

700 Paris Street, Sudbury (Stage Two)

Presented To:	Planning Committee
Meeting Date:	November 25, 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 recommendation regarding 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.

Resolutions

Resolution 1:

THAT the City of Greater Sudbury approves the application by 2226553 Ontario Inc. to amend the City of Greater Sudbury Official Plan to permit a residential density of 237 units per hectare and 380.0 square metres of commercial space on lands described as PINs 73584-0652 & 73591-0047, Part 2, Plan 53R-3947, Part of Lot 5, Concessions 2 & 3, Township of McKim as outlined in the report entitled "700 Paris Street, Sudbury (Stage Two)", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on November 25, 2024.

Resolution 2:

THAT the City of Greater Sudbury approves the application by 2226553 Ontario Inc. to amend Zoning By-law 2010-100Z by changing the zoning classification from "R4(3)", High Density Residential Special to an amended "R4(3)", High Density Residential Special, on lands described as PINs 73584-0652 & 73591-0047, Part 2, Plan 53R-3947, Part of Lot 5, Concessions 2 & 3, Township of McKim, as outlined in the report entitled "700 Paris Street, Sudbury (Stage Two)", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on November 25, 2024, subject to the following conditions:

1. That the amending by-law include the following site-specific provisions:

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.

2. That an "H", (Holding) symbol be applied to the zoning limiting development to the uses which legally existed on the date prior to the By-law applying the "H" Holding symbol is enacted until the owner has entered into an agreement with the City of Greater Sudbury with respect to undertaking the upgrades to the transportation network required as a result of this development to the satisfaction of the Director of Planning Services.

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 is consistent with the goals and objectives of the Strategic Plan by contributing to the housing-related goals by adding to the range and mix of housing available in this area. 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. The proposal is also consistent with the goals and objectives of the Strategic Plan by providing opportunities to diversify the employment base. The application also supports business retention and growth by expanding the uses permitted at the site. Overall, the application aligns with the Community Energy and Emissions Plan by supporting the strategy of creating compact, complete communities.

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 square metres of commercial space. Zoning relief is requested for increased building height, reduced setbacks, reduced lot area per unit, and reduced courts between buildings.

The applications are subject to a two-stage public hearing process, the first of which was completed on April 29, 2024 to obtain input on the proposal. The applications are now being recommended for approval as described in the Resolution section of this report.

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 increased building height, reduced 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 square metres 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 (40.0 m) retirement home at the north end of the parcel with 109 guest rooms, all with private balconies. A total of 123.8 square metres 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 square metre restaurant with 149.0 square metres of indoor dining and a 139.0 square metre 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 square metre 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.

The Planning Justification Report states that a total of 647 parking spaces will be located on the site (648 are noted on the site plan). 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:

Stage 1:

- 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

The applicant has worked to respond to the City's comments and the following additional materials are now available:

- Traffic Impact Study Addendum prepared by JD Engineering (dated August 26, 2024)
- Peer Review of Wind Assessment prepared by SLR Consulting (dated April 9, 2024)
- Updated Preliminary Pedestrian Level Wind Assessment prepared by Theakston Environmental (dated April 16, 2024)
- Peer Review of Wind Assessment prepared by SLR Consulting (dated April 23, 2024) confirming agreement with the Updated Wind Assessment

In addition to the Official Plan Amendment and Zoning By-law Amendment, detailed site plan control agreement and building permit processes are required to be completed prior to the development of the site.

Existing Official Plan Designation: Living Area 1

The Living Area 1 designation permits a range of residential uses and neighbourhood-based institutional uses such as retirement homes. A maximum net residential density of 150 units per hectare is permitted. Commercial use is restricted to small-scale commercial uses that are intended to serve the convenience needs of local residents, limited to a maximum of 150 square metres of floor space per location.

Requested Official Plan Amendment: A site-specific exception to the Living Area 1 policies is requested to permit a residential density of 237 units per hectare and 380.0 square metres of commercial space.

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 two transit routes, being #1 Main Line to South End and #4 LU via Paris to Downtown, with stops located on both sides of Paris Street in this location. Route #1 is a high frequency route, with Monday to Friday service provided every 15 minutes, and at 30 minute or 15 minute intervals on Saturday and Sunday. Route #4 provides service Monday to Friday in the morning and afternoon at 30 minute intervals (no weekend service). A bus lay-by area is included on the concept plan. The lands are in close proximity to the City's Downtown and are approximately 2 kilometres (20 minute walk) from the Downtown Transit Hub. The Paris/Notre Dame Bikeway will be located adjacent to the site on Paris Street.

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 square metre 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 statutory notice of the Stage 2 public hearing was provided by newspaper on November 2, 2024. A courtesy mail-out was circulated to the public and surrounding property owners on October 31, 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.

The City has received eight (8) written submissions to date which are attached for review. Two individuals provided verbal comments at the Stage 1 public hearing.

Policy & Regulatory Framework:

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

- [2024 Provincial Planning Statement \(PPS\)](#)
- [2011 Growth Plan for Northern Ontario](#)
- [Official Plan for the City of Greater Sudbury, 2006](#)
- [Zoning By-law 2010-100Z](#)

Provincial Planning 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 Planning 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 Planning Statement.

Policy 2.1.6(a) states that planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs.

Policy 2.2.1 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected 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 wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

Policy 2.3.1.1 states that settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

Policy 2.3.1.2 states that land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation;
- d) are transit-supportive, as appropriate; and
- e) are freight-supportive.

Policy 2.3.1.3 states that planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Policy 2.3.1.4 states that planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

Policy 2.3.1.6 states that planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

Policy 2.8.1.1 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 intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities.

Policy 2.9.1 states that planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities; and
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality.

Policy 3.3.1 states that planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.

Policy 3.6.2 states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

Policy 3.6.8 states that planning for stormwater management shall:

- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- d) mitigate risks to human health, safety, property and the environment;
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

Policy 3.9.1 states that healthy, active, and inclusive communities should be promoted by:

- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

Policy 4.2.1 states that planning authorities shall protect, improve or restore the quality and quantity of water by:

e) implementing necessary restrictions on development and site alteration to:

1. protect all municipal drinking water supplies and designated vulnerable areas; and
2. protect, improve or restore vulnerable surface and ground water, and their hydrologic functions.

Growth Plan for Northern Ontario:

Municipalities in the Province of Ontario are required under Section 3 of the *Planning Act* to ensure that decisions affecting planning matters conform with the Growth Plan for Northern Ontario. The application is considered to conform to Growth Plan policies which encourages municipalities to support and promote healthy living by providing for communities with a diverse mix of land uses, a range and mix of employment and housing types, high-quality public open spaces, and easy access to local stores and services. Staff has reviewed the planning matters contained within the Growth Plan for Northern Ontario and is satisfied that the application conforms to and does not conflict with the Growth Plan for Northern Ontario.

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. The lands are located within the settlement area and within the built boundary of the City. Since the time of application, the City has now passed Official Plan Amendment No. 119 which implements Phase 2 of the City's Nodes and Corridors Strategy. This strategy identifies Paris Street as a corridor, and though no changes to the designation of the subject lands were made, the amendment removed the principle of permitting high density housing in the Living Area 1 designation. Staff is of the view that the Official Plan policies that were in effect at the time of the application should form the basis of the review, though regardless of this policy change, an official plan amendment is required to enable the development.

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 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.

Section 3.2.1 outlines policies for the Living Area 1 designation.

Section 3.2.1 as written at the time of application, stated that high density housing is permitted only in the community of Sudbury. All housing types, excluding single detached dwellings, were 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. 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) (now numbered 3.2.1(5)) 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) 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 and organized to fit with its existing or planned context. It will frame and support adjacent streets, parks and open spaces to improve activity, comfort and safety by:

- a. generally locating buildings parallel to the street or along the edge of a park or open space with a consistent front yard setback. On a corner site, development and intensification should be located along both street frontages and give prominence to the corner. On a site that terminates a street corridor, the development should acknowledge the prominence of that site;
- b. massing buildings to define the edges of streets, parks and open spaces in good proportion;
- c. creating appropriate transitions in scale to neighbouring existing or planned buildings;
- d. locating main building entrances so that they are clearly visible and easily accessible from the public sidewalk;
- e. providing ground floor uses that have views into surrounding streets, parks and open spaces; and,
- f. minimizing shadowing and uncomfortable wind conditions on surrounding streets, parks and open spaces to preserve their utility.

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 14.4(3) states that development and intensification will provide amenity for adjacent streets, parks and open spaces by making these areas attractive, interesting, safe comfortable and functional by:

- a. improving adjacent boulevards and sidewalks through sustainable design elements including without limitation trees, shrubs, plantings or other ground cover, permeable paving materials, street furniture and bicycle parking facilities.
- b. coordinating landscape improvements in setbacks to create attractive transitions from the private to public realm;
- c. providing, where appropriate, weather protection such as canopies and awnings;
- d. providing landscaped open space within the development site;
- e. landscaping the edges of surface parking lots along streets, parks and open spaces to define edge condition and provide screening;
- f. providing safe pedestrian routes and landscaped areas within surface parking lots; and,

- g. providing bicycle parking facilities and, where appropriate, public transit infrastructure, within the development site.

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
- f. 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).

Retirement homes and multiple dwellings are permitted as-of-right in the "R4", High Density Residential zone. 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 equivalent to 50 percent of the height of the higher of such walls but 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 = 199×1.5 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, there is currently a site plan control agreement registered on the property, which aligns with the previous rezoning application approved in 2012 (dated October 7, 2014 and registered May 19, 2016). 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. Urban design, landscaping and Crime Prevention Through Environmental Design (CPTED) principles will also be reviewed further through the site plan control process. Site lighting may not exceed 1 foot-candle at the property line.

If blasting is required, a rock blasting report prepared by an Engineer with a minimum of 5 years of rock blasting experience must be provided for review to the satisfaction of the Chief Building Official prior to any removal of rock by blasting. The purpose of the rock blasting report is to ensure that all rock blasting, removal, and any proposed rock faces are constructed in a safe manner that does not negatively impact the surrounding properties and provides for the long-term stability of any rock faces.

While a formal Risk Management Plan under the Clean Water Act is not required for the proposed use given no significant threats to drinking water quality are proposed, it is important to note that standard stormwater management quality and quantity controls as directed by the [Ramsey Lake Subwatershed Study and Master Plan](#) will be required to be implemented through the site plan control process. In terms of quality control, on-site enhanced stormwater quality control (long-term sediment removal efficiency of 80%) is required for all impervious areas, and snow storage areas must be indicated and must be directed to the quality control facility. In terms of quantity control, where the development is located within the Ramsey Lake Source Water Protection Area, on-site post to 20% reduction in pre-development storm water peak flow control is required for all storm events up to the higher of the 100-year or Timmins Storm.

Department/Agency Review:

Comments from staff presented at the Stage 1 hearing included the following:

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 Support 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.

Comments from staff following circulation of the Traffic Impact Study Addendum include the following:

Roads Section advises that the owner should be aware that as part of the site plan an irregular piece of property will need to be transferred to the City along the frontage of Paris Street and Facer Street. The provided sketch appears to show this new right-of-way limit. As well, Facer Street will be required to be upgraded to an urban standard, on the south side, from Paris Street to Bell Park Road.

Transportation & Innovation Support advises we have reviewed the Traffic Impact Study Addendum and have no further concerns.

The Addendum shows that surface level parking can now be accessed via the Boland Street intersection (previously only accessible from Facer). Facer Street at Paris Street will be modified to permit right-in, right-out turning movements only. The use of Bell Park Road will be restricted to surface-level parking for visitors, and access to the parking garage for service vehicles only. All residents, visitors and patrons will only be able to access the parking garage from the Boland Street intersection. Level of service (LOS) 'E' intersection issues and storage capacity of the left turn lane at Boland and Paris have been resolved through improved signal timing optimization.

Planning Analysis:

Planning staff circulated the development application to internal departments and external agencies. The PPS (2024), the Growth Plan (2011), and Greater Sudbury Official Plan, and other relevant policies and supporting guidelines were reviewed in their entirety. The following section provides a planning analysis of the application in respect of the applicable policies, including issues raised through agency circulation.

As part of the Stage 1 review, staff identified that updates to the Traffic Impact Study and a peer review of the Preliminary Pedestrian Level Wind Assessment were required. These have now been received and reviewed by staff.

The subject lands are currently designated Living Area 1 in the Official Plan and are zoned to permit high density residential use. The applications propose a higher residential density comprised of 421 multiple dwelling units where 210 are currently permitted, along with the development of 109 retirement home guest rooms and 380 square metres of restaurant use.

This proposal represents a significant mixed-use development which will contribute to the City's goals related to the appropriate location of growth and development with respect to Provincial and Official Plan policy, as well as the City's goal of creating a compact and complete community in order to minimize impacts on climate change. Staff recommends that the applications are consistent with and conform 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.

While the principle of the use of the site for 210 dwelling units has already been established through a previous application, the proposal for 421 multiple dwelling units as well as 109 retirement home guest rooms is a substantial increase, the technical merits of which are reviewed in further detail below. However, in terms of broad policies, the Official Plan encourages all forms of intensification and approval of this application will help to achieve the City's 20% intensification target. Both the PPS and the Official Plan encourage municipalities to provide a range and mix of housing types and densities. The Official Plan identifies a key housing goal is to maintain a balanced mix of ownership and rental housing, and to encourage a greater mix of housing types and tenure. The proposal represents an opportunity to provide additional rental units or condominium units, and staff recommends that this proposal is consistent with and conforms to these policies. Further, this proposal supports 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. The retirement home component will also contribute to the availability of housing types in this area, and the City as a whole.

In terms of the principle of the use, staff is also supportive of permitting commercial use in the form of a restaurant at this site. In proposing a commercial use, the application aligns with PPS section 1.3 that requires planning authorities to provide for a mix and range of employment uses, and policy 1.7.1(a) which promotes opportunities for economic development. The restaurant and café uses are considered to be compatible with the residential and retirement home uses on the site, as well as the surrounding uses. The addition of the restaurant use results in a 'mixed use' development, which provides an amenity for residents and the surrounding neighborhood, potentially reducing the need to travel off-site for restaurant services. It is also located on an arterial road with high frequency transit, which increases the ease of access to the site generally and enables the use of the restaurant facilities by others in the community.

Staff recommends that the subject lands are an appropriate location for intensification. PPS section 1.1.3 requires land use patterns that are appropriate for the infrastructure and public services which are planned and available. There are full municipal services with adequate capacity available. Paris Street is a primary arterial road serviced by high-frequency public transit. A sidewalk is available on both sides of Paris Street. Employment opportunities and commercial areas are available in the Downtown, the centre of which is within 2 kilometres. The development is considered to be compatible with Bell Park, which is an important community amenity that will be available to residents.

Staff recommends that the proposed residential density is appropriate. The proposed residential density of the site is calculated at 237 units per hectare based on 421 multiple dwelling units proposed. The Official Plan currently permits a density of 150 units per hectare (or 267 dwelling units). The retirement home component of the application, while providing a form of housing, is defined under the zoning by-law 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). As such, retirement homes are not formally included in residential density calculations. The site is an appropriate location for increased density given it is located along a main arterial road with public transit and active transportation facilities, in the heart of the City within close proximity to the Downtown and a major amenity in the form of Bell Park. The surrounding infrastructure is capable of supporting the proposed density, with improvements to transportation network required. The site concept plan demonstrates that the site can accommodate the proposed development, or in other words, is suitable for the proposed uses. The development is considered compatible with the surrounding neighbourhood and considering the results of the sun-shadow and wind study reviewed below. Staff recommends that the proposed density is appropriate, and in the public interest. Permitting increased density and intensification in this location aligns with the Community Energy and Emissions Plan by supporting the strategy of creating compact, complete communities and directing development to fully serviced settlement areas to promote the long-term financial health of the municipality. This scale of development has the potential to increase the walkability of this neighbourhood and have a positive and meaningful impact on the commercial Downtown core.

The Official Plan establishes criteria for the review of rezoning applications for intensification, for rezoning in the Living Area 1 designation, and for rezoning to permit the conversion of surplus institutional buildings. Regarding the policies applicable to surplus institutional buildings, staff acknowledges that the building is not being converted and the lands are no longer held by an institution, though is of the opinion that these criteria still apply to the project. Staff has reviewed these overlapping criteria as follows:

- Suitability of the site including parking: The concept plan demonstrates that adequate on-site parking as required by the City's zoning by-law, lighting, landscaping, and amenity areas can be provided for the proposed mix of uses. The reduced rear, interior side yard setback and court requirements requested will enable the efficient use of land on this site and efficient access to Bell Park Road, and will not have a negative impact on adjacent Bell Park lands over the longterm. Further to comments from Building Services regarding a deficient loading space associated with Building 'C', site specific relief is not recommended and this can be addressed through the detailed site plan process.

- Compatibility with the surrounding neighbourhood: Staff is of the opinion that the proposed uses are more compatible with the surrounding neighborhood than the former hospital use. Staff has no concerns regarding compatibility with the surrounding neighbourhood in terms of siting, setbacks, and the location of parking and amenity areas. In terms of impacts on the park, the short term impacts of reconstruction of Bell Park Road and construction in proximity to the property boundary are acknowledged, though over the long term are considered to be compatible uses.
- The provision of landscaping to lessen any impacts on neighbourhood character: The concept plan demonstrates that the proposal will comply with the development standards for landscaping including the provision of landscaped areas along Paris Street and Facer Street. Landscaping will be further assessed through the site plan control process.
- The availability of infrastructure and services: The site is presently serviced by municipal water and sewer services with adequate capacity for the proposed development. As discussed above, stormwater management quality and quantity controls will be required to be implemented through the site plan control process.
- Impacts to the road network: Overall, the submitted Traffic Impact Study and Addendum demonstrates that the site can operate without negative impacts to the road network if certain upgrades to the transportation network are completed. These upgrades include including shifting the driveway entrance to the site from Paris Street to align with the Boland Street, urbanizing Facer Street, and modifying Facer Street at Paris Street to permit right-in, right-out turning movements only. Surface-level parking now be accessed via the Boland Street intersection (previously only accessible from Facer). The use of Bell Park Road will be restricted to surface-level parking for visitors, and access to the parking garage for service vehicles only. All residents, visitors and patrons will only be able to access the parking garage from the Boland Street intersection. Level of service (LOS) 'E' intersection issues and storage capacity of the left turn lane at Boland and Paris have been resolved through improved signal timing optimization.

The Addendum includes a supplemental analysis that compares the traffic generation for the full operation of the St. Joseph Health Centre with the proposed development. It states that the proposed development will generate approximately 1,390 fewer trips during a typical weekday compared with the full operation of the St. Joseph Health Centre.

Staff recommends, further to comments from Development Engineering, that a holding symbol be used to restrict development until the owner has entered into an agreement with the City of Greater Sudbury with respect to undertaking the upgrades to the transportation network required as a result of the proposed development. The holding symbol is necessary to ensure that the owner has confirmed through a formal agreement such as a site plan agreement and/or off-site servicing agreement, that they will provide the necessary transportation network upgrades to enable the development.

- Use of public transit and active transportation: The lands are in a location that is well-suited to promote the use of public transit and active transportation infrastructure. The lands are located on two transit routes, one of which is considered high-frequency, with stops located on both sides of Paris Street in this location and a bus lay-by included in the site design. The lands are within walking distance of City's Downtown core, which is a key destination in the City. The site will be located on the Paris/Notre Dame Bikeway, and further to comments from Active Transportation, the bikeway will need to be incorporated into the site plan.
- Sun-shadowing impacts: Staff recommends that the sun-shadow impacts of the project are acceptable. The purpose of a shadow impact study is to demonstrate that adequate sunlight is available for residential amenity spaces to maximize their use during spring, summer and fall afternoons and evenings, with impacts on adjacent public spaces also considered. The identification of permanently shaded areas between the start of December to the end of February is also required. The study indicates that, while there are impacts to residential properties in the morning, the majority of shadowing is contained within the site and municipal right-of-way during by the late morning and early afternoon,

with the majority of impacts in the afternoon and evening being on the adjacent open space areas. Permanently shaded areas only occur on the site over the entrances to each of the proposed buildings.

- Wind impacts: The Preliminary Wind Assessment determined that any upset to pedestrian comfort conditions is within a normal range and will be well managed by the proposed development's wind mitigative design features and no impacts are anticipated.
- The need for surplus institutional buildings for other public uses: The site is not required for other public uses.
- Principles of directing development to settlement areas while considering accessibility and urban design: The application complies with PPS and Official Plan policies that require development to be directed to settlement areas, which promotes efficient development and sustains the financial well-being of the municipality.

This site represents the 'edge' of the residential neighbourhood to the north and west where the principle for residential and institutional development has been established. The applicant has submitted detailed building elevations and renderings of the proposed buildings that illustrate their scale and massing compared to the existing hospital building on the site. The Official Plan requires the consideration of impacts to major focal point areas such as Science North and Bell Park, and that view corridors to lakes should be preserved. The renderings illustrate the scale of the buildings which contrasts with the adjacent low density residential neighborhood. However, the design has been undertaken to minimize impacts as much as possible, for example, by proposing separate buildings with step-backs and varying building height rather than a slab-style building design. Significant views of Ramsey Lake and Bell Park to the south of this site will not be impacted by this proposal. A range of building materials and façade treatments are proposed, such as brick, concrete, metal, and glass which provide visual interest. The development will frame and support street-level activity, for example, by locating the café entrance in a manner that is visible from the public sidewalk, limiting surface parking, and by providing significant landscaping and pedestrian routes. Accessibility and urban design will be further assessed and implemented through the site plan control and building permit processes.

Further to rationale provided above, staff recommends approval of the requests for Official Plan Amendment to permit a residential density of 237 units per hectare and 380.0 square metres of commercial space, and for rezoning to permit the proposed retirement home multiple dwelling buildings and restaurant use, with relief for building height, setbacks, reduced lot area per unit, and reduced courts between buildings.

Conclusion:

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

The following are the principles of the proposed site-specific official plan and zoning by-law amendment:

- To amend the Official Plan for the City of Greater Sudbury to provide a site-specific exemption to permit a residential density of 237 units per hectare and 380.0 square metres of commercial space;
- To rezone the lands from "R4-(3)", High Density Residential Special to an amended "R4(3)", High Density Residential Special zone, 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, along with site-specific relief for increased building height, reduced setbacks, reduced lot area per unit, and reduced courts between buildings; and
- To apply an "H", (Holding) symbol limiting development to the uses which legally existed on the date prior to the By-law applying the "H" Holding symbol being enacted, until the owner has entered into an agreement with the City of Greater Sudbury with respect to undertaking the upgrades to the transportation network required as a result of this development.

The development of the subject lands complies with several policy directives including the promotion of economic development and the provision of housing types. Staff has considered, amongst other matters, a full range of factors through a detailed review when forming the recommendation of approval for this application.

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

- The proposal represents a significant mix-use development which complies with the principle of directing development to settlement areas to promote efficient development, minimize impacts on climate change, and sustain the financial well-being of the municipality by striving to create a compact and complete community.
- The application will contribute to meeting the City's 20% residential intensification target and the City's Municipal Housing Pledge to achieve the target of 3800 new homes constructed by 2031.
- The proposed commercial use in the form of a restaurant will provide an amenity for the neighbourhood and community at large, and generally support economic development goals.
- The proposed location is appropriate for the proposed uses given the availability of municipal infrastructure and transit services, and proximity to commercial and amenity areas including the Downtown and adjacent Bell Park.
- The proposal is compatible with the surrounding neighbourhood and can be accommodated on the site.
- This density, or scale, of development has been demonstrated to be compatible with the surrounding neighbourhood and can be accommodated on the site, with the potential to increase the walkability of this neighbourhood and have a positive and meaningful impact on the commercial Downtown core.

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