

# Appendix 1

## Departmental & Agency Comments

File: 701-6/23-04 & 751-6/23-25

**RE:** Application for Official Plan Amendment & Rezoning – 2226553 Ontario Inc.  
PINs 73584-0652 & 73591-0047, Part 2, Plan 53R-3947, Part of Lot 5, Concessions 2 & 3, Township of McKim (700 Paris Street, Sudbury)

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### Development Engineering

A water and sewer capacity analysis were performed and municipal water and sewer are available within the road right of way and is able to facilitate the requested development.

There is a registered site plan control agreement dated October 7, 2014. This agreement will need to be amended to reflect the newly proposed development.

It is our understanding that there are upgrades to the transportation network as a result of this development. It is our opinion that a holding designation be placed on the zoning such that the required upgrades would need to be made at the time of development of the site plan by way of an offsite servicing agreement.

Based on the requested rezoning and amendment to the Official Plan, Development Engineering has no objection provided that development proceed by way of amendment to the site plan control agreement. This amendment will address, but not limited to, the upgrades required to the transportation network, site servicing, site grading, and stormwater management.

### Infrastructure Capital Planning Services (ICPS):

#### Roads

Bell Park Road is currently a service road and not a publicly maintained roadway. Staff have no concerns with the proposed reconstruction of the road or the use of the road to service the proposed site. Staff however do not support this road becoming a publicly maintained road.

The owner should be aware that as part of the site plan an irregular piece of property will need to be transferred to the City along the frontage of Paris Street and Facer Street. The provided sketch appears to show this new right-of-way limit. As well, Facer Street will be required to be upgraded to an urban standard, on the south side, from Paris Street to Bell Park Road.

#### Transportation and Innovation Support

Staff has reviewed the provided Traffic Impact Study and has concerns with vehicles trying to access Facer Street or McNaughton Street via Paris Street as no left turn lane is provided on Paris Street. When the Hospital site was in operation both intersections had a high instance of collisions due to left turning vehicles. For this reason, the access to the site from Bell Park Road shall be limited to service vehicles only. All residents, visitors and patrons must access the parking garage from the intersection of Boland Avenue and Paris Street. In addition, Facer Street at Paris Street is required to be modified to permit right-in, right-out turning movements only.

It is noted that in the 2032 total traffic projections (with improvements) the following movements are operating at LOS 'E'. The City requires that any movement with LOS 'E' be addressed further.

- Paris Street @ Brady Street: EBL PM Peak (LOS 'C' in 2032 background)
- Paris Street @ John Street: WBT PM Peak (LOS 'D' in 2032 background)
- Paris Street @ Boland Avenue: SBL PM Peak (LOS 'A' in 2032 background)

In addition to the Paris Street at Boland Avenue intersection operating at LOS 'E' for the SBL movement, it is also noted that the projected 95th percentile queue exceeds the available storage capacity of the left turn lane. Staff are concerned this will result in motorists choosing to use Facer Street as an alternative access to the site, as well, the left turn queue will block through movements at the intersection. For these reasons the south bound left turn lane storage length must be extended to match the anticipated queue lengths.

#### Active Transportation

In addition to the information provided on the information display board that is recommended as part of the transportation demand management measures, the board shall also include information regarding the City's ride share program "Smart Commute".

This site is within the limits of the City's Paris/Notre Dame Bikeway project. While it appears the bike way has been shown on the provided sketch of the site, the owner should be aware that the bike way design will need to be incorporated as part of the site plan.

#### Roads Operations

No concerns.

#### Drainage

No concerns.

#### Building Services

We have reviewed the application and documents for the requested Zoning By-law Amendment and have the following comment:

- A loading space meeting the dimensional requirements of 5.6.4. has not been provided for Building C.

Applicant to be advised of the following:

- At time of Building Permit review and Site Plan Agreement review, verification will be required for the construction of the Retirement Home in conformance with the Retirement Homes Act and the Zoning By-law.
- Further By-law requirements may need to be addressed upon submission of complete building plans.

#### Leisure Services

The City will be seeking cash-in-lieu for parkland dedication as permitted under the Planning Act.

#### Strategic and Environmental Planning

The applications listed in the subject line do not pose an elevated risk to species protected by the Endangered Species Act or to their habitat.

The proposed developments are anticipated to either have only minor negative effects on the overall natural environment or to have potential negative effects that are to be adequately mitigated as indicated on the relevant site plans and sketches. As such, specific environmental studies are not required beyond those that may have been requested previously.

#### Water/Wastewater - Source Water Protection

No activity or activities engaged in or proposed to be engaged in on the above noted property are considered to be significant drinking water threats at this time. You may undertake the activity or activities described in your application and proceed to apply for a Building Permit or Planning Approval as they are neither prohibited nor restricted for the purpose of Part IV of the Clean Water Act, 2006.

#### Conservation Sudbury (Nickel District Conservation Sudbury)

The subject property is located outside of any regulated hazards and Conservation Sudbury has no objection to the Official Plan Amendment and Zoning By-law Amendments as described in the circulation.

#### Greater Sudbury Transit

Transit do not have comments or concerns related to this application.