

## 700 Paris Street, Sudbury (Stage One)

Presented To:	Planning Committee
Meeting Date:	April 29, 2024
Type:	Public Hearing
Prepared by:	Wendy Kaufman Planning Services
Recommended by:	General Manager of Growth and Infrastructure
File Number:	701-6/23-04 & 751-6/23-25

## Report Summary

This report provides a Preliminary Planning Report concerning Official Plan Amendment and Rezoning applications that together would permit the development of three buildings containing 109 retirement home guest rooms and 421 multiple dwelling units with up to three levels of underground shared parking, along with 380 square metres of restaurant use.

This report is presented by Wendy Kaufman, Senior Planner.

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

## Resolution

THAT the City of Greater Sudbury directs staff to complete a review of Files 701-6/23-04 & 751-6/23-25 by 2226553 Ontario Inc. and schedule a second public hearing on this matter before the Planning Committee as outlined in the report entitled “700 Paris Street, Sudbury (Stage One)” from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on April 29, 2024.

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

The applications to amend the Official Plan and Zoning By-law are operational matters under the Planning Act to which the City is responding. The proposal demonstrates conformity with the Strategic Plan and the Community Energy & Emissions Plan because it proposes residential intensification and housing diversification within a fully serviced settlement area.

## Financial Implications

If approved, staff are unable to estimate taxation revenues as the assessment value of these three buildings (as includes retirement home and restaurant) would be determined by Municipal Property Assessment Corporation (MPAC).

Any additional taxation revenue 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.

The amount of development charges will be based on final review of the property by the Building Services department.

## **Report Overview**

Applications for Official Plan Amendment and Rezoning have been submitted in order to permit the development of three buildings containing 109 retirement home guest rooms and 421 multiple dwelling units with up to three levels of underground shared parking, along with 380 square metres of restaurant use. The site was the location of the Sudbury General Hospital from 1950 to 2010. The site is located at the intersection of Paris Street and Facer Street, and Paris Street and Boland Avenue, abutting Bell Park. A site-specific exemption to the Official Plan is required to permit a residential density of 237 units per hectare and 380.0 sqm of commercial space. Zoning relief is requested for building height, setbacks, reduced lot area per unit, and reduced courts between buildings.

The application is subject to a two-stage public hearing process. This 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 the Official Plan for the City of Greater Sudbury to permit a residential density of 237 units per hectare and 380.0 square metres of commercial space.

An application has been received to amend By-law 2010-100Z being the City of Greater Sudbury Zoning By-law from "R4(3)", High Density Residential Special to an amended "R4(3)", High Density Residential Special to permit a maximum of three buildings consisting of:

- A retirement home with a maximum of 109 guest rooms and a maximum height of 40.0 metres and 12 storeys;
- A multiple dwelling with a maximum of 199 units and a maximum height of 56.0 metres and 16 storeys;
- A multiple dwelling with a maximum of 222 units with a maximum height of 69.0 metres and 20 storeys; and
- Restaurant use up to a maximum of 380.0 square metres.

Zoning relief is requested for building height, setbacks, reduced lot area per unit, and reduced courts between buildings.

These applications would permit the development of three buildings containing 109 retirement home guest rooms and 421 multiple dwelling units with up to three levels of underground shared parking, along with 380.0 sqm of restaurant use. Separate buildings with step-backs and varying building height are proposed, rather than a slab-style building design. A range of building materials and façade treatments are proposed, such as brick, concrete, metal, and glass, and sustainable building design measures. The site design includes realigning the Paris Street driveway to align with Boland Avenue, construction of a sidewalk on the south side of Facer Street between Paris Street and Bell Park Road, the reconstruction of Bell Park Road south of Facer Street to a 6.0 m wide private driveway, widening of the sidewalk on Paris Street, and inclusion of bike lanes and a bus lay-by. The plans also include an internal sidewalk network with pedestrian connections to the proposed sidewalk on Facer Street and Paris Street. Landscaped areas with trees are proposed along the property's outer boundaries.

Building A is a 16-storey (56.0 m) multiple dwelling building at the south end of the parcel with 199 multiple dwelling units intended for market rental purposes, with 32.5% (64) 1-bedroom units, 66.5% (133) 2-bedroom units, and 1.0% (2) 3-bedroom units, all with private balconies. Amenity spaces will be provided on the first, second and thirteenth floors (common indoor and outdoor areas, gym, games room). Pedestrian access is provided via the residential lobby area at grade along Paris Street and via an entrance to the east along Bell Park Road.

Building B is a 20-storey (68.2 m) multiple dwelling building in the middle of the parcel with 222 multiple dwelling units intended for freehold condominium tenure, with 17.1% (38) 1-bedroom units, 68.0% (151) 2-bedroom units, and 14.9% (33) 3-bedroom units, all with private balconies. Amenity space will be provided on the first, thirteenth, fourteenth and twentieth floors (common indoor and outdoor areas). Pedestrian access is provided via the residential lobby at grade along Paris Street and via an entrance along Bell Park Road.

Building C is a 12-storey (40.0m) retirement home at the north end of the parcel with 109 guest rooms, all with private balconies. A total of 123.8 sqm of accessory health/medical space is proposed. The majority of the parking will be provided in a 1-storey underground parking garage, which is connected to the rest of the residential development. Six surface-level parking spaces are provided for visitor parking.

Pedestrian access is provided via the residential lobby on the ground floor along Paris Street.

A 288.0 sqm restaurant with 149.0 sqm of indoor dining and a 139.0 sqm covered rooftop terrace is proposed on the twentieth floor of Building B. It will be open to the public and include 21 surface-level parking

spaces. Pedestrian access will be provided through Building B via the main lobby at grade along Paris Street. An 85.0 sqm café/restaurant is proposed on the ground floor of Building C that will be open to the public and will include 6 surface-level parking spaces.

A total of 647 parking spaces will be located on the site. Of these, 55 surface parking spaces will be provided for the restaurant uses and visitor parking for the retirement home. A 3-storey underground parking garage is proposed, accessible from Bell Park Road and Paris Street via three points (southerly entrance at Building A, Bell Park Road entrance between Buildings A and B, northerly entrance to Building B).

The following materials were submitted in support of the application:

- Architectural Drawings and Renderings by ACK Architects (dated June 19th, 2023)
  - A1, EL.1, EL.2, EL.3, EL.3b, EL.4, EL.5, EL.6, EL.7
  - SP1, SP1.1, UG1, UG2
  - A1.1, A1.2, A1.3, A1.4, A1.5
  - A2.1, A2.2, A2.3, A2.4, A2.5, A2.6
  - A3.1, A3.2, A3.3, A3.4, A3.5
- Traffic Impact Study prepared by JD Engineering (dated December 23, 2022)
  - Transportation Demand Management embedded.
- Sun Shadow Study prepared by ACK Architects
- Preliminary Pedestrian Level Wind Assessment prepared by Theakston Environmental (dated September 19, 2023)
- Geotechnical and Rock Probe Investigation (dated August 10, 2016) and related geotechnical email from Building Services (April 24th, 2023)
- Conservation Authority 3:1 Slope Correspondence (dated June 2023)
- Sanitary & Water Capacity Analysis Response Letter (dated October 17, 2023)
- Planning Justification Report (Dated December 2023)
- Source Water Protection Application

**Existing Zoning:** “R4(3)”, High Density Residential Special

**(c) R4(3) (210 MULTIPLE DWELLING UNITS)**  
**McKim Township Maps Lot 5, Con 2; Lot 5, Con 3**

Notwithstanding any other provision hereof to the contrary, within any area designated R4(3) on the *Zone Maps*, all provisions of this By-law applicable to the **R4 Zone** shall apply subject to the following modifications:

- i) The *lot line* abutting Paris Street shall be deemed to be the *front lot line*;
- ii) The only permitted uses shall be *multiple dwellings* with a maximum of 210 *dwelling units* of which, a maximum of 85 *dwelling units* shall be permitted in a new *building* to be located on the *lot* after November 20, 2012;
- iii) The maximum number of *multiple dwelling buildings* permitted on the *lot* shall be two;
- iv) The *existing building* as located on the *lot* shall be permitted and the enlargement of the *existing building* shall be permitted within the *setbacks* to the *existing building*;
- v) Notwithstanding (iv) above, the maximum addition permitted to the *existing* helipad structure shall be one *storey* located above the helipad platform;
- vi) The minimum *setback* from Facer Street to a *multiple dwelling* shall be 55 metres;

- vii) The minimum *setback* from the *rear lot line* and *interior side lot line* to a *parking structure* shall be 2 metres;
- viii) The minimum *setback* from the *rear lot line* and *interior side lot line* to *multiple dwelling units* in a *building* located above a *parking structure* shall be 7.5 metres;
- ix) The maximum *building height* shall be eight *storeys* and 32 metres;
- x) The minimum *setback* from the *front lot line* to a *multiple dwelling* comprising a new *building* to be located on the *lot* after November 20, 2012, shall be 11.3 metres;
- xi) The maximum number of surface *parking spaces* on the *lot* not including *loading spaces* shall be 20;
- xii) The minimum width of a *landscape strip abutting* Paris Street shall be 2.6 metres and from Paris Street to the *existing building* the minimum width of the *landscape strip* shall be 1.3 metres;
- xiii) Loading spaces shall also be permitted in the *corner side yard*.

**Requested Zoning:** Amended “R4(3)”, High Density Residential Special

**(c) R4(3) (MULTIPLE DWELLING UNITS AND RETIREMENT HOME)  
McKim Township Maps Lot 5, Con 2; Lot 5, Con 3**

Notwithstanding any other provision hereof to the contrary, within any area designated R4(3) on the *Zone Maps*, all provisions of this By-law applicable to the **R4 Zone** shall apply subject to the following modifications:

- i) The only permitted *uses* shall be:
  - (a) a *retirement home* with a maximum of 109 *guest rooms* and a maximum *height* of 40.0 metres and 12 *storeys*;
  - (b) a *multiple dwelling* with a maximum of 199 *dwelling units* and a maximum *height* of 56.0 metres and 16 *storeys*;
  - (c) a *multiple dwelling* with a maximum of 222 *dwelling units* and a maximum *height* of 69.0 metres and 20 *storeys*; and
  - (d) *restaurant uses* not to exceed a maximum *net floor area* of 380.0 square metres.
- ii) The *lot line* abutting Paris Street shall be deemed to be the *front lot line*;
- iii) The *lot line* abutting Facer Street shall be deemed to be the *corner side lot line*;
- iv) The *lot line* opposite the front lot line shall be deemed the *rear lot line*;
- v) Any *lot line* not deemed a *front, exterior side, or rear lot line* shall be deemed to be an *interior side lot line*;
- vi) The minimum *corner side yard setback* shall be 18.0 metres from Facer Street;
- vii) The minimum *rear yard setback* shall be 0.0 metres;
- viii) The minimum *interior side yard setback* shall be 0.0 metres;

- iv) A minimum lot area of 41 square metres per *multiple dwelling unit* shall be required;
- and
- v) The minimum *required court* shall be 15.0 metres between *buildings*.

**Location and Site Description:**

The subject lands are described as PINs 73584-0652 & 73591-0047, Part 2, Plan 53R-3947, Part of Lot 5, Concessions 2 & 3, Township of McKim (700 Paris Street, Sudbury). The lands are located at the intersection of Paris Street and Facer Street, and Paris Street and Boland Avenue, abutting Bell Park. The lands have an area of 1.78 ha (4.42 acres) with approximately 70 m (230 feet) of frontage on Facer Street and 220 m (725 feet) frontage on Paris Street.

The site was the location of the Sudbury General Hospital from 1950 to 2010, when the hospital services were combined with the one-site hospital now known as Health Sciences North. The land was subsequently purchased by the applicant. The site is currently occupied by the former hospital building which varies in height up to six storeys facing Paris Street and up to eight storeys facing Bell Park.

Paris Street is a primary arterial road in this location, and the lands are serviced with municipal water and sanitary sewer. The lands are located on a transit route with stops located on both sides of Paris Street in this location.

To the west of Paris Street and north of Facer Street is a well-established low density residential neighbourhood with dwellings dating from the early 1900s. To the south and east are City-owned parklands known as Bell Park. A City-owned parking lot consisting of approximately 290 spaces abuts to the south of the subject lands. Access to the City parking lot currently crosses the applicant's lands at the driveway entrance onto Paris Street.

The subject lands are with the Source Water Protection Intake Protection Zone 1 and 2 with a Vulnerability Score of 10 and 9. Water/Wastewater staff has advised that no activity or activities engaged in or proposed to be engaged in on the above noted property are considered to be significant drinking water threats at this time.

**Surrounding Land Uses:**

The area surrounding the site includes:

- North: Facer Street, low density residential use
- East: Bell Park and Bell Park Road
- South: City-owned parking lot
- West: Paris Street, low density residential use, vacant land zoned R1-5

**Previous Planning Applications**

In 2012, Council approved the subject lands to be rezoned from "I", Institutional and "P", Park to "R4", Residential High Density to permit the development of 210 units with a 332-space parking garage and a further 20 parking spaces at grade along with site-specific relief ([File 751-6/12-14](#)). The proposal originally included a wellness centre and a 418 sqm restaurant on the former helipad, but the commercial uses were removed from the proposal following public consultation and concerns raised regarding commercial use. A holding provision was used to require an agreement be entered into regarding reciprocal access agreements between the owner and the City for Bell Park Road, which crosses both City lands and the subject lands, and

which is used by both parties. The hold was lifted following the parties entering into the agreement, which will require the granting of the easements as part of the required site plan process.

### **Public Consultation:**

The notice of complete application was circulated to the public and surrounding property owners on January 29, 2024 to properties within 122 m of the subject lands. The statutory notice of the Stage 1 public hearing was provided by newspaper on April 6, 2024. A courtesy mail-out was circulated to the public and surrounding property owners on April 4, 2024.

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.

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.

Policy 1.1.1 states that healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; and
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

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 1.1.3.3 states that 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.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.1.3.5 states that planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.

Policy 1.1.3.6 states that 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.

Policy 1.3.1 states that planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; and
- d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4.

Policy 1.4.3 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- b) permitting and facilitating:
  - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
  - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for residential intensification, redevelopment and new



residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Policy 1.7.1 states that long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce; and
- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities.

Policy 1.8.1 states that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion; and
- g) maximize vegetation within settlement areas, where feasible.

Policy 2.2.1 states that planning authorities shall protect, improve or restore the quality and quantity of water by:

- f) implementing necessary restrictions on development and site alteration to:
  - 1. protect all municipal drinking water supplies and designated vulnerable areas; and
- i) ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.

### **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, which speaks broadly to the provision of housing. These applications conform to or do not conflict with the GPNO.

### **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. At the time of writing this report, the City is considering an official plan amendment related to Phase 2 of the City's Nodes and Corridors Strategy. This strategy identifies Paris Street as a corridor, though no changes to the designation are proposed in the draft amendment.

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. Intensification and development within the built boundary is encouraged.

Section 2.3.3 encourages all forms of intensification and establishes a 20% residential intensification target. Intensification will be encouraged on sites with suitable existing or planned infrastructure and public service facilities. Intensification will be compatible with the existing and planned character of an area in terms of the size and shape of the lot, as well as the siting, coverage, massing, height, traffic, parking, servicing, landscaping, and amenity areas of the proposal. Intensification is encouraged on sites that are no longer viable for the purpose for which they were intended such as former institutional sites. Section 2.3.3.9 establishes that the following criteria, amongst other matters, may be used to evaluate applications for intensification:

- a. the suitability of the site in terms of size and shape of the lot, soil conditions, topography and drainage;
- b. the compatibility proposed development on the existing and planned character of the area;
- c. the provision of on-site landscaping, fencing, planting and other measures to lessen any impact the proposed development may have on the character of the area;
- d. the availability of existing and planned infrastructure and public service facilities;
- e. the provision of adequate ingress/egress, off street parking and loading facilities, and safe and convenient vehicular circulation;
- f. the impact of traffic generated by the proposed development on the road network and surrounding land uses;
- g. the availability of existing or planned, or potential to enhance, public transit and active transportation infrastructure;
- h. the level of sun-shadowing and wind impact on the surrounding public realm;
- i. impacts of the proposed development of surrounding natural features and areas and cultural heritage resources;
- j. the relationship between the proposed development and any natural or manmade hazards; and,
- k. the provision of any facilities, services and matters if the application is made pursuant to Section 37 of the Planning Act..

Section 3.2 outlines general policies applied to Living Areas.

Section 3.2(2) states that 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.

Section 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.

Section 3.2 (6) states that local institutional uses such as retirement homes, that are compatible with the residential function of neighbourhoods are allowed in all Living Area designations.

Section 3.2(9) states that 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 m<sup>2</sup> 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.

Section 3.2.1 outlines policies for the Living Area 1 designation.

Section 3.2.1 states that 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. 4. 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 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.

Policy 3.2.1(6) states that 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 4.4 provides policies for institutional areas. Policy 4.4(3) states that rezoning applications related to the conversion of surplus institutional buildings and the rezoning of vacant lands held by institutions will be considered based on the following criteria:

- i. the need for such lands or buildings for other public uses, and their long-term value to the community;
- j. the compatibility of the proposed uses with surrounding land uses and the intent of the policies in this Official Plan with respect to the proposed use;
- k. for conversion to residential uses, the appropriateness of the proposed density; and,
- l. the policies of Sections 2.3.2, 11.3.2 and 11.8, and Chapters 13.0 Heritage Resources and 14.0 Urban Design.

Policy 7.3.1(7) enables the City to require the dedication of land for park or other recreational purposes in accordance with the provisions of Section 42 of the Planning Act. The Planning Act establishes that the conveyance or payment in lieu of parkland for residential developments may be calculated as 1 hectare per 600 dwelling units, but shall not exceed 10% of the land or the value of the land.

Policy 8.3.1(1) states that development, certain land use activities and public works within the vulnerable areas will conform with the policies on List A of the Greater Sudbury Source Protection Plan.

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. Urban design and community development that facilitates the provision of public transit will be promoted. 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. Buildings should be sited as close to the street as possible to reduce walking distances for transit users. Pedestrian walkways, intersections of major roads, and pedestrian access systems are to be integrated with transit stops, and wherever possible, connected to trail systems.

Residential intensification and conversion of surplus institutional buildings projects are also subject to the urban design policies set out under Section 14.4. Policy 1 states that development and intensification will be located an 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.

Policy 14.4(2) states 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.

Policy 14.7(1) states that new land uses or design features that would detract from the enhancement of

major focal point areas within the City, such as Science North, the Big Nickel, Bell Park, Tom Davies Square and Laurentian University are discouraged. The open space character and natural aesthetic environment of the Paris Street corridor, especially that section between Walford Road and York Street, will be preserved and enhanced. In particular, the view corridor to and from Science North will be protected.

Policy 14.7(5) states that view corridors to lakes should be preserved.

Policy 14.9(1) states that the City will encourage urban design solutions that minimize non-renewable resource consumption, maximize the use of renewable energy and takes into account the impact of climate change by:

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

Policy 16.2(1) states that it is a policy of this plan to support development that is age-friendly including the creation of smaller, unique, shared and transitional housing opportunities for an aging population through the rezoning process, where necessary, promotes 'aging in place' and is in close proximity to amenities and services in the Downtown, Regional Centres, Town Centres and Mixed Use Commercial areas.

Policy 17.2 (1) states that to encourage a greater mix of housing types and tenure, it is policy of this Plan to:

- a. encourage a wide range of housing types and forms suitable to meet the housing needs of all current and future residents;
- b. encourage production of smaller (one and two bedroom) units to accommodate the growing number of smaller households;
- c. promote a range of housing types suitable to the needs of senior citizens; and
- e. support new development that is planned, designated, zoned and designed in a manner that contributes to creating complete communities – designed to have a mix of land uses, supportive of transit development, the provision of a full range of housing including affordable housing, inclusive of all ages and abilities, and meet the daily and lifetime needs of all residents.

### **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).

The zone standards for retirement homes and multiple dwellings in the R4 zone are similar, with the same minimum 30.0 m lot frontage and 45.0 m lot depth required, as well as 15.0 m front yard setback, and 10.0 m corner side yard setback. The interior side yard setback is 10.0 m + 1.0 metre for each storey > five storeys above finished grade, which is 28 m from the rear lot line (10.0 m + 18.0 m for 23 storeys), and 21 m from the southerly lot line (10.0 m + 11.0 m for 16 storeys). Maximum lot coverage is 50%, and the minimum landscaped open space is 30%.

The minimum lot area for a multiple dwelling is 65.0 sqm per unit, and the minimum lot area for a retirement home is 1350.0 sqm.

The maximum building height is 20.0 m for a retirement home, and 63.0 m for a multiple dwelling.

Court requirements are only applicable to multiple dwellings and require that opposing walls of one or more multiple dwellings on the same lot to be not less than 15.0 m where both walls contain balconies or windows

into a habitable room.

A 10% parking rate reduction applies because the site is adjacent to a GOVA transit route. The parking requirements for each use are listed as follows:

- Two multiple dwelling: 1.5 spaces/unit =  $199 \times 1.5$  and  $222 \times 1.5 - 10\% = 269$  and 300
- Retirement home: 4 spaces, plus 0.5 parking spaces for each of the first 30 guest rooms, plus 0.25 parking spaces for each additional guest rooms plus 1/20 sqm gross floor area used for medical, health or personal services – 10% =  $4 + (0.5 \times 30) + (0.25 \times 79) + (1/20 \times 123.8) - 10\% = 41$
- Café and Restaurant: 1/12.5 sqm net floor area =  $1/12.5 \times 80$  and  $1/12.5 \times 288 - 10\% = 6$  and 21

Accessible spaces are required to be provided at the rate of 1 space per every 50 spaces or part thereof. One loading space is required for a multiple dwelling containing 50 or more dwelling units. Bicycle parking for a multiple dwelling shall be provided at the rate of 0.5 spaces per dwelling unit. Bicycle parking for an institutional use, which includes a retirement home, shall be provided at the rate of 2 spaces on a lot, plus 1 space per 500 sqm gross floor area to a maximum requirement of 24 per lot. Parking is not permitted to be located in the required front or corner side yard.

#### **Site Plan Control:**

Further to comments from Development Engineering, a site plan control agreement was registered on the property on October 7, 2014, which aligns with the previous rezoning application approved in 2012. The proposed development will be subject to site plan control if approved, and an amended site plan control agreement will be required. This amendment will address, but is not limited to, the upgrades required to the transportation network, site servicing, site grading, and stormwater management.

#### **Department/Agency Review:**

No concerns were raised by Roads Operations, Drainage Section, Strategic and Environmental Planning, Water/Wastewater – Source Water Protection, Conservation Sudbury, or Transit.

Development Engineering has provided the following comments:

- A water and sewer capacity analysis was performed and municipal water and sewer are available within the road right of way and is able to facilitate the requested development.
- There is a registered site plan control agreement dated October 7, 2014. This agreement will need to be amended to reflect the newly proposed development.
- It is our understanding that there are upgrades to the transportation network as a result of this development. It is our opinion that a holding designation be placed on the zoning such that the required upgrades would need to be made at the time of development of the site plan by way of an offsite servicing agreement.
- Based on the requested rezoning and amendment to the Official Plan, Development Engineering has no objection provided that development proceed by way of amendment to the site plan control agreement. This amendment will address, but not limited to, the upgrades required to the transportation network, site servicing, site grading, and stormwater management.

Roads Section has no concerns with the proposed reconstruction of Bell Park Road or the use of the road to service the proposed site, and does not support this road becoming a publicly maintained road. Property along the frontage of Paris Street and Facer Street will be required to be transferred to the City. The south side of Facer Street will be required to be upgraded to an urban standard from Paris Street to Bell Park Road.

Transportation & Innovation Services staff has reviewed the Traffic Impact Study and has concerns with vehicles trying to access Facer Street or McNaughton Street via Paris Street as no left turn lane is provided on Paris Street. When the Hospital site was in operation both intersections had a high instance of collisions

due to left turning vehicles. For this reason, the access to the site from Bell Park Road shall be limited to service vehicles only. All residents, visitors and patrons must access the parking garage from the intersection of Boland Avenue and Paris Street. In addition, Facer Street at Paris Street is required to be modified to permit right-in, right-out turning movements only.

It is noted that in the 2032 total traffic projections (with improvements) the following movements are operating at level of service (LOS) 'E'. The City requires that any movement with LOS 'E' be addressed further.

- Paris Street @ Brady Street: eastbound left (EBL) PM Peak (LOS 'C' in 2032 background)
- Paris Street @ John Street: westbound through (WBT) PM Peak (LOS 'D' in 2032 background)
- Paris Street @ Boland Avenue: southbound left (SBL) PM Peak (LOS 'A' in 2032 background)

In addition to the Paris Street at Boland Avenue intersection operating at LOS 'E' for the SBL movement, it is also noted that the projected 95th percentile queue exceeds the available storage capacity of the left turn lane. Staff is concerned this will result in motorists choosing to use Facer Street as an alternative access to the site, as well, the left turn queue will block through movements at the intersection. For these reasons the south bound left turn lane storage length must be extended to match the anticipated queue lengths.

Active transportation staff has commented that transportation demand management measures also include the promotion of the City's ride share program "Smart Commute", and that the Paris/Notre Dame Bikeway project will need to be incorporated into the site plan.

Building Services has commented on the loading space for Building C, which can be addressed through refinement of the site plan. The applicant is advised that at time of building permit review and site plan agreement review, verification will be required for the construction of the retirement home in conformance with the Retirement Homes Act and the Zoning By-law. Further By-law requirements may need to be addressed upon submission of complete building plans.

Leisure Services has advised that The City will be seeking cash-in-lieu for parkland dedication as permitted under the Planning Act.

### **Preliminary Planning Review and Considerations:**

Further to comments from Development Engineering and Transportation & Innovation pertaining to road improvement requirements, a holding symbol will be recommended to ensure that required upgrades are made at the time of development of the site.

Staff has advised the proponent on March 19, 2024 that the following information is required to be provided for staff to review prior to scheduling the second public hearing:

- Further to comments from Transportation & Innovation, updates to the Traffic Impact Study are required to address the three intersection movements operating at a level of service 'E'.
- Peer review of the submitted Preliminary Pedestrian Level Wind Assessment prepared by Theakston Environmental (dated September 19, 2023).

### **Conclusion:**

It is recommended that Staff completes the review of Files 701-6/23-04 & 751-6/23-25 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.