

Rockwood Drive Vintage Green Subdivision, Sudbury

Presented To:	Planning Committee
Meeting Date:	January 20, 2025
Type:	Public Hearing
Prepared by:	Wendy Kaufman Planning Services
Recommended by:	General Manager of Growth and Infrastructure
File Number:	751-6/24-18 & 780-6/01002

Report Summary

This report provides recommendations regarding an application for rezoning and an application to redraft the existing draft approved Vintage Green plan of subdivision and update where necessary those conditions that together form the draft approval that is applicable to subject lands.

This report is presented by Wendy Kaufman, Senior Planner.

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

Resolutions

Resolution 1:

Resolution Regarding the Rezoning

THAT the City of Greater Sudbury approves the application by Dalron Construction Ltd. to amend Zoning By-law 2010-100Z by changing the zoning classification from “R1-5”, Low Density Residential One to “R3”, Medium Density Residential, on lands described as Part of PIN 73475-1695, Part 2 on Plan 53R-17154, Parts 2 to 5 on Plan 53R-15986, Part Lot 5, Concession 5, Township of Broder, as outlined in the report entitled “Rockwood Drive/Vintage Green Subdivision, Sudbury”, from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on January 20, 2025, subject to the following conditions:

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

- (i) That one parking space shall be required for a row dwelling unit, where 1.5 parking spaces per row dwelling unit is required;
- (ii) A maximum lot coverage of 50% shall be permitted for a row dwelling unit or street townhouse dwelling unit 50%, where a maximum of 40% is permitted; and
- (ii) Driveways for a pair of units shall be paired and centred at the common wall.

2. That prior to the enactment of an amending zoning by-law the owner shall submit a registered survey plan describing the lands to be rezoned to the satisfaction of the Director of Planning Services.

Resolution 2:

Resolution Regarding the Redraft of the Subdivision

THAT the City of Greater Sudbury's delegated official be directed to redraft and amend the conditions of draft approval for a plan of subdivision on those lands described as Parcels 50561 & 50562, Part of Lot 5, Concession 5, Township of Broder, File # 780-6/01002, as outlined in the report entitled "Rockwood Drive/Vintage Green Subdivision, Sudbury" from the General Manager of Growth and Infrastructure, presented at the meeting of January 20, 2025, subject to the following conditions:

1. That the redraft and amendments to the conditions of draft approval be implemented concurrently with the zoning by-law amendment.
2. That a finalized and dated redraft plan be provided to Planning Services.
3. The conditions of draft approval be amended as follows:
 - a) In Condition #1, by adding reference to the finalized and dated redraft plan.
 - b) In Condition #6, by adding the following: The owner must transfer a three metre (3.0 m) wide easement, to be registered on title to the subject property, to Greater Sudbury Hydro Inc. for that portion of the subdivision that fronts on any existing or proposed road allowances. The Owner is also responsible for obtaining/providing a Postponement in favour of Greater Sudbury Hydro Inc's interest with respect to any and all existing Charge/Mortgage/Lien and/or Encumbrance of Land registered on title to this property. The Owner will be responsible for all legal and survey costs, and all costs associated with obtaining said Postponement.
 - c) In Condition #8, by replacing 'Blocks 190 and 194' with 'Block 105 and PIN 73475-1413, Part 6, Plan 53R-17154'.

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

The application for rezoning and redraft the existing draft approved plan of subdivision are operational matters under the Planning Act to which the City is responding. The applications contribute to the 2019-2027 City of Greater Sudbury Strategic Plan goals related to housing by promoting housing availability in this area. The application aligns with the Community Energy and Emissions Plan by supporting the strategy of creating compact and complete communities.

Financial Implications

If approved, staff estimates approximately \$113,650 in taxation revenue, based on the assumption of 26 row/townhouse dwelling units based on an estimated assessed value of \$275,000 at the 2024 property tax rates.

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 at the time of permit issuance.

Report Overview:

The applicant has requested to rezone the subject lands from “R1-5”, Low Density Residential One to “R3”, Medium Density Residential to permit the development of row dwelling units or street townhouse dwelling units. The applicant has also requested to redraft the existing draft-approved Vintage Green subdivision by consolidating 15 lots for single-detached dwellings into four (4) lots, resulting in four (4) lots that could accommodate a total of 26 row dwelling units or 26 street townhouse dwelling units fronting on Rockwood Drive. The applicant has also requested to maintain the current rural road standard fronting this proposal.

Staff recommends approval of the applications with the exception of the request to maintain a rural road standard, on the basis that they are otherwise consistent with the Provincial Policy Statement, conform to the Growth Plan for Northern Ontario, the Official Plan for the City of Greater Sudbury, have regard for matters of provincial interest and represent good planning.

STAFF REPORT

Proposal:

The rezoning application proposes to amend By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury, by rezoning 0.7 ha (15 lots) from “R1-5”, Low Density Residential One to “R3”, Medium Density Residential to permit the development of row dwelling units or street townhouse dwelling units. The applicant has also requested to redraft the existing draft-approved Vintage Green subdivision by consolidating 15 lots for single-detached dwellings into four (4) lots, resulting in four (4) lots that could accommodate a total of 26 row dwelling units or 26 street townhouse dwelling units fronting on Rockwood Drive.

The applicant has also requested to maintain the current rural road standard fronting this proposal by requesting that Condition #9 be removed which reads as follows:

#9. That Rockwood Drive, abutting the lands to be developed, be constructed as an urban cross section which shall incorporate a 1.5 m wide sidewalk along the east side of this road, all to the satisfaction of the General Manager of Growth and Infrastructure.

The applications included the submission of a Concept Plan, the Current Draft Plan, Redraft Plan, Preliminary Stormwater Management Plan and Confirmation of Sewer and Water Capacity.

The current draft plan and zoning would permit the development of 15 lots with single detached dwellings (Lots #64-78) on the subject lands. The Vintage Green plan of subdivision was initially approved by Council for a total of 189 urban residential lots, and in addition to the 15 lots remaining on Rockwood Drive there are three lots (#83, 84 and 100) remaining at the easterly end of Tuscany Trail and a further 12 lots (#7-18) at the end of Tawny Port Drive that also remain unregistered.

Draft plan approval is scheduled to lapse on May 2, 2025. The most recent conditions of approval dated June 2022 are attached.

Existing Zoning:

The “R1-5”, Low Density Residential One zone permits a single detached dwelling, bed and breakfast, group home type 1 and a private home daycare.

Requested Zoning:

The requested “R3”, Medium Density Residential zone would additionally permit semi-detached dwellings, duplex dwellings, row dwellings, street townhouse dwellings, multiple dwellings, and a daycare centre.

Location and Site Description:

The lands subject to the rezoning are described as Part of PIN 73475-1695, Part 2 on Plan 53R-17154, Parts 2 to 5 on Plan 53R-15986, Part Lot 5, Concession 5, Township of Broder. The lands are located on the east side of Rockwood Drive, which is a local road. The lands are approximately 300 metres south of the intersection of Countryside Drive and Rockwood Drive. There is a transit route on Algonquin Road with a stop approximately 400 m to the north of the subject lands.

The subject lands are currently vacant and have an area of approximately 0.7 ha, with approximately 233 m of frontage on Rockwood Drive and 31 m in depth. The lands are bisected by a parcel of land owned by the City for servicing.

The lands subject to the draft-approved Vintage Green subdivision are described as Parcels 50561 & 50562, Part of Lot 5, Concession 5, Township of Broder. The draft-approved subdivision was originally approved on

May 8, 2002 and includes a total area of approximately 19.32 ha. The majority of the 189 lots in the subdivision have been developed, along with Vintage Green Park (neighbourhood park) at the intersection of Tuscany Trail and Napa Valley Drive. The current draft plan and zoning would permit the development of 15 lots with single detached dwellings (Lots #64-78) on the lands subject to the current rezoning application, three lots (#83, 84 and 100) remaining at the easterly end of Tuscany Trail and a further 12 lots (#7-18) at the end of Tawny Port Drive. The subdivision lands also include southerly lands zoned "P", Park that are still owned by the applicant and are labelled as 'Block 105 and PIN 73475-1413, Part 6, Plan 53R-17154' on a plan prepared by Terry DelBosco, O.L.S. and dated December 1st, 2010. These lands are intended to be transferred to the City as part of the subdivision process and are intended to serve a natural green space with the opportunity to establish a trail linkage, depending on opportunities with adjacent properties. The recent Countryside Stormwater Pond project in this area included detailed design and construction of a stormwater dry pond to attenuate major event flows and channel upgrades along the Countryside Arena parking lot.

Surrounding Land Uses:

The area surrounding the subdivision includes:

North & east: low density residential use

South: vacant land zoned "P" and intended to be transferred to the City

West: Rockwood Drive, low density residential use

The Location Map indicates the location of the subject lands and the zoning in the area.

Site photos show the subject lands and existing residential uses in this area.

Public Consultation:

Statutory Notice of Application and Notice of Public Hearing are required for the rezoning application only. Regarding the subdivision redraft, the Planning Act only requires the City to provide notice of its decision to those listed in section 51(45) of the Planning Act after the decision is made if the changes are not considered to be minor.

Notice of Application was provided by newspaper and courtesy mail-out to surrounding property owners within 120 m of the subject lands on September 26, 2024, and to an additional area following the Ward Councillor's request to include all of Rockwood Drive and Joseph Street. The statutory notice of the public hearing was provided by newspaper on December 28, 2024 (Sudbury Star) and January 8, 2025 (Voyageur) and courtesy mail-out to those who received Notice of Application on December 17, 2024 (pending resolution of the Canada Post labour disruption).

At the time of writing this report, one (1) individual had called with questions regarding this application. Four (4) formal written submissions have been received by the Planning Services Division and are included as part of the planning report. Comments include concerns with safety due to traffic increase and loss of sidewalk, decreased property values, increased hard surfaces combined with a lack of dedicated storm sewer and reliance on ditches, neighbourhood character, concern about safety of a rural road standard considering future road connection to new development and lack of sidewalk.

Policy & Regulatory Framework:

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

- [2024 Provincial Planning Statement](#)
- [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:

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 (PPS).

Several sections of the PPS are relevant to the application.

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.

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 3.2.1 states that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.

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 range and mix of housing types. 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 property is designated as Living Area 1 in the City of Greater Sudbury Official Plan. The lands are located within the settlement area and within the built boundary of the City.

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.

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.

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 3.2.1 outlines policies for the Living Area 1 designation.

Section 3.2.1 states that the Living Area I designation has two density levels that will be recognized in the implementing Zoning By-law: low and medium density residential.

Policy 3.2.1(2) states that in medium density developments, all low density housing forms are permitted, including small apartment buildings no more than five storeys in height to a maximum net density of 90 units per hectare.

Policy 3.2.1(3) states that medium 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.

Policy 3.2.1(4) states that medium density housing is to be located in areas with adequate servicing capacity and a road system that can accommodate growth. Sites should be of a suitable size to provide adequate landscaping and amenity features.

Policy 3.2.1(5) establishes the following criteria to be considered when rezoning lands in the Living Area 1 designation:

- a) the site is suitable in terms of size and shape to accommodate the proposed density and building form;
- b) the proposed development is compatible with the surrounding neighbourhood in terms of scale, massing, height, siting, setbacks, and the location of parking and amenity areas;
- c) adequate on-site parking, lighting, landscaping and amenity areas are provided; and,
- d) the impact of traffic on local streets is minimal.

Policy 11.1(b) states that it is the objective of the transportation network policies to ensure that the transportation network provides safe, convenient and efficient and effective movement for all people and goods in Greater Sudbury.

Policy 11.7(5) regarding Action Transportation: Pedestrian and Bicycle Network, states that sidewalks facilitate active living and are an essential component of good neighbourhood design, providing a safe pedestrian environment and access to other transportation linkages such as transit stops and trails. Curbs and sidewalks in neighbourhoods also encourage walking and provide safety for children. It is policy of this Plan to provide the following on new and reconstructed roads, when feasible:

- a) Sidewalks on both sides of urban Arterial Roads and Collector Roads adjacent to developed lands;
- b) Sidewalks on at least one side of Local Roads;
- c) High quality pedestrian connections to transit;
- d) Pedestrian connections between neighbourhoods; and
- e) Pedestrian linkages to major attractions/generators.

Section 14 regarding Urban Design states that urban design, the multi-disciplinary and collaborative process that gives shape to the form, character and relationships between the various physical elements that make up the city, matters. How we design our public realm (e.g. streets and parks), private development sites, neighbourhoods, communities and city is essential to improve the overall quality of the built environment, attract economic development opportunities and the skilled labour required to achieve strategic planning goals, maintain accessibility, improve safety and security, build sustainable environments and resilience to climate change.

Section 14.1 states that the objective of the urban design policies are to:

- a) encourage well designed and high quality communities, neighbourhoods and public realm;
- b) encourage well designed and high quality development and intensification;
- c) promote an environment that is accessible, safe, sustainable and climate change resilient;

Policy 14.3.3 states that streets are significant public realm elements that provide connectivity, serve pedestrians, cyclists, public transit and vehicles, provide space for stormwater management and other municipal services and private utilities, trees and other amenities. Streets will be designed to perform these diverse roles balancing the needs of various users within the right of way.

Policy 14.3.4 states that area streetscapes are to be improved over time to provide safe, attractive, interesting and comfortable spaces through appropriate upgrades, such as landscaping, lighting, sidewalks, paving, street furniture and public art. These treatments should complement adjacent built form and open spaces, adding to a neighbourhood's character.

Policy 14.3.8. states that to the extent possible, Living Areas will be connected through the use of open space corridors, trails, sidewalks and streets so that neighbourhoods and schools are linked and interaction is facilitated.

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
- d) 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.

Section 19.4.3 states that when approving Plans of Subdivision, or in recommending approval of a Plan of Subdivision, the City will have regard, among other matters, to (a) the conformity of the proposed Plan of Subdivision with this Plan; and (b) matters listed under the Planning Act. Section 51(24) of the Planning Act lists criteria that the approval authority shall have regard for in considering a draft plan of subdivision.

Zoning By-law 2010-100Z:

The development standards for the requested R3 zone require a maximum height of 11.0 m. The minimum required front yard is 6.0 m, rear yard is 7.5 m and interior side yard is 1.8 m for a two-storey dwelling or 1.2 m for a one-storey dwelling. The maximum lot coverage is 40%. The general provisions of the zoning by-law require a minimum of 30% of the lot area to be maintained as landscaped open space. Parking provisions for the row dwelling units require 1.5 spaces per unit, or a minimum of 39 spaces ((26*1.5)=39). Parking

provisions for street townhouse units require 1 space per unit, or a minimum of 26 spaces. A planting strip is required to be provided along the boundary of the "R1-5", Low Density Residential One along the northerly and easterly lot lines. A minimum 3.0 m landscape area is required to be provided along the right-of-way.

Site Plan Control:

A site plan control agreement is not required for this development (not required for development of a lot with 10 or less residential units).

Departmental & Agency Circulation:

The application has been circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate zoning by-law standards (see Appendix 1).

No concerns were raised by Transit or Strategic & Environmental Planning Initiatives. No comments were received from Canada Post.

Conservation Sudbury does not oppose the rezoning of lots 64-78 on Rockwood Drive to "R3" and consolidated into four lots. Their mapping indicates that the subject property contained a small wetland that has previously been filled, in the vicinity proposed lots 3, 4 and Block 17 on Rockwood Drive. Geotechnical analysis will be required for lots 3 and 4 to ensure that the soils are appropriate for construction.

Infrastructure Capital Planning Services, Transportation & Innovation Section has commented that the request to eliminate condition #9, a requirement for urbanization, will not be supported by Infrastructure Capital Planning Services.

Infrastructure Capital Planning Services, Drainage Section has provided the following comments regarding the subdivision redraft:

- Enclose the existing roadside ditch with a storm sewer system and connect the existing storm sewer system located north of the subdivision. Roadside ditches will not be permitted. The underground storm sewer system within the plan of the subdivision must be designed to accommodate and/or convey the minor storm flow, that is, the rainfall runoff resulting from the subject site and any external tributary areas using the City's two-year design storm.
- Minor storm drainage from the plan of the subdivision shall not be drained overland onto adjacent properties; and,
- Existing drainage patterns on adjacent properties shall not be altered unless explicit permission is granted.

Development Engineering has the following comments: It is our understanding that this application will remain under subdivision development. Condition #9 of the Council Condition of Draft Approval requiring the lands to be constructed to an urban standard must remain. Included in this, there is an outlet to the storm sewer system within the northern portion of the development that needs to be linked to the storm system within the southern portion of this remaining portion of development. This storm infrastructure needs to be within a piped network and not sent through roadside ditches along the frontage of this development. We have no objection to the change in Zoning By-law from "R1-5", Low Density Residential One, to "R3" Medium Density Residential, in order to consolidate fifteen (15) lots into four (4) lots and permit the development of row dwelling units or street townhouse dwelling units provide that Condition 9 of the Council Condition of Draft Approval remains.

Building Services has no objections with the proposed re-zoning subject to the following comments:

- The building layouts as shown with individual driveways is appropriate for Street Townhouse Dwellings with the provision of a single unencumbered parking space per unit.
- The lot coverage indicated does not comply with the zone standard of 40% maximum.

Greater Sudbury Hydro advises that the owner/developer must transfer a three metre (3m) wide easement, to be registered on title to the subject property, to Greater Sudbury Hydro Inc. for that portion of the subdivision that fronts on any existing or proposed road allowances. The Owner/Developer will be responsible for all legal and survey costs associated with this. The owner/developer is also responsible for obtaining/providing a Postponement in favour of Greater Sudbury Hydro Inc's interest with respect to any and all existing Charge/Mortgage/Lien and/or Encumbrance of Land registered on title to this property. The Owner/Development will be responsible for all costs associated with obtaining said Postponement.

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.

The applications would enable the development of 26 row dwelling units or street townhouse dwelling units where 15 single-detached dwellings would be permitted, while maintaining the current rural road standard.

Rezoning

Staff recommends that the rezoning application is consistent with and conforms to the PPS and Official Plan direction to direct development to fully serviced settlement areas, and to enable densities that make the most efficient use of land, resources, infrastructure and public service facilities, minimize negative impacts on air quality and climate change, promote energy efficiency and support public transit, active transportation and the efficient movement of goods. 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 may result in new row dwelling rental units or individually-owned townhomes which represent a more compact and lower-cost product type, 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 analysis also states the City should encourage a broader supply of ownership housing such as townhomes, semi-detached and condominium apartments. The City's Populations Projections Report (Hemson, 2023) forecasts that over the next 30 years, over 10% of all housing unit growth will be in the form of row housing. This is a significant shift; in the last 15 years row housing growth accounted for less than 5% of all new units.

The Official Plan requires consideration of infrastructure, services, and amenities that are available to future residents. There are full municipal services with adequate capacity available in the Rockwood Drive road allowance. Algonquin Road to the north of the subject lands is serviced by public transit which connects to the South End Transit Hub. Employment opportunities, commercial areas, and community services are available in close proximity. Vintage Green Park is located to the east of the subject lands. Traffic is not expected to be impacted by this proposal. Staff recommends the subject property is an appropriate location for the proposed row dwellings or street townhouse dwellings.

The proposed 26 units would result in a net density of approximately 36 units per hectare (26/0.7313), which is at the threshold for low density development (<36 units per ha). The rezoning will enable the proposed row dwelling or street townhouse dwelling built form, which is not permitted in the R1-5 zone, and represents small-scale intensification. The Official Plan requires consideration of the compatibility of the proposal with

the surrounding residential neighbourhood. The maximum height permitted in the requested R3 zone is the same as the current R1-5 zone, being 11 m. Given the mix of uses in the area and the existing physical character, staff is of the opinion that the scale, massing, height, siting and setbacks of the proposed development are similar to and compatible with the surrounding neighbourhood. Staff have not recommended restricting building height nor built form through the site-specific zoning, which will enable future flexibility in the development of the site.

The Official Plan establishes criteria for intensification and for rezoning lands within the Living Area 1 designation, including site suitability. In terms of the suitability of the site to accommodate the additional density and built form, the applicant's concept plan demonstrates compliance with the majority of the development standards applicable to row dwellings or street townhouse dwellings. The proposed lots meet the minimum lot area and dimensions required by the zoning by-law. The applicant's site plan shows rear yard amenity areas for each unit that meet the minimum 7.5 m rear yard required for row dwellings or street townhouse. The minimum front and interior side yards can also be accommodated. Planting strips abutting the R1-5 zoned lots to the north and east with a minimum width of 3.0 metres (which can be reduced to 1.8 m where an opaque fence is provided), can be accommodated by the proposed layout on the site plan. Staff recommends the site is suitable and can accommodate the 26 dwelling units as proposed.

The applicant's concept plan illustrates that 1 parking space per unit can be accommodated in a garage. While 1 space is adequate for a street townhouse, 1.5 spaces per unit are required for row dwellings (typically a visitor/overflow parking area is included in a row dwelling complex design). The required parking for row dwellings is not illustrated on the concept plan since required spaces must be individually accessible and not be in tandem. Given the row dwellings are oriented to the street with individual garages and 6.0 m driveways that can functionally accommodate two spaces, staff would recommend that site-specific relief be granted to permit 1 parking space per row dwelling unit. It is also recommended to require paired driveways for the units to minimize the number of entrances, as shown on the concept plan.

Further to comments from Building Services, staff notes that the maximum lot coverage is 40% where a lot coverage of 50% is shown on the site plans. Rather than the applicant having to adjust the building footprints or apply for minor variance, staff recommends that a maximum lot coverage of 50% be permitted for a row dwelling or street townhouse dwelling since this increase in is minor in nature and appropriate for the development of the site.

Redraft of the Existing Draft-Approved Subdivision

The lands subject to the application are part of the Vintage Green subdivision that was originally draft-approved in 2002, the majority of which has been developed. The proposed redraft is largely technical in nature in that it proposes consolidation of lots, and does not propose any changes to the layout of streets or open space blocks.

Section 51(24) of the Planning Act

Section 19.4.3 of the Official Plan refers to matters listed under the Planning Act that the City will have regard for in considering a Plan of Subdivision. Section 51(24) of the Planning Act establishes specific criteria for consideration, which are reviewed as follows:

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2: The plan has regard to matters of provincial interest including (h) the orderly development of safe and healthy communities; (j) the adequate provision of a full range of housing; and (p) the appropriate location of growth and development.

(b) whether the proposed subdivision is premature or in the public interest: The application is a redraft of an existing plan of subdivision, is not considered to be premature, and is in the public interest.

(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any: The plan conforms to the Official Plan, and aligns with the surrounding final-approved plans of subdivision.

(d) the suitability of the land for the purposes for which it is to be subdivided: The lands are suitable, or, in some cases, conditions of development provide for assurance of suitability through the preparation of studies and/or detailed design reports. The grading and drainage plans for this development will be required to address the existing on-site and off-site flows to the satisfaction of Engineering Staff.

(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them: Not impacted by the redraft application.

(f) the dimensions and shapes of the proposed lots: The proposed dimensions and shapes of the proposed lots are appropriate and comply with the requirements of the current or requested zone.

(h) conservation of natural resources and flood control: The proposed conditions provide for assurance of conservation of natural resources and flood control through the preparation of studies and/or detailed design reports.

(i) regarding the adequacy of utilities and municipal services, (j) regarding the adequacy of school sites: Utilities and municipal services and school sites are adequate for the proposed development.

(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy: The redraft of the plan is not expected to affect the available supply, means of supplying, efficient use and conservation of energy.

(d.1) regarding affordable housing, (g) regarding restrictions on the land proposed to be subdivided or the buildings and structures proposed to be erected, (k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes, and (m) regarding site plan control: Not applicable.

Draft Approval Conditions

The draft conditions dated June 2022 are attached to this report along with an excerpt of the draft-approved plan showing the area proposed to be redrafted.

Departmental and agency comments are summarized in this report. The recommended changes to the conditions of draft plan approval include:

- Update of Condition #1 to add reference to the redraft plan.
- Update of Condition #6 to include explicit requirements from Greater Sudbury Hydro Inc. regarding easements and a Postponement.
- Update of Condition #8 by replacing 'Blocks 190 and 194' with 'Block 105 and PIN 73475-1413, Part 6, Plan 53R-17154', to accurately refer to the lands to be dedicated to the City to fulfill the 5% parkland requirement for the subdivision.

The owner has requested to delete Condition #9 in order to maintain the current rural road standard fronting this proposal on the east side of Rockwood Drive, which would mean that a sidewalk would not be required and ditches could be used rather than underground storm sewers. Staff has explored this subject with the applicant during the pre-consultation process. Further to comments from Development Engineering and Infrastructure Capital Planning, staff does not support the proposal for a rural road standard in this location. Urbanization is required for compliance with the City's urban standards for road design to ensure ease of maintenance of urban infrastructure rather than rural-style culverts/ditches. In addition to practical considerations, the concept of providing a rural cross-section without a sidewalk in an urban area does not comply with broader PPS and Official Plan policies related to the provision of transportation systems that are safe, the promotion of active transportation, and urban design policies that acknowledge that streets are

significant public realm elements that serve all users, provide space for stormwater management and other municipal services and private utilities, and are to be improved over time to complement the adjacent built form and add to a neighbourhood's character.

Staff acknowledges that, in this situation, the owner has the opportunity to apply to the City for a cost-sharing agreement to urbanize the west side of the road at the same time the east side is being urbanized as part of the development process. Staff does not recommend that Condition #9 be deleted as requested by the applicant.

Conclusion:

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

The following are the principles of the proposed site specific zoning by-law:

- To rezone the lands from R1-5 to R3(S) to permit the development of row dwellings or street townhouse units.

The redraft of the existing draft-approved Vintage Green subdivision would consolidate 15 lots for single-detached dwellings into four (4) lots that could accommodate a total of 26 row dwelling units or 26 street townhouse dwelling units fronting on Rockwood Drive.

The development of the subject lands achieves a number of policy directives related to the provision of a range and mix 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 these applications.

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

- The proposed row dwellings or street townhouse dwellings will contribute to the range and mix of housing available in the area and support residential intensification targets and the City's Municipal Housing Pledge.
- The site is suitable for the proposed density and built form.
- The proposal has been evaluated in the context of the surrounding and future land uses and is considered appropriate.
- Adequate parking, landscaping and amenity areas can be provided.
- The impact on local streets will be minimal.
- The sewer and water services are adequate for the site.
- The redraft of the subdivision has been evaluated and has regard for Section 51(24) of the Planning Act.

Staff recommends approval of the applications as described in the Resolution section on the basis that they are consistent with the Provincial Policy Statement, conform to the Growth Plan for Northern Ontario, the Official Plan for the City of Greater Sudbury, have regard for matters of provincial interest and represent good planning.