

Title: 5010965 Ontario Limited

Date: September 21, 2020

Staff Report

Proposal:

An application for rezoning has been submitted in order to permit a multiple dwelling with four (4) units. Site-specific relief is required for lot frontage, front yard setback, driveway aisle width and planting strips along the easterly and westerly lot lines.

Existing Zoning: "R2-2", Low Density Residential Two

R2-2 zoning permits single detached, duplex and semi-detached dwellings.

Requested Zoning: "R3 Special", Medium Density Residential Special

R3 zoning permits a range of residential use, including low density housing types (singles, semis and duplexes), as well as medium density residential uses (multiples dwellings, row dwellings, street townhouses). In this case, site-specific relief is required in order to accommodate a fourplex due to the lot configuration.

Location and Site Description:

PIN 73578-0114, Parcel 6008 S.E.S., in Lot 12, Concession 3, Township of Neelon (1866 Bancroft Drive, Sudbury)

The subject property is located on the north side of Bancroft Drive in the Minnow Lake neighbourhood. The area is fully serviced by municipal water and sanitary sewer. Bancroft Drive is designated as a Secondary Arterial Road and is constructed to an urban standard with a sidewalk on the south side of the road. Public transit stops are located a few metres to the west on both sides of the road.

Total lot area is 979 m², with 15.24 m of frontage and 61 m of depth. The lot is occupied by a vacant single detached dwelling, which is intended to be demolished based on a permit issued in March 2020. Two large trees are located adjacent to the street line, including a mature oak.

The subject property is located within a vulnerable area under the Source Protection Plan being Ramsey Lake Intake Protection Zone (IPZ) 3. The property does not fall within the regulated area of Conservation Sudbury.

The surrounding area, defined as the residential block extending between Neelon Avenue and Second Avenue, is essentially low density residential in character, with singles and duplexes being the predominant housing types. Exceptions include a four-unit row dwelling (1838 Bancroft Drive), a triplex dwelling (1820 Bancroft Drive) and a four-unit multiple dwelling (1737-1741 Bancroft Drive), all located west of the subject land.

Surrounding Land Uses:

The area surrounding the site includes:

North: Single detached dwelling (1850 Bancroft Drive)

East: Single detached dwelling (1870 Bancroft Drive)

South: Duplex dwelling (1859 Bancroft Drive) and single detached dwelling (1873 Bancroft Drive)

West: Single detached dwelling (1864 Bancroft Drive)

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Public Consultation:

The statutory notice of the public hearing was provided by newspaper along with a courtesy mail-out to property owners and tenants within a minimum of 120 metres of the property.

The applicant was advised of the City's policy recommending that applicants consult with their neighbours, ward councillor and key stakeholders to inform area residents on the application prior to the public hearing.

The application indicates that no additional public consultation is proposed prior to the hearing.

As of the date of this report, one phone call seeking clarification has been received.

Policy & Regulatory Framework:

The property is subject to the following policy and regulatory framework:

- 2020 Provincial Policy Statement
- 2011 Growth Plan for Northern Ontario
- Official Plan for the City of Greater Sudbury, 2006
- Zoning By-law 2010-100Z

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

Provincial Policy Statement:

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 Provincial Policy Statement.

Under Section 1.1 of the PPS, Planning authorities shall accommodate an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons). The location of residential intensification shall be appropriate based on the availability of existing and planned infrastructure and the proximity to community services.

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.

Section 4.3.3 of the GPNO encourages an appropriate range and mix of housing types in Economic and Service Hubs, which includes Greater Sudbury and other major centres in Northern Ontario.

Official Plan for the City of Greater Sudbury:

Living Area 1

The subject land is designated as Living Area 1, which permits a range of residential uses including medium density housing types. The following criteria under Section 3.2.1 of the Official Plan are to be considered:

- a. the site is suitable in terms of size and shape to accommodate the proposed density and building 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.

Residential intensification

The application is a form of residential intensification given the increased density that is proposed. Section 2.3.3 of the Plan addresses residential intensification in settlement areas. The following criteria, amongst other matters, may be used to evaluate applications for intensification:

- a. the suitability of the site in terms of the size and shape of the lot, soil conditions, topography and drainage;
- b. compatibility with 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 on surrounding natural features and areas and cultural heritage resources;
- j. the relationship between the proposed development and any natural or man-made hazards; and,
- k. the provision of any facilities, services and matters if the application is made pursuant to Section 37 of the Planning Act.

Zoning By-law 2010-100Z:

The following site-specific relief is required in order to accommodate the proposed fourplex on the subject lot:

- lot frontage of 15 metres where a minimum 18 metres is required;
- front yard setback of 6 metres where 7.5 metres is required on a Secondary Arterial Road;
- driveway aisle width of 3 metres where 6 metres is typically required for two-way traffic;
- a reduced planting strip of 1.2 metres in conjunction with a 1.5 metre-high opaque fence along the easterly interior side yard where a minimum 1.8 metres of landscaped area is required; and,
- a 1.5 metre-high opaque fence along the westerly interior side yard abutting the proposed driveway in lieu of a planting strip.

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Site Plan Control:

A fourplex dwelling is not subject to site plan control.

Department/Agency Review:

Development Engineer advised that a design lot grading plan is required prior to the adoption of the amending by-law in order to ensure that there are no negative drainage impacts on abutting properties.

Planning Analysis:

The policy framework set out in the Official Plan and the Provincial Policy Statement encourages residential intensification along arterial corridors such as Bancroft Drive, which is designated as a Secondary Arterial Road and is serviced by public transit. There have been two previous rezonings to accommodate four-unit dwellings on properties located further to the west (1596 and 1838 Bancroft Drive). In both cases, however, the lots are larger and have more frontage (23 and 30 metres respectively).

The review of the current proposal is therefore focused on the suitability of the lot to accommodate the proposed use and the potential impact on abutting properties.

Land use compatibility

a) Density

The residential density is calculated at 41 dwelling units per hectare (du/ha), which aligns with the predominantly low density character of the surrounding area. The resultant density is less than half the maximum density permitted on medium density sites under the Official Plan (90 du/ha). The physical constraints related to lot frontage and lot area, which in turn impact the amount of parking and landscaping that can be provided, essentially limit the scale of intensification on this site.

b) Built form

The owner is proposing a one-storey fourplex dwelling similar in design and scale to the submitted photo. A footprint of 231 m² represents a lot coverage of 25%, which is below the maximum 40%. The overall scale of the proposed building is not overwhelming and generally forms a good fit with the surrounding area.

c) Traffic impact

The subject site is located on a Secondary Arterial Road with an average annual daily traffic (AADT) volume of 9 700 vehicles per day (2018 data). There is no significant traffic impact based on the small number of units. Traffic and Transportation Section have no concerns related to traffic generation or off-site parking.

Parking

Six (6) parking spaces are required for a four-unit multiple dwelling. In this case, parking can be accommodated in the northerly rear yard. The applicant has demonstrated that minimum parking requirements can be addressed on-site.

In regards to on-site circulation, the applicant has provided a sketch illustrating vehicle movements in the rear yard parking area. Staff are satisfied that the parking spaces are functional and that there is sufficient room for snow storage.

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The applicant provided a photo illustrating the proposed building design with an illegal parking pad in the front yard. It is recommended that the site-specific zoning indicate that the parking area shall be located in the rear yard.

Drainage

Given the relatively tight fit exacerbated by the deficient lot width, there are concerns related to site drainage and the potential impact on abutting properties. In this case, there are single detached dwellings located to the east and west that are fairly close to the respective lot lines. The parking area in particular increases the amount of impervious area, which has direct implications for urban runoff.

Given the more intensive use, it is recommended that a design lot grading plan be required as a condition of approval in order to ensure drainage requirements can be addressed prior to rezoning the property in final form.

Source Protection

The subject property is located within Ramsey Lake Intake Protection Zone (IPZ) 3. Given that the development will be fully serviced, there are no significant drinking water threats that have been identified. The owner is advised that a Section 59 application under the Clean Water Act will be required at the building permit stage.

Official Plan conformity

The proposal conforms to Official Plan policies related to residential intensification as follows:

- The surrounding area presents an existing mix of housing types, including small-scale medium density residential uses;
- The subject lot is located on a Secondary Arterial Road serviced by public transit;
- A neighbourhood commercial node is located a short walk to the west at the intersection of Bancroft Drive and Second Avenue;
- Sewer and water services including fire flows are adequate;
- The traffic impact is negligible based on the small number of units;
- On-site parking and circulation are adequate based on the submitted plans; and,
- Potential drainage impacts can be addressed by requiring a design lot grading plan as a condition of approval.

2014 Provincial Policy Statement (PPS) and 2011 Growth Plan for Northern Ontario (GPNO)

The subject property is located within settlement area boundaries in a fully serviced area designated for residential development and serviced by public transit. The proposal aligns with Provincial policies aimed at increasing the range of housing options within the community. As infill development, the project will contribute towards residential intensification targets within built-up areas required under the PPS. Furthermore, existing infrastructure is adequate to support development including sewer and water services.

The proposal will contribute towards the diversification of the housing supply, in keeping with Greater Sudbury's designation as an Economic and Service Hub under the GPNO.

The application is consistent with the 2020 Provincial Policy Statement and conforms to the 2011 Growth Plan for Northern Ontario.

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Conclusion:

Planning Services recommends that the application for rezoning be approved subject to the conditions outlined in the Resolution section of this report.