

APPENDIX C - REDLINE VERSION OF DRAFT OPA 119

2.2.1 Communities

Most people in Greater Sudbury live and work in Communities. Fully serviced by municipal sewer and water, Communities are seen as the primary focus of residential development and will absorb most of our projected growth. Communities also encompass the majority of our designated Employment Areas. A variety of housing forms are permitted in Communities.

Due to its concentration of employment and high-order service activity, the community of Sudbury is the regional service centre for both the City and Northeastern Ontario. *Sudbury* contains all major commercial nodes, including the *Downtown*, *Secondary Community Nodes*, *Regional Corridors*, and the three *Regional Centres*, as well as major educational, research and health facilities. Higher density residential uses are also concentrated in Sudbury, including more than three-quarters of the total rental housing stock.

Smaller in population and total area, the remaining Communities are fully serviced urban areas that offer a mix of employment and residential uses. The predominant housing form is low and medium density in nature. *Town Centres* in these Communities provide mostly local services to surrounding residential neighbourhoods and rural areas. Communities include the following areas:

<i>Sudbury</i>	<i>Azilda</i>
<i>Capreol</i>	<i>Chelmsford</i>
<i>Dowling</i>	<i>Garson</i>
<i>Lively - Mikkola - Naughton</i>	<i>Valley East Urban Area</i>
<i>Coniston</i>	<i>Copper Cliff</i>
<i>Falconbridge</i>	<i>Levack</i>
<i>Onaping</i>	<i>Wahnapitae</i>

2.3.2 The Settlement Area

The City of Greater Sudbury's land supply consists of land at different stages in the land use planning cycle. This supply is designed to accommodate an appropriate range and mix of employment opportunities, housing and other land use needs in the short, medium and long term. The City's existing supply of land is more than adequate to meet these needs.

The City's settlement area includes built up areas where development is concentrated and have a mix of land uses, as well as lands that are designated for development in the long term. The Settlement Area and Built Boundary are shown on Schedule 3, Settlement Area and Built Boundary.

The City's settlement area also includes Strategic Core Areas, which consist of the *Downtown*, the *Town Centres*, the *Regional Centres*, and the major public institutions listed in Section 4.4. of the official plan. Policies related to strategic core areas are outlined in their respective sections.

Policies

1. Future growth and development will be focused in the *Settlement Area* through intensification, redevelopment and, if necessary, development in designated growth areas.
2. *Settlement Area* land use patterns will be based on densities and land uses that make the most efficient use of land, resources, infrastructure and public service facilities, minimize negative impacts on air quality and climate change, promote energy efficiency and support public transit, active transportation and the efficient movement of goods.
3. Intensification and development within the *Built Boundary* is encouraged in accordance with the policies of this Plan. Development outside of the *Built Boundary* may be considered in accordance with the policies of this Plan.
4. The *Settlement Area* is more than adequate to meet short, medium and long term land needs. No Official Plan amendments for the expansion of areas designated *Living Area I* will be considered until a comprehensive review is undertaken.

Programs

1. The City will monitor and report on development and intensification trends in the *Built Boundary* and *Settlement Area* on an annual basis.
- ~~2. The City may establish minimum density standards for new residential development in *Living Area I* lands.~~

3.2 LIVING AREA DESIGNATIONS

Two *Living Area* designations are established based upon the City's existing *Urban Structure* (see Chapter 2.0). The designations are essentially linked to the level of municipal services available:

Living Area I - Communities

Living Area I includes residential areas located in urbanized Communities that are fully serviced by municipal water and sewer. Given the desire to utilize existing sewer and water capacity and reduce the impacts of unserviced rural development, Areas designated *Living Area I* in Communities are seen as the primary focus of residential development.

Living Area II - Non-Urban Settlements

Living Area II is comprised of several residential clusters in non-urban areas that evolved based on the City's historical pattern of settlement. While some of these Non-Urban Settlements are partially serviced by municipal water, most households rely on private systems. There is no intention to expand services to these areas.

Policies for residential uses in Rural and Waterfront Areas are covered in *Chapter 5.0: Rural Areas*.

General Policies for Living Areas

1. Low density housing is permitted in all *Living Area* designations. Consistent with the prevailing built form, only single detached dwellings are allowed in *Living Area II*.
2. Medium density housing is permitted in all *Living Area I* designations where full municipal services are available. ~~High density housing is permitted only in the community of Sudbury.~~
3. 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.

4. *Parks and Open Space* and private home daycare are permitted in all *Living Area* designations.
5. Bed and breakfast establishments with up to two (2) accessory guest units per single detached dwelling are permitted in all *Living Areas*. Bed and breakfast establishments larger than two (2) units will require a rezoning and are subject to criteria described above in Policy 3 to ensure compatibility with existing neighbourhoods.
6. 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 local institutional uses will be recognized in the Zoning By-law.
7. Home Occupations are permitted in all *Living Areas*, provided that the occupation is secondary to the main residential use and does not change the residential character of the property or neighbourhood. The implementing by-law may place limits on the size, location, and proportion of the property and building used as a home occupation, among other matters.
8. Group homes that house not more than ten (10) persons living under responsible supervision are permitted in single detached dwellings in all *Living Area* designations. Larger group homes or homes of a correctional nature are considered to be institutions, and the policies of Section 4.4 apply.
9. Small-scale commercial uses that are intended to serve the convenience needs of local residents are permitted in all *Living Areas* by rezoning. Such uses are intended to be isolated rather than forming a group or cluster that could potentially change the residential character of an area. These uses, which may include confectionary stores, laundromats, and other personal service establishments, are limited to a maximum of 150 m² of floor space per location. Zoning applications for local commercial uses will be reviewed on the basis of general conformity with the following policies:
 - a. access to and traffic generated by the site will not create adverse traffic problems on surrounding roads;
 - b. lighting and signage are located so as not to create any adverse visual impact on the surrounding residences;
 - c. the use will provide landscaping and buffering in a manner that is in harmony with adjoining and nearby residential properties; and,

- d. the proposed small-scale commercial use must form a good fit with the existing neighbourhood fabric.
- 10. Lot creation in *Living Areas* is permitted in accordance with minimum lot sizes set out in the Zoning By-law.
- 11. Waterfront development in *Living Areas* must also comply with the policies of Section 8.4.
- 12. Community hubs that encourage the co-location of public service facilities as well as promote cost effectiveness and facilitate service integration, access to transit and active transportation.

3.2.1 Living Area I - Communities

Communities will absorb the majority of new residential development over the plan period. The *Living Area I* designation has ~~two~~ ~~three~~ density levels that will be recognized in the implementing Zoning By-law: low ~~and~~ medium ~~and high~~ density residential.

Policies

- 1. Low density development permits single detached dwellings, semi-detached dwellings, duplexes and townhouses to a maximum net density of 36 units per hectare. In order to maintain existing neighbourhood character, the Zoning By-law may establish lower densities in certain areas of the City.
- 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.
- 3. ~~High density housing is permitted only in the community of Sudbury. All housing types, excluding single detached dwellings, are permitted in high density residential areas to a maximum net density of 150 units per hectare. Densities in the downtown may exceed this maximum, as set out in the Zoning By-law.~~
- 3. 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.
- 4. 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.

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

Applications for intensification in established *Living Area I* lands are also subject to Section 2.3.3.

6. The historic pattern of residential development around the *Downtown* and older sections of the community of Sudbury will be recognized in the Zoning By-law. These areas are characterized by a mixture of dwelling types on small lots, often with limited parking. The Zoning By-law will permit infilling and redevelopment of these areas that are compatible with the existing character of the neighbourhood.

4.2 CENTRES

Centres essentially form nodes of retail, tourism, business, education and government services. Depending on their location, character and function, *Centres* may service a large regional market, or a smaller local neighbourhood. It is the intent of this Plan to provide sufficient lands in appropriate locations to ensure that all consumer and service needs can be addressed by the market.

Policies

1. High density housing is permitted only in the community of Sudbury and as outlined in the policies of this Official Plan. All housing types, excluding single detached dwellings, are permitted in the high-density residential areas to a maximum net density of 150 units per hectare. Densities in the *Downtown* may exceed this maximum, as set out in the Zoning By-law.

4.2.2 Regional Centres

Regional Centres are local and regional retail and tourism destinations and strategic core areas in northern Ontario. Three *Regional Centres* are designated based on the existing pattern of development as indicated on *Schedules 1a and 1b, Land Use Map*:

- Kingsway at Barry Downe Road / Second Avenue;
- Lasalle Boulevard at Barry Downe Road; and,
- Regent Street at Paris Street / Long Lake Road.

Traditionally linked to retail and business services, *Regional Centres* may include other uses such as medium and high density residential, as a means of utilizing existing infrastructure and achieving increased urban intensification. The intent of this Plan is to encourage planning for these areas to function as vibrant, bikeable, walkable, mixed use buildings and districts that can accommodate higher densities and provide a broader range of amenities accessible to residents and visitors.

Policies

1. Permitted uses in *Regional Centres* may include retail, service, residential **up to a maximum net density of 150 units per hectare**, institutional, recreational, entertainment, office and community-oriented activities.
2. Regional Centres shall be planned to:
 - i. Encourage a cycling and pedestrian friendly built form by locating commercial and other active non-residential uses at grade;
 - ii. Develop at transit-supportive densities;
 - iii. Provide for a mix of housing types, tenures and affordability;
 - iv. Be designed to implement appropriate transitions of density and uses to facilitate compatibility with surrounding existing lower-density neighbourhoods;
 - v. Include, where appropriate, open spaces that are either parks and/or plazas accessible to the public; and,
 - vi. Provide mobility choices and associated facilities to encourage alternate active transportation options.”

3. Reductions in parking shall be considered in order to promote a greater mix of uses and a more compact, cycling and pedestrian-friendly built form;
4. *Regional Centres* may be appropriate locations for certain light industrial uses which are conducted entirely indoors provided that appropriate landscaping and buffering can be established to shield any adjacent sensitive uses. Outside storage is not permitted unless it is for the purpose of displaying goods for retail sale.
5. When considering rezoning applications for new or expanded employment uses in *Regional Centres*, the City will have regard to the following criteria:
 - a. off-street parking can be adequately provided;
 - b. a traffic impact study may be required to identify any necessary improvements to upgrade the transportation network to ensure that traffic-carrying capacity of the road is not significantly affected;
 - c. no new access to Arterial Roads is permitted where alternate access is available. In general, entrances will be kept to a minimum and at locations with the least impact on traffic flow. The use of joint entrances will be encouraged;
 - d. pedestrian walkways will be included, with linkages to transit stops and other modes of active transportation including sidewalks and trails; and,
 - e. sewer and water services must be adequate for the site.

Programs

- ~~1. The City will explore the future location, role and function of *Regional Centres* through a city-wide *Nodes and Corridor Strategy*.~~

1.2.3 Secondary Community Node

Secondary Community Nodes meet a variety of needs and are intended to provide for a broad range and mix of uses in an area of transit-supportive densities. The Secondary Community Nodes are designated based on the role they play in the City's nodes and corridors strategy. In general, Secondary Community Nodes are nodes along the City's strategic corridors with a concentration of uses at a smaller scale than a Regional Centre. Given the function and high visibility of Secondary Community Nodes, special attention to urban design principles is essential. Siting buildings to create a sense of street enclosure, locating parking lots to the rear of buildings, screening aesthetically enhance the appearance of Secondary Community Nodes. In order to attract viable,

high-quality development, emphasis will also be placed on creating a safe and attractive cycling and pedestrian environment, as well as convenient access to public transit and greenspace. Additional policies on Urban Design are found in Chapter 14.0

Policies

1. Secondary Community Nodes shall be located on primary transit corridors and shall be planned to promote a local identity and a sense of place unique to that node and its surrounding community.
2. Permitted uses in Secondary Community Nodes may include residential, retail, office, service, institutional, recreational, entertainment, parks and community-oriented activities.
3. The mixing of uses should be in the form of either mixed use buildings with ground oriented commercial and institutional uses and residential uses above the second storey, or a mix of uses and buildings on the same development site.
4. Secondary Community Nodes shall be planned to:
 - a. encourage a cycling and pedestrian-friendly built form by locating commercial and other active non-residential uses at grade;
 - b. be the focal point for expression of community heritage and character;
 - c. develop at transit-supportive densities;
 - d. provide residential development primarily in the form of medium and high density buildings **up to a maximum net density of 150 units per hectare**, and discouraging single-detached dwellings;
 - e. provide for a mix of housing types, tenures and affordability;
 - f. included, where appropriate, open spaces that either parks and/or plazas accessible to the public;
 - g. ~~be designed to~~ implement appropriate transitions of density and uses to facilitate compatibility with surrounding existing lower-density neighbourhoods; and,

- h. provide mobility choices and associated facilities to encourage **alternative** active transportation options.
5. Reductions in parking shall be considered in order to promote a greater mix of uses and a more compact, cycling and pedestrian-friendly built form. The City may require a traffic impact study and/or a transportation demand management plan in support of the reduction in parking.

1.2.4 Regional Corridors

Regional Corridors are the primary arterial links connecting the City's Regional Centres and Secondary Community Nodes. They are a significant component of the nodes and corridors structure and provide additional opportunities for intensification. These corridors function as "main streets", each with unique characteristics and identities ~~but at lesser densities and concentrations than development within Regional Centres and Secondary Community Nodes.~~

Given the function and high visibility of Regional Corridors, special attention to sound urban design principles is essential. Siting buildings to create a sense of street enclosure, locating parking lots to the rear of buildings, screening service entrances and garbage storage, and effective landscaping can aesthetically enhance the appearance of Regional Corridors. In order to attract viable, high-quality development, emphasis will also be placed on creating a safe and attractive cycling and pedestrian environment, as well as convenient access to public transit and greenspace. Additional policies on Urban Design are found in Chapter 14.0.

Policies

1. Regional Corridors shall be located on primary transit corridors and shall be planned to promote a local identity and a sense of place unique to that node and its surrounding community.
2. Permitted uses in Regional Corridors may include medium **and high** density residential, retail, service, institutional, recreational, entertainment, parks, open spaces, office and community-oriented uses at transit supportive densities in compact, cycling and pedestrian-friendly built forms.
3. Regional Corridors shall be planned to:
 - a. provide for a mix of housing types, tenures and affordability;
 - b. encourage a cycling and pedestrian-friendly built form by locating commercial and other active non-residential uses at grade;

- c. provide residential development primarily in the form of medium and high density buildings up to a maximum net density of 150 units per hectare:
 - d. be designed to implement appropriate transitions of density and uses to facilitate compatibility with surrounding existing lower density neighbourhoods:
 - e. develop at transit-supportive densities:
 - f. function as they transit spines for the City while also facilitating other active modes of transportation; and,
 - g. in order to minimize the disruption of traffic flow along arterial roads and promote better development, small lot rezoning will be discouraged and land assembly for consolidated development will be promoted. Land assembly will reduce the need for additional driveways along arterials and can be used to promote a more consistent streetscape.
4. Reductions in parking shall be considered in order to promote a greater mix of uses and a more compact, cycling and pedestrian-friendly built form. The City may require a traffic impact study and/or a transportation demand management plan in support of the reduction in parking.

4.2.5 Town Centres

The City of Greater Sudbury is known for its diverse collection of Communities spread across a wide geographic area. Linked to the historical development of the region, each has developed a distinct character, providing a range of alternative lifestyle and housing options for residents. The existing and historic commercial centres of Communities are thus recognized as *Town Centres*. These areas will provide for the development of commercial uses to service Communities and surrounding residential neighbourhoods and rural areas. ~~The City has shown its commitment to these areas through the adoption of the Town Centre Community Improvement Plan.~~ *Town Centres* are shown on Schedules 1a, 1b and 1c, Land Use Map.

Policies

- 1. Town Centres will be planned to include a diverse mix of land uses, an appropriate range of housing types, high quality public spaces and the provision of easy access to stores, services and recreational opportunities. Town centres

will be planned as high quality areas that support active transportation and transit as outlined in Sections 11.3.2 and 11.8, and *Chapter 14.0, Urban Design*.

2. Permitted uses in *Town Centres* may include retail, offices, institutional and other related community services and activities, with the exception of the Valley East Town Centre which is addressed in Section 21.3.2.
3. Medium density residential uses up to a maximum of 30 units per building may be permitted, provided that the net residential density does not exceed 60 units per hectare subject to servicing capacity.
4. When considering rezoning applications for new or expanded uses in *Town Centres*, the City will ensure that the proposed use preserves the character of the area and is harmonious with adjacent uses and their buildings. The City will also have regard to parking requirements if applicable, traffic impacts and road access. Sewer and water services must be adequate for the site.
5. *Town Centres* may also be appropriate locations for light industrial uses. Outside storage for the display and sale of goods is permitted. Proper landscaping and buffering must also be established for light industrial uses.
6. Parking requirements for new development in *Town Centres* may be reduced where off-street municipal or privately owned communal parking facilities already exist and can accommodate additional automobiles.

Programs

- ~~1. The City will explore the future location, role and function of *Town Centres* through a city-wide *Nodes and Corridor Strategy*.~~
- ~~2. The City will monitor and adjust, as appropriate, the *Town Centre Community Improvement Plan*.~~

4.3 MIXED USE COMMERCIAL

Some areas of Greater Sudbury have been developed with a mix of land uses. Although there are some exceptions, these uses are generally concentrated along certain stretches of Arterial Roads. These areas meet a variety of needs. They also support and, in some instances, connect strategic core areas. *Designated as Mixed Use Commercial and complementary to the Secondary Community Nodes and Regional Corridors designations and shown on Schedules 1a, 1b and 1c, Land Use Map, it is the intent of*

this Plan to recognize the development potential of these areas by permitting a balance of mixed uses including commercial, institutional, residential, and parks and open space through the rezoning process. General industrial uses may also be permitted subject to their compatibility with surrounding uses and their overall visual impact on mixed use corridors (see Chapter 14.0, Urban Design). It is also the intent of this Plan to encourage these areas to support active transportation and transit.

Similar to the Secondary Community Nodes and Regional Corridors designations and given the function and high visibility of *Mixed Use Commercial* areas, special attention to sound urban design principles is essential. Siting buildings to create a sense of street enclosure, locating parking lots to the rear of buildings, screening service entrances and garbage storage, and effective landscaping can aesthetically enhance the appearance of mixed use corridors. In order to attract viable, high quality development, emphasis will also be placed on creating a safe and attractive cycling and pedestrian environment, as well as convenient access to public transit and greenspace. Additional policies on *Urban Design* are found in Chapter 14.0.

Policies

1. All uses permitted by the Plan except Heavy Industrial may be accommodated in the Mixed Use Commercial designation through the rezoning process. Uses permitted in the Mixed Use Corridor designation shall provide for a broad range of uses that serve the needs of the surrounding neighbourhoods ~~at a lesser density and concentration than Regional Corridors: and,~~
2. Where appropriate, the mixing of residential and non-residential uses on a single site is encouraged. Mixed uses should be in a form of mixed-use buildings with ground-oriented commercial and institutional uses and residential uses above the second story.
3. In order to minimize the disruption of traffic flow along Arterial Roads and promote better development, small lot rezoning will be discouraged and land assembly for consolidated development will be promoted.
4. Subject to rezoning, new development may be permitted provided that:
 - a. sewer and water capacities are adequate for the site;
 - b. parking can be adequately provided;
 - c. no new access to Arterial Roads will be permitted where reasonable alternate access is available;

- d. the traffic carrying capacity of the Arterial Road is not significantly affected;
- e. traffic improvements, such as turning lanes, where required for a new development, will be provided by the proponent;
- f. landscaping along the entire length of road frontages and buffering between non-residential and residential uses will be provided; and,
- g. the proposal meets the policies of Sections 11.3.2 and 11.8, and *Chapter 14.0, Urban Design*.

Programs

- ~~1. The City will explore the future location, role and function of Mixed Use Commercial areas through a city-wide Nodes and Corridor Strategy.~~

20.4 SOUTH END OF THE COMMUNITY OF SUDBURY

The policies set forth in this section apply to those lands shown as the South End on *Schedule 2a, *Site and Area Specific Policies**. (OPA #2)

20.4.1 Land Use Goals

With respect to land use in the South End, it shall be the goal of Council to:

- a. facilitate the orderly development of the South End;
- b. encourage the provision of a range of housing types; and,
- c. facilitate the designation of commercial and industrial development to expand the range of services and employment available in the South End.

~~**20.4.2 Objectives**~~

~~With respect to land use in the South End it shall be the objective of Council to:~~

- ~~a. encourage the concentration of commercial development in the South End Regional Centre;~~
- ~~b. ensure that the residential areas of the South End be developed to accommodate population growth for the Plan period;~~

~~c. encourage multiple family residential development along Arterial Roads served by public transit; and,~~

~~d. discourage non-contiguous development.~~

20.4.2 Concept Plans

Where a proposal is brought forward to develop only part of a land holding, a Concept Plan for the entire land holding shall be submitted with the development proposal prior to Council considering the application. The purpose of a Concept Plan shall be to assist Council in evaluating the proposal with respect to the long-term development of the site. It is intended that the Concept Plan will retain flexibility in order to respond to long-term changes in market conditions and other circumstances. A Concept Plan will show:

- a. how the development is to be generally distributed on each block;
- b. the general location and character of open space;
- c. the phasing of the development; and,
- d. the manner in which linkages to adjacent developments will be enhanced or created, entrance locations, and any road network being proposed.

20.4.3 ~~Mixed Use Commercial Access~~

Notwithstanding the policies of ~~Section 4.3 this Plan~~, no development of any kind shall be permitted which would result in any new access to Regent Street South between the Four Corners and the Southwest By-pass. All new developments shall gain access from service roads and/or shared entrances with adjacent existing developments.

20.4.12 Special Concept Areas

Special Concept Areas serve as the main entry points to the South End of the City. In order to ensure high quality development, the following policies apply to any lands designated as Special Concept Areas on *Schedule 2a, *Site and Area Specific Policies**: (OPA #2)

Policies

- 1. Special Concept Areas should be developed as integrated mixed use developments, ~~consistent with the City's Nodes and Corridors Strategy where applicable.~~

2. Proponents for the development of vacant lands within these Special Concept Areas shall submit a comprehensive development proposal. Among other matters, such plans shall indicate all proposed development, access from the Arterial Road and other necessary road linkages, internal traffic circulation and parking relationships, impacts on natural drainage, phasing, building location, orientation and design features, open space elements, trail linkages and building elevations. The City will consider the size and nature of development proposed within the Special Concept Areas prior to making a decision about the matters to be covered by the comprehensive development plan.

21.0 SITE SPECIFIC POLICIES

- 21.8 Notwithstanding anything to the contrary, the following policies shall apply to the lands described as Parcels 22155'A', 37224, 51029, 23535, 44906, 37205, 7030, 33138, 8047, 14829, 8530, 15701'A', 8497, 8375, 10087, 12712, 9523, 9143, 8388, 7750, 15985, 9184, 15943, 29390 and 17176 S.E.S. in Lot 7, Concession 1, Township of McKim:

~~a) The only permitted uses shall be:~~

~~i) retail businesses, offices and personal services;~~

~~ii) single, duplex, semi-detached or multiple dwellings and their related accessory uses.~~

- b) The maximum building height shall be two (2) storeys.
- c) Vehicular access shall not be permitted from Walford Road or Regent Street, except for those driveways that serve an existing dwelling, to the satisfaction of the City of Greater Sudbury.

Former OPA # 183