.

- Letter(s) of concern from concerned citizen(s)

Resolution

THAT the City of Greater Sudbury receive the comments and submissions made at the public hearing on File 751-6/22-009, as outlined in the report entitled “Algonquin Road, Sudbury – Preliminary Planning Report” from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on February 22, 2023;

AND THAT staff complete their review of File 751-6/22-009 by 11415573 Canada Inc. and schedule a second public hearing on this matter before the Planning Committee, when complete.

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 proposal demonstrates conformity with the Strategic Plan and the Community Energy & Emissions Plan to the extent that it represents residential intensification and housing diversification within a fully serviced settlement area.

Financial Implications

If approved, staff are unable to estimate taxation revenue at this time as the assessed value of the building would be determined by Municipal Property Assessment Corporation (MPAC).

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 in order to permit a six-storey retirement home with 150 guest rooms on a vacant parcel located at the intersection of Algonquin Road and Rockwood Drive in the South End of Sudbury. Site-specific relief is requested under the proposed R3-1 zoning for the building height and the width of the planting strip along the southerly lot line.

The application is subject to a two-stage public hearing process. The attached report is a Preliminary Planning Report intended to introduce the application, provide departmental and agency comments received to date, and obtain additional input on the proposal from the public and the proponents.

Following the Stage 1 hearing, Staff will complete the review of the file and schedule a second public hearing before Planning Committee, at which time a Planning recommendation will be presented for consideration. Additional public notice will be provided at that time. Public written submissions will continue to be received following the Stage 1 hearing.

Staff Report

Proposal:

An application has been received to amend By-law 2010-100Z being the City of Greater Sudbury Zoning By-law from “FD”, Future Development to “R3-1 Special”, Medium Density Residential Special in order to permit a six-storey retirement home with 150 guest rooms and related accessory uses.

The 2,185 m² building footprint forms an L-shaped configuration that is designed to be located outside of a designated flood plain, which encompasses the northerly portion of the parcel. The entire building has a gross floor area of 11,840 m² and a lot coverage of 21.6%. A parking area with 83 spaces is proposed within the limits of the flood plain, which exceeds the minimum requirement of 51 spaces based on the mix of uses. An approximate 17.2 metre-wide vegetative buffer utilizing existing tree cover is proposed along the easterly lot line where the site directly abuts single detached dwellings on Vintage Way and Cognac Court.

The applicant is further requesting relief from the following R3-1 zone standards:

- maximum building height of 21 metres where 19 metres is permitted;
- six (6) storeys where a maximum of five (5) storeys is permitted; and,
- a 1.3 metre-wide planting strip along the southerly lot line where a minimum of 1.8 metres is required in conjunction with an opaque fence.

The following materials were submitted in support of the application:

- Site Plan;
- Planning Justification Report;
- Shadow Study;
- Elevation Plans & Architectural Renderings;
- Analysis of easterly interface and proposed screening (rendering and video), and,
- Sewer & Water Capacity/Feasibility Review.

Existing Zoning: “FD”, Future Development

“FD”, Future Development zoning is typically applied to lands within settlement areas that are earmarked for future development in conformity with the underlying land use designation in the Official Plan. A single detached dwelling is permitted as an interim use on a legal existing lot zoned FD.

Requested Zoning: “R3-1 Special”, Medium Density Residential Special

“R3-1”, Medium Density Residential zoning permits low and medium density residential uses up to a maximum density of 90 dwelling units per hectare. Permitted dwelling types include singles, semis, duplexes, row dwellings, street townhouse dwellings and multiple dwellings.

A special R3-1 zoning is required in order to add a retirement home as a permitted use, as well as site-specific relief related to building height and the width of the planting strip along the southerly interior side yard.

Location and Site Description:

Part of PIN 73475-0701, Parts 3 & 4, Plan 53R-14815 in Lot 5, Concession 5, Township of Broder (Algonquin Road, Sudbury)

The subject property forms a vacant parcel of land located at the southeast corner of Algonquin Road and Rockwood Drive in the South End of Sudbury. The area is fully serviced by municipal water and sanitary sewer. Algonquin Road is designated as a Collector Road and is not fully urbanized at this location, as there

is no sidewalk on the south side of the roadway. Rockwood Drive is designated as a Local Road and is not constructed to an urban standard.

The neighbourhood is serviced by Route 28 South End Local (“South End Loop”), which provides transit service to the South End Transit Hub at the Smart Centres development. The closest public transit stop is located in front of Algonquin Road Public School, approximately 85 metres north of the intersection. There is another transit stop located further to the west at Blyth Road, approximately 280 metres from the intersection. Monday to Friday service is provided every 30 minutes during peak periods, and at hourly intervals for the remainder of the service schedule. Saturday and Sunday service is provided on an hourly basis.

Total area of the subject land is 1.01 ha, with 91.54 metres of frontage on Algonquin Road and 111.86 metres of street line on Rockwood Drive. The site is relatively flat with no significant changes in topography. Existing tree cover is predominantly comprised of second-growth deciduous trees (white birch, trembling aspen). Part of the site has been cleared for access.

A significant portion of the property forms a designated flood plain, as illustrated on the attached NDCA map. The flood plain covers more than half of the property, with the regulation limits extending a further 15 metres from the flood line.

Drainage channels are located along the entire northerly and easterly limits of the subject parcel. An approximate ten (10) metre-wide drainage easement in favour of the City forms the northerly section of the lands (Instrument # LT581641). There are two (2) drainage gravity mains that outlet into the drainage channel. A standard three (3) metre-wide drainage easement on the rear portion of the residential lots on Vintage Way and Cognac Court abuts the entire length of the easterly lot line (LT886830 & LT914497).

The surrounding neighbourhood is a low density residential area predominantly comprised of one and two-storey detached dwellings. Medium density residential infill takes the form of one and two-storey row dwellings with condominium form of ownership. Based on a review of assessment data, there are no multiple dwellings in the immediate area.

Single detached dwellings on Vintage Way and Cognac Court abut the easterly lot line of the subject property. A communications building on a 1.1 ha parcel owned by Bell Canada is located directly to the south. Low density housing is situated directly opposite the subject land on the west side of Rockwood Drive, being two (2) single detached dwellings on lots zoned “R1-5”, Low Density Residential One (9 Countryside Drive & 2593 Greenvale Drive) and a duplex dwelling on a lot zoned “C1”, Local Commercial (2629 Rockwood Drive). The C1 zoning permits up to two (2) dwelling units with or without a permitted local commercial use (e.g., convenience store).

Public and private institutional uses are also present in the surrounding area, including several schools: Algonquin Road Public School is located directly north of the subject land; St. Benedict Secondary School and Holy Cross Elementary School are located further east on Algonquin Road. The Gerry McCrory Countryside Sports Complex is situated further west on Countryside Drive. A long-term care facility currently under construction is located further north on Algonquin Road opposite Radcliff Park (Extendicare).

Public Consultation:

The notice of complete application was circulated to the public and surrounding property owners on June 24, 2022 based on an expanded mailing radius as directed by the Ward Councillor. The mailing radius was further expanded by the Ward Councillor on July 25, 2022 with notices issued accordingly.

The statutory notice of the Stage 1 public hearing was provided by newspaper. A courtesy mail-out was circulated to the public and surrounding property owners on February 2, 2023 based on the expanded mailing list and other persons outside of the approved mailing radius who made a written submission and/or asked to be added to the mailing list.

The applicant 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.

The proponents conducted a neighbourhood information session via Zoom on September 14, 2022.

Written submissions received to date are attached for review. Written submissions will continue to be accepted following the Stage 1 hearing.

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 (PPS):

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.

The applicable PPS policies can be grouped into five categories: housing, settlement areas, residential intensification, stormwater management and natural hazards.

A. Housing

Under Section 1.1.1, municipalities shall accommodate 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) to meet long-term needs. Section 1.4 provides further detailed policies supporting the diversification of the housing supply by promoting a mix of market-based and affordable housing, residential intensification, transit-supportive development, and the utilization of existing and planned infrastructure.

B. Settlement areas

Section 1.1.3 of the PPS states that fully serviced settlement areas shall be the focus of development and growth. 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;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed; and,
- g) are freight-supportive.

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.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

C. Residential intensification

Residential intensification is promoted as an important component of land use planning, including a requirement to establish and implement minimum targets for intensification and redevelopment within built-up areas based on local conditions. The criteria are set out in Section 1.1.3.3 as follows:

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.

D. Stormwater management

Under Section 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;
- b) minimize, or, where possible, prevent increases in contaminant loads;
- 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.

E. Natural hazards

The northerly portion of the subject property is located within a designated flood plain. Under Section 3.1.5 related to natural hazards, 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, pre-schools, school nurseries, day cares and schools.

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.

The applicable land use policies are outlined under Chapter 4 of the GPNO, which speaks broadly to the provision of housing and the need to intensify in appropriate locations in designated economic and service hubs such as Greater Sudbury.

Under Section 4.3.3, economic and service hubs shall maintain updated official plans and develop other supporting documents which include strategies for:

- developing a diverse mix of land uses, an appropriate range of housing types, and high quality public spaces; and providing easy access to stores, services and recreational opportunities; and,

- encouraging a significant portion of future residential and employment development to locate in existing downtown areas, intensification corridors, brownfield sites, and strategic core areas.

Intensification corridors are defined as areas along major roads, arterials or transit corridors that have the potential to provide a focus for higher density mixed-use development.

Under the City's Official Plan, strategic core areas are identified as the Downtown, the Town Centres, the Regional Centres, and the major public institutions listed in Section 4.4 of the Official Plan (Laurentian University, Cambrian College, Collège Boréal, Health Sciences North, Science North and Dynamic Earth).

Official Plan for the City of Greater Sudbury:

The subject land is designated as Living Area 1, which permits a range of residential uses and neighbourhood-based institutional uses such as retirement homes.

A. Living Area 1

3.2: General policies applied to Living Areas

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 Bylaw.

Elementary schools, libraries, places of worship, day nurseries, retirement homes and other neighbourhood-based institutions form an integral part of community life. Local institutional uses that are compatible with the residential function of neighbourhoods are allowed in all Living Area designations subject to rezoning. Existing institutional uses will be recognized in the Zoning By-law.

3.2.1: Policies applied to Living Area 1 – General rezoning criteria

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.

B. Residential intensification

The application is a form of residential intensification given the increased density that is proposed based on existing zoning as well as the surrounding neighbourhood context. Section 2.3.3 of the Plan addresses residential intensification in settlement areas. The following criteria, amongst other matters, may be used to evaluate applications for intensification:

- a. the suitability of the site in terms of the size and shape of the lot, soil conditions, topography and drainage;
- b. compatibility with 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 on 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.

C. Built boundary

Schedule 3 of the Official Plan identifies the limits of the settlement area and the built boundaries of the City. Under Section 2.3.2 of the Official Plan, intensification and development within the built boundary is encouraged. In this case, the subject land is located within the built boundary applied to the South End.

D. Flooding and erosion hazards

A significant portion of the subject land encompasses a flood plain. Flood plain boundaries are illustrated on the attached regulation area map. Lands with identified natural hazards are generally not suitable for development.

Under Section 10.2, 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.

E. Transit-supportive development

Section 11.3.2 outlines policies intended to encourage proposals that are transit-supportive, whereby the viability of public transit is enhanced by the proposed development.

1. Urban design and community development that facilitate the provision of public transit will be promoted.
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.
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.
4. Buildings should be sited as close to the street as possible to reduce walking distances for transit users.
5. Wherever possible, a well-placed and continuous road grid with relatively close spacing will be provided in order to facilitate the provision of public transit.
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.
7. The provision of public transit will be integrated into the long-term planning of future Employment Areas, including facilities for the convenience and comfort of transit users.

F. Site and building design

In addition to the criteria set out under Section 2.3.3, residential intensification projects are also subject to the urban design guidelines set out under Section 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.

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.

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.

Zoning By-law 2010-100Z:

Under the Zoning By-law, a retirement home is defined as a special needs facility, which in turn is defined as a type of institutional use. A retirement home contains guest rooms and is separate and distinct from a multiple dwelling, which is comprised of three or more self-contained dwelling units (i.e., apartments). A retirement home is defined as follows:

“A premises that provides guest rooms primarily designed for retired persons or residents thereof who require nursing and or homecare where each private bedroom or living unit has a separate private bathroom and separate entrance from a common hall but where common facilities for the preparation and consumption of food are provided, and where common lounges, recreation rooms and medical care facilities may also be provided.”

Retirement homes are permitted as-of-right in the following zones:

- “R4”, High Density Residential;
- “I”, Institutional;
- “C2”, General Commercial;
- “C3”, Limited General Commercial;
- “C4”, Office Commercial;
- “C5”, Shopping Centre Commercial; and,
- “C6”, Downtown Commercial.

The proponents have chosen “R3-1”, Medium Density Residential as the zone classification that forms the best fit with their proposal. The proposed R3-1 Special zoning therefore requires a retirement home to be added as a permitted use. The applicant is further requesting that exceptions be granted to the R3-1 zone standards as follows:

- a maximum building height of 21 metres where 19 metres is permitted;
- a built form comprising six (6) storeys where a maximum of five (5) storeys is permitted; and,
- a 1.3 metre-wide planting strip along the southerly lot line where a minimum of 1.8 metres is required in conjunction with an opaque fence.

Site Plan Control:

The proposed development will be subject to Site Plan Control if approved.

Department/Agency Review:

Development Engineering advised that municipal sewer and water services are available within the right-of-way and that services are adequate including fire flows.

Roads Section requires the urbanization of the Rockwood Drive street line including the installation of sidewalks and curbs. A contribution towards the future upgrading of Algonquin Road will be required at site plan stage if this application is approved.

Transportation & Innovation Services did not require a Traffic Impact Study as part of a complete application based on the proposed use.

Conservation Sudbury indicated that the flood plain elevation at this location is 279.95 metres above sea level. Development must be located outside of the flood plain and there must be safe egress in a flood event. Staff further advised that the site plan submitted for the rezoning does not meet their development design requirements and that a Section 28 permit under the Conservation Authorities Act will be required at site plan stage.

Preliminary Planning Review and Considerations:

Based on a review of the submitted materials, as well as the written submissions from the public, Staff have identified several key issues that will be considered as part of the Stage 2 recommendation to Planning Committee.

Built form

The building envelope is constrained by a designated flood plain that encompasses a large portion of the site. This leaves few options to reconfigure the building footprint, which is oriented along the westerly and southerly lot lines. The building height exceeds the height applied to existing and planned development within the surrounding area, which is predominantly comprised of ground-oriented dwellings of one to two storeys.

The shadow study confirms that there will be shadow impacts on abutting low density housing, most notably the dwellings on the west side of Rockwood Drive opposite the subject site and the single detached dwellings at the westerly limit of Vintage Way.

The building height of the new Extendicare facility, which is adjacent to the Mixed Use Commercial designation further north on Algonquin Road, is restricted to four (4) storeys. The Site Plan Control Agreement indicates a total building height of 16.48 metres as measured from average finished grade to the highest point of the building. The Extendicare facility does not directly abut low density housing and is essentially located in a transition area on the periphery of the Algonquin neighbourhood.

Intensity of use

Staff have historically utilized a conversion factor of 1 dwelling unit being equivalent to 1.25 guest rooms in order to assess the intensity of use for retirement homes, including mixed-use facilities that may offer a combination of apartments and guest rooms. The conversion factor was first utilized for the initial approval of Finlandia Village. This approach has been carried forward in subsequent development applications, including as evidence before the Ontario Municipal Board (now Ontario Land Tribunal). As an equivalency to residential units, the proposed development would have a density of approximately 120 dwelling units per hectare (du/ha), which places the intended use into the high density category (i.e., residential density greater than 90 du/ha with a building height exceeding five storeys).

Buffering and screening

The site plan indicates a minimum 17 metre-wide natural vegetative buffer along the easterly lot line where the proposed development directly abuts the rear yards of single detached dwellings on Vintage Way and Cognac Court. The general intent is to utilize existing tree cover in order to mitigate the impact of the six-storey built form on abutting low density housing. The proponents have provided various renderings to illustrate the interface, including a video fly-over. A reduced planting strip is being requested along the southerly lot line, which has less of an impact based on the nature of the abutting use (Bell Canada facility).

Staff have attended the site and noted that the existing tree cover is mainly comprised of second-growth white birch and trembling aspen, with a mixed understorey. The predominant tree species are deciduous, which may not provide the desired screening through parts of the year. Although the density of vegetation is high, the trees are somewhat underdeveloped in keeping with the characteristics of second-growth trees (thin trunks and sparse canopy).

Flood plain and stormwater management

The flood plain component is particularly relevant given that the Provincial Policy Statement specifically prohibits retirement homes on hazardous lands. Accordingly, the proponents have restricted the building to the southwesterly portion of the site. Conservation Sudbury does not object to a parking area being located within the flood plain provided there is safe egress from the building during a flood event.

Stormwater retention facilities are not typically permitted in flood plains, although there may be exceptions depending on the approved stormwater design. The proponents have not provided any specific information to Planning staff related to stormwater management. Conservation Sudbury also confirmed that no correspondence has been received to date, although there have been some preliminary discussions with Staff.

Local traffic impact

As indicated above, Transportation & Innovation Services did not require a Traffic Impact Study as part of a complete application. In the opinion of ICPS staff, the proposed development will not generate enough traffic to warrant a Traffic Impact Study. As a result, their requirements are limited to upgrades within the right-of-way including the urbanization of the Rockwood Drive street line and a contribution towards future upgrades on Algonquin Road.

Much of the public input received to date includes concerns related to traffic, in particular existing traffic associated with the public institutional uses in the area (three schools and a community arena). It is possible that the periods of peak activity for the adjacent schools may coincide with the peak hour trip generation of the proposed retirement home, including the timing of shifts. Work shifts at retirement facilities commonly start/end at 7:00, 15:00 and 23:00.

Recommended action items

In advance of the Stage 2 hearing, Staff recommend the following action items for consideration by Planning Committee and the proponents:

- the proponents should reconsider the built form and intensity of use given the locational context and the impact on abutting housing;
- in lieu of a full Traffic Impact Study, a traffic analysis in the form of a briefing note prepared by a qualified person is recommended to address neighbourhood concerns related to the local traffic impact;
- the stormwater briefing note referenced in the application cover letter should be provided to Staff in a timely manner for review; and,
- any other specific direction as determined at the discretion of Planning Committee based on the input received to date including oral submissions at the Stage 1 hearing.

Conclusion

It is recommended that Staff complete the review of File 751-6/22-009 and schedule a second public hearing on this matter before the Planning Committee, at which time a Planning recommendation will be presented for consideration by the Committee. Additional public notice will be provided at that time. Written submissions from the public will continue to be received in advance of the Stage 2 hearing.