

ATTACHMENT C - DRAFT OFFICIAL PLAN AMENDMENT

The Official Plan for the City of Greater Sudbury Official Plan is hereby amended as follows:

1. In Section 2.3.3, Intensification, by:
 - a. Deleting and replacing “Some areas, like the *Downtown* and *Regional Centres*” with “Some areas, like the *Downtown*, *Regional Centres* and *Secondary Community Nodes*” in the third paragraph of the preamble.
 - b. Adding “, *Secondary Community Nodes*, *Regional Corridors*” between “*Town Centres*” and “and” in policy 4;
 - c. Adding “*Secondary Community Nodes*, *Regional Corridors*” before “*Town Centres*” in program 3;
2. In Section 4.0, Employment Areas, by adding “*Secondary Community Nodes*, *Regional Corridors* and” in the fourth paragraph before “*Mixed Use Commercial*”.
3. In Section 4.2.2, Regional Centres, by:
 - a. Adding “bikeable and” before “walkable” and adding “buildings and” before “districts” in the second paragraph of the preamble;
 - b. Adding “residential,” between “service,” and “institutional” in Policy 1;
 - c. Creating a new policy 2, and renumbering subsequent policies, as follows:

“*Regional Centres* shall be planned to:

 - i. encourage a cycling and pedestrian friendly built form by locating commercial and other active non-residential uses at grade;
 - ii. develop at transit-supportive densities;
 - iii. provide for a mix of housing types, tenures and affordability;
 - iv. be designed to implement appropriate transitions of density and uses to facilitate compatibility with surrounding existing lower-density neighbourhoods;
 - v. include, where appropriate, open spaces that are either parks and/or plazas accessible to the public; and,
 - vi. provide mobility choices and associated facilities to encourage alternate active transportation options.”
 - d. Renumbering policy 3 to policy 5;
 - e. Creating a new policy 3: “Reductions in parking shall be considered in order to promote a greater mix of uses and a more compact, cycling and pedestrian-friendly built form.”;

- f. Deleting policies 4 and 6 in their entirety;
- 4. By creating new Sections 4.2.3, Secondary Community Node, and 4.2.4, Regional Corridor, and renumbering subsequent sections accordingly.
- 5. In Section 4.2.3, Secondary Community Node, by:

- a. Adding the following preamble:

“Secondary Community Nodes meet a variety of needs and are intended to provide for a broad range and mix of uses in an area of transit-supportive densities. The Secondary Community Nodes are designated based on the role they play in the City’s nodes and corridors strategy. In general, Secondary Community Nodes are nodes along the City’s strategic corridors with a concentration of uses at a smaller scale than a Regional Centre.

Given the function and high visibility of Secondary Community Nodes, special attention to urban design principles is essential. Siting buildings to create a sense of street enclosure, locating parking lots to the rear of buildings, screening service entrances and garbage storage, and effective landscaping can aesthetically enhance the appearance of Secondary Community Nodes. In order to attract viable, high-quality development, emphasis will also be placed on creating a safe and attractive cycling and pedestrian environment, as well as convenient access to public transit and greenspace. Additional policies on Urban Design are found in Chapter 14.0.”

- b. Adding the following policies:

- “1. Secondary Community Nodes shall be located on primary transit corridors and shall be planned to promote a local identity and a sense of place unique to that node and its surrounding community.
- 2. Permitted uses in Secondary Community Nodes may include residential, retail, office, service, institutional, recreational, entertainment, parks and community-oriented activities.
- 3. The mixing of uses should be in the form of either mixed use buildings with ground oriented commercial and institutional uses and residential uses above the second storey, or a mix of uses and buildings on the same development site.
- 4. Secondary Community Nodes shall be planned to:
 - a. encourage a cycling and pedestrian-friendly built form by locating commercial and other active non-residential uses at grade;
 - b. be the focal point for expression of community heritage and character;
 - c. develop at transit-supportive densities;
 - d. provide residential development primarily in the form of medium and high density buildings, and discouraging single-detached dwellings;

- e. provide for a mix of housing types, tenures and affordability;
 - f. include, where appropriate, open spaces that are either parks and/or plazas accessible to the public;
 - g. be designed to implement appropriate transitions of density and uses to facilitate compatibility with surrounding existing lower-density neighbourhoods; and,
 - h. provide mobility choices and associated facilities to encourage alternative active transportation options.
5. Reductions in parking shall be considered in order to promote a greater mix of uses and a more compact, cycling and pedestrian-friendly built form. The City may require a traffic impact study and/or a transportation demand management plan in support of the reduction in parking.”

6. In Section 4.2.4, Regional Corridors, by:

- a. Adding the following preamble:

“Regional Corridors are the primary arterial links connecting the City’s Regional Centres and Secondary Community Nodes. They are a significant component of the nodes and corridors structure and provide additional opportunities for intensification. These corridors function as “main streets”, each with unique characteristics and identities but at lesser densities and concentrations than development within *Regional Centres* and *Secondary Community Nodes*.

Given the function and high visibility of *Regional Corridors*, special attention to sound urban design principles is essential. Siting buildings to create a sense of street enclosure, locating parking lots to the rear of buildings, screening service entrances and garbage storage, and effective landscaping can aesthetically enhance the appearance of *Regional Corridors*. In order to attract viable, high-quality development, emphasis will also be placed on creating a safe and attractive cycling and pedestrian environment, as well as convenient access to public transit and greenspace. Additional policies on *Urban Design* are found in Chapter 14.0.”

- b. Adding the following policies:

- “1. *Regional Corridors* shall be located on primary transit corridors and shall be planned to promote a local identity and a sense of place unique to that node and its surrounding community.
- 2. Permitted uses in *Regional Corridors* may include medium density residential, retail, service, institutional, recreational, entertainment, parks, open spaces, office and community-oriented uses at transit supportive densities in compact, cycling and pedestrian-friendly built forms.
- 3. *Regional Corridors* shall be planned to:
 - a. provide for a mix of housing types, tenures and affordability;

- b. encourage a cycling and pedestrian-friendly built form by locating commercial and other active non-residential uses at grade;
 - c. provide residential development primarily in the form of medium density buildings;
 - d. be designed to implement appropriate transitions of density and uses to facilitate compatibility with surrounding existing lower-density neighbourhoods;
 - e. develop at transit-supportive densities;
 - f. function as they transit spines for the City while also facilitating other active modes of transportation; and,
 - g. In order to minimize the disruption of traffic flow along arterial roads and promote better development, small lot rezoning will be discouraged and land assembly for consolidated development will be promoted. Land assembly will reduce the need for additional driveways along arterials and can be used to promote a more consistent streetscape.”
4. Reductions in parking shall be considered in order to promote a greater mix of uses and a more compact, cycling and pedestrian-friendly built form. The City may require a traffic impact study and/or a transportation demand management plan in support of the reduction in parking.”

7. In Section 4.3, Mixed Use Commercial, by:

- a. Adding “, and complementary to the *Secondary Community Nodes* and *Regional Corridors* designations” after “Designated as *Mixed Use Commercial*” in the first paragraph of the preamble;
- b. Adding “Similar to the *Secondary Community Nodes* and *Regional Corridors* designations, and” before “Given the function and high visibility” in the second paragraph of the preamble;
- c. Adding “cycling and” before “pedestrian environment” in the second paragraph of the preamble;
- d. Deleting and replacing Policy 1 with: “All uses permitted by the Plan except *Heavy Industrial* may be accommodated in the *Mixed Use Commercial* designation through the rezoning process. *Uses* permitted in the *Mixed Use Corridor designation* shall provide for a broad range of uses that serve the needs of the surrounding neighbourhoods at a lesser density and concentration than *Regional Corridors*.”; and,
- e. Adding a new Policy 2 and renumbering subsequent policies accordingly: “Where appropriate, the mixing of

residential and non-residential uses on a single site is encouraged. Mixed uses should be in a form of mixed-use buildings with ground-oriented commercial and institutional uses and residential uses above the second storey.”

8. In Section 11.4, Parking, by:

a. Adding a new policy 3 and renumbering subsequent policies as follows:

“Parking requirements may be reduced where feasible through implementation of the following tools:

- a. Establishment of minimum and maximum parking standards within the *Regional Centre*, *Secondary Community Nodes* and *Regional Centres*;
- b. Reducing parking requirements in the *Regional Centre*, *Secondary Community Nodes* and *Regional Corridors* where transit, cycling and pedestrian alternatives exist;
- c. Provision of shared parking facilities for uses with alternating high peak demand either by virtue of the uses or the time of day, time of week or seasonal demand; and,
- d. Provision of central, shared parking facilities that may result in greater parking and land use efficiencies.”

9. Associated land use schedule changes.