

Presented To:	Planning Committee
Presented:	Monday, Dec 14, 2020
Report Date	Friday, Nov 20, 2020
Type:	Public Hearings

Request for Decision

Proposed Zoning By-law Amendment for Commercial Parking Standards and the Shopping Centre Commercial Zone

Resolution

THAT the City of Greater Sudbury approves the attached by-law which introduces residential uses in the C5 Zone and revisions to commercial parking standards, as outlined in the report entitled "Proposed Zoning By-law Amendment for Commercial Parking Standards and the Shopping Centre Commercial Zone", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on December 14, 2020.

Relationship to the Strategic Plan / Health Impact Assessment

Establishing policies that would permit additional medium and high density residential uses within the Shopping Centre Commercial Zone is consistent with both economic development and housing goals of the Strategic Plan. Specifically, the Economic Capacity and Investment Readiness goal of item 4.3 market and invest in Greater Sudbury as a centre of healthcare, healthcare technology, and healthcare innovation and the Housing strategic goal, items 5.1 Expand affordable and attainable housing options, and 5.1 Develop and Promote Solutions to Support Existing Housing Choices and encourage retirement residences in our town centres as part of the nodes and corridors strategy and improve services/housing for all those living or seeking to live in Greater Sudbury.

Updating the City's Commercial Parking Standards is consistent with the Asset Management and Service Excellence; Business Attraction, Development and Retention and Climate Change; and Create a Healthier Community objectives. Specifically, updating the parking standards represents innovative and responsive system improvements in support of the Transit Action Plan (Item 1.5 B) and the Community Energy and Emissions Plan (CEEP). The study is also a next step in the Nodes and Corridor Strategy (Item 2.4B).

Signed By

Report Prepared By

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Manager Review

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Recommended by the Division

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Financial Implications

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Digitally Signed Nov 26, 20

Recommended by the Department

Tony Cecutti
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Digitally Signed Nov 29, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
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Report Summary

This report presents an amendment to Zoning By-law 2010-100Z that would implement findings and recommendations of the Commercial Parking Study, as well as amendments to the Commercial Shopping Centre (C5) Zone to incorporate additional medium and high density residential uses. Specifically, multi-residential, long term care facilities and retirement homes.

Financial Implications

There are no financial implications associated with the report.

Staff Report: Proposed Zoning By-law Amendments for Commercial Parking Standards and the Shopping Centre Commercial Zone

November 23, 2020

Planning Services Division

Background

The City of Greater Sudbury adopted a Nodes and Corridors Strategy in September 2016 (see Reference 1). This Nodes and Corridors Strategy is intended to help revitalize and better connect our Downtown, the Town Centres, strategic core areas and corridors of the City. The strategy will also help create new and distinctive corridors and Town Centres, all featuring mixed uses, public realm improvement and public transit.

The LaSalle Boulevard Corridor Plan and Strategy (the “LBCPS”) was endorsed by the City in July 2018 (See Reference 2). It introduced policy recommendations to standardize land uses and zoning, to provide additional amenities for transit, cycling and walking, and to enhance the street through landscaping, bringing buildings closer to the street and creating distinct nodes of activity. Further, the LaSalle Corridor Study, and associated Official Plan amendment OPA 102 recommended the addition of residential uses, specifically multiple-residential uses to the Shopping Centre Commercial (C5) zone.

On September 22, 2020 Council passed resolution CC2020-234 which directed staff to undertake a public hearing with respect to the Commercial Parking Standards draft zoning by-law. On October 20, 2020 Council endorsed Planning Committee Resolution PL2020-116, through resolution CC2020-259 which directed staff to initiate an amendment to the Zoning By-law to incorporate additional residential uses in the Shopping Centre Commercial Zone. This report and draft by-law address both resolutions.

Overview of Changes

The proposed changes can be grouped into three categories: changes related to the calculation of parking requirements in certain instances, changes related to parking ratios for certain uses and the introduction of medium and high density residential uses in the Shopping Centre Commercial Zone.

1. Calculation of Parking Requirements

The “Best Practice Review: Commercial Parking Requirements” (the “Study”) identified best practices from other municipalities. Based on these findings parking reductions were proposed along certain corridors, where bicycle parking and bus lay-by’s are provided and where a parking study has demonstrated a reduced need for parking. The current amendment will address bicycling parking reductions and reductions along certain corridors. The amendment required for bus lay-bys requires further consultation with the Infrastructure Capital Planning Division (Roads) and the Transit Services Division, and reductions based on parking studies will be required to be made through an amendment to the Official Plan. Both additional amendments are scheduled to be brought forward in early Q1 of 2021.

The following table summarizes the proposed amendments:

Reduction Type	Description
Corridor Parking Reduction	10% reduction in parking requirements where lot has frontage on GOVA Routes 1 and 2.
Bicycle Parking Reduction	The City may reduce the number of parking spaces by 5 where additional bicycle parking is provided.

2. Parking Ratios

The Study also found that Greater Sudbury's requirements for commercial parking spaces are higher than the requirements in comparator municipalities, particularly for retail uses, restaurants, personal service shops and shopping malls.

The following table summarizes the proposed amendments:

Non-Residential Use	Current Requirement	Proposed Requirement
Restaurant	1/10 m ² net floor area	1/12.5 m ² net floor area
Convenience Store	1/20 m ² net floor area	1/33 m ² net floor area
Personal Service Shop	1/20 m ² net floor area	1/33 m ² net floor area
Shopping Centre	1/20 m ² net floor area	1/25 m ² net floor area

3. Permitted Residential Uses

The Shopping Centre Commercial Zone does not currently permit any residential uses. A range of non-residential uses are permitted, including personal service shop, pharmacy, and professional office. Hotels are currently permitted and Institutional uses are also currently permitted. Three medium and high density residential uses are proposed to be added to the list of permitted uses within the Shopping Centre Commercial (C5) Zone as follows:

- Long Term Care Facility
- Retirement Home
- Multiple Dwelling

It is further proposed that a maximum ground floor area of 25% for the residential uses be imposed in order to preserve the primary retail use of the site. There is no proposed limitation on the ratio of gross floor area of residential uses in relation to commercial uses, meaning that the proposed addition of residential uses could be in the form of a multi-storey addition provided that the ground floor area ratio was maintained and the addition complied to any maximum gross floor area provisions applicable to the site.

PPS and Growth Plan for Northern Ontario

The commercial parking recommendations are consistent with the Provincial Policy Statement, 2020 (2020 PPS) which states that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources, support active transportation and are transit-supportive. The 2020 PPS also promotes public streets that meet the needs of pedestrians and facilitate active transportation. A reduction of commercial parking

standards would promote the use of active transportation and transit in and between residential, employment and institutional uses.

Additionally, the recommendation to add medium and high density residential uses to the Shopping Centre Commercial zone is consistent with the housing related policies of the PPS which require planning authorities to provide for an appropriate range and mix of housing options and densities, including the promotion of densities for new housing which efficiently uses land, resources, infrastructure and public service facilities, and support the use of active transportation and transit.

Summary and Recommendation

The proposed parking related amendments represent innovative and responsive improvements in support of the Transit Action Plan. The addition of medium and high density residential along with retirement homes and long term care facilities provides flexibility for any proposed redevelopment within the Shopping Centre Commercial (C5) Zone and implement changes contemplated by the LaSalle Corridor Study, and the planning policy framework established by the City through the adoption of Official Plan amendment OPA 102. Further, the proposed amendments are consistent with Council's strategic objectives of ensuring investment readiness, business attraction, development and retention, climate change, creating a healthier community and encouraging retirement homes as part of the Nodes and Corridors Strategy. It is recommended that the zoning by-law amendment (Attached to this report as Appendix A) be approved.

References

1. City-Wide Nodes and Corridor Strategy
<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=992&itemid=11977>
2. LaSalle Boulevard Corridor Plan and Strategy – Final Report, June 2018
<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&attachment=24185.pdf>
3. Official Plan Amendment No. 102
<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=2&id=1388>
4. City of Greater Sudbury Zoning By-law <https://www.greatersudbury.ca/do-business/zoning/zoning-by-law-2010-100z/#PART%203:%20%20%20DEFINITIONS>
5. Staff Report, LaSalle Boulevard Corridor Study and Strategy Proposed Approach to Zoning By-law Amendment. June 15, 2020.

<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&attachment=30549.pdf>

6. Staff Report, Report on the Commercial Parking Study. January 27, 2020.
<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&attachment=29789.pdf>
7. Staff Report, Commercial Parking Standards – Draft Zoning By-law. September 22, 2020.
<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=12&id=1476>
8. Staff Report, Shopping Centre Commercial Zone: Proposed Amendments. September 21, 2020.
<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=9&id=1455>

By-law 2020-XXXZ

**A By-law of the City of Greater Sudbury
to Amend By-law 2010-100Z being the
Comprehensive Zoning By-law for the City of Greater Sudbury**

Whereas the Council of the City of Greater Sudbury deems it desirable to amend By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury;

Now therefore the Council of the City of Greater Sudbury hereby enacts as follows:

1. That By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury be and the same is hereby amended by:

(1) In the Table of Contents, by adding a new Appendix, after Appendix 2, as follows:

“Appendix 3: Commercial Parking Reduction Maps”

(2) In Part 5, PARKING AND LOADING PROVISIONS, Section 5.3, NON-RESIDENTIAL PARKING REQUIREMENTS, TABLE 5.4: Non-Residential Parking Requirements, by:

- a. Deleting and replacing *“Convenience Store - 1/20m² net floor area”* with *“Convenience Store - 1/33 m² net floor area”*
- b. Deleting and replacing *“Personal Service Shop - 1/20m² net floor area”* with *“Personal Service Shop - 1/33 m² net floor area”*
- c. Deleting and replacing *“Restaurant - 1/10m² net floor area or 1/3 persons seating capacity, whichever is greater”* with *“Restaurant - 1/12.5 m² net floor area”*
- d. Deleting and replacing *“Retail Store - 1/20m² net floor area”* with *“Retail Store - 1/33 m² net floor area”*
- e. Deleting and replacing *“Shopping Centre - 1/20m² net floor area”* with *“Shopping Centre - 1/25 m² net floor area”*

(3) In Part 5, PARKING AND LOADING PROVISIONS, Section 5.3 NON-RESIDENTIAL PARKING REQUIREMENTS, by adding the following provisions and note after Table 5.4: Non-Residential Parking Requirements as follows:

- 5.3.1 Notwithstanding Table 5.4, where a *commercial use* is permitted and the *lot* is directly *abutting* GOVA Routes 1 and 2 (the Main Line and Barry Downe /Cambrian, respectively) attached as Appendix 3 to this By-law, the number of *required parking spaces* may be reduced by 10% of the minimum *required parking spaces*.
- 5.3.2 For a *commercial use*, where bicycle parking is provided in addition to the minimum bicycle parking requirements set out in Table 5.10, the number of *required parking spaces* may be reduced by up to 5 *parking spaces* on a 1:1 ratio, not to exceed a maximum of 20% of the minimum *required parking spaces*.

Note: provisions 5.3.1 and 5.3.2 may be used in combination.

(4) In Part 7: COMMERCIAL ZONES, Section 7.2, PERMITTED USES, TABLE 7.1, by:

- a. Adding “*Long Term Care Facility*” after “*Group Home Type 1*” in the Use column;
- b. Adding “*Retirement Home*” after “*Private Home Daycare*” in the Use column;
- c. Adding “*Multiple Dwelling*”, “*Long Term Care Facility*” and “*Retirement Home*” as permitted uses in the Shopping Centre Commercial (C5) Zone column by indicating with an “X” symbol.

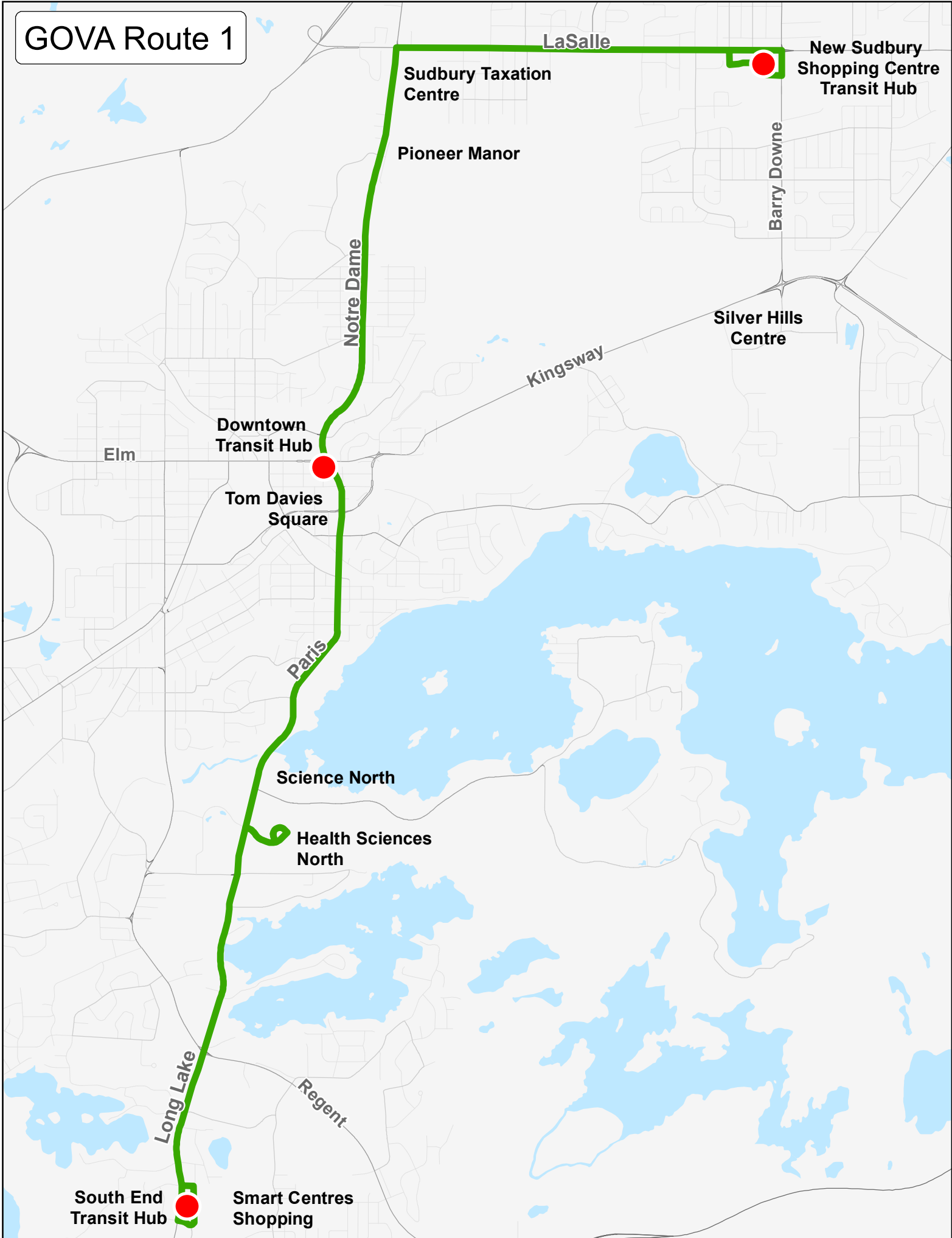
(5) In Part 7: COMMERCIAL ZONES, Section 7.3, ZONE STANDARDS, TABLE 7.3, by:

- a. Adding a special provision to Table 7.3 as follows: “7. (iii) Maximum ground *floor area* for *Multiple Dwelling*, *Long-Term Care Facility* and *Retirement Home* – 25% of the total ground *floor area* of the *structures* on the property.”

**City of Greater Sudbury
Zoning By-Law 2010 - 100Z**

**Appendix 3:
GOVA Routes 1 & 2**

GOVA Route 1



GOVA Route 2

