

PLANNING JUSTIFICATION REPORT

363 YORK STREET, SUDBURY
ZONING BY-LAW AMENDMENT

SEPTEMBER 2024

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1.0 INTRODUCTION

TULLOCH has been retained by ANIN HOLDINGS INC., the owner of 363 York Street in the City of Greater Sudbury, to prepare a Planning Justification Report as part of a complete application to amend the *City of Greater Sudbury Zoning By-law 2010-100Z*.

The proposed development and associated amendment seek to change the use of an existing two-storey building previously used as an industrial laundry facility owned by Sudbury Hospital Services until 2020. The proposal, if approved, will allow the building to be used as a “Car Club”, which is not currently defined in *By-law 2010-100Z*. The proposed rezoning defines a “Car Club” as a ‘*building or part thereof that is used by persons for the indoor display, storage, washing or detailing of motor vehicles, and may include an office used for administrative purposes, recreational facilities and amenities, a dining room, or a banquet hall that are accessory to the main use*’.

To permit the proposed redevelopment, an amendment to the City’s *Zoning By-Law 2010-100Z* is required as the subject lands are currently zoned “I” Institutional. The lands are proposed to be rezoned to “M1(S)”, Mixed Light Industrial/ Service Commercial Special to permit the site-specific provision of a “Car Club” and site-specific parking requirements. This report provides a land use planning analysis and justification for the Zoning By-Law Amendment needed to rezone the lands from “I” Institutional to “M1(S)” Mixed Light Industrial/ Service Commercial Special.

This Planning Justification Report reviews the consistency and conformity of the application in the context of the applicable policies and direction found within the following documents and plans:

- [*Provincial Planning Statement \(2024\) \(PPS\)*](#)
- [*Growth Plan for Northern Ontario \(GPNO\)*](#)
- [*City of Greater Sudbury Official Plan \(OP\)*](#)
- [*City of Greater Sudbury Zoning By-law 2010-100Z \(CGS ZBL\)*](#)

Overall, the author finds that the proposed Zoning By-Law Amendment conforms with the *Growth Plan for Northern Ontario*, the *City of Greater Sudbury Official Plan*, is consistent with the *2024 Provincial Planning Statement* and represents good planning.

This Planning Justification Report is structured as follows:

- **Section 1.0:** provides the introduction and purpose of this report.
- **Section 2.0:** provides a description of the subject lands including information on existing easements and surrounding land use planning context.
- **Section 3.0:** describes the proposed development in detail and provides several architectural renderings.
- **Section 4.0:** describes the land use planning policy context including provincial, and municipal planning documents and a review of how the proposed development conforms to or is otherwise consistent with these policies.
- **Section 5.0:** sets out the summary and conclusion of the report.

2.0 SUBJECT PROPERTY & SURROUNDING CONTEXT

2.1 SUBJECT PROPERTY

The subject properties are irregular in shape and have an area of approximately ±1.086 hectares. The properties can legally be described as follows:

CONSOLIDATION OF VARIOUS PROPERTIES; FIRSTLY: PT BLK A PL M99 MCKIM BEING PT 2 SR2084 T/W EASEMENT OVER PT 1 SR2084 AS IN LT270784; T/W EASEMENT OVER PT 3 53R9544 AS IN LT509914; S/T EASEMENT OVER PT 2 53R16418 AS IN LT876692; SECONDLY: PT BLK A PL M99 MCKIM BEING PTS 1, 2 & 3 53R17787; T/W EASEMENT OVER PT 1 53R17404 AS IN LT961065; T/W EASEMENT OVER PT 5 53R16418 AS IN SD24462; S/T EASEMENT OVER PT 1 & 2 53R17787 AS IN LT270784; S/T EASEMENT OVER PT 2 53R17787 AS IN LT876691; GREATER SUDBURY

PCL 35036 SEC SES; PT BLK A PL M99 MCKIM PT 1 SR2885; S/T PT 5 53R9544 AS IN LT509914; T/W PT 3 53R9544 AS IN LT509914; S/T PT 1 53R16418 AS IN LT876692; GREATER SUDBURY

The subject lands have no public road frontage. Legal access to York Street is provided by a right-of-way easement (“private road”) over lands with the civic address 865 Regent Street, where Health Sciences North Outpatient Centre, formerly the Memorial Hospital Building, is located. The private road continues over the subject property, traversing the northern portion of the lands from east to west, providing the Belrock Masonic Temple Corporation right-of-way to access their lands which are located to the west.

The site contains a two-storey building with a gross floor area of approximately 2276.13 square metres. The building was previously owned by Sudbury Hospital Services, a non-profit company that provided laundry and dishwashing services for Health Sciences North (HSN) beginning in the 1970s. The facility closed in 2016. Sudbury Hospital Services transferred the property to the Ontario Public Services Employees Union in 2020, which sold the property to the current owners, ANIN HOLDINGS INC. in January 2024.

Driveways and parking areas are located north, east and west of the existing building. Shipping doors and associated loading spaces are located on the east and south sides of the building. Rock outcrops and mature vegetation characterize the remainder of the site (see *Figures 1-5*). The site experiences elevation changes such as a significant grade change to the north of the existing building. This grade change separates the building from the nearby residential area and provides a visual buffer that is enhanced by mature, natural vegetation (*Figures 6 & 7*). The site does not contain any natural hazards or regulated features and as such is not subject to Conservation Sudbury’s regulations for fill or construction.



Figure 1: Main Entrance and Parking Area



Figure 2: Rear of Property, Loading and Parking Areas



Figure 3: Southeast side of the subject lands looking east



Figure 4: Proposed parking area and vehicle entrance area located east of the building



Figure 5: South side of the Building taken from Abutting Lands



Figure 6: View of Subject Property and Grading Change from Residences along York Street



Figure 7: View of Topographic Changes between Adelaide Street and Subject Lands

2.2 SURROUNDING CONTEXT

The subject site is situated in the South End of Sudbury in an area characterized by a mix of residential, institutional, and commercial uses. Figure 8 shows the site’s location in relation to the surrounding area. Surrounding uses can be described as follows (see Table 1):

Table 1: Surrounding Uses

<p>NORTH</p>	<p>Low Density Residential (R2-2) Zone</p> <ul style="list-style-type: none"> ● Single Detached Dwellings ● Semi-Detached Dwellings <p>Medium Density Special (R3-1(4)) Zone</p> <ul style="list-style-type: none"> ● Hotel (Belmont Hotel)
<p>EAST</p>	<p>Institutional (I) Zone</p> <ul style="list-style-type: none"> ● Long Term Care Facility (Extendicare York) <p>Low and Medium Density Residential (R2-2, R3-1) Zone</p> <ul style="list-style-type: none"> ● Single Detached Dwellings ● Semi-Detached Dwellings ● Multiple Dwellings

<p>SOUTH</p>	<p>Institutional (I) Zone</p> <ul style="list-style-type: none"> ● Hospital (Health Services North – Outpatient Services) <p>Office Commercial (C4(13)) Zone</p> <ul style="list-style-type: none"> ● Commercial Offices (Regent Business Centre)
<p>WEST</p>	<p>Institutional (I) Zone</p> <ul style="list-style-type: none"> ● Masonic Temple ● Medical Clinic (Sudbury Audiology Clinic) <p>Low Density Residential (R2-2) Zone</p> <ul style="list-style-type: none"> ● Single Detached Dwellings



Figure 8: Approximate location of subject lands

3.0 PROPOSED DEVELOPMENT & APPLICATIONS

The property owner intends to convert the former and now surplus institutional building into a “Car Club”. The Car Club will offer a unique blend of luxury car storage and social club tailored for automotive enthusiasts via a private membership structure and will include the following:

- *Climate Controlled Car Storage Solutions*
- *In-House Detailing and Supplies*
- *Social Club Amenities (lounge, pool tables, meeting rooms, etc.)*
- *Special Events Space (corporate events, charity events, galas, holiday parties, etc.)*

An architectural rendering of the exterior of the building is shown below in *Figure 9*. Members of the club will pay a fee to store their vehicles in the climate-controlled building. An architectural rendering of the indoor car storage area is shown below in *Figure 10*. The building will also include an area for car washing and detailing, as well as recreational amenities like pool tables, race simulators, and golf simulators. Lastly, the building would also operate as a venue space which could be rented for private events such as holiday parties, with the capacity to hold up to 200 attendees.



Figure 9: Architectural rendering of the exterior



Figure 10: Architectural rendering of the interior

3.1 ZONING BY-LAW AMENDMENT

A Zoning By-Law Amendment application is required to facilitate the conversion of the surplus institutional building into a “Car Club”. As mentioned, the car club will be located entirely inside the existing building. Given the nature and variety of uses to be incorporated into the proposed development, the following definition of a “Car Club” is proposed:

Car Club: *A building or part thereof that is used by persons for the indoor display, storage, washing or detailing of motor vehicles, and may include an office used for administrative purposes, recreational facilities and amenities, a dining room, or a banquet hall that are accessory to the main use.*

A limited amount of external site work is also being proposed. Such work includes new landscaping, paving, and the introduction of a new entrance, as shown in *Figure 11*. The site-specific by-law seeks to require 60 parking spaces for any car club use. The required number of parking spaces has been calculated based on the nature of the car club and is discussed in Section 4.4 of this report. Additionally, the site-specific by-law seeks to permit a 3.0-metre-wide planting strip adjacent to the full length of the lot line abutting a rear lot line in any Residential (R) zone where a 5.0-metre-wide planting strip is required and permit a parking area within 3.0-metres of a Residential (R) Zone where 4.5-metres is required for any Industrial (M) Zone.

3.2 SITE PLAN CONTROL

Should zoning approval be obtained, the property would be required to enter into a Site Plan Control Agreement pursuant to *Section 41 of The Planning Act*. Matters such as site layout, landscaping, drainage, municipal services, vehicle and pedestrian access, and site and building design will be addressed through the site plan control process.

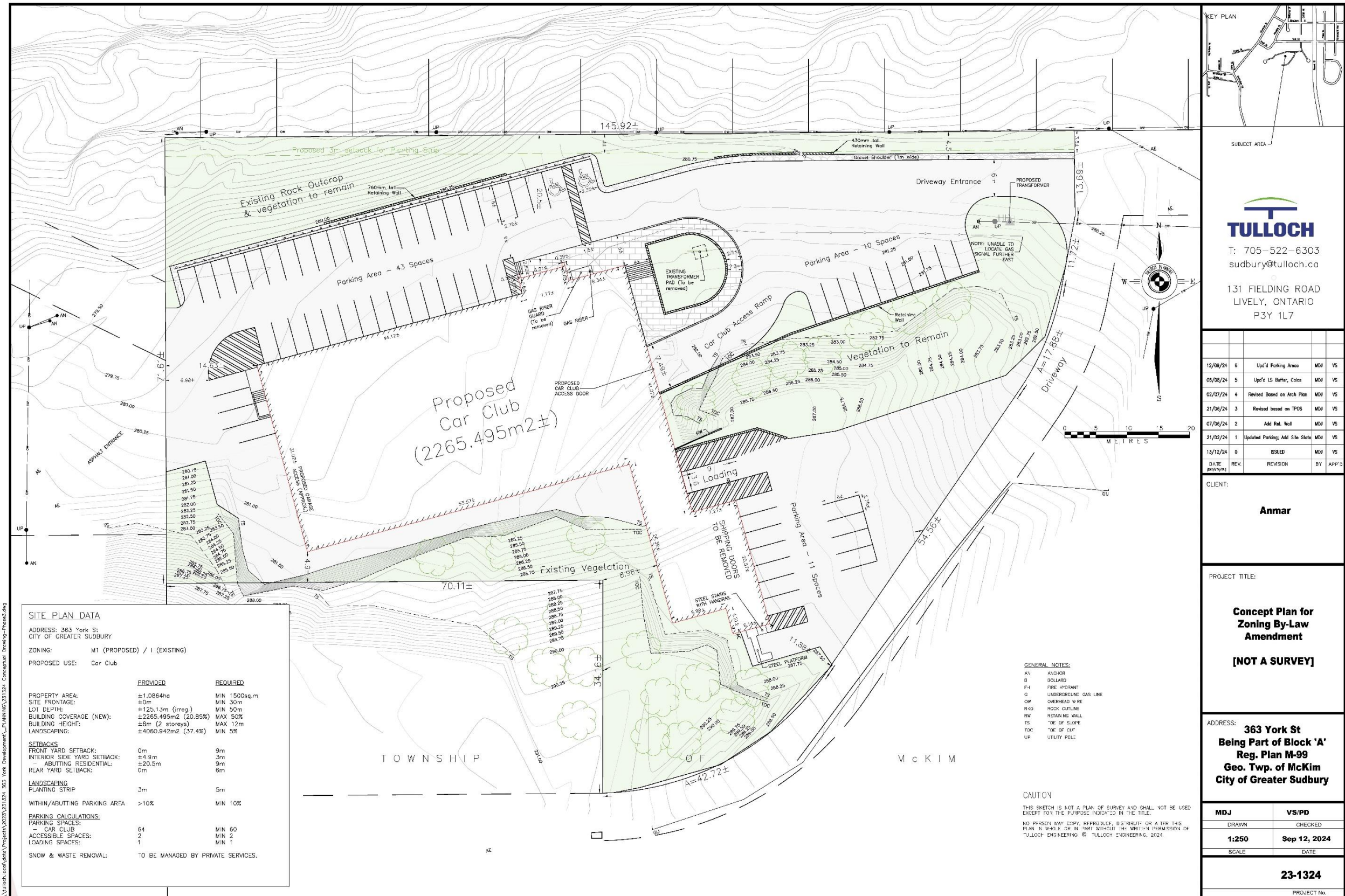


Figure 11: Concept Plan

4.0 POLICY OVERVIEW AND ANALYSIS

The following section sets out the relevant planning policy framework to assess the appropriateness of the application in the context of provincial and municipal policies and regulations. Each subsection will outline relevant policies and provide an analysis with respect to how the Zoning By-law Amendment is consistent with or conforms to such policy.

3.3 PROVINCIAL PLANNING STATEMENT, 2024 (PPS)

The *2024 Provincial Planning Statement* (PPS) provides high-level provincial policy direction for planning approval authorities in preparing municipal planning documents, and in making decisions on Planning Act applications. Municipal Official Plans must be consistent with the Provincial Planning Statement. Policies applicable to the proposed Zoning By-Law Amendment are discussed below.

Section 2.1 of the PPS speaks to the importance of planning for people and homes. **Section 2.1** states, in part:

- 2.1.6** *Planning authorities should support the achievement of complete communities by:*
- a) 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, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*

Per **Section 2.1.6(a)** the proposed development promotes complete community planning by promoting a new employment use within an existing surplus institutional building in a central location. The conversion makes good use of existing municipal services and infrastructure as the lands are serviced by full municipal servicing and are in proximity to transit, active transportation and a range of land uses.

Section 2.3.1 of the PPS outlines policies for development within settlement areas, and states, in part:

- 2.3.1.1** *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.*
- 2.3.1.2** *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*

Per **Section 2.3.1.1**, the proposed development of the subject property focuses on growth and development within the City's settlement area boundary and represents a land use that:

- Efficiently uses available land and resources by proposing the conversion of an existing institutional building on property serviced with full municipal servicing, as supported by **Section 2.3.1.2(a)(b)**;
- Is appropriate for the existing available sewer and water services, and will continue to access the municipal road (York Street) by a legal private road, avoiding the need for unjustified and/or uneconomical expansion as per **Section 2.3.1.2 (b)**; and
- Is transit supportive as the building is located within 150 metres of the nearest bus stop, making use of existing transit as per **Section 2.3.1.2(c)(b)**.

Section 2.8 of the PPS outlines policies that pertain to employment and supporting a modern economy and states in-part that:

2.8.1 *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;

c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;

d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and

e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses

2.8.2 *Industrial, manufacturing and small-scale warehousing uses that could be located adjacent to sensitive land uses without adverse effects are encouraged in strategic growth areas and other mixed-use areas where frequent transit service is available, outside of employment areas.*

2.8.2.1 *Planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs.*

The subject lands contain a former institutional building, which was once used for hospital laundry and dishwashing services. The building was transferred to the current owner, a private property owner, after four years of ownership under the Ontario Public Services Employees Union. The property is no longer used or required for public use, as evidenced by the transfer of ownership to a private owner.

The new use will increase the mix and range of employment in the community to meet short and long-term needs and contribute to a diversified economic base by proposing a new land use in a currently vacant surplus institutional building while optimizing the use of existing resources, infrastructure and public services as supported by **Section 2.8.1**. Further the development:

- Adds a new diversified employment use (i.e., A Car Club) to the municipality with the capability of supporting a wide range of economic activities **(2.8.1(a)(b)(c))**;
- Facilitates the adaptive reuse of an existing surplus institutional building in a central location that is compatible with surrounding employment-generating uses **(2.8.1(d))**;
- Proposes a scoped land use which is compatible with adjacent northerly residential uses via an appropriate transition, grade change, landscaped buffers, and setbacks and via being located entirely within the existing building **(2.8.1(e) & 2.8.2)**;

Section 2.8.1.2 protects employment areas from incompatible land uses, and places restrictions on certain conversions and new developments in employment areas. As the property is designated as being in an employment area in the *City of Greater Sudbury Official Plan*, **Section 1.3.2** has been reviewed in its entirety. There are no policies in place that would prevent the conversion of this institutional building to the proposed use.

Overall, the proposal is consistent with the *2024 Provincial Planning Statement* as the development efficiently uses available land and resources within the settlement area by proposing the appropriate conversion of an existing institutional building on a property serviced with full municipal servicing. The institutional building is no longer used for public purposes, and the proposed car club will increase the mix and range of employment opportunities in the community, contributing to a diversified economic base and complete community planning.

3.4 GROWTH PLAN FOR NORTHERN ONTARIO (GPNO)

The *Growth Plan for Northern Ontario* (GPNO) is a 25-year plan that provides guidance in aligning provincial decisions and investment in Northern Ontario. It contains policies to guide decision-making surrounding growth that promotes economic prosperity, sound environmental stewardship, and strong, sustainable communities that offer northerners a high quality of life. It also recognizes that a holistic approach is needed to plan for growth in Northern Ontario.

Section 3.4.3 of the GPNO promotes a diverse mix of land uses within northern communities. It states, in part:

3.4.3 *Municipalities are encouraged 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.*

Per Section 3.4.3, the proposed development promotes a more diverse range of employment uses in the area on a property that is not currently being used and is in proximity to a mix of land uses including low and medium-density residential housing and institutional uses.

3.5 CITY OF GREATER SUDBURY OFFICIAL PLAN (OP)

The *City of Greater Sudbury Official Plan* (OP) is the principal land use planning policy document for the City of Greater Sudbury. The OP establishes objectives and policies that guide both public and private development/decision-making.

The subject lands are designated as 'Institutional' per Schedule 1b of the *City of Greater Sudbury Official Plan*. The lands are also located within the 'Settlement Area' and 'Built Boundary' on Schedule 3 of the Official Plan.

Section 2.3.2 contains land use policies related to the City's settlement areas, and states, in part:

- (1) *Future growth and development will be focused in the Settlement Area through intensification, redevelopment and, if necessary, development in designated growth areas.*
- (2) *Settlement Area land use patterns will be based on densities and land uses that make the most efficient use of land, resources, infrastructure and public service facilities, minimize negative impacts on air quality and climate change, promote energy efficiency and support public transit, active transportation and the efficient movement of goods.*
- (3) *Intensification and development within the Built Boundary is encouraged in accordance with the policies of this Plan. Development outside of the Built Boundary may be considered in accordance with the policies of this Plan.*

The subject property is located within the City's Settlement Area and Built Boundary as per Schedule 3 of the OP. Policies in this section direct growth and development to the Settlement Area and Built Boundary. The redevelopment of this underutilized site reflects the intent of the Official Plan as the development makes efficient use of the existing building and available municipal services and infrastructure.

Section 4.0 of the Official Plan provides policies for the land uses within the City of Greater Sudbury's Employment Areas. The Employment Area designations reflect Sudbury's changing economy and labour force, and encompasses lands where people presently work and lands where employment opportunities will be provided in the future. The institutional designation is within the greater Employment Area in the City. **Section 4.1** sets out the objectives for Employment Areas in the City of Greater Sudbury, and states, in part:

- 4.1** *It is the objective of the Employment Area policies to:*
- a. ensure that an adequate supply and variety of serviced employment land exists throughout Greater Sudbury in accordance with the settlement pattern, allowing for the expansion and diversification of the employment base;*
 - b. ensure that a broad range of commercial opportunities are provided for residents, employees and tourists;*

c. promote the intensification and revitalization of commercial, industrial and institutional areas

Per **Section 4.1** of the OP, the application meets the employment area objectives by:

- Maintaining serviced employment land by converting an existing institutional building for commercial use, diversifying the employment base as per **Section 4.1(a)**;
- Contributing to a broad range of commercial opportunities by introducing a new commercial land use into the City of Greater Sudbury as per **Section 4.1(b)**; and
- Promoting the revitalization and conversion of surplus institutional land as supported by **Section 4.1 (c)**.

Section 4.4 sets out policies that apply to the ‘Institutional Areas’ designation. The subject building was formally used to service Sudbury area hospitals and closed because Health Sciences North no longer required the service. The OP establishes policies to guide the transition of small-scale institutional uses through intensification and redevelopment.

Section 4.4.3 provides criteria that are considered for re-zoning applications related to the conversion of surplus institutional buildings, and states in part:

4.4.3 *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;

...

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.

As per criteria i), it is reasonable to assume that the subject property is not required or viable for other public uses, as the lands were transferred to a private owner after four years of the Ontario Public Services Employees Union owning the land. Criteria j) reviews land use compatibility. The car club will be located inside the existing building, and no additions are proposed at this time. This removes potential visual impact on residential neighbours as the height and scale of the building will remain the same. Potential impacts of the land use change were also reviewed. The previous land use activity, while designated institutional, could also be characterized as industrial due to the large-scale laundry and dishwashing services. It is reasonable to assume that any potential impact of the proposed commercial activity will be negligible, especially when compared to the previous use. For instance, the laundry and dishwashing establishment experienced frequent movement of products to and from the site by heavy trucks, which would have had visual and noise impacts on nearby uses. As per criteria l), the policies of **Section 2.3.2** (“The Settlement Area”) have been reviewed earlier in this section.

Section 11.3.2 provides land use policies to support transit needs. The policies of this section provide design guidelines that apply to new builds. For instance, **Section 11.3.4** states that “buildings should be sited as close to the street as possible to reduce walking distances for transit users”. In this case, the building is existing, and the policies do not apply. That said, the proposed conversion will make efficient use of existing public transit infrastructure. **Section 11.8** speaks to accessibility, and states that “it is the policy of this Plan to support the continued development of integrated, accessible services, programs and facilities that fully respect the dignity and rights of persons with disabilities”. Accessibility requirements will be implemented through site plan control, and any renovation work will need to meet applicable accessibility requirements under the Ontario Building Code. **Section 13.0** provides policies aimed at protecting heritage resources. There are no built heritage, archaeological or cultural heritage landscapes identified on or near the subject property that would require review of this section of the OP.

Lastly, **Section 14.0** of the OP provides urban design guidelines, with policies specific to private development sites found in **Section 14.4**. Most policies in this section don’t apply to the re-development as they speak to building location, massing and orientation, as well as the location of servicing and utilities. The subject property is already developed with a building and associated servicing. Further, requirements for amenities for adjacent streets, parks, and open spaces do not apply as the subject property is a landlocked parcel with access to a private road only and there is no opportunity for improvement to adjacent boulevards or sidewalks. The landscaping and pedestrian route requirements do apply to the site and can be implemented at the site plan control stage of development.

Section 11.4 outlines policies regarding parking and states, in part:

11.4.1 *New developments generally must provide an adequate supply of parking to meet anticipated demands.*

Given that the proposed land use is not one currently defined in the City’s Zoning By-law, the application proposes to clarify that 60 parking spaces be required for the proposed use. As discussed in Section 4.4 of this report, 60 spaces would provide an adequate supply of parking to meet anticipated demands for both day-to-day operations and special events.

Overall, the proposal conforms with *City of Greater Sudbury Official Plan* as the introduction of a new commercial land use contributes to the broad range of commercial opportunities in the city. The proposal also promotes the revitalization of surplus institutional land while meeting the applicable criteria for conversion of the institutional building.

3.6 CITY OF GREATER SUDBURY ZONING BY-LAW 2010-100Z

The subject lands are presently zoned “I” Institutional in the *City of Greater Sudbury Zoning By-Law 2010-100Z*. The lands are proposed to be rezoned to “M1(S)”, Mixed Light Industrial/ Service Commercial Special to permit the site-specific provision of a “Car Club”, a use that is not currently defined under the Zoning By-law and requires a minimum of 60 parking spaces. The following definition of a “Car Club” is proposed to capture the nature and variety of uses to be incorporated into the proposed development:

Car Club: *A building or part thereof that is used by persons for the indoor display, storage, washing or detailing of motor vehicles, and may include an office used for administrative purposes, recreational facilities and amenities, a dining room, or a banquet hall that are accessory to the main use.*

The lands are proposed to be rezoned to “M1(S)”, Mixed Light Industrial/ Service Commercial Special to permit the site-specific provision of a “Car Club”. This zone is appropriate as most of the individual similar land uses that make up the Car Club are permitted in the M1 zone, such as a *Banquet Hall*, *Warehouse*, and *Automotive Uses*. Table 3 below provides a breakdown of the zoning requirements of the M1 zone. No site-specific relief from the M1 zoning provisions is required with the proposal.

Table 2: Zoning Requirements

	PROPOSED	REQUIRED (PER M1 ZONE STANDARDS)
Lot Area (min)	±1.1ha	1500m ²
Lot Frontage (min)	±0m (existing condition)	30m
Lot Depth (min)	±125m (irregular)	50m
Interior Side Yard Setback (min)	±4.9m (±20.5m abutting residential)	3m (9m abutting residential)
Lot Coverage (max)	±2279.5m ² (20.98%)	Max 50%
Height (max)	±8m (2 storeys)	12m
Min Landscaping	±4060m ² (37%)	5%
Planting Strip adjacent to Residential Zone	3.0m	5.0m

As part of the application, it is requested that a 3.0-metre-wide planting strip adjacent to the full length of the lot line abutting a rear lot line in any Residential (R) zone be required where a 5.0-metre-wide planting strip is required per **4.15.4(c)** and to permit a parking area within 3.0-metres of a Residential (R) Zone where 4.5-metres is required per **(5.2.4.3(c)(i))**.

The site-specific reliefs requested are appropriate for the orderly development of the property given the following:

- It would enable the establishment of the required accessible parking spaces to be in a location most suitable for access to the building.
- The grade change between the subject lands and the adjacent residential lots is greater than 15.0-metres (at the highest point) thereby mitigating compatibility concerns between typical Industrial (M) Zone parking areas interacting with Residential (R) Zones.
- The proposed scoped land use mitigates land use compatibility concerns between typical Industrial (M) Zones and Residential Zones.
- It recognizes the existing historical driveway location of the property and its associated planting strips.
- A large portion of the existing rock outcrop and vegetation along the northern lot line is proposed to be retained.
- The subject land's irregular shape, topographic challenges, and the existing building's large size require flexibility from zoning by-law standards in order to construct functional parking areas to Site Plan Control standards.

Part 5 of the By-law provides parking provisions. There are no identified parking requirements for the “Car Club” as this use is not recognized in the By-law. It is requested through the site-specific rezoning that a minimum of 60 parking spaces be required.

Table 2 demonstrates the zoning by-law’s intended parking requirements for similar types uses for the car club’s day-to-day operations as well as for special events and aids in providing a justification for the requested number of parking spaces.

Table 3: Parking Calculations

USE	SPACE	SIMILAR USE	APPROX. AREA	PARKING STANDARD	REQUIRED PARKING	PROPOSED PARKING
Car Club Day-to-Day Parking	Indoor Vehicle Storage/ Display	Warehouse	±1017m ² (including ±278m ² venue space)	1/90m ²	11 spaces	60 spaces For a ‘Car Club’
	Recreational Facilities/ Amenities or Accessory Office	Any other use not specified in this table Or Business Office	±267.5m ²	1/20m ²	13 spaces	
	Accessory Storage (Second Floor)	Warehouse	±1098m ²	1/90m ²	12 spaces	
	Car Detailing	Automotive Use	±160m ²	1/30 m ²	5 spaces	
	Total				41 spaces	
Car Club Special Event Parking	Venue Space (up to 200 persons)	Banquet Hall	±278m ²	¼	50 spaces	

Given the above, it is anticipated that a minimum of 60 spaces would appropriately accommodate and provide more parking than needed for both the limited day-to-day parking needs while still providing flexibility during special events as supported in OP **Section 11.4.1**. The building permit process will be used to limit the building’s capacity to a maximum of 200 attendees thereby ensuring adequate parking supply.

4.0 CONCLUSION

The proposed Zoning By-law Amendment would facilitate the development of a “Car Club”, a use not currently defined under *By-law 2010-100Z*. The proposal represents efficient development as the existing institutional building is proposed to be converted for commercial purposes. No land use compatibility impacts are anticipated as the car club will be located within the existing building. Overall, the proposal meets provincial and municipal employment area policies and contributes to the range and mix of employment uses in the City of Greater Sudbury, while optimizing the use of a vacant institutional building connected to municipal services.

Given the analysis provided herein, it is the author’s opinion that the proposed Zoning By-law amendment is consistent with the *2024 Provincial Planning Statement*, conforms with the *Growth Plan for Northern Ontario* and the intent of the *City of Greater Sudbury Official Plan*, and represents good planning.

Respectfully Submitted,

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