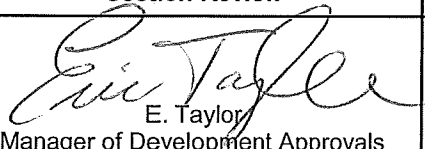

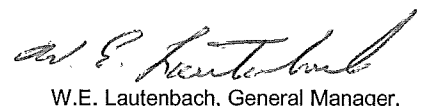


# Request for Recommendation Planning Committee



Type of Decision									
Meeting Date	June 27, 2012			Report Date	June 5, 2012				
Recommendation Requested	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High	<input type="checkbox"/>	Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open	<input type="checkbox"/>	Closed

Report Title
Preliminary Planning Report - Application for rezoning in order to permit the redevelopment of the former St. Joseph hospital site for 190 residential units, restaurant and wellness centre, 700 Paris Street, Sudbury - 2226553 Ontario Inc.

Section Review	Division Review	Department Review
 E. Taylor Manager of Development Approvals	 P. Baskcomb Director of Planning Services	 W.E. Lautenbach, General Manager, Growth & Development

Policy Implication + Budget Impact		Recommendation	
This report has been reviewed by the Finance Division and the funding source has been identified.		<p>That the City of Greater Sudbury receive the comments and submissions made at the public hearing on File 751-6/12-14; and,</p> <p>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.</p>	
Background Attached			
Planning Staff Report		Recommended by the C.A.O.	
Report Prepared by:	File #:	Doug Nadorozny Chief Administrative Officer	
Eric Taylor Manager of Development Approvals	751-6/12-14		

Date: June 5, 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)

### **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 190 dwelling units.

### **Public Consultation:**

A notice of complete application was mailed to property owners and tenants within the surrounding area on May 16, 2012. To date, a petition has been received by the City along with two letters of objection which are attached to this report. The applicant held a neighbourhood information meeting on June 11 at 7 pm at the Caruso Club.

### **Proposal:**

The development includes the development of a total of 190 dwelling units on the site. Within the former hospital building 125 dwelling units are proposed along with a 3,691 m<sup>2</sup> (39,733 sq. ft.) wellness centre (wellness clinic, exercise rooms, pool, fitness facility), and a 418 m<sup>2</sup> (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 is proposed to be demolished and replaced with a new five storey, 65 dwelling unit building.

The site includes 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. Access to the site is proposed 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 is provided through the proposed parking structure to the driveway along the southeast side of the property which extends on to the City's property further to the north along Bell Park.

Access to the site is also proposed via four entrances onto the City lands (Bell Park) along the southeasterly side of the site. The applicant's sketch shows 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 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.

Date: June 5, 2012

## 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 where traffic lights are located.

## 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.

These policies will be considered during the review of the application.

### Other Applicable Policies

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

Intensification (Section 3.3);  
Parks and Open Space (Section 7.2.1);  
Stormwater (Section 8.6);  
Road Improvements (Section 11.2.2);  
Transit Supportive Land Uses (Section 11.3.2);  
Parking (Section 11.4);  
Sewer and Water (Section 12.2);  
Community Design (Section 14.2);  
Design Features, Views and Corridors (Section 14.5); and,  
Housing (Section 18).

These along with potentially other policies will be considered in the review of the application.

Date: June 5, 2012

## 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.

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 1.6.6 relating to transportation and Infrastructure Corridors;

Policy 2.2 relating to water.

These and potentially other policies will be considered during the review of the application.

## Zoning By-law 2010-100Z

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 m<sup>2</sup> (4479 sq. ft.) is zoned "P", Park. An amendment to the Zoning By-law is required to permit the proposed residential dwelling units, restaurant and wellness centre. The application proposes rezoning the property to an "R4 (Special)", High Density Residential (Special) zone. The application will be reviewed with respect to the R4 Zone standards, parking and loading and general provisions of the By-law to determine the extent of any exceptions that may be required.

## **Departmental and Agency Comments**

The following comments from departments have been received to date. Additional comments from departments are expected to be provided as part of the review of the application and will be reported as part of the second public hearing.

Date: June 5, 2012

Nickel District Conservation Authority

No objection

Building Services

We have reviewed your memo dated April 30, 2012, for the application to amend Zoning By-law 2010-100Z from "I", Institutional Zone to "R4(S)", Residential High Density (Special) to permit the conversion of the former St. Joseph Hospital to 190 dwelling units for the above noted property and have the following comments:

New 5-Storey Condo

1. The designer has indicated that the approximate square footage of the condo building is 11,500m<sup>2</sup>. We have calculated an approximate fire flow for firefighting purposes to be 138.13 l/s. Development Engineering has indicated that the hydrant across on Facer St. can provide 194 l/s of water. A hydrant is required to be within 90 m horizontally of the building.
2. Pursuant to By-law 2010-100Z, a side yard setback of 10 m is required. The east property setback is 3.5 m and does not meet By-law requirements.
3. Pursuant to By-law 2010-100Z, a minimum court is required between opposing walls of one or more multiple dwellings on the same lot shall be equivalent to 50 percent of the height of such walls, but not less than:
  - i. 15 m, where both walls contain balconies or windows into a habitable room;
  - ii. 7.5 m, where only one of such walls contains balconies or habitable room windows;  
or
  - iii. 3 m, where neither of such walls contains balconies or habitable room windows, or in the case of opposing building corners. The designer has indicated that there will be no balconies on the south side of the building however a determination of the required courts will only be possible once the elevation drawings have been provided. A possible Minor Variance may be required if the designer cannot meet the above requirements.
4. Exiting from the underground parking on the south side of the building is shown onto Bell Park Road. This is considered a private drive which is not owned by 2226553 Ontario Incorporated.

Main Building

1. Pursuant to By-law 2010-100Z, a 10 m setback is required for interior side yards. Several areas of the existing building do not meet these setback requirements, such as the restaurant with a 0 m setback and the area of the new roof addition with approximately a 6.96 m setback. New construction that does not meet the 10 m setback includes the entry to the restaurant with a setback of 3.5 m and the parking garage with a setback of .6 m.

Date: June 5, 2012

2. Pursuant to By-law 2010-100Z, a 10 m setback is required for the rear yard. The parking garage shows a 0 m setback which does not meet the by-law.
3. Access to the restaurant and the parking garage to the west is shown to be on Bell Park Road which is a private drive that is not owned by 2226553 Ontario Incorporated.
4. The available water supply for fire flow as indicated by Development Engineering is 427 l/s.

### Landscaping

1. Pursuant to By-law 2010-100Z, a 3 m planting strip adjacent to the full length of a lot shall be required abutting all public roads having a width greater than 10 m. The site plan shows 1.9 m for landscaping in front of the parking on Paris Street adjacent to the parking garage which does not meet the requirements of the by-law. The site plan also shows that 20.6% of the property will be landscaped where 30% is required.

### Parking

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

5-Storey Condo - 65 units x 1.5 = 97.5 (98)

Main Building - 125 units x 1.5 = 187

Restaurant = 1/10 m<sup>2</sup> net floor area or 1/3 persons seating capacity, whichever is greater  
418.05/10 m<sup>2</sup> = 41.05 (42)

1/3 persons seating capacity = unknown, occupant load required

Wellness Clinic - require clarification of use to calculate parking

Fitness Centre - 1/6 person capacity = unknown, occupant load required

No part of any parking area shall be located in a required front yard or required corner side yard in any residential zone. The required front yard is 10 m from Facer Street and the required corner side yard is 15 m from Paris Street.

### Bicycle Parking

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

Multiple Dwelling - 190 units x .5 = 95

Restaurant and Wellness Centre - 2 spaces on a lot, plus 1 space per 500 m<sup>2</sup> gross floor area to a maximum of 24/lot = 10

### Loading Spaces

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

An Environmental Assessment of all buildings on the property will be 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 will be required prior to any work commencing.

Date: June 5, 2012

### Development Engineering

Development Engineering has reviewed the above noted application. 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 a 190 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.

### Greater Sudbury Fire Services

Greater Sudbury Fire Services has reviewed the drawing and has no comments.

### Operations

No concerns.

### Roads and Transportation

The proposed development of 190 dwelling units, wellness centre and restaurant is expected to generate over 2,500 vehicle trips during an average weekday. The site is located on a section of Paris Street with substandard road geometry that experiences a high rate of collisions. There is a sharp horizontal curve at north end of the site and a vertical curve south of Boland Avenue. This section of Paris Street carries an annual average daily traffic volume of 35,000.

Redevelopment of a large property such as this provides an opportunity to improve safety. During staff's initial meeting with the owner's representatives, the following requirements were to be included as part of the Site Plan:

#### 1. TRANSFER OF PROPERTY TO THE CITY IF AND WHEN REQUIRED FOR FUTURE ROAD WIDENING:

- City's Official Plan recommends a 36-metre wide right-of-way for this section of Paris Street. There is no paved boulevard between roadway and sidewalk of either side of Paris Street. This results in long standing concerns about pedestrian safety and comfort (splashing), as well as maintenance concerns (snow storage).
- Additional right-of-way is required to extend the centre left turn lane to the north.
- Additional property is required to provide a bicycle facility as recommended by the Sustainable Mobility Plan.

Currently the property owner has not identified the property to be transferred to the City on the Site Plan.

Date: June 5, 2012

## 2. CLOSE EXISTING UNSIGNALIZED ENTRANCES ON PARIS STREET:

- Paris Street is designated as a primary arterial road where access is to be strictly regulated and kept to a minimum.
- Due to high traffic volume on Paris Street combined with the sharp horizontal curve to the North and vertical curve to the South, left turns out of the development will be very difficult to make and will reduce safety in a collision-prone area.
- The Traffic Impact Study prepared in support of the application indicates that left turns out of the unsignalized entrances will face long delays and operate as Level of Service "F".
- With some revisions, the site can be well serviced at the Boland Street signals and at Facer Street.
- The Traffic Impact Study indicates that the maximum number of trips that will use the southerly unsignalized access during the peak hour is 15 with only 3 vehicles exiting. Therefore, this entrance can be closed without causing significant impact to the site.

As indicated on the site plan provided with the application, the owner is proposing a total of four access points off of Paris Street.

## 3. REALIGNMENT OF PARIS STREET AND BOLAND STREET INTERSECTION:

- The signalized intersection of Boland Street and the parking lot entrance is offset by approximately fifteen (15) metres. This results in the turning paths of north and southbound left-turning movements overlapping, creating safety and operational problems.
- There has also been a history of complaints about pedestrian safety issues when crossing Paris Street. Due to the intersection offset, the crosswalk on the north side of the intersection is fifteen (15) metres north of the parking lot entrance. This results in frequent conflicts between pedestrians crossing with the walk light and vehicles turning right from the parking lot on a green light. For this reason, a crosswalk has not been provided on the south side of the intersection.

The site plan drawing submitted with the application provides no improvement to the alignment of this intersection.

## 4. INTERSECTION OF THE CITY PARKING LOT AND NEW PARKING GARAGE:

- This major internal intersection has been designed only six (6) metres from the Paris Street traffic signals. Any more than one vehicle waiting for a green light will block the intersection creating delays and backups. The operation of the City parking lot will be adversely affected by this design.
- The Traffic Impact Study indicates that 215 vehicles will exit this driveway during the peak hour. While the Traffic Impact Study did not state the maximum queue lengths as is required, they are estimated to be approximately 35 metres long, provided two continuous outbound lanes are provided.



Date: June 5, 2012

#### 5. SUBSTANDARD LEFT TURN LANE ON PARIS STREET:

- The Traffic Impact Study indicates that a substandard length of left turn lane is recommended on Paris Street due to property constraints.

#### 6. UPGRADING FACER STREET:

- A significant amount of traffic is expected to use Facer Street. As a condition of approval, upgrading of Facer Street is required including a sidewalk on the south side from Paris Street to Bell Park Road. A sidewalk has not been shown on the Site Plan.

#### 7. BELL PARK ROAD:

- Bell Park Road currently provides secondary access to the park, and is not considered as a public road. Therefore, the entrance to the parking area shown off of Bell Park Road at the north end of this site is not permitted. This entrance is to be located off of Facer Street.

#### Preliminary Planning Review and Considerations

The preliminary review of the application has identified the following matters which will be examined as part of the full review of the application. These include but are not limited to the following:

The density of the proposed development;

The range and mix of uses proposed;

The relationship and interface between the development and Bell Park;

The relationship between the development and surrounding neighbourhood;

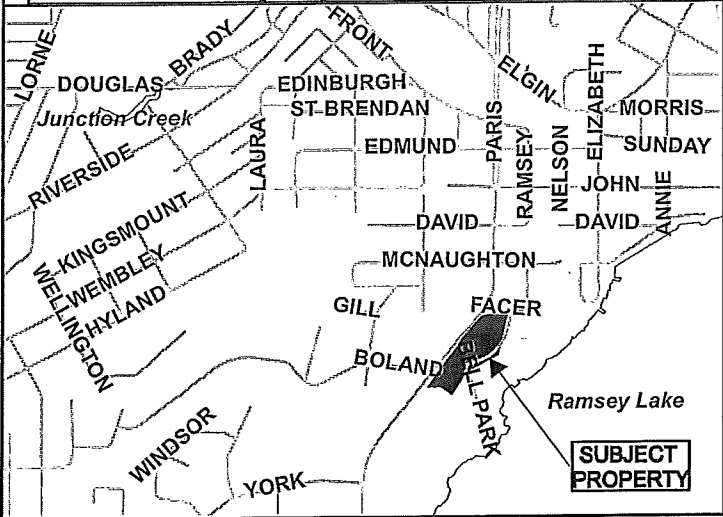
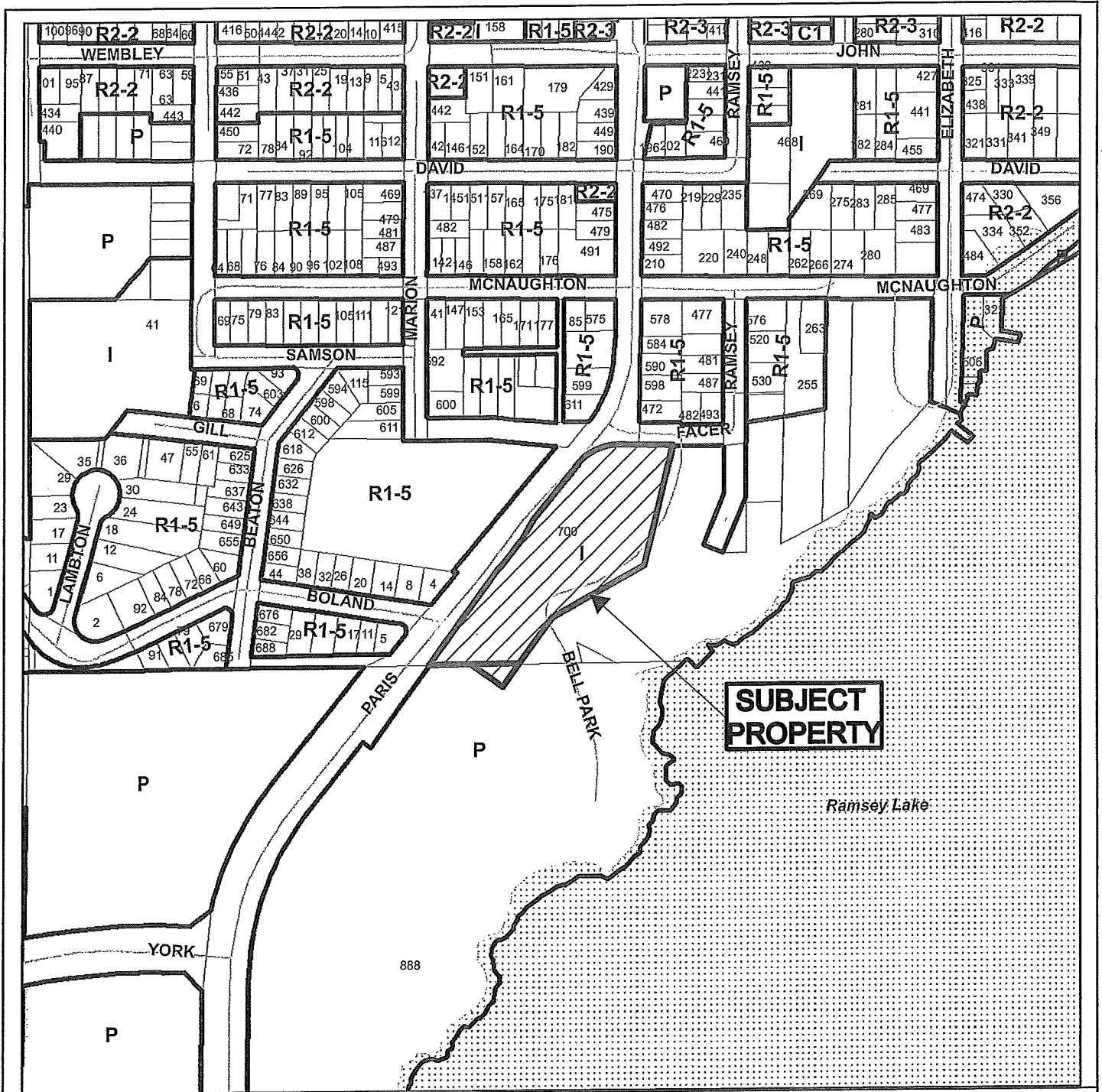
The relationship between the proposed development and policies respecting intensification and housing;


The adequacy of the proposed parking;

Access to the site from the public roads and adjacent City owned lands;

The impact on the proposed development on the transportation network;

The adequacy of municipal services.



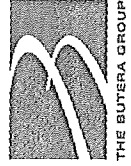
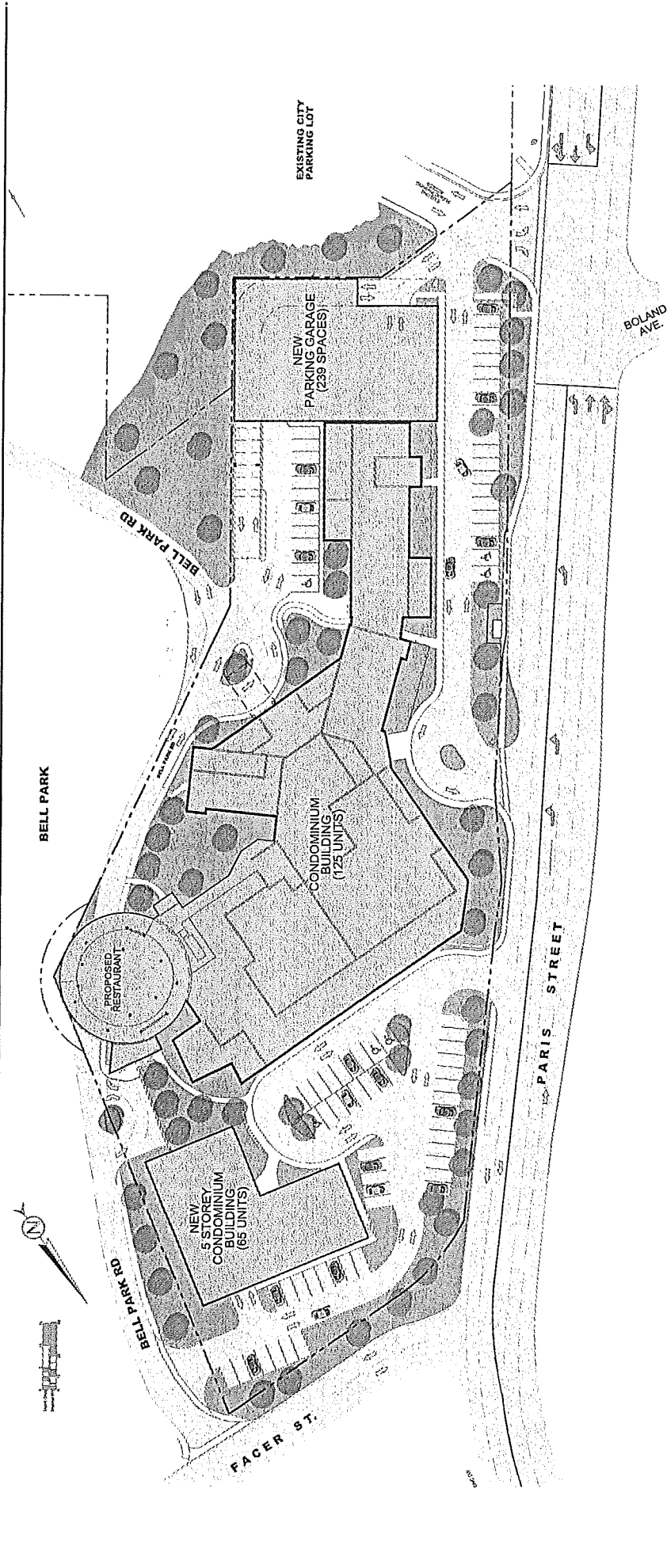


**Growth and Development  
Department**

Subject Property being PINs 73584-0652 & 73591-0047, Part 2, Plan 53R-3947, South Half Part of Lot 5, Con 3, North Half Part of Lot 5, Con 2, Twp of McKim, 700 Paris Street, Sudbury, City of Greater Sudbury

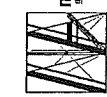
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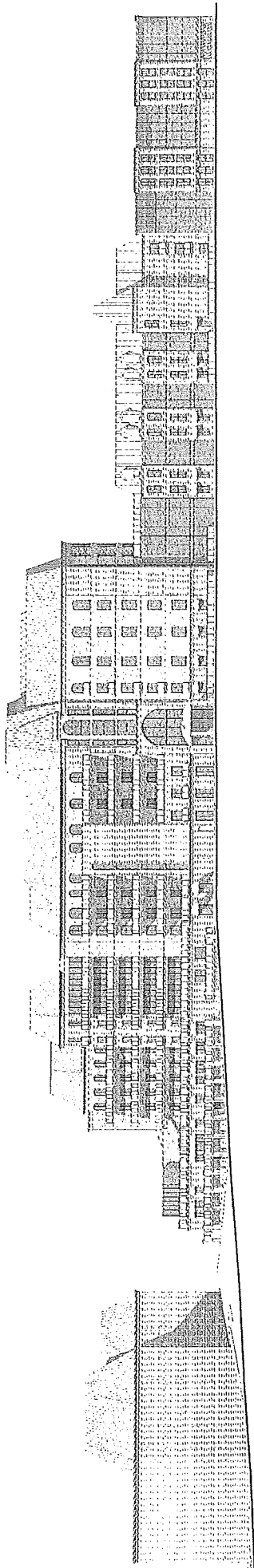
Sketch 1 751-6/12-14  
 NTS Date: 2012 04 17



SITE PLAN LAYOUT  
**CONDOMINIUM DEVELOPMENT**  
 700 PARIS ST, SUDBURY, ONTARIO

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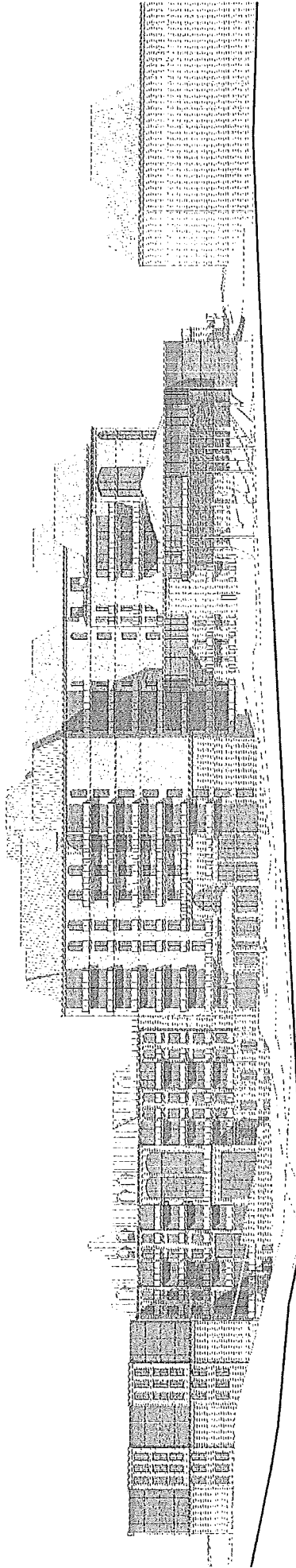




FRONT (PARIS ST) ELEVATION  
CONDOMINIUM DEVELOPMENT  
700 PARIS ST, SUDBURY, ONTARIO



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EAST (REAR) ELEVATION

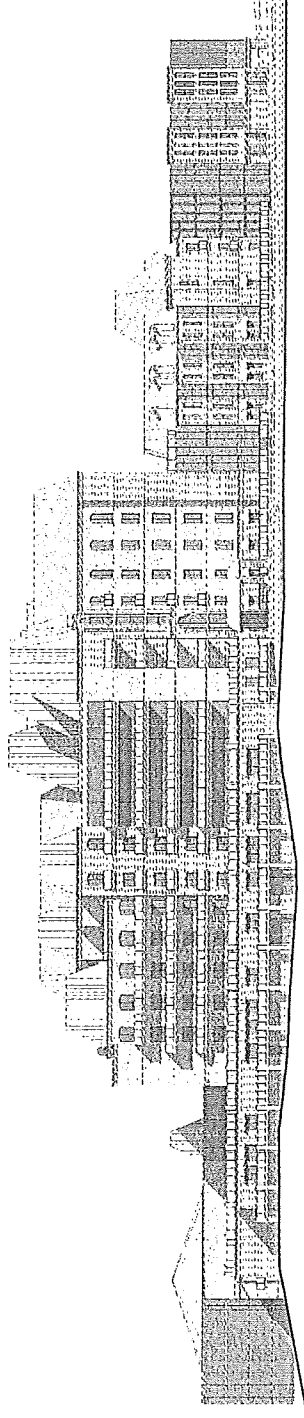
CONDOMINIUM DEVELOPMENT  
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THE BUTERA GROUP



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PROPOSED FACER STREET ELEVATION  
CONDOMINIUM DEVELOPMENT  
700 PARIS ST, SUBBURY, ONTARIO



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