

1389 Stephen Street, Sudbury

Presented To:	Planning Committee
Meeting Date:	April 15, 2024
Type:	Public Hearing
Prepared by:	Eric Taylor Planning Services
Recommended by:	General Manager of Growth and Infrastructure
File Number:	751-6/23-15

Report Summary

This report provides a recommendation regarding an application for rezoning from “R1-5” Low Density Residential One to “R3(S)” Medium Density Residential Special, to permit a three storey 10 unit multiple dwelling.

This report is presented by Eric Taylor, Senior Planner.

- Letter(s) of concern by concerned citizen(s) have been received.

Resolution

THAT the City of Greater Sudbury denies the application by 1000572188 Ontario Inc. 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 73597-0402, Parcel 19225, Part of Lot 176, Plan M-329, Lot 8, Concession 1 Township of McKim, as outlined in the report entitled “1389 Stephen Street, Sudbury”, from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on April 15, 2024.

Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans

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

There are no financial implications for this report, as staff recommends that the application be denied.

Report Overview:

An application for rezoning has been submitted to permit a three storey, 10-unit multiple dwelling. The subject lands are designated as Living Area 1 in the Official Plan and are currently zoned "R1-5", Low Density Residential One.

Staff recommends that the application be denied as described in the Resolution section on the basis that it is considered to be an overdevelopment of the lot, adequate on-site parking and landscaping has not been provided, it does not conform to the Official Plan for the City of Greater Sudbury, and does not represent 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 a 3 storey ten-unit multiple dwelling fronting onto the west side of Stephen Street, south of Robinson Drive in Sudbury.

The applicant's concept plan illustrates the proposed location of the building, parking spaces, driveway, and landscaping. A single storey dwelling currently occupies the property.

Existing Zoning: "R1-5", Low Density Residential One

The R1-5 zone permits a single detached dwelling, a home daycare, group home (type 1), and a bed and breakfast establishment. The R1-5 Zone permits a maximum building height of 11 m, maximum lot coverage of 40 percent, with front and rear yard setbacks of 6 m and 7.5 m, respectively. Interior side yard setbacks are 1.2 m for a one storey building plus and additional 0.6 m for each storey above the first.

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

The R3 zone permits all the uses in the R1-5 zone, as well as a duplex dwelling, semi-detached dwelling, multiple dwelling, row dwelling, and street townhouse. The R3 Zone permits a maximum building height of 11 m, maximum lot coverage of 40 percent, with front and rear yard setbacks of 6 m and 7.5 m respectively and interior side yards of 1.2 m plus 0.6 m for each storey above the first storey.

Through City staff's review of the application, it has been determined that site specific relief is required for parking (15 parking spaces required whereas 13 are proposed); loading spaces (1 loading space is required whereas 0 loading spaces are proposed); an accessible parking space width of 4 m whereas 4.4 m is required; a parking space width of 2.69 m whereas 2.75 m is required; planting strips, (abutting north and south property lines, a landscape strip 3 m wide or 1.8 m wide with a 1.5 m high privacy fence is required whereas 0 m wide landscape strips are proposed); landscaped open space (30 percent of the lot is required whereas 16 percent is proposed).

Location and Site Description:

The subject property is described as PIN 73597-0402, Parcel 19225, Part Lot 176, Plan M-329, Lot 8, Concession 1, Township of McKim, known as 1389 Stephen Street, Sudbury. The property has approximately 22 m (72.7 ft.) of frontage onto the west side of Stephen Street and a lot depth of 51.8 m (170.17 ft.) with an area of approximately 1149 m² (12,369 sq.ft.). A one storey single detached dwelling is currently located on the property.

Surrounding Land Uses:

The area surrounding the site comprise a mix of land uses including low density residential use, apartment buildings and an elementary school.

North: low density residential dwellings

East: low density residential dwellings and École publique Hélène-Gravel

South: low density residential dwellings

West: mix of two and three storey apartment buildings fronting onto Kelly Lake Road

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 uses in this area and views of the abutting properties from the subject lands.

Public Consultation:

The statutory notice of the application was provided by newspaper on December 9, 2023, along with a courtesy mail-out to surrounding property owners and tenants within 122 m of the property on October 20, 2023. The statutory notice of the public hearing was provided by newspaper on March 23, 2024, and courtesy mail-out on March 21, 2024. 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. The applicant mailed letters dated February 19, 2024, to residents in the area, inviting them to provide the applicant with comments on the application. At the time of writing this report, several calls and written submissions from the public with respect to this application have been received by the Planning Services Division, which are attached to this report.

Comments received identify concerns relating to traffic, loss of privacy, parking, snow storage, drainage, compatibility with the area, pedestrian safety in general and relation to students attending Helen-Gravelle French Elementary School.

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.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification and compact form, and policy 1.4.3(f) directs the establishment of development standards for residential intensification which minimize the cost of housing and facilitate compact form while maintaining appropriate levels of public health and safety.

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.

Growth Plan for Northern Ontario:

Municipalities in the Province of Ontario are required under Section 3 of the Planning Act to ensure that decisions affecting planning matters conform with the Growth Plan for Northern Ontario. Staff is satisfied that the application conforms 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 criteria including site suitability, compatibility with neighbourhood character and proposed mitigation measures, availability of infrastructure and public service facilities, and traffic impacts.

Policy 3.2(3) states 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 Bylaw.

The relevant policies of Section 3.2.1 are set out below:

2. In medium density developments, all low density housing forms are permitted, including small apartment buildings no more than five storeys in height to a maximum net density of 90 units per hectare.
4. Medium and high density housing 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.
5. Medium and high density housing are to be located in areas with adequate servicing capacity and a road system that can accommodate growth. Sites should be of a suitable size to provide adequate landscaping and amenity features.
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.

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.

Zoning By-law 2010-100Z:

The development standards for the requested “R3” Medium Density Residential zone permit a maximum height of 11.0 m. The minimum required front yard is 6.0 m, rear yard is 7.5 m and interior side yard is 1.2 m (one-storey) plus 0.6 m for each additional storey above the first. The maximum lot coverage is 40 percent. The general provisions of the zoning by-law require a minimum of 30 percent of the lot area to be maintained as landscaped open space. Parking provisions for the proposed multiple dwelling require 1.5 spaces per unit. Parking spaces are to be 2.75 m by 6 m with the width increasing to 3 m where the space abuts a wall or barrier. One accessible parking space is required where 10-50 parking spaces are provided on a lot. Parking is not permitted in the required front yard. A 3 m wide planting strip is required to be provided along the side lot lines where they abut the “R1-5” Low Density Residential One zones. The planting strip may be reduced to 1.8 m in width where an opaque wall or fence with a minimum height of 1.5 m is provided. Refuse storage is permitted in an interior yard only, and no encroachment into the required front yard is permitted.

Site Plan Control:

A Site Plan Control Application is not required for this development. The applicant is advised to contact Building Services staff to discuss the information that will be required to be provided with a complete building permit application.

Department/Agency Review:

The application has been circulated to all appropriate City divisions. Responses received have been used to assist in evaluating the application.

No concerns were raised by Roads, Active Transportation, Roads Operations or Drainage.

Transportation and Innovation Support have noted that they have concerns regarding the requested reduction in the required parking, noting that only short term on-street parking (maximum of four hours) is available on Stephen Street, therefore any overflow parking that may occur from this site will affect the neighbouring property owners on Stephen Street.

Development Engineering advises that the subject property is presently serviced with municipal water and sanitary sewer. As identified in the water and sewer capacity analysis, there is insufficient fire flow for the requested R3 zoning. If the application proceeds, the owner will need to contact Building Services to determine what construction practices and/or sprinklering of the building would be required to meet the available fire flow. If any upgrading of the existing water and sanitary sewer services to the lot is required, all associated costs would be borne entirely by the owner.

A design lot grading plan would be required prior to approval and as per the City’s Sewer Use By-law a test maintenance manhole is to be installed on the sanitary sewer service.

Building Services has provided the following comments:

1. Maximum building height is 11 m, no height was indicated on the applicants plans;
2. The required landscaping open space in an R3 zone is 30%. We acknowledge the requested relief.
3. Fifteen parking spaces are required and thirteen are proposed. We acknowledge this requested relief.
4. One loading space (3.6 m x 9 m; vertical clearance of 4.2 m) is required for buildings having a gross floor area from 300 m² to 4500 m² (Table 5.8 in Zoning By-law 2010-100Z). Please refer to Section 5.6 of Zoning By-law 2010-100Z for other loading space requirements.

5. The proposed driveway and access to parking is not clearly indicated. Driveways and parking must comply with zoning provisions in subsection 5.4.3 of Zoning By-law 2010-100Z.
6. A planting strip is required adjacent to all R1 and R2 zones. Please refer to subsections 4.25.4 and 4.15.6 of Zoning By-law 2010-100Z.
7. The lot dimensions provided on the applicant's sketch do not match our records. Please confirm the lot size is the correct legal size.
8. If this proposal is accepted, a building permit to the satisfaction of the Chief Building Official is required along with a comprehensive plot plan and site servicing plan. The owner is advised to contact Building Services for any questions regarding this matter.

Planning staff notes that with respect to the item 7 above, the owner subsequently had a survey of the property prepared and revised their sketch to reflect the lot dimensions shown on the survey.

Proposed Development

The proposed three storey, ten unit multiple dwelling would be at a density of 87 units per hectare which is close to the upper range of 90 units per hectare for medium density development as set out in the City's Official Plan. The ground floor area is 298 m² (3204 sq. ft.) with a total gross floor area of approximately 894 m² (9,613 sq. ft.). Parking is to be accessed via two driveways along both the north and south property lines to a parking area covering the entire rear yard with 13 parking spaces. Two entrances to the building are proposed, one on the north and the other on the south side of the building. Five spaces for bicycle parking are shown in the front yard which complies with the Zoning Bylaw standard of 0.5 bicycle spaces /unit. The building would cover 16 percent of the lot with 58 percent of the lot comprised of parking and driveways, with 16 percent landscaped area. No landscaped areas or fencing are shown on the applicant's plan abutting the R1-5 zoned lots located to the north and south of the property. No garbage enclosure area is shown on the plan. If a garbage enclosure were to be provided it would need to be located in an interior yard as set out in Subsection 4.2.9 of the Zoning in By-law. It is noted that the City only collects garbage from multiple dwellings with more than 6 units if there is an agreement in place, otherwise the property owner is responsible for arranging for private waste collection. Waste collection agreements with the City can take the form of either roadside collection, Otto Carts or front-end container collection.

An elevation plan and floor plans have also been provided by the applicant. The elevation plan shows a three storey dwelling with a sloped roof at an elevation of 11 m above finished grade which is the maximum building height in the R3 Zone. The plan shows balconies on the second and third floors, and a basement below finished grade. The floor plans show utility and storage rooms in the basement, with the first floor including two dwelling units along with a laundry and gym room. The second and third floors both include four units for a total of ten dwelling units in the building. All of the dwelling units are shown as containing two bedrooms.

Planning Analysis:

Planning staff circulated the development application to internal departments. The PPS (2020), the Growth Plan (2011), and Greater Sudbury Official Plan, and other relevant policies and supporting guidelines were reviewed. The following section provides a planning analysis of the application in respect of the applicable policies, including issues raised through agency circulation.

Staff acknowledges that the application is consistent with and conforms to the PPS and Official Plan direction to direct development to fully serviced settlement areas, and to enable densities 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.

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.

The proposal represents an opportunity to provide additional rental units, and staff acknowledges that this proposal is consistent with and conforms to these policies. Further, this proposal would support the City's Municipal Housing Pledge to achieve the target of 3800 new homes constructed by 2031. The City's [Housing Supply and Demand Analysis](#) (N. Barry Lyon Consultants Ltd., 2023) identified the most significant housing gaps are observed in the rental market. There is an immediate need for 470 additional rental units to achieve a vacancy rate of 5%, and an average of 66 additional rental units per year for the next 30 years to meet anticipated demand.

While the proposed development responds to many of the Provincial Policy Statement and Official Plan policies respecting residential intensification and compact building form within urban settlements the City's Official Plan provides that residential development including intensification is to occur in a manner that is compatible with the existing physical character of the neighbourhood.

In this regard, Official Plan policy 3.2(3) provides 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.

With respect to Official Plan policy 3.2(3) planning staff notes that the proposed three storey apartment building on the subject lands would be a significant departure from the character and built form currently constructed and fronting onto Stephen Street which is substantially comprised of one-storey single detached dwellings along with an elementary school. However, as noted in Policy 3.2.(3) states the existing physical character of the neighbourhood must consider not only what exists but what can be permitted within the existing zoning regime. In this regard, it is acknowledged that a three-storey single detached dwelling could be built on the subject lands with the same dimensions as the proposed multiple dwelling and still comply with the zone standards of the R1-5 zone which also includes a maximum lot coverage of 40 percent. It is noted that the subject lot is one of the larger lots fronting onto Stephen Street, however the two lots immediately to the south are even larger with lot frontages of 26.8 m (88 ft.) and lot areas of 1389 m² (14,960 sq.ft.) on which even a larger single detached dwelling could be built under the existing R1-5 zoning.

With respect to Policy 3.2.1(4), transit is located nearby with the closest transit stop (Route #14 Four Corners) approximately 160 m from the subject lands, on Kelly Lake Road near the intersection with Robinson Drive, which provides transit access to the downtown transit terminal. The site however is not in proximity to an arterial road.

Kelly Lake Road is designated as a Collector Road on Schedule 7 of the Official Plan. Helene Gravelle elementary school is located across the street and Cranbrook Park is located approximately 390 m to the south. Commercial and employment areas are located to the north along Kelly Lake Road and Lorne Street

Policy 3.2.1(5) states that medium and high density housing are to be located in areas with adequate servicing capacity and a road system that can accommodate growth. Sites should be of a suitable size to provide adequate landscaping and amenity features.

With respect to the above policy, it is noted that the sewer and water capacity analysis that was conducted for the property indicates that the sewage mains downstream of the proposed connection point on Stephen Street are capable of conveying the additional 0.64 L/s of flow generated by the development. A capacity analysis performed by the City's WaterCAD model at the existing 150 mm watermain junction at the property resulted in maximum hour and maximum daily water pressures of both 95 psi for each parameter exceeding the City's minimum of 50 psi and 40 psi, respectively. The fire flow for the site was determined to be 68 litres/second. Based on the number of units and size of the building, Building Services staff has advised that the owner's architect /designer/engineer would need to explore the options of a fully supervised sprinkler system along with a fire protected exterior wall/cladding system and/or a non-combustible construction, to confirm if it is possible to meet the available fire flow. The City's Transportation staff did not express concerns with respect to the adequacy of the road system, other than concern for the requested reduction in parking and concern for any overflow parking onto the street impacting the neighbourhood.

The adequacy of landscaping is addressed in the discussion below.

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.

The principal concerns with the proposal include compatibility with the adjacent properties to the north and south, given the the absence of any landscape buffering, the minimal on-site landscaping and the number of usable parking spaces that can be provided on the site and associated issues associated with a lack of adequate parking.

Landscaping & Buffering

As a means of minimizing the impact of medium and higher density housing forms on adjacent lower density properties, Section 4.15.4 of the Zoning By-law requires that a 3 m wide planting strip be provided on R3 zoned lots where they abut "R1-5" Low Density Residential One zones. The planting strip may be reduced to 1.8 m in width where an opaque wall or fence with a minimum height of 1.5 m is provided.

The applicant's plan fails to include any planting strips adjacent to the lot lines abutting the R1-5 Low Density Residential One zoned lots to the north and south with paved driveway and parking areas extending along the entire perimeter of the property. The abutting property to the south at 1399 Stephen Street is developed with a single detached dwelling with its side yard and rear yard amenity area directly adjacent to the proposed driveway accessing the rear parking lot of the proposed development with no fencing or landscaping. The residence at 1399 Stephen Street has a detached garage located to the north of the dwelling providing some separation from the development.

Deciduous shrub plantings approximately 3 m in height are located along the north side of the property at 1399 Stephen Street providing some seasonal screening and buffering. These bushes are located close to the property line and with no adjacent buffer could potentially be impacted by the development as proposed.

The rear yards of the properties at 947 and 935 Robinson Drive and 1383 Stephen Street (functions as a side yard), back onto the parking area and driveway along the north side of the proposed development. A retaining wall (approximately 1 m to 1.2 m in height) is located adjacent to the rear of the properties at 935 and 947 Robinson Drive. The applicant's survey plan of the property shows the retaining wall adjacent to the property at 953 Robinson Drive, as being 1 foot (0.3 m) onto the subject lands. A privacy fence is located along the rear of the property at 947 and no fencing, shrubbery or trees are located on the properties at 935 Robinson Drive or 1383 Stephen Street abutting the subject lands.

While some of the abutting properties do have some fencing and or vegetation on them which would provide some buffering from the proposed development, given the context and proximity of the development, the onus should not be on the abutting properties to provide and maintain all of the necessary screening and buffering associated with the visual and noise and lighting associated with the driveways and parking areas.

With no landscape strips adjacent to the driveway and parking area, there would appear to be limited area on-site on which to store snow even temporarily until it could be removed, without either reducing the available parking or snow being pushed onto the adjoining property, in particular to the south which is at a similar or lower grade than the subject lands.

If the reduced planting strip width of 1.8 m was provided with an opaque fence along the north and south sides of the lots, as required by the Zoning By-law, the additional landscaped area along with the associated shifting of the driveway along the north side to be next to the building, would reduce the number of parking spaces that could be provided by three, resulting in ten parking spaces. The amount of landscaped area on the lot would increase by 11 percent from the proposed 16 percent to 27 percent, being significantly closer to the minimum Zoning By-law standard of 30 percent in the R3 Zone.

Parking

The applicant's concept includes a total of thirteen parking spaces including one required accessible parking space. The Zoning By-law requires a minimum 1.5 spaces per multiple dwelling unit, resulting in a requirement for 15 spaces including one accessible parking space. The subject lands do not abut a GOVA transit route and as such are not eligible for a 10 percent reduction in the parking requirements. The accessible parking space is shown on the concept plan as having a width of 4 m whereas the Zoning By-law requires a minimum width of 4.4 m for such spaces.

Eight parking spaces are shown along the rear lot line of the property extending from the south lot line to the north lot line with a width of 2.8 m which would equate to a total length of 22.4 m which exceeds the 22.15 m width of the lot.

Subsection 5.2.3 of the Zoning By-law provides that the minimum width of a parking space is 2.75 m and where the length of a parking space abuts a wall or barrier, the width of the parking space shall be 3 m. Given the 22.15 m (72.67 ft.) width of the lot at the rear lot line and accounting for the 0.3 m (1 ft.) width of the retaining wall onto the property as shown on the survey plan, there would be a width of 21.85 m available in which to locate parking spaces. It is noted however, that 8 parking spaces in accordance with the By-law standards would require a width of 22.25 m. As such, an exception to the Zoning By-law standard to either reduce the width of a parking space or further reduce the number of parking spaces provided from 13 to 12 would be required.

A retaining wall is also located along the rear lot line abutting the property at 1548 Kelly Lake Road with a height of approximately 0.9 m with a chain link fence located above it. A landscaped area with a width of approximately 1.5 m appears to exist between the chain link fence and the parking area on the property at 1548 Kelly Lake Road where an existing multiple dwelling is located.

As noted above, if the 1.8 m wide planting strips were included along the north and south property lines, three parking spaces would be eliminated resulting in 10 parking spaces. Based on the parking standard of 1.5 parking spaces, a maximum of 6 multiple dwellings could be permitted with 10 parking spaces. As part of the owner's application submission, no rationale has been provided to support a reduction in either the parking or landscaping standards of the By-law. Planning Staff is unable to support a reduction in the parking or landscaping standards of the By-law to the extent required in order to permit the development as proposed.

As proposed, the development is considered to be an overdevelopment of the lot. Adequate on-site parking and landscaping to support the development has not been provided.

Conclusion:

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

As proposed, the development is considered to be an overdevelopment of the lot and does not provide the on-site landscaping required to appropriately buffer and screen the driveway and parking areas from abutting properties and further does not provide the parking required to support the number of dwelling units being proposed. The site is also not in proximity to an arterial road, being located on a local street.

The development as proposed does not address the criteria and policies respecting development in the Living Area 1 in this regard. Accordingly, staff recommends denial of the application as described in the Resolution section on the basis that it does not conform to the Official Plan for the City of Greater Sudbury and does not represent good planning.