

Date: October 2, 2012

Recommendation Cont'd

1. That the amending by-law shall include:
 - a) The lot line abutting Paris Street shall be deemed to be the front lot line;
 - b) The only permitted uses shall be multiple dwellings with a maximum of 210 dwelling units of which a maximum of 85 units shall be permitted in a new building on the lot;
 - c) Maximum number of multiple dwelling buildings shall be two;
 - d) The existing building as located on the lot shall be permitted and the enlargement of the existing building shall be permitted within the existing setbacks to the existing building;
 - e) Notwithstanding d) above, the maximum addition permitted to the existing helipad structure shall be 1 storey located above the helipad platform;
 - f) Minimum setback from Facer Street to a multiple dwelling shall be 55 metres;
 - g) Minimum setback from the rear and interior side lot lines to a garage structure shall be 2 metres;
 - h) Minimum setback from the rear and interior side lot lines to multiple dwelling units in a building located above a garage structure shall be 7.5 metres;
 - i) Maximum building height shall be eight storeys and 32 metres;
 - j) Minimum front yard setback to a multiple dwelling in a new building shall be 11.3 metres;
 - k) Maximum number of surface parking spaces not including loading spaces shall be 20;
 - l) Minimum width of a landscape strip abutting the front lot line (Paris Street) shall be 2.6 metres and from Paris Street to the existing building the minimum width of the landscape strip shall be 1.3 metres;
 - m) Loading spaces shall be permitted in the corner side yard.
2. That an "H", Holding provision be applied to the amending by-law which would restrict the use of the lands to those currently existing until such time as Council is advised that the owner has made satisfactory arrangements for access, if required, across the abutting lands to the satisfaction of the General Manager of Growth and Development.

Date: October 2, 2012

STAFF REPORT

Applicant:

2226553 Ontario Inc.

Location:

PINS 73584-0652 and 73591-0047, Part 2, Plan 53R-3947, Part of Lot 5 in Concessions 2 and 3, Township of McKim, 700 Paris Street, Sudbury

Application:

To amend By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury by changing the zoning classification from "I", Institutional Zone and "P", Park to "R4(S)", Residential High Density(Special) to permit the conversion of the former St. Joseph Hospital to 210 dwelling units.

Public Consultation:

A notice of complete application was mailed to property owners and tenants within the surrounding area on May 16, 2012. The applicant held a neighbourhood information meeting on June 11 at 7 pm at the Caruso Club. The first public hearing on the application was held before the Planning Committee on June 27, 2012. The staff report considered at the first public hearing is attached for the Committee's reference along with the minutes of the meeting.

At the first public hearing, 7 members of the public spoke on the application. Concerns raised by the public included the amount of landscaping on the property; building setbacks from property lines; traffic; that the property should be used for parkland; impact of salt on Lake Ramsey; cyclists continued use of Bell Park Road; having commercial uses on the site with dwelling units.

At the public hearing, the Planning Committee resolved:

"That the City of Greater Sudbury receive the comments and submissions made at the public hearing on File 751-6/12-14; and,

That Staff complete their review of file 751-6/12-14 by 2226553 Ontario Inc. and schedule a second public hearing on this matter before the Planning Committee, when complete."

Since the first public hearing, the applicant submitted a revised proposal to the City. The revised proposal is described in the following section of this report.

Date: October 2, 2012

Original and Revised Proposals:

Original Proposal:

The applicant's original proposal included the development of a total of 190 dwelling units on the site. Within the former hospital building 125 dwelling units were proposed along with a 3,691 m² (39,733 sq. ft.) wellness centre (wellness clinic, exercise rooms, pool, fitness facility), and a 418m² (4500 sq. ft.) restaurant to be located on the former helipad. The former "Mason Residence" building located at the north end of the site next to Facer Street was proposed to be demolished and replaced with a new five storey, 65 dwelling unit building.

The original proposal included a total of 370 parking spaces, comprised of 239 spaces in a 7 level parking garage to be constructed at the south end of the site, 39 spaces in a garage below the 65 unit building at the north end of the site and 92 surface parking spaces. The site was to have access onto Paris Street at the existing signalized intersection at Boland Avenue, along with two other entrances onto Paris Street located further to the north. Access was to be provided through the proposed parking structure to the driveway along the southeast side of the property which extends onto the City's property further to the north.

Access to the site was also proposed via four entrances onto the City lands (Bell Park) along the southeasterly side of the site.

Revised Proposal

Following the first public hearing, the applicant revised their proposal. The revised proposal deletes all of the commercial uses, being the restaurant and wellness centre including the fitness centre use. The number of dwelling units proposed has increased from 190 to 210 units.

The former Mason residence building is still to be demolished as in the original proposal. In the revised proposal, the lands currently occupied by the Mason building are to form part of a landscaped area and 11 space parking lot and service/loading area at the north end of the site.

In the revised proposal, the southerly wing of the former hospital is to be demolished and replaced with an 85 unit building stepping from 4 to 8 storeys in height. The 7 level parking garage in the original proposal has been deleted and replaced with a three level garage located below the 85 unit building. From Paris Street the parking garage will be located entirely below grade. Parking is comprised of 332 spaces in the garage and 20 spaces on the surface of the site.

The revised proposal includes 47 percent of the site to be landscaped in comparison to 24.3 percent in the original proposal.

The applicant's sketch continues to show the existing driveway along the southeasterly side of the property as "Bell Park Rd". Staff note that this is not a public road but is a driveway that is located partially on City lands and partially on the applicant's lands. This driveway has existed in

Date: October 2, 2012

its current alignment crossing both the City and the former hospital properties for several years without the benefit of any easements in favour of either property. It is noted that the City currently gains access to Bell Park along this driveway which crosses the applicant's lands in the vicinity of the former helipad.

Site Description and Surrounding Land Uses

The subject lands have an area of 1.78 ha (4.42 acres) and have approximately 70 m (230 ft.) frontage onto Facer Street and 220 m (725 ft.) abutting Paris Street. The site functioned as a hospital until 2010 when the hospital services were combined with the one-site hospital now known as Health Sciences North. The former St. Joseph's Hospital was subsequently purchased by the applicant. The site is currently occupied by the former hospital building which varies in height up to six storeys facing Paris Street and portions along the rear facing Bell Park rising to eight storeys.

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

Official Plan

Institutional

The Official Plan for the City of Greater Sudbury designates the site "Institutional". Section 4.4.5 provides that rezoning applications related to the conversion of surplus institutional buildings shall be considered based on the following criteria:

- a. the need for such lands or buildings for other public uses, and their long-term value to the community;
- b. the compatibility of the proposed uses with surrounding land uses and the intent of the policies in this Official Plan with respect to proposed uses; and,
- c. for conversion to residential uses, the appropriateness of the proposed density.

The use of the site as a hospital ended in 2010 when the hospital services were transferred to the "one-site hospital", now known as Health Sciences North. The lands were subsequently sold to the applicant.

The proposed multiple residential use is considered to be compatible with the surrounding park and low density residential uses in consideration of the site's previous use as a hospital. Significant landscaping is proposed along the north part of the site currently occupied by the Mason building and parking areas adjacent to the low density neighbourhood to the north of Facer Street. Significant landscape improvements are also proposed on the adjacent City lands to integrate the development into the adjacent Bell Park.

Date: October 2, 2012

The proposed 210 unit development is at a density of 118 units/ha, based on the site area of 1.78 ha. This density falls within the 90 to 150 units per hectare high density residential range set out in the Official Plan.

Given the context of the site abutting a primary arterial road, served by transit and located just to the south of the downtown, the proposed density as discussed further in this report is considered appropriate for the site.

Other Applicable Policies

Other policies of the Official Plan that are relevant to the application are those respecting:

Intensification (Section 3.3);

The Official Plan recognizes that residential intensification is an effective means of ensuring the efficient use of land and infrastructure. It also commits the City to encouraging new growth through intensification to ensure the development of healthy, balanced and efficient communities.

The PPS requires municipalities to establish and implement minimum targets for intensification and redevelopment in built up areas (Policy 1.1.3.5). The Official Plan establishes an intensification target, which states that by 2015 the amount of growth occurring through intensification will reach 10 percent. This proposal will assist the City in meeting this intensification target.

The Official Plan in Section 3.3 also includes policies respecting intensification. These policies recognize that development can occur without dramatic changes in the character and scale of existing neighbourhoods. These policies state that opportunities for intensification will be supported on lands that are no longer viable for the purpose for which they were intended; that are vacant and underutilized within previously developed areas, as well as within fully serviced Living Areas that could accommodate infill development. The Plan includes that in particular, intensification will be encouraged on major Arterial Roads in close proximity to employment areas and public transit. The subject lands being a former hospital site, located on Paris Street which is a primary arterial road with transit, conform to these policies.

These policies also state that any changes to the land use structure through intensification will be assessed so that the concerns of the community and the need to provide opportunities for residential intensification are balanced. As noted previously, the proposal has been revised to eliminate a new 65 unit residential building at the north end of the site next to Facer Street and the residential neighbourhood to the north. The revised proposal includes a new 85 unit building located at the south end of the site adjacent to Bell Park and the city owned parking lot to the south. The new building maintains a similar scale to the portion of the former hospital building that is to remain and be converted to dwelling units. Staff is of the opinion that the subject proposal provides an opportunity for intensification with minimal impacts on the character or scale of the existing neighbourhood on a site that is close to the downtown, transit and other services.

Date: October 2, 2012

Parks and Open Space (Section 7.2.1);

The Official Plan includes policies requiring the dedication of land for park or other recreational purposes as a condition to the approval of a residential subdivision or consent at 5 percent of the land or cash-in-lieu of accepting the conveyance. As an alternative to requiring the conveyance for redevelopment for residential purposes, the City may require that land be conveyed to the City for redevelopment for residential purposes, for park or other recreational purposes at the rate of one hectare per 300 dwelling units. Section 51.1(3) of the Planning Act, allows for the municipality in-lieu of accepting the conveyance to require the payment of the value of the land. The value of the land would be determined as of the day before the draft approval of the plan of condominium. The requirement for the owner to provide the City cash-in-lieu of parkland will be imposed as a condition at the draft plan of condominium approval stage.

It is anticipated that the cash-in-lieu of parkland to be paid to the City will mainly be used for improvements and enhancements for Bell Park which will be finalized as part of the site plan control agreement.

Stormwater (Section 8.6);

The Official Plan recognizes the need to control the quantity of storm water runoff to reduce erosion and flooding and to improve the quality of runoff to streams, rivers, lakes, groundwater and the City's drinking water resources. A storm water report will be required as part of the site plan application for the development. Based on the proposed plans, the amount of impervious area, (building and paved parking areas), appears to be less than what currently exists on the site. The landscape concept plan also includes all surface areas to be permeable pavers, further enhancing infiltration and reducing runoff from the site.

The applicant has also advised that a detailed storm water management analysis will be undertaken towards limiting the volume of runoff from the site and putting in place controls to address water quality. The approach would include low-impact development techniques, such as grassed swales and pervious stone pavers. During the detailed design phase, concurrent with the storm water management analysis a maintenance protocol is to be developed with the site plan control agreement. These suggestions may include the removal of snow from surface parking areas, (haul to approved snow dump) and mechanical sweeping of underground parking areas before any roadway salt has an opportunity to enter the lake.

Staff note that the details of the storm water management for the site and the maintenance protocol will be finalized as part of the site plan control agreement.

Road Improvements (Section 11.2.2);

The City's Official Plan recognizes that sidewalks, bike lanes and paths and walking trails need to be fully integrated components of the overall transportation system along with public transit facilities including stopping bays. New developments that may affect the function of municipal roads may require traffic impact studies to assess such impacts and to propose mitigating measures. Paris Street is designated as a Primary Arterial Road in the Official Plan.

Date: October 2, 2012

The applicant's plans include realigning the current entrance to the site at Paris and Boland Streets, (also utilized as access to the City parking lot), to a location more closely in alignment with Boland Street. The plans also include the removal of two driveways onto Paris Street and the removal of one entrance onto Facer Street. The sidewalk on Paris Street is to be relocated further away from the curb with a bus bay, shelter, landscaping and a new sidewalk on Facer Street. The transfer of lands to the City to form part of the planned road right-of-way to the City will be required to provide for the improvements. New walkways and bicycle paths are proposed to link from Paris Street to Bell Park and to the pedestrian walkways and building entrances on the site.

The applicant submitted a traffic impact study for the development considered at the June 27, 2012 public hearing and has submitted a new traffic report accessing the current proposal. The detailed comments of the City's Roads and Transportation Section are set out later in this report.

Transit supportive land uses (Section 11.3.2);

Mixed uses and higher density housing along arterial roads are encouraged as a means of enhancing the feasibility of transit services, increasing ridership, alleviating traffic congestion and reducing reliance on the automobile.

The subject lands are currently served by the three transit routes, (Route 500 University via Paris, Route 181 Paris/Loellen and Route 182 Ramseyview/Algonquin). A transit stop is located at the property along Paris Street.

The proposal includes accommodation for a bus bay and transit shelter along Paris Street with pedestrian connections from the two residential buildings to the sidewalk.

Parking (Section 11.4);

The Official Plan's parking policies state that new developments generally must provide an adequate supply of parking to meet anticipated demands. Standards for parking, including accessible parking, bicycle parking and loading are established in the Zoning By-law.

Zoning By-law 2010-100Z requires a minimum of 1.5 parking spaces be provided for every dwelling unit in a multiple dwelling. Based on the proposed 210 dwelling units, a minimum of 315 parking spaces are required. The plan shows a total of 352 parking spaces. Bicycle parking spaces are required to be provided at 0.5 spaces per dwelling unit requiring a total of 105 spaces. Two loading spaces (one for each building) are required to be provided by the Zoning By-law. No exceptions to the amount of parking that is required to be provided by the By-law are being recommended by staff.

Sewer and water (Section 12.2);

The Official Plan includes policies addressing the requirement that water and sewer capacity are adequate to service the development. The site is currently serviced with municipal water and sanitary sewer. Development Engineering has advised should any upgrading of the water and sanitary sewer be required it will be borne by the owner, in accordance with the Official Plan.

Date: October 2, 2012

Community design (Section 14.2);

The Official Plan includes policies to promote a high standard of community design. Buildings, structures and other design elements that complement existing built form and character are encouraged. The improvement of streetscapes through upgrades such as landscaping, lighting, sidewalks, paving and public art are encouraged. These treatments should complement adjacent built form and open spaces, adding to a neighbourhood's character.

It is noted that the landscape concept plan includes improvements to the streetscape along Paris Street with upgrading to the street lighting, a relocated sidewalk, boulevard improvements including landscaping, with a walkway/bicycle connection to Bell Park.

The proposed new building at approximately 30.4 m (100 ft) is slightly lower than the height of the renovated hospital building 31.5 m (104 ft.). The new building incorporates a stepping of heights from 4 to 8 storeys on the northerly elevation, providing visual interest to the building. A minimal amount of parking is proposed at grade, allowing for significant landscaped areas. The new building located at the south end of the site minimizes any potential impacts on the residents located north of Facer Street that may have been associated with the new building in the proposal considered at the June 27, 2012 public hearing.

Design features, views and corridors (Section 14.5)

The Official Plan recognizes the importance of protecting those elements that enhance the quality of the urban environment including scenic vistas and natural features which contribute to the quality of place.

The Official plan includes that new development proposals will be evaluated for their opportunity to create, maximize or enhance existing views through landscaping. Development along Arterial Roads will require a three metre wide landscape strip along the frontage where possible parking is encouraged to be located to the rear of buildings. The proposal includes significantly increasing the amount of landscaped area along the Paris and Facer Street frontages from what currently exists. Surface parking areas between the buildings and Paris and Facer Streets will also be reduced from what exists today. Thirteen parking spaces are proposed to the front of the new eight storey building which are intended to be for visitor or short stay parking near the main entrances to both buildings.

The Official Plan includes that view corridors to lakes should be preserved. It is noted that views of Ramsey Lake from Paris Street adjacent to the property are currently blocked by the former hospital building. From Boland Avenue lake views are currently obscured by the laundry and boiler building and smokestack located at the south end of the site (see Photos #10 and 11). The proposal to demolish the south wing of the hospital and replace it with a tiered 8 storey building results in an approximate 19 m (62 ft.) opening between the existing buildings which would provide views from Paris Street through to Bell Park that do not exist currently. Given the trees in Bell Park, these views would likely be of treed areas as opposed to views of Ramsey Lake.

Date: October 2, 2012

Ramsey Lake is most easily viewed from Paris Street to the south of the subject lands and from the City owned parking lot abutting immediately to the south. The development as proposed will not significantly impact views of the lake from the Paris Street or Boland Avenue or other adjacent lands.

A detailed landscaping plan, identifying the specific planting material and landscaping elements will be required as part of the site plan approval process

Housing (Section 18)

The Official Plan recognizes that adequate and affordable housing for all residents is a fundamental component of Greater Sudbury's Healthy Community approach to growth and development. Official Plan policies are designed to improve the availability of housing for all current and future residents of the City.

The Plan encourages a diverse supply of housing types and tenures by promoting a full range of housing types and tenures including smaller one and two bedroom units to accommodate the growing number of smaller households; and promote a range of housing types suitable to the needs of seniors.

The Official Plan suggests that the types of housing to be developed on an annual basis should be comprised of a mix of 50 to 60 percent single detached dwellings, 15 percent semi-detached and row housing and 25-30 percent apartment dwellings. The proposal would assist the City in achieving its suggested target for apartment units in the future.

Ramsey Lake Community Improvement Plan

The Ramsey Lake Community Improvement Plan adopted by the Regional Municipality in 1992 established a long term vision for the Ramsey Lake Area and proposed a set of programmes and development projects to guide future development in the Plan Area.

The Community Improvement Plan includes that the General Hospital (St. Joseph Hospital) site should improve its landscaping to relate more compatibly with Bell Park and Paris Street with a special emphasis to be placed on regenerating the natural landscape.

The landscape concept plan prepared by the applicant will assist in achieving the objectives of the Community Improvement Plan through renaturalizing the northerly part of the site and the landscape improvements proposed along the Paris Street frontage and where the property interfaces with Bell Park.

Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under Section 3 of the Planning Act, applies to applications, matters or proceedings commenced on or after March 1, 2005. The PPS provides direction on matters of provincial interest related to land use planning and development. Section 3 of the Planning Act requires that a decision of the Council on planning matters shall be consistent with the PPS.

Date: October 2, 2012

The following polices of the PPS are relevant to the application.

Policy 1.1.1 relating to sustaining healthy, liveable and safe communities;

Policy 1.1.2 relating to land availability;

Policy 1.1.3 relating to settlement areas;

Policy 1.4 relating to housing;

Policy 1.5 relating to public spaces, parks and open spaces;

Policy 1.6.5 relating to transportation systems;

Policy 1.7 relating to long term economic prosperity;

Policy 1.8 relating to energy and air quality; and

Policy 2.2 relating to water.

Staff has reviewed the proposed development with respect to the above policies and are satisfied that it is consistent with the Provincial Policy Statement.

Growth Plan for Northern Ontario

The Growth Plan for Northern Ontario approved under the Places to Grow Act in March 2011, establishes a strategic policy framework to guide decision-making and investment planning in Northern Ontario. Part 4 of the Plan, Communities, focuses on how communities are planned, and sets out general polices for economic and service hubs, and strategic core areas which the City of Greater Sudbury has been identified as containing, in the Growth Plan. The proposed development will assist in providing a range of housing types, accommodate additional population in proximity to the downtown along a major transportation corridor and will accommodate higher densities. The improvements proposed on the adjacent City lands will also assist in providing high quality public spaces for the City's residents. Staff is satisfied that the application conforms with the Growth Plan for Northern Ontario.

Bell Park Covenant

In January 1926 William Bell agreed to transfer to the Town of Sudbury some of the land (approximately 145 acres) of what is now known as Bell Park located within the north half of Lot 5, Concession 2, McKim Township. The deed provides for limitations on the use of the land for public park and recreational purposes. In 1977 the City of Sudbury transferred approximately 416 m² (4479 sq. ft.) of the lands covered by the covenant, being Parts 2 and 4 on Plan 53R-3947 to The Sisters of St. Joseph of Sault Ste Marie. This 416m² portion of the subject lands is located at the south west corner of the subject property and is zoned "P", Park. In

Date: October 2, 2012

exchange for these lands the Sisters transferred a similar sized parcel, Parts 3 and 5 on Plan 53R-3547, along with Part 1 on 53R-3547 comprising a strip of land on the north side of Paris Street to the City. The lands transferred to the Sisters have been used for parking being located immediately adjacent to the City parking lot located to the south.

Departmental and Agency Comments

Development Engineering

This site is currently serviced with municipal water and sanitary sewer. The current water and sewer services may require upgrading. Any upgrading of the water and sanitary sewer will be borne by the owner.

We have no objection to changing the zoning classification from "I", Institutional Zone to a "R4(S)", Residential High Density (Special) to permit the construction of the former St. Joseph Hospital to 210 dwelling units provided that this development proceeds by way of Site Plan Control Agreement. This agreement will detail such things as site servicing, access, and stormwater management.

Building Services

Main Building

1. Pursuant to By-law 2010-100Z, an interior side yard setback of 10m plus 1 m for each storey directly adjacent to such yard in excess of five storeys is required. The site plan indicates a setback of 0m at the new apartments over the existing helipad and a 6.1m setback at the new roof extension. An application for minor variance will be required or included in special provisions of rezoning.
2. Access to the rear of the building and underground parking garage is indicated on the site plan as being Bell Park Road. This is a private drive that is not owned by 2226553 Ontario Inc.
3. The available supply of fire flows indicated by Development Engineering is 427 l/s.
4. Gross floor area is not indicated on site plan.

New 8 Storey Condo Building

1. Pursuant to By-law 2010-100Z, an interior side yard and rear yard setback of 10 m plus 1 m for each storey directly adjacent to such yard in excess of 5 storeys are required, The approximately scaled setbacks are 6 m and 7 m respectively do not meet the By-law requirements.
2. The height, gross floor area and setbacks of the building are not indicated on the site plan.

Date: October 2, 2012

3. We have calculated an approximate gross floor area from scaled dimensions of 7520 m². Subsequently, we calculated an approximate fire flow for firefighting purposes to be 140.6 l/s. This shall be verified once actual gross floor area and setbacks have been provided to Building Services.

Parking

Pursuant to By-law 2010-100Z, the following parking is required:

210 units x 1.5/unit = 315 (including 8 handicap)

The site plan indicates :

Parking Garage = 332 (including 3 handicap)

Surface Parking = 20 (including 4 handicap)

Total Parking = 352

Therefore, 1 additional barrier free space is required.

No part of any parking shall be located in required corner side yard in any residential zone. The required corner side is 15 m from Paris Street.

Bicycle Parking

Pursuant to By-law 2010-100Z, the following bicycle parking is required:

Multiple Dwelling Units - 210X .5/unit = 105

The site plan indicates a total of 33 bicycle parking spaces, which does not meet the by-law.

Loading Spaces

Pursuant to By-law 2010-100Z, 2 loading spaces (1 per building) are required and are not shown on the site plan.

Environmental Assessment

An environmental assessment of the existing buildings is required prior to demolition or renovation. The Ministry of Labour is required to be notified prior when any designated substances are to be removed. A demolition permit is required prior to any work commencing.

Date: October 2, 2012

Roads and Transportation

The proposed development of 210 dwelling units is expected to generate over 1,200 vehicle trips on an average week day. The site is located on a section of Paris Street with substandard road geometry that experiences a high rate of collisions. This section of Paris Street carries an annual Average Daily Traffic Volume of 35,000.

While the site plan submitted with this application is significantly improved over the previous submission, the following concerns need to be addressed:

- 1) The signalized intersection opposite Boland Avenue has been improved. However, the internal intersection with the north-south aisle is too close to the signals and will create operational problems. The design needs to be revised to increase the storage length for eastbound left turning vehicles. It is also noted that the entrance to the parking garage is on City property.
- 2) The plan shows a right-in, right-out entrance on Paris Street between Boland Avenue and Facer Street. Staff is not opposed to this entrance provided that the applicant construct a raised median island on Paris Street to prohibit left turns in and out of this location.
- 3) Due to the high collision experience on Paris Street, the Traffic Impact Study states that "it would be very undesirable to add turning movements to the section of Paris Street from McNaughton Street to Facer Street without providing turning lanes on Paris Street". However, the plan submitted with the application shows a loading area, a 14 car parking lot, and access to the parking garage, all off Bell Park Road via Facer Street. (Planning staff note that the parking lot was subsequently reduced by the applicant from 14 to 7 spaces.)
- 4) Staff recommends that access to the parking garage off of Bell Park Road only be permitted for service and emergency purposes. The Traffic Impact Study indicates that this entrance is not essential. It is also recommended that the size of the surface lot be reduced to minimize traffic on Facer Street. (The applicant has revised the plans reducing the number of spaces from 14 to 7.) The entrance to this parking/loading area onto Bell Park Road should only be permitted subject to satisfactory arrangements between the City and the owner for access across the City lands to Facer Street, as Bell Park Road is not a public road.
- 5) In order to facilitate the widening of Paris Street to accommodate the extension of the centre left turn lane, future bicycle lanes and paved boulevards, etc., the City requires the dedication of additional right-of-way. While the site plan appears to allow for the additional right-of-way width, the proposed property line has not been indicated.

It is recommended that the following conditions be included as part of any subsequent approval of the application:

- That the owner agrees to dedicate an irregular shaped strip of property along the entire frontage of Paris Street, as indicated on the attached plan, free of mortgages, charges, trust deeds and other encumbrances securing financing. The City shall be responsible for all survey and legal costs associated with this transfer.

Date: October 2, 2012

- That the owner construct a raised median island on Paris Street in front of the proposed right-in; right-out entrance.
- That the owner agrees to reconstruct the main entrance to the site opposite Boland Avenue and is responsible for all costs associated with the construction, including the traffic signals.
- That the owner reconstructs the sidewalk along the entire Paris Street frontage to provide a boulevard and landscaping that is to the satisfaction of the General Manager of Planning and Development.
- That the owner agrees to upgrade the south side of Facer Street to an urban standard complete with a sidewalk.
- That access to the parking garage and the surface parking lot be restricted to service vehicles and as an emergency access along Bell Park Road subject to satisfactory arrangements between the City and the owner for access across the City owned lands.

Operations

No concerns.

Nickel District Conservation Authority

The Nickel District Conservation Authority has reviewed the zoning by-law amendment under the Conservation Authorities Act and the Clean Water Act. The Conservation Authority has no concerns or objection with the application with respect to the Conservation Authorities Act.

A Proposed Drinking Water Source Protection Plan was prepared under the Clean Water Act and was submitted to the Minister of the Environment for review and approval on August 20, 2012. The source protection plan contains policies to protect sources of municipal residential drinking water. The information below is based on proposed policies that would be implemented if approved as soon as the plan comes into effect, which is anticipated in 2013.

The subject property is within intake protection zone 3 for the Ramsey Lake drinking water source. The Clean Water Act is very specific about which activities are regulated under the Act. The development of high density residential buildings is not a prescribed threat under the Act, however the following associated activities would be significant drinking water threats in this area:

- Application of road salt
- Application of commercial fertilizer containing phosphorous

The proposed source protection plan contains policies to manage these threat activities. The policies that would apply for this property would likely be limited to education and outreach in order to advance best management practices related to the threat activities listed above. All policies in the plan can be viewed at www.sourcewatersudbury.ca.

Date: October 2, 2012

Planning Considerations

The staff report considered at the June 27, 2012 Planning Committee meeting identified several matters based on a preliminary review of the application at that time, that would be considered in greater detail at the time of the second public hearing on the application. These matters are reviewed below.

Residential Density

The 210 dwelling units proposed on the 1.78 ha (4.4 acre) site equates to a density of 118 units/ha. This density is within the 90 units/ha to 150 units/ha permitted in high density development by the Official Plan. The Official Plan encourages high density development in close proximity to arterial roads, public transit, and commercial and open space areas. The subject lands given their location are well-suited to accommodate high density development.

Section 4.4.5 of the Official Plan respecting the conversion of surplus institutional buildings includes as one of the criteria for conversion to residential uses, the appropriateness of the proposed density. In this regard the traffic impact study has not identified any significant issues with Paris Street or the capacity of the signalized intersection at Paris and Boland Streets to accommodate the proposed 210 dwelling units. Given the location of the site, its former use and the configuration and design of the development the proposed density is considered to be appropriate.

Range and mix of uses proposed;

As noted previously the proposal considered at the public hearing on June 27, 2012 has since been revised to eliminate the wellness centre, restaurant and commercial fitness centre. The uses are now proposed to be limited to 210 dwelling units.

Staff note that the revised proposal with only residential units will generate significantly less traffic than the previous proposal with a corresponding reduction in terms of impact on the adjacent road system.

The redevelopment of the site as a multiple residential use is considered appropriate.

The relationship and interface between the development and Bell Park;

The applicant has met with the Bell Park Advisory Panel on three occasions and with Leisure Services and Planning Staff to formulate a strategy and plan on how the development of the site will be integrated with and enhance the abutting Bell Park lands.

The preliminary landscape plan was presented to the Bell Park Advisory Panel on September 13, 2012 by the applicant's landscape architect, Mark Elliott.

Date: October 2, 2012

The plan includes a concrete or asphalt walkway and bike path extending from Paris Street on the current City owned parking lot lands to the south of the proposed development. A pavilion/look out is proposed at the top of the slope with separate bike and walkway paths to the bottom of the slope linking with the existing pathway system in Bell Park. City owned lands that are currently asphalted and used for parking to the rear and south of the former hospital are proposed to be naturalized adjacent to the new pedestrian and bike paths. A bike path is also proposed adjacent to the driveway (referred to as Bell Park Road) out to Facer Street. Ornamental lighting standards are proposed between the driveway and the bike path as well as along Facer and Paris Streets.

The north part of the site next to Facer Street is to be comprised of a mix of naturalized boreal forest (pine, spruce, maple, birch, oak, etc.) with pine plantings along the perimeter. Natural rock outcroppings will be retained in some areas.

Along the Paris Street frontage ornamental plantings are proposed in raised planters with the boulevard from the curb to the sidewalk being lock-stoned. All surface parking lots and driveways are proposed to be permeable paving. The consensus of the Advisory Panel is generally favourable with the proposed concept meeting their expectations for a seamless aesthetic transition from the Panoramic property to Bell Park. As well, the Panel agrees that the streetscape schematic is desirable with future intentions to ensure street access to Bell Park from the current parking lot south of the Panoramic property into the park via pedestrian/bicycle/accessible access.

Staff are satisfied that the conceptual landscape plan provides a vision for integrating the development with Bell Park in a harmonious manner. The plan includes reforesting the north part of the site and increases accessibility for pedestrians and cyclists to Bell Park from Paris Street and the City owned parking lot lands to the south. The design details of the plan will be finalized in the site plan agreement.

Parking;

The proposed 210 dwelling units require 315 parking spaces based on the Zoning By-law requirement of 1.5 parking spaces/dwelling unit. The applicant's plans show a total of 352 parking spaces with 332 spaces located within the parking garage structure and 20 surface parking spaces. Thirteen surface parking spaces are shown between the new building and Paris Street and 7 spaces are to be accessed off of the driveway known as Bell Park Road. Seven accessible parking spaces are shown on the plans and will need to be revised to 8 based on the total of 352 spaces. This number may change depending on the total number of spaces on the final site plan. Two loading areas (one for each building) will need to be shown on the final plans. A total of 105 bicycle parking spaces will be required. The plans currently show 33 bicycle parking spaces in the garage. The applicant has advised that they will be revising their plans to include 50 to 60 bicycle parking spaces in the garage and throughout the site with the remainder in the unit's storage areas.

Date: October 2, 2012

No exceptions to the Zoning By-law standards for parking are recommended.

Traffic impact and access to the site from public roads and adjacent City owned lands:

The September 2012 traffic report prepared by Tranplan for the revised proposal concludes that at the projected 2018 background traffic levels the Paris/Boland intersection will continue to operate at a Level of Service "A" during both peak AM and PM hours. Two east bound lanes will be required from Paris Street to the two site entrances (front driveway and garage entrance) with storage for at least two left turning vehicles between Paris Street and the front driveway. As noted in the comments from Traffic and Transportation, some modifications will be required to the current design of the entrance to provide the storage area for two left turning vehicles.

The proposed access on Paris Street serving the front doors of the two buildings is proposed as a right turn in/right turn out only and is expected to attract low traffic volumes while providing a convenience for people to drop off or pick up passengers at the door and for access for emergency vehicles.

With respect to Facer Street, the traffic report identifies that at the 2018 total traffic levels the southbound left turn from Paris Street into Facer Street is projected to be only five vehicles during both the morning and afternoon peak hours with the proposed development being responsible for only one of those left turning vehicles. A left turn storage lane is not warranted at these traffic levels. The report notes that independent of the current development, there may be merit in prohibiting the southbound left turn at this location during the afternoon peak period from 3pm to 6 pm, or alternatively from 7 am to 7 pm.

The traffic report concludes that there is no requirement for Bell Park Road/Facer Street to serve as an access route, other than for a small number of service vehicles per week and that service vehicles lend themselves to being scheduled for off-peak times and to be routed to arrive and depart via a right turn.

As set out earlier in this report the City's Traffic and Transportation Section identified specific detailed matters that can be finalized as part of subsequent approvals (site plan control/condominium). Given the findings of the traffic report, Planning staff in consultation with Leisure Services and Traffic and Transportation staff, are of the opinion that vehicular traffic along Bell Park Road should be restricted to only service vehicles and as an emergency access for the garage structure. Design details relating to the garage, gates/barriers, etc, can be finalized as part of the site plan control agreement.

Arrangements satisfactory to the City will need to be made to formalize the applicant's access across the City owned lands on Bell Park Road to provide for the service/emergency access and also for the entrance to the garage structure accessed via Paris Street where it crosses City lands. As part of these arrangements the City's access across the applicant's lands along Bell Park Road from approximately the helipad south and at the Paris and Boland Street intersection will also need to be formalized with the applicant. As this is a property matter, it will be the subject of a future in-camera report to the Planning Committee. It is recommended that an "H", holding symbol be applied to the amending zoning by-law to be lifted upon the arrangements for access having been finalized.

Date: October 2, 2012

Zoning

By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury, zones most of the property "I", Institutional Zone. A triangular area at the south end of the property comprising approximately 416 m² (4479 sq. ft.) is zoned "P", Park. An amendment to the Zoning By-law is required to permit the proposed residential dwelling units. The application proposes rezoning the property to an "R4(S)", High Density Residential (Special) zone.

Exceptions to the rear and interior side yards are required in order to permit the proposed location of the parking garage and 85 unit building. The Zoning By-law requires a setback of 10 metres plus 1 metre for each storey above 5 storeys abutting the yard. As a result a setback of 14 m is required abutting the south lot line and 16 m abutting the westerly lot line. The applicant has recently revised their plans to move the garage back from being at the property line shared with the City to being 2 metres back from the property line. The dwelling units above the garage are setback approximately 7.5 m from the southerly and westerly property lines. The Zoning By-law does not require that portion of the parking structure that is below grade to be setback from the property line. Along portions of the south property line the top level of the garage will be visible and along part of the easterly property line all three levels of the garage will be visible. Staff note that the lands abutting the east and south sides of the proposed garage are currently paved and are used for parking. As such, the proposed garage and residential building will have minimal impact on the use or enjoyment of these City owned lands. Further, given the orientation of the City lands to the south of the proposed 85 unit building there would be minimal shadowing onto the City lands. Planning Staff in consultation with Leisure Services staff are satisfied that the location of the garage and new 85 unit building will have minimal impacts on Bell Park. Planning staff are satisfied that a minimum 2 metre setback be provided from the lot line to the garage structure in order to allow for access and maintenance along the exterior of the building on the applicant's property. As shown on the landscape concept plan extensive landscaping is proposed around the garage structure on the City owned lands which currently are largely asphalt parking areas.

The following exceptions to the R4 Zone provisions are recommended to establish the form and design of the proposed development:

- a) The lot line abutting Paris Street shall be deemed to be the front lot line;
- b) The only permitted uses shall be multiple dwellings with a maximum of 210 dwelling units of which a maximum of 85 units shall be permitted in a new building on the lot;
- c) Maximum number of multiple dwelling buildings shall be two;
- d) The existing building as located on the lot shall be permitted and the enlargement of the existing building shall be permitted within the setbacks to the existing building;
- e) Notwithstanding d) above, the maximum addition permitted to the existing helipad structure shall be 1 storey located above the helipad platform;
- f) Minimum setback from Facer Street to a multiple dwelling shall be 55 metres;

Date: October 2, 2012

- g) Minimum setback from the rear and interior side lot lines to a garage structure shall be 2 metres;
- h) Minimum setback from the rear and interior side lot lines to multiple dwelling units in a building located above a garage structure shall be 7.5 metres;
- i) Maximum building height shall be eight storeys and 32 metres;
- j) Minimum front yard setback to a new multiple dwelling shall be 11.3 metres;
- k) Maximum number of surface parking spaces not including loading spaces shall be 20;
- l) Minimum width of a landscape strip abutting the front lot line (Paris Street) shall be 2.6 metres and from Paris Street to the existing building the minimum width of the landscape strip shall be 1.3 metres;
- m) Loading spaces shall be permitted in the corner side yard.

Summary

Planning staff is of the opinion that the application is consistent with the Provincial Policy Statement, conforms to the City's Official Plan and the Growth Plan for Northern Ontario. The reuse of the former hospital site as a multiple dwelling project addresses several official plan objectives, including residential intensification, transit supportive development, and increasing the mix of housing types in the community. The development has been designed to be compatible with the uses in the surrounding area with significant landscape improvements to the site and adjacent City parklands. Arrangements for access across the adjacent City lands will need to be addressed to the satisfaction of the City. A holding provision is recommended to be placed on the zoning to address this requirement. The final details respecting access, landscaping, grading, storm water management, etc. can be addressed through the review and finalization of a site plan agreement between the City and the owner. The exceptions to the R4 zone standards are considered appropriate and are designed to ensure the implementation of the development as proposed. Should the Committee concur with the above, the recommendation in this report should be adopted.