



# PLANNING COMMITTEE AGENDA

**Monday, June 14, 2021**

**Tom Davies Square**

**Councillor Kirwan, Chair**

1:00 p.m. Open Session Council Chamber / Electronic Participation

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1.	Call to Order	
2.	Roll Call	
3.	Declarations of Pecuniary Interest and the General Nature Thereof	
4.	Public Hearings	
4.1.	<b>Proposed Amendments to the Zoning By-law to Permit Temporary Drive-in Events</b>	4
	This report provides a recommendation regarding the approval of amendments to the Zoning By-law which would permit temporary drive-in theatre, concert, or performance events in certain areas of the City.	
	This report is presented by Melissa Riou, Senior Planner	
4.2.	<b>828 Beatrice Crescent, Sudbury</b>	8
	This report provides a recommendation regarding an application for a temporary use by-law that has been submitted pursuant to Section 39 of the Planning Act in order to permit the temporary use of the existing building located at 828 Beatrice Crescent, Sudbury by a motion picture staging and equipment rental company for a period of three (3) years.	
	This report is presented by Wendy Kaufman, Senior Planner.	
	- Letter(s) of concern from concerned citizen(s)	
4.3.	<b>220-222 King Street, Sudbury</b>	25
	This report provides a recommendation regarding an application for rezoning in order to amend Zoning By-law 2010-100Z from "R2-3", Low Density Residential Two to "R3(S)", Medium Density Residential Special in order to recognize the existing multiple dwelling having twelve residential dwelling units and to facilitate the addition of four new residential dwelling units within the basement level of the existing residential building.	
	This report is presented by Glen Ferguson, Senior Planner	
	- Letter(s) of concern from concerned citizen(s)	
4.4.	<b>Nottingham Avenue - Extendicare</b>	54
	This report provides a recommendation regarding an application for rezoning in order to permit an expanded long-term care facility.	
	This report is presented by Mauro Manzon, Senior Planner.	
4.5.	<b>Matagamasi Lake</b>	194



This report provides a recommendation regarding housekeeping amendments to By-law 2010-100Z in order to correct mapping errors that impact a total of seven (7) privately owned parcels in Matagamasi Lake.

This report is presented by Wendy Kaufman, Senior Planner

## **5. Consent Agenda**

For the purpose of convenience and for expediting meetings, matters of business of repetitive or routine nature are included in the Consent Agenda, and all such matters of business contained in the Consent Agenda are voted on collectively.

A particular matter of business may be singled out from the Consent Agenda for debate or for a separate vote upon the request of any Councillor. In the case of a separate vote, the excluded matter of business is severed from the Consent Agenda, and only the remaining matters of business contained in the Consent Agenda are voted on collectively.

Each and every matter of business contained in the Consent Agenda is recorded separately in the minutes of the meeting.

### **5.1. Routine Management Reports**

- |               |  |            |
|---------------|--|------------|
| <b>5.1.1.</b> | <b>62 Second Avenue, Coniston – Declaration of Surplus Property</b>  | <b>201</b> |
|               | This report provides a recommendation to declare surplus 62 Second Avenue, Coniston.   |            |
| <b>5.1.2.</b> | <b>Vacant Land, Balfour Township - Declaration of Surplus Land</b>   | <b>205</b> |
|               | This report provides a recommendation to declare surplus vacant land in Balfour Township.  |            |
| <b>5.1.3.</b> | <b>1871 Morgan Road, Chelmsford</b>  | <b>208</b> |
|               | This report provides a recommendation regarding the consent referral for property at 1871 Morgan Road, Chelmsford – Don Rouleau. |            |

## **6. Presentations**

- |             |   |            |
|-------------|---|------------|
| <b>6.1.</b> | <b>Planning Committee Outlook 2021</b>  | <b>215</b> |
|             | This presentation by Kris Longston, Director of Planning Services provides information regarding the Planning Committee Outlook 2021. |            |

## **7. Members' Motions**

## **8. Addendum**

## **9. Civic Petitions**

## **10. Question Period**

## **11. Adjournment**

## Proposed Amendments to the Zoning By-law to Permit Temporary Drive-in Events

Presented To:	Planning Committee
Meeting Date:	June 14, 2021
Type:	Public Hearing
Prepared by:	Melissa Riou Planning Services
Recommended by:	General Manager of Growth and Infrastructure
File Number:	751-6/21-13

## Report Summary

This report provides a recommendation regarding the approval of amendments to the Zoning By-law which would permit temporary drive-in theatre, concert, or performance events in certain areas of the City.

This report is presented by Melissa Riou, Senior Planner

## Resolution

THAT the City of Greater Sudbury approves the attached draft by-law which would permit temporary drive-in theatre, concert or performance events in certain locations within the City, as outlined in the report entitled, “Proposed Amendments to the Zoning By-law to Permit Temporary Drive-in Events”, from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on June 14, 2021.

## Relationship to the Strategic Plan, Health Impact Assessment and Community Energy & Emissions Plan (CEEP)

Establishing provisions to enable temporary drive-in theatres, concerts or performance events is consistent with the economic development goals of the Strategic Plan. Specifically, strategic objective 2 Business Attraction, Development and Retention aims to make Greater Sudbury an attractive place to do business and thrive, and strategic Objective 4 Economic Capacity and Investment Readiness reflects Council’s desire to “Prepare the ground” for economic growth across the community.

The provisions would align with the CEEP by providing potential socializing opportunities and entertainment venues within local communities, helping to reduce the need for more distant vehicle travel.

## Financial Implications

There are no financial implications associated with this report.

## Background

On April 12, 2021 Planning Committee passed resolution PL2021-77 which directed staff to initiate an amendment to the Zoning By-law to incorporate provisions that would allow temporary drive-in theatre, concert or performance event in certain locations within the City. This resolution was ratified by Council on April 27, 2021 through resolution CC2021-122.

## **Proposed Amendment**

The proposed amendment would facilitate drive-in theatres and similar uses, including concerts, theatre, stand-up comics, by considering them in the same manner as carnivals in the context of the Zoning By-law.

Carnivals are defined as follows: “A temporary use of land, *buildings* or structures for the purpose of providing or locating facilities for *commercial* entertainment and participatory amusement activities, including games and rides, and includes, without limiting the generality of the foregoing, an itinerant circus or midway, but does not include an *amusement park* or other use where such facilities are located or made available for use by the general public for more than 14 days per year.”

Carnivals are currently permitted in the “Shopping Centre Commercial (C5) Zone” and the “Parks (P) Zone” where such park is owned or operated by the Municipality.

The proposed amendment would add “drive in theatre, concert or performance events” in order to allow those types of events to take place on a temporary and limited basis in specific zones. It is proposed that carnivals would also be permitted in the “Downtown (C6) Zone” and on “Institutional (I)” zoned properties that are owned or operated by the City. A draft of the proposed amendment is attached to this report as Appendix A.

Permanent drive-in theatres would continue to require a site specific amendment to the Zoning By-law.

Drive-in and other special events require an application and review by the City’s Special Events team. The review and application would include a risk management plan, and other terms and conditions under which the event will operate to ensure the safety of the general public, volunteers and event organizers.

## **Provincial Policy Statement (PPS)**

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.

The proposed amendment does not conflict with the Provincial Policy Statement, 2020.

## **Growth Plan for Northern Ontario (GPNO)**

Municipalities in the Province of Ontario are required under Section 3 of the *Planning Act* to ensure that decision affecting planning matters conform with the Growth Plan for Northern Ontario.

The proposed amendment is consistent with the economic development policies of section 2.3 A growing and diversified economy.

## **Official Plan for the City of Greater Sudbury**

The Official Plan establishes goals, objectives and policies to manage and direct physical change and its effects on the social, economic and natural environment in the next 20 years. Economic Development is an essential building block to a Healthy Community. As outlined in Section 1.4 the Vision for Greater Sudbury identifies the City has an important centre in northern Ontario and focal point for regional investment and growth, as well as maintaining an ‘open for business’ environment.

The proposed amendment is consistent with the overall vision and economic development goals of the City.

## Summary and Recommendation

The proposed amendment would ensure that the City has a framework in place to allow temporary drive-in theatres, concerts and performance events should proposals be received for such events. The proposed framework would permit those types of events to occur on a temporary and limited basis in the C5 (Shopping Centre Commercial), C6 (Downtown Commercial), and P (Park) and I (Institutional) where the lands are owned or operated by the Municipality. Further, the proposed amendment would be consistent with Council's strategic objectives of attracting and retaining business as well as investment readiness. It is recommended that the zoning by-law amendment (Attached to this report as Appendix A) be approved.

## Resources Cited

1. City of Greater Sudbury Zoning By-law <https://www.greatersudbury.ca/do-business/zoning/zoning-by-law-2010-100z/#PART%203:%20%20%20DEFINITIONS>
2. City of Greater Sudbury website "Plan a Special Event" <https://www.greatersudbury.ca/play/plan-a-special-event/>
3. Staff Report, "Policy Options for Amendments to the Zoning By-law to Permit Temporary Drive-in Theatre, Concert or Performance Events" April 12, 2021 <https://pub-greatersudbury.escribemeetings.com/FileStream.ashx?DocumentId=39702>

SCHEDULE “A” TO  
BY-LAW XXXX-XXX  
APPENDIX A

That Zoning By-law 2010-100Z is hereby amended by:

**1.** In Part 3: Definitions, by deleting the definition for carnival and replacing it with the following:

56.	Carnival	A temporary use of land, <i>buildings</i> or structures for the purpose of providing or locating facilities for <i>commercial</i> entertainment and participatory amusement activities, including games and rides, and includes, without limiting the generality of the foregoing, an itinerant circus or midway, a temporary drive-in theatre, concert or performance event, but does not include an <i>amusement park</i> or other use where such facilities are located or made available for use by the general public for more than 14 days per year.
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**2.** In Part 7: Commercial Zones, in Table 7.2 – Permitted Non-Residential Uses, to permit “Carnival” as a permitted use in the C6 Zone by indicating with an “X” symbol;

**3.** In Part 10: Other Zone, in Table 10.2 – Permitted Non-Residential Uses, by:

- a) permit “Carnival” as a permitted use in the I Zone by indicating with an “X” symbol;
- b) adding Special Provision (7) adjacent to the “X” permitting carnivals in the I Zone.

The applicant, a person or public body who, before the by-law was passed, made oral submissions at a public meeting or written submission to the council, or the Minister may appeal the passage of this By-law to the Local Planning Appeal Tribunal by filing with the City Clerk, within 20 days of the giving of notice of passage of the By-law by the City Clerk:

- a) A Notice of Appeal;
- b) An explanation of how the by-law is inconsistent with a policy statement issued under subsection 3(1) of the *Planning Act*, fails to conform with or conflicts with a provincial plan or fails to conform with an applicable official plan; and
- c) The fee prescribed under the *Local Planning Appeal Tribunal Act*, 2017.

If these materials and fees have not been filed with the City Clerk within this period, this By-law shall be deemed to have come into force on the day it was passed.

If these materials have been received within that time, this By-law shall not come into force until all appeals have been withdrawn or finally disposed of and except for those parts repealed or amended, and in such case it shall be deemed to have come into force on the day it was passed.

This By-law is in conformity with the City of Greater Sudbury Official Plan as amended.

Read and Passed in Open Council this XX day of XXXX, 2021.

## 828 Beatrice Crescent, Sudbury

Presented To:	Planning Committee
Meeting Date:	June 14, 2021
Type:	Public Hearing
Prepared by:	Wendy Kaufman Planning Services
Recommended by:	General Manager of Growth and Infrastructure
File Number:	751-6/21-10

## Report Summary

This report provides a recommendation regarding an application for a temporary use by-law that has been submitted pursuant to Section 39 of the Planning Act in order to permit the temporary use of the existing building located at 828 Beatrice Crescent, Sudbury by a motion picture staging and equipment rental company for a period of three (3) years.

This report is presented by Wendy Kaufman, Senior Planner.

## Resolution

THAT the City of Greater Sudbury approves the application by the Nickel District Conservation Authority to amend Zoning By-law 2010-100Z in order to permit a motion picture staging and equipment rental company in accordance with Section 39 of the Planning Act for a temporary period of three (3) years, on those lands described as PINs 02132-0402 & 02132-0597, Parcels 31700 & 38788 SES, Lots 1-4, Plan M-797, Lot 6, Plan M-906, Lots 2 & 3, Concession 5, Township of McKim as outlined in the report entitled “828 Beatrice Crescent, Sudbury”, from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on June 14, 2021, subject to the following conditions:

1. That the uses be limited to the existing arena building;
2. That there shall be no outdoor storage of equipment or materials, and;
3. That no additional parking, beyond the existing parking area, shall be required for the temporary use.

## Relationship to the Strategic Plan, Health Impact Assessment and Community Energy & Emissions Plan (CEEP)

The application to amend the Zoning By-law is an operational matter under the Planning Act to which the City is responding. The application aligns with the 2019-2027 City of Greater Sudbury Strategic Plan goals related to business attraction, development and retention. The application aligns with the Community Energy and Emissions Plan (CEEP) by supporting the strategy of compact, complete communities through the continued reuse of an existing underutilized building.

## Financial Implications

There are no financial implications associated with this report.

## Staff Report

### Proposal:

The application proposes to amend By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury in order permit a temporary use by-law for a period of three years, pursuant to Section 39 of the Planning Act, to permit a motion picture staging and equipment rental company within the existing former arena building. No exterior construction or additions are proposed in conjunction with this temporary use.

The temporary approval for a motion picture staging and equipment rental business within the former arena building, approved by Planning Committee in February 2015 and extended in 2018, expired on March 31, 2021. The use was initially approved in 2012 for a three year period which expired on May 1, 2015.

The property is owned by the Nickel District Conservation Authority and is leased by the City of Greater Sudbury. The City owns the former arena building. The City is proposing to extend a current lease for portions of the building and to extend the sub-lease of non-exclusive rights to the access and parking areas to a motion picture staging and equipment rental company. The Director of Assets and Fleet Services has been delegated authority to enter into a lease agreement with the current tenants.

### Existing Zoning: "P", Park, and "R1-5", Low Density Residential One

The subject lands are zoned "P", Park and the driveway from Beatrice Crescent is zoned "R1-5", Low Density Residential One under By-law 2010-100Z. A motion picture staging and equipment rental company is not permitted in these zones. A portion of the property is located within the "FP", Flood Plain Overlay.

The previous Temporary Use T63 which expired on March 31, 2018, permitted a motion picture staging and equipment rental company limited to the existing building with no outdoor storage and no additional parking.

### Requested Zoning

The application proposes to permit a temporary use by-law for a period of three years, pursuant to Section 39 of the Planning Act, to permit a motion picture staging and equipment rental company.

### Location and Site Description:

The subject property is described as PINs 02132-0402 & 02132-0597, Parcels 31700 & 38788, Lots 1-4, Plan M-797, Lot 6, Plan M-906, Lots 2 & 3, Concession 5, Township of McKim. The subject lands are generally located west of Beatrice Crescent in Sudbury.

Total property area is approximately 72.70 ha (179.65 acres), with vehicular access on Beatrice Crescent at two locations, one towards the south between 760 and 770 Beatrice Crescent providing access to the Adanac Ski hill and one towards the north between 824 and 836 Beatrice Crescent providing access to the building.

The building is surrounded with an asphalt parking area that can accommodate between 190 and 200 cars. As the former arena is not open to the general public, the parking area is used to accommodate other active and passive recreational uses on site, including the Rotary Park Trail and surrounding recreational facilities including Adanac ski hill. It is also used as an overflow parking lot for the Adanac ski hill during the winter months.

## **Surrounding Land Uses:**

The area surrounding the site includes:

North:	CNR rail line, vacant “FD”, Future Development zone
East:	low density residential
South:	vacant “OSP”, Open Space – Private zone
West:	CNR rail line and vacant “FD”, Future Development zone

The existing zoning & location map indicate the location of the subject lands to be rezoned and the zoning in the immediate area. Aerial photography is also included to show the site in context with the surrounding uses. The property is bounded on the north and west by the CNR rail line.

Site photos show the driveway entrance and low density residential uses along Beatrice Crescent to the east, as well as the existing former arena building and parking areas.

## **Public Consultation:**

The statutory notice of the application was provided by newspaper along with a courtesy mail out to surrounding property owners and tenants within of 240 m of the property on March 29, 2021. The owner 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 statutory notice of the public hearing was provided by newspaper and courtesy mail out on June 3, 2021.

As of the date of this report, one telephone inquiry was received inquiring about the application. One letter has been received raising concerns regarding suppressing competition and renting public space at below fair market value.

## ***Policy and 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.

Section 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Section 1.3.1 (b) states that planning authorities shall promote economic development and competitiveness by providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.



Section 1.7.1(a) states that long-term economic prosperity should be supported by promoting opportunities for economic development and community investment-readiness.

### **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 to the Growth Plan for Northern Ontario. The following policies of the Growth Plan for Northern Ontario are relevant to the application.

Section 2.2.2 (c) states that the Province will focus economic development strategies on the following existing and emerging priority economic sectors and the distinct competitive advantages that Northern Ontario can offer within these sectors: arts, culture and creative industries.

2.3.4 1(b) states that efforts by the Province, industry and, where appropriate, other partners, to grow and diversify the arts, culture and creative industries sector should include promoting incentives for film and television, interactive digital media, and computer animation and special effects.

### **Official Plan for the City of Greater Sudbury:**

The lands are designated Parks & Open Space in the Official Plan, permitting active and passive recreational uses, arenas, recreation centres and accessory uses, Conservation Areas and cemeteries. Section 20.5.3 of the Official Plan indicates that conformity with the land use policies of the Plan is not required for temporary use by-laws.

### **Zoning By-law 2010-100Z:**

The subject lands are zoned "P", Park and the driveway from Beatrice Crescent is zoned "R1-5", Low Density Residential One under By-law 2010-100Z. A motion picture staging and equipment rental company is not permitted in these zones. A portion of the property is located within the "FP", Flood Plain Overlay.

### **Site Plan Control:**

Site plan control is not required for this development given the temporary nature and scope of the proposed use.

### **Department/Agency Review:**

Planning staff circulated the development application to all appropriate internal departments and external agencies. These responses have been used to assist in evaluating the application and to formulate appropriate zoning by-law standards. Development Engineering, Transit, Transportation & Innovation, Roads Operations, and Drainage Section have advised that they have no concerns with respect to the application. Building Services has advised that there are several outstanding building permits for this property.

By-law Services staff have previously advised that they have not received any complaints with respect to the temporary film studio. Since 2018 there has been one complaint received regarding snow plowing that was investigated and resulted in no further action being required.

Conservation Sudbury indicated that the Board of Directors of the Nickel District Conservation Authority, at the February 11, 2021 Annual General Meeting, passed the following resolution:

"Be it resolved that the Board supports the temporary re-zoning at 828 Beatrice Crescent to allow the continued use of the former Barry Downe Arena for film associated activities for another three-year period. The use of the arena building by a film studio is intended to be a temporary accommodation only. Any future requests for extensions of the temporary re-zoning are to be accompanied by an updated relocation strategy."

## **Planning Analysis:**

The PPS (2020), the Growth Plan (2011), and the Greater Sudbury Official Plan, and other relevant policies and supporting guidelines were reviewed in their entirety. The following section provides a planning analysis of the application in respect of the applicable policies, including issues raised through agency circulation.

The application proposes to permit a motion picture staging and equipment rental company for three years within the former arena building. The building was initially permitted to be used in this manner in 2012.

This proposed temporary use in the former arena will serve as an incubator to foster the further development of the film industry in the City. The application conforms to the Growth Plan for Northern Ontario by aligning with the provincial strategy of focusing on emerging sectors including arts, culture and creative industries, and supporting efforts to grow and diversify the arts, culture and creative industries sector. The application is consistent with the Provincial Policy Statement in that it intensifies the use of an existing building, and by providing a location for economic activities.

Given this is an application for a temporary use, there is no requirement for the by-law to conform to the Official Plan. As approved previously, it is recommended that the temporary use by-law continue to be limited to the existing arena building, prohibit outdoor storage of equipment or materials, and limit parking to the existing parking area. With these continued restrictions, the proposed use is expected to continue to be compatible with the adjacent uses and not result in land use conflicts. Given the proposed size and scale of this operation, staff is of the opinion that there is adequate parking on-site to accommodate this use and the other active and passive recreational uses on site.

While onsite, staff observed a semi-trailer and several large white enclosed trailers. Staff notes that the current temporary zoning approval prohibits the outdoor storage of equipment or materials and recommends that the tenants be advised that outdoor storage noted above is not permitted.

It is recommended that the proposed temporary use for a three year period would be appropriate, with the above-noted conditions. The Nickel District Conservation Authority has indicated that the use is intended to be temporary and that any future requests for extensions of the temporary re-zoning are to be accompanied by an updated relocation strategy. Going forward, staff would recommend that the tenants consider alternatives to the temporary use by-law.

## **Conclusion:**

The Planning Division undertook a circulation of the application to ensure that all technical and planning matters have been satisfactorily addressed.

The following are the principles of the proposed site specific Zoning By-law Amendment:

- to permit the temporary use of the existing building by a motion picture staging and equipment rental company for a period of three (3) years.

Staff is of the opinion that the proposed amendment is appropriate based on the following:

- The application conforms to the Growth Plan for Northern Ontario by aligning with the provincial strategy of focusing on emerging sectors including arts, culture and creative industries, and supporting efforts to grow and diversify the arts, culture and creative industries sector.
- The application is consistent with the Provincial Policy Statement in that it intensifies the use of an existing building, and by providing a location for economic activities.
- The use is compatible with surrounding properties.
- The existing parking facilities and road access are appropriate and can accommodate the expected demand.

The application is considered to be consistent with the Provincial Policy Statement and in conformity with the Growth Plan for Northern Ontario. As noted, conformity with the City of Greater Sudbury Official Plan is not required for temporary use by-laws. Planning Services recommends that the application be approved subject to the above noted conditions which have been included in the recommendation section of this report.

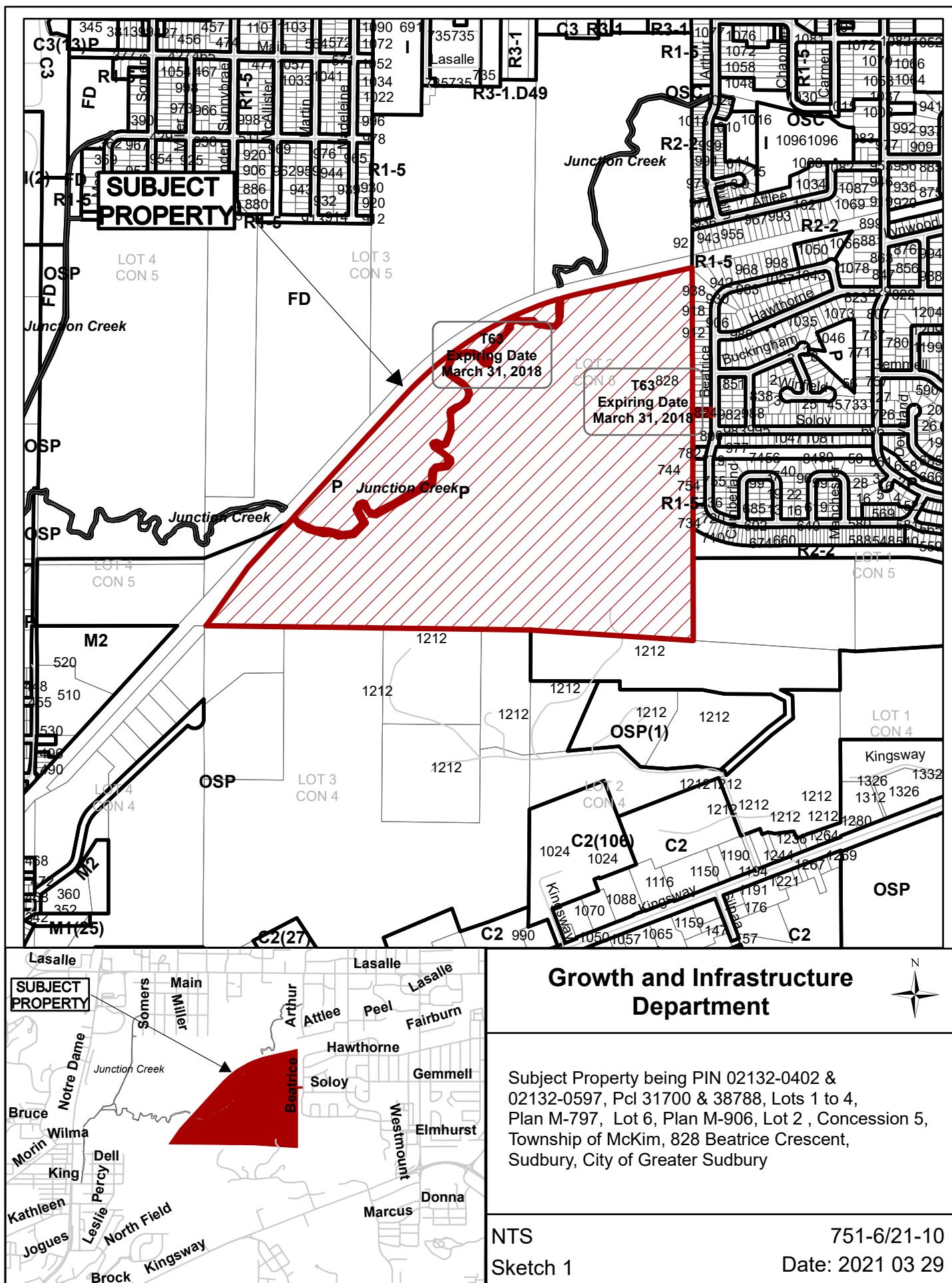










Photo 1: Access to the subject lands, looking west from Beatrice Crescent. Photo taken April 29, 2021, File #751-6/21-10.



Photo 2: Residential use across from access to subject lands, looking east from Beatrice Crescent. Photo taken April 29, 2021, File #751-6/21-10.





Photo 3: Residential use north of access to subject lands, looking west from Beatrice Crescent. Photo taken April 29, 2021, File #751-6/21-10.





Photo 4: Residential use south of access to subject lands, looking west from Beatrice Crescent. Photo taken April 29, 2021, File #751-6/21-10.



Photo 5: Former arena building on subject lands, looking west from access driveway.  
Photo taken April 29, 2021, File #751-6/21-10.



Photo 6: Former arena building on subject lands, viewed looking northeast. Photo taken April 29, 2021, File #751-6/21-10.





Photo 7: Former arena building on subject lands, viewed looking south. Photo taken April 29, 2021, File #751-6/21-10.

**Sophie Baysarowich - Fwd: City of Greater Sudbury / NOFS below market rate sweet heart deal**

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**From:** Gerry Kingsley [REDACTED]  
**To:** <alex.singbush@greatersudbury.ca>, <fern.cormier@greatersudbury.ca>  
**Date:** 4/9/2021 6:03 PM  
**Subject:** Fwd: City of Greater Sudbury / NOFS below market rate sweet heart deal  
**Attachments:** 3.jpg; 2.jpg; 1.jpg

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CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Alex,

As per this letter you are the appropriate person which I was directed to contact. I would like to lodge an official complaint that the City of greater Sudbury is 1.) suppressing competition; 2) renting public space at below fair market value.

See below emails regarding the proposal to “To extend a temporary use by-law for a period of three (3) years [...]”

Please advise when we can arrange to speak.

Regards,  
 Gerry Kingsley

----- Forwarded message -----

**From:** Gerry Kingsley <[REDACTED]>  
**Date:** Thu, 8 Apr 2021 at 16:13  
**Subject:** City of Greater Sudbury / NOFS below market rate sweet heart deal  
**To:** <[REDACTED]>

Hi Erik,

You and I met when you visited my studio for this article:

<https://www.cbc.ca/news/canada/sudbury/northern-ontario-film-studio-lease-1.5036752>

My friend Roxanne Taillefer received a letter from the city, and she informs me that she has emailed it to you (please see the attachments).

Please note that the address noted in the document states, “828 Beatrice Crescent”, which is the address of the former Barrydowne Arena and the current address indicated for NOFS on its website.

This all seems kinda dubious to me. For example, why is the applicant listed as Nickel District Conservation Authority (NDCA), and not David Anselmo and/or Northern Ontario Film Studios (NOFS)? According to its own website [www.nickeldistrict.ca/en/about-us.html](http://www.nickeldistrict.ca/en/about-us.html), NDCA is “is under the administration of a 9 member General Board. All members are appointed by the City of Greater Sudbury for four year terms.” So a public organization that is administered by a 9-member board appointed by the City of Greater Sudbury is the applicant to the City of Greater Sudbury?

Article: [www.cbc.ca/news/canada/sudbury/expropriation-sudbury-film-studio-flood-plain-1.4543219](http://www.cbc.ca/news/canada/sudbury/expropriation-sudbury-film-studio-flood-plain-1.4543219)

In your own article above, you indicate that the former arena "is owned by the City of Greater Sudbury, although the land underneath it is owned by Conservation Sudbury", which, again, is administered by a board whose members are appointed by the city. So once the City of Greater Sudbury again approves this application to "continue the use of the existing building by a motion picture staging and equipment rental company for an additional period of three (3) years", the City of Greater Sudbury will again allow NOFS to rent public property at below market rates thus continuing to depress competition in the city. For example, due to the direct economic hardships of COVID-19, I lost my studio last summer. As soon as COVID-19 is under control, however, I will be searching for a space to re-open my studio, but I cannot fairly compete with the sweetheart deal that the city is giving to NOFS.

Please note that the objective of the application is, “To extend a temporary use by-law for a period of three (3) years [...]” If this application is approved, NOFS will have been allowed to rent public property at below market rates for 12 years (2012-2024). How is 12 consecutive years in any way “temporary”?

If you would like to discuss this matter further, we should speak via telephone.

Thanks,  
Gerry Kingsley

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## 220-222 King Street, Sudbury

Presented To:	Planning Committee
Meeting Date:	June 14, 2021
Type:	Public Hearing
Prepared by:	Glen Ferguson Planning Services
Recommended by:	General Manager of Growth and Infrastructure
File Number:	751-6/21-05

## Report Summary

This report provides a recommendation regarding an application for rezoning in order to amend Zoning By-law 2010-100Z from "R2-3", Low Density Residential Two to "R3(S)", Medium Density Residential Special in order to recognize the existing multiple dwelling having twelve residential dwelling units and to facilitate the addition of four new residential dwelling units within the basement level of the existing residential building.

This report is presented by Glen Ferguson, Senior Planner

## Resolution

THAT the City of Greater Sudbury approves the application by Commcache Asset Management Inc. to amend By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury by changing the zoning classification on the subject lands from "R2-3", Low Density Residential Two to "R3(S)", Medium Density Residential Special on those lands described as PIN 02131-0156, Lots 161 to 163, Plan 18S, Lot 5, Concession 4, Township of McKim, as outlined in the report entitled "220-222 King Street, Sudbury" from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on June 14, 2021, subject to the following conditions:

1. That prior to the enactment of an amending zoning by-law:
  - a) The owner shall have removed the existing shed in the rear yard to the satisfaction of the Chief Building Official and the Director of Planning Services; and
  - b) The owner shall have installed 8 bicycle parking spaces on the lands in a location providing convenient access to main entrances or well-used areas on the lands to the satisfaction of the Director of Planning Services.
2. That the amending zoning by-law include the following site-specific provisions:
  - a) That a multiple dwelling containing a maximum of 16 residential dwelling units and private home daycare be the only permitted uses on the lands;
  - b) That a minimum of 18 parking spaces including 1 accessible parking space be provided;
  - c) That all required parking spaces that are not an accessible parking space have a width of not less than 2.7 metres and a length of not less than 6 metres;

- d) That planting strips having a minimum width of 3 metres be provided along the full length of both the easterly and westerly interior side yards except where parking areas and parking spaces are provided in the rear yard; and,
- e) That an opaque fence having a minimum height of 1.5 metres be provided along those portions of the easterly and westerly interior side lot lines that form a parking area and do not immediately abut a planting strip.

3. That conditional approval shall lapse on June 29, 2023 unless Condition #1 above has been met or an extension has been granted by Council.

## **Relationship to the Strategic Plan, Health Impact Assessment and Community Energy & Emissions Plan (CEEP)**

The application to amend the City's Zoning By-law is an operational matter under the Planning Act to which the City is responding. The development proposal will further diversify the supply of new housing options in this part of the City and is therefore consistent with the goals and objectives of the Strategic Plan. As a form of infill residential development in a built-up urban area, the development proposal aligns with the recommendations of the CEEP.

## **Financial Implications**

If the zoning by-law amendment is approved, staff estimates approximately \$15,000 in taxation revenue in the supplemental tax year only, based on the assumption of 4 additional dwelling units within existing building, at an estimated assessed value of \$275,000 at the 2020 property tax rates. This amount may be lower based on the MPAC assessment as it is conversion of existing basement area into new residential units.

This additional taxation revenue will only occur in the supplemental tax year. Any taxation revenue generated from new development is part of the supplemental taxation in its first year. Therefore, the City does not receive additional taxation revenue in future years from new development, as the tax levy amount to be collected as determined from the budget process, is spread out over all properties within the City.

In addition, this development would result in total development charges of approximately \$42,000 based on the assumption of 4 additional dwelling units created within the existing building based on the rates in effect as of this report.

## **Report Summary**

This report reviews an application for Zoning By-law Amendment that seeks to change the zoning classification of the subject lands from "R2-3", Low Density Residential Two to "R3(S)", Medium Density Residential Special order to permit a multiple dwelling containing a total of 16 residential dwelling units within the existing building situated on the lands. The existing multiple dwelling contains 12 residential dwelling units and the development proposal would include the addition of 4 additional residential dwelling units within the basement level of the existing building. The rezoning application also proposes to site-specific relief with respect to providing a reduced number of required parking spaces and a reduced minimum lot area per residential dwelling unit being provided on the lands.

Staff is satisfied that the development proposal would generally conform with the Official Plan for the City of Greater Sudbury. The development proposal is also generally consistent with the land use planning policy directions identified in the PPS. Staff also notes that the application conforms to and does not conflict with the Growth Plan for Northern Ontario.

Staff is generally supportive of the development proposal and have noted that two conditions of approval should be satisfied prior to the enactment of an amending zoning by-law. First, it is recommended that the



owner be required to remove the existing shed in the rear yard to the satisfaction of the Chief Building Official and the Director of Planning Services. The shed at present occupies a parking space that is intended to be available in the rear yard as a required parking space associated with the proposed multiple dwelling. And second, it is recommended that the owner be required to install eight bicycle parking spaces on the lands in a location providing convenient access to main entrances or well-used areas on the lands to the satisfaction of the Director of Planning Services.

The Planning Services Division is recommending that the application for Zoning By-law Amendment be approved in accordance with the Resolution section of this report.

## **STAFF REPORT**

### **PROPOSAL:**

This application for Zoning By-law Amendment seeks to recognize the existing multiple dwelling having twelve residential dwelling units and to facilitate the addition of four new residential dwelling units within the basement level of the existing residential building. Site-specific relief is also requested with respect to a reduced number of required parking spaces and a reduced minimum lot area per residential dwelling unit being provided on the lands. In order to accommodate the proposed multiple dwelling as a permitted use on the lands, the proposed rezoning would change the zoning classification of the subject lands from “R2-3”, Low Density Residential Two to “R3(S)”, Medium Density Residential Special.

The owner’s agent submitted an application for pre-consultation that was considered by the Sudbury Planning Application Review Team (SPART) on January 27, 2021 (File # PC2021-006). The owner’s agent was provided with a Pre-Consultation Understanding Agreement (PCUA) from staff via email following the SPART Meeting and has since returned their PCUA to the Planning Services Division. The owner’s agent has subsequently now submitted a Zoning By-law Amendment application to the City for consideration.

The above noted application was submitted to the City on February 16, 2021, and deemed to be complete on April 6, 2021, following the submission of additional required information. The application was initially deemed to be incomplete on March 30, 2021. The application included the submission of a Concept Plan and Parking Summary in support of their request to rezone the subject lands. Details with respect to the owner’s public consultation strategy ahead of a public hearing at the Planning Committee was also provided.

### **Existing Zoning:** “R2-3”, Low Density Residential Two

The “R2-3” Zone permits a bed and breakfast establishment having a maximum of two guestrooms within a single-detached dwelling, duplex dwelling, group home type 1 having a maximum of ten beds within a single-detached dwelling, linked dwelling, multiple dwelling containing a maximum of four residential dwelling units, private home daycare, row dwelling having a maximum of four residential dwelling units, semi-detached dwelling and a single-detached dwelling. Those development standards associated with the “R2-3” Zone are outlined under Section 6.3, Table 6.4 – Standards for Low Density Residential Two Zone: R2-3.

### **Requested Zoning:** “R3(S)”, Medium Density Residential Special

The proposed rezoning to “R3(S)” is intended to recognize the existing multiple dwelling having twelve residential dwelling units and to facilitate the addition of four new residential dwelling units within the basement level of the existing residential building. The rezoning of the lands is also proposed to include site-specific relief with respect to providing for a reduced number of required parking spaces and a reduced minimum lot area per residential dwelling unit being provided on the lands.

### **Location and Site Description:**

The subject lands are located on the north side of King Street between Laforest Avenue to the west and Notre Dame Avenue to the east in the community of Sudbury. The lands have a total lot area of approximately 1,282 m<sup>2</sup> (13,800.00 ft<sup>2</sup>) with approximately 36.58 m (120.00 ft) of lot frontage on King Street.

The lands are also accessed via a laneway (ie. Unnamed Lane #119) that is maintained by the City in the rear of the lands that provides direct access to a parking area. The lands presently contain a three-storey, multiple dwelling containing twelve residential dwelling units. There are several large trees situated along King Street in front of the existing multiple dwelling.

### **Surrounding Land Uses:**

- North: Access laneway maintained by the City providing access to parking areas in rear yards, and low density urban residential land uses with the pre-dominant built-form being single-detached dwellings and duplex dwellings having frontage on St. George Street.
- East: General mix of urban residential land uses and built-forms, along with commercial uses including some mixed use buildings (ie. residential and commercial) along the Notre Dame Avenue corridor.
- South: Low density urban residential land uses with the pre-dominant built-form being single-detached dwellings, convenience store, and a laundromat.
- West: Low density urban residential land uses with the pre-dominant built-form being single-detached dwellings, semi-detached dwellings, and duplex dwellings, and a medium density multiple dwelling containing nine residential dwelling units.

The existing zoning and location map are attached to this report and together indicate the location of the lands subject to the Zoning By-law Amendment request, as well as the applicable zoning on other parcels of land in the immediate area.

Site photos depict the existing building having frontage on King Street and an existing parking area in the rear yard that is accessed via a laneway that is maintained by the municipality. Photos of the immediately surrounding pre-dominantly residential area also illustrate a variety of lower and medium density urban residential built-forms and local commercial land uses having frontage on King Street and in close proximity to Notre Dame Avenue.

### **Public Consultation:**

The statutory Notice of Application was provided to the public by newspaper and to nearby landowners and tenants located within 120 m (400 ft) of the subject lands on April 6, 2021. The statutory Notice of Public Hearing dated May 27, 2021, was provided to the public by newspaper and to nearby landowners and tenants located within 120 m (400 ft) of the subject lands.

The owner and agent were also advised of the City's policy recommending that applicants consult with their neighbours, ward councilor and key stakeholders to inform area residents of the application prior to the public hearing. Staff understands that the owner's agent has circulated a letter notice describing the development proposal to nearby residents living within 500 m (1,640.42 ft) of the subject lands. There was no formal in-person public information session held by the owner in regards to the proposed rezoning of the lands due to the ongoing Covid-19 global pandemic.

At the time of writing this report, several phone calls seeking clarification on the development proposal and a number of letters received via email and regular mail have been received by the Planning Services Division.

### **POLICY AND REGULATORY FRAMEWORK:**

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

- [2020 Provincial Policy Statement \(PPS\)](#);

- [2011 Growth Plan for Northern Ontario](#);
- [Official Plan for the City of Greater Sudbury](#); and,
- [Zoning By-law 2010-100Z](#).

The PPS and the Growth Plan for Northern Ontario, along with the City's Official Plan, provide a policy framework for land use planning and development in the City of Greater Sudbury. This framework is implemented through a range of land use planning controls such as, but not limited to, zoning by-laws, plans of subdivision and site plans.

### **2020 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 2020 PPS. The following PPS policies are pertinent to the application for Zoning By-law Amendment:

1. With respect to Settlement Area policies, Section 1.1.3.1 outlines that settlement areas shall be the focus of growth and development;
2. Section 1.1.3.2 outlines that land use patterns within settlement areas shall have a mix of densities and land uses that efficiently uses land and resources, are appropriate for and efficiently use the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion, minimize negative impacts to air quality and climate change and promote energy efficiency, prepare for the impacts of a changing climate, are supportive of active transportation, are transit-supportive where transit is planned, exists or may be developed, and are freight-supportive;
3. Section 1.1.3.2 further outlines that land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment;
4. Section 1.1.3.3 outlines that intensification is to be promoted and opportunities for transit-supportive development, accommodating for a supply and range of housing options through intensification while taking into account existing building stock or areas, and the availability of suitable existing or planned infrastructure and public service facilities to accommodate needs are encouraged;
5. Section 1.1.3.4 outlines that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety;
6. Section 1.1.3.5 outlines that municipalities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions;
7. With respect to Housing Policies, Section 1.4.3 outlines that municipalities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
  - a) Permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities, as well as all types of residential intensification, including additional residential units, and redevelopment;
  - b) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
  - c) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit in areas where it exists or is to be developed;
  - d) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and,

- e) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

### **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. Staff has reviewed the planning matters contained within the Growth Plan for Northern Ontario and are satisfied that the application for Zoning By-law Amendment conforms to and does not conflict with the Growth Plan for Northern Ontario.

### **Official Plan for the City of Greater Sudbury:**

The subject lands are designated Living Area 1 in the Official Plan for the City of Greater Sudbury.

The Living Area 1 land use designation includes residential areas that are fully serviced by municipal water and sewer and are to be the primary focus of residential development. Living Area 1 is seen as areas of primary focus for residential development given the desire to utilize existing sewer and water capacity and reduce the impacts of un-serviced rural development. New residential development must be compatible with the existing physical character of established neighborhoods, with consideration given to the size and configuration of lots, predominant built form, building setbacks, building heights and other provisions applied to nearby properties in the City's Zoning By-law.

Section 3.2.1 of the Official Plan outlines that the Living Area 1 designation permits low density residential uses up to a maximum density of 36 units per hectare, medium density residential uses up to a maximum density of 90 units per hectare and high density residential uses up to a maximum density of 150 units per hectare. Medium density housing should be located in close proximity to Arterial Roads, public transit, main employment and commercial areas, open space areas and community/recreational services. Medium density development is to be located where adequate servicing capacities exist along with a road system that can accommodate the growth. High density residential development is only permitted in the community of Sudbury.

Section 2.3.2 notes that the subject lands are within both a Settlement Area and the City's Built Boundary as delineated in Schedule 3 – Settlement Area and Built Boundary. Settlement Area land use patterns are to be based on densities and land uses that make the most efficient use of land, resources, infrastructure and public service facilities, minimize negative impacts on air quality and climate change, promote energy efficiency and support public transit, active transportation and the efficient movement of goods. Intensification and development within the Built Boundary is to be encouraged, while development outside of the Built Boundary may be considered in accordance with the policies of the Official Plan.

Section 2.3.3 of the Official Plan generally acknowledges that intensification of a property at a higher density than what currently exists through the development of vacant or underutilized lots is encouraged throughout the City. Intensification is considered to be essential to completing communities, making the most efficient use of land, resources, infrastructure and public service facilities, minimizing negative impacts on air quality and climate change, promoting energy efficiency and supporting public transit, active transportation and the efficient movement of goods. The key to intensification is to ensure that it occurs in a context sensitive manner. Intensification must be compatible with and reinforced the existing and planned character of an area.

Specifically, Section 2.3.3 includes the following applicable intensification policies:

1. All forms of intensification are encouraged in accordance with the policies of the Official Plan;
2. The City will aim to accommodate 20% of future residential growth and development through intensification within the Built Boundary;

3. Large scale intensification and development is permitted in strategic core areas such as the Downtown, Regional Centres and major public institutions, in accordance with the policies of the Official Plan;
4. Medium scale intensification and development is permitted in Town Centres and Mixed Use Commercial corridors, in accordance with the policies of the Official Plan;
5. Intensification and development is permitted in established Living Area 1 lands, in accordance with the policies of the Official Plan;
6. Intensification will be encouraged on sites that are no longer viable for the purpose for which they were intended such as former commercial, industrial and institutional sites. It will also be encouraged where the present use is maintained but the addition of residential uses can be added in a complementary manner;
7. Intensification will be encouraged on sites with suitable existing or planned infrastructure and public service facilities;
8. Intensification will be compatible with the existing and planned character of an area in terms of the size and shape of the lot, as well as the siting, coverage, massing, height, traffic, parking, servicing, landscaping and amenity areas of the proposal;
9. The following criteria, amongst other matters, may be used to evaluate applications for intensification:
  - a. The suitability of the site in terms of size and shape of the lot, soil conditions, topography and drainage;
  - b. The compatibility proposed development on 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 of surrounding natural features and areas and cultural heritage resources;
  - j. The relationship between the proposed development and any natural or man-made hazards;
  - k. The provision of any facilities, services and matters if the application is made pursuant to Section 37 of the Planning Act. Where applicable, applications for intensification of difficult sites may be subject to Section 19.7; and,
  - l. Residential intensification proposals will be assessed so that the concerns of the community and the need to provide opportunities for residential intensification are balanced.

Section 17.2 of the City's Official Plan generally encourages diversity in housing types and forms. Specifically, Section 17.2.2 encourages a greater mix of housing types and tenure through applicable housing policies:

- a. To encourage a wide range of housing types and forms suitable to meet the housing needs of all current and future residents;

- b. To encourage production of smaller (ie. one and two bedroom) units to accommodate the growing number of smaller households;
- c. To promote a range of housing types suitable to the needs of senior citizens;
- d. Discourage downzoning to support increased diversity of housing options; and,
- e. Support new development that is planned, designated, zoned and designed in a manner that contributes to creating complete communities designed to have a mix of land uses, supportive of transit development, the provision of a full range of housing including affordable housing, inclusive of all ages and abilities, and meet the daily and lifetime needs of all residents.

### **Zoning By-law 2010-100Z:**

The owner is requesting that the subject lands be rezoned to “R3(S)”, Medium Density Residential Special in order to permit a multiple dwelling containing 16 residential dwelling units within the existing building situated on the lands. It is noted that the existing multiple dwelling contains 12 residential dwelling units and the proposed rezoning would also allow for an additional 4 residential dwelling units to be added within the basement level of the existing residential building. As noted previously in this report, the rezoning application also proposes site-specific relief with respect to providing for a reduced number of required parking spaces and a reduced minimum lot area per residential dwelling unit being provided on the lands.

### **Department/Agency Review:**

The application including relevant accompanying materials has been circulated to all appropriate agencies and departments. Responses received from agencies and departments have been used to assist in evaluating the application and to inform and identify appropriate development standards in an amending zoning by-law should the application be approved.

During the review of the proposal, comments provided by circulated agencies and departments included the following:

Active Transportation, the City’s Drainage Section, Fire Services, Operations, Roads and Transit Services have each advised that they have no concerns from their respective areas of interest.

Building Services notes that a planting strip having a minimum width of 3 m (9.84 ft) must be provided adjacent to the full length of both the easterly and westerly interior side lot lines. It is noted that this requirement is triggered by the proposed rezoning as it would result in a medium density residential zone (ie. “R3(S)”) abutting a low density residential zone (ie. “R2-3”).

Conservation Sudbury advises that it would appear that a permit pursuant to Section 28 of the [Conservation Authorities Act](#) will not be required as the subject lands do not contain any obvious floodplains, watercourses, shorelines, wetlands, valley slopes or other environmental features.

Development Engineering advises that the lands are serviced with municipal water and sanitary sewer infrastructure.

Transportation and Innovation notes that on-street parking along King Street is either restricted or limited to a maximum duration of four hours. Additional on-street parking overnight restrictions are also in place during the winter control season. Transportation and Innovation therefore have expressed concern around where parking spaces for additional tenants and/or visitors can reasonably be accommodated.

### **PLANNING ANALYSIS:**

The 2020 PPS, the 2011 Growth Plan, and the City of Greater Sudbury Official Plan, and other relevant policies and supporting guidelines were reviewed in their entirety. The following section provides a planning analysis of the application with respect to the applicable policies, including issues raised through agency and department circulation.

The proposed rezoning is consistent with the PPS for the following reasons:

1. The community of Sudbury is an identified settlement area in the City's Official Plan. The development proposal involving the recognition of an existing multiple dwelling and facilitating the addition of more four residential dwelling units within the basement level of the existing building should be generally promoted and is considered to be good land use planning;
2. Staff is of the opinion that the proposed development contributes positively to improving the mix of densities and land uses that would be permitted in this particular area along King Street and to the immediate west of the Notre Dame Avenue corridor in the community of Sudbury. Staff notes that the lands are serviced with municipal water and sanitary sewer from King Street. Access to public transportation (ie. GOVA) is available to the east along Notre Dame Avenue (ie. Route 1 – Main Line) giving direct routing access to the New Sudbury Centre Transit Hub, Downtown Transit Hub, Health Science North and the South End Transit Hub. Active transportation is also an option as there is an existing sidewalk along both sides of King Street providing a pedestrian connection to the larger surrounding area, including the Notre Dame Avenue corridor. There are also a number of public open space (eg. O'Connor Playground) and community facilities (eg. Cambrian Arena) that can be accessed through the active transportation infrastructure that exists in the general area. Staff is of the opinion that the proposed rezoning will result in a good intensified use of the subject lands from a good land use planning perspective;
3. Staff is of the opinion that the application to rezone the lands will improve the possible mix of land use patterns in the general area and will serve to encourage and provide for increased housing opportunities in terms of promoting the intensification of a presently basement level within an existing multiple dwelling that is located within the Sudbury settlement area and built boundary;
4. Staff is generally supportive of this opportunity for residential intensification and notes that public transportation is located in close proximity to the east of the subject lands. The proposed residential intensification in this instance would facilitate the addition of four additional residential units within the basement level of the existing multiple dwelling. The proposed rezoning would also explicitly now permit a multiple dwelling having a total of sixteen residential dwelling units whereas the currently applicable zoning only permits a multiple dwelling having up to four residential dwelling units. The addition of a multiple dwelling as a permitted use would therefore contribute positively toward improving the supply and range of housing options made available through both recognizing the existing multiple dwelling as a permitted use and by facilitating intensification and redevelopment in the area by permitting four new residential dwelling units within the basement level. Staff is further satisfied that the multiple dwelling having a total of sixteen residential dwelling units can be reasonably accommodated on the lands with minimal disruption to abutting residential land uses provided certain development standards are utilized in an amending zoning by-law. Suitable infrastructure is also generally available within the King Street road allowance and staff would therefore encourage intensification in this location;
5. Staff is of the opinion that appropriate development standards can be achieved through the rezoning process that facilitates good intensification and compact built-form in this particular location, while avoiding or mitigating risks to public health and safety. Those development standards that would be appropriate in order to properly accommodate the multiple dwelling, including the additional four residential dwelling units within the basement level of the existing building, are discussed in more detail later in this report;
6. Staff notes that the subject lands are within an existing and identified settlement area being that of the Sudbury community. It is further noted that the lands are also within the City's existing built-boundary. Staff is therefore of the opinion that the proposed rezoning would facilitate and encourage the possibility of additional development proceeding in this area that has a more compact built-form by permitting an additional four residential dwelling units within the basement of the existing building and at an overall site density that will utilize the subject lands efficiently from a land, infrastructure and public service facilities perspective. Staff would also generally note that the development proposal will contribute positively toward minimum targets for intensification and redevelopment within built-up areas that are identified in the City's Official Plan;

7. With respect to housing policies in the PPS, staff advises that in general the development proposal would contribute positively to the City's range and mix of housing options and densities to meet projected requirements for both current and future residents in Sudbury. The proposed additional four residential dwelling units that would be added within the basement level of the existing building will contribute positively to the City's required minimum three year supply of residential units with servicing capacity that are suitably zoned to facilitate residential intensification and redevelopment;
8. More specifically, staff would note the following with respect to housing policies:
  - a) The proposed multiple dwelling would in general provide for an expanded range and potentially mix of housing options and densities in the community of Sudbury. With the proper use of development standards as noted later in this report, staff would be satisfied that no negative impacts would be generated should the rezoning to permit residential intensification in this location be approved from a social, health, economic and well-being perspective in terms of those current and future residents living in the local community;
  - b) Staff is satisfied through their review and circulation of the rezoning application that the proposed new housing option being that of a multiple dwelling having a total of sixteen residential dwelling units can and should be appropriately directed to the subject lands as appropriate levels of infrastructure (eg. active transportation, municipal sanitary sewer and water infrastructure, public transportation, etc.) are presently available in this particular location;
  - c) Staff is of the opinion that the development proposal would generally result in the more efficient use of land, the existing building, and available municipal infrastructure in this location. It is also noted that the improved housing options in this area would also positively contribute to and encourage the use of public transportation in the immediate area;
  - d) Staff notes that there are at present no identified issues with respect to prioritization of intensification in the immediate area. The development proposal being generally that of a multiple dwelling having a total of sixteen residential dwelling units within the existing building would not negatively impact other intensification opportunities that may exist in the area; and,
  - e) Staff is satisfied that appropriate development standards can be utilized in an amending zoning by-law to accommodate the proposed development and residential intensification of the subject lands without negatively impacting the cost of housing and the existing character of the area. In particular, the proposed rezoning would facilitate the creation of four more residential dwelling units within the basement level of the existing building. Staff notes that these additional units can be reasonably expected to provide additional affordable rental dwelling units in the area. No negative impacts on public health and safety were identified through the review and circulation of the rezoning application.

Staff in general has no concerns with respect to the proposed rezoning conforming to the applicable policies in the Official Plan for the City of Greater Sudbury. Those policies relevant to the development proposal that would recognize the existing multiple dwelling having twelve residential dwelling units and to facilitate the addition of four new residential dwelling units within the basement level of the existing residential building are discussed below.

With respect to general Living Area 1 policies in the Official Plan that are applicable to the subject lands, staff notes that proposed multiple dwelling having a total of eleven residential dwelling units would yield an overall site density of approximately 125 dwelling units per hectare, which is permitted in the community of Sudbury and within the threshold of those high density residential policies set out in the City's Official Plan.

Staff is of the opinion that the proposed residential density is not excessive and that the development proposal can be reasonably accommodated in this setting along King Street and to the west of Notre Dame Avenue in Sudbury. The subject lands are situated on a Local Road (ie. King Street) and located approximately 115 m (377.30 ft) to the west of a Primary Arterial (ie. Notre Dame Avenue) with public transportation options being available at the intersection of King Street and Notre Dame Avenue. There is also an existing commercial area situated to the east of the subject lands at the corner of King Street and Notre Dame Avenue. Staff is of the opinion that sufficient open space areas and community/recreational



activities are also available in the general area of the subject lands. It should also be noted that no concerns with respect to the servicing capacity of King Street from a road network perspective were identified through the circulation of the rezoning application. Staff would also again note that the lands are within the community of Sudbury as identified in the City's Official Plan and high density residential uses are permitted in this location.

With respect to Section 2.3.2 of the Official Plan, staff notes that the subject lands are identified as being located within the Settlement Area and Built Boundary as delineated in Schedule 3 – Settlement Area and Built Boundary to the City's Official Plan. Staff advises that the proposed rezoning that would recognize the existing multiple dwelling and permit the addition of four more residential dwelling units in the basement of the existing building on the lands represents an opportunity to make efficient use of the existing urban land supply, municipal infrastructure and other services that are already provided for within the City's Settlement Area and Built Boundary. Staff is satisfied that a site-specific amending zoning by-law can include development standards that would be appropriate for the subject lands. Those development standards that would be appropriate in this setting are discussed in detail later in this report and are included in the Resolution section of this report.

With respect to applicable intensification policies set out under Section 2.3.3 of the Official Plan, staff has the following comments:

1. Staff notes that in general all forms of residential intensification are encouraged in the City's Official Plan. Staff further notes in this instance that the subject lands contain an existing multiple dwelling having twelve residential dwelling units that also presents an opportunity to add an additional four residential dwelling units in the basement level of the existing building. Provided that appropriate development standards are applied to the lands, staff is of the opinion that this form of residential intensification can be reasonably accommodated on the subject lands without negatively impacting the existing and planned character of the general area;
2. Staff advises that the portion of the development proposal involving the addition of four residential dwelling units within the basement level of the existing building would contribute positively to the City's aim of accommodating 20% of all future residential growth and development through intensification within the Built Boundary;
3. Staff advise that the development proposal does not amount to large or medium scale intensification that would be otherwise directed to strategic core areas, such as the Downtown or Town Centre land use designations. The residential intensification would result what the Living Area 1 land use designation considers to be high density residential development, but said high density residential intensification would be occurring within an existing building and no major changes to the existing site would be required in order to accommodate such;
4. The lands are however designated Living Area 1 and it is noted that intensification is permitted within this land use designation in accordance with the policies of the City's Official Plan. Staff notes that this section of the report provides a land use planning analysis that includes a review of the applicable residential intensification policies set against the Living Area 1 land use designation policies. Staff can advise that from a Living Area 1 land use designation perspective, no concerns with respect to conformity in relation to the overall development proposal being to permit a multiple dwelling containing a total of sixteen residential dwelling units were identified during the review of the rezoning application;
5. Staff notes that the existing use being that of a legal non-conforming multiple dwelling containing twelve residential dwelling units would now be a permitted use should the rezoning be approved. The rezoning also proposes to allow for an additional four new residential dwelling units to be established within the basement level of the existing building. This form of residential intensification represents a good opportunity to maintain the existing residential use of the lands while at the same time facilitating additional residential dwelling units without negatively impacting overall use of the lands or abutting residential properties. Staff are satisfied that the proposed residential intensification is therefore being added in a manner that is complimentary to both the existing building as well as the surrounding residential area;

6. Staff notes that the rezoning application was circulated to Development Engineering and in their review there were no issues identified with respect to utilizing existing municipal water and sanitary sewer infrastructure that exists within the King Street road allowance;
7. Staff notes that the existing multiple dwelling and how it is situated on the lands in terms of size and shape of the lot, as well as the siting, coverage, massing, height, , servicing, and available outdoor amenity areas would remain unchanged. The rezoning would be recognizing the existing multiple dwelling on the lands while also permitting the addition of four residential dwelling units within the basement level of the existing building. Staff also note that the existing parking area in the rear of the lands would continue to be utilized and each of the sixteen residential dwelling units that would result would have a dedicated off-street parking space. Existing landscaped areas would remain generally unchanged apart from a recommendation that fencing be installed in certain areas on the lands. Roads was circulated the rezoning application and no traffic concerns were identified in their review. It is on the above basis that staff is satisfied that the proposed residential intensification will be generally compatible with the existing and planned character of the general area;
8. In particular, with respect to applicable criteria set out in Section 2.3.3 of the City's Official Plan that are be considered when evaluating applications that propose intensification, staff has the following comments:
  - a) Staff are of the general opinion that the subject lands are of sufficient size and shape to accommodate a multiple dwelling containing a total of sixteen residential dwelling units, which would include four new residential dwelling units within the basement level of the existing building. Staff notes that the rezoning application was circulated to appropriate agencies and departments and can advise that no concerns with respect to soil conditions, topography and drainage were identified. With respect to drainage, the City's Drainage Section has reviewed the application and have advised that they have no concerns from their specific areas of concern;
  - b) Staff have noted in this report that the subject lands are generally surrounded by a mix of urban residential built forms and densities of varying construction ages in this particular area of Sudbury. Staff have no concerns with respect to the compatibility of the development proposal given that the multiple dwelling has existed in this location since construction approximately three decades ago (ie. 1987) and the proposed additional units would be situated within the basement level of the existing building and would therefore not involve any building additions;
  - c) Staff is satisfied that the lands are generally capable of providing and should maintain the adequate on-site landscaping, fencing, planting and other measures that are already present on the lands as they will have the effect of lessening any impacts that the development proposal would have on abutting residential properties or the existing urban residential character that exists along King Street. Staff are satisfied that site plan control would not be necessary as there are no additions proposed to the existing building or any major changes to the usability of the existing multiple dwelling. It is recommended however that a development standard requiring that an opaque fence having a minimum height of 1.5 m (4.92 ft) be provided along those portions of the easterly and westerly interior side lot lines that form a parking area and do not immediately abut a planting strip be utilized. The provision of an opaque fence in this particular circumstance would provide good buffering to lower density residential properties that abut the lands;
  - d) Development Engineering was circulated the rezoning application and have noted that the lands are serviced with municipal water and sanitary sewer infrastructure from King Street;
  - e) Staff notes that no new driveway entrances are necessary in order to facilitate access to the lands as the site contains an existing rear yard parking area that is accessed via a laneway that is maintained by the City. The submitted Concept Plan depicts a total of eighteen parking spaces, however, one of these parking spaces should be altered to accommodate an accessible parking space on the lands. Staff acknowledges that some degree of relief from parking space provisions would be appropriate given the site context referenced throughout this report. There is also no requirement for a loading space as the multiple dwelling would not contain 50 or more residential dwelling units. Staff also have no concerns at this time with safe and convenient vehicular circulation on the lands provided that the multiple dwelling land use permission is limited to a total of sixteen residential dwelling units;

- f) Roads, Transportation and Innovation reviewed the rezoning application and did not express any concerns with respect to any negative impacts related to the traffic that would be generated by the proposed development on the local road network and surrounding land uses. Transportation and Innovation did however note that there are limited on-street parking opportunities along King Street. Staff notes in this regard that the off-street parking area in the rear yard would provide each residential dwelling with one dedicated and off-street parking space. While visitor parking would be limited, staff is satisfied that shorter term on-street parking options, as well as good access to public transportation along Notre Dame Avenue will mitigate this issue. Staff would advise that some degree of flexibility and relief from parking standards would be prudent in this context. The parking relief required in order to accommodate the proposed residential intensification is discussed in more detail later in this report;
- g) As noted previously in this report, the lands are well accessed by public transportation to the east on Notre Dame Avenue (ie. Route 1 – Main Line), which provides direct routing access to the New Sudbury Centre Transit Hub, Downtown Transit Hub, Health Science North and the South End Transit Hub. Active transportation is also an option as there is an existing sidewalk along both sides of King Street providing a pedestrian connection to the larger surrounding area;
- h) Staff notes that no additions to the existing building are proposed and therefore no negative sun-shadowing and/or wind impacts would be introduced or generated by recognizing the existing multiple dwelling as a permitted use along with the addition of a further four residential dwelling units in the basement level of the existing building on the subject lands;
- i) Staff in their review of the application did not identify any areas of concern with respect to negative impacts of the development proposal on surrounding natural features and areas and cultural heritage resources;
- j) Staff have no concerns with respect to the relationship between the proposed development and any nearby identified natural or man-made hazards;
- k) There are no facilities, services or other matters associated with the development proposal that are subject to Section 37 of the Planning Act; and,
- l) Staff generally concludes and would advise that the proposed residential intensification balances the concerns of the local community with the identified need for providing opportunities for residential intensification.

With respect to housing policies established under Section 17.0 of the Official Plan, staff would note that in general the development proposal would contribute positively to the range of housing types, tenures and built-forms that would be made available to both current and future residents of Sudbury. Staff also understands from the owner's agent that the proposed additional residential dwelling units that would be situated within the basement level of the existing building would provide for a range of smaller (ie. one bedroom) units that are capable of accommodating smaller households. The development proposal may also then positively contribute to and provide for an additional housing option for senior citizens living in Sudbury. Staff also advises that the proposed rezoning does not amount to a down-zoning of the subject lands. Staff is generally supportive of the rezoning from a housing perspective on the basis that it would contribute positively to the notion of creating complete communities designed to have a mix of land uses that are transit supportive and that offer the opportunity for providing affordable housing to people of all ages and abilities.

Staff is therefore of the opinion that the proposed rezoning to permit a multiple dwelling having a total of sixteen residential dwelling units conforms to the Official Plan for the City of Greater Sudbury.

With respect to the City's Zoning By-law, staff in general have no concerns with the requested zone category and have the following comments:

1. It is recommended that the amending zoning by-law permit only a multiple dwelling containing a maximum of 16 residential dwelling units and private home daycares within the existing building. Staff acknowledges in this respect that private home daycares are accessory to and complimentary in nature to the main use being that of a multiple dwelling. Staff advises that this approach would allow for each residential dwelling units to have a dedicated parking space accessed via the laneway in the rear yard. This would allow for the remaining two parking spaces to be utilized on-site for visitor

parking purposes. Staff is of the opinion that the above will act to ensure that the proposed residential intensification of the lands being that of adding four new residential dwelling units within the basement level of the existing building occurs in a well-defined, clear and contextually sensitive manner;

2. The amending zoning by-law should also recognize the existing parking area in the rear yard and provide site-specific relief requiring that a minimum of 18 parking spaces including 1 accessible parking space be provided. Staff notes that the submitted sketch does not depict an accessible parking space however there would appear to be sufficient area in the rear yard to accommodate the enlargement of one parking space to meet accessible parking space dimension requirements. For the owner's information, an accessible parking space must have a minimum width of 4.4 m (14.44 ft) and a minimum depth of 6 m (19.69 ft). Prior to the enactment of the amending zoning by-law, it is further recommended that the owner be required to remove the existing shed in the rear yard. Staff notes in this respect that the existing shed is situated within the proposed parking area in the rear yard and would occupy one of the proposed required parking spaces as shown on the submitted sketch;
3. The amending zoning by-law will also need to permit a reduced parking space dimension for those parking spaces that are not an accessible parking space as the submitted sketch depicts said parking spaces having a width of 2.7 m (8.86 ft) and a length of 6 m (19.69 ft). Staff notes that this site-specific relief would amount to the parking spaces that are not accessible parking spaces having a reduced width of 0.05 m (0.16 ft). Staff is satisfied that the reduced width will not negatively impact or prevent vehicles from properly utilizing the proposed parking spaces in the rear yard;
4. Staff notes that planting strips having a minimum width of 3 m (9.84 ft) along the full length of those lot lines that abut a low density residential zone are required for lands zoned "R3" in the City's Zoning By-law under Section 4.15.4 a) of the City's Zoning By-law. The submitted sketch depicts planting strips along both the easterly and westerly interior side lot lines apart from where the parking area in the rear yard is situated. Staff further notes that no planting strips are depicted along the easterly and westerly interior side lot lines where the parking area in the rear yard is situated. Staff notes however that the lands are situated within an older residential neighbourhood and there is a variety of parking arrangements and layouts in the general area.
5. Based on the above, staff are therefore of the opinion that the presence of an opaque fence along the interior side lot lines where there is no planting strip provided would provide for sufficient buffering and privacy between the proposed medium density residential use and abutting lower density residential uses. Staff would recommend in this respect that the amending zoning by-law include site-specific relief that requires a planting strip along the full length of both the easterly and westerly interior side yards except where parking areas and parking spaces are provided in the rear yard and that a fence having a minimum height of 1.5 m (4.92 ft) be provided where the interior side lot lines do not immediately abut a required planting strip;
6. Staff notes that the lands appear capable of providing for a minimum of 8 bicycle parking spaces based on the development proposal being that of a multiple dwelling containing a total of 16 residential dwelling units. Staff do not recommend any site-specific relief in this regard given the location of the lands in close proximity to Notre Dame Avenue as well as nearby active and public transportation options. Staff would recommend that as a condition of approval the bicycle parking spaces be installed in a location that complies with Section 5.8 of the City's Zoning By-law prior to the enactment of an amending zoning by-law;
7. Staff notes that based on the submitted sketch the lands would provide for 31.7% landscaped open space whereas the standard "R3" Zone requires a minimum of 30% landscaped open space. There are also no additions proposed to the existing building and therefore exiting yard setbacks will remain as they are at present. The submitted sketch otherwise would appear to demonstrate general compliance with all applicable development standards within the general provisions, parking provisions and the standard "R3" Zone; and,
8. Staff also notes that a registered survey plan is not required in order to prepare the amending zoning by-law as lands that subject to the rezoning are already described capably and legally as being PIN 02131-0156, Lots 161 to 163, Plan 18S, Lot 5, Concession 4, Township of McKim.

## **CONCLUSION:**

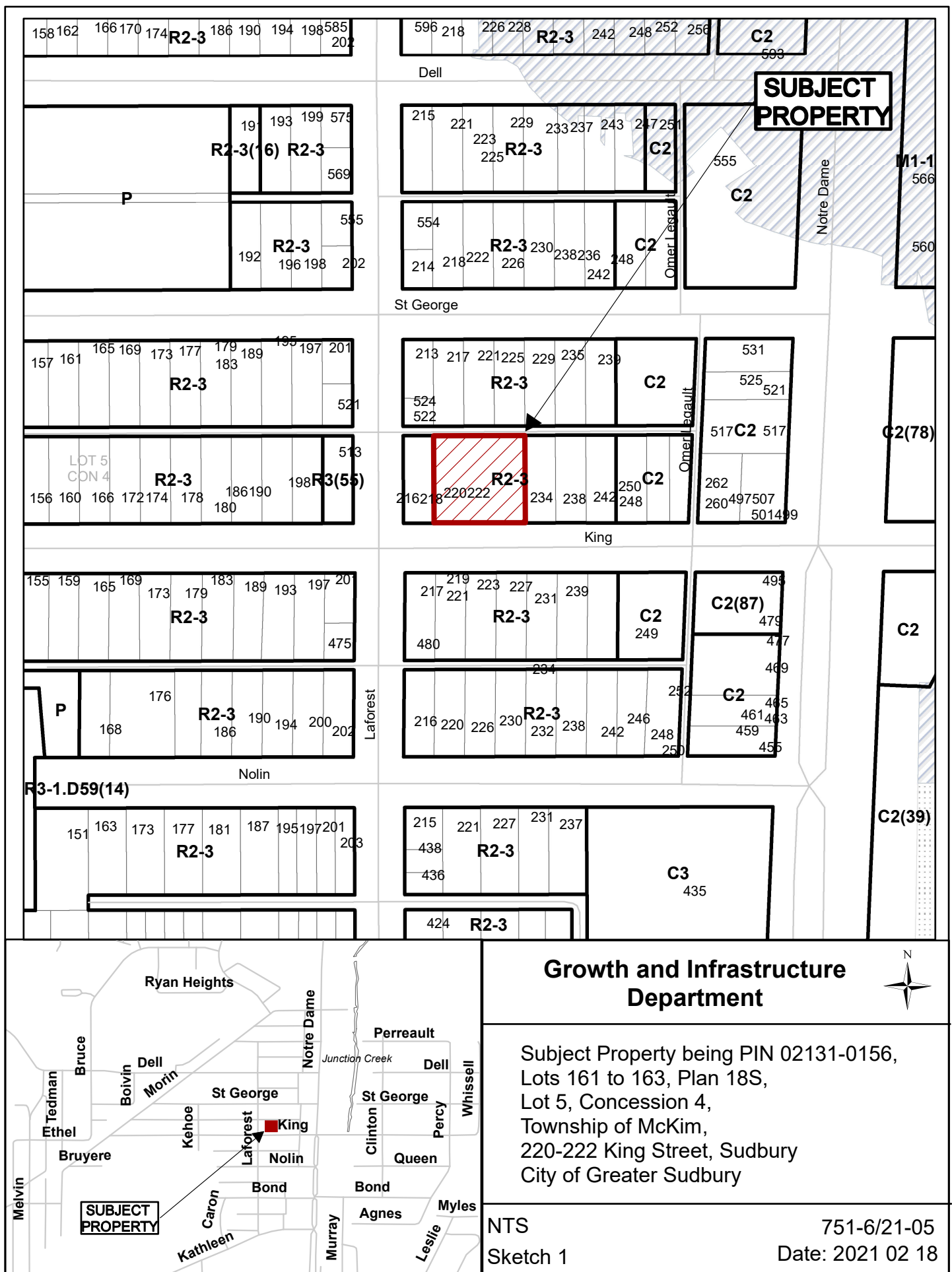
Staff has reviewed the development proposal and is satisfied that it conforms with the Official Plan for the City of Greater Sudbury. The development proposal is also generally consistent with the land use planning policy directions identified in the PPS. Staff also notes that the application conforms to and does not conflict with the Growth Plan for Northern Ontario.

The following are the principles of the proposed and recommended site-specific amending zoning by-law:

1. That a multiple dwelling containing a maximum of 16 residential dwelling units and private home daycare be the only permitted uses on the lands;
2. That a minimum of 18 parking spaces including 1 accessible parking space be provided;
3. That all required parking spaces that are not an accessible parking space have a width of not less than 2.7 m (8.86 ft) and a length of not less than 6 m (19.69 ft);
4. That planting strips having a minimum width of 3 m (9.84 ft) be provided along the full length of both the easterly and westerly interior side yards except where parking areas and parking spaces are provided in the rear yard; and,
5. That an opaque fence having a minimum height of 1.5 m (4.92 ft) be provided along those portions of the easterly and westerly interior side lot lines that form a parking area and do not immediately abut a planting strip.

Staff is however recommending two conditions of approval that should be satisfied prior to the enactment of an amending zoning by-law. First, it is recommended that the owner be required to remove the existing shed in the rear yard to the satisfaction of the Chief Building Official and the Director of Planning Services. The shed at present occupies a parking space that is intended to be available in the rear yard as a required parking space associated with the proposed multiple dwelling. And second, it is recommended that the owner be required to install eight bicycle parking spaces on the lands in a location providing convenient access to main entrances or well-used areas on the lands to the satisfaction of the Director of Planning Services.

The Planning Services Division therefore recommends that the application for Zoning By-law Amendment be approved in accordance with the Resolution section of this report.



PROJECT NO.	20100	BOOK	As indicated
DESIGNER	Author	ORDER NO.	Order

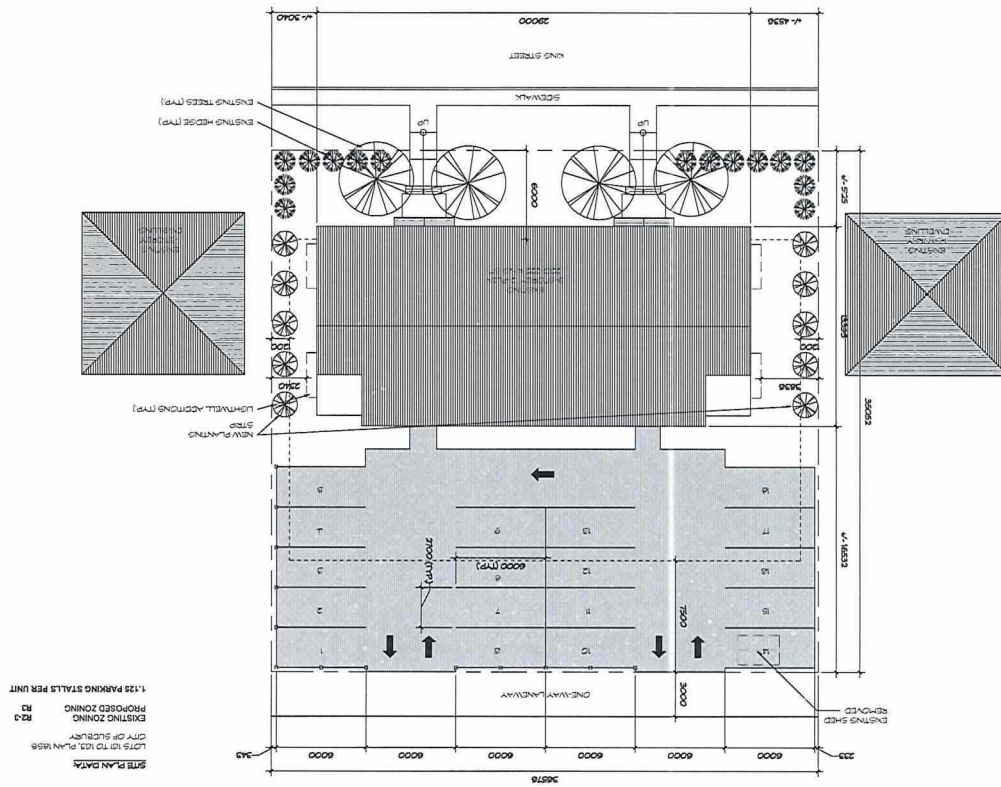
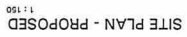
## RE-ZONING SITE PLAN

A-1.0

**KING ST 12-PLEX RENOVATION  
4 ADDITIONAL BELOW-GRADE UNITS**

220-222 King Street Sudbury, ON

RE-ZONING - FEBRUARY 10th 2021







**PHOTO #1 – Subject lands containing an existing multiple dwelling as viewed from King Street looking north.**



**PHOTO #2 – Existing residential dwellings to the immediate east of the subject lands as viewed from King Street looking north.**





**PHOTO #3 – Existing residential dwelling to the immediate west of the subject lands as viewed from King Street looking north.**



**PHOTO #4 – Existing residential dwellings and laundromat to the immediate south of the subject lands as viewed from King Street.**





**PHOTO #5 – Existing residential dwelling and convenience store to the immediate south-west of the subject lands as viewed from King Street.**



**PHOTO #6 – Existing multiple dwelling to the immediate west of the subject lands as viewed from King Street looking north-west.**





**PHOTO #7 – Existing parking area and shed in the rear yard as viewed from the laneway maintained by the municipality looking south.**



April 26/2021

Re: File #  
751-6/21-5

To Whom Concerned,

My name is Carrie Monette. I am a current resident @ 222 King St. #5 Sudbury.

Recently a notice was given about adding extra units to my current residence.

I am writing to make it known that I am in complete disagreement with this planned addition.

Already our visitors parking has been sold off to another address. Now they want to take away more parking, which we are extremely limited. Also they want to remove our ONLY storage area to add units. Our units as is provide very little storage.

We as paying tenants should have some say in a situation that will most definitely cause extreme stress and discomfort.

The extra noise of unwanted construction, the discomfort of multiple workers, trucks, materials, the loss of space for our storage, loss of parking.

There are many other business opportunities that do NOT interfere with the peace of current tenants. We should not have to tolerate or sacrifice our quality of life because a business wants more money.

-2-

I do not want any expansion of the building I live in.

I want to be able to live in my home without the extra hassle such a long process.

These additions they propose are loud and extreme.

I am truly hoping this proposal will be terminated.

I am going on record as voting NO.

##

Thank you for your time  
and adding our names to a NO vote

Sincerely

tenants of 223 King St  
#5 Sudbury

Carrie Monette  
Jordan Thibeault

File: # 751-6/21-5

April 18, 2021

Alex Singbush

I am writing in regards to the application to amend the By-law by changing the zone classification from R2-3 for the apartment building next door to me, allowing him to add 4 more units and not enough parking.

I strongly object to this as he only has 4 parking spots as it is and his tenants park in my parking lot, in front of my house and block the laneway. There are too many people in such close quarters to me that I am so not ok with adding any more.

He just keeps adding apartments but doesn't fix real issues; like pigeons living in hi roof, his stucco falling onto my walkway and the hornets that live in his foundation.

Thank you for asking.

Best regards

Catherine Perrin

1-198 King St.

P3C 2V8





To: City of Greater Sudbury  
Alex Singbush  
Manager of Development Approvals  
Planning Services Division  
Box 5000, Station A  
Sudbury, On  
P3A-5P3

RECEIVED

MAY 18 2021

PLANNING SERVICES

From: Roger Doucet  
201 King St.  
Sudbury, On  
P3C-2V9

Thursday, April 15/2021

This letter is in resentment to file# 751-6/21-5 dated April 15/2021

Re: Application for amendment of By Law 2010-10Z to changing the zoning classification from "R2-3" LOW DENSITY RESIDENTIAL to "R3(S) MEDIUM DENSITY RESIDENTIAL SPECIAL rezoning in order to permit a multiple dwelling with 12 units to be extended to 16 (Legal) units

We reside and own a 201 King St and kitty corner to us we own 216-218 King... and so, next door to 220-222 King St. Sudbury. As landowners ourselves we have to follow the laws and by laws. Our concerns are that the 220-222 King St. Sudbury apartment unit is fully occupying the land that it resides on (is this not a problem at the root level), there are 14 parking spots available...but 16 units are asked for. And so here's the problem...

We own the parking at 216-218 King St.....where do you think people park, I've got 5 parking spots available for my tenants and keep the parking clean of snow and even brush parking area of winter sand in spring. The property has planted cedar hedges and adjacent to parking a backyard of four beautiful trees. Shows pride of ownership, greening trees and clean well manicured yard.( Green)

And so I get parking pressures from building 204-505 and parking pressures from 222 king st. I've approached parking violators and advised them of "No Parking" sign in yard, I get yelled at, I've had to call police on instances where they were going to assault me. I'm not the parking police...and you certainly have to consider the steps to get a tow from the City of Sudbury. If four parking spaces are taken by tenants the fifth spot which is partially on sidewalk is taken by violators...and they usually say that it's city property....ugh!

220-222 King lines up their weekly garbage on side walk for city pick up adjacent to our property, 220-222 property manager say's that it city property and there is nothing you can do. I've had people drop off mattresses from 220-222 building and shouted at because it's city property. Ok no big deal until you have to pick up garbage left from overspill or people rumaging through it for cans...Who gave me the job to put up with mattresses that are not picked up for weeks and scrap pieces of garbage that have to be picked up after every city pick up. 220-222 King...It's time to put your garbage out in front of your own building, not dump it in my yard. A couple of owners previous ( Dr. Delariva) owned 220-222 King and 216-218 King St. and so allowed garbage to be put on 216-218 property...I don't think this is grandfathered in, so put your garbage out in your own property!

220-222 King over the winter has been renting two parking spaces one and two to 204-505 tenants in another adjacent building and now I see the reserved parking signs removed...I

guess to show that 220-222 king visually has all parking spaces available and to prep for this amendment. A concern is now 204-505 is short two parking spots, and so they will be parking on street and our parking lot. Also 204-505 king was to be maxed at nine units...I see 10 mailboxes and they have recently sold and real estate ads indicated that an additional unit can be added to eleven units. hum!

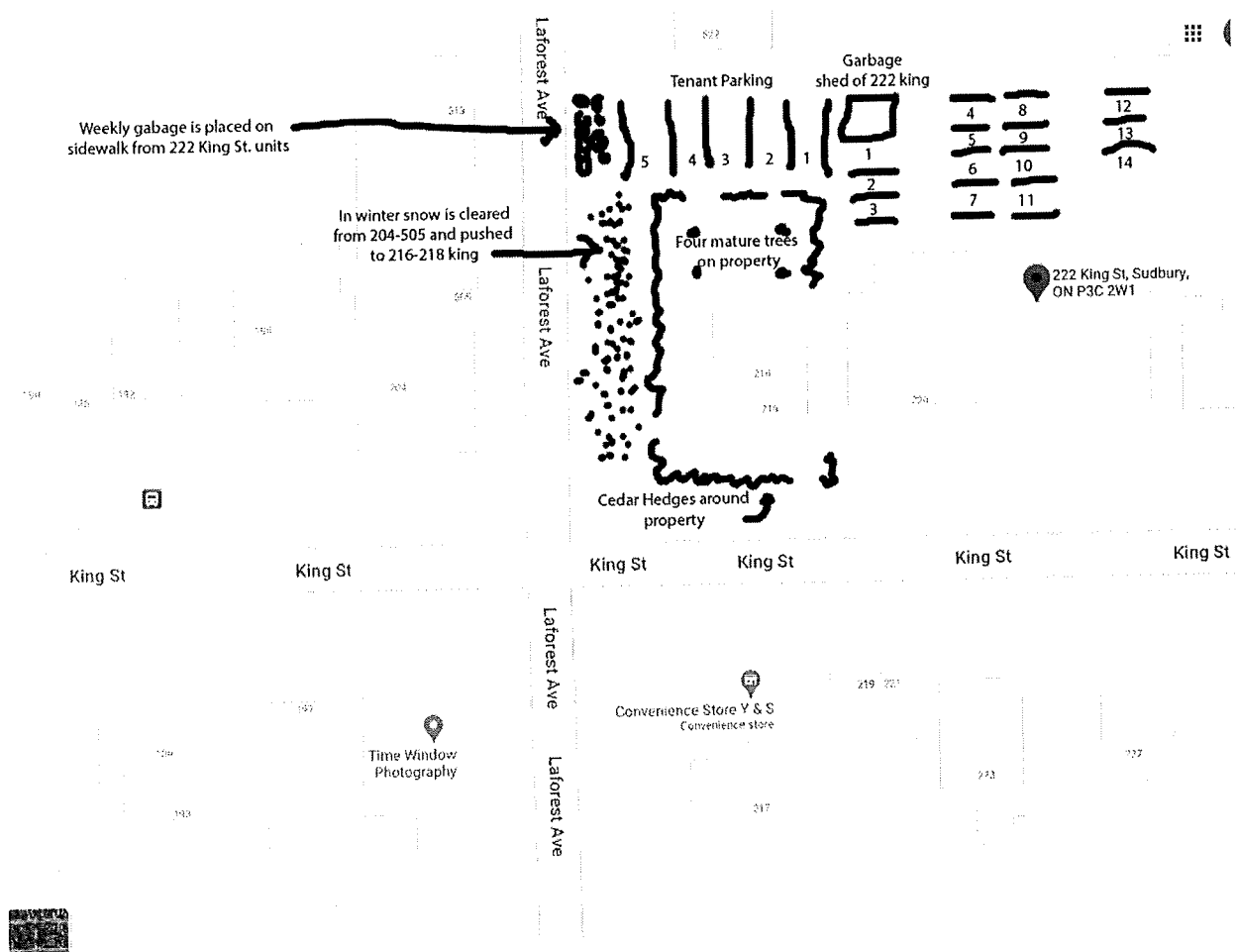
I've included a areal plan indicating where plowed winter snow is pushed on our property, snow stressing cedar hedges with breakage, salt, sand, garbage and sping raking and cleaning and disposal.

I've also indicated where garbage is dropped off on "CITY PROPERTY" from 220-222 King St. applicant .

Area is stressed by these two large apartment units and my property takes the brunt of it.

The said above apartment of 220-222 King is at its limit and should not be allowed to "legally" add four more units from 12 units nor site specific relief for parking be allowed. There is more but I'll digress.

Because we live here we live it! As indicated I am strongly not in favor of such request.



In closing we would like to be advised of any public meeting to follow,  
 Roger and Eva Marie Doucet  
 201 King st. Sudbury, On P3C-2V9

## Nottingham Avenue - Extendicare

Presented To:	Planning Committee
Meeting Date:	June 14, 2021
Type:	Public Hearing
Prepared by:	Mauro Manzon Planning Services
Recommended by:	General Manager of Growth and Infrastructure
File Number:	751-6/20-025

## Report Summary

This report provides a recommendation regarding an application for rezoning in order to permit an expanded long-term care facility.

This report is presented by Mauro Manzon, Senior Planner.

## Resolution

THAT the City of Greater Sudbury approves the application by Extendicare (Canada) Inc. to amend Zoning By-law 2010-100Z by changing the zoning classification from “I(49)”, Institutional Special to a revised “I(49)”, Institutional Special on lands described as PINs 73576-0487 & 73576-0489, Parts 1 & 2, Plan 53R-21176 in Lot 10, Concession 3, Township of Neelon, as outlined in the report entitled “Nottingham Avenue - Extendicare” from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on June 14, 2021, subject to the following conditions:

- (i) The only permitted uses shall be a long-term care facility containing a maximum of 320 beds along with accessory uses that are directly related to the primary use being that of a long-term care facility;
- (ii) The maximum building height shall be 21 metres;
- (ii) The minimum lot frontage shall be 26 metres; and,
- (iii) A minimum of two (2) loading spaces shall be provided.

## Relationship to the Strategic Plan, Health Impact Assessment and Community Energy & Emissions Plan (CEEP)

The application to amend the Zoning By-law is an operational matter under the Planning Act to which the City is responding. The proposal contributes towards the goals and objectives of the 2019-2027 City of Greater Sudbury Strategic Plan by enhancing Greater Sudbury’s function as a regional centre of health care and health care innovation.

Concerning the Community Energy & Emissions Plan, the proposed development will be located on a serviced site adjacent to a built-up urban area, which aligns with the goal to achieve compact, complete communities. Corporate information provided on the [Extendicare](#) website indicates that their new buildings are LEED certified and constructed to a high standard of environmental.

## Financial Implications

If rezoning of expanded long term care facility is approved, staff is unable to estimate the increase in taxation revenue, as the estimated assessment value is not available.

This additional taxation revenue will only occur in the supplemental tax year. Any taxation revenue generated from new development is part of the supplemental taxation in its first year. Therefore, the City does not receive additional taxation revenue in future years from new development, as the tax levy amount to be collected as determined from the budget process, is spread out over all properties within the City.

This development may be exempt from development charges if the proposed structure will be a long term care home regulated under the Long Term Care Homes Act, 2007 and if exempt from property taxes as explained in the Development Charges By-Law 2019-100. If not, then the development charges would be approximately \$875,000 based on estimated 192,000 square feet for 320 beds (prorated based on the May 27, 2019 report of 115,000 square feet for 192 beds) with current rates as of the date of this report. This is lower than the May 27, 2019 report due to the DC By-law approved in 2019 with lower rates for non-residential developments.

## Report Summary:

An application for rezoning has been submitted in order to revise the "I(49)", Institutional Special zoning for a proposed long-term care facility on Nottingham Avenue in Sudbury. The owner is proposing to increase the number of long-term beds from 192 to 320 beds and increase the building height from three (3) storeys to five (5) storeys (21 metres). The proponents submitted a Traffic Impact Study in support of the application, which determined that no upgrades to the existing transportation network are required based on the increased traffic generation.

Planning Services recommends that the application be approved based on a review of the land use impacts associated with a larger facility. The proposed development does not encroach into a regulated wetland area or Category 1 and 2 habitat of Eastern Whip-poor-will, thereby maintaining consistency with the Provincial Policy Statement.

## Staff Report

### Proposal:

An application for rezoning has been submitted in order to revise the existing Institutional special zoning for a proposed long-term care facility in order to permit the following:

1. Increase the number of long-term care beds from 192 to 320 beds; and,
2. Increase the building height from three (3) storeys to five (5) storeys (21 metres).

As part of a complete application, the owner provided the following background materials in support of the expanded facility:

- Extendicare LTC Development - Traffic Impact Study (Tatham Engineering Limited– revised March 26, 2021);
- Planning Justification Report (Tulloch Engineering – November 2020);



- Request for Sanitary Capacity Review (R.V. Anderson Associates Limited – September 24, 2020).

**Existing Zoning:** “I(49)”, Institutional Special

Under the existing special zoning, all provisions of the “I”, Institutional zone shall apply subject to the following modifications:

- (i) The only permitted uses shall be a long-term care facility containing a maximum of 192 beds along with accessory uses that are directly related to the primary use being that of a long-term care facility;
- (ii) The maximum building height shall be three (3) storeys; and,
- (iii) The minimum lot frontage shall be 28 metres.

**Requested Zoning:** Revised “I(49)”, Institutional Special

The revised Institutional zoning would increase the building height to five (5) storeys (21 metres) and increase the number of beds to 320 (128 additional beds comprising a 67% increase in capacity).

**Location and Site Description:**

PINs 73576-0487 & 73576-0489, Parts 1 & 2, Plan 53R-21176 in Lot 10, Concession 3, Township of Neelon (Nottingham Avenue, Sudbury)

The subject property is located at the southerly limit of Nottingham Avenue in the east end of Sudbury. Municipal sewer and water services were recently extended to the site as part of the conditions applied to the Scenic View subdivision. The road was extended and a temporary cul-de-sac has been constructed in order to provide public access to the site.

Nottingham Avenue is classified as a Local Road and is constructed to an urban standard with a sidewalk on the west side, which was recently extended along the new portion of street. Public transit is available on Bancroft Drive, an approximate 225-metre walking distance from the subject site to the nearest transit stop.

Total site area is 2.8 ha, with 26 metres of road frontage. The unimproved site presents typical local conditions, with significant rock outcrops and varied tree cover including second-growth birch. The land abuts undeveloped residential lands to the east and west. A public park abuts the northerly limit of the site (Dorsett Tot Lot). The CPR rail corridor is located south of the subject lands.

The lands are located within Ramsey Lake Intake Protection Zone 3 under the Source Protection Plan. The owner submitted an Application for Section 59 Notice under the [Clean Water Act, 2006](#) concurrent with the rezoning.

**Surrounding Land Uses:**

The area surrounding the site includes:

North: Dorsett Tot Lot and low density residential uses on Dorsett Drive and Nottingham Avenue  
 East: undeveloped residential lands  
 South: CPR rail corridor  
 West: undeveloped residential lands

**Related Applications:**

An application for rezoning was approved by Council in 2019 in order to permit a 192-bed long-term care

facility on the subject lands (File 751-6/18-20; Recommendation PL2019-61). The development required the extension of Nottingham Avenue, which forms part of a deemed subdivision.

The owner provided the following background materials in support of the application:

- Noise Feasibility Study, Proposed Long Term Care Facility (HGC Engineering – February 11, 2019)
- Eastern Whip-poor-will Survey, Part of Lot 10 Concession 3, Geographic Township of Neelon (FRi Ecological Services – October 2018 and addendum dated December 11, 2018)
- Comparison of Traffic Generating Characteristics of Nursing Homes Versus Low Density Residential (Tranplan Associates – April 2, 2019)

By-law 2019-119Z was adopted by Council on July 9, 2019 in order to rezone the subject lands to “H49I(49)”, Holding Institutional Special. The following site-specific provisions were applied:

“Notwithstanding any other provision hereof to the contrary, within any area designated I(49) on the Zone Maps, all provisions of this by law applicable to the “I”, Institutional zone shall apply subject to the following modifications:

- (i) The only permitted uses shall be a long-term care facility containing a maximum of 192 beds along with accessory uses that are directly related to the primary use being that of a long-term care facility;
- (ii) The maximum building height shall be three (3) storeys; and,
- (iii) The minimum lot frontage shall be 28 metres.”

A holding designation was applied to the property subject to the following conditions:

- (i) Municipal water and sanitary services are available to service the development;
- (ii) Public road frontage exists for the lands subject to the Holding symbol.

Following extension of the roadway and associated services, the holding provision was lifted by Council on June 23, 2020 (File 751-6/20-8; By-law 2020-106Z).

### **Public Consultation:**

The notice of complete application was circulated to the public and surrounding property owners on January 4, 2021. The statutory notice of the public hearing was provided by newspaper along with a courtesy mail-out circulated to the public and surrounding property owners on May 27, 2021 based on an expanded mailing radius requested by the Ward Councillor.

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 neighbourhood public consultation is proposed beyond the statutory public hearing under the Planning Act.

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 1.1.1 of the PPS, municipalities shall accommodate an appropriate range and mix of residential uses in order to meet long-term needs, including housing for persons with special needs and institutional uses such as long-term care homes. Special needs housing is also addressed under the housing policies of Section 1.4.

Settlement areas shall be the focus of growth and development as set out under Section 1.1.3. Council shall encourage a mix of densities and land uses in order to utilize existing or planned infrastructure.

Under Section 2.1.7 of the PPS, development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.

Section 3.1.5 stipulates that development shall not be permitted to locate in hazardous lands and hazardous sites where the use is an institutional use, including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools.

### **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 3.4.2 outlines various policies aimed at supporting and strengthening health care planning and delivery approaches in Northern Ontario.

### **Official Plan for the City of Greater Sudbury:**

#### *Living Area 1*

In considering applications to rezone land in Living Area I under Section 3.2.1, Council will ensure amongst other matters that:

- the site is suitable in terms of size and shape to accommodate the proposed density and building form;
- 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;
- adequate on-site parking, lighting, landscaping and amenity areas are provided; and,
- the impact of traffic on local streets is minimal.

Neighbourhood institutional uses are also permitted in Living Area 1, as they are deemed to be appropriate in a residential setting. Such uses include elementary schools, libraries, places of worship, day nurseries, retirement homes and other neighbourhood-based institutions that form an integral part of community life.

#### *Institutional uses*

Section 4.4 of the Official Plan outlines policies applied to new institutional uses.

In considering the establishment of new institutional uses or the expansion of existing facilities on lands not specifically designated for institutional purposes, the City will ensure that:

- a. sewer and water services are adequate to service the site;
- b. adequate traffic circulation can be provided;
- c. adequate parking for the public is provided on-site;
- d. public transit and active transportation infrastructure can be provided economically for the site;
- e. the proposed institutional use can be integrated into the area and is compatible with surrounding uses; and,
- f. adequate buffering and landscaping is provided.

#### *Planning for an aging population*

Chapter 16 of the Official Plan provides specific direction with respect to planning for an aging population, to include the following policies:

- 1) Support development that is age-friendly including the creation of smaller, unique, shared and transitional housing opportunities for an aging population through the rezoning process, where necessary, promotes 'aging in place' and is in close proximity to amenities and services in the Downtown, Regional Centres, Town Centres and Mixed Use Commercial areas;
- 2) Create a safe and secure physical and social environment for Greater Sudbury's aging population with supportive design standards such as sidewalk policies, curb heights, park facilities;
- 3) Provide accessible, affordable and convenient public transportation to Greater Sudbury's aging population to conduct their daily activities;
- 4) Support the creation of more affordable housing and long-term care facilities with support services for an aging population;
- 5) Facilitate 'aging in place' to allow residents to live healthy, independent lives in the comfort and dignity of their own homes;
- 6) Support an active lifestyle for an aging population by increasing the availability and accessibility of social and recreational opportunities; and,
- 7) Support development that recognizes the short term and long-term demand for an increase in health care service and related economic opportunities in Greater Sudbury.

#### **Zoning By-law 2010-100Z:**

The reduced lot frontage of 26.6 metres was addressed through a previous minor variance application (File A0141/2019). It is recommended that this relief be incorporated into the site-specific zoning for clarity. Relief is also provided for two (2) loading spaces where three (3) are required based on the gross floor area.

#### **Site Plan Control:**

The project is subject to site plan control.

#### **Department/Agency Review:**

Development Engineering have indicated that a sanitary sewer upgrade on Nottingham Avenue is required to accommodate the proposed development.

Transportation & Innovation Section have reviewed the Traffic Impact Study and have no concerns related to the results of the analysis.

Conservation Sudbury (NDCA) has advised that a portion of the property falls within their regulated area

based on the presence of a wetland feature as illustrated on attached maps. The owner is advised that works within a regulated area may require a permit pursuant to Section 28 of the Conservation Authorities Act. A further detailed review will be conducted at site plan stage.

### **Planning Analysis:**

The current site-specific zoning was initially approved by Council in 2019. The intensity of use was restricted based on the supporting documentation provided at that time (servicing review, traffic impact analysis) and considerations related to land use compatibility. The 192-bed facility also formed the basis of the applicant's neighbourhood consultation strategy.

The previous planning process determined that the long-term care facility represented good land use planning and was suitably scaled based on the location in a low density neighbourhood. The current review is therefore focused on the potential impacts associated with a larger facility, including traffic generation, built form and land use compatibility.

#### **Suitability of site**

##### *a) Parking*

The current parking standard for a long-term care facility is 0.5 space per bed, plus 1 per 20 m<sup>2</sup> of net floor area for any accessory use. The parking requirement for a 320-bed facility is 160 parking spaces, including five (5) barrier-free spaces. The application does not indicate any proposed accessory uses. The previous proposal required 96 parking spaces.

The sketch illustrates 160 parking spaces including eight (8) accessible parking spaces. Two (2) loading spaces are provided, which are sufficient for a facility of this size. No relief has been requested for bicycle parking (24 spaces). There are no concerns related to the provision of on-site parking, circulation and loading.

##### *b) Servicing*

Municipal water and sewer services were extended to accommodate the proposed development, which will be integrated into the Scenic View subdivision. In order to service the expanded facility, an upgrade to the sanitary sewer service is required. Development Engineering has advised that a portion of the sanitary sewer main on Nottingham Avenue between Bancroft Drive and Dorsett Drive must be replaced to accommodate the proposed sanitary sewer flows.

Staff advise that this matter can be addressed as part of the Site Plan Control Agreement and that a holding provision is not required. The upgrade will also benefit the owner of the abutting lands, comprising future phases of the Scenic View subdivision.

##### *c) Physical constraints*

Rock outcrops form the main physical constraint and rock removal will be required. Protocols related to blasting will be addressed as part of the Site Plan Control Agreement. If blasting and rock removal are required prior to the site plan agreement having been signed, a site alteration permit is required under By-law #2009-170. At minimum a geotechnical report is required, addressing such matters as pre-blast surveys, blasting procedures, damage complaints, and notification of adjacent residences, amongst other matters.

#### **Land use compatibility**

##### *a) Built form*

The site is sufficiently large to accommodate the expanded development, with lot coverage increasing from 14% to 17% (a maximum of 50% is permitted under Institutional zoning). Given the relatively small increase



in the building footprint, the main change related to built form concerns the building height, which is being increased from three (3) storeys to five (5) storeys (21 metres).

A minimum setback of 20 metres is required along the interior and rear lot lines for a building greater than 20 metres in height. Similar to the previous proposal, proposed setbacks will exceed 30 metres from all lot lines.

The increased building height can be supported based on the enhanced setbacks from the lot lines and the separation distance from existing low density housing, which is more than 90 metres as measured from lot line to lot line at the closest points. The interface with the lots comprising future phases of the Scenic View subdivision will be reviewed at site plan stage, including planting strips to address screening and buffering. In general, the large site affords generous setbacks from the lot lines, which will mitigate the impact on future residential development abutting the site.

#### *b) Residential density*

As part of the land use analysis, it is useful to have an approximation of residential density. In similar cases, the City has applied a conversion factor based on a ratio of 1 dwelling unit equal to 1.25 beds. This conversion factor was first utilized for the rezoning of the Finlandia complex, which has a broad range of supportive housing including long-term care beds.

In this case, the conversion results in 256 equivalent to residential units (ERUs). The residential density is calculated at approximately 91.5 dwelling units per hectare (du/ha). The resultant density is slightly above the maximum density of 90 du/ha permitted for medium density development under the Official Plan. Staff regard this as the upper limit of intensification on the site given the low density character of the area.

#### *c) Noise impacts*

The owner submitted a Noise Feasibility Study as part of the previous application due to the proximity to the CP railway line. The study recommends alternative means of ventilation for those units with direct exposure to the rail corridor. In addition, upgrades such as brick exterior walls and upgraded glazing are also recommended for these units. The report concludes that the proposed long-term care facility is feasible from a noise impact perspective provided suitable controls are applied to the building design.

#### Local traffic impacts

The owner submitted a Traffic Impact Study from Tatham Engineering Limited in order to assess local traffic impacts and the adequacy of the transportation network. The results of the analysis are summarized as follows:

- The proposed 320-bed long-term care facility is expected to generate 61 trips in the morning peak hour and 84 trips in the afternoon peak hour.
- Key intersections will continue to provide good overall operations with minor delays through the 2030 horizon given the projected total volumes.
- No intersection improvements or access improvements are required to address the operations under future total conditions.
- Excellent traffic operations will be provided at the site access based on projected traffic volumes on Nottingham Avenue.

For the information of the Committee, the previous 192-bed proposal was expected to generate 33 trips in the morning peak hour and 43 trips in the afternoon peak hour. This represents an increase of approximately 85 to 95% during peak periods for the expanded facility.

Transportation & Innovation Section have reviewed the Traffic Impact Study and advised that there are no

concerns related to the increased traffic generation.

The following additional observations can be made:

- Residents of long-term care facilities do not drive and most traffic is generated by employees, visitors and occasional deliveries;
- Work shifts at Extendicare facilities typically start/end at 6:45, 14:45 and 22:45 and thus do not coincide with the peak hour of the adjacent street;
- Public transit is available on Bancroft Drive as an alternative mode of transportation for employees and visitors; and,
- A sidewalk has been installed on the west side of Nottingham Avenue to provide a safe pedestrian connection to Bancroft Drive.

### Species at risk

As part of the previous application, the owner submitted an ecological site assessment in order to assess potential habitat for Species at Risk (SAR). The study was focused on the presence of Eastern Whip-poor-will, which is identified as a threatened species under the [Endangered Species Act, 2007](#).

Field investigations for whip-poor-will were conducted on June 21, July 4 and July 10, 2017 under appropriate conditions. The surveys confirmed the presence of whip-poor-wills to the south and east of the subject property. The estimated calling locations were mapped to provide an approximate territory boundary. The analysis determined that the proposed development does not encroach into Category 1 and 2 habitats and that the development site is approximately 60 metres from the delineated nine (9) hectare whip-poor-will territory based on MNRF's [general habitat description](#).

### Source Protection Plan

The subject property is located within Ramsey Lake Intake Protection Zone 3 (IPZ3), which is deemed to be a vulnerable area under the Source Protection Plan. As per the Source Protection Plan's salt and snow policies, the owner is advised that a Risk Management Plan may be required for the application of road salt and storage of snow if the exterior parking lot is equal to or greater than one (1) hectare in area. The handling and storage of road salt (0.5 tonnes or greater) is prohibited. For the information of the Committee, the parking area on the preliminary plan is approximately 0.65 ha in area, compared to approximately 0.5 ha under the previous plan.

The above matters will be reviewed in greater detail at the site plan stage if this application is approved. An Application for Section 59 Notice will also be required at that time.

### Dorsett Tot Lot

The Dorsett Tot Lot was conveyed to the City as part of the registration of the Scenic View subdivision in 1974. The existing park has some play structures and a popular sliding hill. The proposed development site is well-separated from the areas of park activity. As part of the prior approval for this development, Leisure Services requires a fence along the southerly limit of the park as a condition of approval to be implemented at site plan stage. The fence shall be installed to an appropriate standard to the satisfaction of the Director of Leisure Services.

### Official Plan

The proposal presents conformity with Official Plan policies based on the following observations:

- The subject land is located in Living Area 1, which permits neighbourhood-based institutional uses subject to site-specific amendments to the Zoning By-law. This interpretation has been consistently applied by the City to other long-term care facilities and retirement homes;
- The lot is suitable for the proposed use based on the resultant density, built form and availability of

- on-site parking;
- The intensity of use can be addressed by limiting the number of beds and restricting the building height to 21 metres;
- No upgrades to the existing road network are required to accommodate the proposed long-term care facility;
- The proposed institutional use can be integrated into the area while addressing compatibility with existing and future residential uses. There is adequate separation distance from existing dwellings and the setbacks being proposed from the lot lines exceed minimum requirements;
- Public transit is available on Bancroft Drive, an approximate walking distance of 225 metres from the site boundary to the nearest transit stop (approximately 2 to 3 minutes); and,
- The Official Plan encourages the provision of long-term care facilities with support services for an aging population.

#### 2020 Provincial Policy Statement

The proposal presents consistency with the key policy requirements of the PPS, including the provision of housing for persons with special needs including long-term care homes. The subject property is located within the settlement area boundaries of Sudbury on a serviced site that will utilize existing and planned infrastructure.

The development site does not encroach into Category 1 and 2 habitat of Eastern Whip-poor-will or the wetland feature identified by the Conservation Authority, thereby maintaining consistency with the policies of Section 2.1, Natural Heritage and Section 3.1, Natural Hazards.

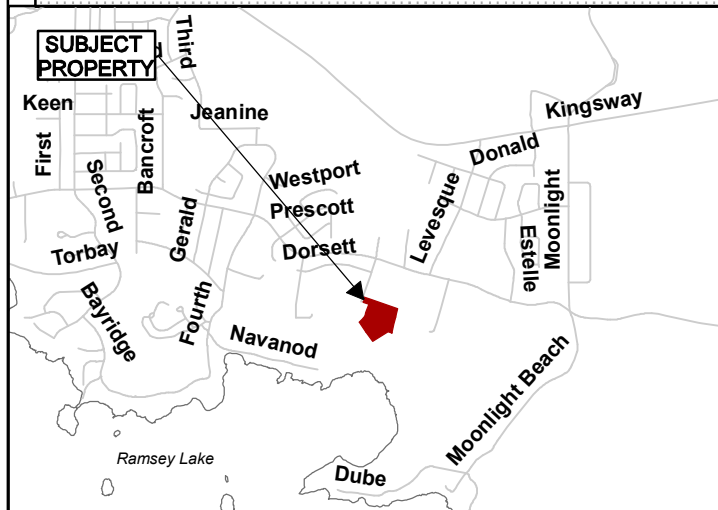
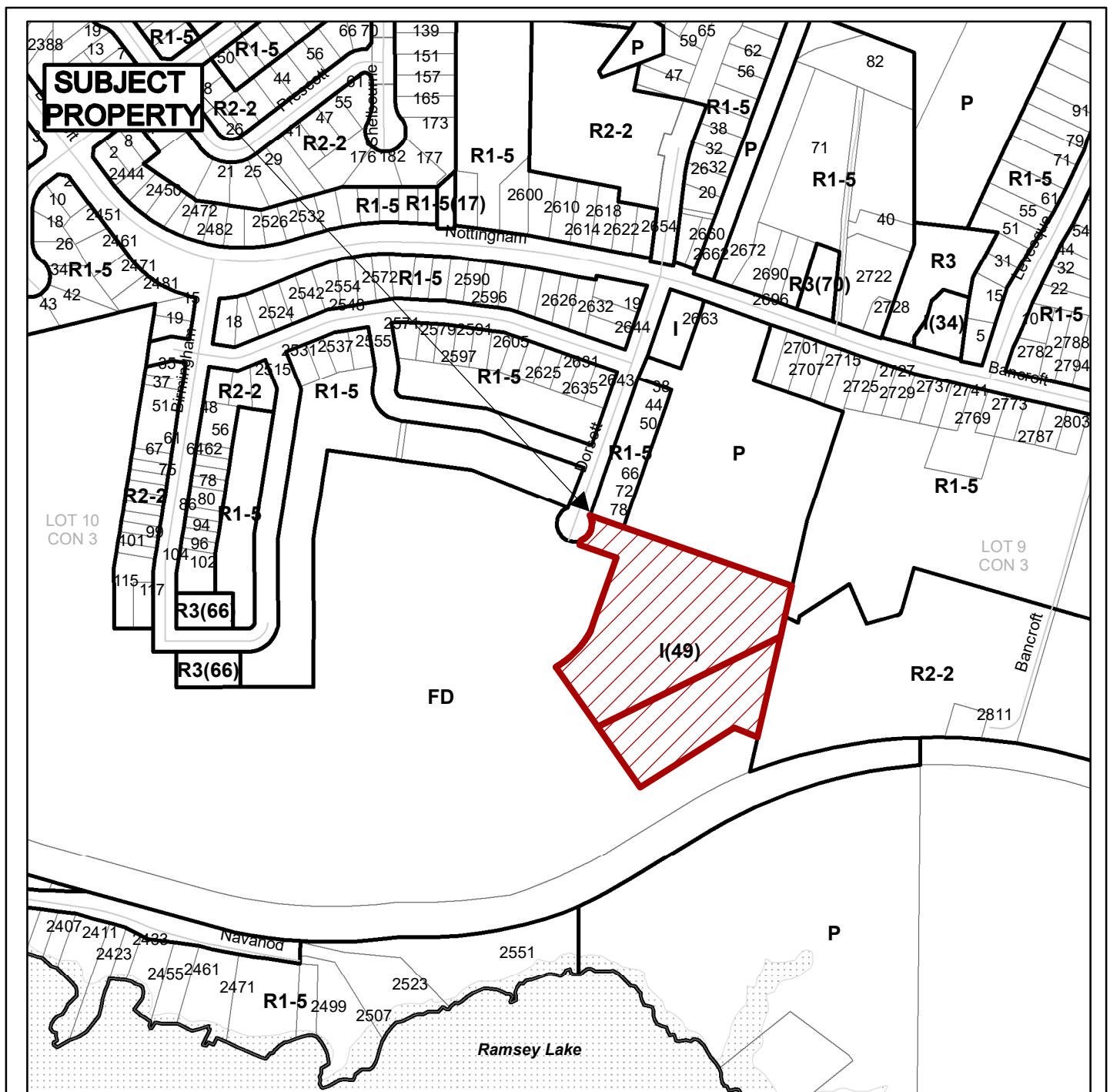
#### 2011 Growth Plan for Northern Ontario (GPNO)

The proposal aligns with policies under the GPNO, which seeks to improve access to health care services, including long-term care facilities and other special needs facilities.

#### **Conclusion:**

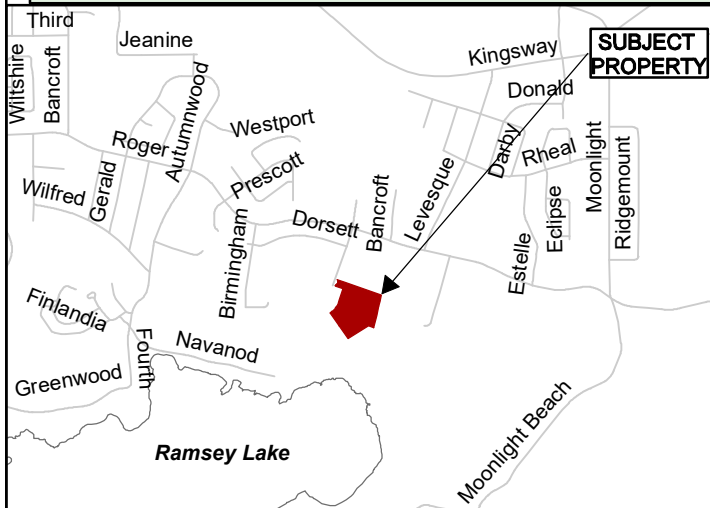
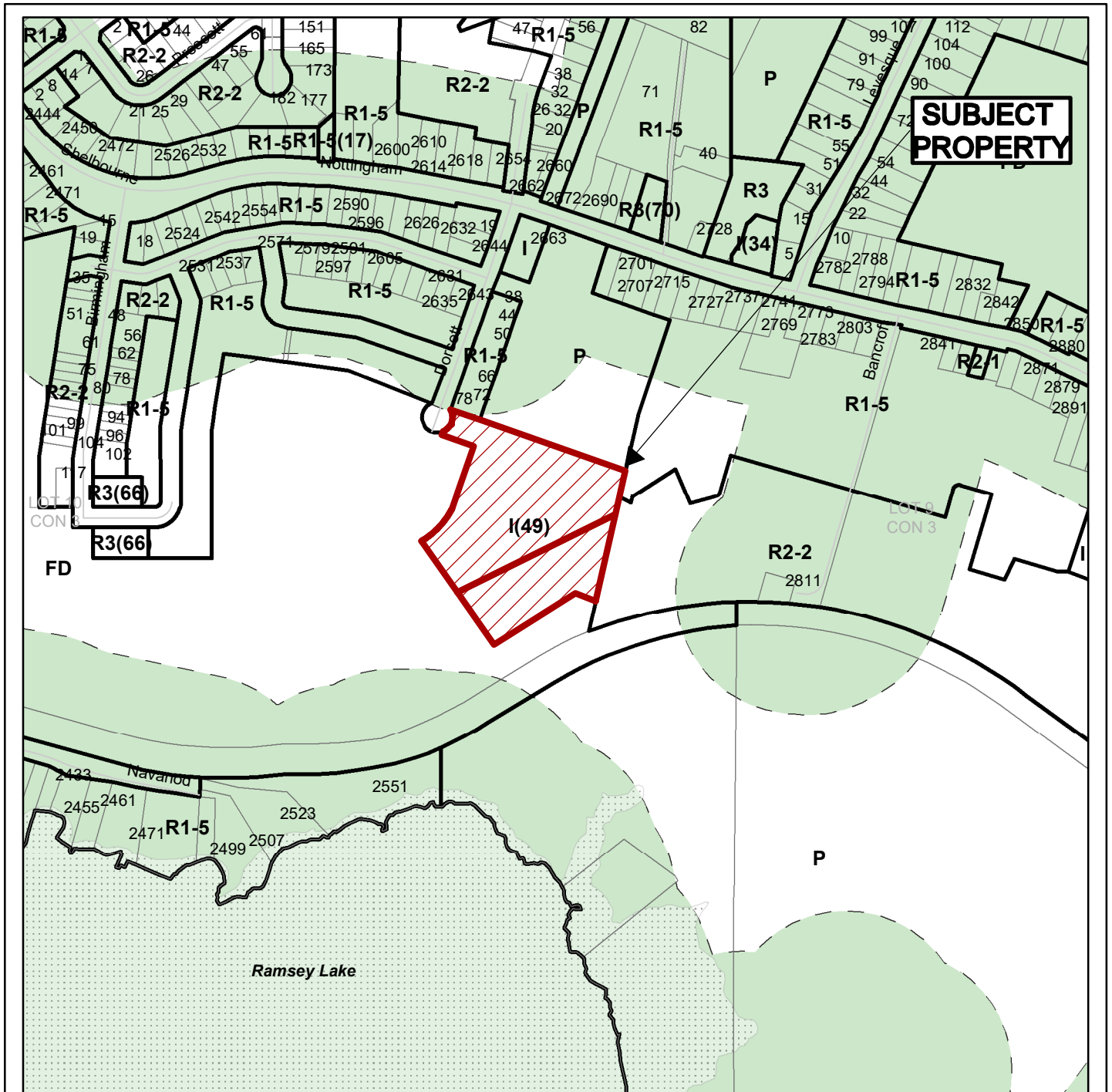
In order to address the scale and intensity of use in a low density area, it is recommended that the existing Institutional special zoning be modified by limiting the capacity to 320 beds and restricting the building height to 21 metres.

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



<b>Growth and Infrastructure Department</b>		
Subject Property being PINs 73576-0487 & 73576-0489, Parts 1 & 2, Plan 53R-21176, Lot 10, Concession 3, Township of Neelon, Nottingham Avenue, Sudbury, City of Greater Sudbury		
NTS Sketch 1		751-6/20-25 Date: 2020 12 10

# Source Protection Plan Map



## Growth and Infrastructure Department



Subject Property being PINs 73576-0487 & 73576-0489,  
Parts 1 & 2, Plan 53R-21176,  
Lot 10, Concession 3,  
Township of Neelon,  
Nottingham Avenue, Sudbury,  
City of Greater Sudbury

SPP: Ramsey Lake Watershed, IPZ 3

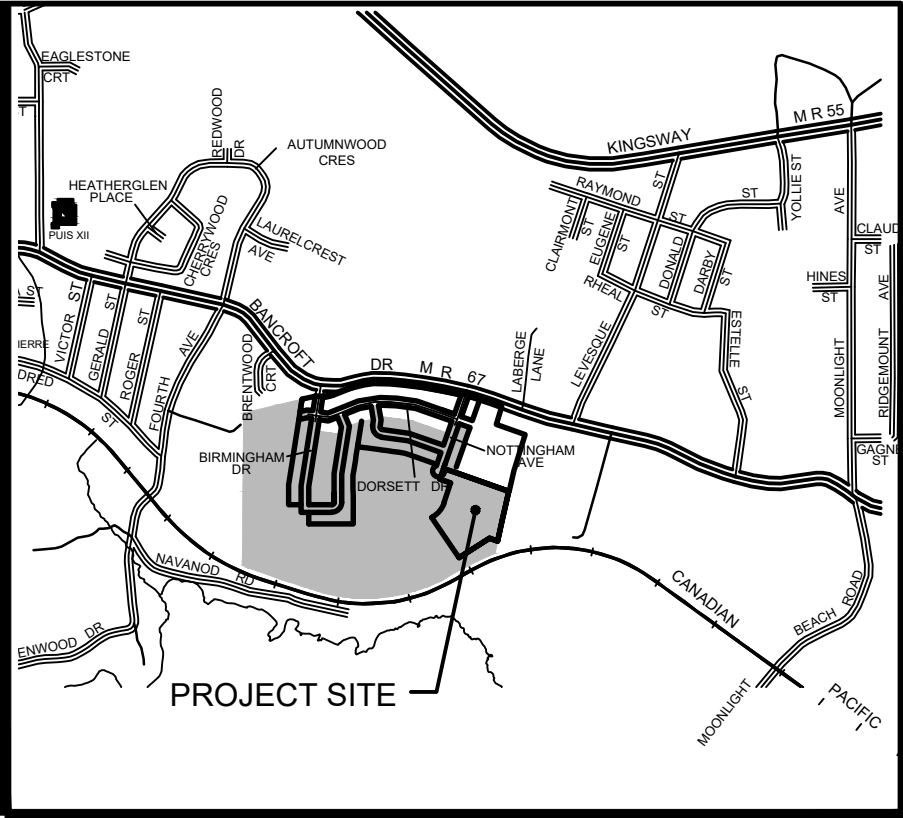
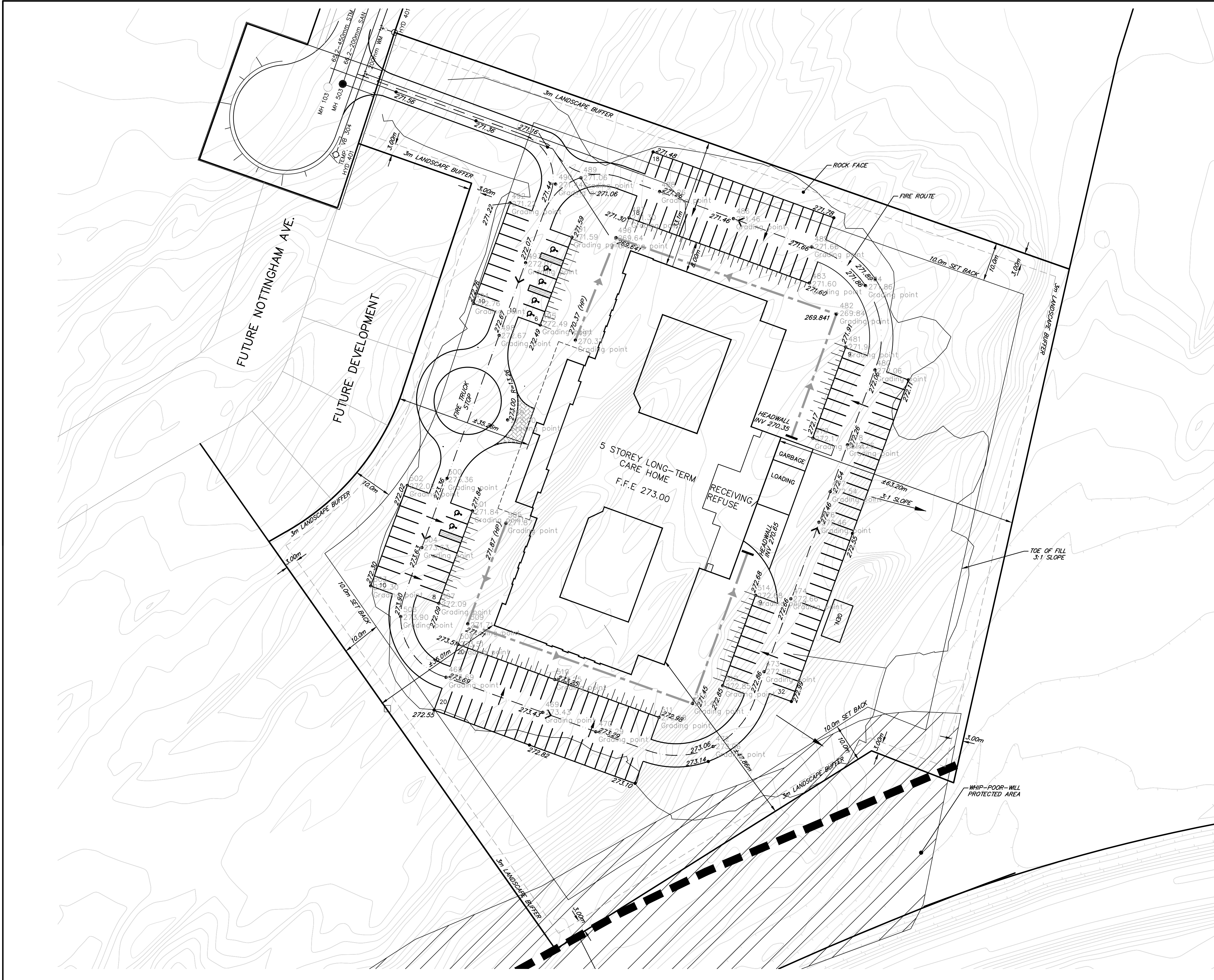
Sketch 1

NTS

751-6/20-25

Date: 2020 12 10  
Page 65 of 245





KEY PLAN 1:20,000

**PRELIMINARY ONLY  
NOT FOR CONSTRUCTION**

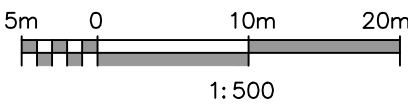
SITE PLAN DATA:

GEOGRAPHIC TOWNSHIP OF NEELON  
CITY OF GREATER SUDBURY

ZONING USE	I (INSTITUTIONAL) LONG TERM CARE FACILITY	
	PROVIDED	REQUIRED
PROPERTY AREA	28,678m <sup>2</sup>	1350m <sup>2</sup>
BUILDING COVERAGE	4995.65m <sup>2</sup>	<50%
BUILDING HEIGHT	21.0m	<50m
GROSS FLOOR AREA	14,092m <sup>2</sup>	
LANDSCAPED AREA	17,014m <sup>2</sup>	>15%
FRONT YARD SETBACK	10.0m	10.0m
SIDE YARD SETBACK	10.0m	10.0m
REAR YARD SETBACK	10.0m	10.0m
PARKING CALCULATION	0.5/BED PLUS ( $\frac{1}{10}$ NET FLOOR AREA OF ANY ACCESSORY USE.)	
SPACES	160	160
BARRIER FREE SPACES	8	5
LOADING SPACES	2	2
BICYCLE PARKING	24	24
SNOW REMOVAL:	TO BE PROVIDED BY PRIVATE SERVICES	
GARBAGE REMOVAL:	TO BE PROVIDED BY PRIVATE SERVICES	

LEGEND

PROPOSED	DENOTES PROPOSED WORKS
	DENOTES EXISTING INFORMATION
○	DENOTES EXISTING UTILITY POLE LOCATION
256.26	DENOTES EXISTING ELEVATION
256.23	DENOTES PROPOSED FINISHED GRADE ELEVATION
▼	DENOTES ENTRY/EXIT POINT
---	FIRE ROUTE
---	PROPOSED DITCH
=====	SILT MITIGATION
XXXXXX	LOCKSTONE SIDEWALK
■	LANDSCAPED AREA
□	LIGHT DUTY ASPHALT PARKING
▨	WHIP-POOR-WILL PROTECTED AREA
→	DENOTES PROPOSED DIRECTION OF SURFACE DRAINAGE
—	CURB DEPRESSION
■ ■ ■ ■ ■	NOISE REDUCTION BOUNDARY
⊗	SITE ILLUMINATION



REVISIONS		
DATE	DETAILS	BY

CAUTION
— ALL UTILITIES ARE NOT NECESSARILY SHOWN ON THIS DRAWING.
— WHERE UTILITIES ARE SHOWN, LOCATIONS ARE NOT GUARANTEED
— LOCATION & SIZE OF ALL UTILITIES MUST BE VERIFIED IN THE FIELD.

DATE:	2020-09-24
DRAWN:	LZ
DESIGNED:	KM
CHECKED:	
ENGINEER:	
APPROVED:	

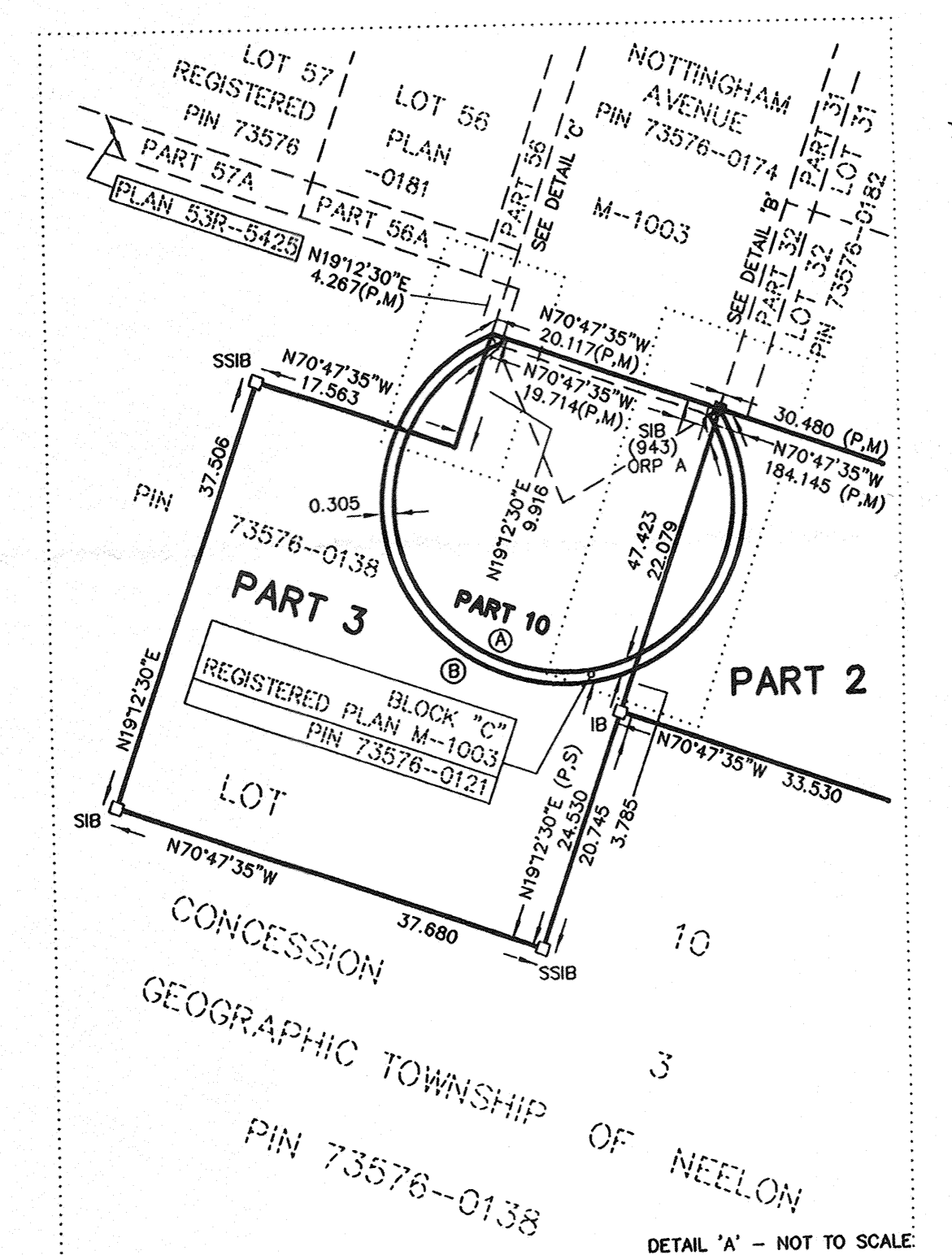
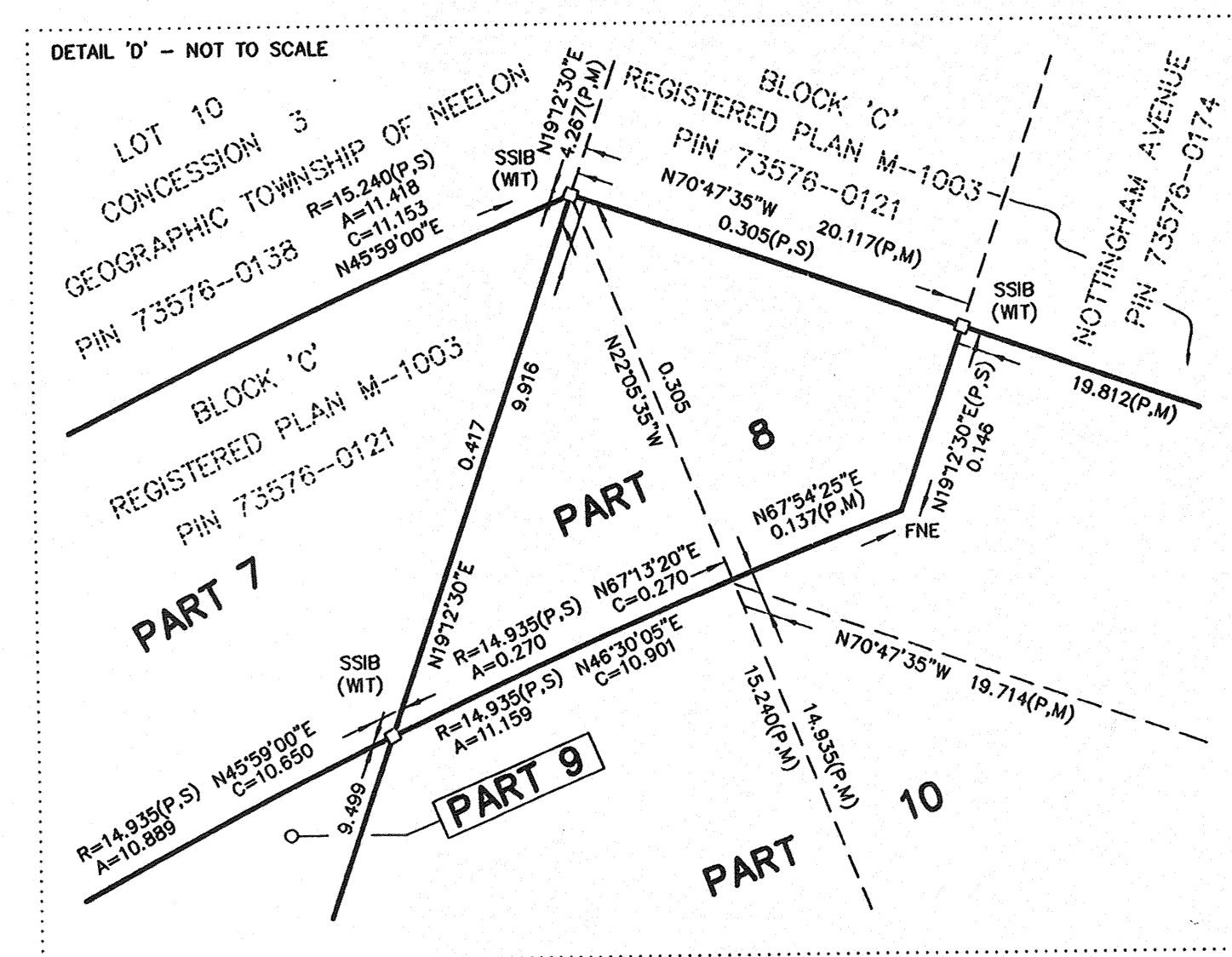
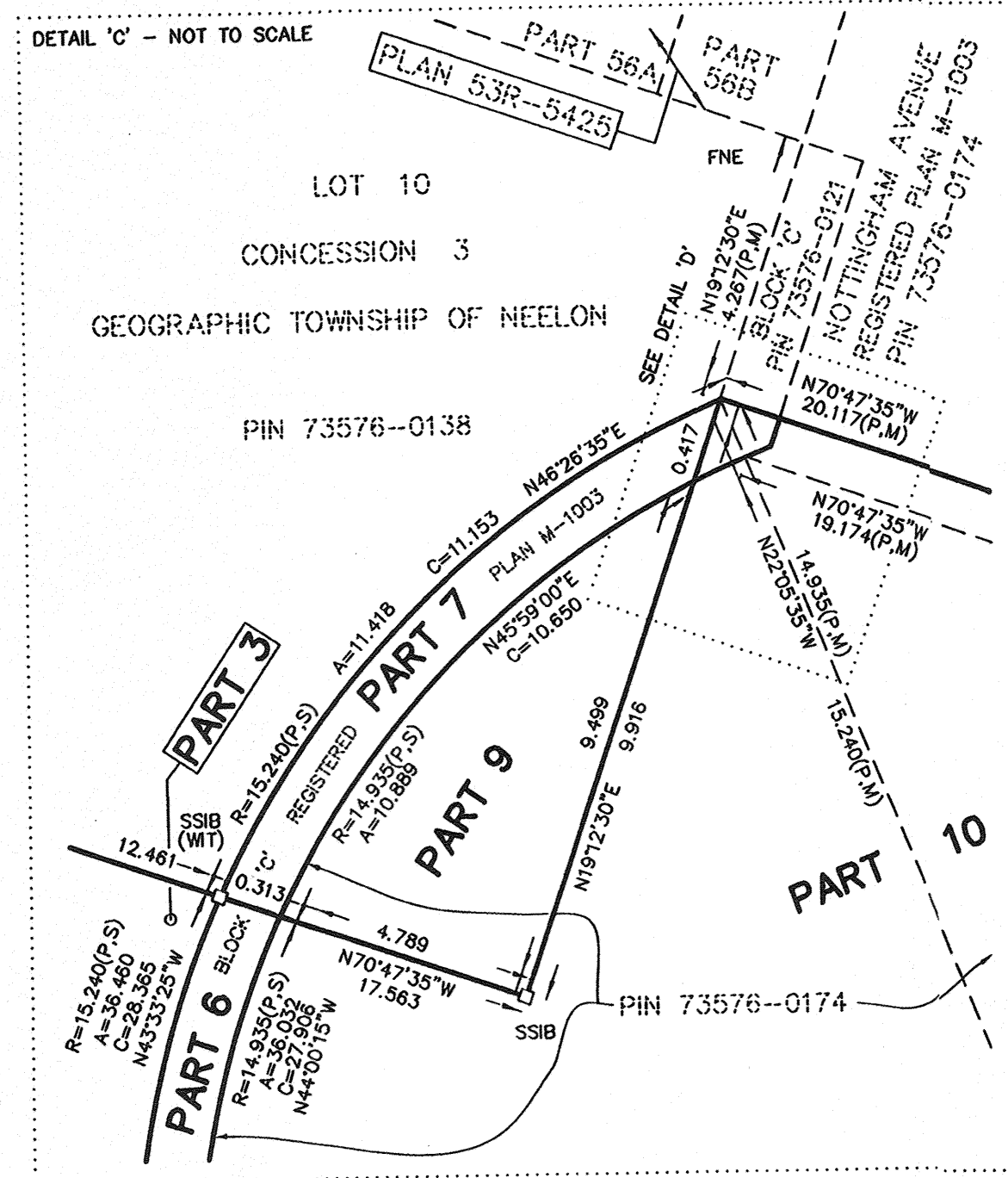
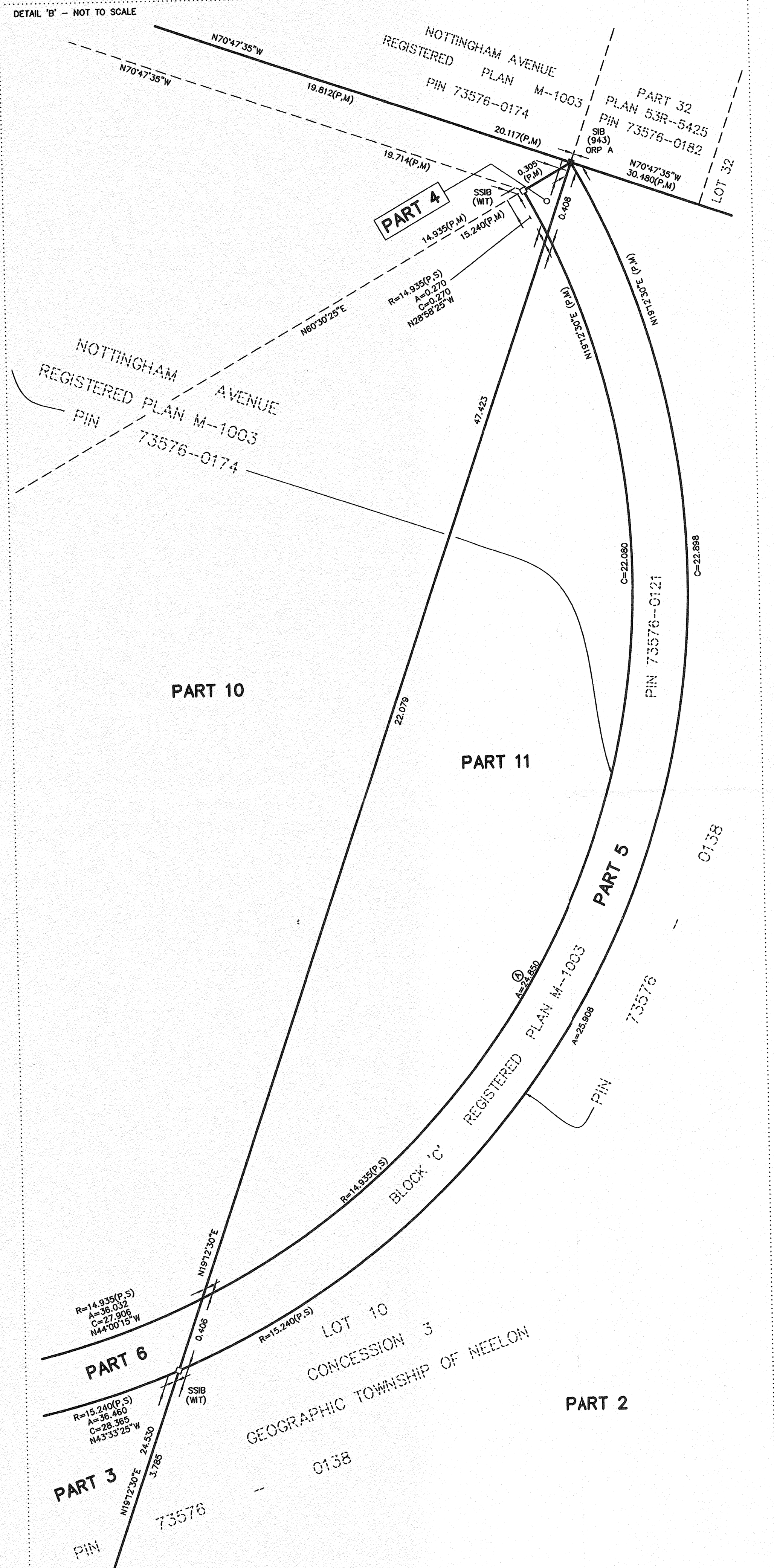
EXTENDICARE CANADA INC.

**arva** | R.V. Anderson Associates Limited  
engineering • environment • infrastructure

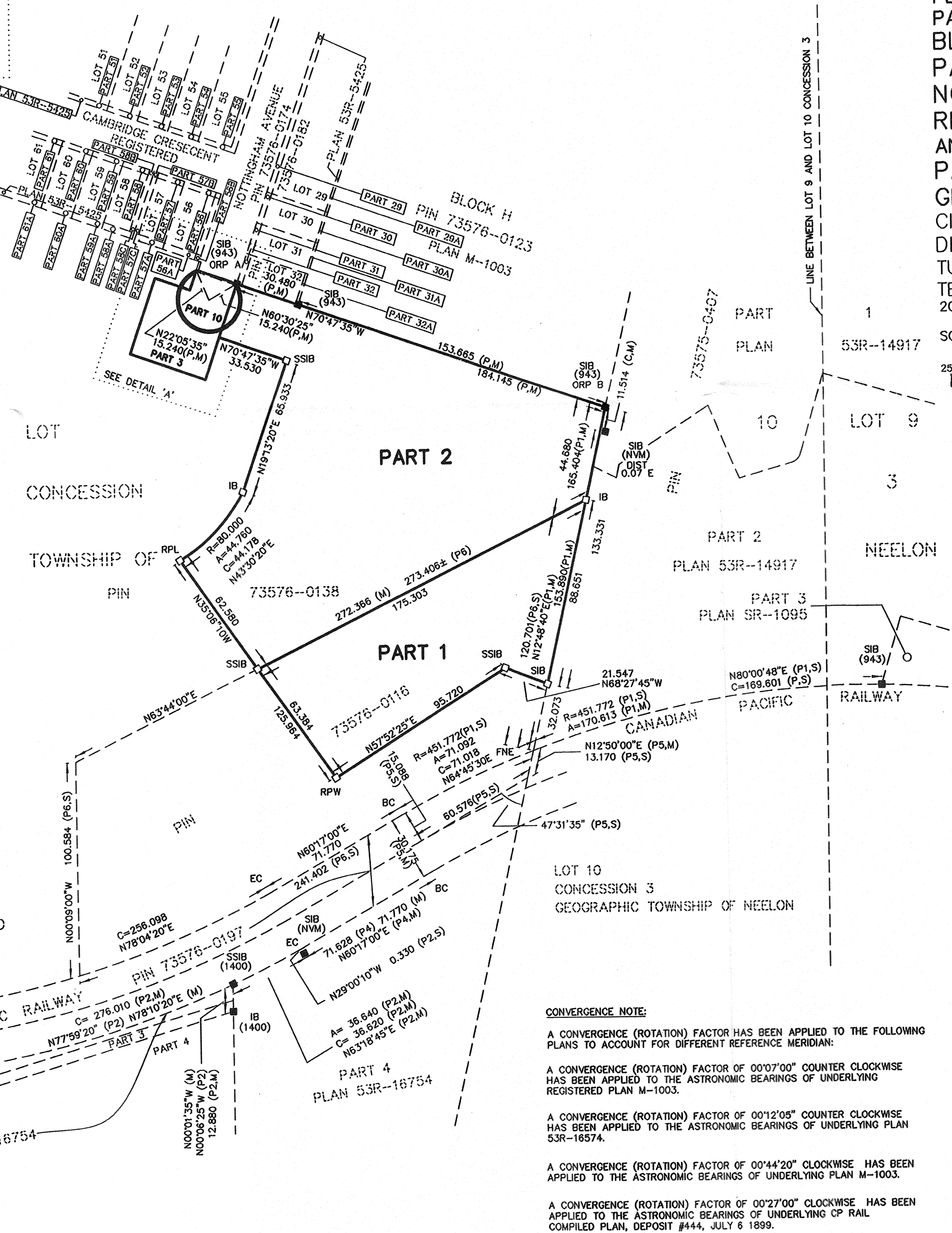
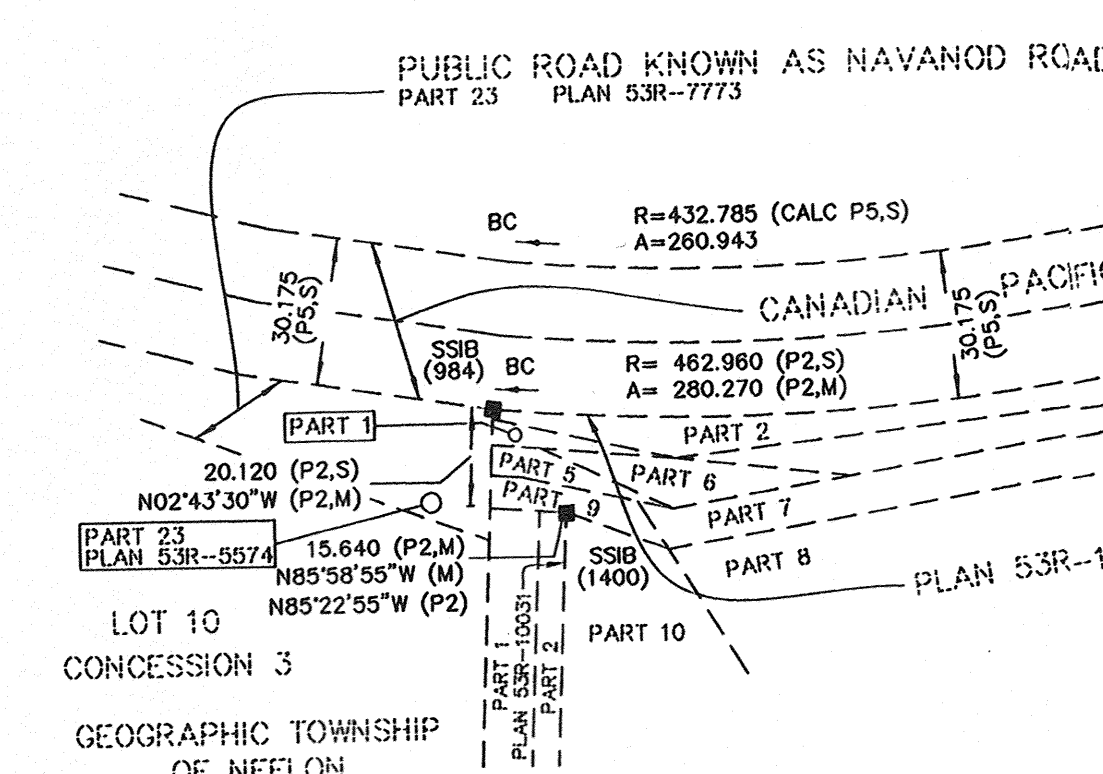
EXTENDICARE NOTTINGHAM  
CONCEPTUAL SITE PLAN  
EXTENDICARE- SUDBURY

SCALE:	1: 500
CONTRACT NO.:	
CAD/FILE NUMBER:	205355
PAGE NO.:	<b>1</b>





	RADIUS	ARC LENGTH	CHORD LENGTH	BEARING
A	14.935(P,S)	72.311(P,M)	19.714(P,M)	N70°47'35\"W(P,M)
B	15.240(P,S)	73.786(P,M)	20.117(P,M)	N70°47'35\"W(P,M)



**CONVERGENCE NOTE:**

A CONVERGENCE (ROTATION) FACTOR HAS BEEN APPLIED TO THE FOLLOWING PLANS TO ACCOUNT FOR DIFFERENT REFERENCE MERIDIAN:

A CONVERGENCE (ROTATION) FACTOR OF 00°07'00\" COUNTER CLOCKWISE HAS BEEN APPLIED TO THE ASTRONOMIC BEARINGS OF UNDERLYING REGISTERED PLAN M-1003.

A CONVERGENCE (ROTATION) FACTOR OF 00°12'05\" COUNTER CLOCKWISE HAS BEEN APPLIED TO THE ASTRONOMIC BEARINGS OF UNDERLYING PLAN 53R-16574.

A CONVERGENCE (ROTATION) FACTOR OF 00°14'20\" COUNTER CLOCKWISE HAS BEEN APPLIED TO THE ASTRONOMIC BEARINGS OF UNDERLYING PLAN M-1003.

A CONVERGENCE (ROTATION) FACTOR OF 00°27'00\" COUNTER CLOCKWISE HAS BEEN APPLIED TO THE ASTRONOMIC BEARINGS OF UNDERLYING CP RAIL COMPILED PLAN, DEPOSIT #444, JULY 6 1899.

A CONVERGENCE (ROTATION) FACTOR OF 00°17'05\" COUNTER CLOCKWISE HAS BEEN APPLIED TO THE ASTRONOMIC BEARINGS OF UNDERLYING PLAN 53R-5574.

A CONVERGENCE (ROTATION) FACTOR OF 00°09'00\" COUNTER CLOCKWISE HAS BEEN APPLIED TO THE ASTRONOMIC BEARINGS OF UNDERLYING PLAN ATTACHED TO LT31361.

PLAN 53R-21176

RECEIVED AND DEPOSITED

June 14, 2019

"Sylvie Guénette"

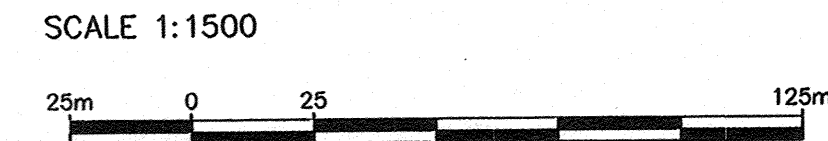
REPRESENTATIVE FOR THE LAND REGISTRAR FOR THE LAND TITLES DIVISION OF SUDBURY (No. 53)

TERRY DEL BOSCO  
ONTARIO LAND SURVEYOR

PART	LOT	CONCESSION/PLAN	PIN	AREA(m <sup>2</sup> )
1			PART OF PIN 73576-0116	8607 ±
2			PART OF PIN 73576-0138	19387 ±
3				1051 ±
4				0.04 ±
5				8 ±
6			PART OF PIN 73576-0121	11 ±
7				3 ±
8				0.09 ±
9				30 ±
10			PART OF PIN 73576-0174	551 ±
11				75 ±

GEOGRAPHIC TOWNSHIP OF NEELON

PLAN OF SURVEY OF  
PART OF  
BLOCK 'C' AND  
PART OF  
NOTTINGHAM DRIVE  
REGISTERED PLAN M-1003  
AND  
PART OF LOT 10 CONCESSION 3  
GEOGRAPHIC TOWNSHIP OF NEELON  
CITY OF GREATER SUDBURY  
DISTRICT OF SUDBURY  
TULLOCH GEOMATICS INC.  
TERRY DEL BOSCO, O.L.S.  
2019



COORDINATES ARE DERIVED FROM GPS OBSERVATION USING REAL TIME NETWORK (RTN) AND ARE REFERRED TO UTM ZONE 17 (81° WEST LONGITUDE), NAD83 (CSRS) (2010).		
COORDINATE VALUES ARE TO URBAN ACCURACY IN ACCORDANCE WITH SECTION 14 (2) OF OREG 218/10.		
OBSERVED REFERENCE POINTS	NORTHING	EASTING
B	5147988.882	508427.072
B	5147928.339	508800.853
COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH THE CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.		

- LEGEND:**
- DENOTES FOUND MONUMENT
  - DENOTES PLANTED MONUMENT
  - SSIB DENOTES STANDARD IRON BAR 0.025 x 0.025 x 1.22
  - SSIB DENOTES SHORT STANDARD IRON BAR 0.025 x 0.025 x 0.61
  - IB DENOTES IRON BAR 0.015 x 0.015 x 0.90
  - RB DENOTES ROCK BAR 0.025 x 0.025 x 0.18
  - RPL DENOTES ROCK PIN AND WASHER
  - BC DENOTES BEGINNING OF CURVE
  - CM DENOTES CONCRETE MONUMENT
  - EC DENOTES END OF CURVE
  - SCP DENOTES SPECIFIED CONTROL POINT
  - ORP DENOTES OBSERVED REFERENCE POINT
  - ORP DENOTES PARCEL IDENTIFICATION NUMBER
  - M DENOTES MEASURED
  - S DENOTES SET
  - PR DENOTES PROPORTIONED
  - WT DENOTES WITNESS
  - FNE DENOTES FOUND NO EVIDENCE
  - DIST DENOTES DISTURBED
  - NVM DENOTES NO VISIBLE MARKING
  - C DENOTES CALCULATION FROM P & P1
  - P1 DENOTES REGISTERED PLAN M-1003
  - P2 DENOTES PLAN 53R-14817
  - P3 DENOTES PLAN 53R-16754
  - P4 DENOTES PLAN 53R-10031
  - P5 DENOTES CP RAIL COMPILED PLAN, DEPOSIT #444, JULY 6, 1899
  - P6 DENOTES PLAN 53R-5574
  - P7 DENOTES PLAN PLAN ATTACHED TO LT31361
  - 1400 DENOTES D.S. DORLAND, O.L.S.
  - 984 DENOTES M.R. MAHER, O.L.S.
  - 943 DENOTES D.W. ENDLEMAN, O.L.S.

**SURVEYOR'S CERTIFICATE**

I CERTIFY THAT:

(1) THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.

(2) THE SURVEY WAS COMPLETED ON THE 12th DAY OF JUNE, 2019.

June 13, 2019  
DATE

TERRY DEL BOSCO  
ONTARIO LAND SURVEYOR

**TULLOCH**  
GEOMATICS

1942 REGENT ST. UNIT L SUDBURY, ON P3E 5V5

T. 705 671.2295 F. 705 671.9477 800 810.1937

drawn by: EM FILE: 19-2091







# Extendicare LTC Development

## TRAFFIC IMPACT STUDY

Extendicare Canada Inc.

# Document Control

File:

420422

Date:



March  
26, 2021

Prepared by:

**Tatham Engineering Limited**  
8 Barron Drive  
Bracebridge, Ontario P1L 0A1  
**T 705-645-7756**  
**tathameng.com**

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# Document Contents

**1 Introduction ..... 1**

**2 Existing Conditions.....2**

2.1 Road Network .....2

2.2 Existing Traffic Volumes.....3

2.3 Existing Traffic Operations.....4

**3 Future Background Conditions..... 6**

3.1 Road Network .....6

3.2 Future Background Traffic Volumes.....6

3.3 Future Background Traffic Operations .....7

**4 Proposed Development .....10**

4.1 Site Location .....10

4.2 Proposed Land-Use .....10

4.3 Site Access & On-Site Circulation .....10

4.4 Parking .....10

4.5 Pedestrian Traffic.....11

4.6 Site Traffic.....11

**5 Future Total Conditions ..... 13**

5.1 Future Traffic Volumes .....13

5.2 Future Traffic Operations .....13

5.3 Turn Lane Requirements .....14

5.4 Sight Line Analysis.....15

**6 Summary..... 16**



## Tables

Table 1: Road Network .....	2
Table 2: Trip Generation - Lionsgate Subdivision (Hazelton Drive) .....	4
Table 3: Intersection Operations – 2020 Conditions .....	5
Table 4: Intersection Operations – 2025 Background Conditions .....	8
Table 5: Intersection Operations – 2030 Background Conditions .....	8
Table 6: Trip Estimates – Extendicare LTC Development.....	12
Table 7: Intersection Operations – 2025 Total Conditions.....	13
Table 8: Intersection Operations – 2030 Total Conditions.....	14

## Figures

Figure 1: Site Location .....	17
Figure 2: Area Road Network .....	18
Figure 3: Existing Traffic Volumes.....	21
Figure 4: Background Development Volumes – Lionsgate Subdivision.....	22
Figure 5: Background Development Volumes– Scenic Views Subdivision .....	23
Figure 6: 2025 Background Traffic Volumes.....	24
Figure 7: 2030 Background Traffic Volumes.....	25
Figure 8: Site Plan .....	26
Figure 9: Site Traffic.....	27
Figure 10: 2025 Total Traffic Volumes.....	28
Figure 11: 2030 Total Traffic Volumes.....	29

## Appendices

Appendix A: Traffic Counts
Appendix B: Existing Operations
Appendix C: Background Development
Appendix D: Future Background Operations
Appendix E: Future Total Operations
Appendix F: Left Turn Warrants



# 1 Introduction

Tatham Engineering Limited was retained by Extendicare Canada Inc. to address the traffic impacts associated with the proposed long-term care facility to be located on Nottingham Ave, within the City of Greater Sudbury. The location of the site is illustrated in Figure 1.

The purpose of this study is to address the requirements of the City with respect to the potential transportation impacts of the proposed development on the local road network. In particular, the following will be discussed:

- the operations of the road system through the study area prior to the proposed development;
- an estimation of the growth in the traffic volumes not otherwise attributed to the development (i.e. from overall growth in the area and/or other developments);
- an estimation of the number of new trips the proposed development is likely to generate;
- the operations of the study area road system upon completion of the development; and
- the resulting impacts and need for mitigating measures (if required) to ensure acceptable overall road operations.

Chapter 2 of this report addresses the existing conditions, detailing the road system and corresponding traffic operations. Chapter 3 addresses future conditions, prior to the completion of the proposed development, and the expected growth in the traffic levels and the resulting operating conditions. Chapters 4 and 5 address the proposed development, the ensuing vehicle trips that it will generate, and the associated impacts on the road system. Lastly, Chapter 6 summarizes the report and the key findings.



## 2 Existing Conditions

This chapter will describe the road network, traffic volumes and operations for the existing conditions.

### 2.1 ROAD NETWORK

The road network to be addressed by this study consists of Bancroft Drive, Nottingham Avenue, Hazelton Drive, Levesque Street, Kingsway and the following intersections;

- Nottingham Avenue/Hazelton Drive with Bancroft Drive;
- Levesque Street with Bancroft Drive; and
- Levesque Street with Kingsway.

Aerial mapping and photographs of the road system are provided in Figure 2.

#### 2.1.1 Road Network

A brief description of the road network is provided in Table 1. The functional classification for each road is based on “Schedule 6 – Transportation Network” of the *City of Greater Sudbury Official Plan*<sup>1</sup>.

**Table 1: Road Network**

ROAD	CLASSIFICATION	CROSS SECTION	SPEED (KM/H)	CAPACITY <sup>1</sup> (VPHPL)	DIRECTION
Bancroft Drive	Secondary Arterial	2-lane	60	750	E-W
Nottingham Ave	Local Road	2-lane	50	400	N-S
Hazelton Drive	Local Road	2-lane	50	400	N-S
Levesque Street	Collector	2-lane	50	600	N-S
Kingsway	Primary Arterial	4-lane	80	900	E-W

<sup>1</sup> capacity is denoted as vehicles per hour per lane

<sup>1</sup> *The City of Greater Sudbury Official Plan*. Planning Services Division, Growth & Development Department, City of Greater Sudbury. June 2006 (updated July 2019)



## 2.1.2 Key Intersections

### Bancroft Drive & Nottingham Avenue/Hazelton Drive

The intersection of Bancroft Drive with Nottingham Avenue is an unsignalized 4-leg intersection. The east, west, north (Hazelton Drive) and south (Nottingham Drive) approaches each consist of a shared left/through/right turn lane. The intersection is 2-way stop controlled in the north and south directions.

### Bancroft Drive & Levesque Street

The intersection of Bancroft Drive with Levesque Street is an unsignalized 3-leg intersection with stop control on the minor approach (Levesque Street). The east, west and north approaches each consist of a shared left/through/right turn lane.

### Kingsway & Levesque Street

The intersection of Kingsway with Levesque Street is a signalized 4-leg intersection (albeit the north leg is only a stub for a future road). The west approach consists of an exclusive left turn lane, two through lanes and a separate right turn lane. The east approach has an exclusive left turn lane, two through lanes and a 30 metre right turn taper. The south approach provides an exclusive left turn lane and a through/right turn lane. While constructed as a 4-leg intersection, it operates as a 3-leg intersection as the north approach is only partially constructed and does not currently serve any development, nor is it included in the existing signal control - although signal poles are in place for future signalization.

## 2.2 EXISTING TRAFFIC VOLUMES

To determine existing traffic volumes, traffic counts were obtained from the City for the intersections of Bancroft Drive with Levesque Street (conducted on March 31, 2017) and Kingsway with Levesque Street (conducted on March 24, 2017). Traffic count details are provided in Appendix A.

To reflect 2020 conditions, the 2017 volumes were adjusted by an annual growth rate of 1.5%. Additional discussion with respect to growth rates is provided in Section 3.2.1.

Traffic volumes on Nottingham Avenue have been established based on traffic counts conducted on Wednesday September 19, 2012 at the intersection of Nottingham Avenue with Bancroft Drive, as provided in the *Scenic View Subdivision Development Traffic Impact Study*<sup>2</sup>. While the traffic counts are dated, it is noted that the development level served by Nottingham Avenue in

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<sup>2</sup> *Scenic View Subdivision Development Traffic Impact Study*. Tranplan Associates. October 2012.





2012 is consistent with the current level of development (42 detached homes along Dorsett Drive, 2 detached homes on Nottingham Avenue and a church on the southeast corner of Nottingham Avenue and Bancroft Drive). It is noted that Dorsett Drive also connects to Birmingham Drive to the west. Given that most traffic is distributed to/from the west on Bancroft Drive (i.e. toward the downtown area of Sudbury), the volumes on Nottingham Avenue are minimal.

With respect to volumes on Hazelton Drive, such have been estimated based on the existing (2020) level of development served by the road. Hazelton Drive is currently a cul-de-sac which provides access to 27 detached homes within the Lionsgate development. It is noted that these units were not constructed at the time of the 2017 traffic counts. To establish the traffic volumes on Hazelton Drive, ITE trip generation rates for the *single family detached* land use (ITE code 210) were applied to the existing 27 homes served by the road. The trips were distributed to the road network based on the trip distribution and assignment assumptions discussed in Section 4.6.2. The trip generation rates and resulting trip estimates are provided in Table 2 whereas the associated 2020 traffic volumes are illustrated in Figure 3.

**Table 2: Trip Generation - Lionsgate Subdivision (Hazelton Drive)**

LAND USE	RATE/ ESTIMATE	VARIABLE/ SIZE	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
			In	Out	Total	In	Out	Total
single family detached (ITE 210)	rate	units	0.19	0.56	0.74	0.62	0.37	0.99
	estimate	27 units	5	15	20	17	10	27

### 2.3 EXISTING TRAFFIC OPERATIONS

The assessment of existing conditions provides the baseline from which the future traffic volumes and operations (both with and without the subject development) can be assessed. The capacity, and hence operations, of a road system is effectively dictated by its intersections. As such, the analysis focused on the operations of the key intersections. The analysis is based on the 2020 traffic volumes, the existing intersection configuration and control and procedures outlined in the *2000 Highway Capacity Manual*<sup>3</sup> (using Synchro v.10 software). For signalized intersections, the analysis considers the average delay (measured in seconds), level of service (LOS) and volume to capacity (v/c) each approach and the overall intersection. For unsignalized intersections, the analysis considers the same metrics but only for the stop-controlled movement. A summary of the analyses is provided in Table 3. Level of service A corresponds to the best

<sup>3</sup> *Highway Capacity Manual*. Transportation Research Board, Washington DC, 2000.



operating condition with minimal delays whereas level of service F corresponds to poor operations resulting from high intersection delays. A v/c ratio of less than 1.0 indicates the intersection movement/approach is operating at less than capacity while a v/c ratio of 1.0 indicates capacity has been reached. It is noted that the signal timings at the intersection of Kingsway and Levesque Street reflect the signal timing plans provided by the City (operating as a 3-leg intersection). Detailed operations worksheets for the existing traffic conditions are included in Appendix B.

**Table 3: Intersection Operations – 2020 Conditions**

INTERSECTION AND MOVEMENT		CONTROL	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
			Delay	LOS	V/C	Delay	LOS	V/C
Bancroft Drive & Nottingham Ave	NB	stop	11	B	0.00	11	B	0.00
	SB	stop	9	A	0.02	9	A	0.01
Bancroft Drive & Levesque Street	SB	stop	9	A	0.15	10	B	0.15
Kingsway & Levesque Street	EB	signal	16	B	0.46	18	B	0.77
	WB	signal	11	B	0.53	9	A	0.40
	NB	signal	12	B	0.32	13	B	0.15
	overall	signal	12	B	0.57	15	B	0.54

Based on the existing volumes, the subject intersections provide excellent overall levels of service (LOS B or better) with average delays during both peak hours. All of the intersections are operating well below capacity. As such, no improvements are required to support the existing conditions.



### 3 Future Background Conditions

This chapter will describe the road network and background traffic volumes expected for the years 2025 and 2030. The 2025 horizon year has been adopted to reflect build-out of the subject development, whereas the 2030 horizon (5 years beyond build-out) will address future impacts (as requested by the City).

#### 3.1 ROAD NETWORK

It is noted that there are no improvements currently being considered by the City for the study area road network. As such, the road network as described in Section 2.1 has been maintained.

#### 3.2 FUTURE BACKGROUND TRAFFIC VOLUMES

Future background traffic volumes expected for the 2025 and 2030 horizon years for the study area have been determined based on the existing traffic volumes, historical and projected growth, and additional increases in volumes due to other development within the immediate area (apart from the subject development).

##### 3.2.1 Background Growth

Through discussions with City staff, a 1.5% background growth rate has been applied to the road network through to the 2030 horizon year to account for general overall growth in background traffic volumes.

##### 3.2.2 Development Growth

Several developments were identified by the City for inclusion in the development of the future traffic projections, as detailed below (additional details, including a location map and excerpts from their respective traffic impact studies (if available) are provided in Appendix C).

##### **Lionsgate Subdivision**

The Lionsgate Subdivision development, located on Hazelton Drive to the north of Bancroft Drive, will consist of 255 residential units built over 13 phases. At the time of the *Scenic View Subdivision TIS* (2012), approximately 70 units were constructed (Phases 1 to 3). The *Scenic View Subdivision TIS* assumed that an additional 119 units (Phases 4 to 8) would be completed between 2012 and 2022 - translating to approximately 12 units per year. As of 2020, only Phases 4 and 5 (a total of 51 units, or 6.4 units per year) have been constructed. In considering the build rate of Phases 4 and 5, build out of Phases 6 through 8 (68 units) is anticipated by 2030, with the remaining phases (Phases 9 to 13) being completed beyond 2030.



For the purpose of this study, the trip distribution and assignment for the Lionsgate Subdivision (Phases 4 to 8), as provided in the *Scenic View Subdivision TIS*, has been applied to the background volumes. While build-out is not anticipated until 2030 (as per the observed build rate), build-out by 2025 has been assumed to ensure a conservative approach. It is noted that Phases 1 to 4 are currently accessed via Shelbourne Street at Bancroft Drive to the west of the study area, whereas Phase 5 is accessed via Hazelton Drive at Bancroft Drive. Upon completion of Phase 6, the internal road network will be connected, with access to Phases 1 to 8 provided via both Shelbourne Street and Hazelton Drive. The distribution and assignment, as illustrated in Figure 4, reflect this internal road connection.

### Scenic View Development

The Scenic View residential development is located south of Dorsett Drive and will consist of 154 residential units upon full build-out. Access will be provided via connections to Dorsett Drive, with access to the wider network provided via the intersections of Bancroft Drive with Birmingham Drive and Nottingham Avenue. It is noted that 45 single family units were already constructed at the time of the 2012 *Scenic View Subdivision TIS* (and thus also considered in the 2017 traffic counts). The *Scenic View Subdivision TIS* considered the impacts related to the remaining 109 units to be constructed. For the purpose of this study, it has been assumed that these units have yet to be constructed (although it is understood that a portion of the semi-detached units on Birmingham Drive have been built). Full build-out of the remaining units in the Scenic View Subdivision has been assumed by 2025. The distribution and assignment of trips to the road network, as illustrated in Figure 5, reflect the distribution/assignment provided in the *Scenic View Subdivision TIS*.

#### 3.2.3 Background Traffic Volumes

The resulting 2025 and 2030 background traffic volumes are illustrated in Figure 6 and Figure 7 respectively. The background volumes reflect the 2020 volumes, the noted annual background growth rate and the additional traffic volumes associated with the Lionsgate and Scenic View background developments.

### 3.3 FUTURE BACKGROUND TRAFFIC OPERATIONS

The key intersections were again analyzed for each horizon year given the projected background volumes. The results are summarized in Table 4 and Table 5 (detailed worksheets are provided in Appendix D), assuming the existing intersection configurations and timings are maintained.





**Table 4: Intersection Operations – 2025 Background Conditions**

INTERSECTION AND MOVEMENT		CONTROL	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
			Delay	LOS	V/C	Delay	LOS	V/C
Bancroft Drive & Nottingham Ave	NB	stop	12	B	0.03	14	B	0.03
	SB	stop	10	B	0.06	10	B	0.04
Bancroft Drive & Levesque Street	SB	stop	10	B	0.17	10	B	0.18
Kingsway & Levesque Street	EB	signal	16	B	0.48	20	C	0.83
	WB	signal	11	B	0.57	9	A	0.43
	NB	signal	12	B	0.35	14	B	0.16
	overall	signal	13	B	0.61	16	B	0.58

**Table 5: Intersection Operations – 2030 Background Conditions**

INTERSECTION AND MOVEMENT		CONTROL	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
			Delay	LOS	V/C	Delay	LOS	V/C
Bancroft Drive & Nottingham Ave	NB	stop	13	B	0.04	15	B	0.03
	SB	stop	10	B	0.07	10	B	0.05
Bancroft Drive & Levesque Street	SB	stop	10	B	0.19	10	B	0.19
Kingsway & Levesque Street	EB	signal	16	B	0.50	16	B	0.72
	WB	signal	12	B	0.60	9	A	0.41
	NB	signal	12	B	0.38	17	B	0.19
	overall	signal	13	B	0.66	14	B	0.57

As indicated, the key intersections are expected to continue to provide excellent overall operating conditions (LOS B or better) with minor delays through the considered horizon periods given the assumed background traffic volumes.



In consideration of the noted intersection operations, no improvements are required to address the future background conditions.



## 4 Proposed Development

This chapter will provide additional details with respect to the proposed development, including its location, the projected site generated traffic volumes and the assignment of such to the adjacent road network.

### 4.1 SITE LOCATION

The subject site is located on Nottingham Avenue, south of Dorsett Drive, within the City of Greater Sudbury (as per Figure 1). The property is bounded by parkland to the north, Nottingham Avenue to the west and undeveloped land to the south and east.

### 4.2 PROPOSED LAND-USE

The proposed development will consist of a 320-bed long-term care facility. For the purpose of this report, full build-out has been assumed by 2025.

A site plan is provided in Figure 8.

### 4.3 SITE ACCESS & ON-SITE CIRCULATION

As per the site plan, the development will be served by one access point located on Nottingham Avenue. The access will accommodate two-way operations with one lane of travel per direction. As per the *City of Greater Sudbury Zoning By-law 2010-100Z*, the minimum width of an access ramp or driveway accessing a parking area or parking lot shall be 6.0 metres. Similarly, the by-law states that a minimum parking aisle width of 6.0 metres is required where perpendicular parking is provided. As per the site plan, an aisle width of 6.0 metres will be maintained throughout the site.

With respect to emergency vehicle operations, a fire route with a 6.0 metre clear width and a 12.0 metre centre turn radius is required to accommodate the manoeuvring requirements of a typical fire truck. As per the site plan, the internal aisle has a clear width of 6.0 metres (as previously noted) and maintains a centre turn radius of 12.0 metres throughout.

As per the above, the access configuration and internal aisle layout as proposed is considered sufficient with respect to the circulation of site generated traffic and the manoeuvring requirements of typical design vehicles (i.e. passenger vehicles, fire truck, etc.).

### 4.4 PARKING

The parking requirements for the City of Greater Sudbury, as published in the *City of Greater Sudbury Zoning By-law 2010-100Z*, states that a long-term care facility must provide 0.5 spaces



per bed. In considering the City's parking standards, the proposed development requires a total of 160 parking spaces. ( $320 \text{ beds} \times 0.5 = 160$ ).

As per the site plan, the development provides 160 parking spaces, thus satisfying the City's requirements.

#### 4.5 PEDESTRIAN TRAFFIC

The site will provide pedestrian connections to the existing external pedestrian facilities serving the adjacent neighbourhood (i.e. sidewalks on Nottingham Avenue). While the site is expected to generate some pedestrian traffic, it is not expected to be such that would require any improvements to the existing pedestrian network. External pedestrian trips generated by the site will be limited to employee trips and perhaps some visitor trips. Given the nature of a long-term care facility, residents are not expected to be active or independent in their activities to the extent that external pedestrian trips would be generated (pedestrian activities related to residents is likely to remain on the grounds of the facility).

With respect to external pedestrian trips associated with employees or visitors, the site is well served by the existing pedestrian facilities. There are sidewalks on the west side of Nottingham Avenue that connect to Bancroft Drive. Bancroft Drive has pedestrian facilities on both sides of the road by way of an asphalt boulevard/sidewalk on the south side of the road and a concrete sidewalk on the north side of the road. There are curb drops and tactile plates on the northwest and southwest corners of the Bancroft Drive and Nottingham Avenue intersection, providing an unmarked pedestrian crossing for pedestrians seeking to cross Bancroft Drive. In this respect, the pedestrian connections are considered adequate.

To establish whether a signed pedestrian crossover or treatment is required, a pedestrian crossing review would be required to establish both vehicle and pedestrian volumes in the area. Regardless, the anticipated pedestrian volumes to be generated by the subject development are not such that would trigger or require a pedestrian crossing to support the development.

#### 4.6 SITE TRAFFIC

##### 4.6.1 Trip Generation

The number of vehicle trips to be generated by the proposed development has been determined based on type of use, development size, and ITE trip generation rates (as per the *ITE Trip Generation Manual, 10<sup>th</sup> Edition*). Based on the proposed development, trip rates for the *assisted living* (ITE code 254) land use have been applied.

The associated trip rates and trip estimates are provided in Table 6



**Table 6: Trip Estimates – Extendicare LTC Development**

LAND USE	RATE/ ESTIMATE	VARIABLE/ SIZE	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
			In	Out	Total	In	Out	Total
assisted living (ITE 254)	rate	beds	0.12	0.07	0.19	0.10	0.16	0.26
	estimate	320 units	39	22	61	32	52	84

As indicated, the proposed development is expected to generate 61 trips during the weekday AM peak hour and 84 trips during the weekday PM peak hour (total of inbound and outbound trips).

#### 4.6.2 Trip Distribution & Assignment

The distribution of the new trips to be generated by the site to the area road system was based on observed traffic patterns through the study area (as determined from the traffic counts) and the proximity of the site to surrounding development - specifically the downtown area of Sudbury to the west. Based on the above, the following distribution was assumed:

- to/from the west – 85%; and
- to/from the east – 15%.

The assignment of the trips generated by the development to the area road network is based on the trip distribution noted above with consideration given to the expected travel routes. In this respect, it has been assumed that approximately 50% of the trips distributed to/from the east will continue on Bancroft Drive, east of Levesque Street; whereas the remaining 50% will utilize Levesque Street to access Kingsway.

The resulting site generated traffic volumes assigned to the study area road network are illustrated in Figure 9.





## 5 Future Total Conditions

This chapter will address the resulting impacts of the proposed development on the adjacent road system. The following areas are to be addressed:

- operations at the key intersections;
- available sight lines at the proposed site access; and
- improvements to the study area road network, if necessary.

### 5.1 FUTURE TRAFFIC VOLUMES

To assess the impacts of the increased traffic volumes resulting from the proposed development, the site generated traffic was combined with the 2025 and 2030 background traffic volumes. The resulting future total traffic volumes are presented in Figure 10 and Figure 11.

### 5.2 FUTURE TRAFFIC OPERATIONS

The operations of the key intersections were again investigated considering the total traffic volumes for each horizon year. The existing intersection configurations and control have been maintained in the analysis. The signal timings have been optimized where appropriate to ensure efficient operations. The results of the operational review are provided in Table 7 and Table 8 for the key intersections (detailed worksheets are provided in Appendix E).

**Table 7: Intersection Operations – 2025 Total Conditions**

Intersection and Movement		Control	Weekday AM Peak Hour			Weekday PM Peak Hour		
			Delay	LOS	V/C	Delay	LOS	V/C
Bancroft Drive & Nottingham Ave	NB	stop	13	B	0.09	16	C	0.17
	SB	stop	10	B	0.06	10	B	0.04
Bancroft Drive & Levesque Street	SB	stop	10	B	0.18	10	B	0.19
Kingsway & Levesque Street	EB	signal	16	B	0.48	20	C	0.83
	WB	signal	11	B	0.57	9	A	0.43
	NB	signal	12	B	0.35	14	B	0.16
	overall	signal	13	B	0.61	16	B	0.58



**Table 8: Intersection Operations – 2030 Total Conditions**

INTERSECTION AND MOVEMENT		CONTROL	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
			Delay	LOS	V/C	Delay	LOS	V/C
Bancroft Drive & Nottingham Ave	NB	stop	13	B	0.09	17	C	0.19
	SB	stop	10	B	0.07	11	B	0.05
Bancroft Drive & Levesque Street	SB	stop	10	B	0.20	11	B	0.20
Kingsway & Levesque Street	EB	signal	16	B	0.50	16	B	0.72
	WB	signal	12	B	0.60	9	A	0.53
	NB	signal	12	B	0.38	17	B	0.19
	overall	signal	13	B	0.66	14	B	0.57

As indicated, the key subject intersections will continue to provide good overall operations (LOS C or better) with minor delays through the 2030 horizon given the projected total volumes. No intersection improvements or access improvements are required to address the operations under future total conditions.

While the site access operations were not explicitly assessed, the access is anticipated to provide excellent operations given the low volumes on the local road network (i.e. Nottingham Drive) and the relatively low volumes to be generated by the site. Furthermore, as the higher volume intersections of Bancroft Drive with Nottingham Avenue and Levesque Street will provide excellent operations through 2030, it can be inferred that the site access will experience the same given that it will be a low volume intersection.

### 5.3 TURN LANE REQUIREMENTS

Notwithstanding the otherwise good operations provided at the study area intersections, the need for exclusive turn lanes on Bancroft Drive at Nottingham Avenue has been reviewed, considering the following:

- MTO warrants/guidelines for auxiliary turn lanes at unsignalized intersections;
- design speed of 70 km/h (reflective of the 60km/h posted speed limit + 10 km/h); and
- the 2030 background traffic volumes (critical horizon).



### Right Turn Lane

MTO guidelines suggest that an exclusive right turn lane be considered where right turn volumes exceed 60 vehicles per hour and impede the operations of through traffic. Based on the projected volume of eastbound right turning traffic on Bancroft Drive at Nottingham Avenue (in the order of 38 to 43 vehicles per hour), an exclusive right turn lane is not warranted.

### Left Turn Lane

For two-lane undivided highways, MTO warrants for left turn lanes at unsignalized intersections are based on design speed, advancing volume, opposing volume and the percentage of left turns in the approaching volume. Based on the MTO warrant criteria using 5% left turns in the advancing volume and a design speed of 70 km/h, a westbound left turn lane on Bancroft Drive at Nottingham Avenue is not warranted. MTO warrant nomographs are provided in Appendix F. Such is expected as the volume of left turns is relatively minor – less than 10 vehicles per hour.

## 5.4 SIGHT LINE ANALYSIS

The available sight lines at the proposed site access have been reviewed in consideration of the Transportation Association of Canada (TAC) minimum stopping sight distance requirements for a design speed of 60 km/h reflective of the 50 km/h speed limit. The minimum stopping sight distance provides sufficient distance for an approaching motorist to observe a stationary hazard in the road and bring their vehicle to a complete stop prior to the hazard.

The minimum stopping sight distance requirement for a design speed of 60 km/h is 85 metres. The sight lines to/from the north are 100 metres - thus satisfying the minimum requirements. With respect to the sight lines to/from the south, it is noted that Nottingham Avenue terminates as a dead end, thus the sight lines to/from the south have not been considered. Should Nottingham Avenue be extended to the south as part of future development, it is expected that appropriate design requirements will be considered, and the road designed to ensure adequate sight distances.



## 6 Summary

### Proposed Development

This study has addressed the transportation impacts associated with the proposed long-term care development located at Nottingham Avenue within the City of Greater Sudbury. The proposed development will consist of a 320-bed assisted living facility. Upon build-out, the development is expected to generate 61 new trips during the AM peak hour and 84 new trips during the PM peak hour.

### Traffic Operations

In addressing the study area traffic operations, key intersections were analysed under existing conditions (2020) and future (2025 and 2030) horizon periods. The results of the operational analyses indicate that the subject intersections will provide good (LOS C or better) overall conditions through the 2030 horizon under the future total conditions. As such, no intersection improvements are required to support the proposed development.

Given the minimal volumes on Nottingham Avenue at the proposed site, and the limited volumes that the site will generate, excellent traffic operations will be provided at the site access.

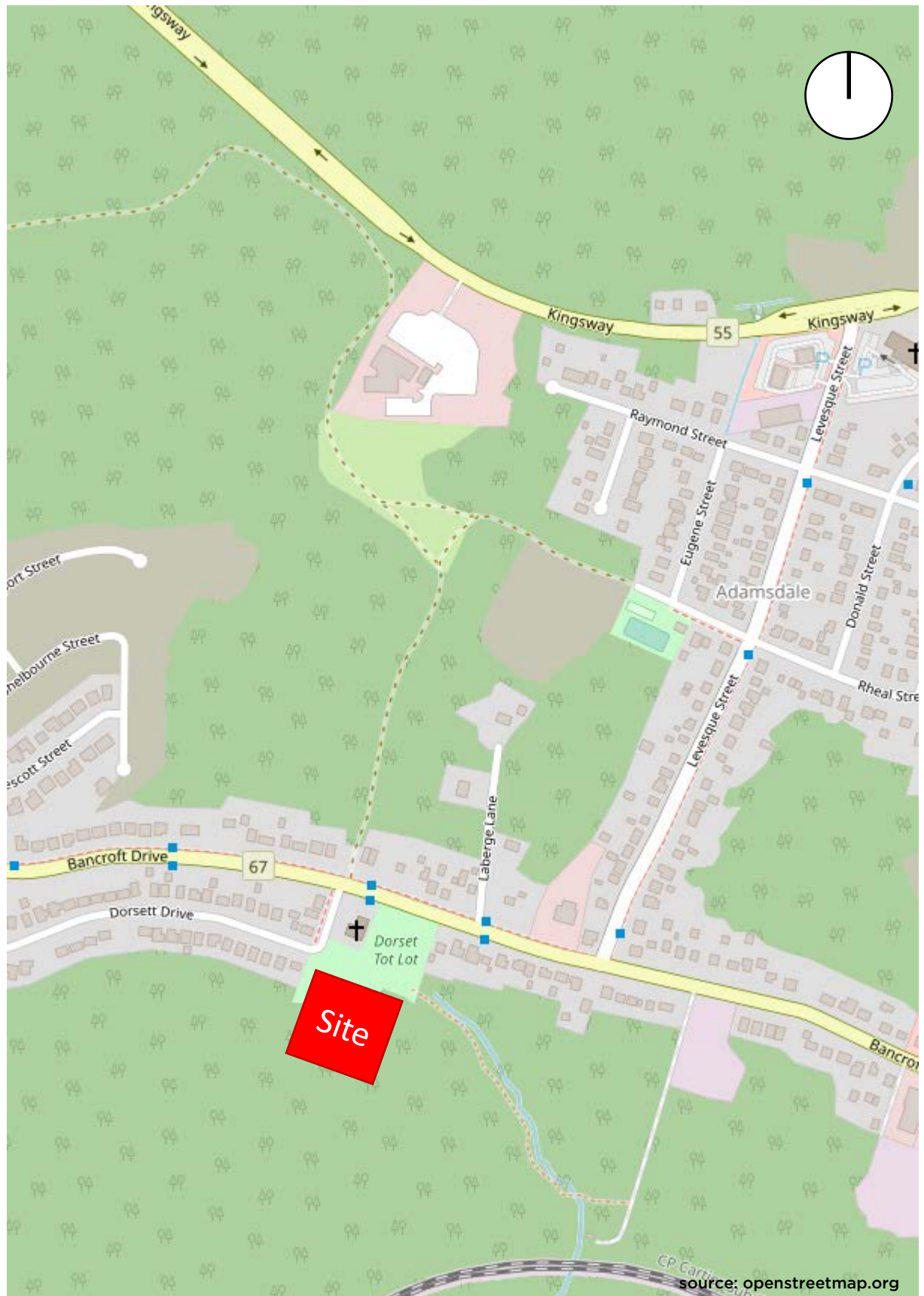
### Turn Lane Requirements

The need for exclusive right and left turn lanes on Bancroft Drive at Nottingham Avenue was reviewed in consideration of MTO guidelines for auxiliary turn lanes at unsignalized intersections. Based on the projected volume of right and left turning vehicles, exclusive turn lanes are not warranted.

### Sight Lines

The available sight lines along Nottingham Avenue at the proposed site access were reviewed and are considered appropriate in consideration of TAC design guidelines for minimum stopping sight distance.



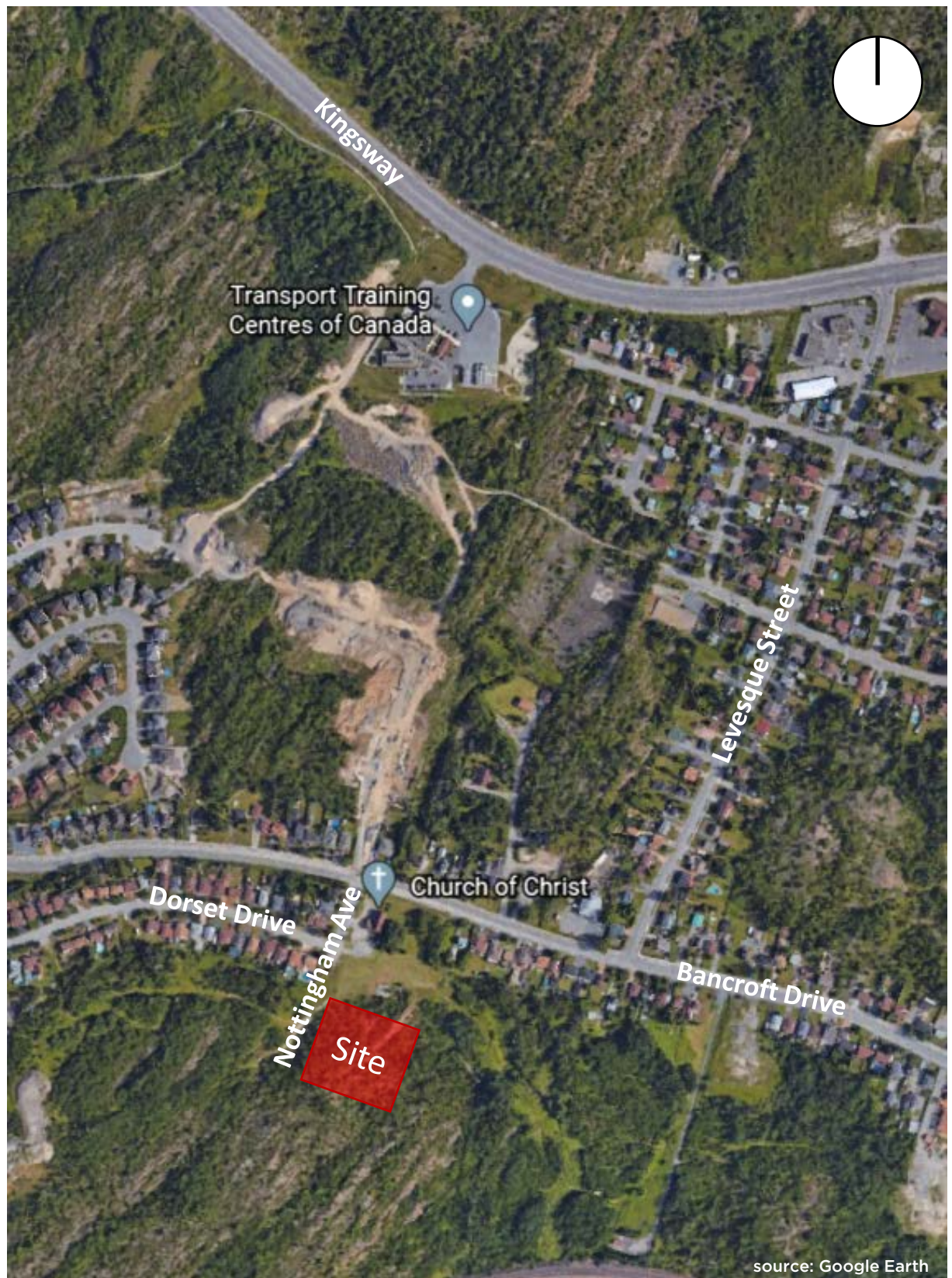


## **Extendicare LTC Development**

Figure 1: Site Location







## Extendicare LTC Development

Figure 2A: Area Road Network







Looking north along Hazelton Drive from Bancroft Drive



Looking south along Nottingham Avenue from Bancroft Drive

## **Extendicare LTC Development**

Figure 2B: Area Road Network





Looking east along Bancroft Drive from Hazelton Drive/Nottingham Avenue



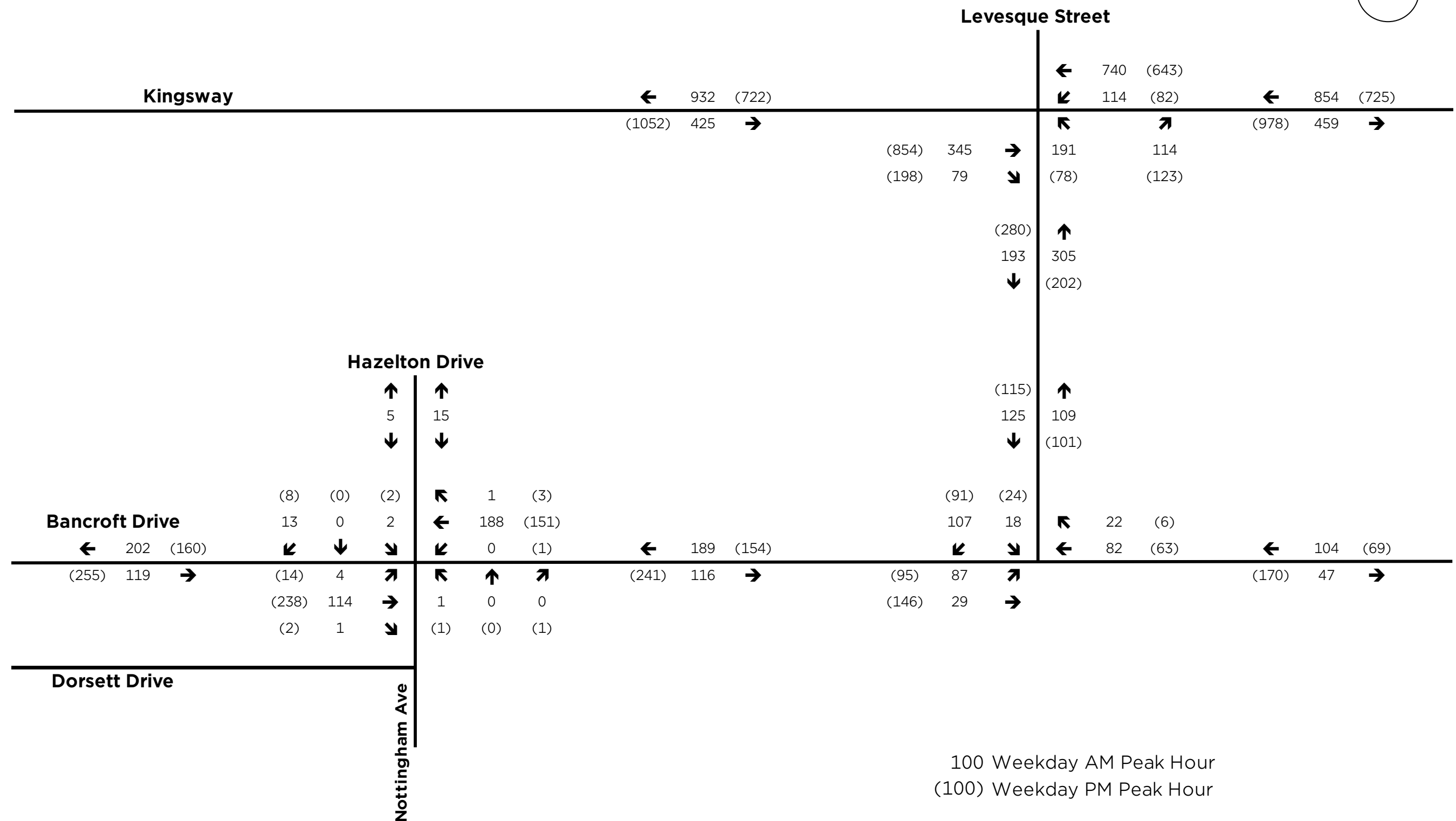
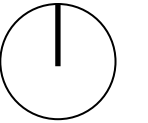
Looking west along Bancroft Drive from Hazelton Drive/Nottingham Avenue

## **Extendicare LTC Development**

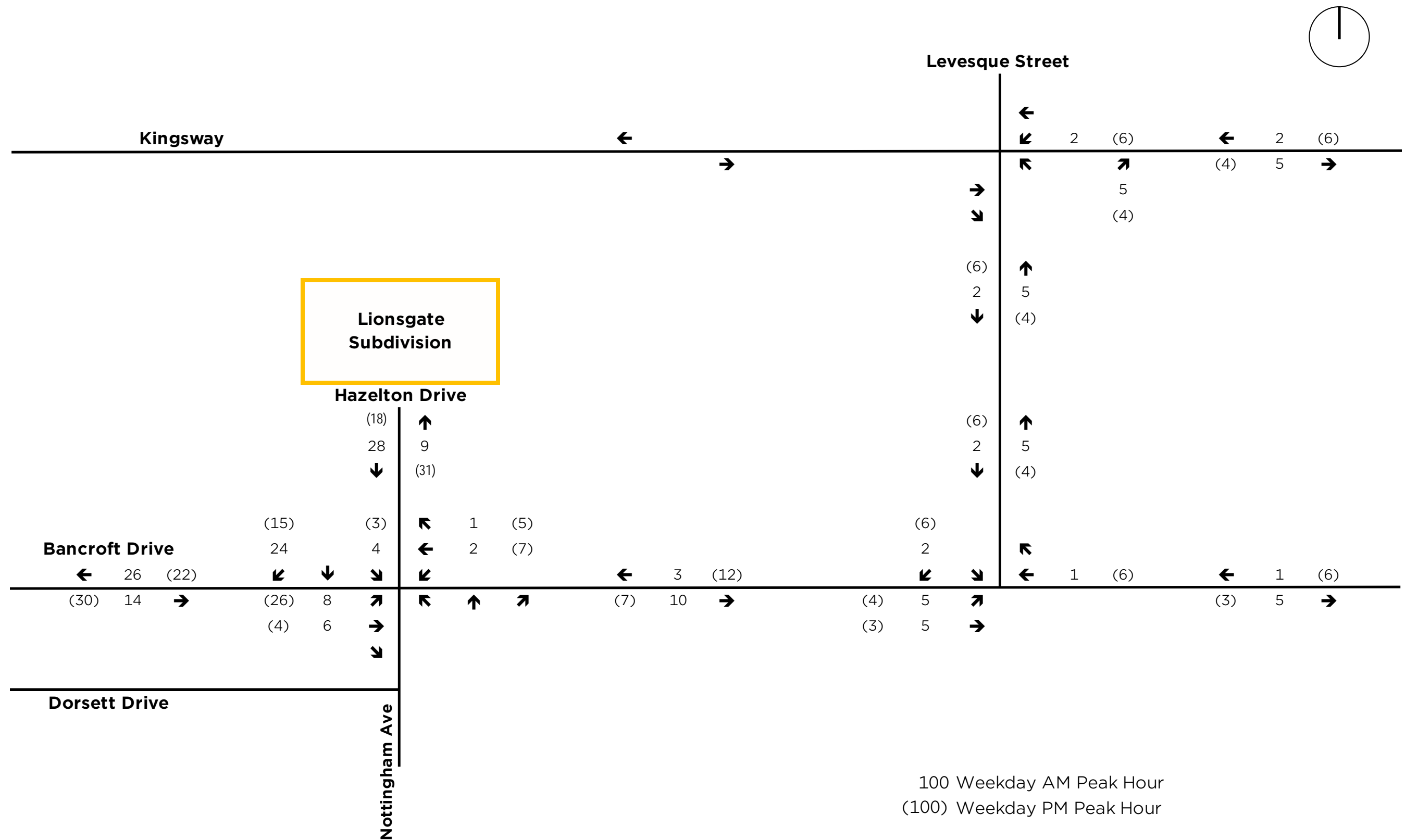
Figure 2C: Area Road Network



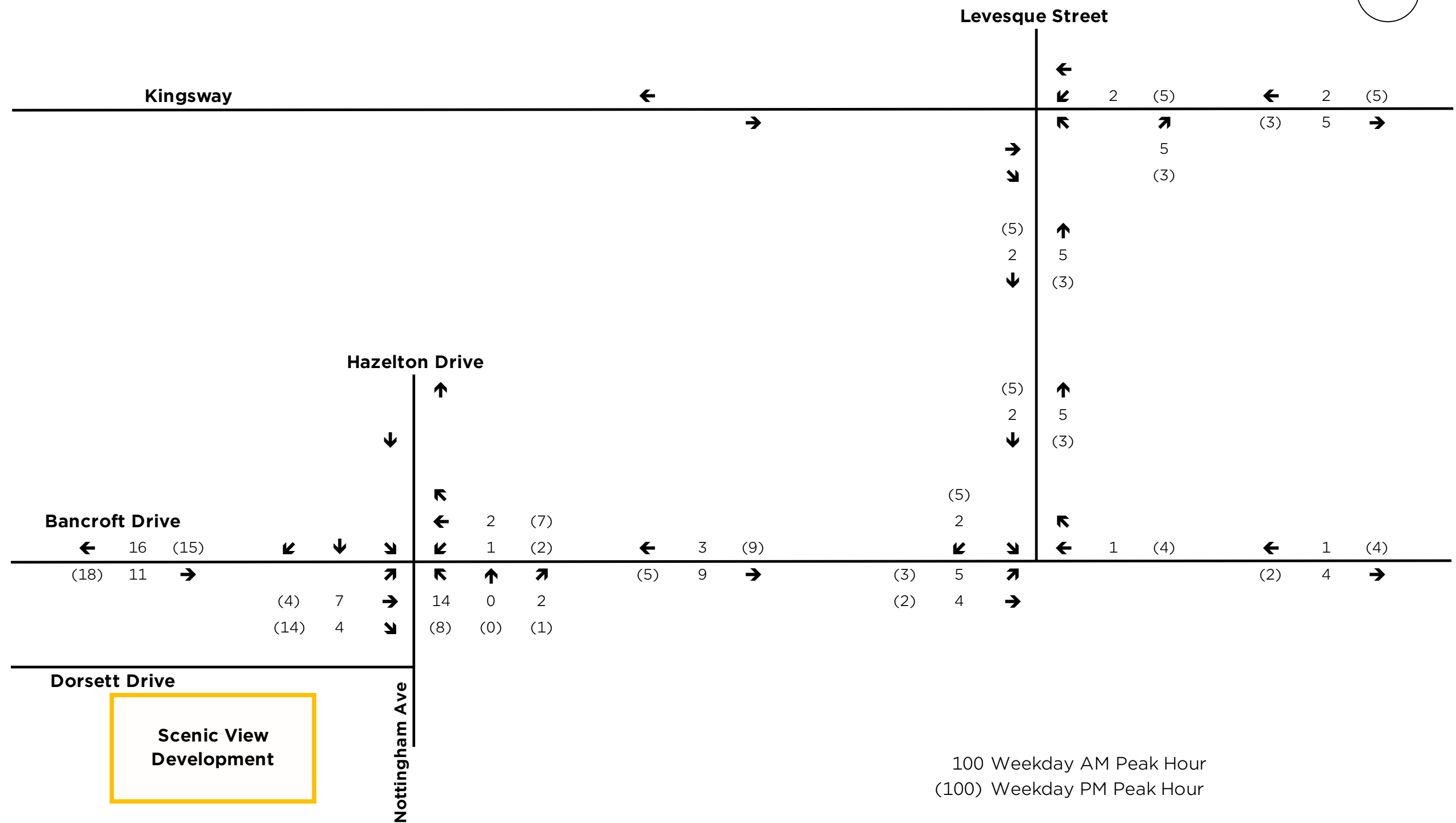
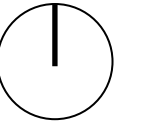




**Extendicare LTC Development**  
Figure 3: 2020 Existing Traffic Volumes



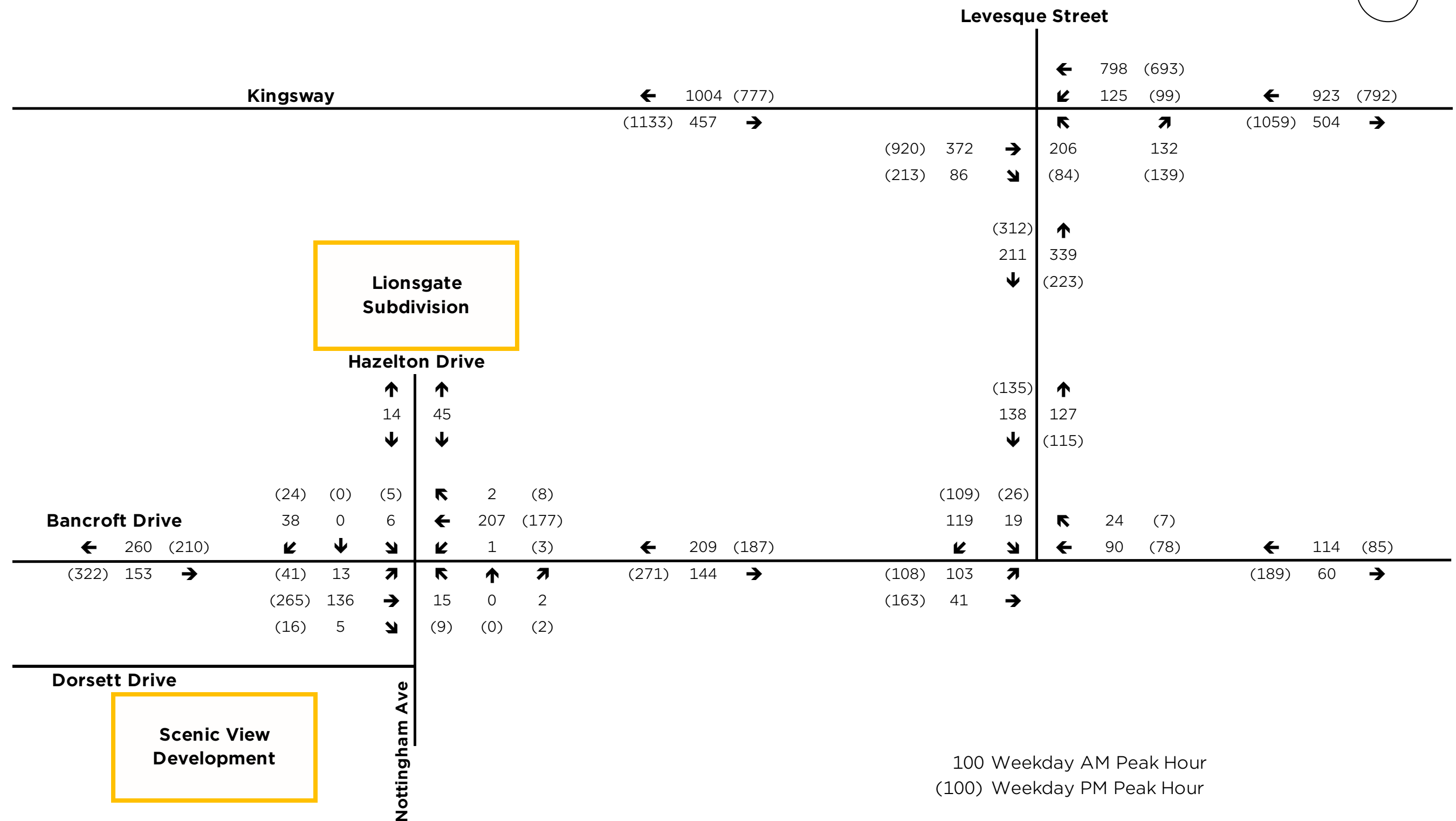
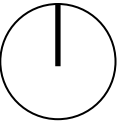


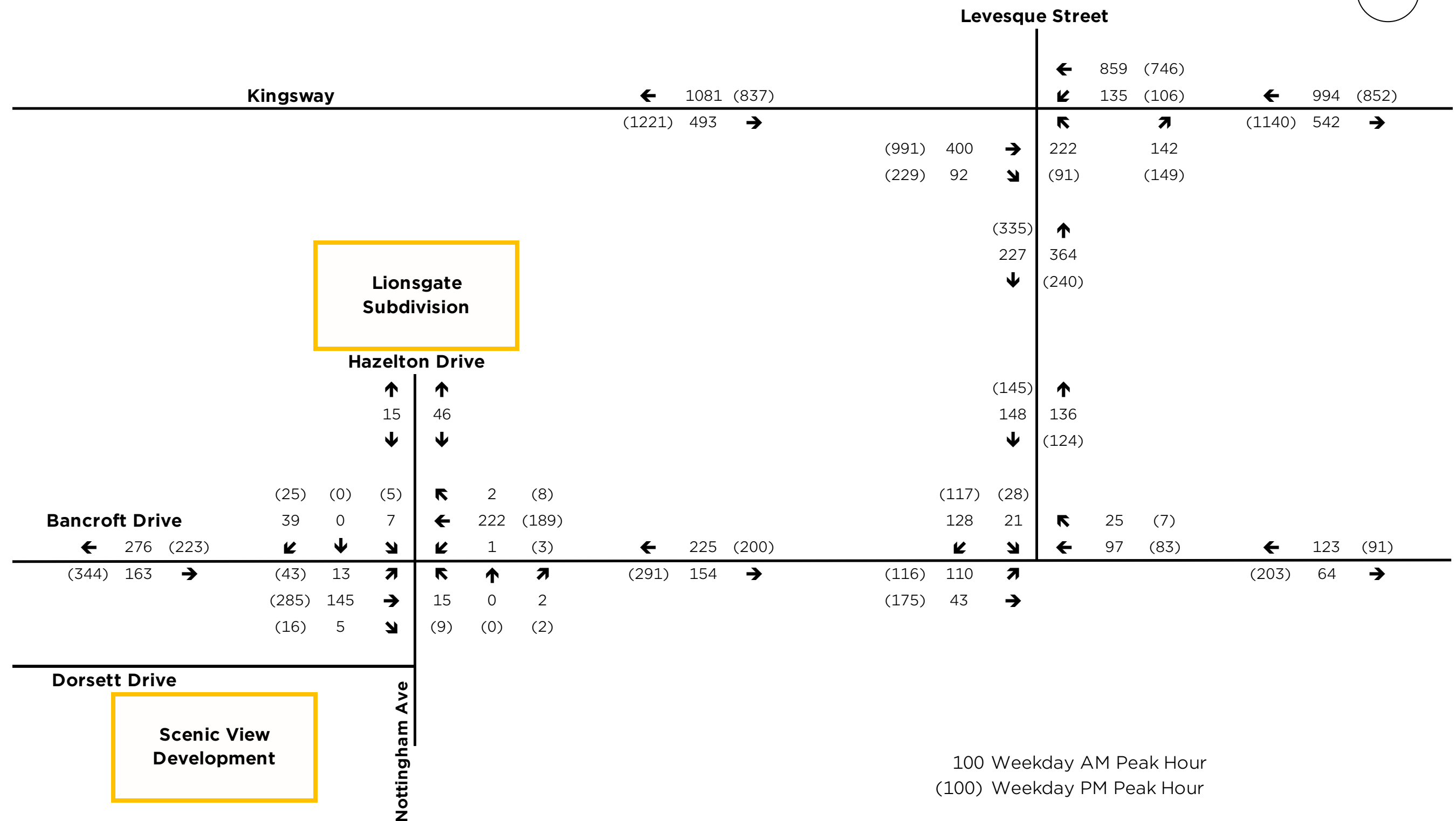
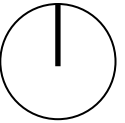


**Extendicare LTC Development**

Figure 5: Background Development Volumes - Scenic View Subdivision







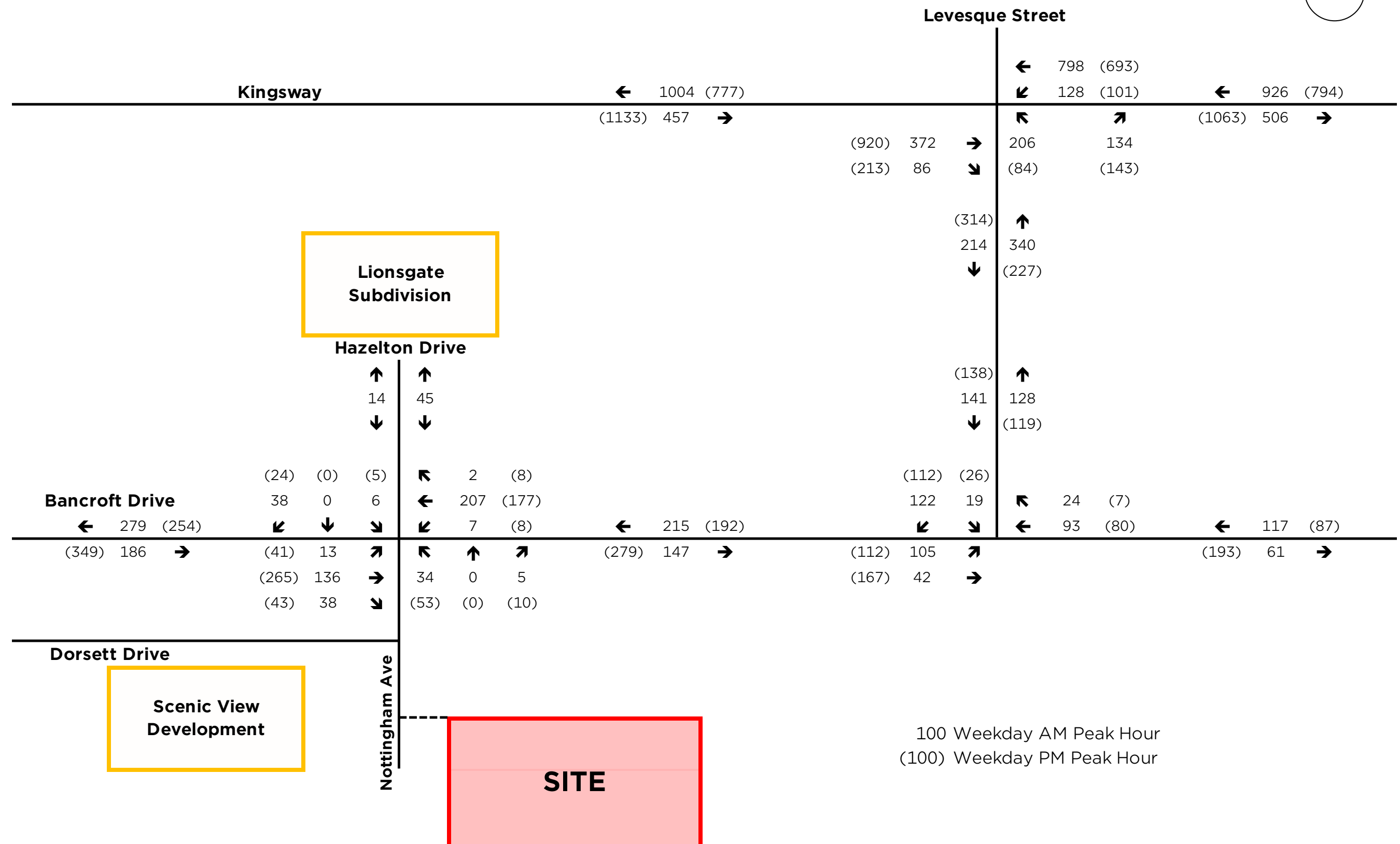
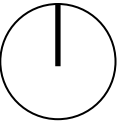


**Extendicare LTC Development**  
Figure 8: Site Plan



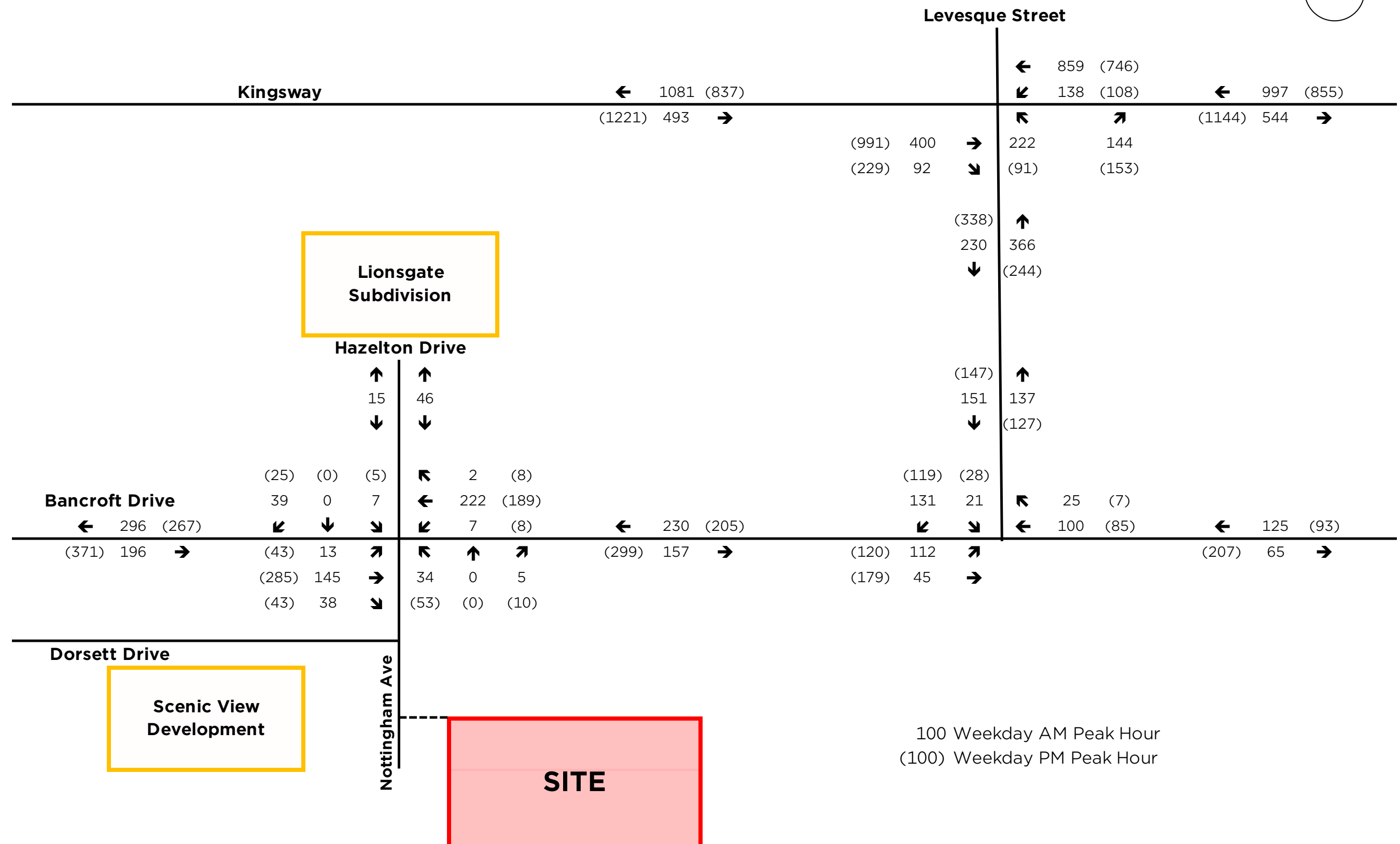
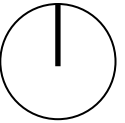


**Extendicare LTC Development**  
Figure 9: Site Traffic



**Extendicare LTC Development**  
Figure 10: 2025 Total Traffic Volumes





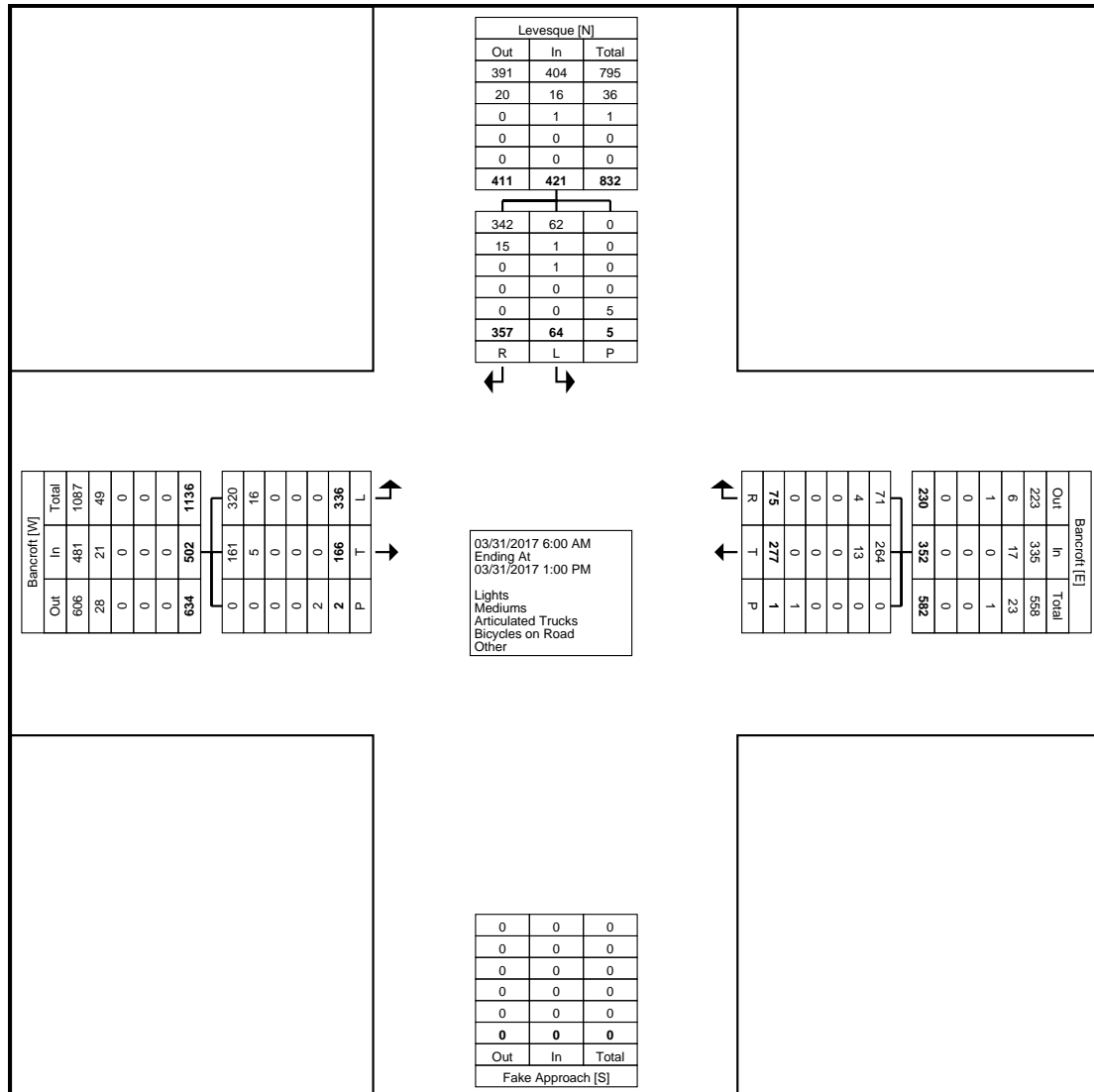
**Extendicare LTC Development**  
Figure 11: 2030 Total Traffic Volumes

## Appendix A: Traffic Counts



## Turning Movement Data

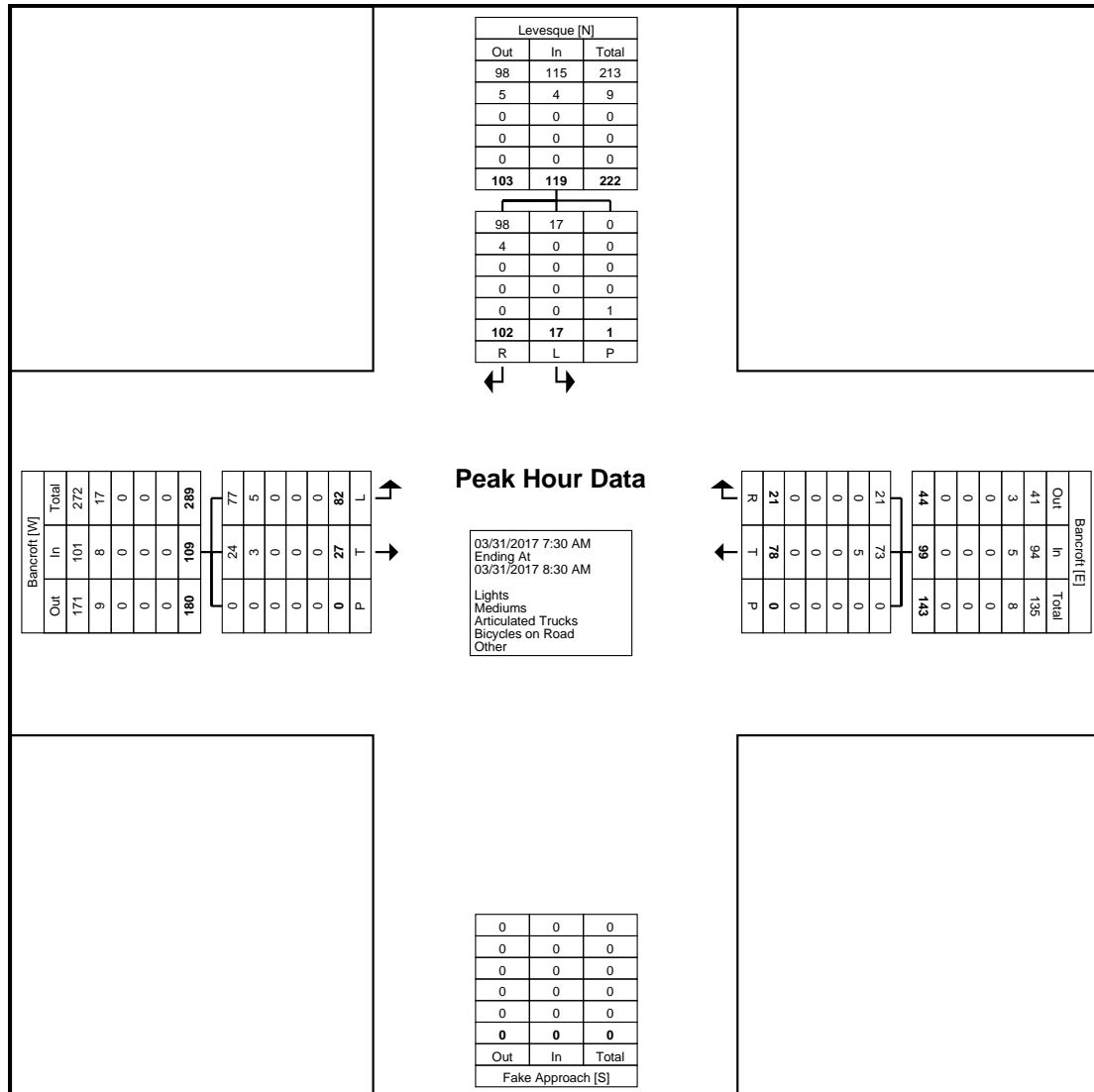
Start Time	Levesque Southbound				Bancroft Westbound				Bancroft Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
6:00 AM	8	0	0	8	1	2	0	3	1	10	0	11	22
6:15 AM	5	0	0	5	2	5	0	7	2	5	0	7	19
6:30 AM	13	2	0	15	5	17	0	22	3	11	0	14	51
6:45 AM	18	5	0	23	9	11	0	20	8	15	0	23	66
Hourly Total	44	7	0	51	17	35	0	52	14	41	0	55	158
7:00 AM	24	2	0	26	6	19	0	25	6	18	0	24	75
7:15 AM	19	1	4	20	2	25	0	27	9	24	0	33	80
7:30 AM	26	3	0	29	6	21	0	27	7	28	0	35	91
7:45 AM	25	7	1	32	6	12	0	18	9	21	0	30	80
Hourly Total	94	13	5	107	20	77	0	97	31	91	0	122	326
8:00 AM	22	3	0	25	6	22	0	28	7	12	0	19	72
8:15 AM	29	4	0	33	3	23	0	26	4	21	0	25	84
8:30 AM	18	5	0	23	4	20	0	24	7	23	0	30	77
8:45 AM	25	8	0	33	1	17	0	18	8	23	0	31	82
Hourly Total	94	20	0	114	14	82	0	96	26	79	0	105	315
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	10	4	0	14	3	8	0	11	13	14	0	27	52
11:15 AM	17	2	0	19	5	13	0	18	17	16	0	33	70
11:30 AM	13	3	0	16	3	11	0	14	9	17	0	26	56
11:45 AM	16	2	0	18	4	12	1	16	13	15	1	28	62
Hourly Total	56	11	0	67	15	44	1	59	52	62	1	114	240
12:00 PM	18	2	0	20	0	6	0	6	10	15	0	25	51
12:15 PM	15	3	0	18	2	10	0	12	7	14	1	21	51
12:30 PM	16	2	0	18	2	12	0	14	10	18	0	28	60
12:45 PM	20	6	0	26	5	11	0	16	16	16	0	32	74
Hourly Total	69	13	0	82	9	39	0	48	43	63	1	106	236
Grand Total	357	64	5	421	75	277	1	352	166	336	2	502	1275
Approach %	84.8	15.2	-	-	21.3	78.7	-	-	33.1	66.9	-	-	-
Total %	28.0	5.0	-	33.0	5.9	21.7	-	27.6	13.0	26.4	-	39.4	-
Lights	342	62	-	404	71	264	-	335	161	320	-	481	1220
% Lights	95.8	96.9	-	96.0	94.7	95.3	-	95.2	97.0	95.2	-	95.8	95.7
Mediums	15	1	-	16	4	13	-	17	5	16	-	21	54
% Mediums	4.2	1.6	-	3.8	5.3	4.7	-	4.8	3.0	4.8	-	4.2	4.2
Articulated Trucks	0	1	-	1	0	0	-	0	0	0	-	0	1
% Articulated Trucks	0.0	1.6	-	0.2	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	-	0	0	0	-	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	0.0	-	-	-	0.0	-	-
Pedestrians	-	-	5	-	-	-	1	-	-	-	2	-	-
% Pedestrians	-	-	100.0	-	-	-	100.0	-	-	-	100.0	-	-



Turning Movement Data Plot

### Turning Movement Peak Hour Data (7:30 AM)

Start Time	Levesque Southbound				Bancroft Westbound				Bancroft Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
7:30 AM	26	3	0	29	6	21	0	27	7	28	0	35	91
7:45 AM	25	7	1	32	6	12	0	18	9	21	0	30	80
8:00 AM	22	3	0	25	6	22	0	28	7	12	0	19	72
8:15 AM	29	4	0	33	3	23	0	26	4	21	0	25	84
Total	102	17	1	119	21	78	0	99	27	82	0	109	327
Approach %	85.7	14.3	-	-	21.2	78.8	-	-	24.8	75.2	-	-	-
Total %	31.2	5.2	-	36.4	6.4	23.9	-	30.3	8.3	25.1	-	33.3	-
PHF	0.879	0.607	-	0.902	0.875	0.848	-	0.884	0.750	0.732	-	0.779	0.898
Lights	98	17	-	115	21	73	-	94	24	77	-	101	310
% Lights	96.1	100.0	-	96.6	100.0	93.6	-	94.9	88.9	93.9	-	92.7	94.8
Mediums	4	0	-	4	0	5	-	5	3	5	-	8	17
% Mediums	3.9	0.0	-	3.4	0.0	6.4	-	5.1	11.1	6.1	-	7.3	5.2
Articulated Trucks	0	0	-	0	0	0	-	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	-	0	0	0	-	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	1	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-	-	-	-	-

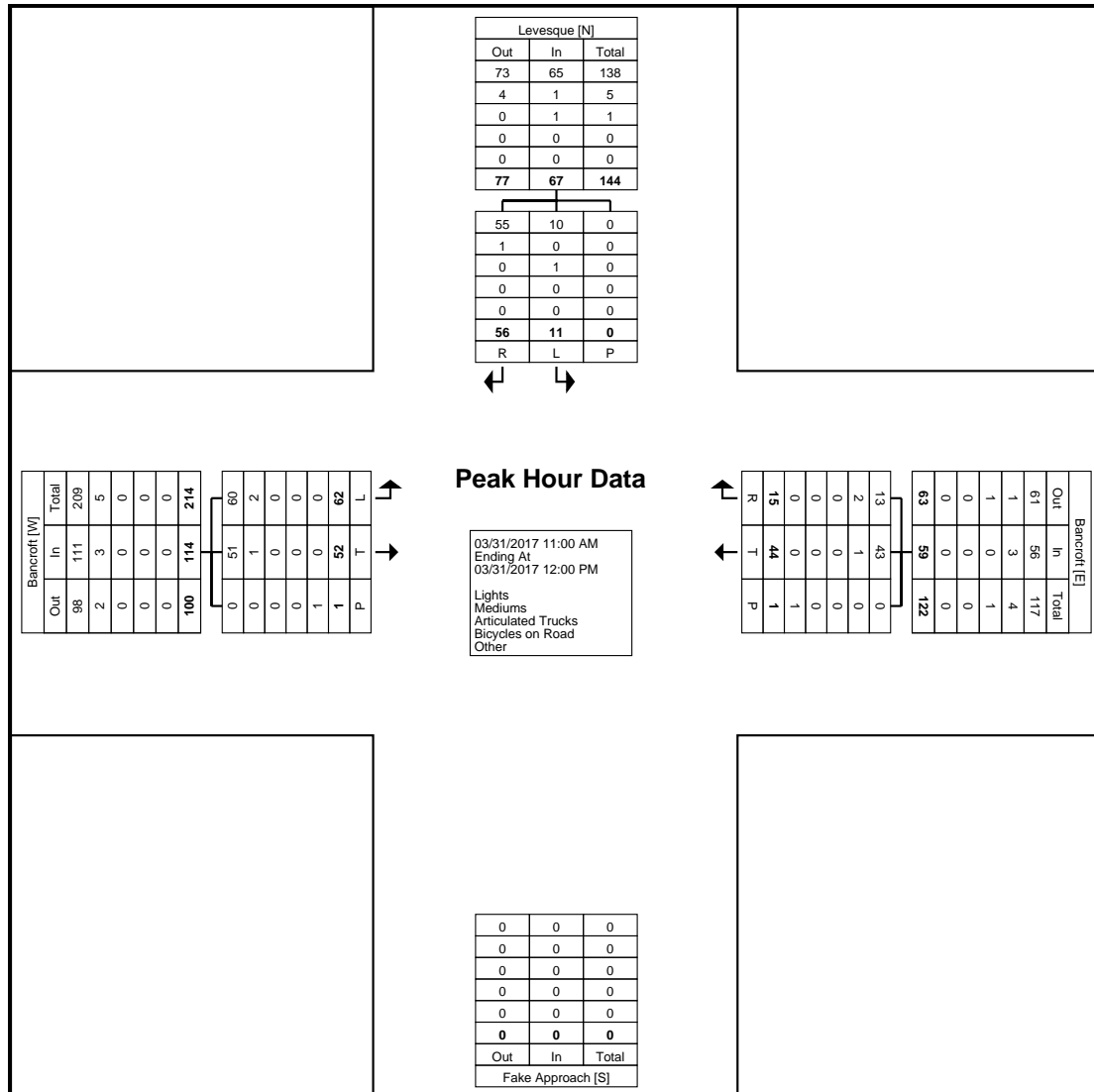


Turning Movement Peak Hour Data Plot (7:30 AM)

### Turning Movement Peak Hour Data (11:00 AM)

Start Time	Levesque Southbound				Bancroft Westbound				Bancroft Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
11:00 AM	10	4	0	14	3	8	0	11	13	14	0	27	52
11:15 AM	17	2	0	19	5	13	0	18	17	16	0	33	70
11:30 AM	13	3	0	16	3	11	0	14	9	17	0	26	56
11:45 AM	16	2	0	18	4	12	1	16	13	15	1	28	62
Total	56	11	0	67	15	44	1	59	52	62	1	114	240
Approach %	83.6	16.4	-	-	25.4	74.6	-	-	45.6	54.4	-	-	-
Total %	23.3	4.6	-	27.9	6.3	18.3	-	24.6	21.7	25.8	-	47.5	-
PHF	0.824	0.688	-	0.882	0.750	0.846	-	0.819	0.765	0.912	-	0.864	0.857
Lights	55	10	-	65	13	43	-	56	51	60	-	111	232
% Lights	98.2	90.9	-	97.0	86.7	97.7	-	94.9	98.1	96.8	-	97.4	96.7
Mediums	1	0	-	1	2	1	-	3	1	2	-	3	7
% Mediums	1.8	0.0	-	1.5	13.3	2.3	-	5.1	1.9	3.2	-	2.6	2.9
Articulated Trucks	0	1	-	1	0	0	-	0	0	0	-	0	1
% Articulated Trucks	0.0	9.1	-	1.5	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	-	0	0	0	-	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	0.0	-	-	-	0.0	-	-
Pedestrians	-	-	0	-	-	-	1	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	100.0	-	-	-	100.0	-	-

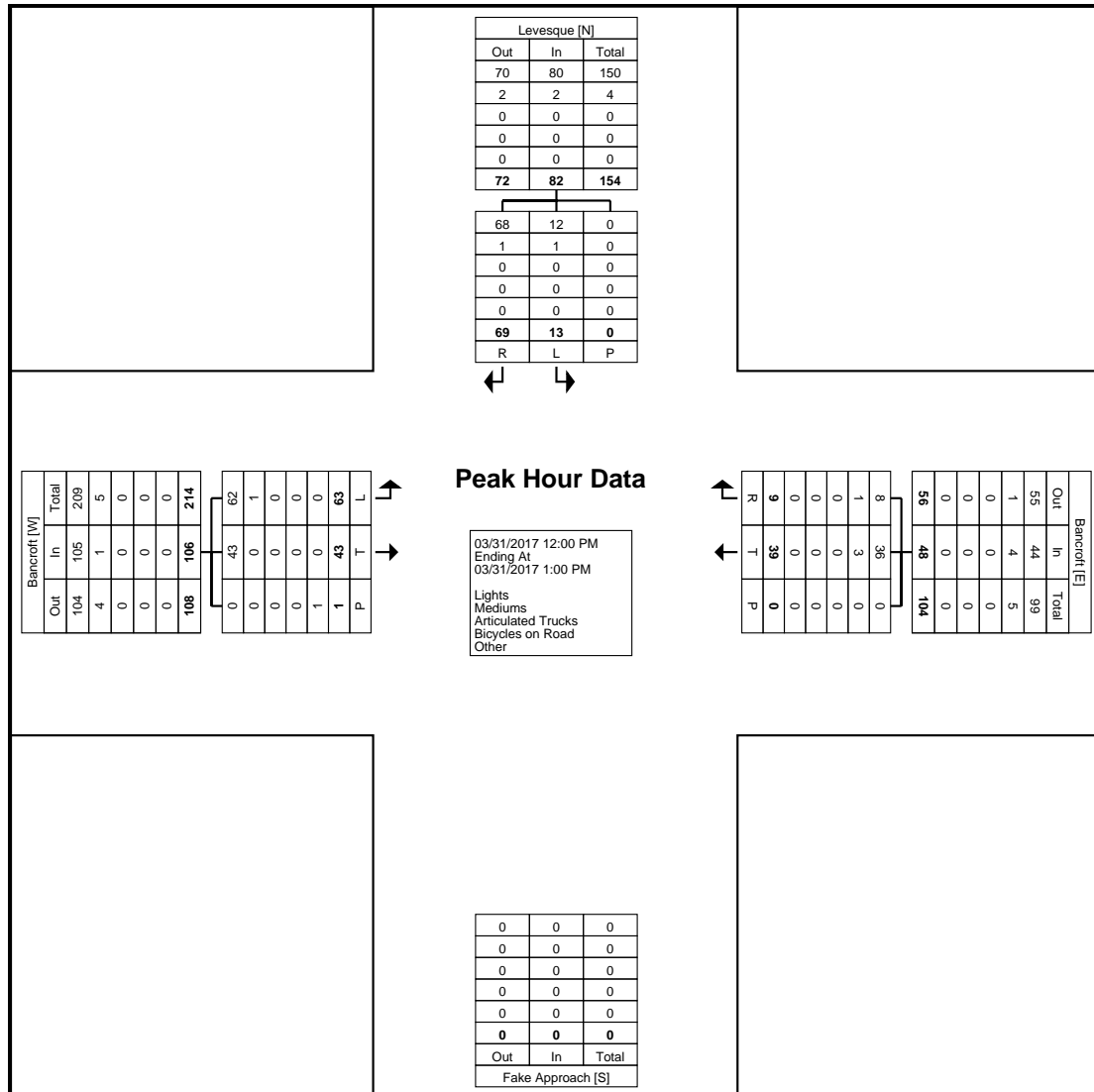




Turning Movement Peak Hour Data Plot (11:00 AM)

### Turning Movement Peak Hour Data (12:00 PM)

Start Time	Levesque Southbound				Bancroft Westbound				Bancroft Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
12:00 PM	18	2	0	20	0	6	0	6	10	15	0	25	51
12:15 PM	15	3	0	18	2	10	0	12	7	14	1	21	51
12:30 PM	16	2	0	18	2	12	0	14	10	18	0	28	60
12:45 PM	20	6	0	26	5	11	0	16	16	16	0	32	74
Total	69	13	0	82	9	39	0	48	43	63	1	106	236
Approach %	84.1	15.9	-	-	18.8	81.3	-	-	40.6	59.4	-	-	-
Total %	29.2	5.5	-	34.7	3.8	16.5	-	20.3	18.2	26.7	-	44.9	-
PHF	0.863	0.542	-	0.788	0.450	0.813	-	0.750	0.672	0.875	-	0.828	0.797
Lights	68	12	-	80	8	36	-	44	43	62	-	105	229
% Lights	98.6	92.3	-	97.6	88.9	92.3	-	91.7	100.0	98.4	-	99.1	97.0
Mediums	1	1	-	2	1	3	-	4	0	1	-	1	7
% Mediums	1.4	7.7	-	2.4	11.1	7.7	-	8.3	0.0	1.6	-	0.9	3.0
Articulated Trucks	0	0	-	0	0	0	-	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	-	0	0	0	-	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	0	-	-	-	0	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (12:00 PM)



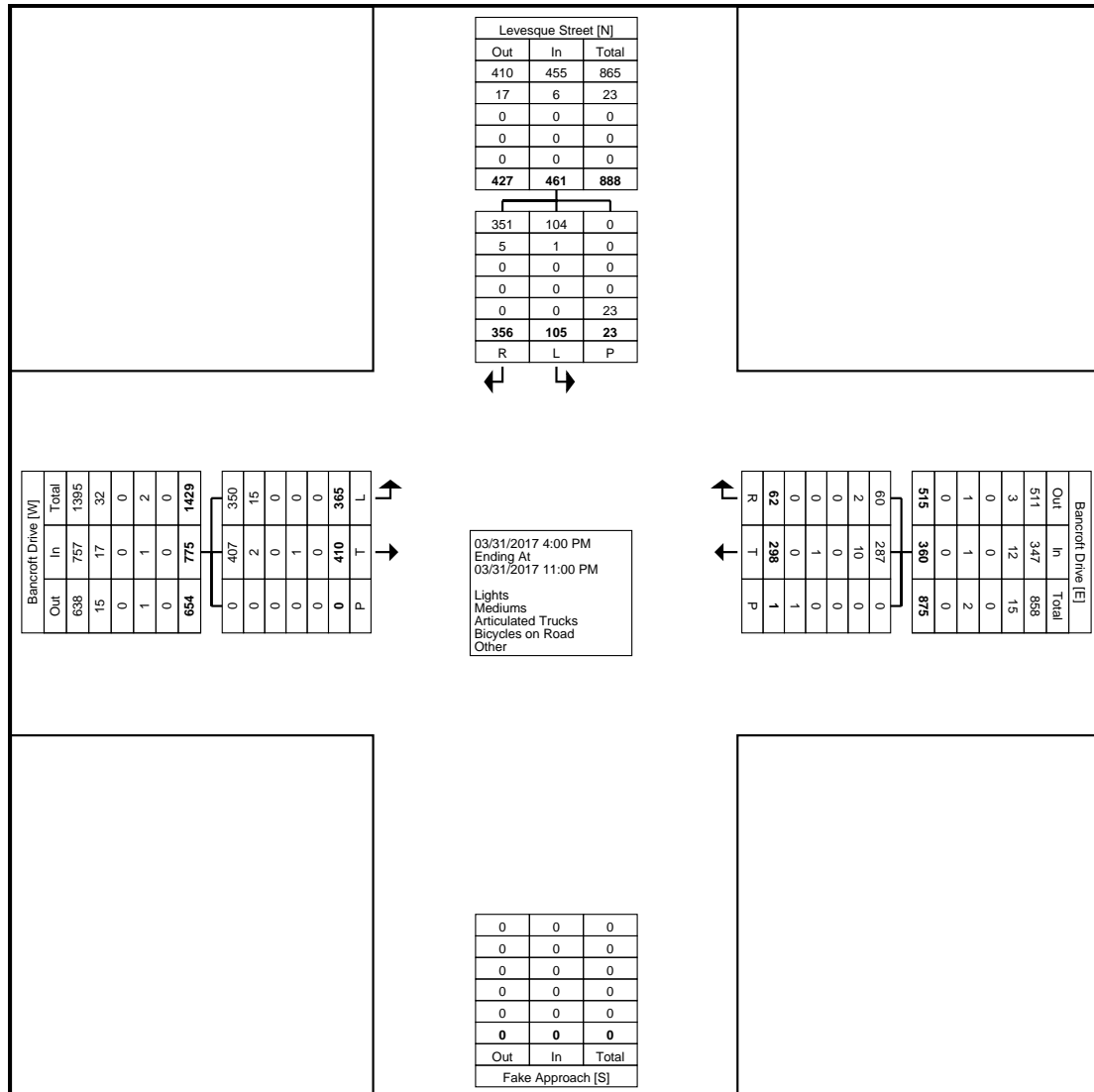
Traffic and Transportation Engineering Services  
1800 Frobisher Street  
PO Box 5000, STN A  
Sudbury, Ontario, Canada P3A 5P3  
705-674-4455

Count Name: Bancroft @  
Levesque  
Site Code: 00855103  
Start Date: 03/31/2017  
Page No: 9

## Turning Movement Data

Start Time	Levesque Street Southbound				Bancroft Drive Westbound				Bancroft Drive Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
4:00 PM	19	2	0	21	5	23	0	28	30	23	0	53	102
4:15 PM	19	6	0	25	4	10	0	14	29	24	0	53	92
4:30 PM	15	3	0	18	1	13	0	14	30	18	0	48	80
4:45 PM	28	7	2	35	3	14	0	17	36	25	0	61	113
Hourly Total	81	18	2	99	13	60	0	73	125	90	0	215	387
5:00 PM	22	6	0	28	1	15	1	16	27	18	0	45	89
5:15 PM	21	7	1	28	1	17	0	18	46	29	0	75	121
5:30 PM	18	3	0	21	3	12	0	15	20	16	0	36	72
5:45 PM	11	2	1	13	2	14	0	16	15	15	0	30	59
Hourly Total	72	18	2	90	7	58	1	65	108	78	0	186	341
6:00 PM	16	3	0	19	1	21	0	22	15	23	0	38	79
6:15 PM	17	5	0	22	4	8	0	12	12	12	0	24	58
6:30 PM	20	5	0	25	5	17	0	22	18	17	0	35	82
6:45 PM	10	3	3	13	2	12	0	14	14	13	0	27	54
Hourly Total	63	16	3	79	12	58	0	70	59	65	0	124	273
7:00 PM	15	9	5	24	4	8	0	12	13	14	0	27	63
7:15 PM	9	5	1	14	5	5	0	10	9	11	0	20	44
7:30 PM	6	4	0	10	1	11	0	12	15	17	0	32	54
7:45 PM	14	1	0	15	2	16	0	18	6	6	0	12	45
Hourly Total	44	19	6	63	12	40	0	52	43	48	0	91	206
8:00 PM	9	4	1	13	2	9	0	11	10	10	0	20	44
8:15 PM	8	4	0	12	3	7	0	10	6	8	0	14	36
8:30 PM	10	7	4	17	1	9	0	10	11	7	0	18	45
8:45 PM	10	2	0	12	2	10	0	12	11	14	0	25	49
Hourly Total	37	17	5	54	8	35	0	43	38	39	0	77	174
9:00 PM	12	3	5	15	3	11	0	14	8	4	0	12	41
9:15 PM	8	3	0	11	1	4	0	5	4	8	0	12	28
9:30 PM	10	2	0	12	1	8	0	9	3	8	0	11	32
9:45 PM	4	4	0	8	1	3	0	4	2	5	0	7	19
Hourly Total	34	12	5	46	6	26	0	32	17	25	0	42	120
10:00 PM	9	0	0	9	1	5	0	6	7	2	0	9	24
10:15 PM	0	2	0	2	1	4	0	5	6	6	0	12	19
10:30 PM	8	2	0	10	1	6	0	7	3	4	0	7	24
10:45 PM	8	1	0	9	1	6	0	7	4	8	0	12	28
Hourly Total	25	5	0	30	4	21	0	25	20	20	0	40	95
Grand Total	356	105	23	461	62	298	1	360	410	365	0	775	1596
Approach %	77.2	22.8	-	-	17.2	82.8	-	-	52.9	47.1	-	-	-
Total %	22.3	6.6	-	28.9	3.9	18.7	-	22.6	25.7	22.9	-	48.6	-
Lights	351	104	-	455	60	287	-	347	407	350	-	757	1559
% Lights	98.6	99.0	-	98.7	96.8	96.3	-	96.4	99.3	95.9	-	97.7	97.7
Mediums	5	1	-	6	2	10	-	12	2	15	-	17	35
% Mediums	1.4	1.0	-	1.3	3.2	3.4	-	3.3	0.5	4.1	-	2.2	2.2
Articulated Trucks	0	0	-	0	0	0	-	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	-	0	0	1	-	1	1	0	-	1	2
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.3	-	0.3	0.2	0.0	-	0.1	0.1
Bicycles on Crosswalk	-	-	4	-	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	17.4	-	-	-	0.0	-	-	-	-	-	-
Pedestrians	-	-	19	-	-	-	1	-	-	-	0	-	-
% Pedestrians	-	-	82.6	-	-	-	100.0	-	-	-	-	-	-

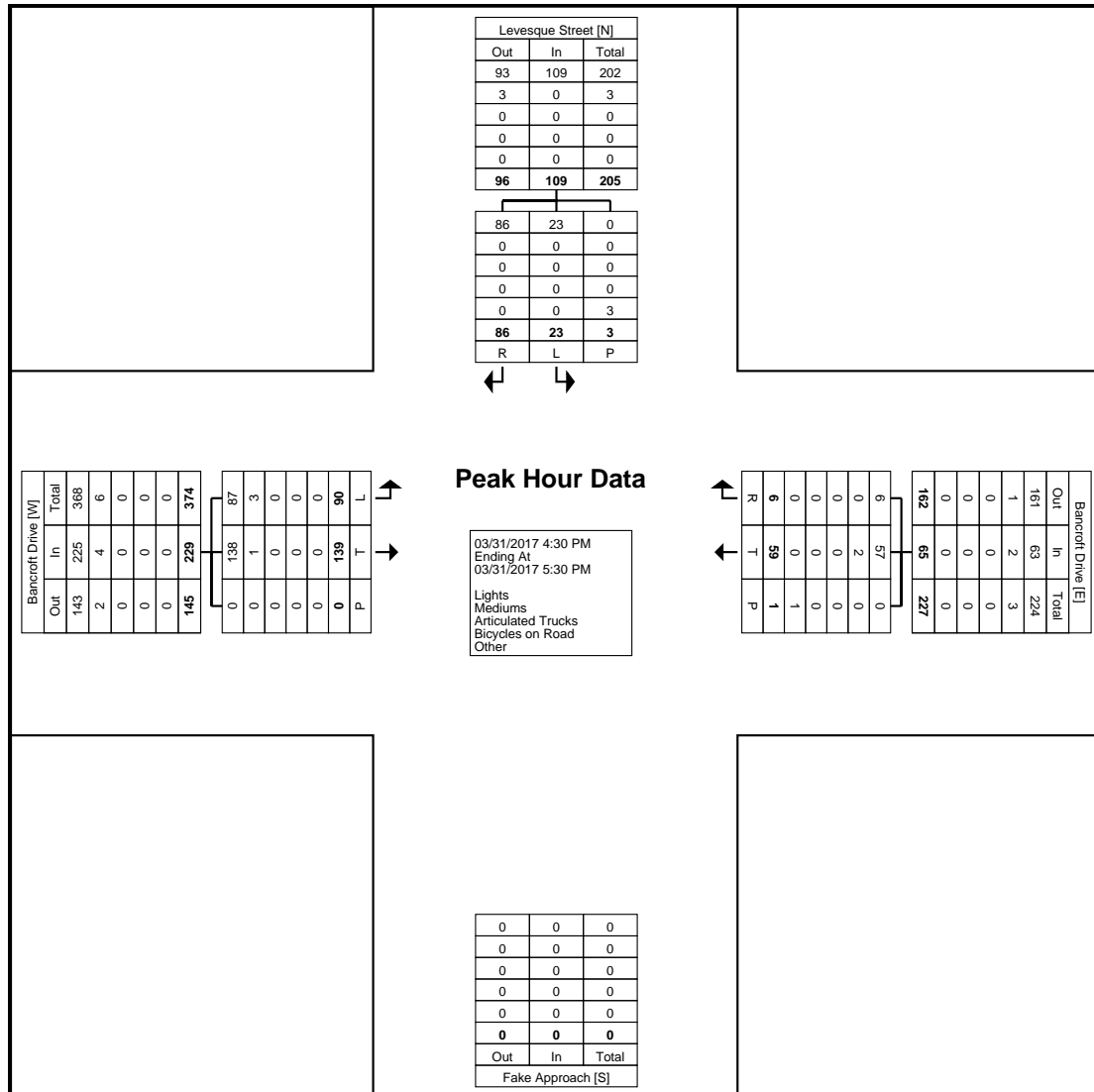




Turning Movement Data Plot

### Turning Movement Peak Hour Data (4:30 PM)

Start Time	Levesque Street Southbound				Bancroft Drive Westbound				Bancroft Drive Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
4:30 PM	15	3	0	18	1	13	0	14	30	18	0	48	80
4:45 PM	28	7	2	35	3	14	0	17	36	25	0	61	113
5:00 PM	22	6	0	28	1	15	1	16	27	18	0	45	89
5:15 PM	21	7	1	28	1	17	0	18	46	29	0	75	121
Total	86	23	3	109	6	59	1	65	139	90	0	229	403
Approach %	78.9	21.1	-	-	9.2	90.8	-	-	60.7	39.3	-	-	-
Total %	21.3	5.7	-	27.0	1.5	14.6	-	16.1	34.5	22.3	-	56.8	-
PHF	0.768	0.821	-	0.779	0.500	0.868	-	0.903	0.755	0.776	-	0.763	0.833
Lights	86	23	-	109	6	57	-	63	138	87	-	225	397
% Lights	100.0	100.0	-	100.0	100.0	96.6	-	96.9	99.3	96.7	-	98.3	98.5
Mediums	0	0	-	0	0	2	-	2	1	3	-	4	6
% Mediums	0.0	0.0	-	0.0	0.0	3.4	-	3.1	0.7	3.3	-	1.7	1.5
Articulated Trucks	0	0	-	0	0	0	-	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	-	0	0	0	-	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	0.0	-	-	-	-	-	-
Pedestrians	-	-	3	-	-	-	1	-	-	-	0	-	-
% Pedestrians	-	-	100.0	-	-	-	100.0	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (4:30 PM)



Traffic and Transportation Engineering Services  
1800 Frobisher Street  
PO Box 5000, STN A  
Sudbury, Ontario, Canada P3A 5P3  
705-674-4455

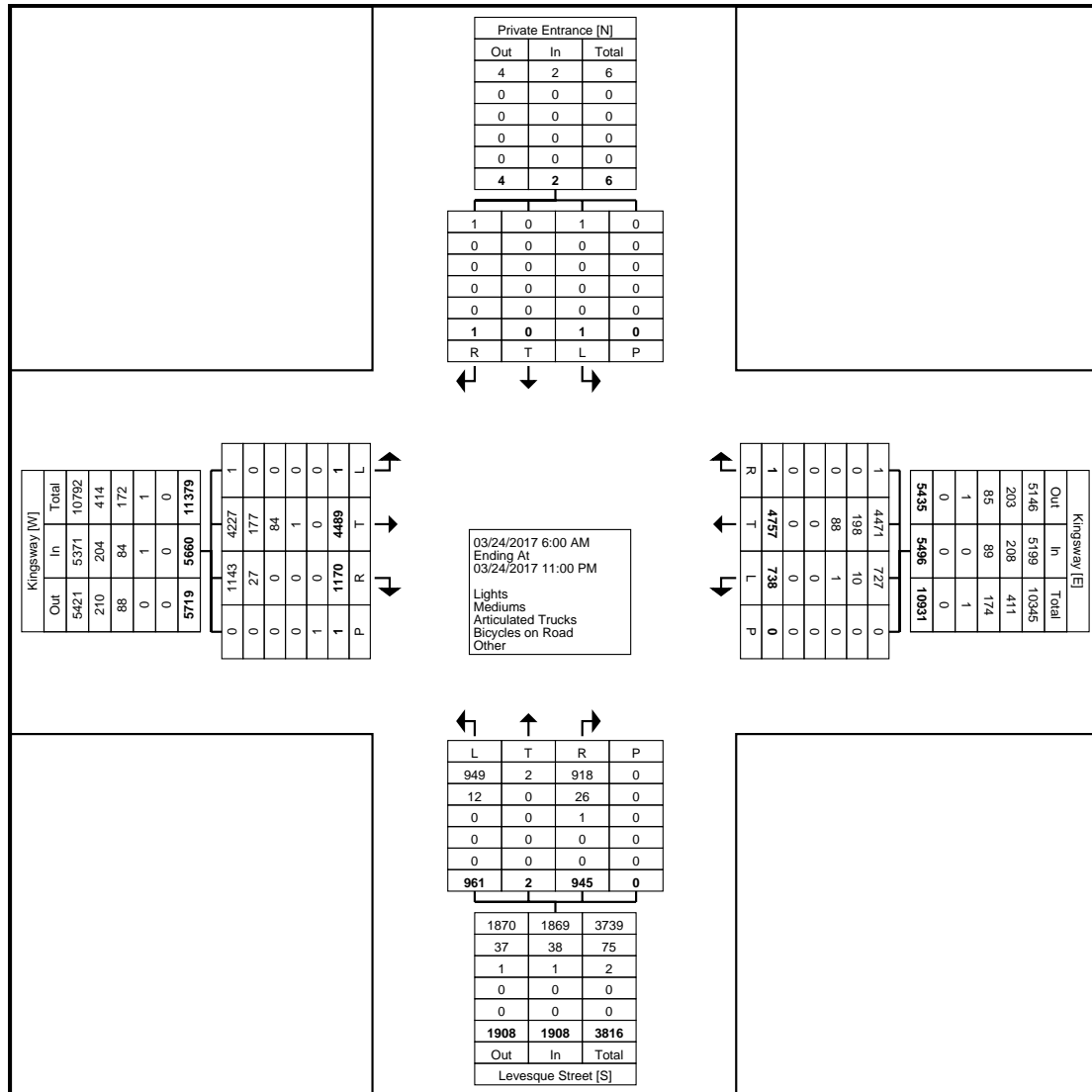
Count Name: Bancroft Drive @  
Levesque Street  
Site Code: 00855103  
Start Date: 03/31/2017  
Page No: 5

## Turning Movement Data

Start Time	Private Entrance Southbound					Kingsway Westbound					Levesque Street Northbound					Kingsway Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	33	15	0	48	10	0	12	0	22	9	20	0	0	29	99
6:15 AM	0	0	0	0	0	0	41	19	0	60	10	0	20	0	30	11	27	0	0	38	128
6:30 AM	0	0	0	0	0	0	98	27	0	125	20	0	29	0	49	13	38	0	0	51	225
6:45 AM	0	0	0	0	0	0	130	28	0	158	24	0	34	0	58	12	42	0	0	54	270
Hourly Total	0	0	0	0	0	0	302	89	0	391	64	0	95	0	159	45	127	0	0	172	722
7:00 AM	0	0	0	0	0	0	75	24	0	99	27	0	22	0	49	11	55	0	0	66	214
7:15 AM	0	0	0	0	0	0	121	32	0	153	25	0	30	0	55	10	69	0	0	79	287
7:30 AM	0	0	0	0	0	0	183	33	0	216	29	0	53	0	82	17	86	0	0	103	401
7:45 AM	0	0	0	0	0	0	199	31	0	230	32	0	42	0	74	20	94	0	0	114	418
Hourly Total	0	0	0	0	0	0	578	120	0	698	113	0	147	0	260	58	304	0	0	362	1320
8:00 AM	0	0	0	0	0	0	192	30	0	222	16	0	40	0	56	21	78	0	0	99	377
8:15 AM	0	0	0	0	0	0	134	14	0	148	31	0	48	0	79	18	72	0	0	90	317
8:30 AM	0	0	0	0	0	0	144	28	0	172	22	2	31	0	55	18	83	0	0	101	328
8:45 AM	0	0	0	0	0	0	140	33	0	173	30	0	39	0	69	26	83	0	0	109	351
Hourly Total	0	0	0	0	0	0	610	105	0	715	99	2	158	0	259	83	316	0	0	399	1373
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	0	0	0	0	0	107	19	0	126	23	0	17	0	40	30	98	0	0	128	294
11:15 AM	0	0	0	0	0	0	114	18	0	132	21	0	18	0	39	30	105	0	1	135	306
11:30 AM	0	0	0	0	0	0	109	17	0	126	38	0	29	0	67	30	113	0	0	143	336
11:45 AM	0	0	1	0	1	0	141	6	0	147	30	0	21	0	51	40	105	0	0	145	344
Hourly Total	0	0	1	0	1	0	471	60	0	531	112	0	85	0	197	130	421	0	1	551	1280
12:00 PM	0	0	0	0	0	0	138	21	0	159	25	0	20	0	45	38	112	0	0	150	354
12:15 PM	0	0	0	0	0	0	129	21	0	150	17	0	25	0	42	24	119	0	0	143	335
12:30 PM	0	0	0	0	0	0	126	19	0	145	25	0	20	0	45	32	105	0	0	137	327
12:45 PM	0	0	0	0	0	0	112	22	0	134	23	0	25	0	48	28	117	0	0	145	327
Hourly Total	0	0	0	0	0	0	505	83	0	588	90	0	90	0	180	122	453	0	0	575	1343
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	0	0	0	150	21	0	171	30	0	19	0	49	40	179	0	0	219	439
4:15 PM	0	0	0	0	0	0	146	17	0	163	25	0	16	0	41	34	188	0	0	222	426
4:30 PM	0	0	0	0	0	0	138	22	0	160	29	0	20	0	49	38	199	0	0	237	446
4:45 PM	0	0	0	0	0	0	177	18	0	195	27	0	17	0	44	47	215	1	0	263	502
Hourly Total	0	0	0	0	0	0	611	78	0	689	111	0	72	0	183	159	781	1	0	941	1813
5:00 PM	0	0	0	0	0	0	151	19	0	170	28	0	19	0	47	44	216	0	0	260	477
5:15 PM	1	0	0	0	1	1	149	18	0	168	33	0	19	0	52	60	187	0	0	247	468
5:30 PM	0	0	0	0	0	0	163	15	0	178	34	0	16	0	50	37	159	0	0	196	424
5:45 PM	0	0	0	0	0	0	113	13	0	126	22	0	17	0	39	33	133	0	0	166	331
Hourly Total	1	0	0	0	1	1	576	65	0	642	117	0	71	0	188	174	695	0	0	869	1700
6:00 PM	0	0	0	0	0	0	95	13	0	108	21	0	22	0	43	18	110	0	0	128	279
6:15 PM	0	0	0	0	0	0	96	14	0	110	17	0	20	0	37	24	122	0	0	146	293
6:30 PM	0	0	0	0	0	0	95	19	0	114	20	0	18	0	38	24	125	0	0	149	301
6:45 PM	0	0	0	0	0	0	87	5	0	92	14	0	16	0	30	29	74	0	0	103	225
Hourly Total	0	0	0	0	0	0	373	51	0	424	72	0	76	0	148	95	431	0	0	526	1098
7:00 PM	0	0	0	0	0	0	78	10	0	88	13	0	16	0	29	31	104	0	0	135	252
7:15 PM	0	0	0	0	0	0	75	12	0	87	13	0	17	0	30	19	63	0	0	82	199
7:30 PM	0	0	0	0	0	0	82	9	0	91	11	0	11	0	22	20	77	0	0	97	210
7:45 PM	0	0	0	0	0	0	55	6	0	61	20	0	14	0	34	27	70	0	0	97	192
Hourly Total	0	0	0	0	0	0	290	37	0	327	57	0	58	0	115	97	314	0	0	411	853
8:00 PM	0	0	0	0	0	0	43	5	0	48	15	0	19	0	34	27	81	0	0	108	190
8:15 PM	0	0	0	0	0	0	43	5	0	48	17	0	12	0	29	18	67	0	0	85	162
8:30 PM	0	0	0	0	0	0	52	3	0	55	7	0	8	0	15	21	78	0	0	99	169
8:45 PM	0	0	0	0	0	0	53	4	0	57	13	0	12	0	25	25	60	0	0	85	167
Hourly Total	0	0	0	0	0	0	191	17	0	208	52	0	51	0	103	91	286	0	0	377	688
9:00 PM	0	0	0	0	0	0	46	5	0	51	12	0	6	0	18	22	57	0	0	79	148
9:15 PM	0	0	0	0	0	0	37	3	0	40	10	0	14	0	24	12	67	0	0	79	143
9:30 PM	0	0	0	0	0	0	30	3	0	33	5	0	7	0	12	14	43	0	0	57	102
9:45 PM	0	0	0	0	0	0	31	5	0	36	9	0	6	0	15	15	52	0	0	67	118
Hourly Total	0	0	0	0	0	0	144	16	0	160	36	0	33	0	69	63	219	0	0	282	511
10:00 PM	0	0	0	0	0	0	37	6	0	43	6	0	6	0	12	21	40	0	0	61	116
10:15 PM	0	0	0	0	0	0	26	4	0	30	5	0	12	0	17	11	38	0	0	49	96
10:30 PM	0	0	0	0	0	0	30	4	0	34	7	0	3	0	10	13	31	0	0	44	88



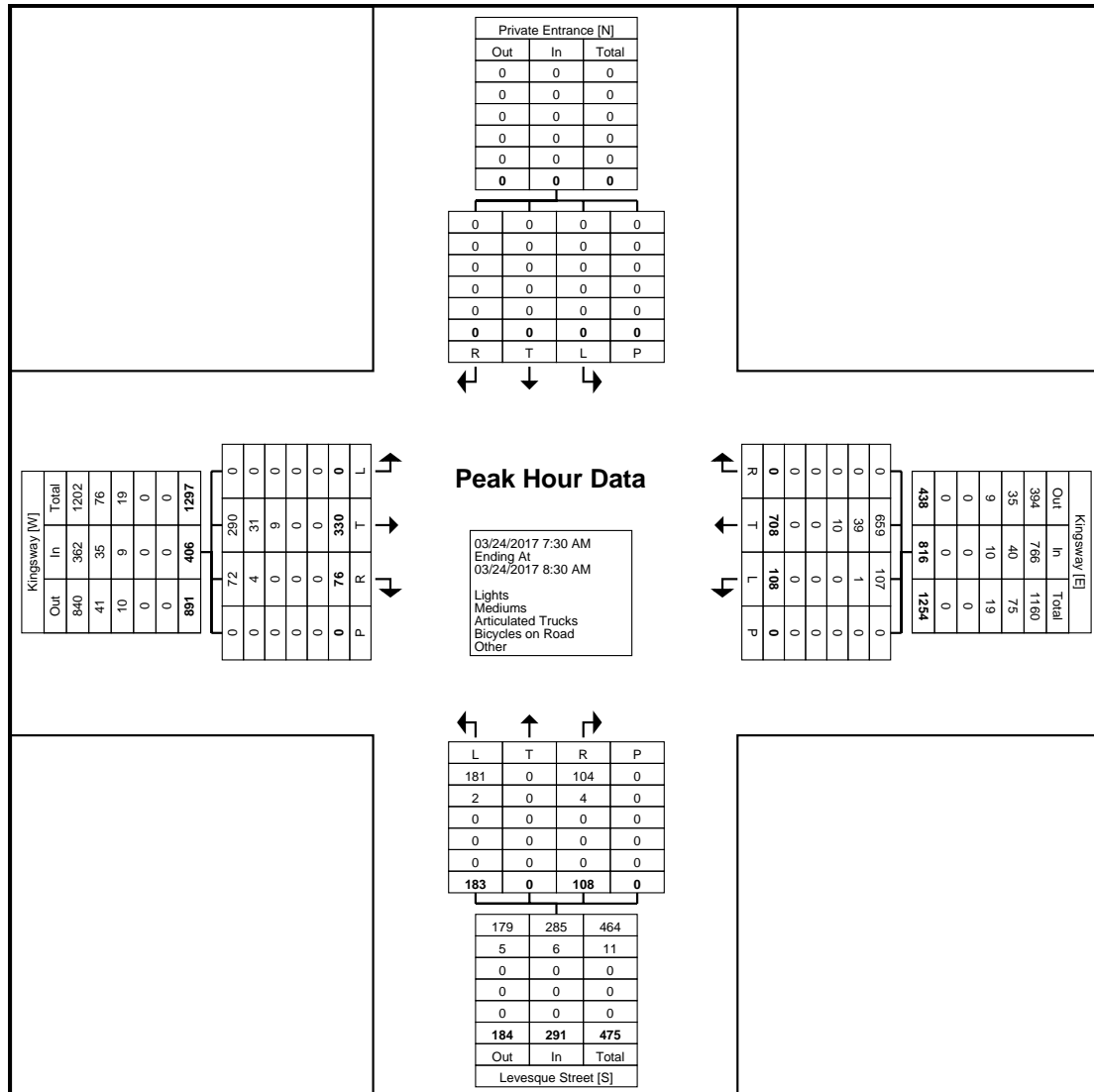
10:45 PM	0	0	0	0	0	0	13	3	0	16	4	0	4	0	8	8	33	0	0	41	65
Hourly Total	0	0	0	0	0	0	106	17	0	123	22	0	25	0	47	53	142	0	0	195	365
Grand Total	1	0	1	0	2	1	4757	738	0	5496	945	2	961	0	1908	1170	4489	1	1	5660	13066
Approach %	50.0	0.0	50.0	-	-	0.0	86.6	13.4	-	-	49.5	0.1	50.4	-	-	20.7	79.3	0.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	36.4	5.6	-	42.1	7.2	0.0	7.4	-	14.6	9.0	34.4	0.0	-	43.3	-
Lights	1	0	1	-	2	1	4471	727	-	5199	918	2	949	-	1869	1143	4227	1	-	5371	12441
% Lights	100.0	-	100.0	-	100.0	100.0	94.0	98.5	-	94.6	97.1	100.0	98.8	-	98.0	97.7	94.2	100.0	-	94.9	95.2
Mediums	0	0	0	-	0	0	198	10	-	208	26	0	12	-	38	27	177	0	-	204	450
% Mediums	0.0	-	0.0	-	0.0	0.0	4.2	1.4	-	3.8	2.8	0.0	1.2	-	2.0	2.3	3.9	0.0	-	3.6	3.4
Articulated Trucks	0	0	0	-	0	0	88	1	-	89	1	0	0	-	1	0	84	0	-	84	174
% Articulated Trucks	0.0	-	0.0	-	0.0	0.0	1.8	0.1	-	1.6	0.1	0.0	0.0	-	0.1	0.0	1.9	0.0	-	1.5	1.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Bicycles on Road	0.0	-	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Data Plot

### Turning Movement Peak Hour Data (7:30 AM)

Start Time	Private Entrance Southbound					Kingsway Westbound					Levesque Street Northbound					Kingsway Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
7:30 AM	0	0	0	0	0	0	183	33	0	216	29	0	53	0	82	17	86	0	0	103	401
7:45 AM	0	0	0	0	0	0	199	31	0	230	32	0	42	0	74	20	94	0	0	114	418
8:00 AM	0	0	0	0	0	0	192	30	0	222	16	0	40	0	56	21	78	0	0	99	377
8:15 AM	0	0	0	0	0	0	134	14	0	148	31	0	48	0	79	18	72	0	0	90	317
Total	0	0	0	0	0	0	708	108	0	816	108	0	183	0	291	76	330	0	0	406	1513
Approach %	0.0	0.0	0.0	-	-	0.0	86.8	13.2	-	-	37.1	0.0	62.9	-	-	18.7	81.3	0.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	46.8	7.1	-	53.9	7.1	0.0	12.1	-	19.2	5.0	21.8	0.0	-	26.8	-
PHF	0.000	0.000	0.000	-	0.000	0.000	0.889	0.818	-	0.887	0.844	0.000	0.863	-	0.887	0.905	0.878	0.000	-	0.890	0.905
Lights	0	0	0	-	0	0	659	107	-	766	104	0	181	-	285	72	290	0	-	362	1413
% Lights	-	-	-	-	-	-	93.1	99.1	-	93.9	96.3	-	98.9	-	97.9	94.7	87.9	-	-	89.2	93.4
Mediums	0	0	0	-	0	0	39	1	-	40	4	0	2	-	6	4	31	0	-	35	81
% Mediums	-	-	-	-	-	-	5.5	0.9	-	4.9	3.7	-	1.1	-	2.1	5.3	9.4	-	-	8.6	5.4
Articulated Trucks	0	0	0	-	0	0	10	0	-	10	0	0	0	-	0	0	9	0	-	9	19
% Articulated Trucks	-	-	-	-	-	-	1.4	0.0	-	1.2	0.0	-	0.0	-	0.0	0.0	2.7	-	-	2.2	1.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	-	-	-	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

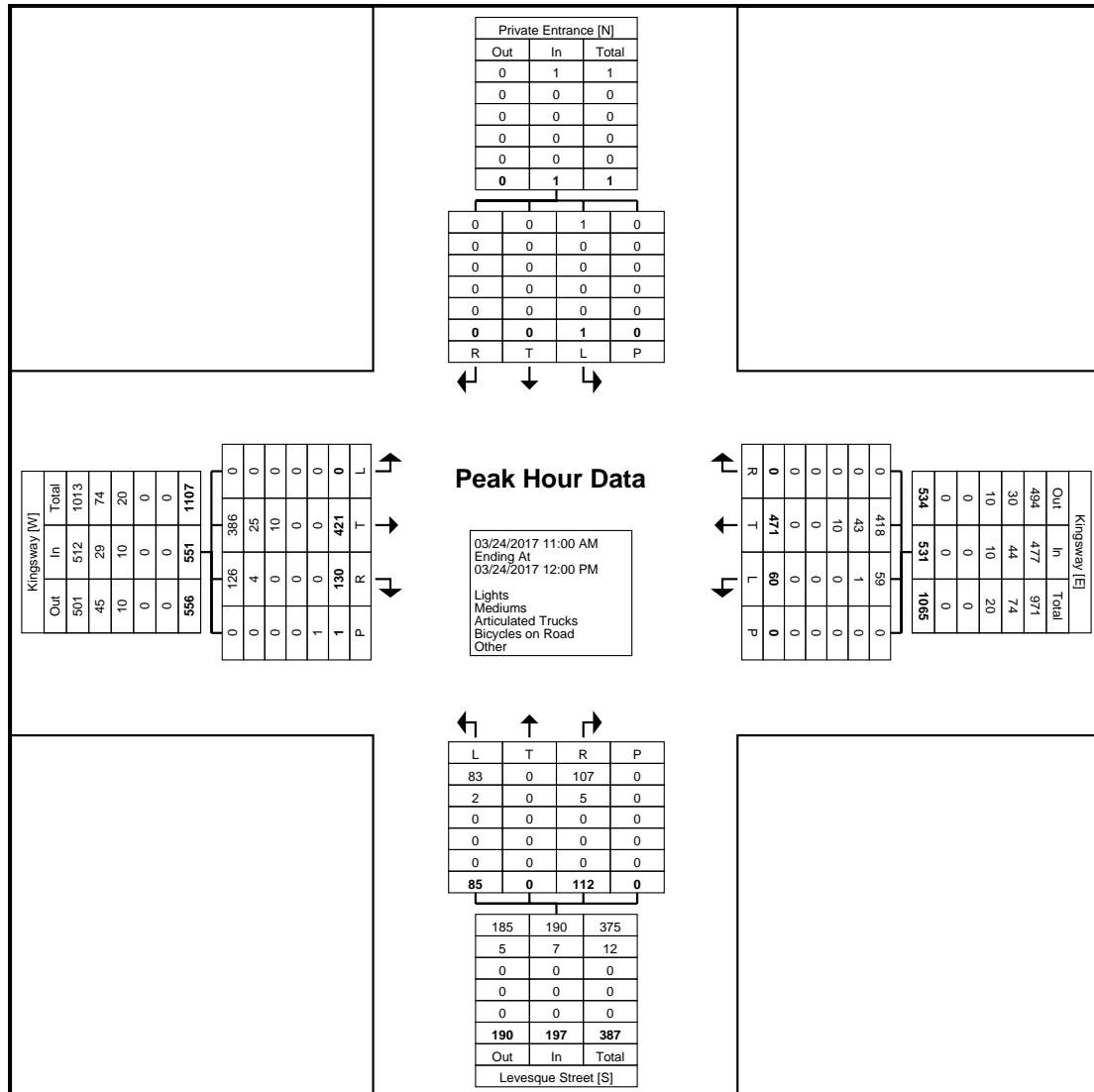


Turning Movement Peak Hour Data Plot (7:30 AM)

### Turning Movement Peak Hour Data (11:00 AM)

Start Time	Private Entrance Southbound					Kingsway Westbound					Levesque Street Northbound					Kingsway Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	0	0	0	0	0	0	107	19	0	126	23	0	17	0	40	30	98	0	0	128	294
11:15 AM	0	0	0	0	0	0	114	18	0	132	21	0	18	0	39	30	105	0	1	135	306
11:30 AM	0	0	0	0	0	0	109	17	0	126	38	0	29	0	67	30	113	0	0	143	336
11:45 AM	0	0	1	0	1	0	141	6	0	147	30	0	21	0	51	40	105	0	0	145	344
Total	0	0	1	0	1	0	471	60	0	531	112	0	85	0	197	130	421	0	1	551	1280
Approach %	0.0	0.0	100.0	-	-	0.0	88.7	11.3	-	-	56.9	0.0	43.1	-	-	23.6	76.4	0.0	-	-	-
Total %	0.0	0.0	0.1	-	0.1	0.0	36.8	4.7	-	41.5	8.8	0.0	6.6	-	15.4	10.2	32.9	0.0	-	43.0	-
PHF	0.000	0.000	0.250	-	0.250	0.000	0.835	0.789	-	0.903	0.737	0.000	0.733	-	0.735	0.813	0.931	0.000	-	0.950	0.930
Lights	0	0	1	-	1	0	418	59	-	477	107	0	83	-	190	126	386	0	-	512	1180
% Lights	-	-	100.0	-	100.0	-	88.7	98.3	-	89.8	95.5	-	97.6	-	96.4	96.9	91.7	-	-	92.9	92.2
Mediums	0	0	0	-	0	0	43	1	-	44	5	0	2	-	7	4	25	0	-	29	80
% Mediums	-	-	0.0	-	0.0	-	9.1	1.7	-	8.3	4.5	-	2.4	-	3.6	3.1	5.9	-	-	5.3	6.3
Articulated Trucks	0	0	0	-	0	0	10	0	-	10	0	0	0	-	0	0	10	0	-	10	20
% Articulated Trucks	-	-	0.0	-	0.0	-	2.1	0.0	-	1.9	0.0	-	0.0	-	0.0	0.0	2.4	-	-	1.8	1.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

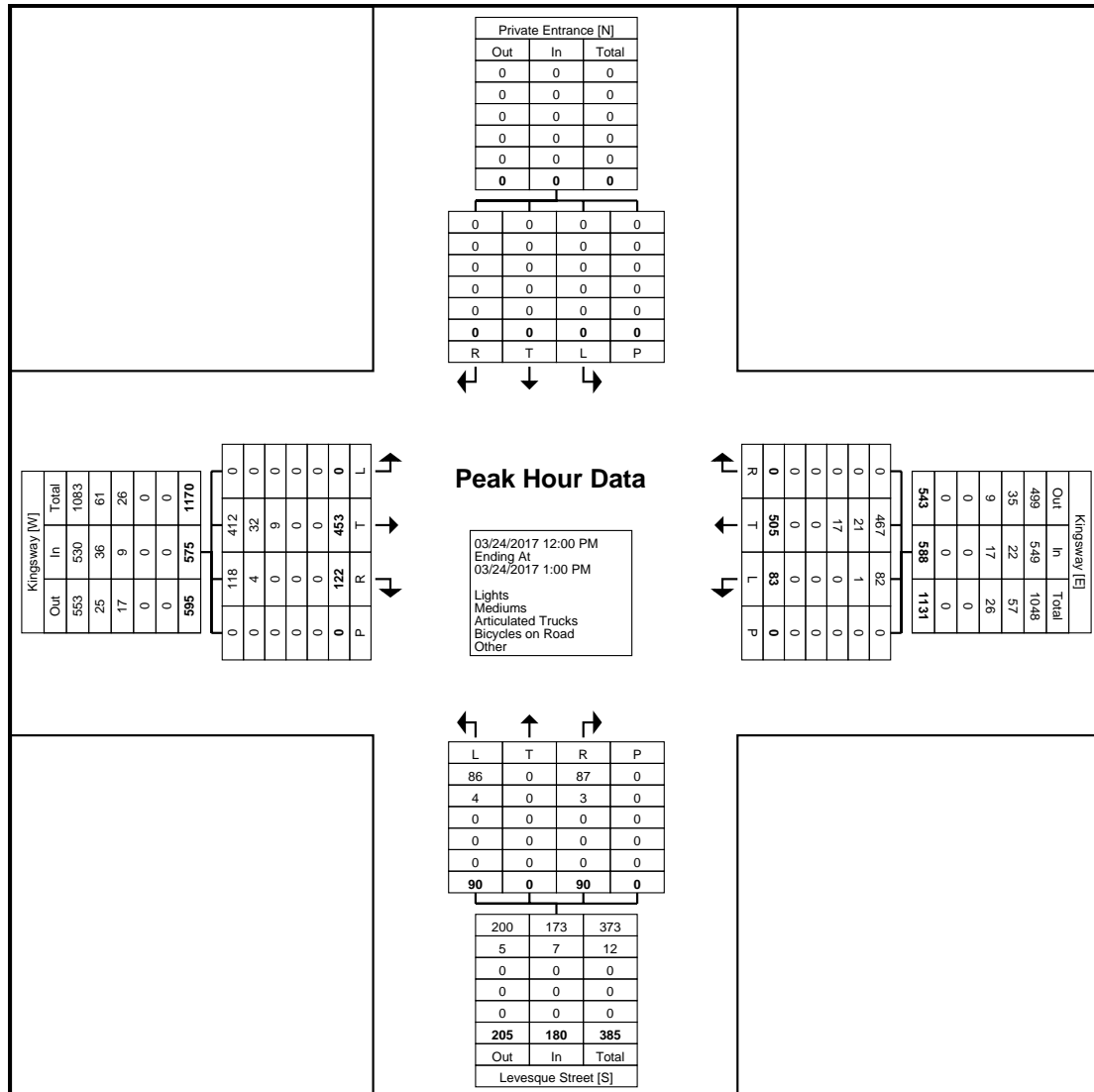




Turning Movement Peak Hour Data Plot (11:00 AM)

### Turning Movement Peak Hour Data (12:00 PM)

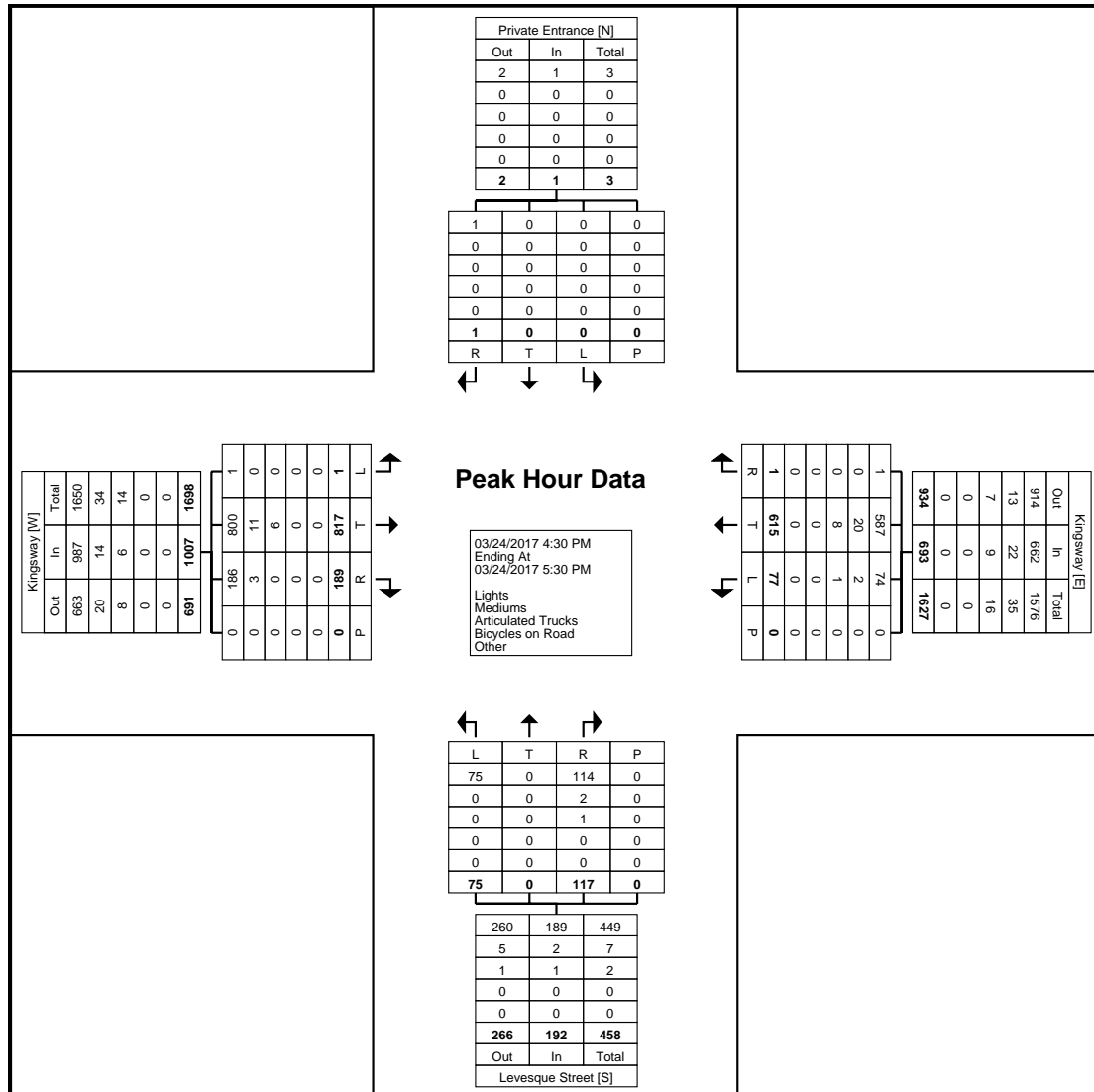
Start Time	Private Entrance Southbound					Kingsway Westbound					Levesque Street Northbound					Kingsway Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
12:00 PM	0	0	0	0	0	0	138	21	0	159	25	0	20	0	45	38	112	0	0	150	354
12:15 PM	0	0	0	0	0	0	129	21	0	150	17	0	25	0	42	24	119	0	0	143	335
12:30 PM	0	0	0	0	0	0	126	19	0	145	25	0	20	0	45	32	105	0	0	137	327
12:45 PM	0	0	0	0	0	0	112	22	0	134	23	0	25	0	48	28	117	0	0	145	327
Total	0	0	0	0	0	0	505	83	0	588	90	0	90	0	180	122	453	0	0	575	1343
Approach %	0.0	0.0	0.0	-	-	0.0	85.9	14.1	-	-	50.0	0.0	50.0	-	-	21.2	78.8	0.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	37.6	6.2	-	43.8	6.7	0.0	6.7	-	13.4	9.1	33.7	0.0	-	42.8	-
PHF	0.000	0.000	0.000	-	0.000	0.000	0.915	0.943	-	0.925	0.900	0.000	0.900	-	0.938	0.803	0.952	0.000	-	0.958	0.948
Lights	0	0	0	-	0	0	467	82	-	549	87	0	86	-	173	118	412	0	-	530	1252
% Lights	-	-	-	-	-	-	92.5	98.8	-	93.4	96.7	-	95.6	-	96.1	96.7	90.9	-	-	92.2	93.2
Mediums	0	0	0	-	0	0	21	1	-	22	3	0	4	-	7	4	32	0	-	36	65
% Mediums	-	-	-	-	-	-	4.2	1.2	-	3.7	3.3	-	4.4	-	3.9	3.3	7.1	-	-	6.3	4.8
Articulated Trucks	0	0	0	-	0	0	17	0	-	17	0	0	0	-	0	0	9	0	-	9	26
% Articulated Trucks	-	-	-	-	-	-	3.4	0.0	-	2.9	0.0	-	0.0	-	0.0	0.0	2.0	-	-	1.6	1.9
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	-	-	-	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (12:00 PM)

### Turning Movement Peak Hour Data (4:30 PM)

Start Time	Private Entrance Southbound					Kingsway Westbound					Levesque Street Northbound					Kingsway Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
4:30 PM	0	0	0	0	0	0	138	22	0	160	29	0	20	0	49	38	199	0	0	237	446
4:45 PM	0	0	0	0	0	0	177	18	0	195	27	0	17	0	44	47	215	1	0	263	502
5:00 PM	0	0	0	0	0	0	151	19	0	170	28	0	19	0	47	44	216	0	0	260	477
5:15 PM	1	0	0	0	1	1	149	18	0	168	33	0	19	0	52	60	187	0	0	247	468
Total	1	0	0	0	1	1	615	77	0	693	117	0	75	0	192	189	817	1	0	1007	1893
Approach %	100.0	0.0	0.0	-	-	0.1	88.7	11.1	-	-	60.9	0.0	39.1	-	-	18.8	81.1	0.1	-	-	-
Total %	0.1	0.0	0.0	-	0.1	0.1	32.5	4.1	-	36.6	6.2	0.0	4.0	-	10.1	10.0	43.2	0.1	-	53.2	-
PHF	0.250	0.000	0.000	-	0.250	0.250	0.869	0.875	-	0.888	0.886	0.000	0.938	-	0.923	0.788	0.946	0.250	-	0.957	0.943
Lights	1	0	0	-	1	1	587	74	-	662	114	0	75	-	189	186	800	1	-	987	1839
% Lights	100.0	-	-	-	100.0	100.0	95.4	96.1	-	95.5	97.4	-	100.0	-	98.4	98.4	97.9	100.0	-	98.0	97.1
Mediums	0	0	0	-	0	0	20	2	-	22	2	0	0	-	2	3	11	0	-	14	38
% Mediums	0.0	-	-	-	0.0	0.0	3.3	2.6	-	3.2	1.7	-	0.0	-	1.0	1.6	1.3	0.0	-	1.4	2.0
Articulated Trucks	0	0	0	-	0	0	8	1	-	9	1	0	0	-	1	0	6	0	-	6	16
% Articulated Trucks	0.0	-	-	-	0.0	0.0	1.3	1.3	-	1.3	0.9	-	0.0	-	0.5	0.0	0.7	0.0	-	0.6	0.8
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (4:30 PM)





Traffic and Transportation Engineering Services  
1800 Frobisher Street  
PO Box 5000, STN A  
Sudbury, Ontario, Canada P3A 5P3  
705-674-4455

Count Name: Kingsway @  
Levesque  
Site Code: 00577103  
Start Date: 03/24/2017  
Page No: 12

















## **Appendix B: Existing Operations**

# HCM Unsignalized Intersection Capacity Analysis

## 2: Nottingham Ave/Hazeltown Dr & Bancroft Drive

2020 Existing Conditions

AM Peak

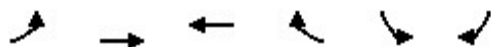
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	114	1	0	188	1	1	0	0	2	0	13
Future Volume (Veh/h)	4	114	1	0	188	1	1	0	0	2	0	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	124	1	0	204	1	1	0	0	2	0	14
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	205			125			351	338	124	337	338	204
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	205			125			351	338	124	337	338	204
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	98
cM capacity (veh/h)	1366			1462			592	582	926	615	582	836
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	129	205	1	16								
Volume Left	4	0	1	2								
Volume Right	1	1	0	14								
cSH	1366	1462	592	800								
Volume to Capacity	0.00	0.00	0.00	0.02								
Queue Length 95th (m)	0.1	0.0	0.0	0.5								
Control Delay (s)	0.3	0.0	11.1	9.6								
Lane LOS	A		B	A								
Approach Delay (s)	0.3	0.0	11.1	9.6								
Approach LOS			B	A								
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			20.0%	ICU Level of Service					A			
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 3: Bancroft Drive & Levesque St

2020 Existing Conditions

AM Peak

























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Traffic Volume (veh/h)	87	29	82	22	18	107
Future Volume (Veh/h)	87	29	82	22	18	107
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	95	32	89	24	20	116
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	113				323	101
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	113				323	101
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				97	88
cM capacity (veh/h)	1476				628	954
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	127	113	136			
Volume Left	95	0	20			
Volume Right	0	24	116			
cSH	1476	1700	886			
Volume to Capacity	0.06	0.07	0.15			
Queue Length 95th (m)	1.6	0.0	4.3			
Control Delay (s)	5.8	0.0	9.8			
Lane LOS	A		A			
Approach Delay (s)	5.8	0.0	9.8			
Approach LOS			A			
Intersection Summary						
Average Delay			5.5			
Intersection Capacity Utilization			27.3%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Signalized Intersection Capacity Analysis

## 6: Levesque St & Kingsway

2020 Existing Conditions

AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	345	79	114	740	0	191	0	114	0	0	0
Future Volume (vph)	0	345	79	114	740	0	191	0	114	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	4.5	5.0			5.0	5.0			
Lane Util. Factor		0.95	1.00	1.00	0.95			1.00	1.00			
Frt		1.00	0.85	1.00	1.00			1.00	0.85			
Flt Protected		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (prot)		3539	1583	1770	3539			1770	1583			
Flt Permitted		1.00	1.00	0.38	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1583	707	3539			1770	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	375	86	124	804	0	208	0	124	0	0	0
RTOR Reduction (vph)	0	0	66	0	0	0	0	0	78	0	0	0
Lane Group Flow (vph)	0	375	20	124	804	0	0	208	46	0	0	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Perm		
Protected Phases		4		3	8		2	2			6	
Permitted Phases	4		4	8		8			2	6		
Actuated Green, G (s)		11.4	11.4	20.9	20.9			18.2	18.2			
Effective Green, g (s)		11.4	11.4	20.9	20.9			18.2	18.2			
Actuated g/C Ratio		0.23	0.23	0.43	0.43			0.37	0.37			
Clearance Time (s)		5.0	5.0	4.5	5.0			5.0	5.0			
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		821	367	409	1506			656	586			
v/s Ratio Prot		0.11		0.03	c0.23			c0.12				
v/s Ratio Perm			0.01	0.10					0.03			
v/c Ratio		0.46	0.05	0.30	0.53			0.32	0.08			
Uniform Delay, d1		16.2	14.7	8.9	10.5			11.0	10.0			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		0.4	0.1	0.4	0.4			1.3	0.3			
Delay (s)		16.6	14.7	9.4	10.8			12.3	10.3			
Level of Service		B	B	A	B			B	B			
Approach Delay (s)		16.2			10.6			11.5			0.0	
Approach LOS		B			B			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			12.3			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			49.1			Sum of lost time (s)			19.5			
Intersection Capacity Utilization			47.7%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												



















# HCM Unsignalized Intersection Capacity Analysis

## 2: Nottingham Ave/Hazeltown Dr & Bancroft Drive

2020 Existing Conditions

PM Peak

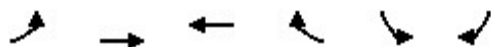
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	238	2	1	151	3	1	0	1	2	0	8
Future Volume (Veh/h)	14	238	2	1	151	3	1	0	1	2	0	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	259	2	1	164	3	1	0	1	2	0	9
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	167			261			466	459	260	458	458	166
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	167			261			466	459	260	458	458	166
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	100	100	99
cM capacity (veh/h)	1411			1303			497	493	779	508	493	879
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	276	168	2	11								
Volume Left	15	1	1	2								
Volume Right	2	3	1	9								
cSH	1411	1303	607	776								
Volume to Capacity	0.01	0.00	0.00	0.01								
Queue Length 95th (m)	0.3	0.0	0.1	0.3								
Control Delay (s)	0.5	0.1	11.0	9.7								
Lane LOS	A	A	B	A								
Approach Delay (s)	0.5	0.1	11.0	9.7								
Approach LOS			B	A								
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			32.3%		ICU Level of Service				A			
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 3: Bancroft Drive & Levesque St

2020 Existing Conditions

PM Peak


























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩		↩	↩
Traffic Volume (veh/h)	95	146	63	6	24	91
Future Volume (Veh/h)	95	146	63	6	24	91
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	103	159	68	7	26	99
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	75				436	72
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	75				436	72
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				95	90
cM capacity (veh/h)	1524				538	991
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	262	75	125			
Volume Left	103	0	26			
Volume Right	0	7	99			
cSH	1524	1700	843			
Volume to Capacity	0.07	0.04	0.15			
Queue Length 95th (m)	1.7	0.0	4.2			
Control Delay (s)	3.3	0.0	10.0			
Lane LOS	A		B			
Approach Delay (s)	3.3	0.0	10.0			
Approach LOS			B			
Intersection Summary						
Average Delay			4.6			
Intersection Capacity Utilization			33.2%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Signalized Intersection Capacity Analysis

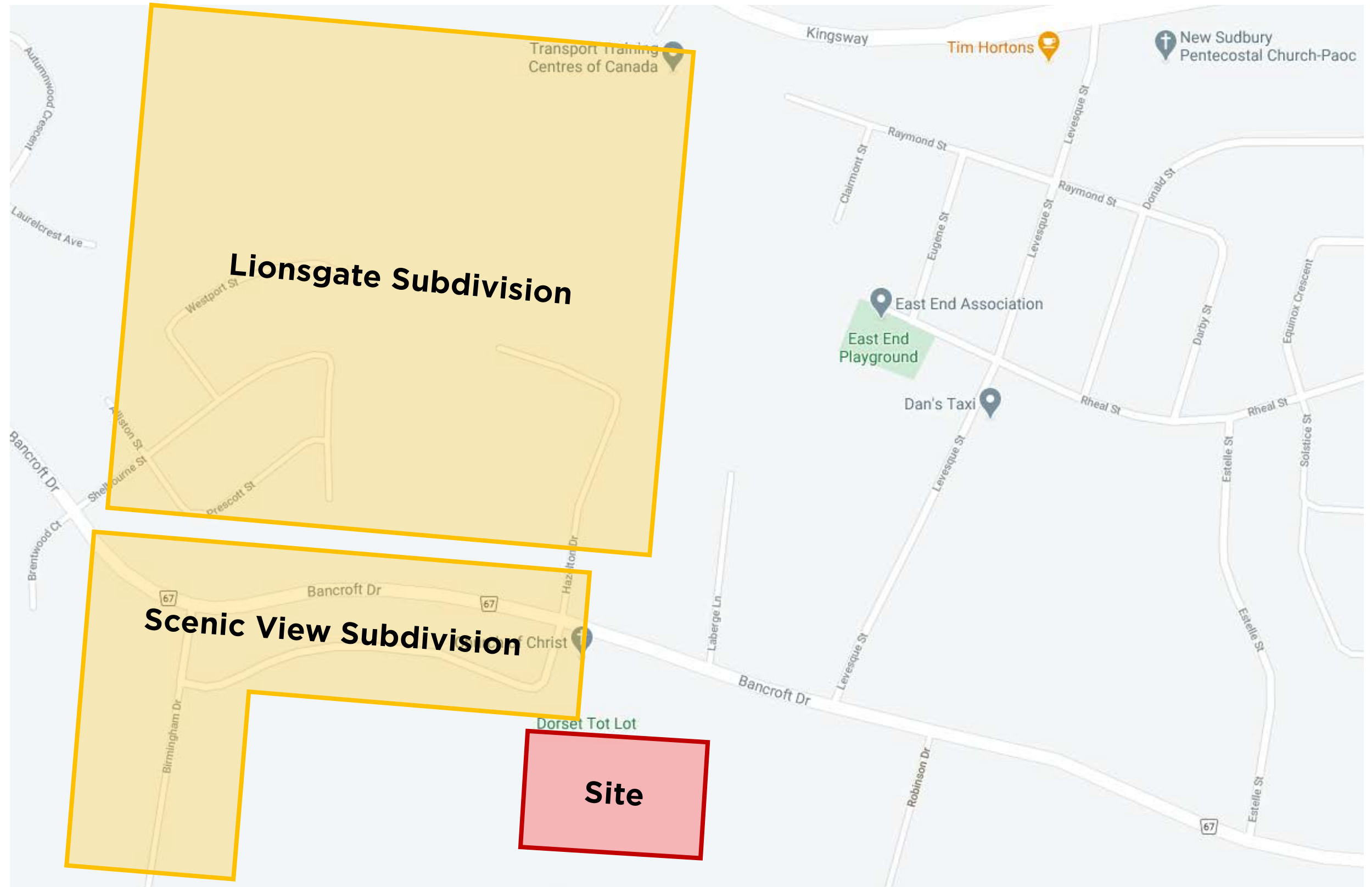
## 6: Levesque St & Kingsway

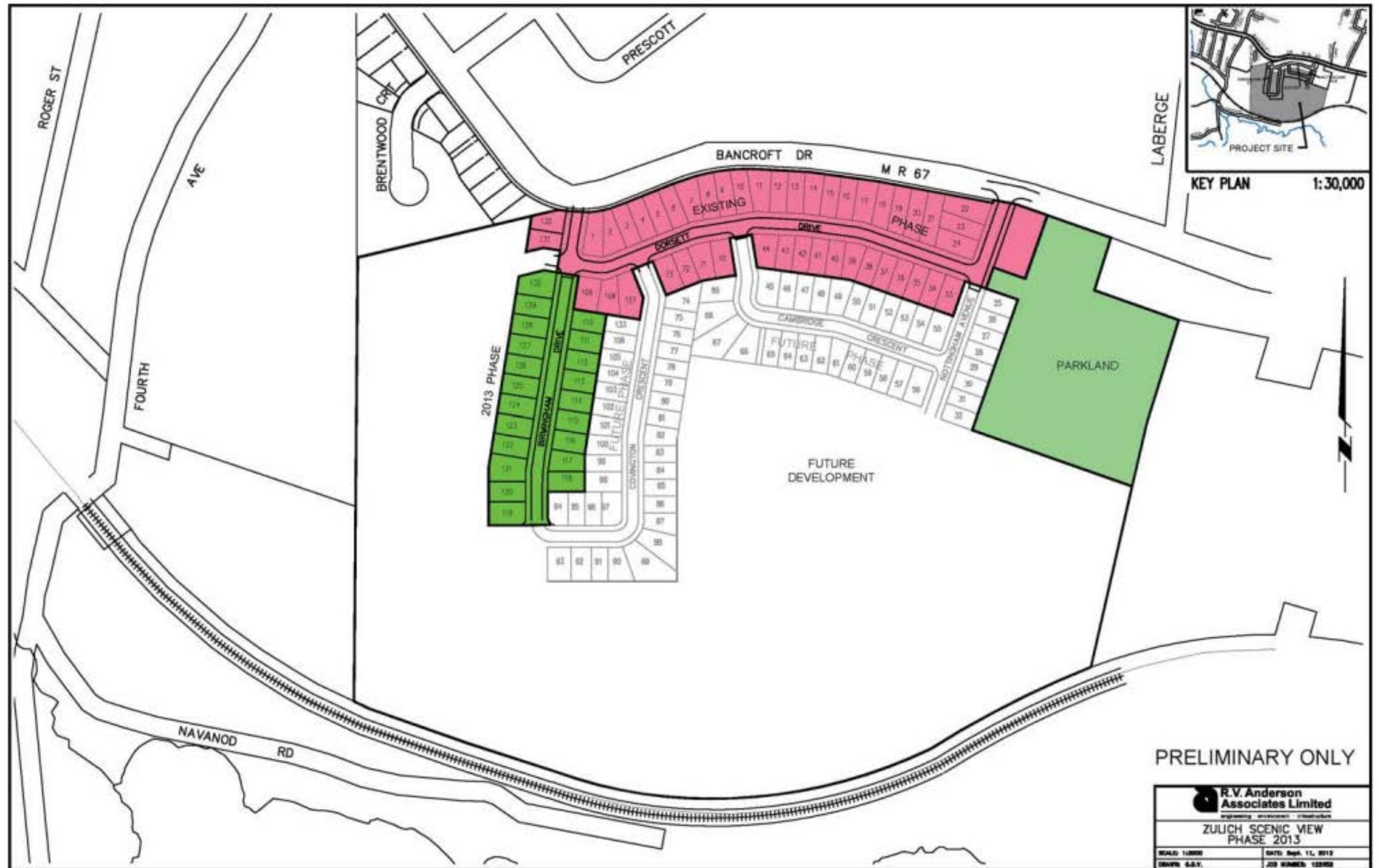
2020 Existing Conditions

PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	854	198	82	643	0	78	0	123	0	0	0
Future Volume (vph)	0	854	198	82	643	0	78	0	123	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	4.5	5.0			5.0	5.0			
Lane Util. Factor		0.95	1.00	1.00	0.95			1.00	1.00			
Frt		1.00	0.85	1.00	1.00			1.00	0.85			
Flt Protected		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (prot)		3539	1583	1770	3539			1770	1583			
Flt Permitted		1.00	1.00	0.17	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1583	316	3539			1770	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	928	215	89	699	0	85	0	134	0	0	0
RTOR Reduction (vph)	0	0	142	0	0	0	0	0	90	0	0	0
Lane Group Flow (vph)	0	928	73	89	699	0	0	85	44	0	0	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Perm		
Protected Phases		4		3	8		2	2			6	
Permitted Phases	4		4	8		8			2	6		
Actuated Green, G (s)		19.1	19.1	27.5	27.5			18.6	18.6			
Effective Green, g (s)		19.1	19.1	27.5	27.5			18.6	18.6			
Actuated g/C Ratio		0.34	0.34	0.49	0.49			0.33	0.33			
Clearance Time (s)		5.0	5.0	4.5	5.0			5.0	5.0			
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		1204	538	255	1734			586	524			
v/s Ratio Prot		c0.26		0.02	c0.20			c0.05				
v/s Ratio Perm			0.05	0.15					0.03			
v/c Ratio		0.77	0.14	0.35	0.40			0.15	0.08			
Uniform Delay, d1		16.5	12.8	9.5	9.1			13.2	12.9			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		3.1	0.1	0.8	0.2			0.5	0.3			
Delay (s)		19.7	12.9	10.3	9.2			13.7	13.2			
Level of Service		B	B	B	A			B	B			
Approach Delay (s)		18.4			9.4			13.4			0.0	
Approach LOS		B			A			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			14.6			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			56.1			Sum of lost time (s)			19.5			
Intersection Capacity Utilization			44.6%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

## **Appendix C: Background Development**





**Extendicare LTC Development**  
 Appendix C: Scenic View Subdivision Site Plan

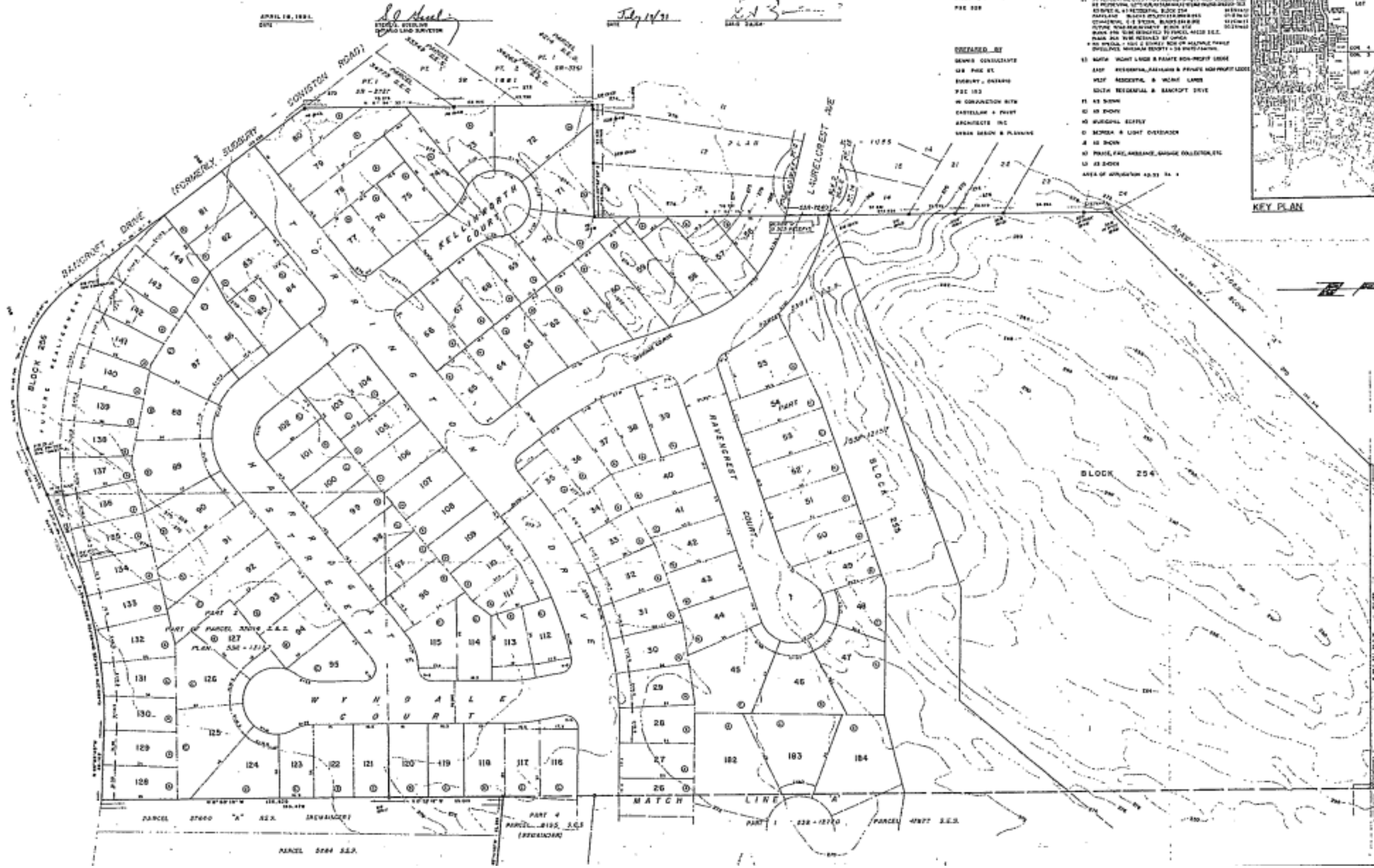


APRIL 10, 1964  
C674

July 18/71

PULFAM ENTERPRISES LTD  
 1750 RILEY ST. E., UNIT #1  
 BURNHAM, ONTARIO  
 M9B 5B9

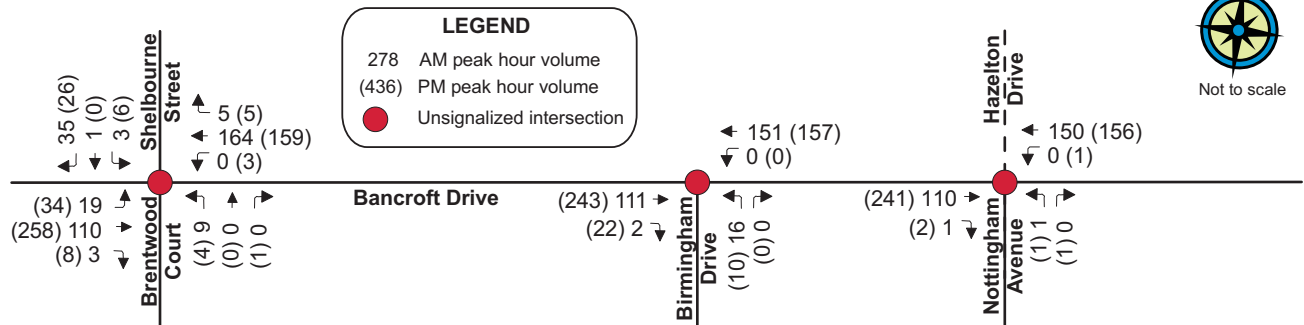
SEWER CONSULTANTS  
128 FINE ST.  
BURLINGTON, ONTARIO  
P6C 1B2  
IN CONJUNCTION WITH  
CASTELLANI & PARTNERS  
ARCHITECTS INC.  
URBAN DESIGN & PLANNING

[illegible]

MAILED 48 SEP 25 1962  
1 of 2

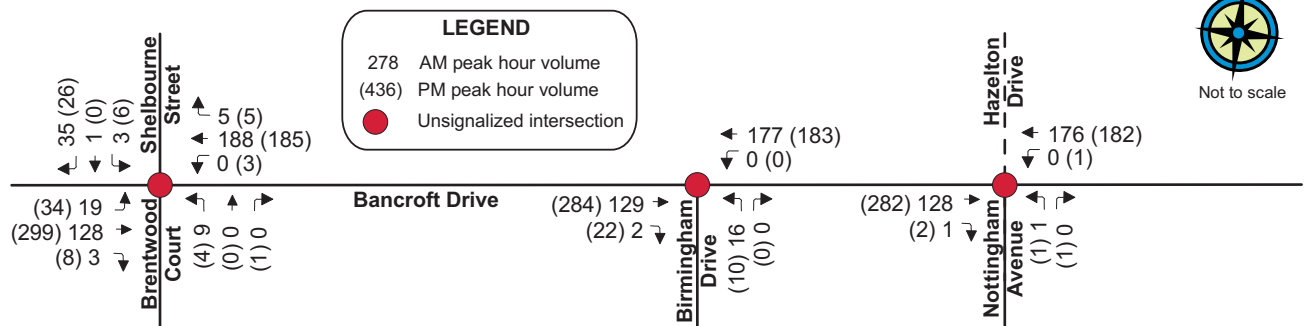
# EXHIBIT 2.2: BACKGROUND TRAFFIC VOLUMES

## a) Existing Traffic Volumes

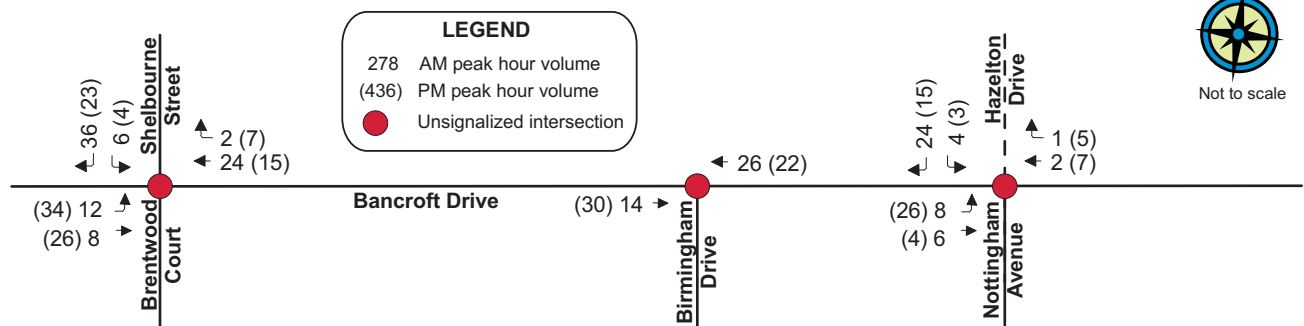


## b) 2022 Background Growth

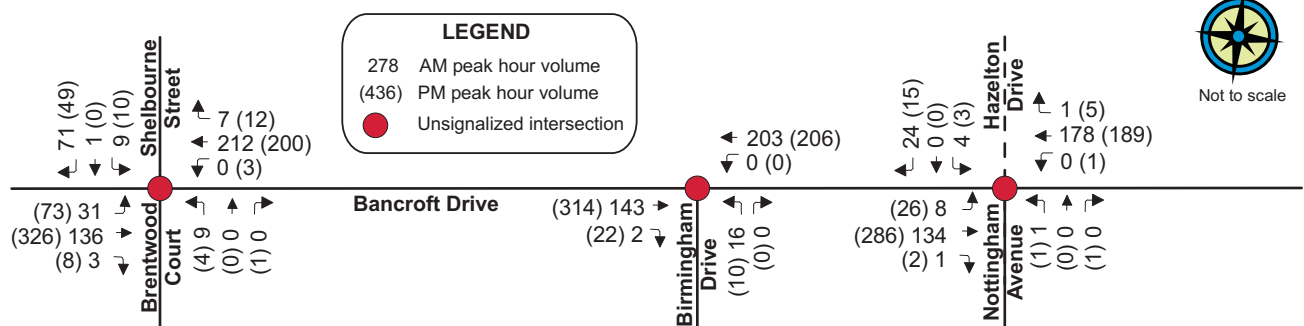
(1.5% growth rate per annum on Bancroft Drive through traffic)



## c) 2022 Background Growth (Hazelton Development)

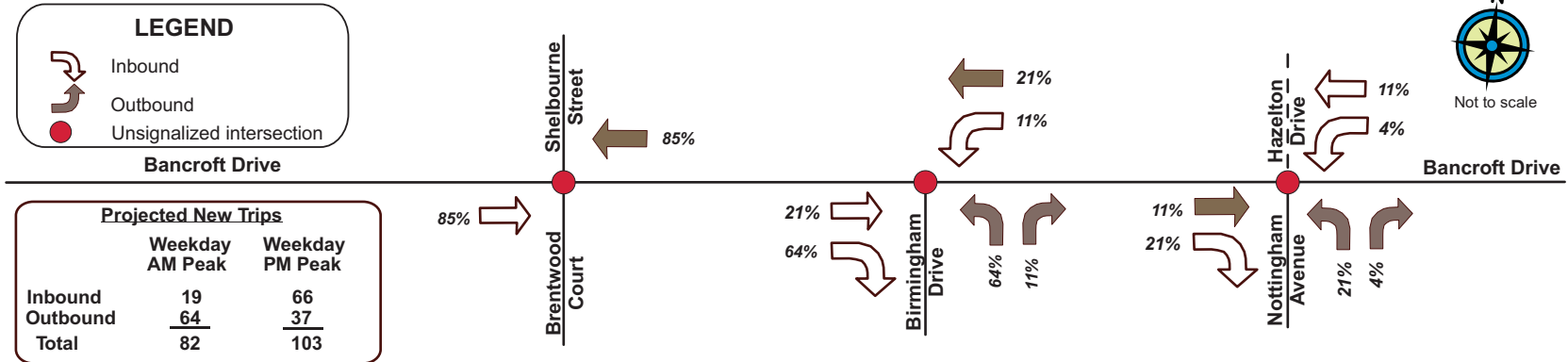


## d) 2022 Total Background Traffic Volumes

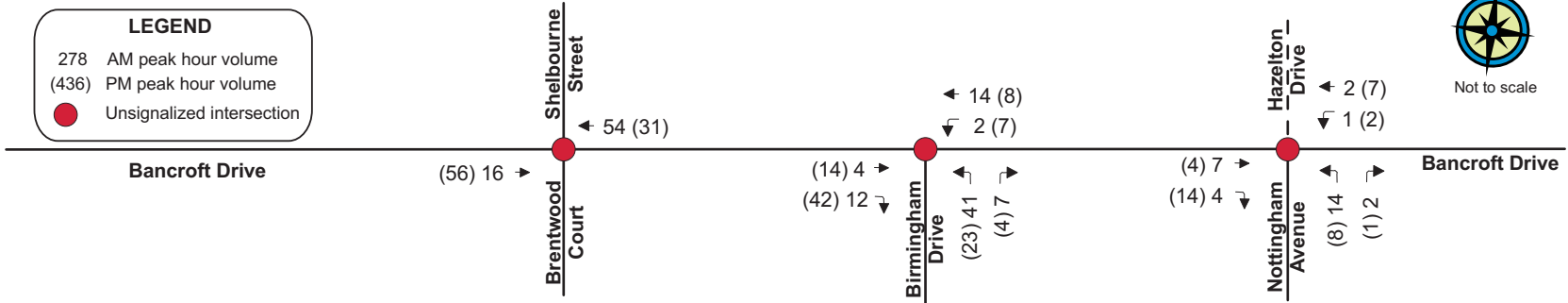


# EXHIBIT 3.1: SITE TRAFFIC

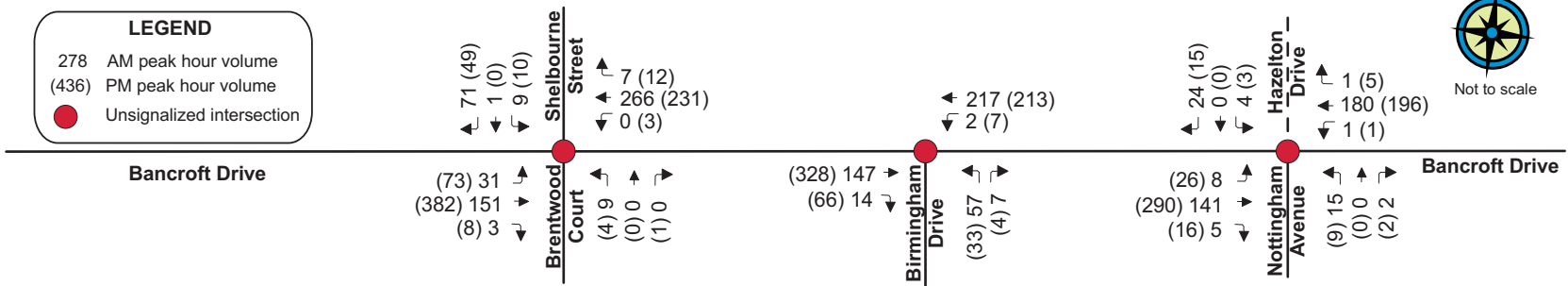
## a) Site Traffic Distribution - New Trips



## b) Site Traffic Volumes



## c) 2022 Total Traffic Volumes



















## **Appendix D: Future Background Operations**

# HCM Unsignalized Intersection Capacity Analysis

## 2: Nottingham Ave/Hazeltan Dr & Bancroft Drive

2025 Background Conditions

AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	136	5	1	207	2	15	0	2	6	0	38
Future Volume (Veh/h)	13	136	5	1	207	2	15	0	2	6	0	38
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	148	5	1	225	2	16	0	2	7	0	41
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	227			153			448	408	150	408	409	226
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	227			153			448	408	150	408	409	226
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			97	100	100	99	100	95
cM capacity (veh/h)	1341			1428			491	527	896	547	526	813
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	167	228	18	48								
Volume Left	14	1	16	7								
Volume Right	5	2	2	41								
cSH	1341	1428	517	760								
Volume to Capacity	0.01	0.00	0.03	0.06								
Queue Length 95th (m)	0.3	0.0	0.9	1.6								
Control Delay (s)	0.7	0.0	12.2	10.1								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.7	0.0	12.2	10.1								
Approach LOS			B	B								
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization		27.9%		ICU Level of Service					A			
Analysis Period (min)			15									

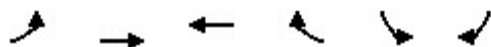


# HCM Unsignalized Intersection Capacity Analysis

## 3: Bancroft Drive & Levesque St

2025 Background Conditions

AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩		↩	↩
Traffic Volume (veh/h)	103	41	90	24	19	119
Future Volume (Veh/h)	103	41	90	24	19	119
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	112	45	98	26	21	129
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	124				380	111
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	124				380	111
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				96	86
cM capacity (veh/h)	1463				574	942
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	157	124	150			
Volume Left	112	0	21			
Volume Right	0	26	129			
cSH	1463	1700	865			
Volume to Capacity	0.08	0.07	0.17			
Queue Length 95th (m)	2.0	0.0	5.0			
Control Delay (s)	5.6	0.0	10.0			
Lane LOS	A		B			
Approach Delay (s)	5.6	0.0	10.0			
Approach LOS			B			
Intersection Summary						
Average Delay			5.5			
Intersection Capacity Utilization			29.6%	ICU Level of Service		A
Analysis Period (min)			15			


























# HCM Signalized Intersection Capacity Analysis

## 6: Levesque St & Kingsway

2025 Background Conditions

AM Peak

















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	372	86	125	798	0	206	0	132	0	0	0
Future Volume (vph)	0	372	86	125	798	0	206	0	132	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	4.5	5.0			5.0	5.0			
Lane Util. Factor		0.95	1.00	1.00	0.95			1.00	1.00			
Frt		1.00	0.85	1.00	1.00			1.00	0.85			
Flt Protected		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (prot)		3539	1583	1770	3539			1770	1583			
Flt Permitted		1.00	1.00	0.37	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1583	692	3539			1770	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	404	93	136	867	0	224	0	143	0	0	0
RTOR Reduction (vph)	0	0	71	0	0	0	0	0	91	0	0	0
Lane Group Flow (vph)	0	404	22	136	867	0	0	224	52	0	0	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Perm		
Protected Phases		4		3	8		2	2			6	
Permitted Phases	4		4	8		8			2	6		
Actuated Green, G (s)		11.9	11.9	21.4	21.4			18.2	18.2			
Effective Green, g (s)		11.9	11.9	21.4	21.4			18.2	18.2			
Actuated g/C Ratio		0.24	0.24	0.43	0.43			0.37	0.37			
Clearance Time (s)		5.0	5.0	4.5	5.0			5.0	5.0			
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		849	379	407	1526			649	580			
v/s Ratio Prot		0.11		0.03	c0.24			c0.13				
v/s Ratio Perm			0.01	0.11					0.03			
v/c Ratio		0.48	0.06	0.33	0.57			0.35	0.09			
Uniform Delay, d1		16.2	14.5	8.9	10.6			11.4	10.3			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		0.4	0.1	0.5	0.5			1.5	0.3			
Delay (s)		16.6	14.6	9.4	11.1			12.8	10.6			
Level of Service		B	B	A	B			B	B			
Approach Delay (s)		16.2			10.9			12.0			0.0	
Approach LOS		B			B			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			12.5			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			49.6			Sum of lost time (s)			19.5			
Intersection Capacity Utilization			50.1%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Unsignalized Intersection Capacity Analysis

## 2: Nottingham Ave/Hazeltown Dr & Bancroft Drive

2025 Background Conditions

PM Peak

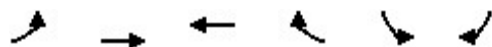
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	265	16	3	177	8	9	0	2	5	0	24
Future Volume (Veh/h)	41	265	16	3	177	8	9	0	2	5	0	24
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	288	17	3	192	9	10	0	2	5	0	26
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	201			305			615	594	296	591	598	196
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	201			305			615	594	296	591	598	196
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			97	100	100	99	100	97
cM capacity (veh/h)	1371			1256			381	404	743	406	401	845
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	350	204	12	31								
Volume Left	45	3	10	5								
Volume Right	17	9	2	26								
cSH	1371	1256	414	719								
Volume to Capacity	0.03	0.00	0.03	0.04								
Queue Length 95th (m)	0.8	0.1	0.7	1.1								
Control Delay (s)	1.3	0.1	14.0	10.2								
Lane LOS	A	A	B	B								
Approach Delay (s)	1.3	0.1	14.0	10.2								
Approach LOS			B	B								
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			40.5%	ICU Level of Service						A		
Analysis Period (min)			15									




# HCM Unsignalized Intersection Capacity Analysis

## 3: Bancroft Drive & Levesque St

2025 Background Conditions

PM Peak

























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	108	163	78	7	26	109
Future Volume (Veh/h)	108	163	78	7	26	109
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	117	177	85	8	28	118
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	93				500	89
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	93				500	89
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				94	88
cM capacity (veh/h)	1501				489	969
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	294	93	146			
Volume Left	117	0	28			
Volume Right	0	8	118			
cSH	1501	1700	816			
Volume to Capacity	0.08	0.05	0.18			
Queue Length 95th (m)	2.0	0.0	5.2			
Control Delay (s)	3.4	0.0	10.4			
Lane LOS	A		B			
Approach Delay (s)	3.4	0.0	10.4			
Approach LOS			B			
Intersection Summary						
Average Delay			4.7			
Intersection Capacity Utilization			36.0%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Signalized Intersection Capacity Analysis

## 6: Levesque St & Kingsway

2025 Background Conditions

PM Peak
















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	920	213	99	693	0	84	0	139	0	0	0
Future Volume (vph)	1	920	213	99	693	0	84	0	139	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.5	5.0			5.0	5.0			
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (prot)	1770	3539	1583	1770	3539			1770	1583			
Flt Permitted	0.37	1.00	1.00	0.17	1.00			0.95	1.00			
Satd. Flow (perm)	682	3539	1583	316	3539			1770	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	1000	232	108	753	0	91	0	151	0	0	0
RTOR Reduction (vph)	0	0	153	0	0	0	0	0	101	0	0	0
Lane Group Flow (vph)	1	1000	79	108	753	0	0	91	50	0	0	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Perm		
Protected Phases		4		3	8		2	2			6	
Permitted Phases	4		4	8		8			2	6		
Actuated Green, G (s)	19.1	19.1	19.1	27.5	27.5			18.6	18.6			
Effective Green, g (s)	19.1	19.1	19.1	27.5	27.5			18.6	18.6			
Actuated g/C Ratio	0.34	0.34	0.34	0.49	0.49			0.33	0.33			
Clearance Time (s)	5.0	5.0	5.0	4.5	5.0			5.0	5.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)	232	1204	538	255	1734			586	524			
v/s Ratio Prot		c0.28		0.03	c0.21			c0.05				
v/s Ratio Perm	0.00		0.05	0.18					0.03			
v/c Ratio	0.00	0.83	0.15	0.42	0.43			0.16	0.10			
Uniform Delay, d1	12.2	17.0	12.8	10.0	9.3			13.2	12.9			
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2	0.0	5.0	0.1	1.1	0.2			0.6	0.4			
Delay (s)	12.2	22.0	13.0	11.1	9.4			13.8	13.3			
Level of Service	B	C	B	B	A			B	B			
Approach Delay (s)		20.3			9.6			13.5			0.0	
Approach LOS		C			A			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			15.7			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			56.1			Sum of lost time (s)			19.5			
Intersection Capacity Utilization			47.7%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Unsignalized Intersection Capacity Analysis

## 2: Nottingham Ave/Hazeltown Dr & Bancroft Drive

2030 Background Conditions

AM Peak

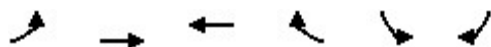
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	145	5	1	222	2	15	0	2	7	0	39
Future Volume (Veh/h)	13	145	5	1	222	2	15	0	2	7	0	39
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	158	5	1	241	2	16	0	2	8	0	42
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	243			163			474	434	160	434	435	242
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	243			163			474	434	160	434	435	242
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			97	100	100	98	100	95
cM capacity (veh/h)	1323			1416			470	510	885	526	509	797
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	177	244	18	50								
Volume Left	14	1	16	8								
Volume Right	5	2	2	42								
cSH	1323	1416	496	736								
Volume to Capacity	0.01	0.00	0.04	0.07								
Queue Length 95th (m)	0.3	0.0	0.9	1.7								
Control Delay (s)	0.7	0.0	12.5	10.2								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.7	0.0	12.5	10.2								
Approach LOS			B	B								
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			28.1%		ICU Level of Service		A					
Analysis Period (min)			15									




# HCM Unsignalized Intersection Capacity Analysis

## 3: Bancroft Drive & Levesque St

2030 Background Conditions

AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	110	43	97	25	21	128
Future Volume (Veh/h)	110	43	97	25	21	128
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	120	47	105	27	23	139
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	132				406	118
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	132				406	118
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				96	85
cM capacity (veh/h)	1453				552	933
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	167	132	162			
Volume Left	120	0	23			
Volume Right	0	27	139			
cSH	1453	1700	850			
Volume to Capacity	0.08	0.08	0.19			
Queue Length 95th (m)	2.2	0.0	5.6			
Control Delay (s)	5.7	0.0	10.2			
Lane LOS	A		B			
Approach Delay (s)	5.7	0.0	10.2			
Approach LOS			B			
Intersection Summary						
Average Delay			5.7			
Intersection Capacity Utilization			34.0%	ICU Level of Service		A
Analysis Period (min)			15			


























# HCM Signalized Intersection Capacity Analysis

## 6: Levesque St & Kingsway

2030 Background Conditions

AM Peak

















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	400	92	135	859	0	222	0	142	0	0	0
Future Volume (vph)	0	400	92	135	859	0	222	0	142	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	4.5	5.0			5.0	5.0			
Lane Util. Factor		0.95	1.00	1.00	0.95			1.00	1.00			
Frt		1.00	0.85	1.00	1.00			1.00	0.85			
Flt Protected		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (prot)		3539	1583	1770	3539			1770	1583			
Flt Permitted		1.00	1.00	0.35	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1583	655	3539			1770	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	435	100	147	934	0	241	0	154	0	0	0
RTOR Reduction (vph)	0	0	75	0	0	0	0	0	98	0	0	0
Lane Group Flow (vph)	0	435	25	147	934	0	0	241	56	0	0	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Perm		
Protected Phases		4		3	8		2	2			6	
Permitted Phases	4		4	8		8			2	6		
Actuated Green, G (s)		12.4	12.4	21.9	21.9			18.2	18.2			
Effective Green, g (s)		12.4	12.4	21.9	21.9			18.2	18.2			
Actuated g/C Ratio		0.25	0.25	0.44	0.44			0.36	0.36			
Clearance Time (s)		5.0	5.0	4.5	5.0			5.0	5.0			
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		875	391	397	1546			642	575			
v/s Ratio Prot		0.12		0.04	c0.26			c0.14				
v/s Ratio Perm			0.02	0.12					0.04			
v/c Ratio		0.50	0.06	0.37	0.60			0.38	0.10			
Uniform Delay, d1		16.2	14.4	9.0	10.8			11.8	10.5			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		0.4	0.1	0.6	0.7			1.7	0.3			
Delay (s)		16.6	14.5	9.5	11.5			13.4	10.9			
Level of Service		B	B	A	B			B	B			
Approach Delay (s)		16.2			11.2			12.4			0.0	
Approach LOS		B			B			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			12.8			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			50.1			Sum of lost time (s)			19.5			
Intersection Capacity Utilization			52.7%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Unsignalized Intersection Capacity Analysis

## 2: Nottingham Ave/Hazeltown Dr & Bancroft Drive

2030 Background Conditions

PM Peak

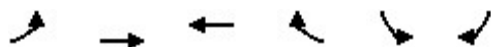
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	285	16	3	189	8	9	0	2	5	0	25
Future Volume (Veh/h)	43	285	16	3	189	8	9	0	2	5	0	25
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	47	310	17	3	205	9	10	0	2	5	0	27
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	214			327			655	632	318	630	636	210
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	214			327			655	632	318	630	636	210
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			97	100	100	99	100	97
cM capacity (veh/h)	1356			1233			357	383	722	382	381	831
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	374	217	12	32								
Volume Left	47	3	10	5								
Volume Right	17	9	2	27								
cSH	1356	1233	389	702								
Volume to Capacity	0.03	0.00	0.03	0.05								
Queue Length 95th (m)	0.9	0.1	0.8	1.1								
Control Delay (s)	1.3	0.1	14.5	10.4								
Lane LOS	A	A	B	B								
Approach Delay (s)	1.3	0.1	14.5	10.4								
Approach LOS			B	B								
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			42.3%		ICU Level of Service				A			
Analysis Period (min)			15									




# HCM Unsignalized Intersection Capacity Analysis

## 3: Bancroft Drive & Levesque St

2030 Background Conditions

PM Peak

























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	116	175	83	7	21	128
Future Volume (Veh/h)	116	175	83	7	21	128
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	126	190	90	8	23	139
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	98				536	94
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	98				536	94
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				95	86
cM capacity (veh/h)	1495				463	963
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	316	98	162			
Volume Left	126	0	23			
Volume Right	0	8	139			
cSH	1495	1700	835			
Volume to Capacity	0.08	0.06	0.19			
Queue Length 95th (m)	2.2	0.0	5.7			
Control Delay (s)	3.5	0.0	10.3			
Lane LOS	A		B			
Approach Delay (s)	3.5	0.0	10.3			
Approach LOS			B			
Intersection Summary						
Average Delay			4.8			
Intersection Capacity Utilization			38.0%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Signalized Intersection Capacity Analysis

## 6: Levesque St & Kingsway

2030 Background Conditions

PM Peak

















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	991	229	106	746	0	91	0	149	0	0	0
Future Volume (vph)	0	991	229	106	746	0	91	0	149	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	4.5	5.0			5.0	5.0			
Lane Util. Factor		0.95	1.00	1.00	0.95			1.00	1.00			
Frt		1.00	0.85	1.00	1.00			1.00	0.85			
Flt Protected		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (prot)		3539	1583	1770	3539			1770	1583			
Flt Permitted		1.00	1.00	0.13	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1583	238	3539			1770	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1077	249	115	811	0	99	0	162	0	0	0
RTOR Reduction (vph)	0	0	143	0	0	0	0	0	115	0	0	0
Lane Group Flow (vph)	0	1077	106	115	811	0	0	99	47	0	0	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Perm		
Protected Phases		4		3	8		2	2			6	
Permitted Phases	4		4	8		8			2	6		
Actuated Green, G (s)		27.3	27.3	35.6	35.6			18.7	18.7			
Effective Green, g (s)		27.3	27.3	35.6	35.6			18.7	18.7			
Actuated g/C Ratio		0.42	0.42	0.55	0.55			0.29	0.29			
Clearance Time (s)		5.0	5.0	4.5	5.0			5.0	5.0			
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		1502	672	222	1959			514	460			
v/s Ratio Prot		c0.30		0.03	c0.23			c0.06				
v/s Ratio Perm			0.07	0.26					0.03			
v/c Ratio		0.72	0.16	0.52	0.41			0.19	0.10			
Uniform Delay, d1		15.3	11.4	9.6	8.3			17.1	16.7			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		1.7	0.1	2.0	0.1			0.8	0.4			
Delay (s)		17.0	11.5	11.6	8.5			18.0	17.1			
Level of Service		B	B	B	A			B	B			
Approach Delay (s)		15.9			8.8			17.4			0.0	
Approach LOS		B			A			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			13.5			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			64.3			Sum of lost time (s)			19.5			
Intersection Capacity Utilization			50.4%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

## **Appendix E: Future Total Operations**

# HCM Unsignalized Intersection Capacity Analysis

## 2: Nottingham Ave/Hazeltown Dr & Bancroft Drive

2025 Total Traffic  
AM Peak

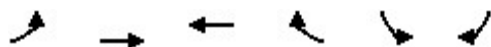
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	136	38	7	207	2	34	0	5	6	0	38
Future Volume (Veh/h)	13	136	38	7	207	2	34	0	5	6	0	38
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	148	41	8	225	2	37	0	5	7	0	41
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	227			189			480	440	168	444	459	226
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	227			189			480	440	168	444	459	226
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			92	100	99	99	100	95
cM capacity (veh/h)	1341			1385			466	503	876	515	491	813
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	203	235	42	48								
Volume Left	14	8	37	7								
Volume Right	41	2	5	41								
cSH	1341	1385	493	750								
Volume to Capacity	0.01	0.01	0.09	0.06								
Queue Length 95th (m)	0.3	0.1	2.2	1.6								
Control Delay (s)	0.6	0.3	13.0	10.1								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.6	0.3	13.0	10.1								
Approach LOS			B	B								
Intersection Summary												
Average Delay			2.3									
Intersection Capacity Utilization			30.8%		ICU Level of Service				A			
Analysis Period (min)			15									



# HCM Unsignalized Intersection Capacity Analysis

## 3: Bancroft Drive & Levesque St

2025 Total Traffic  
AM Peak


























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	42	93	24	19	122
Future Volume (Veh/h)	105	42	93	24	19	122
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	114	46	101	26	21	133
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	127				388	114
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	127				388	114
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				96	86
cM capacity (veh/h)	1459				567	939
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	160	127	154			
Volume Left	114	0	21			
Volume Right	0	26	133			
cSH	1459	1700	862			
Volume to Capacity	0.08	0.07	0.18			
Queue Length 95th (m)	2.0	0.0	5.2			
Control Delay (s)	5.6	0.0	10.1			
Lane LOS	A		B			
Approach Delay (s)	5.6	0.0	10.1			
Approach LOS			B			
Intersection Summary						
Average Delay			5.6			
Intersection Capacity Utilization		29.9%		ICU Level of Service		A
Analysis Period (min)		15				

# HCM Signalized Intersection Capacity Analysis

## 6: Levesque St & Kingsway

















2025 Total Traffic  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	372	86	128	798	0	206	0	134	0	0	0
Future Volume (vph)	0	372	86	128	798	0	206	0	134	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	4.5	5.0			5.0	5.0			
Lane Util. Factor		0.95	1.00	1.00	0.95			1.00	1.00			
Frt		1.00	0.85	1.00	1.00			1.00	0.85			
Flt Protected		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (prot)		3539	1583	1770	3539			1770	1583			
Flt Permitted		1.00	1.00	0.37	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1583	692	3539			1770	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	404	93	139	867	0	224	0	146	0	0	0
RTOR Reduction (vph)	0	0	71	0	0	0	0	0	92	0	0	0
Lane Group Flow (vph)	0	404	22	139	867	0	0	224	54	0	0	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Perm		
Protected Phases		4		3	8		2	2			6	
Permitted Phases	4		4	8		8			2	6		
Actuated Green, G (s)		11.9	11.9	21.4	21.4			18.2	18.2			
Effective Green, g (s)		11.9	11.9	21.4	21.4			18.2	18.2			
Actuated g/C Ratio		0.24	0.24	0.43	0.43			0.37	0.37			
Clearance Time (s)		5.0	5.0	4.5	5.0			5.0	5.0			
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		849	379	407	1526			649	580			
v/s Ratio Prot		0.11		0.03	c0.24			c0.13				
v/s Ratio Perm			0.01	0.11					0.03			
v/c Ratio		0.48	0.06	0.34	0.57			0.35	0.09			
Uniform Delay, d1		16.2	14.5	8.9	10.6			11.4	10.3			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		0.4	0.1	0.5	0.5			1.5	0.3			
Delay (s)		16.6	14.6	9.4	11.1			12.8	10.6			
Level of Service		B	B	A	B			B	B			
Approach Delay (s)		16.2			10.9			12.0			0.0	
Approach LOS		B			B			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			12.5			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			49.6			Sum of lost time (s)			19.5			
Intersection Capacity Utilization			50.1%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Unsignalized Intersection Capacity Analysis

## 2: Nottingham Ave/Hazeltown Dr & Bancroft Drive

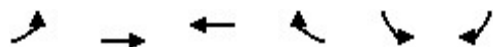
2025 Total Traffic  
PM Peak




												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	265	43	8	177	8	53	0	10	5	0	24
Future Volume (Veh/h)	41	265	43	8	177	8	53	0	10	5	0	24
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	288	47	9	192	9	58	0	11	5	0	26
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	201			335			642	620	312	627	640	196
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	201			335			642	620	312	627	640	196
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			99			84	100	98	99	100	97
cM capacity (veh/h)	1371			1224			364	388	729	378	378	845
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	380	210	69	31								
Volume Left	45	9	58	5								
Volume Right	47	9	11	26								
cSH	1371	1224	395	705								
Volume to Capacity	0.03	0.01	0.17	0.04								
Queue Length 95th (m)	0.8	0.2	5.0	1.1								
Control Delay (s)	1.2	0.4	16.0	10.3								
Lane LOS	A	A	C	B								
Approach Delay (s)	1.2	0.4	16.0	10.3								
Approach LOS			C	B								
Intersection Summary												
Average Delay			2.8									
Intersection Capacity Utilization			49.3%		ICU Level of Service				A			
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 3: Bancroft Drive & Levesque St

2025 Total Traffic  
PM Peak

























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	112	167	80	7	26	112
Future Volume (Veh/h)	112	167	80	7	26	112
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	122	182	87	8	28	122
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	95				517	91
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	95				517	91
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				94	87
cM capacity (veh/h)	1499				476	967
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	304	95	150			
Volume Left	122	0	28			
Volume Right	0	8	122			
cSH	1499	1700	811			
Volume to Capacity	0.08	0.06	0.19			
Queue Length 95th (m)	2.1	0.0	5.4			
Control Delay (s)	3.5	0.0	10.4			
Lane LOS	A		B			
Approach Delay (s)	3.5	0.0	10.4			
Approach LOS			B			
Intersection Summary						
Average Delay			4.8			
Intersection Capacity Utilization			36.7%		ICU Level of Service	
Analysis Period (min)			15			
			A			

# HCM Signalized Intersection Capacity Analysis

## 6: Levesque St & Kingsway

















2025 Total Traffic  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	920	213	101	693	0	84	0	143	0	0	0
Future Volume (vph)	0	920	213	101	693	0	84	0	143	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	4.5	5.0			5.0	5.0			
Lane Util. Factor		0.95	1.00	1.00	0.95			1.00	1.00			
Frt		1.00	0.85	1.00	1.00			1.00	0.85			
Flt Protected		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (prot)		3539	1583	1770	3539			1770	1583			
Flt Permitted		1.00	1.00	0.17	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1583	316	3539			1770	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1000	232	110	753	0	91	0	155	0	0	0
RTOR Reduction (vph)	0	0	153	0	0	0	0	0	104	0	0	0
Lane Group Flow (vph)	0	1000	79	110	753	0	0	91	51	0	0	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Perm		
Protected Phases		4		3	8		2	2			6	
Permitted Phases	4		4	8		8			2	6		
Actuated Green, G (s)		19.1	19.1	27.5	27.5			18.6	18.6			
Effective Green, g (s)		19.1	19.1	27.5	27.5			18.6	18.6			
Actuated g/C Ratio		0.34	0.34	0.49	0.49			0.33	0.33			
Clearance Time (s)		5.0	5.0	4.5	5.0			5.0	5.0			
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		1204	538	255	1734			586	524			
v/s Ratio Prot		c0.28		0.03	c0.21			c0.05				
v/s Ratio Perm			0.05	0.18					0.03			
v/c Ratio		0.83	0.15	0.43	0.43			0.16	0.10			
Uniform Delay, d1		17.0	12.8	10.0	9.3			13.2	13.0			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		5.0	0.1	1.2	0.2			0.6	0.4			
Delay (s)		22.0	13.0	11.2	9.4			13.8	13.3			
Level of Service		C	B	B	A			B	B			
Approach Delay (s)		20.3			9.7			13.5			0.0	
Approach LOS		C			A			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			15.7			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			56.1			Sum of lost time (s)			19.5			
Intersection Capacity Utilization			47.8%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Unsignalized Intersection Capacity Analysis

## 2: Nottingham Ave/Hazeltown Dr & Bancroft Drive

2030 Total Conditions  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	145	38	7	222	2	34	0	5	7	0	39
Future Volume (Veh/h)	13	145	38	7	222	2	34	0	5	7	0	39
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	158	41	8	241	2	37	0	5	8	0	42
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	243			199			506	466	178	470	485	242
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	243			199			506	466	178	470	485	242
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			92	100	99	98	100	95
cM capacity (veh/h)	1323			1373			446	486	864	495	474	797
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	213	251	42	50								
Volume Left	14	8	37	8								
Volume Right	41	2	5	42								
cSH	1323	1373	473	726								
Volume to Capacity	0.01	0.01	0.09	0.07								
Queue Length 95th (m)	0.3	0.1	2.3	1.8								
Control Delay (s)	0.6	0.3	13.4	10.3								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.6	0.3	13.4	10.3								
Approach LOS			B	B								
Intersection Summary												
Average Delay			2.3									
Intersection Capacity Utilization			31.4%		ICU Level of Service				A			
Analysis Period (min)			15									



# HCM Unsignalized Intersection Capacity Analysis

## 3: Bancroft Drive & Levesque St

2030 Total Conditions  
AM Peak

























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	112	45	100	25	21	131
Future Volume (Veh/h)	112	45	100	25	21	131
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	122	49	109	27	23	142
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	136				416	122
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	136				416	122
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				96	85
cM capacity (veh/h)	1448				543	929
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	171	136	165			
Volume Left	122	0	23			
Volume Right	0	27	142			
cSH	1448	1700	845			
Volume to Capacity	0.08	0.08	0.20			
Queue Length 95th (m)	2.2	0.0	5.8			
Control Delay (s)	5.7	0.0	10.3			
Lane LOS	A		B			
Approach Delay (s)	5.7	0.0	10.3			
Approach LOS			B			
Intersection Summary						
Average Delay			5.7			
Intersection Capacity Utilization			34.6%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Signalized Intersection Capacity Analysis

2030 Total Conditions

## 6: Levesque St & Kingsway

AM Peak

















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	400	92	138	859	0	222	0	144	0	0	0
Future Volume (vph)	0	400	92	138	859	0	222	0	144	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	4.5	5.0			5.0	5.0			
Lane Util. Factor		0.95	1.00	1.00	0.95			1.00	1.00			
Frt		1.00	0.85	1.00	1.00			1.00	0.85			
Flt Protected		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (prot)		3539	1583	1770	3539			1770	1583			
Flt Permitted		1.00	1.00	0.35	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1583	655	3539			1770	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	435	100	150	934	0	241	0	157	0	0	0
RTOR Reduction (vph)	0	0	75	0	0	0	0	0	100	0	0	0
Lane Group Flow (vph)	0	435	25	150	934	0	0	241	57	0	0	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Perm		
Protected Phases		4		3	8		2	2			6	
Permitted Phases	4		4	8		8			2	6		
Actuated Green, G (s)		12.4	12.4	21.9	21.9			18.2	18.2			
Effective Green, g (s)		12.4	12.4	21.9	21.9			18.2	18.2			
Actuated g/C Ratio		0.25	0.25	0.44	0.44			0.36	0.36			
Clearance Time (s)		5.0	5.0	4.5	5.0			5.0	5.0			
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		875	391	397	1546			642	575			
v/s Ratio Prot		0.12		0.04	c0.26			c0.14				
v/s Ratio Perm			0.02	0.13					0.04			
v/c Ratio		0.50	0.06	0.38	0.60			0.38	0.10			
Uniform Delay, d1		16.2	14.4	9.0	10.8			11.8	10.5			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		0.4	0.1	0.6	0.7			1.7	0.3			
Delay (s)		16.6	14.5	9.6	11.5			13.4	10.9			
Level of Service		B	B	A	B			B	B			
Approach Delay (s)		16.2			11.2			12.4			0.0	
Approach LOS		B			B			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			12.8			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			50.1			Sum of lost time (s)				19.5		
Intersection Capacity Utilization			52.7%			ICU Level of Service				A		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Unsignalized Intersection Capacity Analysis

## 2: Nottingham Ave/Hazeltown Dr & Bancroft Drive

2030 Total Conditions

PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	285	43	8	189	8	53	0	10	5	0	25
Future Volume (Veh/h)	43	285	43	8	189	8	53	0	10	5	0	25
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	47	310	47	9	205	9	58	0	11	5	0	27
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	214			357			682	660	334	666	678	210
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	214			357			682	660	334	666	678	210
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			99			83	100	98	99	100	97
cM capacity (veh/h)	1356			1202			341	367	708	355	358	831
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	404	223	69	32								
Volume Left	47	9	58	5								
Volume Right	47	9	11	27								
cSH	1356	1202	371	687								
Volume to Capacity	0.03	0.01	0.19	0.05								
Queue Length 95th (m)	0.9	0.2	5.4	1.2								
Control Delay (s)	1.2	0.4	16.9	10.5								
Lane LOS	A	A	C	B								
Approach Delay (s)	1.2	0.4	16.9	10.5								
Approach LOS			C	B								
Intersection Summary												
Average Delay			2.8									
Intersection Capacity Utilization			51.1%		ICU Level of Service				A			
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 3: Bancroft Drive & Levesque St

2030 Total Conditions  
PM Peak


























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩		↩	↩
Traffic Volume (veh/h)	120	179	85	7	28	119
Future Volume (Veh/h)	120	179	85	7	28	119
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	130	195	92	8	30	129
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	100				551	96
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100				551	96
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	91				93	87
cM capacity (veh/h)	1493				452	960
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	325	100	159			
Volume Left	130	0	30			
Volume Right	0	8	129			
cSH	1493	1700	792			
Volume to Capacity	0.09	0.06	0.20			
Queue Length 95th (m)	2.3	0.0	6.0			
Control Delay (s)	3.5	0.0	10.7			
Lane LOS	A		B			
Approach Delay (s)	3.5	0.0	10.7			
Approach LOS			B			
Intersection Summary						
Average Delay			4.9			
Intersection Capacity Utilization			38.3%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Signalized Intersection Capacity Analysis

## 6: Levesque St & Kingsway

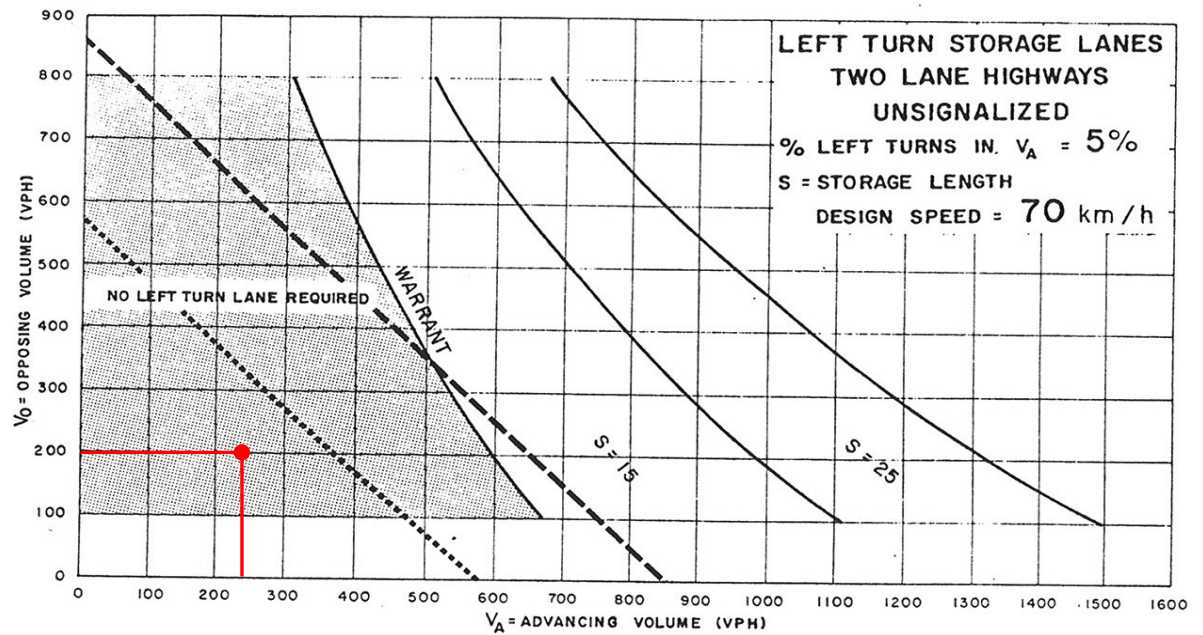
2030 Total Conditions

PM Peak

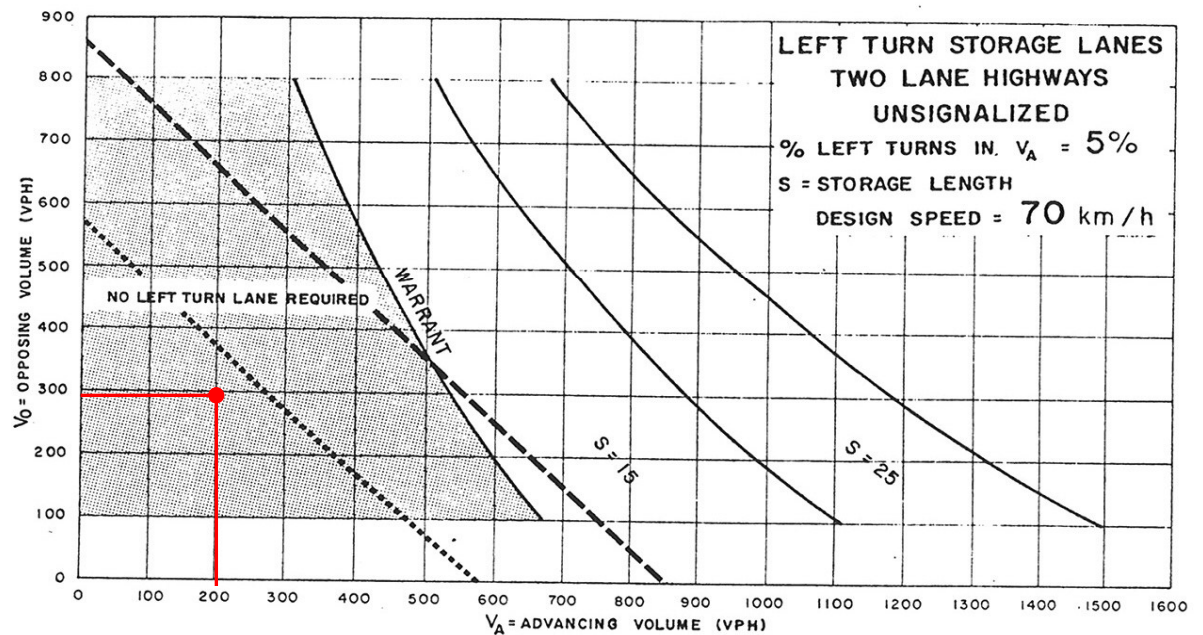
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	991	229	108	746	0	91	0	153	0	0	0
Future Volume (vph)	0	991	229	108	746	0	91	0	153	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	4.5	5.0			5.0	5.0			
Lane Util. Factor		0.95	1.00	1.00	0.95			1.00	1.00			
Frt		1.00	0.85	1.00	1.00			1.00	0.85			
Flt Protected		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (prot)		3539	1583	1770	3539			1770	1583			
Flt Permitted		1.00	1.00	0.13	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1583	238	3539			1770	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1077	249	117	811	0	99	0	166	0	0	0
RTOR Reduction (vph)	0	0	143	0	0	0	0	0	118	0	0	0
Lane Group Flow (vph)	0	1077	106	117	811	0	0	99	48	0	0	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Perm		
Protected Phases		4		3	8		2	2			6	
Permitted Phases	4		4	8		8			2	6		
Actuated Green, G (s)		27.3	27.3	35.6	35.6			18.7	18.7			
Effective Green, g (s)		27.3	27.3	35.6	35.6			18.7	18.7			
Actuated g/C Ratio		0.42	0.42	0.55	0.55			0.29	0.29			
Clearance Time (s)		5.0	5.0	4.5	5.0			5.0	5.0			
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		1502	672	222	1959			514	460			
v/s Ratio Prot		c0.30		0.03	c0.23			c0.06				
v/s Ratio Perm			0.07	0.26					0.03			
v/c Ratio		0.72	0.16	0.53	0.41			0.19	0.10			
Uniform Delay, d1		15.3	11.4	9.6	8.3			17.1	16.7			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		1.7	0.1	2.3	0.1			0.8	0.5			
Delay (s)		17.0	11.5	11.9	8.5			18.0	17.1			
Level of Service		B	B	B	A			B	B			
Approach Delay (s)		15.9			8.9			17.4			0.0	
Approach LOS		B			A			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			13.5			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			64.3			Sum of lost time (s)			19.5			
Intersection Capacity Utilization			50.5%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

## **Appendix F: Left Turn Warrants**





Left Turn Warrant - 2030 Total Conditions - AM Peak Hour



Left Turn Warrant - 2030 Total Conditions - PM Peak Hour

# PLANNING JUSTIFICATION REPORT

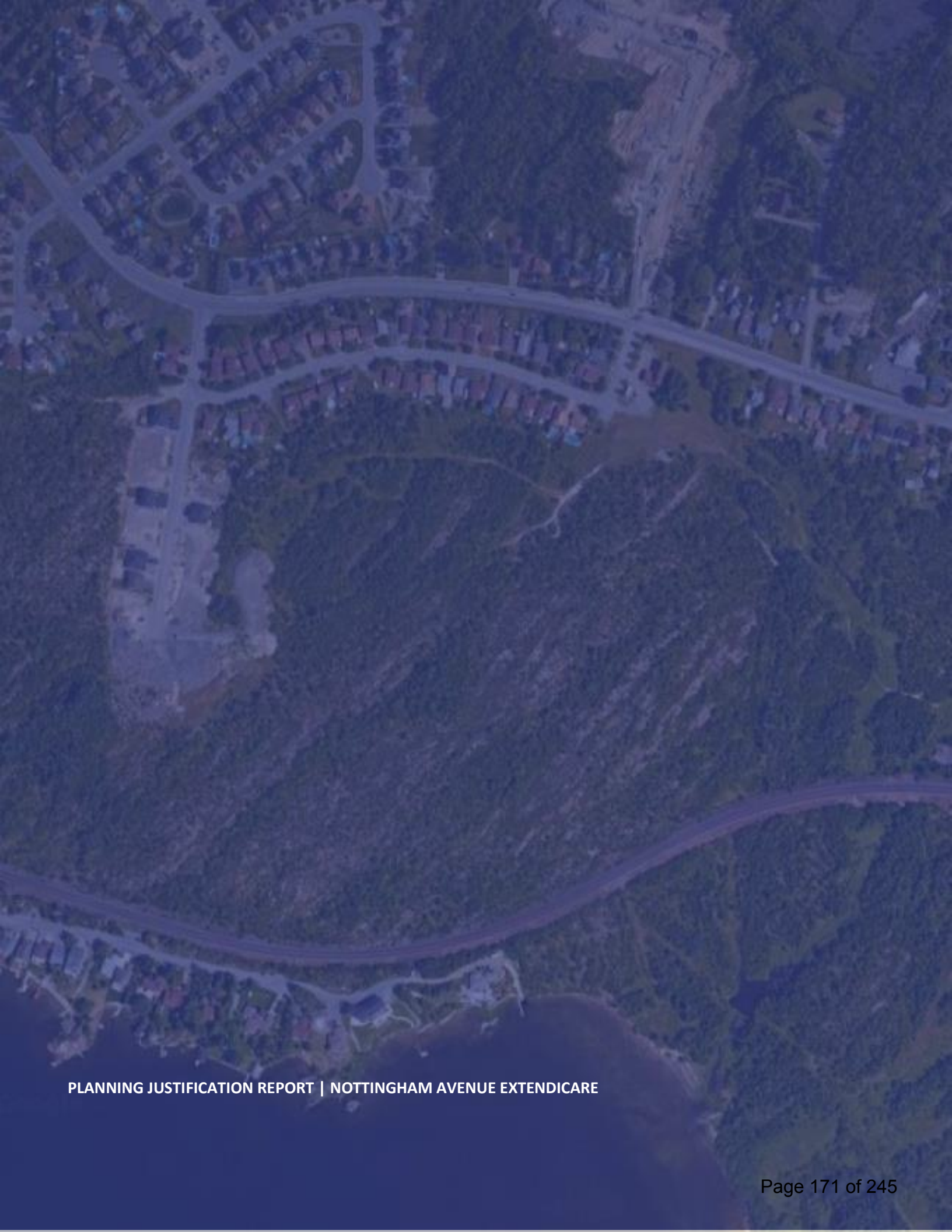
ZONING BY-LAW AMENDMENT

EXTENDICARE NOTTINGHAM

CITY OF GREATER SUDBURY

NOVEMBER 2020

Prepared by:  
**TULLOCH Engineering**  
1942 Regent Street Unit L  
Sudbury, ON  
P3E 5V5



## Contents

<b>1.0 INTRODUCTION .....</b>	<b>4</b>
<b>2.0 PROPOSAL.....</b>	<b>4</b>
<b>3.0 SITE DESCRIPTION AND CONTEXT.....</b>	<b>6</b>
3.1 SUBJECT LANDS.....	6
3.2 SURROUNDING NEIGHBOURHOOD CONTEXT .....	7
3.3 PROPERTIES BACKGROUND / HISTORY .....	7
<b>4.0 POLICY OVERVIEW AND ANALYSIS .....</b>	<b>7</b>
4.1 PROVINCIAL POLICY STATEMENT, 2020.....	7
4.2 GROWTH PLAN FOR NORTHERN ONTARIO.....	10
4.3 CITY OF GREATER SUDBURY OFFICIAL PLAN.....	11
4.4 ZONING BY-LAW AMENDMENT APPLICATION.....	16
<b>5.0 ANALYSIS SUMMARY .....</b>	<b>17</b>
<b>6.0 CONCLUSION .....</b>	<b>19</b>



## 1.0 INTRODUCTION

TULLOCH Engineering (TULLOCH) has been retained by Extendicare Canada to prepare a planning justification report as part of a complete application to amend the *City of Greater Sudbury Zoning By-Law 2010-100Z*. This report provides a planning analysis and justification for the amendment needed to rezone the subject lands from 'I-49' permitting a 3-storey 192-bed long term care facility to 'Institutional- I(S)' to permit a 5-storey 320-bed long term care facility.

This report reviews consistency of the application in the context of applicable policies and direction found within the following documents and plans:

- *2020 Provincial Policy Statement*
- *Growth Plan for Northern Ontario*
- *City of Greater Sudbury Official Plan*
- *City of Greater Sudbury Age Friendly Community Action Plan (AFC)*
- *City of Greater Sudbury Zoning By-Law 2010-100Z*.

Overall, the author finds that the proposed zoning by-law amendment conform with the City of Greater Official Plan, is consistent with the 2020 Provincial Policy Statement (PPS) and represents good planning.

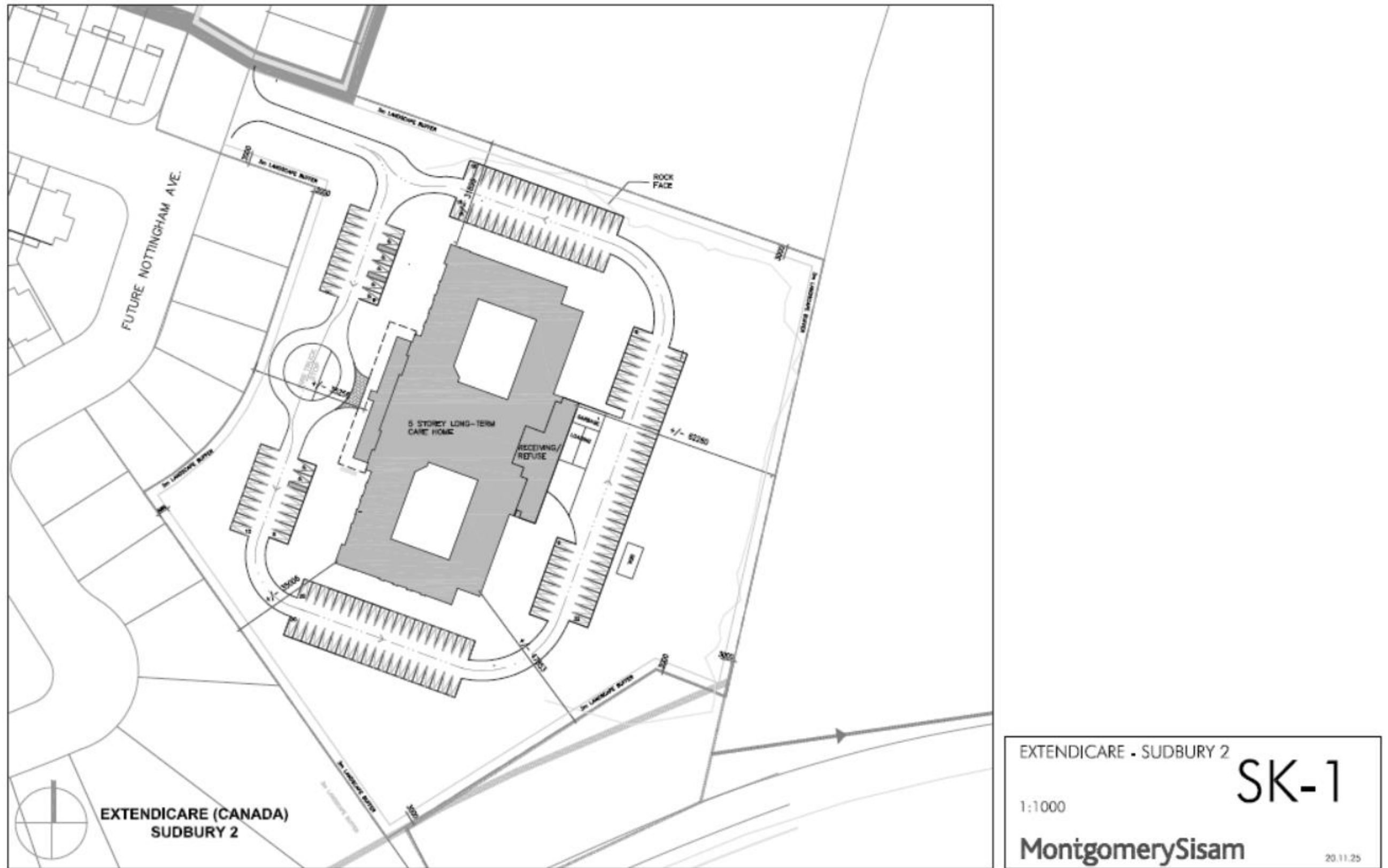
## 2.0 PROPOSAL

The proposed application for zoning by-law amendment would rezone the subject property from 'Institutional Special-I(49)' permitting a 3-storey 192 bed long-term care facility to 'Institutional Special (I(S))' to permit a 5-storey 320-bed long term care facility. The development proposes to provide 160 parking spaces, 24 bicycle parking spaces, and 2 loading spaces on site. A conceptual rendering of the facility can be seen in *Figure 1*.



*Figure 1: Conceptual Rendering of Proposed Five-Storey Long Term Care Facility*

Figure 2: Conceptual Plan for Rezoning

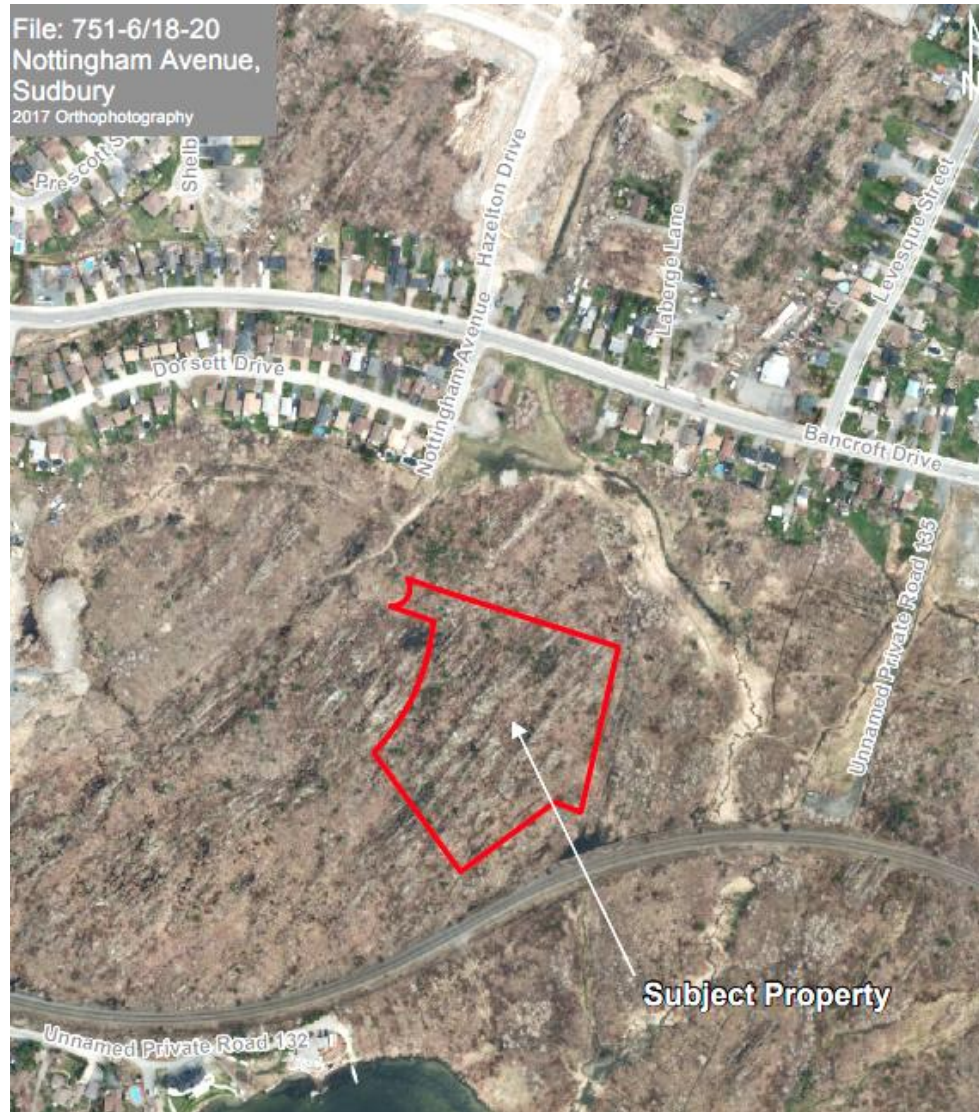




## 3.0 SITE DESCRIPTION AND CONTEXT

### 3.1 SUBJECT LANDS

The subject property has a total combined area of approximately 2.79 hectares with approximately 28.00 metres of frontage on Nottingham Avenue (See *Figure 3*). Currently the subject property is vacant with rock outcrops and varied tree cover.



*Figure 3: Location of Subject Property*

The subject property is located on the east side of the newly constructed portion of Nottingham Ave, in Greater Sudbury. Nottingham Avenue is classified in Official Plan *Schedule 7* as a 'Local Road' and is constructed to an urban standard. The site will be fully serviced via municipal sewer and water services.

The lands are located within Ramsey Lake Intake Protection Zone 3 under the Source Protection Plan. An application for a Section 59 Notice was submitted concurrently with the zoning by-law amendment application.

### 3.2 SURROUNDING NEIGHBOURHOOD CONTEXT

The surrounding area is characterized by a mix of land uses and buildings including low and medium density residential, institutional, and open space uses. Surrounding uses can be described as follows:

**NORTH:** Residential, Parks and Open Space (Dorsett Tot Lot)

**EAST:** Undeveloped residential lands

**SOUTH:** Railway Line, Vacant Open Space

**WEST:** Undeveloped Residential Lands (approved subdivision)

### 3.3 PROPERTIES BACKGROUND / HISTORY

In 2019 an application for zoning by-law amendment was approved by the City of Greater Sudbury to permit a 192-bed long-term care facility on the subject site. A holding (H) symbol was placed on the property until the time in which municipal sewer and water services are made available and public road frontage exists to facilitate access and allow the severance of the subject land from the parent parcel. Such H was removed in 2020 given Nottingham has been constructed, and assumed by the Municipality.

## 4.0 POLICY OVERVIEW AND ANALYSIS

The following section sets out the relevant planning policy framework to assess the appropriateness of the proposed application in the context of Provincial and Municipal policies and regulations. Each subsection will outline relevant policies and provide a planning analysis with respect to how the zoning by-law amendment is consistent with or conforms to such policy.

### 4.1 PROVINCIAL POLICY STATEMENT, 2020

The *2020 Provincial Policy Statement* (PPS) provides high-level provincial policy direction for planning approval authorities in preparing municipal planning documents, and in making decisions on *Planning Act* applications. Municipal official plans must be consistent with the provincial policy statement. Policies applicable to the proposed zoning by-law amendment are outlined and discussed below.

Given that the subject lands are located within Greater Sudbury's Settlement Area, the following policies are applicable

#### **"1.1.1**

*Healthy, liveable and safe communities are sustained by:*

*a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

*b) accommodating 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), employment (including Industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

...

*e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs*

*f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society”*

**1.1.3.2** *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

*a) efficiently use land and resources;*

*b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*

*...*

*e) support active transportation;*

*f) are transit-supportive, where transit is planned, exists or may be developed*

**1.1.3.6** *New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities”*

**1.4.3** *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

*b) permitting and facilitating:*

*1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*

*2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3; 17 | Provincial Policy Statement, 2020*

*c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

*d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*

- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety*

**1.7.1** Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;*
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce*
- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- ....
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes”*

Per **Section 1.1.1** of the PPS, municipalities shall accommodate an appropriate range and mix of residential uses in order to meet long-term needs, including housing for older persons and institutional uses such as long-term care homes. The increase in beds proposed through this application will provide additional, appropriate housing for older persons and those whom require an institutional setting, as supported by section 1.1.1.

The development site is located within the settlement area boundaries of Sudbury, which under **Section 1.1.3** shall be the focus of growth and development. Further many PPS policies encourage a mix of densities and land uses which efficiently use existing or planned infrastructure.

To support consistency with the above policies, the development has been designed and located in a manner which:

- Integrates land use planning and growth management in preparing for societies aging demographic, rising long term care needs and assists in addressing land use barriers which restrict vulnerable populations full participation in society by proposing intensification in a location which provides easy access to commercial, residential, open spaces, and essential services;
- Locating the facility within proximity to public transit infrastructure;
- Promoting appropriate intensification through the addition of 128 long term care beds, which will have no negative impacts to surrounding transportation networks and which will be compatible with surrounding uses given the enhanced setbacks afforded to the proposed structure;

- Achieving cost-effective development patterns and minimizing land consumption by increasing the number of storeys and more efficiently using existing site servicing;

The current zoning permits the development of a 192-bed long term care facility on the subject site. **Section 1.3.3.6** of the PPS supports new development and a mix of uses and densities adjacent to the existing built up area with a compact form that efficiently uses land, infrastructure and surrounding public service facilities. The application proposes an appropriate increase in density at this location as it is adjacent to the existing built up area, and proposes a compact form (5-storeys) which maximizes usage of the site's infrastructure, waterfront views, proximity to residential, institutional, and open spaces, and access to both active transportation and a secondary arterial road.

Further per **1.4.3** and **1.7.1(b)** the application assists in facilitating the development of housing which meets the social, health, economic and well-being requirements of current and future older adults, and in doing so responds to the dynamic market based needs arising from the City's aging demographic.

## 4.2 GROWTH PLAN FOR NORTHERN ONTARIO

The *Growth Plan for Northern Ontario* (GPNO) is a 25-year plan that provides guidance in aligning provincial decisions and investment in Northern Ontario. It contains policies to guide decision-making surrounding growth that promotes economic prosperity, sound environmental stewardship, and strong, sustainable communities that offer northerners a high quality of life. It also recognizes that a holistic approach is needed to plan for growth in Northern Ontario.

**Section 3.4.3** of the GPNO promotes a diverse mix of land uses within northern communities. The GPNO states that:

**"3.4.2**            *The Province will seek to improve access to health care services for Northern Ontario residents by:*

*a. supporting and strengthening health care planning and delivery approaches in Northern Ontario*

**3.4.3**            *Municipalities are encouraged to support and promote healthy living by providing for communities with a diverse mix of land uses, a range and mix of employment and housing types, high-quality public open spaces, and easy access to local stores and services"*

The application will enhance health care access and service in Northeastern Ontario by adding 128 beds to a property with existing permission for 192-bed long term care facility. The proposed additional bed permission supports and strengthens health care planning in the north by preparing for an aging population and appropriately developing new long-term care beds to meet anticipated future needs as supported in **Section 3.4.2**. The application also supports policy **3.4.3** as it encourages and promotes healthy living principles by increasing the number of beds and institutional land use in a predominately



residential area, and thereby facilitate the creation of employment opportunities through the construction, maintenance, and operation of the long-term care facility.

#### 4.3 CITY OF GREATER SUDBURY OFFICIAL PLAN

The 2006 *City of Greater Sudbury's Official Plan* is the principal land use planning policy document for the City of Greater Sudbury. The Official Plan (OP) establishes objectives and policies that guide both public and private development/decision-making.

The subject lands are designated 'Living Area 1' per *Schedule 1A* of the *City of Greater Sudbury Official Plan*.

**Section 2.3.2** speaks to the City's settlement area and states in-part:

##### ***"2.3.2 The Settlement Area***

*1. Future growth and development will be focused in the Settlement Area through intensification, redevelopment and, if necessary, development in designated growth areas.*

*2. Settlement Area land use patterns will be based on densities and land uses that make the most efficient use of land, resources, infrastructure and public service facilities, minimize negative impacts on air quality and climate change, promote energy efficiency and support public transit, active transportation and the efficient movement of goods."*

Per **Section 2.3.2.1** this application proposes intensification and facilitates future growth and development within the Settlement Area. The application recognizes the importance of allowing for a balance of densities which make the most efficient use of land, resources, and infrastructure to minimize potential negative impacts on the environment per **Section 2.3.2.2**. The application also supports the public transit and active transportation network as it is located within 220 metres from public transit service which will serve employee's and visitors of the facility.

**Section 2.3.3** addresses intensification and states in-part:

##### ***"2.3.3 Intensification***

*1. All forms of intensification are encouraged in accordance with the policies of this Plan.*

*5. Intensification and development is permitted in established Living Area I lands, in accordance with the policies of this Plan.*

*7. Intensification will be encouraged on sites with suitable existing or planned infrastructure and public service facilities.*

*8. Intensification will be compatible with the existing and planned character of an area in terms of the size and shape of the lot, as well as the siting, coverage, massing, height, traffic, parking, servicing, landscaping and amenity areas of the proposal*



9. *The following criteria, amongst other matters, may be used to evaluate applications for intensification:*

- a. the suitability of the site in terms of size and shape of the lot, soil conditions, topography and drainage;*
- b. the compatibility proposed development on 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 of 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. Where applicable, applications for intensification of difficult sites may be subject to Section 19.7.”*

The proposed rezoning application is consistent with **Section 2.3.3.6** and **2.3.3.7** as it provides for appropriate density on a fully serviced site. Per **2.3.3.8** the proposed intensification is compatible with the existing and planned character of the area given a multitude of factors. These include siting the building in a manner which provides for significant building setbacks from property lines, providing for an abundance of vacant open space to both the east and south of the property, and ensuring the existing transportation network has the capacity to support the development (as found in the supporting Traffic Impact Study). Further the proposed long-term care home is of a size and provides lot coverage (18%), parking, servicing and landscaping that are appropriate in the context of its location and which meet the requirements of the zoning by-law.

**Section 3.2.1** discusses Living Area 1 policies. Applicable policies to this application include:

***“3.2.1 Living Area I – Communities***

- 2. In medium density developments, all low-density housing forms are permitted, including small apartment buildings no more than five storeys in height to a maximum net density of 90 units per hectare.*
- 3. High density housing is permitted only in the community of Sudbury. All housing types, excluding single detached dwellings, are permitted in high density residential areas to a maximum net density of 150 units per hectare. Densities in the downtown may exceed this maximum, as set out in the Zoning By-law.*
- 4. Medium and high density housing should be located on sites in close proximity to Arterial Roads, public transit, main employment and commercial areas, open space areas, and community/recreational services.*
- 5. Medium and high-density housing are to be located in areas with adequate servicing capacity and a road system that can accommodate growth. Sites should be of a suitable size to provide adequate landscaping and amenity features.*
- 6. In considering applications to rezone land in Living Area I, Council will ensure amongst other matters that:*
  - 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”*

This application proposes an increase in density from the previously approved zoning by-law amendment application and increases the number of beds by approximately 66.6%.

The OP states that medium and high-density housing should be located on sites near Arterial Roads, public transit, employment, commercial areas, open space areas, and community/recreational services. The proposed long-term care home is located within 220 metres of Bancroft Drive which is categorized as a secondary arterial with public transit and active transportation infrastructure to serve residents, employees, and visitors. The site is also located within proximity to institutional uses including churches, and park and recreational opportunities such as the Dorset Tot Lot and other open space. Regardless of the quantitative increase in beds & storey’s proposed, the site will have the same lot coverage and building setbacks as those currently permitted on a site-specific basis. Supporting studies have found no negative

off-site impacts associated with the use, and the site has been designed to keep parking as far from existing residences as possible. As such, the increase in beds and height is consistent with the intent of **Section 3.2.1**.

**Section 4.4** outlines policies related to Institutional Areas. It states in part that:

**“4.4 INSTITUTIONAL AREAS**

*4. In considering the establishment of new institutional uses or the expansion of existing facilities on lands not specifically designated for institutional purposes, the City will ensure that:*

- a. sewer and water services are adequate to service the site;*
- b. adequate traffic circulation can be provided;*
- c. adequate parking for the public is provided on-site;*
- d. public transit and active transportation infrastructure can be provided economically for the site;*
- e. the proposed institutional use can be integrated into the area and is compatible with surrounding uses; and,*
- f. adequate buffering and landscaping is provided”*

The City of Greater Sudbury’s Official Plan promotes incorporating institutional uses into its Living Area I designation that are compatible within a residential setting including, long term care homes and retirement homes. The application is consistent with **4.4.4** of the OP which allows for the expansion of institutional uses on lands not specifically designated for institutional purposes, as there will be adequate sewer and water services to service the facility, adequate traffic circulation as identified in the supporting Traffic Impact Study, sufficient parking that meets both the zoning by-law standards and anticipated demand, public transit within walking distance to the site, and suitable buffering through landscaping and setbacks greater than those required by zoning. The proposed long-term care facility will be appropriately integrated into the surrounding area and function as an essential part of the neighbourhood and community fabric.

**Section 11.4** speaks to parking and requires that:

**“11.4 PARKING**

- 1. New developments generally must provide an adequate supply of parking to meet anticipated demands.*
- 2. Based on a review of parking standards for various land uses in the City, parking requirements may be reduced in those areas that have sufficient capacity, such as the Downtown and other major Employment Areas”*

Per **11.4.1**, the 320-bed LTC facility provides an adequate supply of parking to meet anticipated demands and meets the minimum parking requirements of the zoning by-law. No additional parking needs are anticipated beyond the minimum zoning standards, and as such no off-site parking impact is anticipated.

**Section 16.2** of the OP promotes policies which plan for Sudbury's aging population. Policies include the need to:

**"16.2 PLANNING FOR AN AGING POPULATION**

*1) Support development that is age-friendly including the creation of smaller, unique, shared and transitional housing opportunities for an aging population through the rezoning process, where necessary, promotes 'aging in place' and is in close proximity to amenities and services in the Downtown, Regional Centres, Town Centres and Mixed Use Commercial areas;*

*2) Create a safe and secure physical and social environment for Greater Sudbury's aging population with supportive design standards such as sidewalk policies, curb heights, park facilities;*

*4) Support the creation of more affordable housing and long-term care facilities with support services for an aging population;*

*7) Support development that recognizes the short term and long term demand for an increase in health care service and related economic opportunities in Greater Sudbury"*

As the number of older adults continues to rapidly increase, it is essential to create environments which reflect the needs and capabilities of this population. Per **Section 16.2** this development aims to further increase the availability of long-term care type housing in the northeast to address the needs of seniors and persons with disabilities.

Both the Official Plan and *City of Greater Sudbury Age Friendly Community Action (AFC) Action Plan* recognize the importance of promoting aging in place. However, the AFC also understands that '*many individuals are unable to develop environments that are ... appropriate, healthy, and supportive ... in which each can perform optimally and are being compensated for a decreasing vitality and overall health status*'. Whilst the importance of transitional housing opportunities for seniors is understood, the increase in permitted beds proposed through this application also recognizes the immediate need for long term care facilities and their importance following the use of transitional housing options.

Under **Section 16.2.4** of the Plan the City shall support the growing health care needs of the elderly, by supporting the creation of housing such as seniors' apartments, assisted-living complexes, and nursing homes (long-term care facilities). As supported in **Section 16.2.4**, the application will facilitate the construction of a 320-bed long term care facility with support services for the communities aging population. Further, the development will assist in addressing both short term and long-term demand for long term care beds, and health care service in Greater Sudbury per policy **16.2.7**.

**Section 17.2** of the OP details policies related to housing.

***“17.2.6 Supportive Housing***

*In order to address the City’s supportive housing needs, it is policy of this Plan to:*

- a. facilitate the provision of a variety of appropriate housing types in various locations designed to meet supportive housing requirements for the elderly, students, people with children, persons with physical disabilities and others with special needs;*
- b. integrate supportive housing within existing neighbourhoods and communities throughout the City on a scale compatible with neighbourhood design”*

Per **Section 17.2.6** the application proposes increasing the supply of supportive housing (number of long-term care beds permitted) and in doing so provides for more housing for elderly, and persons with physical disabilities and others with special needs. The application will optimize the subject lands to provide additional supportive housing, while maintaining a built form and intensity of use that will have no negative impacts on the surrounding residential neighbourhood.

#### 4.4 ZONING BY-LAW AMENDMENT APPLICATION

As discussed, the subject property is zoned ‘Institutional- (H49)I49’ in the *City of Greater Sudbury Zoning By-Law 2010-100Z*.

***Institutional- I(49)- Long Term Care Facility***

- (i) The only permitted uses shall be a long-term care facility containing a maximum of 192 beds along with accessory uses that are directly related to the primary use being that of a long-term care facility;*
- (ii) The maximum building height shall be three (3) storeys; and,*
- (iii) The minimum lot frontage shall be 28 metres.*

The “H49”, Holding symbol will be removed by Council once municipal water and sanitary services are available to service the development and public road frontage exists for the property.

The proposed zoning by-law amendment proposes to rezone the subject lands ‘Institutional Special’ to permit the development of a 320-bed long term care facility. *Table 1* provides an outline of the proposal developments consistency with the institutional zone.

Table 1: Zoning Table

INSTITUTIONAL ZONE	ZONING BY-LAW REQUIREMENT	PROVIDED
Min Lot Area	900.0m <sup>2</sup>	2.79 hectares
Minimum Frontage	30.0m	28.0m
Front Yard	10.0m	34.3m
Interior Side yard Setback	10.0m	34.4m
Side yard Setback	10.0m	31.89m
Rear Yard	10.0m	62.2m
Lot Coverage	50.0%	18%
Maximum Height	50.0m	Approx. 21.0m

The proposed building height is five-storeys, and the properties large overall area affords generous setbacks from the lot lines as identified in *Table 1*. These setbacks which will mitigate any impacts on the future residential subdivision development abutting the site. Three metre wide landscaping strips – pursuant to by-law requirements - will be installed to address screening and buffering concerns from both the neighbouring residential area and provide privacy for residents of the long-term care facility. Additionally, the significant setbacks proposed for the development will allow additional screening/buffering that are over and above by-law requirements.

## 5.0 ANALYSIS SUMMARY

### LOCATION, BUILT FORM AND LAND USE COMPATIBILITY

Applications for rezoning lands in Living Area 1 are (generally) reviewed pursuant to policy found in **Section 3.2.1** of the OP. Applications for intensification are reviewed under **Section 2.3.3** and applications to permit new institutional uses or the expansion of existing facilities on lands is evaluated under **Section 4.4**. These sections of the OP have been reviewed to determine the appropriateness of the proposed development and increase in long term care beds.

It is the authors opinion that the proposed development is an appropriate location for the establishment of a 320-bed long term care facility given the following:

- The site has a total lot area of 2.79 hectares where a minimum lot area of 900m<sup>2</sup> is required and provides the land necessary to accommodate both the building, proposed density and 160 parking spaces;
- 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. No accessory uses – other than those for the use of immediate residents of the facility – are proposed;
- The long-term care facility will be 5 storeys in height and provides for a front yard setback of 34.3m where 10.0 m is required, a rear yard setback of 62.2m where 10.0 metres is required, an interior side yard setback of 34.4 and 31.89m where 10.0m is required;
- The application provides for on-site parking, lighting, and amenity areas which are appropriate for both the proposed use and compatible with the existing vacant, parks and open space and residential areas;



- The application proposes to provide significant setbacks and on-site landscaping/planting to mitigate any off-site impacts on abutting uses including providing 3.0 wide landscaping strips adjacent to all residential lot lines to address screening and buffering concerns and provide privacy for residents of the long-term care facility;
- The application proposes a 66.66% increase in density from what is currently permitted on site and in doing makes for a more efficient use of the site and future infrastructure, while accommodating such density increase through a minor (2-storey) increase in permitted height and no increase in proposed building footprint/lot coverage;
- The impact of the development on local streets will be minimal as identified by the Traffic Impact Study;
- No issues related to soil or drainage have been identified;
- The site is located within 220.0 metres of public transit and has access to active transportation infrastructure along Bancroft Drive;
- In 2017 a study was conducted to assess potential for habitat for SAR Whip-poor-will. The analysis determined that the proposed development does not encroach into Category 1 and 2 habitat and that the development site is approximately 60 metres from the delineated 9 hectare whip-poor-will territory and therefore the proposal conforms to the 2020 PPS as it relates to Species at Risk; and,
- No natural or man-made hazards such as floodplains have been identified on the subject lands.

#### *COMMUNITY NEED*

Much like the rest of Canada, changing demographics will have an important influence on the City of Greater Sudbury over the next several decades. The City's Official Plan identified that in 2011, 29% of the City's population was over the age of 55 and 11% was over the age of 70. By the year 2036, this will have increased to 34% and 20%. As the number of older adults is rapidly increasing, it is essential to create environments which reflect the needs, desires, and capacities for this aging population.

Recent world events such as the COVID-19 pandemic have heightened concerns related to lengthy wait lists and a lack of beds at long term care homes across the province. Given such demand, it is both appropriate and necessary to plan for and construct more long-term care facilities in the coming years in those locations that are deemed appropriate. By increasing the number of long-term care beds this application supports older adults transitioning to appropriate housing, provides for greater housing options and provides seniors access to necessary healthcare in an appropriate location given abutting uses and other mitigating measures to enhance compatibility.

This application supports official plan **Sections 16.2** and **17.2** as it seeks to ensure that a diversity of housing choices are available to support older and aging adults. Further, the application aims to facilitate development that recognizes the short term and long-term demand for an increase in health care service and seniors housing opportunities both in the City of Greater Sudbury and Northeastern Ontario.

#### *LOCAL TRAFFIC IMPACTS*

A Traffic Impact Study was conducted by Tatham Engineering in September 2020 in order to evaluate the potential traffic impacts of the proposed development on the surrounding neighbourhood and road infrastructure.

Overall, the study determined that:

- Upon build-out, the development is expected to generate 61 new trips during the AM peak hour and 84 new trips during the PM peak hour;
- The operational analyses indicated that the subject intersections would provide good (LOS C or better) overall conditions through the 2030 horizon under the future total conditions and no intersection improvements are required;
- Given the minimal volumes on Nottingham Avenue at the proposed site, and the limited volumes that the site will generate, excellent traffic operations will be provided at the site access;
- The need for exclusive right and left turn lanes on Bancroft Drive at Nottingham Avenue based on the projected volume of right and left turning vehicles are not warranted;
- The available sight lines along Nottingham Avenue are considered appropriate in consideration of TAC design guidelines for minimum stopping sight distance.

**Section 2.3.3.9 (f)** and **Section 3.2.1.6(d)** of the Official Plan speak to intensification and considering applications to rezone land in Living Area I as it relates to the impact of traffic generated by the proposed development on the road network and surrounding land uses. The Traffic Impact Study found no concerns related to future traffic volumes, intersection operations, infrastructure improvements or sight line issues.

## 6.0 CONCLUSION

The application is consistent with the 2020 Provincial Policy Statement policies applied to settlement areas and housing by providing for an appropriate range and mix of residential uses in order to meet long-term needs, including housing for older persons and institutional uses such as long-term care homes on municipal infrastructure.

The application conforms to and does not conflict with the Growth Plan for Northern Ontario as the Plan contains various policies under **Section 3.4.2** that promote improving access to health care services including long-term care facilities and other special needs facilities. It also supports **Section 3.4.3** in that it promotes healthy communities by providing for a range of uses and housing forms.

The proposed zoning bylaw amendment application conforms to Official Plan policies in that:

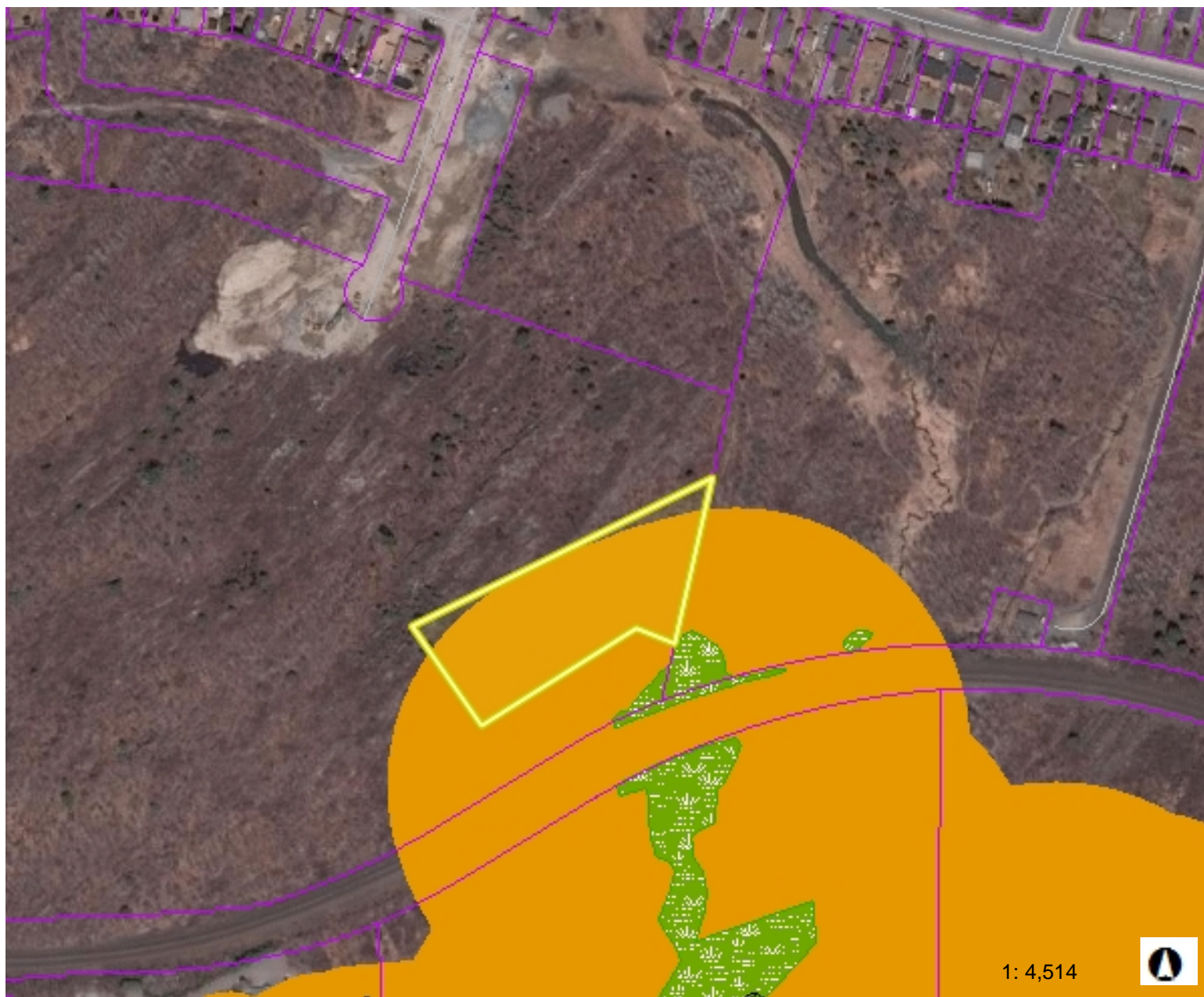
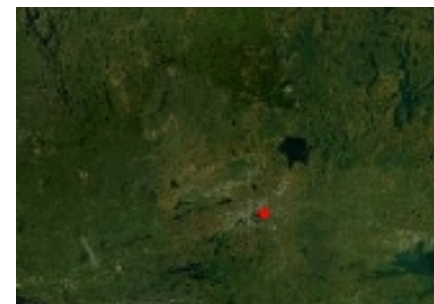
- The subject land is in the Living Area 1 OP designation, which permits compatible institutional uses;
- The lot is suitable for the proposed use based on its location and proximity to infrastructure and municipal services, the proposed built form and availability of on-site parking;
- No upgrades to the existing road network are required to accommodate the proposed long-term care facility;
- The proposed institutional use can be integrated into the area while addressing compatibility with existing and future residential uses with adequate separation and the setbacks from lot lines exceeding minimum zoning requirements;
- The site located approximately 220 metres from public transit and active transportation infrastructure located along Bancroft Drive;
- The long-term care facility addresses the demand for special needs facilities in the community

Given the analysis provide herein, it is the authors opinion that proposed zoning by-law amendment to increase LTC bed permission from the currently permitted 192 beds to 320 beds is consistent with the 2020 PPS, does not conflict with the *Growth Plan for Northern Ontario*, conforms to the *City of Greater Sudbury Official Plan*, and represents good planning.
















Respectfully submitted,

A handwritten signature in black ink, appearing to read 'K. Jarus', written in a cursive style.

**Kevin Jarus, M.Pl., MCIP, RPP.**  
Senior Planner | Project Manager



### Legend

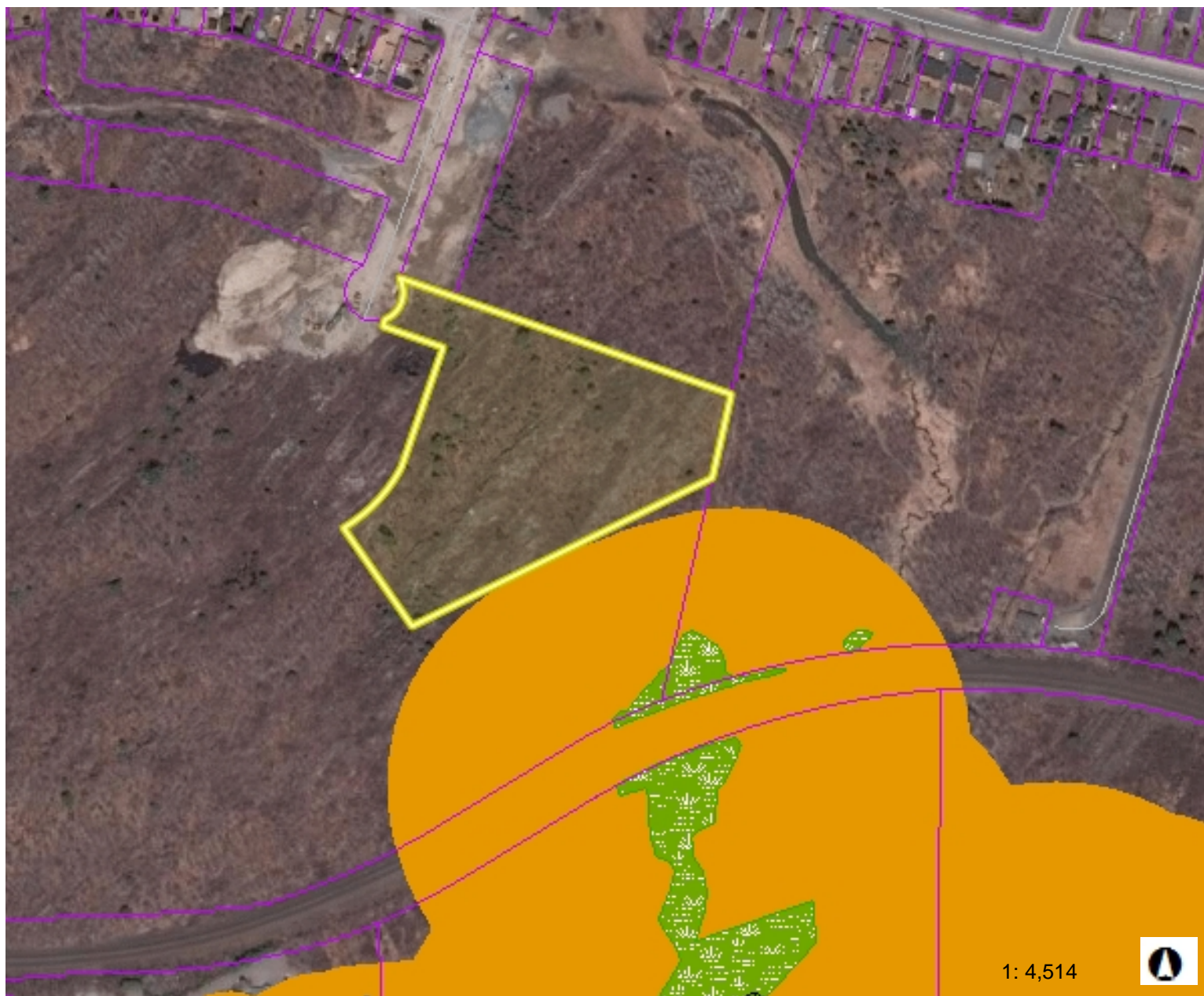
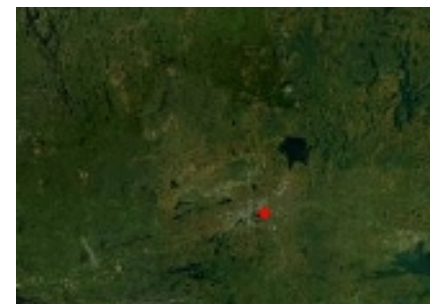
-  NDCA Jurisdiction
-  Parcels (File NO)
-  Subwatersheds
-  Roads\_CGS\_2021
-  Floodplain
-  Waterbody
-  Wetland
-  Active Municipal Drains
-  Watercourse
-  Regulation Limits
-  Municipal Boundary (CGS)
-  World Imagery
-  Low Resolution 15m Imagery
-  High Resolution 60cm Imagery
-  High Resolution 30cm Imagery

### Notes
















Although Conservation Sudbury makes every effort to ensure accurate mapping, regulated natural hazards may exist on-site that have not yet been identified. Should a feature be identified, the applicant must halt works immediately and contact Conservation Sudbury at 705.674.5249. Regulated hazards include floodplains, watercourses, shorelines, wetlands, and valley slopes.

229.3 0 114.66 229.3 Meters





### Legend

-  NDCA Jurisdiction
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-  Subwatersheds
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229.3 0 114.66 229.3 Meters



Photo 1: Nottingham Avenue, Sudbury  
View of subject land from newly constructed temporary cul-de-sac  
File 751-6/20-25 Photography December 10, 2020



Photo 2: Nottingham Avenue, Sudbury  
Extension of Nottingham Avenue facing north from cul-de-sac  
File 751-6/20-25 Photography December 10, 2020





Photo 3: Nottingham Avenue, Sudbury  
View of adjacent low density housing  
File 751-6/20-25 Photography December 10, 2020



Photo 4: Nottingham Avenue, Sudbury  
Abutting undeveloped lands zoned Future Development  
File 751-6/20-25 Photography December 10, 2020

## Matagamasi Lake

Presented To:	Planning Committee
Meeting Date:	June 14, 2021
Type:	Public Hearing
Prepared by:	Wendy Kaufman Planning Services
Recommended by:	General Manager of Growth and Infrastructure
File Number:	751-9/21-1

## Report Summary

This report provides a recommendation regarding housekeeping amendments to By-law 2010-100Z in order to correct mapping errors that impact a total of seven (7) privately owned parcels in Matagamasi Lake.

This report is presented by Senior Planner, Wendy Kaufman.

## Resolution

THAT the City of Greater Sudbury approves the amendments to Zoning By-law 2010-100Z as outlined in the report entitled “Matagamasi Lake”, from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on June 14, 2021.

## Relationship to the Strategic Plan, Health Impact Assessment and Community Energy & Emissions Plan (CEEP)

The proposed housekeeping amendments to the Zoning By-law are operational matters under the Planning Act.

## Financial Implications

There are no financial implications associated with this report.

## Staff Report

### Proposal:

On September 29, 2010 Council enacted By-law 2010-100Z, being the Zoning By-law for the City of Greater Sudbury. By-law 2010-100Z replaced the eight (8) Zoning By-laws from the former Municipalities and Townships that were amalgamated into the City in 2001. No appeals to the By-law were filed at the end of the appeal period. In accordance with the Planning Act the By-law was deemed to have come into force on the day it was enacted on September 29, 2010.

Since the enactment of Zoning By-law 2010-100Z, matters have been identified that require the need for “housekeeping” amendments respecting typographical, punctuation, mapping errors, along with changes which assist in the interpretation and application of the By-law. Ten (10) housekeeping amendments have been enacted since 2010 and this report addresses further housekeeping amendments to the By-law.

This report identifies the By-law Section and the issue which requires addressing, along with the suggested amendments. The draft amendments are set out in detail on Attachment 1 to the report. Changes to the zone maps are proposed which are shown on the attached maps.

Proposed Amendments: Schedule A – Zone Maps, is proposed to be amended by rezoning the following lands from “P”, Park, to “RU”, Rural:

1. PIN 73519-0141, Pcl 24296, Island SB 11, Lot 6, Con 6, Township of Rathbun
2. PIN 73519-0175, Pcl 30481, SR LOC JDD 604, Lot 4, Con 5, Township of Rathbun
3. PIN 73519-0209, Pcl. 5079, Lot 4, Con 5, Township of Rathbun
4. PIN 73519-0117, Pcl 11705, Lot 4, Con 5, Township of Rathbun
5. PIN 73519-0217, Pcl 4951 SR LOC WS 107, Lot 4, Con 4, Township of Rathbun
6. PIN 73519-0216, Pcl 4927, ISLD GOOLSCAP, Lot 5, Con 4, Township of Rathbun
7. PIN 73519-0215, Pcl. 4829, SR LOC WD 2701, N Pt of ILSD 8, Lot 5, Cons 3 & 4, Township of Rathbun

This housekeeping amendment was identified through an inquiry by a property owner about constructing a seasonal dwelling on their private property. An error occurred in transferring the zoning from the paper zone maps in Zoning By-law 2001-25Z to the digital Zone mapping in By-law 2010-100Z on the seven (7) privately-owned parcels located in the northerly section of Matagamasi Lake. This resulted in the “P”, Park zone, which is applied to Crown lands in the area, being extended in error to also include the privately-owned parcels. It recommended that the mapping error which rezoned these privately-owned lands “P”, Park, be corrected by rezoning the lands to “RU”.

The subject lands are designated ‘Rural Area’ in the Official Plan, whereas Crown lands in the area are designated Parks & Open Space.

**Existing Zoning:** “P”, Park

The subject lands are zoned “P”, Park. This zone permits a range of non-residential uses including a cemetery, library, museum, parking lot, park, recreation and community centre. A refreshment pavilion and restaurant are permitted accessory to a park.

**Proposed Zoning:** “RU”, Rural

The Rural zone permits a range of residential and rural uses, including a seasonal dwelling on a legal existing waterfront lot. Development is subject to the standards for the Rural zone (e.g. lot area, frontage, lot coverage, and height) as well as the general provisions. The general provisions for waterbodies require a 12 m development setback and vegetative buffer, except for some limited clearing and accessory shoreline structures (e.g. sauna, gazebo, boathouse), in order to protect water quality and shoreline habitat. General provisions also require development to be on the basis of an assumed road, except in limited circumstances such as for seasonal dwellings that are accessible via private road or by water access. Water access is a defined term, and includes that boat docking facilities must be available which are permanently provided and available to the public.

**Location and Site Description:**

The subject lands consist of seven (7) parcels located in the northerly section of Matagamasi Lake. The

parcels range in size from 0.5 to 5.3 ha. Four of the seven parcels consist of islands or part of an island, and three of the properties are on the eastern shore of Matagamasi Lake. Based on the review of aerial imagery, all the seven properties excepting one appear to contain existing structures. These existing structures are presumed to be used for seasonal dwellings given the remote nature of the area.

### **Surrounding Land Uses:**

The existing zoning & location map indicates the location of the subject lands to be rezoned and the zoning in the immediate area. Aerial photography is also included.

The majority of lands in this area are Crown lands, excepting the seven (7) privately owned parcels subject to this proposed amendment. The furthest parcel to the north is within the area identified as the Chiniguchi Waterway Provincial Park. Private lands are not subject to Crown land use policies, and are subject to the City's planning framework. The lands are outside the jurisdiction of the Nickel District Conservation Authority. There is no maintained/recognized Parks Services boat launch or associated parking on Matagamasi Lake.

### **Public Consultation:**

The statutory notice of public hearing was provided by newspaper. At the time of writing this report, no comments had been received from the public.

### **Conclusion:**

The housekeeping amendments to By-law 2010-100Z as proposed in this report are to correct mapping errors. The draft amendments to the By-law are set out in Attachment 1 to the report along with the proposed change to the zone maps. Should the Planning Committee concur with the housekeeping amendments as proposed, then the resolution included in this report should be adopted.

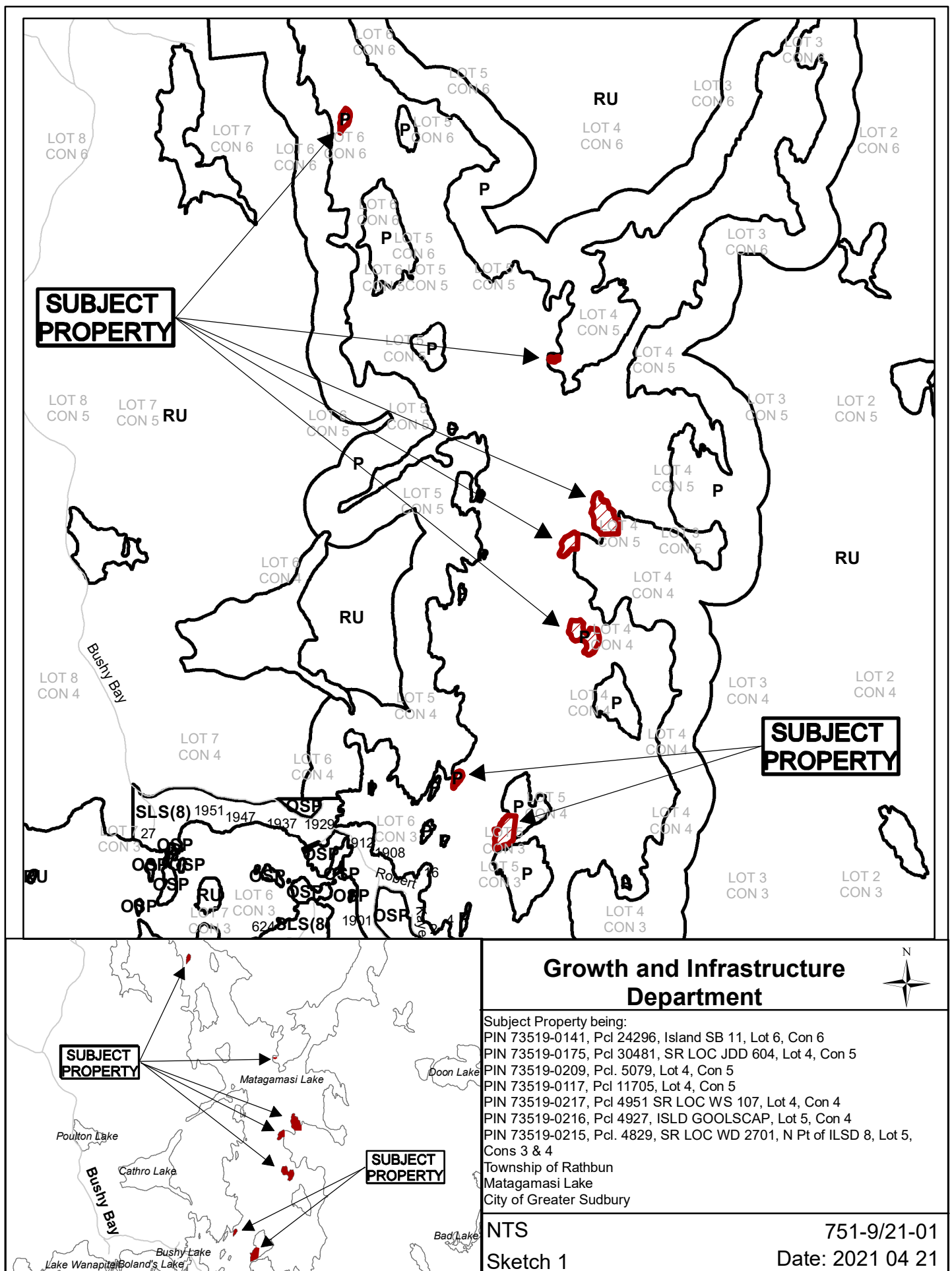
Attachment 1

Proposed Amendment to Zoning By-law 2010-100Z

Amendments to Zone Maps

Rathbun Township Map 1 and 2, rezone the following lands from “P”, Park, to “RU”, Rural:

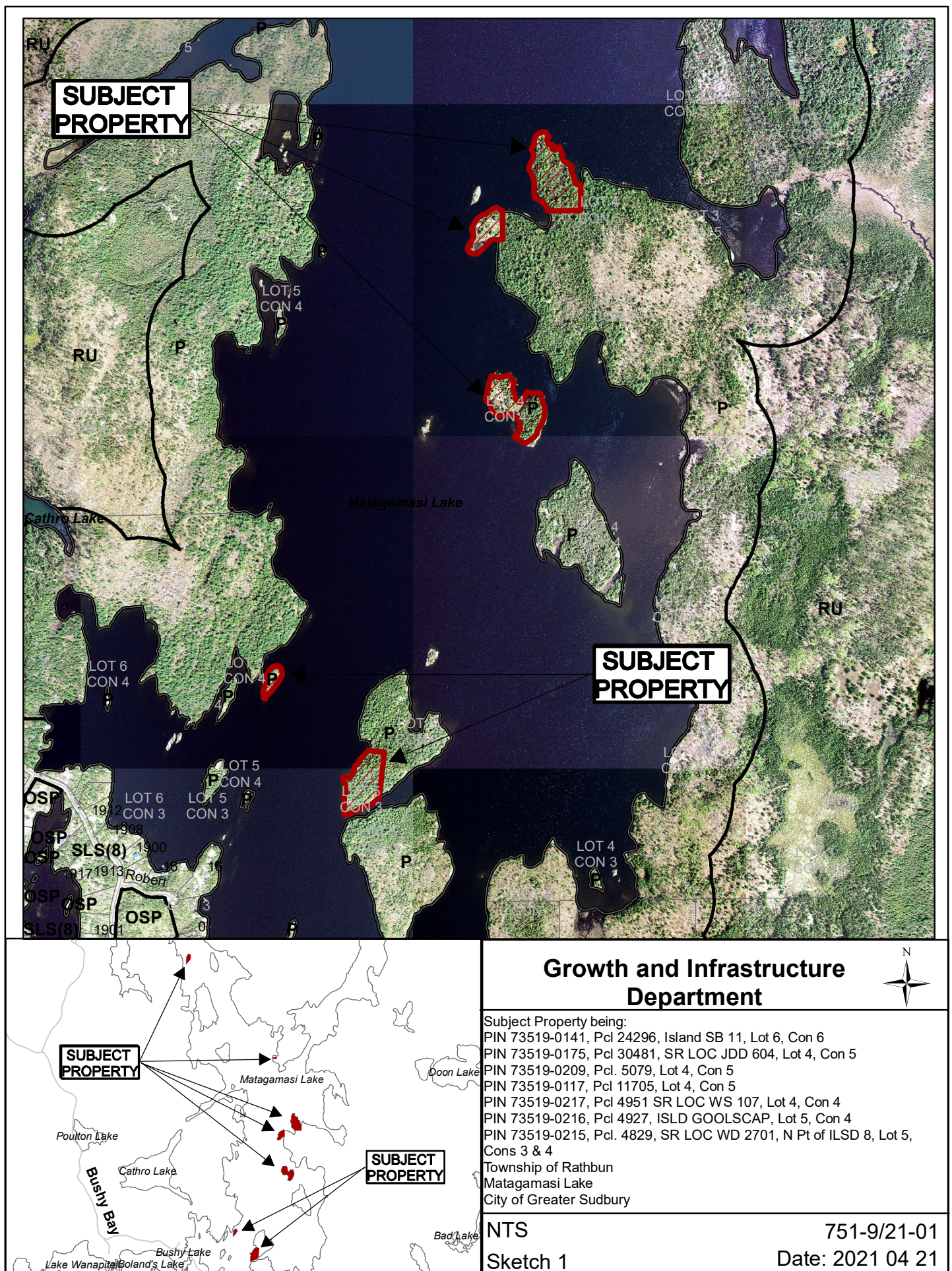
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4. PIN 73519-0117, Pcl 11705, Lot 4, Con 5, Township of Rathbun
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## 62 Second Avenue, Coniston – Declaration of Surplus Property

Presented To:	Planning Committee
Meeting Date:	June 14, 2021
Type:	Routine Management Reports
Prepared by:	Angela Roy Real Estate
Recommended by:	General Manager of Corporate Services
File Number:	N/A

## Report Summary

This report provides a recommendation to declare surplus 62 Second Avenue, Coniston.

## Resolution

THAT the City of Greater Sudbury declares surplus to the City's needs, 62 Second Avenue, Coniston, legally described as PIN 73560-0435 (LT), part of Lot 34, Plan M-678, being Part 3 on Plan 53R-8591, Township of Neelon;

AND THAT the property be marketed for sale to the general public pursuant to the procedures governing the sale of full marketability surplus land as outlined in Property By-law 2008-174, as outlined in the report entitled "62 Second Avenue, Coniston – Declaration of Surplus Property", from the General Manager of Corporate Services, presented at the Planning Committee meeting on June 14, 2021.

## Relationship to the Strategic Plan, Health Impact Assessment and Community Energy & Emissions Plan (CEEP)

This report refers to operational matters.

## Financial Implications

There are no financial implications associated with this report.

## Background

The subject property measures 7,097 square feet in size and is zoned 'R3.D75', Medium Density Residential'. The property is improved with a 1,230 square foot one-storey office building which was constructed circa 1973. The location of the property is identified on the attached Schedule 'A' and photographs of the property are identified on the attached Schedule 'B'.

In 1975, INCO donated the property to the former Town of Nickel Centre. In the late 1980's, the Town leased the property to Nickel Centre Hydro Electric Commission and then to Canada Post in the 1990's.

In 1996, Greater Sudbury Police Services began using the building as a local police storefront and in May, 2021, they vacated the building.

The proposal to declare the property surplus to the City's needs was circulated to all City departments and outside agencies. The following responses were received:

- Development Approvals advised that the subject property is designated Living Area 1 in the City of Greater Sudbury Official Plan. This property is zoned "R3.D75", Multiple Family Residential 75 dwelling units/hectare (please note that the 75 du/ha applies to the total number of units permitted on the three addresses located in this zone: 61 First, 15 Balsam and 62 Second). Very limited commercial uses are permitted in the R3 zone as of right. An Official Plan Amendment, Rezoning and/or an application to the Committee of Adjustment for a change of use may be required before new uses are established on this property.
- Infrastructure Capital Planning and Linear Infrastructure Services advised that the road allowance in front the subject property measures 20 metres in width where 26 metres is required. They have requested that the City retain 3 metres in width along the frontage of the property for road allowance purposes.
- Water Wastewater Treatment & Compliance advised that the subject property is serviced from First Avenue, but did not have any concerns with the City declaring the property surplus.
- Greater Sudbury Hydro Inc. has requested an easement measuring 4 metres in width along the frontage of the property to protect existing infrastructure.

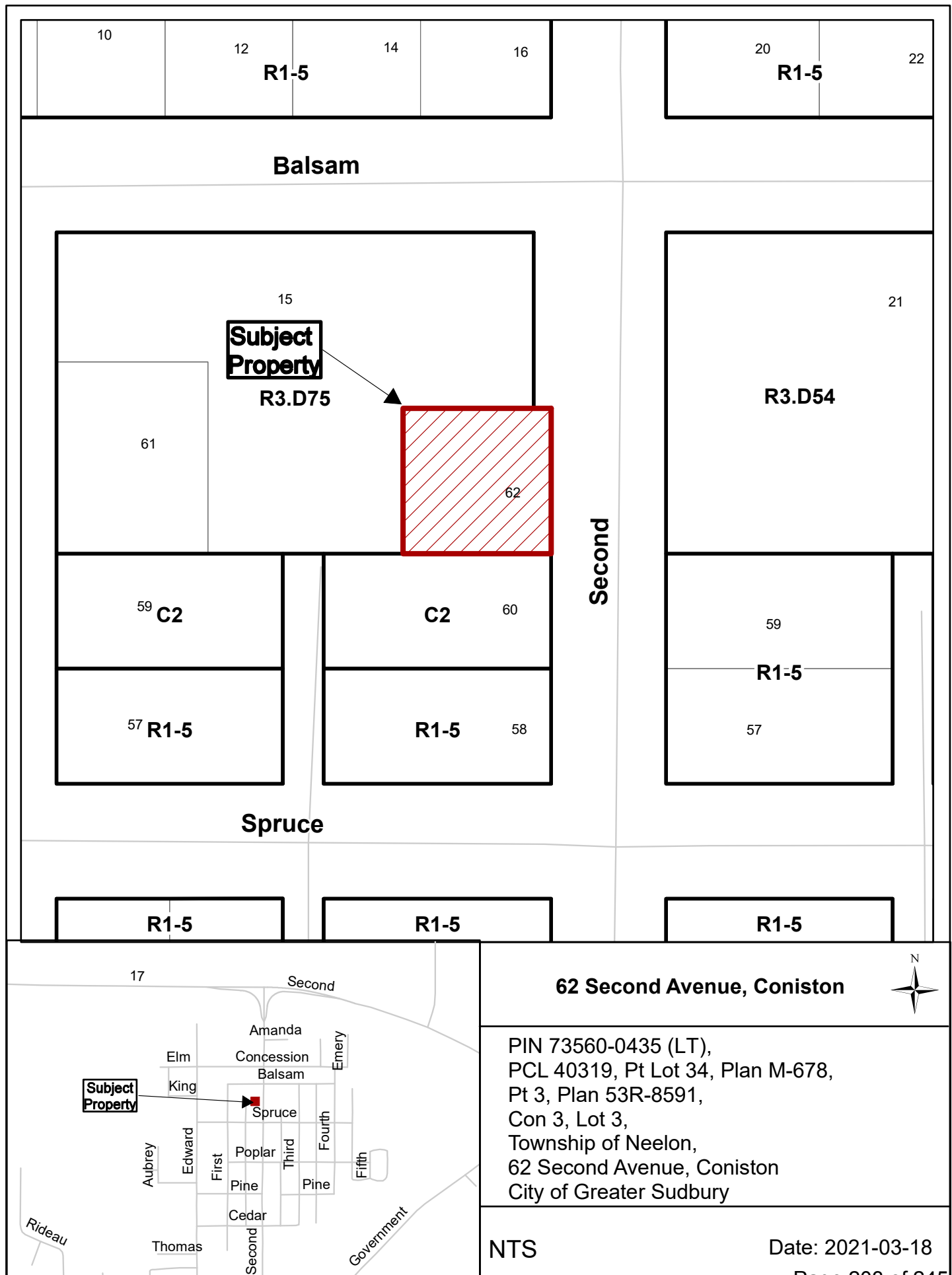
No additional comments or objections were received.

## **Recommendation**

It is recommended that 62 Second Avenue, Coniston, be declared surplus to the City's needs and marketed for sale to the general public.

If approved, a further report will follow with respect to the sale transaction.

# SCHEDULE 'A'



## Schedule 'B'

Re: 62 Second Avenue, Coniston  
Declaration of Surplus Property



View of Subject Property from Second Avenue facing south west



## **Vacant Land, Balfour Township - Declaration of Surplus Land**

Presented To:	Planning Committee
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Meeting Date:	June 14, 2021
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Type:	Routine Management Reports
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Prepared by:	Angela Roy Real Estate
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Recommended by:	General Manager of Corporate Services
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File Number:	N/A
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## **Report Summary**

This report provides a recommendation to declare surplus vacant land in Balfour Township.

## **Resolution**

THAT the City of Greater Sudbury declares surplus to the City's needs vacant land in Balfour Township, legally described as PIN 73351-0415(LT), part of Lot 8, Concession 4, Township of Balfour;

AND THAT the vacant land be offered for sale to the abutting owners pursuant to the procedures governing the sale of limited marketability surplus land as outlined in Property By-law 2008-174, as outlined in the report entitled "Vacant Land, Balfour Township - Declaration of Surplus Land", from the General Manager of Corporate Services, presented at the Planning Committee meeting on June 14, 2021.

## **Relationship to the Strategic Plan, Health Impact Assessment and Community Energy & Emissions Plan (CEEP)**

This report refers to operational matters.

## **Financial Implications**

There are no financial implications associated with this report.

## **Background**

The subject land measures approximately 160 acres in size, is zoned 'RU', Rural and is landlocked (does not have frontage on an open publicly maintained road). The location of the land is identified on the attached Schedule 'A'.

In 1992, the former Corporation of the Town of Rayside-Balfour vested the subject land as a result of a failed tax sale.

The City recently received a request to purchase the land from the abutting property owner to the east.

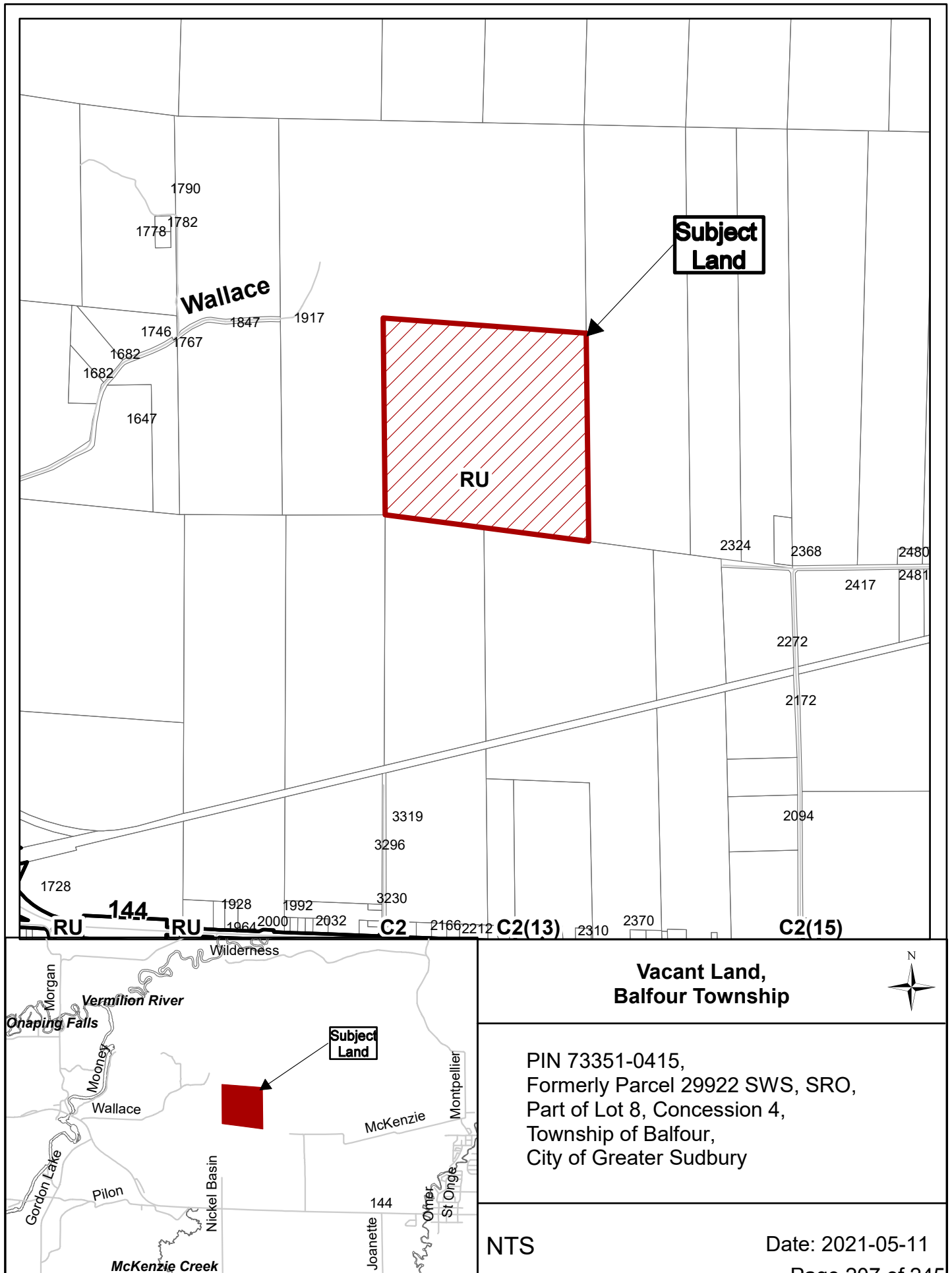
The proposal to declare the land surplus was circulated to all City departments and outside agencies and no objections were received.

## **Recommendation**

It is recommended that the subject land in Balfour Township be declared surplus to the City's needs and offered for sale to the abutting property owners.

If approved, a further report will follow with respect to the sale transaction.

# SCHEDULE 'A'



## 1871 Morgan Road, Chelmsford

Presented To:	Planning Committee
Meeting Date:	June 14, 2021
Type:	Routine Management Reports
Prepared by:	Glen Ferguson Planning Services
Recommended by:	General Manager of Growth and Infrastructure
File Number:	B0027/2021

## Report Summary

This report provides a recommendation regarding the consent referral for property at 1871 Morgan Road, Chelmsford – Don Rouleau.

## Resolution

THAT the City of Greater Sudbury approves the request by Don Rouleau to allow Consent Application B0027/2021 on those lands described as PIN 73351-0047, Parcel 1181, Lot 9, Concession 6, Township of Balfour, to proceed by way of the consent process, as outlined in the report entitled “1871 Morgan Road, Chelmsford”, from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on June 14, 2021.

## Relationship to the Strategic Plan, Health Impact Assessment and Community Energy & Emissions Plan (CEEP)

The request to create one rural lot in addition to the three rural lots that are proposed or already created by way of the consent process as opposed to a plan of subdivision is an operational matter under the Planning Act to which the City is responding.

## Financial Implications

If the consent referral is approved, staff estimates approximately \$4,800 in taxation revenue in the supplemental tax year only, based on the assumption of one single family detached dwelling unit, at an estimated assessed value of \$400,000 respectively per dwelling unit at the 2020 property tax rates.

This additional taxation revenue will only occur in the supplemental tax year. Any taxation revenue generated from new development is part of the supplemental taxation in its first year. Therefore, the City does not receive additional taxation revenue in future years from new development, as the tax levy amount to be collected as determined from the budget process, is spread out over all properties within the City.

In addition, this development would result in total development charges of approximately \$12,000 based on the assumption of one single family detached dwelling unit based on the rates in effect as of this report.

## Report Summary:

This report reviews a request by the owner to create one new rural lot having public road frontage on Morgan Road in Chelmsford by way of the consent process as opposed to the subdivision planning process. The owner has also applied concurrently for approval from the City's Consent Official to create another new rural lot having public road frontage on Morgan Road (File # B0026/2021). There have been two previous consent approvals that resulted in two rural lots having already been created from the single parent parcel of land (Files # B0082/2020 & B0287/1978).

Section 20.4.1 of the Official Plan requires that all proposals which have the effect of creating more than three new lots be processed as applications for a plan of subdivision unless in Council's opinion a plan of subdivision is not necessary for the proper development of the area. The proposed new rural lot that is the subject of this report would be the fourth lot created from the original parent parcel of land.

The Planning Services Division is recommending that the request be approved to proceed through the consent process as a plan of subdivision is not recommended.

## STAFF REPORT

### Applicants:

Don Rouleau

### Location:

PIN 73351-0047, Parcel 1181, Lot 9, Concession 6, Township of Balfour (1871 Morgan Road, Chelmsford)

### Official Plan and Zoning By-law:

#### [Official Plan](#)

The subject lands are primarily designated Rural in the Official Plan for the City of Greater Sudbury. There is also a small and southerly portion of the lands forming a buffer along the Vermilion River that are designation Parks and Open Space.

Section 5.2.2(2) of the City's Official Plan establishes criteria for the creation of new non-waterfront rural lots that are not situated on a waterbody or watercourse. Specifically, for new rural lots not located on a waterbody or watercourse, the following lot creation policies apply:

1. The severed parcel and the parcel remaining must have a minimum size of 2 hectares (5 acres) and a minimum public road frontage of 90 m (295 ft); and,
2. Regardless of the size and frontage of the parent parcel, no more than three new lots may be created from a single parent rural parcel based on the date of the adoption of this Plan in existence as of June 14, 2006.

Further to the above noted rural lot creation policies, Section 20.4.1 of the Official Plan outlines that, "... all proposals which have the effect of creating more than three new lots shall be considered as applications for a plan of subdivision, unless in Council's opinion a plan of subdivision is not necessary for the proper development of the area."



## Zoning By-law

The subject lands are presently zoned “RU”, Rural and “H3RU”, Holding – Rural under By-law 2010-100Z being the Zoning By-Law for the City of Greater Sudbury.

The “RU” Zone permits a single-detached dwelling, mobile home dwelling, bed and breakfast establishment within a single-detached dwelling and having a maximum of two guest rooms, a group home type 1 within a single-detached dwelling and having a maximum of ten beds, seasonal dwelling on a legal existing waterfront lot, private cabin accessory to a seasonal dwelling and a private home daycare.

Permitted non-residential uses include an agricultural use, animal shelter, forestry use having a minimum buffer of 300 m (984.25 ft) from the nearest residential building or residential zone, hunting or fishing camp provided it is a legal existing use, garden nursery, kennel having a minimum buffer of 300 m (984.25 ft) from the nearest residential building or residential zone, public utility and a veterinary clinic.

The portion of the lands zoned with the “H3” holding provision form a buffer along the Vermilion River, which are identified as being a Provincially Significant Wetland (PSW). The “H3” holding provision places certain limitations on development unless necessary approvals are obtained from Conservation Sudbury, the Sudbury and District Health Unit and provided that the proposed development will not have a negative impact on the PSW and its associated ecological functions. For example, legal existing buildings and structures may be altered in accordance with the City’s Zoning By-law and any new buildings and structures may only be constructed if accessory to a legal existing uses and provided that said new buildings and structures are limited to a maximum gross floor area of 38 m<sup>2</sup> (409.03 ft<sup>2</sup>).

The request from the owner would not change the zoning classification of the subject lands.

### **Site Description & Surrounding Land Uses:**

The subject lands are located on the west side of Morgan Road and to the south of Fire Route “G” in the community of Chelmsford. The lands have an approximate total lot area of 10 ha (24.71 acres) with approximately 676 m (2,217.85 ft) of lot frontage on Morgan Road. The lands are vacant. There is an existing municipal drain (ie. Montpelier “A” Municipal Drain) traversing the northerly end of the lands in an east-to-west direction.

The proposed rural lot that is the subject of this report is the middle portion as depicted on the submitted sketch having an approximate lot area of 2.02 ha (4.99 acres) along with approximately 105 m (344.49 ft) of lot frontage on Morgan Road.

Surrounding uses are predominantly rural in nature with a number of rural residential lots varying in terms of lot area and lot frontage along with several large and vacant rural lots being located in the immediate vicinity of the subject lands.

### **Application:**

In accordance with Section 20.4.1 of the Official Plan, the Consent Official has referred the subject application for consent to the Planning Committee and Council in order to determine whether the proposed rural lot creation should be permitted to proceed by the way of the consent process, or alternatively if a plan of subdivision is required.

**Proposal:**

The owner is seeking approval from the City's Consent Official to create one new rural lot having public road frontage on Morgan Road in Chelmsford. The owner has also applied concurrently for approval from the City's Consent Official to create another new rural lot having public road frontage on Morgan Road (File # B0026/2021). There have been two previous consent approvals that resulted in two rural lots having already been created from the single parent parcel of land (Files # B0082/2020 & B0287/1978).

**Department/Agency Review:**

The application including relevant accompanying materials has been circulated to all appropriate agencies and departments. Responses received from agencies and departments have been used to assist in evaluating the consent referral request and to formulate a resolution with respect to whether or not the proposed rural lot creation should proceed by way of the consent process, or in the alternative if a plan of subdivision should be required.

During the review of the consent referral request, comments provided by circulated agencies and departments included the following:

1. Active Transportation, Building Services, Environmental Planning Initiatives, Fire Services, Leisure Services, Operations, Roads, Transportation and Innovation, and Transit Services have each advised that they have no comments or have no concerns from their respective areas of interest;
2. Conservation Sudbury has no concerns and has noted that there appears to be developable area on the lands that are outside of hazard lands that are situated on the lands;
3. Development Engineering has noted that the subject lands are not serviced with municipal water or sanitary sewer infrastructure. Development Engineering further advises that the owners must provide sufficient proof that adequate quantity of potable water is available for each of the lots being created;
4. The City's Drainage Section has noted that the subject lands are within the Vermilion Watershed and is a part of the Montpelier "A" Municipal Drain system. The municipal drain as constructed under the provincial [Drainage Act](#) can only be altered through applicable statutory processes and with the City's approval.

**Planning Considerations:**

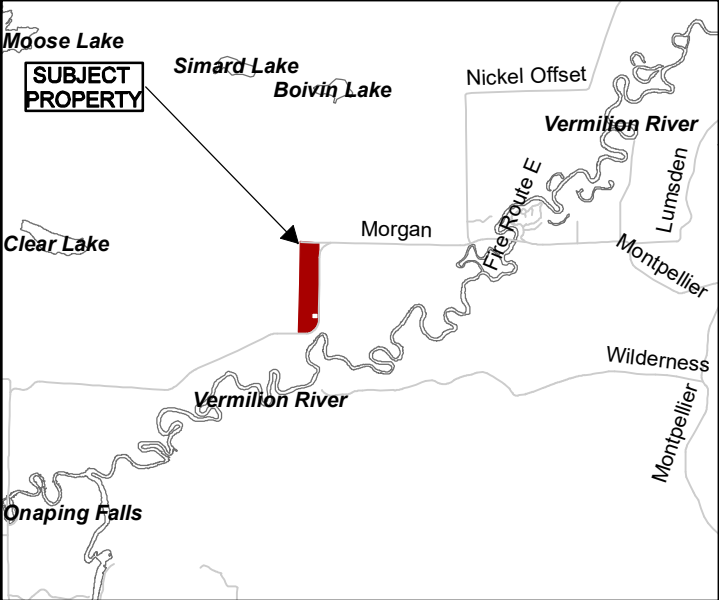
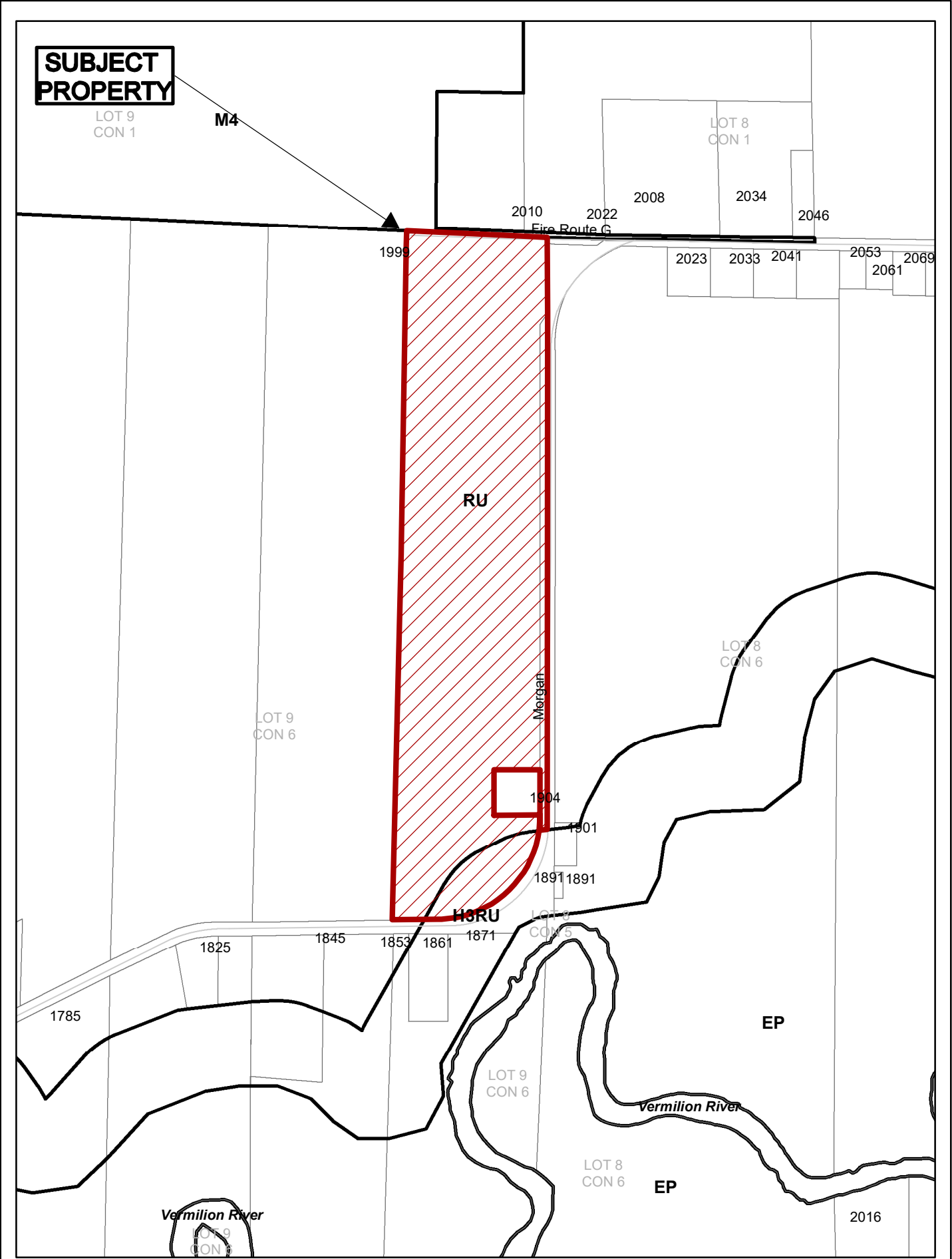
Staff notes that the lands have been the subject of two previous rural lot creations (Files # B0082/2020 & B0287/1978) and the current rural lot creation development proposal involves two applications for consent that would permit the creation of an additional two rural lots with each having public road frontage on Morgan Road. Staff would further note that one of the current applications for consent (File # B0026/2021) has been permitted to proceed outside of the consent referral process as it is being treated as the third rural lot that would be created from the original parent parcel. It should also be noted that there is no Official Plan Amendment associated with the current development proposal because one of the previously approved rural lots that have been severed from the original parent parcel took place prior to the adoption date of the City's Official Plan on June 14, 2006.

With respect to Section 20.4.1 of the Official Plan, staff has circulated the consent referral request in order to determine whether the proposed rural lot creation should be permitted to proceed by way of the consent process, or alternatively, if a plan of subdivision should be required. Staff advises that in general those agencies and departments circulated on the request have not identified any concerns with respect to the proposed rural lot creation proceeding by way of the consent process. With respect to those comments received from the City's Drainage Section, staff notes that the proposed new rural lot that is the subject of this report is the middle portion while the Montpelier "A" Municipal Drain is located further to the north and on the proposed rural lot that is not the subject of this report.

Staff further advises that no land use planning matters which would prescribe the subdivision planning process as the preferred method for rural lot creation in this case have been identified during the review of the request.

**Summary:**

Staff has reviewed the consent referral request and advises that in general there are no land use planning matters which would prescribe the subdivision planning process as the preferred method for rural lot creation in this case. It is on this basis that staff recommends that it would be appropriate for the proposed new rural lot that is the subject of this report to be created by way of the consent process.



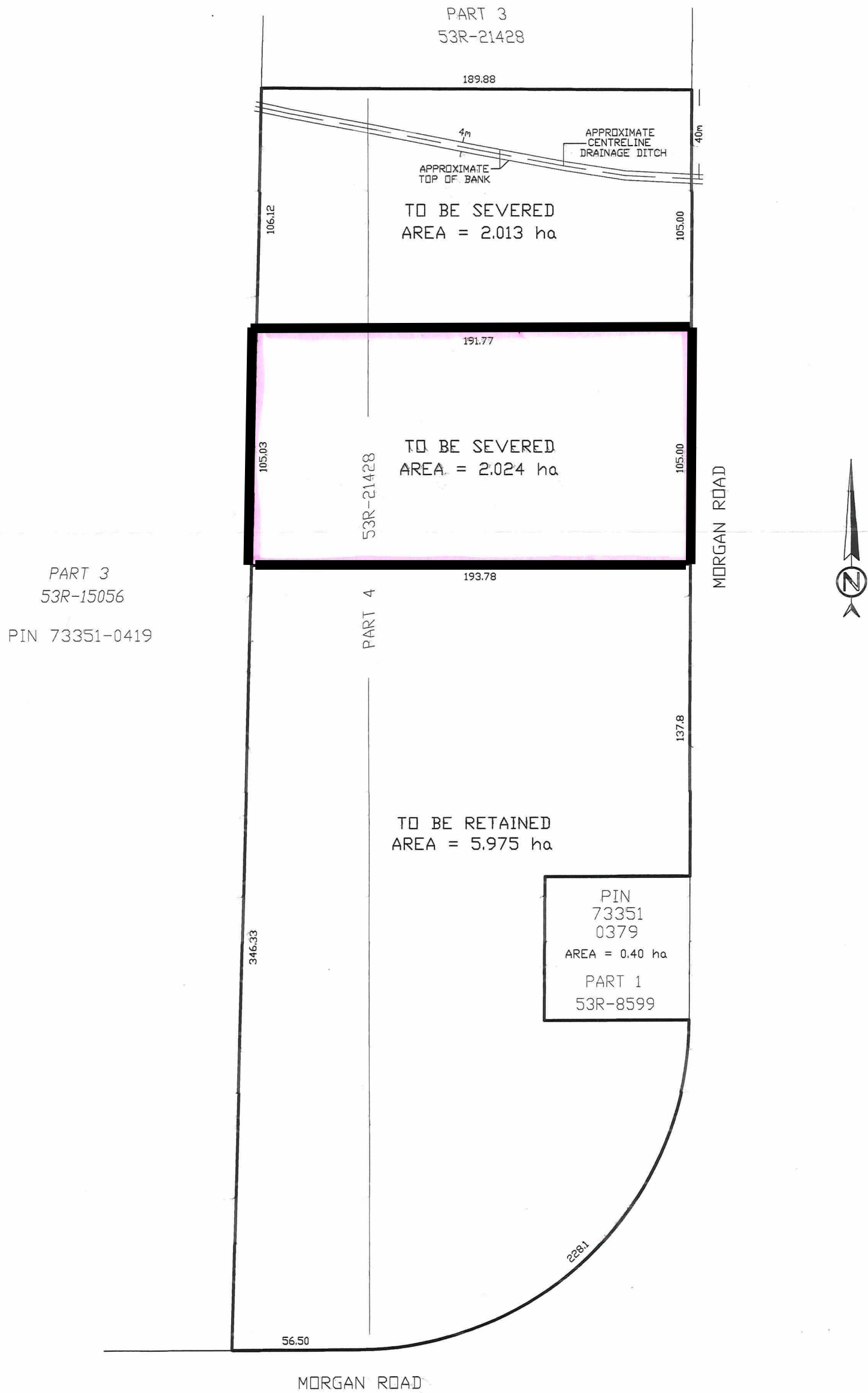
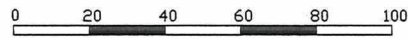
<b>Consent Application</b>	
Subject Property being part of PIN 73351-0047, Parcel 1181, Lot 9, Concession 6, Township of Balfour, 1871 Morgan Road, Chelmsford, City of Greater Sudbury	
Sketch 1, NTS NDCA Watershed	B26/2021 & B27/2021 Date: 2021 03 18

SKETCH SHOWING PROPOSED SEVERENCES

**PART OF LOT 9**  
**CONCESSION 6**

GEOGRAPHIC TOWNSHIP OF BALFOUR

SCALE: 1 : 2000





# Outlook 2021



# Overview

- ▶ Planning Committee
- ▶ Operations Committee
- ▶ Community Services Committee
- ▶ Finance and Administration Committee
- ▶ Emergency Services Committee



# Planning Committee






















Outlook 2021

 On Target  Complete  Delayed  Postponed to 2022

















Greater | Grand  
**Sudbury**



## Planning Committee – Outlook 2021

Project	2021					Status
	Q1	Q2	Q3	Q4	Supporting Pillar	
Heritage Impact Assessment Guidelines						
Residential Licensing - Supplemental Information						
Residential Parking Draft Zoning By-law						
Temporary Drive-In Theatre Draft Zoning By-law						
LaSalle Zoning – Public Hearing						
LaSalle Zoning – Post-Hearing Report and Recommendation						
Zoning By-law Update (Official Plan Phase 1) - Presentation of Draft					 	
Economic Recovery Land Use Planning Policy Report						

















## Planning Committee – Outlook 2021

Project	2021				Supporting Pillar	Status
	Q1	Q2	Q3	Q4		
Employment Land Strategy – Final Report						
Residential Parking – Public Hearing						
Presentation of Official Plan Review Phase 2 - Draft Official Plan Amendment						
Development Process Review						
Development Fee Review						
Material Stock Pile Review						
Housing Action Items Report						





## Planning Committee – Outlook 2021

Project	2021				Supporting Pillar	Status
	Q1	Q2	Q3	Q4		
Phase 2 Official Plan Amendment – Public Hearing						
Climate Adaptation Strategy – Draft						
Community Energy and Emissions Plan – 2021 Update						
Public Art Master Plan – Draft						
Phase 2 of Commercial Parking Study - max/min/loading						
Home Retrofit Financing Feasibility Study – Draft						
Economic Recovery Land Use Planning Policy Report - Public Hearing						

















# Operations Committee

Outlook 2021

















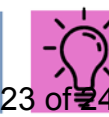
## Operations Committee – Outlook 2021

Project	2021				Supporting Pillar	Status
	Q1	Q2	Q3	Q4		
Waste Collection Services – Progressive Enforcement and Compliance Methods						
Roadside Litter Container and Litter Collection Policy						
Winter Control Update – March 2021						
Winter Control Update – April 2021						
Traffic Signal Renewal Project Update						
Sidewalk Priority Index Update						
Wastewater De-chlorination Systems Project						



















## Operations Committee – Outlook 2021

Project	2021				Supporting Pillar	Status
	Q1	Q2	Q3	Q4		
Water and Wastewater Capital Delivery						
Energy Operational Savings						
Transportation Demand Management Community Grant Update Report						
Waste Collection - Yellow Bag Program for Licensed Child Care Providers						
Mechanical Ice Breaker for Sidewalk Winter Maintenance – Pilot Project Update						
Wilderness Road - upgrades/winter maintenance						
Organic Food Waste Processing Update						



















## Operations Committee – Outlook 2021

Project	2021				Supporting Pillar	Status
	Q1	Q2	Q3	Q4		
Waste Collection Services – 2021 Participation Study						
Winter Sidewalk Maintenance Service Standards						
Winter Control/Spring Cleanup Update – May 2021						
LaSalle Truck Route						
Valley East Wastewater Treatment Plant						
Lift Stations Upgrade Program						
Valley Well Upgrade						
Water Tanks Rehabilitation						

















## Operations Committee – Outlook 2021

Project	2021				Supporting Pillar	Status
	Q1	Q2	Q3	Q4		
Wastewater Program - Lagoons, Lift Stations, Wastewater Treatment Plants						
Traffic Calming Report						
Gateway Speed Limit						
Water Wastewater Task Force Update						
Parking Restriction Policy						
Automated Speed Enforcement Report						
Lagoons Upgrade Project						
Blue Box Recycling Transition Update						





## Operations Committee – Outlook 2021

Project	2021				Supporting Pillar	Status
	Q1	Q2	Q3	Q4		
Booster Stations Program						
Wastewater Treatment Plants Upgrade Program						
David Street Water Treatment Plant Upgrades						
Water Program - Valley Wells, David St Plant, Booster Station						
Strategy for Phasing out Single-Use Water Bottles in Municipal Facilities						
Road Safety Assessment						
Active Transportation Annual Report						







































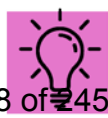
# Community Services Committee

Outlook 2021













# Community Services Committee – Outlook 2021
















Project	2021				Supporting Pillar	Status
	Q1	Q2	Q3	Q4		
Long-Term Care Covid-19 Pandemic Response						
Bus Purchases						
GOVA Zone Contract						
Transit Technology Improvements						
YARDI Rent Café - review and update processes, templates						
Affordable Housing Strategy - Land Banking						
Home for Good Phase II - Peace Tower						
Divesture of Stand Alone Units						
Supervised Consumption Site - supporting Public Health						









## Community Services Committee – Outlook 2021

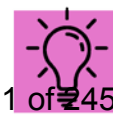
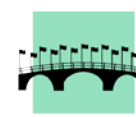
Project	2021					Status
	Q1	Q2	Q3	Q4	Other	
Coordinated Access among Service Providers - Homeless Individuals and Families Information System						
Social Services Relief Funding Phase 2 Projects (SACY Capital) and Addiction Mental Health Projects						
Ontario Health Virtual Care Project						
Expression of Interest for Trailer Parks						
GOVA Transit Major Mobility Hub - Downtown terminal, South End and New Sudbury hubs						
Sparks Street Affordable Housing Development						
Transitional Housing						
Final Report – Homelessness Consultation Projects						

## Community Services Committee – Outlook 2021

Project	2021				Supporting Pillar	Status
	Q1	Q2	Q3	Q4		
COVID Response - community support						
Population Health Safety Well-Being Report						
Social Procurement Policy						
Outdoor Court Revitalization						
Youth and Children Services and YMCA Sudbury						
New Horizons Grant - Java Music Program						
Children and Social Services – Indigenous Strategy						

## Community Services Committee – Outlook 2021

Project	2021				Supporting Pillar	Status
	Q1	Q2	Q3	Q4		
Potential Third Party Operator for Ski Hills						
Trail Improvements at Regional Parks - Bell Park, Delki Dozzi, Fielding						
Long-Term Care Customer Service Improvements						






















# Finance and Administration Committee

















Outlook 2021



## Finance and Administration Committee – Outlook 2021















Project	2021					Status
	Q1	Q2	Q3	Q4	Supporting Pillar	
Vertical Infrastructure Management Software						
Fleet Business Process Review Recommendations						
Facilities Maintenance Upgrades at Tom Davies Square and 199 Larch						
2021 Community Improvement Plan Intake Report						
Enhancing Community Broadband						
Enterprise Risk Management						
Long-Term Financial Plan Update						

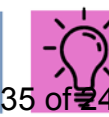
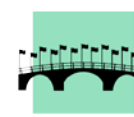
## Finance and Administration Committee – Outlook 2021

Project	2021				Supporting Pillar	Status
	Q1	Q2	Q3	Q4		
Clearing of Yards and Property Standards By-law Reviews						
Assume Part III Prosecutions in POA from the Crown						
Information Technology Strategy Updates - Phase 2						
Annual Report						
Debrief on 2021 Budget Process and 2022 Budget Direction						
Negotiations with Christian Labour Association of Canada (CLAC)						
Agendas Online Replacement and Meeting Management Technology						
Asset management plans for core infrastructure, fleet and parking, asset management software						



















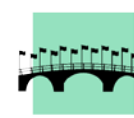
## Finance and Administration Committee – Outlook 2021

Project	2021				Supporting Pillar	Status
	Q1	Q2	Q3	Q4		
Write off for POA amounts						
Review the current area rating model for property taxation						
Enhance the City's assessment protection policy						
AMI/AMR Water Meter Reading						
Taxi By-law Amendments						
Review of the capital budget policy and prioritization process						
Update on 2022 municipal and school board election						
























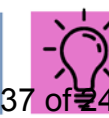
## Finance and Administration Committee – Outlook 2021

Project	2021				Supporting Pillar	Status
	Q1	Q2	Q3	Q4		
Update to policy - use of municipal resources						
Stormwater Infrastructure Management Fee						
Negotiations with Ontario Nurses' Association						
Modern Employee Tools - email, collaboration, mobility						
Employee Survey						
Human Capital Management Plan – Phase 1						
Initiatives to support reductions in Lost Time Injury Frequency and Lost Time Injury Severity						
CUPE 148 interest arbitration						












## Finance and Administration Committee – Outlook 2021

Project	2021					Status
	Q1	Q2	Q3	Q4	Supporting Pillar	
Business Licensing By-law						
Parking Supply Analysis and Enhancements						
Evaluate alternate sites for animal control						
Psychological Health and Safety Policy and Program						
Negotiations with Sudbury Professional Fire Fighters Association						
Core Infrastructure Asset Management Plans						
Downtown Security Pilot Project						
RFP for enterprise security along with new process and collaboration						
Budget 2022						






















## Finance and Administration Committee – Outlook 2021
















Project	2021					Status
	Q1	Q2	Q3	Q4	Supporting Pillar	
Capital budget process consultation and five-year capital outlook						
Fleet work management system implementation						
Facility Renewal Strategy						
Electric Vehicle Strategy						
Business Intelligence Strategy and Plan						
Development Approvals Process update						
Land Management Information System – Phase 1						
Project Management Processes and Tools						
Dashboards and Analytics						



## Finance and Administration Committee – Outlook 2021







Project	2021					Status
	Q1	Q2	Q3	Q4	Supporting Pillar	
State of the Infrastructure Report						
Centralization of finance throughout organization						
Comprehensive review of preliminary 2022 assessment data						
Lead One-Stop Shop Tom Davies Square/Citizen Service Centre project						
Parking delivery technologies in the downtown						
Work from Home Program						
IT Server Infrastructure Replacement						
Shopping carts on municipal right of ways and sidewalks						

## Finance and Administration Committee – Outlook 2021

Project	2021					Status
	Q1	Q2	Q3	Q4	Supporting Pillar	
CAO Quarterly Performance Update						
The Junction West						
Rural Northern Immigration Pilot Update						
COMPASS - Time and Activity Reporting						
Customer Relationship Management System – Phase 2						
Core Service Review Recommendations and Follow-up						

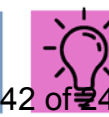
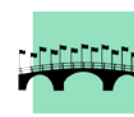


## Finance and Administration Committee – Outlook 2021

Project	2021				Supporting Pillar	Status
	Q1	Q2	Q3	Q4		
Downtown Business Incubator						
Greater Sudbury Development Corporation Quarterly Report						
Greater Sudbury Development Corporation Annual Report						
Community Promotion/Talent Attraction						
Greater Sudbury Development Corporation Economic Recovery Strategic Plan						
Kingsway Entertainment District						
Plan to Develop Community Engagement Strategy						
Ontario Job Site Challenge						
Communications and Customer Service Strategy Update						

## Finance and Administration Committee – Outlook 2021

Project	2021					Status
	Q1	Q2	Q3	Q4	Supporting Pillar	
Library Governance Report						
Organizational Customer Service Training						
Museum Report Review						
Place des arts						
Tourism Event Support Program Review						
The Junction East						
Development Ambassador Pilot Position						
Indigenous Relations						
Advertising Report						






















# Emergency Services Committee

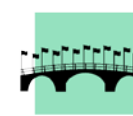
Outlook 2021





















## Emergency Services Committee – Outlook 2021

Project	2021				Supporting Pillar	Status
	Q1	Q2	Q3	Q4		
Divisional Update Reports - Paramedic Services, Fire Services, Emergency Management						
Tactical Paramedic Update						
Community Paramedicine Program Update Presentation						
Community Safety Facility Dog Report						
Paramedic Services 2020 Response Time						
Ministry of Natural Resources and Forestry Updated Protection Agreement						
Community Paramedicine Program Update						
Community Paramedicine Pilot Projects						



## Emergency Services Committee – Outlook 2021

Project	2021				Supporting Pillar	Status
	Q1	Q2	Q3	Q4		
Standardization of Tankers						
Paramedic Services Palliative Care Program Implementation						
Community Safety Department Mental Health Programs						
Community Paramedicine Activities – COVID-19 Response and Health Promotion						
Fire Services – Volunteer Firefighter Recruitment/Retention Update						
Fire Services – Hazardous Materials Operations Level Update						
Paramedic Services – Tactical Medic Program Update						
Paramedic Services Trillium Gift of Life Referral Program						
Community Paramedicine – Long-Term Care Program Update				