

0 Keith Avenue & 0 Pinellas Road, Chelmsford

Presented To:	Planning Committee
Meeting Date:	April 28, 2025
Type:	Public Hearing
Prepared by:	Ugo Ufoegbune Planning Services
Recommended by:	General Manager of Growth and Infrastructure
File Number:	751-5/24-11

Report Summary

This report provides a recommendation regarding an application for Zoning By-law Amendment that seeks to permit a mix of single-detached, semi-detached and street-townhouse dwellings.

This report is presented by Ugo Ufoegbune, Senior Planner.

Resolution

THAT the City of Greater Sudbury approves the application by Bonaventure Development Company Ltd. to amend Zoning By law 2010-100Z by changing the classification from “R1-5”, Low Density Residential One to “R1-5 (S)” Low Density Residential Special, “R2-2”, Low Density Residential Two and “R3” Medium Density Residential those lands described as Lots 64-93, Pt Lot 94, 97-117, Blocks D, Part of Block C & E, Plan M-1058, Lot 1, Concession 3, Township of Balfour, as outlined in the report entitled “0 Keith Avenue & 0 Pinellas Road, Chelmsford” from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting of April 28, 2025 subject to the following conditions:

1. That prior to the passing 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;
2. That a holding provision be applied to the lands until such time as the following item has been addressed:

That the owner has applied for and received all final approvals related to development of the lots and the construction of Winnipeg Street, including but not limited to erosion and sediment control, lot grading, municipal infrastructure and servicing, and storm-water management all to the satisfaction of the General Manager of Growth and Infrastructure;

3. That conditional approval shall lapse on April 29, 2027, unless Condition #1 above has been met or Council has granted an extension.

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

The application to amend the zoning By-law is an operational matter under the Planning Act to which the City is responding. The application contributes to the 2019-2027 City of Greater Sudbury Strategic Plan goals

related to housing (Goal # 5) by adding to the range and mix of housing available in Chelmsford.

As a form of residential intensification in the existing built-up community of Chelmsford, the development proposal aligns with the recommendations of the Community Energy and Emissions Plan (CEEP).

Financial Implications

If the rezoning is approved, staff estimates approximately \$273,000 in taxation revenue in the supplemental tax year only, based on the assumption of three single detached, 8 semi-detached, and 56 townhouse dwelling units at an estimated assessed value of \$400,000, \$300,000, and \$275,000 respectively per dwelling unit at the 2024 property tax rates.

This 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 time of building permit issuance.

Once development has occurred and the subdivision infrastructure has been transferred to the City, there will be additional on-going costs for future annual maintenance and capital replacement of the related infrastructure (i.e. Roads, water/wastewater linear pipes, etc.).

Report Overview

The application seeks to permit a mix of single-detached, semi-detached and street-townhouse dwellings fronting Winnipeg Street (formerly Willow Crescent) to the north of Keith Avenue in Chelmsford. The submitted Concept Plan depicts a total maximum yield of 67 urban residential dwelling units (i.e. 3 single-detached dwellings, 8 semi-detached dwelling units, 56 street townhouse dwellings) should the land use permission that are being sought be fully utilized.

The previous approval lapsed on April 13, 2024. It is noted that a registered survey plan is to be provided as a condition of approval to enact an amending zoning by-law with holding provisions as outlined in the original resolution and accompanying staff report (attached).

The Planning Services Division is recommending approval of the application for Zoning By-law Amendment in accordance with the Resolution section of this report.

Staff Report

Proposal:

This report reviews a request for approval of a rezoning application that would permit a mix of single-detached, semi-detached and street-townhouse dwellings fronting Winnipeg Street on a block of land situated to the north of Keith Avenue and to the south of Pinellas Road in the community of Chelmsford. The development proposal would yield a maximum of 67 urban residential dwelling units (i.e. 3 single-detached dwellings, 8 semi-detached dwelling units, 56 street townhouse dwellings) should the land use permission be utilized to their fullest extent.

The proposed rezoning requests to change the zoning classification on the subject lands from "R1-5", Low Density Residential One to "R1-5 (S)" Low Density Residential Special, "R2-2", Low Density Residential Two and "R3" Medium Density Residential. The owner has requested site-specific relief for Lot 94 to permit a reduced frontage of 15.0 m and a reduced lot area of 450.0 square meters where 17.0 m and 465.0 square meters are required respectively. Staff has no concerns with the requested site-specific relief.

The rezoning application was originally approved by the City's Planning Committee through recommendation PL2021-063 on March 22, 2021, which was later ratified by Council on April 13, 2021. Subsequently, the approval was extended for a period of one year until April 13, 2024. The approval lapsed and the applicant submitted a Zoning By-law Amendment Application, File # 751-5/24-11 on those lands described as Lots 64-93, Pt Lot 94, 97-117, Blocks D, Part of Block C & E, Plan M-1058, Lot 1, Concession 3, Township of Balfour, as outlined in the report entitled "0 Keith Avenue & 0 Pinellas Road, Chelmsford". The cross-reference subdivision file for this current application is File # 780-5/10001.

Existing Zoning: "R1-5", Low Density Residential One

The "R1-5" Zone permits a number of uses as shown in Table 6.1 of the Zoning By-law 2010-100Z including single-detached dwelling.

Proposed Zoning: "R1-5 (S)" Low Density Residential One Special, for Lot 94 to permit reduced lot area and frontage, "R2-2", Low Density Residential Two and "R3" Medium Density Residential.

The "R2-2" Zone permits duplex dwelling, and semi-detached dwelling, as well as all uses permitted in the "R1-5" Zone. The "R3" Zone permits uses as shown in Table 6.1 of the zoning By-law including duplex dwelling, multiple dwelling, and street townhouse dwelling.

Location and Site Description:

The subject land is shown in the location map. The subject lands are generally bounded by Pinellas Road to the north, Keith Avenue to both the south and to the east and Edward Avenue to the west in the community of Chelmsford. The subject lands that are to be rezoned have a total lot area of approximately 3.12 ha. The lands to be rezoned are presently vacant.

Surrounding Land Uses:

North:	Low density urban residential land uses with the predominant built-form being single-detached dwellings along Armand Crescent and Pinellas Road.
East:	Low density urban residential land uses with the predominant built-form being semi-detached dwellings along Keith Avenue and a large tract of vacant urban residential land.
South:	Low density urban residential land uses with the predominant built-form being semi-detached dwellings and duplex dwellings along Keith Avenue, a medium density residential development (i.e. Co-Operative D'Habitation Vallee Ouest) and a large tract of vacant urban land.
West:	Low density urban residential land uses with the pre-dominant built-form being single-detached dwellings along Edward Avenue, Chelmsford Community Centre and Arena to the north-west, and two public schools to the south-west.

The site plan showing parts to be rezoned to “R1-5(S)”, R2-2 and R3 are attached to this report.

Site photos depict the subject lands as viewed from Keith Avenue where Winnipeg Street would be constructed to provide access to the proposed residential development. Photos of the subject lands and the immediately surrounding residential area also illustrates the lower density urban residential nature of those lands situated to the east of Edward Avenue along both sides of Keith Avenue.

Public Consultation:

The statutory Notice of Application was provided to the public by newspaper and to nearby landowners and tenants located within 120 m (400 ft) of the subject lands on December 17, 2024. The statutory Notice of Public Hearing dated April 5, 2025, was provided to the public by newspaper and to nearby landowners and tenants located within 120 m (400 ft) of the subject lands.

The owner and agent were also advised of the City's policy recommending that applicants consult with their neighbours, ward councilor and key stakeholders to inform area residents of the application prior to the public hearing. The applicant did not provide a strategy for consulting with the public on the request to amend the current rezoning application, however, based on the staff report dated March 22, 2021, staff understood that the owner's agent hosted a public information session in 2019.

At the time of writing this report, the Planning Services Division received a comment from a member of the public dated January 2, 2025, concerned about the potential impact of the housing development on traffic in the area. The comment was sent to the City of Greater Sudbury Traffic and Transportation Department for review. The Traffic and Transportation Department noted that the proposed development is below the threshold in which a Traffic Impact Study would be required.

Policy and 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; and,](#)
- [Zoning By-law 2010-100Z.](#)

The PPS and the Growth Plan for Northern Ontario, along with the City's Official Plan, provide a policy framework for land use planning and development in the City of Greater Sudbury. This framework is implemented through a range of land use planning controls such as, but not limited to, zoning by-laws, plans of subdivision and site plans.

2024 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 2024 PPS. The following PPS policies are pertinent to the application for Zoning By-law Amendment:

Section 2.3.1 General Policies for Settlement Areas

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. 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.
3. 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.
4. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.
5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.
6. 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.

Section 2.4.1 General Policies for Strategic Growth Areas

1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.
2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
 - a) to accommodate significant population and employment growth;
 - b) as focal areas for education, commercial, recreational, and cultural uses;
 - c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
 - d) to support affordable, accessible, and equitable housing.

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. Staff has reviewed the planning matters contained within the Growth Plan for Northern Ontario and are satisfied that the application for Zoning By-law Amendment conforms to and does not conflict with the Growth Plan for Northern Ontario.

Official Plan for the City of Greater Sudbury:

The subject lands are designated Living Area 1 in the Official Plan for the City of Greater Sudbury.

The Living Area 1 land use designation includes residential areas that are fully serviced by municipal water and sewer and are the primary focus of residential development. Living Area 1 is seen as areas of primary focus for residential development given the desire to utilize existing sewer and water capacity and reduce the impacts of un-serviced rural development. New residential development must be compatible with the existing physical character of established neighborhoods, with consideration given to the size and configuration of lots, predominant built form, building setbacks, building heights and other provisions applied to nearby properties in the City's Zoning By-law.

Section 3.2.1 of the City's Official Plan outlines that the Living Area 1 designation permits low density residential uses up to a maximum density of 36 units per hectare and medium density residential uses up to a maximum density of 90 units per hectare. Medium density housing should be located in close proximity to Arterial Roads, public transit, main employment and commercial areas, open space areas and community/recreational services. Medium density development is to be located where adequate servicing capacities exist along with a road system that can accommodate the growth. High-density residential development is permitted only in the community of Sudbury.

Section 2.3.2 notes that the subject lands are within both a Settlement Area and the City's Built Boundary as delineated in Schedule 3 — Settlement Area and Built Boundary. Settlement Area land use patterns are to 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 to be encouraged, while development outside of the Built Boundary may be considered in accordance with the policies of the Official Plan.

Section 3.2.1(5) of the City's Official Plan specifically outlines those matters to be reviewed when considering applications to rezone lands within the Living Area 1 designation:

- a) The site is suitable in terms of size and shape to accommodate the proposed density and built 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 2.3.3 of the Official Plan generally acknowledges that intensification of a property at a higher density than what currently exists through the development of vacant or underutilized lots is encouraged throughout the City. Intensification is considered to be essential to completing communities, making the most efficient use of land, resources, infrastructure and public service facilities, minimizing negative impacts on air quality and climate change, promoting energy efficiency and supporting public transit, active transportation and the efficient movement of goods. The key to intensification is to ensure that it occurs in a context sensitive manner. Intensification must be compatible with and reinforced the existing and planned character of an area.

Specifically, Section 2.3.3 includes the following applicable intensification policies:

1. All forms of intensification are encouraged in accordance with the policies of the Official Plan;
2. The City will aim to accommodate 20% of future residential growth and development through intensification within the Built Boundary;
3. Large scale intensification and development is permitted in strategic core areas such as the Downtown, Regional Centres and major public institutions, in accordance with the policies of the Official Plan;
4. Medium scale intensification and development is permitted in Town Centres and Mixed-Use Commercial corridors, in accordance with the policies of the Official Plan;
5. Intensification and development is permitted in established Living Area 1 lands, in accordance with the policies of the Official Plan;
6. Intensification will be encouraged on sites that are no longer viable for the purpose for which they were intended such as former commercial, industrial and institutional sites. It will also be encouraged where the present use is maintained but the addition of residential uses can be added in a complementary manner;
7. Intensification will be encouraged on sites with suitable existing or planned infrastructure and public service facilities;
8. 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;
9. 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;
The relationship between the proposed development and any natural or man-made hazards;
 - k. The provision of any facilities, services and matters if the application is made pursuant to Section 37 of the Planning Act. Where applicable, applications for intensification of difficult sites may be subject to Section 19.7; and,
10. Residential intensification proposals will be assessed so that the concerns of the community

and the need to provide opportunities for residential intensification are balanced.

Section 17.2.1 of the City's Official Plan generally encourages diversity in housing types and forms. Specifically, in order to encourage a greater mix of housing types and tenures it is the policy of the City's Official Plan:

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

Section 19.5.4 of the City's Official Plan permits the passing of amending zoning by-law under Section 36 of the Planning Act that contains a holding provision in order to specify which lands, buildings and structures may be developed at some point in the future. Specifically, a holding provision may be utilized for the following purposes:

1. When certain details of development have not yet been determined, or where certain conditions of development have not yet been met such as, but not limited to, development or servicing agreements with the City;
2. When the level of community services and/or infrastructure is not yet adequate to support the proposed use;
3. Where environmental conditions or constraints temporarily preclude development or redevelopment; and/or,
4. Where required studies have not yet been approved by the City.

Zoning By-law 2010-100Z:

The owner is requesting that the subject lands be rezoned from "R1-5", Low Density Residential One to "R1-5 (S)" Low Density Residential Special, "R2-2", Low Density Residential Two and "R3" Medium Density Residential in order to permit a mix of single-detached, semi-detached and street-townhouse dwellings fronting Winnipeg Street (formerly Willow Crescent) and to the north of Keith Avenue in Chelmsford. The development proposal would total a maximum yield of 67 urban residential dwelling units (i.e. 3 single-detached dwellings, 8 semi-detached dwelling units, 56 street townhouse dwellings) should the land use permission that are being sought are fully utilized.

Department/Agency Review:

The application, including relevant accompanying materials, was circulated to all appropriate agencies and departments. Responses received from agencies and departments have been used to assist in evaluating the application and to inform and identify appropriate development standards in an amending zoning bylaw should the application be approved.

During the review of the proposal, comments provided by circulated agencies and departments included the following:

Roads, Active Transportation, Transportation and Innovation, Roads Operation have each advised that they have no concerns from their respective areas of interest.

Drainage has no comments; however, it is noted that no-site Stormwater Management was not shown on the concept plan. As a reminder, on-site Stormwater Management is required per Council's condition # 39. Drainage will provide comments during the plan of Subdivision Design Construction Drawing Submission phase.

Conservation Sudbury has no objection or requirements for the rezoning of lands at 0 Keith Ave and 0 Pinellas Rd from "R1-5" to "R1-5(S)", "R2-2", "R3" and the retained R1-5. Subject property contains a wetland located at the south east corner and there is a historical watercourse bed that traverses the subject lands. Subject lands may also include unmapped watercourses and wetlands. Regulatory requirements for these hazards will be detailed prior to development or at the next draft plan approval extension.

Development Engineering noted that the approved construction drawings for this development, dated March 2022, have not been updated to reflect the stormwater management requirements imposed in March 2023. As such, the developer's engineer was notified that to proceed to construction they would need to update their design to meet the current draft plan of subdivision requirements. It is our understanding that the request at this time is for the Zoning By-law amendment only, and that the construction drawings and/or the lot fabric will be modified to suit. As the lot fabric on the previously approved construction drawings do not align with the lot fabric provided with this request, we understand that the construction drawings will be modified to match what is proposed.

Environment Planning has no concerns with this application.

BUILDING SERVICES COMMENTS:

We have reviewed your memo dated December 17, 2024, and based on the information provided, Building Services has the following comments:

- 1) We acknowledge the request to change the zoning classification on a portion of the subject lands from R1-5 (Low Density Residential) to R1-5(S) (Low Density Residential Special) to permit a reduced frontage of 15.0 m and a reduced lot area of 450.0 m² where 17.0m and 465.0 m² are required respectively. Building Services has no concerns with the requested site-specific relief.
- 2) In relation to the parts of the site plan identified as proposed R2-2 lots for semi-detached dwellings, to ensure the minimum required lot frontage and lot depths have been met in accordance with the Zoning By-Law 2010-100Z, the site plan should reflect the dimension for a line which is parallel, and a 6.0 metre distance from the front lot line (at the street line). A dimension for the depth of the lots should also be provided. Building services advised staff that this requirement has been satisfied.
- 3) Building Services will reserve further comment until Plan of Subdivision.

Applicant/Owner to also be informed of the following information:

- 4) Applicant/Owner to be aware that numerous lots identified on the site plan are located within a flood plain. The applicant should be aware that if building in an area of flood plain, some restrictions may apply. Special design considerations may be required on footings, foundations, and flood proofing.
- 5) Building permit and building permit documents to be submitted to the satisfaction of the Chief Building Official.

Planning Analysis:

The 2024 PPS, the 2011 Growth Plan, and the City of 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 with respect to the applicable policies, including issues raised through agency and department circulation.

The proposed rezoning is consistent with the PPS for the following reasons:

1. The community of Chelmsford is an identified settlement area in the City's Official Plan. The proposed rezoning to permit the development of 67 urban residential dwelling units (i.e. 3 single-detached dwellings, 8 semi-detached dwelling units, 56 street townhouse dwellings) would represent an improved mix of residential use and built-form permissions in this part of Chelmsford and should be promoted and is considered to be good land use planning.
2. Staff is of the opinion that the proposed development contributes positively to improving the mix of densities and land uses that would be permitted in this particular area along Keith Avenue and future Winnipeg Street in the community of Chelmsford. Staff notes that the lands are generally capable of being serviced with municipal water and sanitary sewer from Keith Avenue. Access to public transportation via GOVA is available to the west along Edward Avenue (i.e. Route 104 — Azilda/Chelmsford), which provides direct route access to both the Chelmsford Community Hub and the Downtown Hub. Active transportation is also an option as there is an existing sidewalk along Keith Avenue providing a pedestrian connection to Edward Avenue to the west. Edward Avenue also has a sidewalk providing a further pedestrian connection opportunity to Highway #144 to the south of the lands. There are also a number of public open space and community facilities (e.g. Chelmsford Community Centre & Arena) that can be accessed through active transportation infrastructure that exists in the general area. Staff is of the opinion that the proposed rezoning will result in a good intensified use of the subject lands from a good land use planning perspective;
3. Staff is of the opinion that the application to rezone the lands will improve the possible mix of land use patterns in the general area and will serve to encourage and provide for increased housing opportunities in terms of promoting the intensification of a vacant and therefore underutilized lot located within the Chelmsford settlement area;
4. Staff is supportive of the opportunity for residential intensification and has noted above that public transportation is located in close proximity to the subject lands. The proposed residential intensification in this instance would facilitate the development of up to 67 urban residential dwelling units (i.e. 3 single-detached dwellings, 8 semi-detached dwelling units, and 56 street townhouse dwellings) should the proposed rezoning be approved and utilized to the fullest extent by the owner. Staff is satisfied that the proposed and resulting mix of urban residential uses and built-forms be reasonably accommodated on the lands with minimal disruption to abutting residential land uses. Suitable municipal infrastructure is also generally available subject to appropriate extensions and connections being made and staff would therefore encourage intensification in this location;
5. Staff is of the opinion that appropriate development standards can be achieved through the rezoning process that facilitates good and reasonable intensification that encourages a compact built-form, while avoiding or mitigating risks to public health and safety. Staff is satisfied that this particular mix of permitted residential uses and built-forms is well suited for the lands. Further to this, the " R1-5(S)", "R2-2", retained R1-5 and "R3" Zones that are being recommended by staff will ensure that the resulting development is reasonably accommodated and not out of character or excessive in nature given the site context;
6. Staff notes that the subject lands are surrounded by and adjacent to an existing and built-up urban residential area. It is further noted that the lands are also within the City's existing built-boundary. Staff is therefore of the opinion that together the proposed rezoning would facilitate and encourage the possibility of development proceeding in this area with a more compact built-form having a mix of urban residential uses at a density that will utilize the subject lands efficiently from a land, infrastructure and public service facilities perspective;

7. With respect to housing policies in the PPS, staff advises that in general the development proposal would contribute positively to the City's range and mix of housing options and densities to meet projected requirements for both current and future residents in Chelmsford. The proposed development would also continue to contribute positively to the City's requirement for the supply of residential units with servicing capacity that are suitably zoned to facilitate residential land for intensification and redevelopment; and,
8. More specifically, staff would note the following with respect to housing policies:
 - a) The proposed mix of urban residential land uses and built-forms would in general provide for an expanded range and potentially mix of housing options and densities in the community of Chelmsford. Staff is satisfied that no negative impacts would be generated should the rezoning be approved from a social, health, economic and well-being perspective in terms of those current and future residents living in the local community;
 - b) Staff is generally supportive of the proposed residential intensification and inclusion of semi-detached dwellings and street townhouses as permitted uses in addition to single-detached dwellings. The mix of residential uses and built-forms that would be permitted is not considered to be excessive from the perspective of balancing intensification opportunities against ensuring that there are no disruptions to the existing character of this particular urban residential neighbourhood in this part of Chelmsford;
 - c) Staff is satisfied through their review and circulation of the rezoning application that the proposed 67 urban residential dwelling units (i.e. 3 single-detached dwellings, 8 semi-detached dwelling units, 56 street townhouse dwellings) can and should be appropriately directed to the subject lands as appropriate levels of municipal infrastructure (i.e. sanitary sewer and water infrastructure, public transportation, etc.) are presently available;
 - d) Staff is of the opinion that the development proposal would generally result in the efficient use of land and available municipal infrastructure. It is also noted that the improved housing options in this area would positively contribute to and encourage the use of public transportation in the immediate area;
 - e) Staff notes that there are at present no identified issues with respect to prioritization of intensification in the immediate area. Staff would further note that the development proposal would not negatively impact other intensification opportunities that may exist in the area; and,
 - f) Staff is satisfied that appropriate development standards contained within the existing standard "R1-5", "R2-2" and "R3" Zones can be utilized in an amending zoning by-law to accommodate the proposed development of the subject lands without negatively affecting the cost of housing and the existing character of the area. No negative impacts on public health and safety were identified through the review and circulation of the rezoning application.

Staff in general has no concerns with respect to the proposed rezoning conforming to the applicable policies in the Official Plan for the City of Greater Sudbury. Those policies relevant to the development proposal that would permit 65 urban residential dwelling units (i.e. 3 single-detached dwellings, 8 semi-detached dwelling units and 56 street townhouse dwellings) are discussed below.

With respect to general Living Area 1 policies in the Official Plan that are applicable to the subject lands, staff notes that the proposed 67 urban residential dwelling units (i.e. 3 single-detached dwellings, 8 semi-detached dwelling units, 56 street townhouse dwellings) would yield an overall site density of approximately 21 residential dwelling units per hectare, which is permitted and within the threshold of those low density residential policies set out and permitted in the City's Official Plan.

Staff notes that the lands have frontage on a Local Road (i.e. Keith Avenue) and are directly connected to a Collector Road (i.e. Edward Avenue). It is further noted that Winnipeg Street would be considered to be a Local Road once constructed. The nearest bus stop to the lands is situated approximately 68 m (223.10 ft) to the west on Edward Avenue. The lands are also situated in close proximity at a distance of approximately 400 m (1,312.34 ft) to a Provincial Highway (i.e. Highway #144) that provides further direct access to public transportation options. Staff is of the opinion that sufficient open space areas and community/recreational activities are also available in the general area of the subject lands. Staff notes that the lands are capable of being serviced by municipal water and sanitary sewer infrastructure.

Staff further notes that the subject lands are identified as being located within the Chelmsford Settlement Area and Built Boundary as delineated in Schedule 3 — Settlement Area and Built Boundary to the City's Official Plan. Staff advises that the proposed 67 urban residential dwelling units (i.e. 3 single-detached dwellings, 8 semi-detached dwelling units, 56 street townhouse dwellings) represents an opportunity to make efficient use of existing urban land supply and planned or available municipal infrastructure and other services that are already provided for within the City's Settlement Area and Built Boundary. Staff is further satisfied that no site-specific development standards would appear to be required in order to accommodate the proposed intensified residential land uses.

With respect to applicable intensification policies set out under Section 2.3.3 of the Official Plan, staff has the following comments:

1. Staff notes that in general all forms of residential intensification are encouraged in the City's Official Plan. Staff further advises in this instance that the subject lands form a vacant and underutilized lot in the middle of a built-up urban residential environment. Provided that appropriate development standards (i.e. "R1-5", "R2-2" and "R3") are applied to the lands, staff is of the opinion that this form of residential intensification can be reasonably accommodated on the subject lands;
2. Staff notes that the proposed development would constitute development within the Built Boundary as these vacant lands are entirely surrounded by a built-up urban residential environment;
3. Staff in general has no concerns with respect to the proposed intensification in terms of compatibility with the existing and planned character of the area. Additionally, staff has no concerns regarding the size and shape of the lots and blocks, or the siting, coverage, massing, height, traffic, parking, servicing, landscaping and amenity areas of the development proposal that would facilitate construction of up to 67 urban residential dwelling units (i.e. 3 single-detached dwellings, 8 semi-detached dwelling units, 56 street townhouse dwellings).

In particular, with respect to applicable criteria set out in Section 2.3.3 that are being considered when evaluating applications that propose intensification, staff has the following comments:

1. Staff is generally of the opinion that the subject lands are of sufficient size and shape to accommodate up to a maximum of 67 urban residential dwelling units (i.e. 3 single-detached dwellings, 8 semi-detached dwelling units, and 56 street townhouse dwellings). Staff is satisfied that the Concept Plan demonstrates that the proposed development can be situated on the lands without requiring any site-specific relief that may cause or introduce conflict between land uses in the area. Staff can also advise that circulated agencies and departments identified no concerns with respect to topography during the review of the rezoning application;
2. Staff has noted in this report that the subject lands are generally surrounded by a mix of urban residential built forms and lower residential densities in this particular area of Chelmsford. The introduction of street-townhouses in particular to the area is considered compatible with the existing residential character of the area and an appropriate transition between existing lower density residential uses (e.g. single-detached and semi-detached dwellings). Medium density-built forms such as street-townhouses can be achieved through applying the appropriate development standards contained in the "R3" Zone, as well as those general provisions that require planting strips between said types of residential land uses. It is on this basis that staff are satisfied that the development proposal would not present any compatibility issues with respect to the existing and planned residential character that exists along Keith Avenue and Armand Crescent;
3. Staff is satisfied that the lands are capable of providing adequate on-site landscaping, fencing, planting and other measures that will have the effect of lessening any impacts that the development proposal would have on abutting properties or the existing urban residential character that exists along surrounding local streets. Staff would note however that the above opinion is based upon the street townhouses being zoned "R3" which properly contemplates the interface between lower density (e.g. "R1-5" & "R2-2") and medium density residential land uses in terms of minimum lot areas, minimum yard setbacks, planting strips, fencing, and so on;

4. Staff notes that the development proposal would involve the construction of a local road (i.e. Winnipeg Street) that is depicted on Plan M-1058, which was registered on August 3, 1977. Staff is of the opinion that the land uses proposed will be capable of providing adequate ingress and egress in terms of driveway entrances onto Winnipeg Street. It is further anticipated that appropriate off-street parking will be provided for each of the residential dwelling units as required under Part 5 — Parking Provisions of the City's Zoning By-law. For clarity purposes, single-detached, semi-detached and street-townhouse dwellings are required to provide one parking space per dwelling unit located outside of the required front yard. The owner has not requested any site-specific relief as it relates to parking provisions. Staff also has no concerns with safe and convenient vehicular circulation that would be facilitated along Winnipeg Street and other surrounding local streets;
5. Roads, Traffic and Innovation reviewed the rezoning application and did not express any concerns with respect to any negative impacts related to the traffic that would be generated by the proposed development on the local road network and surrounding land uses.
6. As noted previously in this report, the lands are well accessed by public transportation to the west as GOVA is available to the west along Edward Avenue (i.e. Route 104 — Azilda/Chelmsford), which provides direct route access to both the Chelmsford Community Hub and the Downtown Hub. As mentioned earlier, that the nearest transit stop is situated approximately 68 m (223.10 ft) to the west on Edward Avenue. There is also an existing sidewalk along the north side of Keith Avenue providing an existing active transportation link to Edward Avenue and out toward Highway #144 to the south of the lands;
7. Staff does not anticipate that any negative sun-shadowing and/or uncomfortable wind conditions would be generated on surrounding streets, parks and open spaces should the proposed rezoning be approved. It is noted that the proposed buildings would each be permitted to have a maximum height of 11 m (36.09 ft) as per the recommended "R1-5" (S), "R2-2" and "R3" Zone standards and sun-shadowing and/or uncomfortable wind conditions are not normally associated with buildings of this particular height;
8. In their review of the application, staff did not identify any areas of concern with respect to negative impacts of the development proposal on surrounding natural features and areas and cultural heritage resources;
9. Staff has no concerns with respect to the relationship between the proposed development and any nearby-identified natural or manufactured hazards.
10. There are no facilities, services or other matters associated with the development proposal that are subject to Section 37 of the Planning Act; and,
11. Staff generally concludes and would advise that the proposed residential intensification along Winnipeg Street would balance the concerns of the local community with the identified need for providing opportunities for residential intensification in the community of Chelmsford.

With respect to housing policies established under Section 17.0 of the Official Plan, staff notes that in general the development proposal would contribute positively to the range of housing types and forms available to both current and future residents of Chelmsford. Staff also understands that the proposed semi-detached dwellings and street townhouse dwellings could potentially offer and provide for a range of smaller (i.e. two bedroom) units that are capable of accommodating smaller households. Staff notes that future owners may utilize the City's secondary dwelling unit permissions to increase the range of housing options even further. The development proposal may also positively contribute to and provide for an additional housing option for senior citizens living in Chelmsford. Staff also advises that the proposed rezoning does not amount to a down-zoning of the subject lands. Staff is supportive of the rezoning from a housing perspective on the basis that it would contribute positively to the notion of creating complete communities designed to have a mix of land uses that are supportive of transit development and that offer the opportunity for providing affordable housing to people of all ages and abilities.

Staff is therefore of the opinion that the proposed rezoning conforms to the Official Plan for the City of Greater Sudbury.

The owner is requesting that the lands be rezoned from “R1-5”, Low Density Residential One to “R1-5 (S)” Low Density Residential Special, “R2-2”, Low Density Residential Two and “R3” Medium Density Residential. Apart from the site-specific relief for “R1-5 (S)” for lot frontage and area relief, development of the lands is expected to occur in compliance with the zoning that would be applicable to the lands should the application be approved. The special provisions required for Lot 94 on Registered Plan M-1058 can be confirmed through the registered survey plan that will be required in order to prepare an amending zoning by-law for the lands. Staff in general has no concerns with the requested “R1-5 (S)”, “R2-2”, retained R1-5 and R-3” zone categories.

Staff notes that a registered survey plan will be required in order to prepare the amending zoning bylaw for the legal description of the lands being those lands described as Lots 64-93, Pt Lot 94, 97-117, Blocks D, Part of Block C & E, Plan M-1058, Lot 1, Concession 3, Township of Balfour.

Conclusion:

Staff has reviewed the development proposal and is generally satisfied that it conforms with the Official Plan for the City of Greater Sudbury. The development proposal is also generally consistent with the land use planning policy directions identified in the PPS. Staff also notes that the application conforms to and does not conflict with the Growth Plan for Northern Ontario.

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

1. That the lands be rezoned to “R1-5 (S)” Low Density Residential Special, for Lot 94, “R2-2”, Low Density Residential Two, retained portion of R1-5 and “R3” Medium Density Residential;
2. That the only site-specific relief provided be on those lands legally described as being Lot 94 on Registered Plan M-1058 to permit a reduced frontage of 15.0 m and a reduced lot area of 450.0 m² where 17.0 m and 465.0 m² are required respectively;
3. That a holding provision be utilized in order to ensure that prior to development:
 - a) That the owner prepares required materials, submit said materials for review and receive all final approvals related to development of the lots and the construction of Winnipeg Street, including but not limited to erosion and sediment control, lot grading, municipal infrastructure and servicing, and storm-water management all to the satisfaction of the General Manager of Growth and Infrastructure;

The Planning Services Division therefore recommends approval of the application for Zoning By-law Amendment in accordance with the Resolution section of this report.