

Presented To:	Planning Committee
Presented:	Monday, Mar 09, 2020
Report Date	Friday, Feb 14, 2020
Type:	Managers' Reports

Request for Decision

Official Plan Amendment No. 102 - LaSalle Boulevard Corridor Strategy

Resolution

THAT the City of Greater Sudbury adopts Official Plan Amendment 102, as outlined in the report entitled “Official Plan Amendment No. 102 - LaSalle Boulevard Corridor Strategy”, from the General Manager of Growth and Infrastructure, presented at the Planning Committee Meeting on March 9, 2020;

AND THAT the City of Greater Sudbury directs staff to return with the associated draft Zoning By-law amendments no later than the end of Q2, 2020.

Relationship to the Strategic Plan / Health Impact Assessment

The proposed official plan amendment is consistent with Goal 2.4B of Council’s 2019-2027 Strategic Plan which is “to complete the existing nodes and corridors strategy to ensure that strategic centres and corridors are ready for investment that complements transit and active transportation strategies.”

Report Summary

Council endorsed the City’s Nodes and Corridors Strategy in November, 2016. The strategy prioritizes study areas to help guide investment and intensification within the community. It will help revitalize and better connect our Downtown, the Town Centres, strategic core areas and corridors of the City. Such a strategy will help create new and distinctive corridors and centres, all featuring mixed uses, public realm improvements and public transit.

In 2017, Council directed staff to proceed with the LaSalle Boulevard Corridor Plan and Strategy (LBCPS). The LBCPS was completed over 13 months with various check-ins with the community and with Council. The LBCPS has a number of recommendations associated with land use planning to create a new land use framework for the corridor, including integrating high-quality intensification, supporting public transit, and policies for private and public realm improvements.

Signed By

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Financial Implications

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Recommended by the Department

Tony Cecutti
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Recommended by the C.A.O.

Ed Archer
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In July 2018, Council directed staff to commence work on the Official Plan and Zoning amendments. The draft proposed Official Plan Amendment (OPA) was brought to Planning Committee in June 2019. Staff was directed to commence public consultation on the proposed OPA and to return in Q4 2019 with a public hearing.

The Public Hearing was held in December, 2019. Staff has considered the comments and has incorporated appropriate changes to the proposed Official Plan Amendment (OPA). Staff is recommending that Council adopt the revised OPA.

Financial Implications

There are no financial implications associated with this report.

LaSalle Boulevard Corridor Strategy
Associated Official Plan Amendment No. 102
Planning Services Division
Report Date: February 18, 2020

Purpose

The report presents the recommended Official Plan Amendment No. 102 which reflects the LaSalle Boulevard Corridor Plan and Strategy land use planning recommendations. Council directed staff to commence public consultation on the proposed amendment. Open Houses were held in November, and the Public Hearing was held on December 9, 2019. This process is subject to Sections 17 & 21 of the Planning Act.

Overview/Executive Summary

Council endorsed the City's Nodes and Corridors Strategy in November, 2016. The strategy prioritizes study areas to help guide investment and intensification within the community. It will help revitalize and better connect our Downtown, the Town Centres, strategic core areas and corridors of the City. Such a strategy will help create new and distinctive corridors and centres, all featuring mixed uses, public realm improvements and public transit.

In 2017, Council directed staff to proceed with the LaSalle Boulevard Corridor Plan and Strategy (LBCPS). The LBCPS was completed over 13 months with various check-ins with the community and with Council. The LBCPS has a number of recommendations associated with land use planning to create a new land use framework for the corridor, including integrating high-quality intensification, supporting public transit, and policies for private and public realm improvements.

In July 2018, Council directed staff to commence work on the Official Plan and Zoning amendments. The draft proposed Official Plan Amendment (OPA) was brought to Planning Committee in June 2019. Staff was directed to commence public consultation on the proposed OPA and to return in Q4 2019 with a public hearing.

The Public Hearing was held in December, 2019. Staff has considered the comments and has incorporated appropriate changes to the proposed Official Plan Amendment (OPA). Staff is recommending that Council adopt the revised OPA.

BACKGROUND

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

The LaSalle Boulevard Corridor Plan and Strategy (the “LBCPS”) was endorsed by the City in July, 2018 (See Reference 2). It introduces policy recommendations and a conceptual plan that are implementable and achievable, subject to detailed design, funding and further approvals. The recommendations to standardize land uses and zoning, to provide additional amenities for transit, cycling and walking, and to enhance the street through landscaping, bringing buildings closer to the street and creating distinct nodes of activity all support the idea of making LaSalle Boulevard a destination.

Proposed Changes to the Official Plan

The recommendations of the LBCPS seek to introduce a new urban structure for the corridor; mixed-use land uses, higher densities and built form; and, identify standards of urban design, for both the private and public realm.

On June 24, 2019, staff presented a draft amendment that introduced new land use designations to the City’s Official Plan, including ‘Secondary Community Nodes’ and ‘Regional Corridors’. Secondary Community Nodes are nodes along the City’s strategic corridors with a concentration of uses at a smaller scale than a Regional Centre (e.g. LaSalle Court Mall vs New Sudbury Shopping Centre). These Secondary Community Nodes would be located on primary transit corridors and permitted uses would include residential, retail, service, institutional, park and other community-oriented activities. Given the function and high visibility of these nodes, special attention to sound urban design principle would be essential.

Regional Corridors are the primary arterial links connecting the Regional Centres and the Secondary Community Nodes. These corridors would be the City’s ‘Main Streets’ and the proposed permitted uses would include medium-density residential, retail, service, institutional, parks, open spaces, office and community-oriented uses at transit-supportive densities in compact, pedestrian-friendly built forms. Sound urban design principles would again be essential.

The Official Plan currently contemplates residential uses in Regional Centres, subject to the rezoning process. The proposed amendment would permit residential uses within Regional Centres as of right, would further refine parking

reduction policies of the Official Plan, and would redesignate certain lands along LaSalle Boulevard.

On June 24, 2019, Planning Committee directed staff to commence public consultation on the proposed Official Plan Amendment and to hold a public hearing on the proposed amendments in the fourth quarter of 2019. This Public Hearing was held on December 9, 2019 (See Reference 4).

Public Consultation

The comments heard during the public open houses in November included general support for the proposed changes; some concern around transition between the new designations and the “back lots” along the side streets; some concern around building closer to LaSalle, snow storage and accessibility. Other feedback included making links to the City’s proposed Community Energy and Emissions Plan (specifically the Complete, Compact Communities chapter) by placing more restrictions on development outside urban areas, thereby creating more demand for development within the nodes and corridors.

Staff has outlined the written public comments in Attachment A to this report. In addition to the above, there were a number of requests to place more emphasis on a cycling-friendly environment. These changes have been added to the proposed amendment (See Attachment B – Proposed Official Plan Amendment - Red-Line Changes).

There was a concern that the OPA did not make specific reference to flooding, wetlands, climate change, green infrastructure, etc. The City’s recent Official Plan review examined these questions in detail. The City’s newly revised Official Plan contains policies for all of these matters and the proposed OPA should be read within that context. Other concerns included the differences between the proposed new designations. Staff is recommending further changes to the proposed OPA in order to harmonize the designations.

The Province has indicated their support for the proposed OPA. However, the Province recommended that the City wait until the Community Benefits Regulations are in effect before making associated changes to the City’s Official Plan. Staff is recommending that the Section 37 changes to the Official Plan be removed from the proposed OPA. Staff will continue to monitor the proposed legislative changes and report back to Council as new information becomes available.

Other issues were raised that not were directly associated with the proposed OPA. These issues include the request for more dog parks, the winter maintenance of sidewalks and the Junction Creek Trail, school closures, lane configurations and road design, and the need for more pedestrian crosswalks along LaSalle. These matters were forwarded to appropriate City departments.

Growth Plan for Northern Ontario, 2011

The proposed OPA conforms to and does not conflict with the Growth Plan for Northern Ontario, 2011 (GPNO – See Reference 5). Specifically, the GPNO identifies Greater Sudbury as containing Strategic Core Areas. Strategic Core Areas are defined by the GPNO as “delineated medium-to-high density areas [...] that are priority areas for long-term revitalization, intensification and investment. These areas may consist of downtown areas, and other key nodes and significant corridors.” LaSalle Boulevard was identified as one of the City’s key nodes and significant corridors as part of the City’s Nodes and Corridors Strategy.

Per Section 4.4.2 of the GPNO, Greater Sudbury is encouraged to plan for these areas “to function as vibrant, walkable, mixed-use districts that can: a) attract employment uses and clusters, including office and retail; b) accommodate higher densities; c) provide a broad range of amenities accessible to residents and visitors including vibrant streetscapes, shopping, entertainment, transportation connections, lodging, and educational, health, social, and cultural services.” The proposed OPA strengthens the City’s Official Plan in this regard, both as it relates to LaSalle Boulevard, and as it relates to introduction of the new “Regional Corridor” and “Secondary Community Node” designations.

Provincial Policy Statement, 2014

The proposed OPA is consistent with the Provincial Policy Statement, 2014 (PPS, See Reference 6). Specifically, the OPA is consistent with:

- Policy 1.1.1 a) b) e) and f);
- Policy 1.1.3.2 a);
- Policy 1.6.7.4;
- Policy 1.7.1 a) b) c); and,
- Policy 1.8 a) b) c);

Taken together, these policies seek to: promote efficient development and land use patterns to sustain the financial well-being of the City; accommodate a range of uses; improve accessibility and encourage active transportation and transit; make an efficient use of infrastructure; minimize negative impacts to air quality and climate change; and, support long-term economic prosperity.

Summary and Next Steps

Staff was directed to commence public consultation on the proposed official plan amendment in June, 2019. Public consultation was held throughout November, including and up to the December 9, 2019 Public Hearing.

Staff has considered feedback received as part of the public consultation process and has made appropriate changes to proposed amendment. Staff is now recommending that Council adopt Official Plan Amendment 102 as it is consistent with the 2014 Provincial Policy Statement and conforms to, and does not conflict with the Growth Plan for Northern Ontario, 2011.

Council directed staff to prepare the necessary amendments to the City's Zoning By-law to implement the Corridor Plan and Strategy's land use planning recommendations in July, 2018. Staff should now be directed to return no later than the end of Q2 with the implementing zoning by-law amendments for Planning Committee's consideration.

Resources Cited

1. Nodes and Corridors Strategy, report presented at the September 26, 2016 Planning Committee Meeting

<https://www.greatersudbury.ca/do-business/planning-and-development/lasalle-corridor-planning-and-strategy/nodes-and-corridor-strategy/>

2. "Proposed LaSalle Boulevard Corridor Plan and Strategy", report presented at the July 9, 2018 Planning Committee Meeting

<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=8&id=1227>

3. "LaSalle Boulevard Corridor Plan and Strategy - Proposed Official Plan Amendment", report presented at June 24, 2019 Planning Committee Meeting

<http://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=7&id=1317>

4. "Public Hearing – Official Plan Amendment No. 102"

<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=2&id=1388>

5. Growth Plan for Northern Ontario, 2011

https://www.placestogrow.ca/index.php?option=com_content&task=view&id=368&Itemid=65

6. Provincial Policy Statement, 2014

<https://www.ontario.ca/document/provincial-policy-statement-2014>

Attachments

- A. Comment Table – OPA 102
- B. Draft Official Plan Amendment – Red-Line Changes
- C. Draft Official Plan Amendment
- D. to G. Proposed Schedules

	A	B	C	D	E
1	OPA 102 - Consultations and Submissions				
2	Submissions				
3	Name	Date	Contact	Notes	Staff Responses and Recommendations
4	Ontario Ministry of Municipal Affairs and Housing	November 15 2019	Megan Grant, Team Lead	The Ministry would like to commend the City on a draft OPA which appears to be consistent with the Provincial Policy Statement, 2014 regarding built form and compact patterns of development intended to support current and future transit and active transportation. The PPS supports planning for complete streets and a full range of publicly-accessible facilities, parklands and public spaces, as well as a mix of housing types, tenures and affordability.	No comment
5				No concerns have been identified regarding matters of provincial interest.	No comment
6				The Ministry notes that the introduction of policies to address specific section 37 benefits is premature until such time as section 37, as revised by Bill 108, is proclaimed and accompanying regulations are in place.	Staff will continue to monitor the proposed legislative changes and report back to Council as new information becomes available.
7				Waiting until the Community Benefits Charges regulation is in place will ensure that the City's OP policy will correctly identify the types of community benefits that will be permitted under the regulation. It will also ensure that the formula for determining the value of the community benefits that can be obtained through a Community Benefits Charge will be adhered to when the City prepares the community benefits charge strategy required by subsection 37(9) of the Planning Act, and passes a community benefits charge by-law, as required by subsection 37(2).	See above.
8				The City may wish to examine whether some of the community benefits that are proposed to be included in the Community Benefits Charges under section 37 could otherwise be obtained through site plan approval under section 41 of the Planning Act. Namely public streetscape improvements under 41(4)(2)(e), and land for public transit right of way under 41(7)(d).	See above.
9	Ashleyhelena	November 7 2019		We absolutely need dog parks or designated off leash areas for pet owners. You are all missing the big picture about dog parks. It is a safety issue for the entire community. If you do not provide areas where people can exercise their dogs, they will do it anywhere. If you cannot exercise your dog, they are harder to train and can develop behaviours. They may even be surrendered to the shelter. It would be easier to convince residents to adopt shelter animals if the City was more pet friendly.	This matter is outside the scope of the OPA.
10	AlexRanger	November 18 2019		Increased left hand turn lane from Barry Downe to LaSalle.	This matter is outside the scope of the OPA.
11	Mhoney83	December 2 2019		Better light control. A better plan to remove snow in the winter from the curbs for bus stops. The end of LaSalle needs a revamp. Fix the sidewalks and bike paths.	These matters are outside the scope of the OPA
12	Anonymous	December 2 2019		I would suggest waiting to see the actual impacts of Maley Drive to see if expectation is true or not, before making a bunch of changes to LaSalle.	No comment
13	Anonymous	December 2 2019		I like nothing about the plan. Maley Drive has not and will never result in the changes projected for LaSalle, Barry Downe Road of The Kingsway until both Phase 2 and 3 are completed.	No comment.
14	Coalition for a Liveable Sudbury	December 9 2019	Naomi Grant, Chair	Amendment text not posted on Over To You	The text of the proposed amendment was included on Over To You.
15				Overall support for Nodes and Corridors and the vision for LaSalle Boulevard. Supportive of pedestrian-friendly form, mixed use and provision of a mix of housing, etc.	No comment

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16				Policies to permit reduced parking requirements should be much stronger. Note that provisions for bicycle parking should be included.	<p>The City is currently examining its Commercial Parking Standards. The findings of that study can be incorporated in the Official Plan, where appropriate.</p> <p>The in-effect Official Plan (OP) includes policies for bicycle facilities. OPA 102 would also be subject to the in-effect policies of the OP.</p>
17				OPA 102 must be integrated and consistent with community targets to reduce greenhouse gas emissions, create complete streets and provide sustainable transportation options, and provide housing. Coalition for a Liveable Sudbury (CLS) supports stronger policies than the ones proposed (setting requirements for key elements) and CLS would especially like to see requirements for active transportation infrastructure and transit supportive infrastructure for Regional Corridors.	<p>The OP contains existing policies on the reduction of greenhouse gas emissions and sustainable transportation options. The ongoing Phase Two Review of the City's Official Plan will strengthen both the Complete Streets and Sustainable Transportation policies of the OP.</p>
18				CLS is concerned that this OPA has been prepared in isolation from Greater Sudbury's draft Community Energy and Emissions Plan (CEEP), and does not reference climate change. Climate change mitigation and adaptation must be a lens for all Greater Sudbury policies, plans and decisions. This OPA has the potential to assist in meeting many CEEP goals, if policies are strengthened or added to. CLS hopes that this lens is rigorously applied in developing the associated Zoning amendments and by-laws, and in developing additional OPAs.	<p>Phase One of the OP Review introduced climate change considerations throughout the Official Plan.</p> <p>Once adopted by Council, staff will consider the CEEP and will propose appropriate changes to the OP, as required.</p> <p>Staff recommend no further change at this time.</p>
19				<p>Greater Sudbury's draft Official Plan has an intensification target of 20%. Greater Sudbury's CEEP's Compact, Complete Communities actions requires 80% of new development to be in urban centres (nodes), or adjacent to existing or new transit services (corridors), starting in 2025. In addition, average home size will decrease 20%, and the share of new homes that are single-family will drop sharply to 10% by 2050.</p> <p>Although the new Regional Centre, Regional Corridor, and Secondary Community Node areas in the Lasalle corridor OPA allow and assist meeting these goals, they in no way ensure that these goals will be met. To meet these goals, the Official Plan must not only encourage intensification in desired areas, it must require that intensification happen in these areas, and not be permitted in others. Currently, high density can happen anywhere in Living Area 1. Gentle density should be allowed in all living areas, but high density should only be permitted in nodes and along corridors served by frequent transit.</p>	<p>Staff is in support of appropriate intensification and densification. The purpose of the proposed OPA is to encourage increased densities along corridors and to introduce a policy framework that would help increase densities in line with the Province's Transit Supportive Guidelines. This is consistent with the efforts around the City's new Affordable Housing CIP, and the recently-adopted Development Charges By-law, both of which seek to facilitate more development along the City's Corridors.</p> <p>Staff suggests that it may be premature at this time to restrict High Density development to these new land use designations. The City could consider additional policy changes once the complete system of nodes and corridors is in place in the OP.</p>
20				Similarly, transit supportive density should be required (not simply encouraged) in nodes and corridors. Greater Sudbury's modest growth rate means that we cannot afford to misdirect growth if we wish to meet intensification goals and reach transit supportive density.	See above.

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21				<p>The timeline of the nodes and corridors strategy is mismatched with the timeline for CEEP Compact, Complete Communities actions. Change must happen at a much faster pace. All OPAs should be developed and approved through a CEEP lens. This is also true of associated rezoning and other planning tools. For example, parking standards are a powerful tool for shifting travel patterns and should be implemented in a manner consistent with meeting CEEP goals.</p>	<p>Staff is presenting a Report on Commercial Parking Standards in early 2020 with recommendations related to the City's parking standards and parking strategies. Staff is seeking direction to initiate appropriate changes to the City's Zoning By-law.</p> <p>Once adopted by Council, staff will consider the CEEP and will propose appropriate changes to the OP, as required.</p>
22				<p>Regional corridors and nodes are home to large commercial areas with large flat roof and parking areas. These large areas have potential for green infrastructure, on-site stormwater management, and green energy production. Requiring green roofs, permeable parking surfaces, and green energy production on commercial roofs and parking areas are all planning tools that could be applied to regional corridors and nodes to meet CEEP goals. Similarly, requirements for bike parking, and EV charging stations and parking should be included.</p>	<p>Section 12.5 of the City's OP outlines Energy Efficiency Programs. Section 14.9 of the OP outlines Urban Design Guidelines for Energy Efficiency and Climate Change Resiliency. The OP currently encourages the development of green buildings, alternative heating and cooling methods, and eco-sensitive design in the Downtown Core. Green infrastructure is encouraged in Parks and Open Space.</p>
23				<p>Regional Centres, Regional Corridors, and Secondary Community Node, and other identified Nodes (such as Town Centres) are where the most development is hoped to occur. Therefore, it is especially important that policies for these areas support CEEP goals, most especially for Compact, Complete Communities, Efficient Buildings, and Low Carbon Transportation. Note that the urban forest also has an important role to play in climate mitigation and adaptation. This is something that should inform landscaping requirements, as well as other policies (e.g. support for or requirements for green roofs).</p>	<p>See above.</p>
24				<p>The proposed road design in the Lasalle Corridor Study fails in one of its basic aims: to provide safe and comfortable infrastructure for walking and biking for all users, including the most vulnerable (the elderly, children, and people with disabilities). The vision is for Lasalle to be the 'gold standard' for a complete street, but the proposed design does not meet even the minimum requirements for a true complete street, or the Transportation Master Plan street design standards for arterials (sidewalks and dedicated cycling facilities on both sides of the street). Lasalle is a main travel corridor, an arterial road, and has many key destinations. Dedicated infrastructure for both pedestrians and cyclists is a must.</p>	<p>This matter is outside the scope of the OPA.</p>
25				<p>We would like to see language in the definition of Regional Corridors that ensure dedicated and separated pedestrian and cycling infrastructure is provided in both directions, including safe crossings.</p> <p>Transit infrastructure such as bus bays, dedicated bus lanes, and advanced greens for transit, should also be supported. Regional Corridors are main travel corridors, and they must function well as main travel corridors for all modes of travel. Regional Centre and Secondary Community Node designations should also specifically reference cycling infrastructure (wherever 'pedestrian-friendly' design is referenced).</p>	<p>Staff recommends that "cycling-friendly" be added to the OPA 102 (See comments from Ward 8 CAN)</p>

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26				Lasalle was identified as part of a minimum grid of cycling routes by the Sustainable Mobility Advisory Panel. Completing a safe, connected and convenient network of cycling routes in a timely manner is a basic requirement to significantly increase the number of residents travelling by bike. Similarly, walkability and transit supportive measures are also needed to shift travel patterns to sustainable transportation. Note that here have been many collisions involving pedestrians along Lasalle, and improvements for pedestrian safety should be a priority.	This matter is outside the scope of the OPA.
27				The CEEP goals are for 35% active mobility and 25% transit modal share by 2050. These goals must be integrated into the nodes and corridor strategy. As nodes and corridor policies and projects move ahead, they must always support walking, biking and transit as safe and convenient modes of travel.	Once adopted by Council, staff will consider the CEEP and will propose appropriate changes to the OP, as required.
28				Greater Sudbury will develop a Climate Adaptation Strategy in 2020. Flooding is a common problem along certain areas of the Lasalle corridor, and is only expected to become a greater challenge. Policies to address and prevent flooding, protect water quality, and increase climate resilience should be part of the Lasalle Corridor strategy, and included in the definitions and associated zoning rules for all Regional Corridors and Nodes. Our Regional Corridors should not only be complete streets and public spaces, but also green streets (providing shade and green stormwater management). Note that the Lasalle corridor is in the Junction Creek watershed, and planning policies and associated requirements should be protective of the health of Junction Creek.	The current OP contains policies regarding flooding, protecting water quality, and climate change resiliency.
29	Ward 8 CAN	December 9 2019	Rachelle Niemela, Chair	Ward 8 Community Action Network (CAN) supports the direction that proposes refining the policy structure and hierarchy of the corridors in Greater Sudbury	No comment
30				There is no mention of Climate Change, or the use of a Climate Change lense applied to the proposed OPA changes.	Phase One of the OP Review introduced climate change considerations throughout the Official Plan.
31				Will there be opportunities to further refine the OPA once the CEEP and mitigation plans have been completed, and goals and strategies have been approved by Council?	Once adopted by Council, staff will consider the CEEP and will propose appropriate changes to the OP, as required.
32				In order to meet the proposed goals in the CEEP, we must be more aggressive in how we encourage and discourage growth and activities in key areas of the city. High density growth needs to be mandated in corridors like Lasalle, which is designated as a major transit spine. We look forward to seeing the following addressed and clarified: green infrastructure and zero carbon buildings; stormwater management; parking requirements; transit; a Complete Street approach which targets safety and comfort - including dedicated, separated pedestrian and cycling infrastructure on both sides of the street, safe crossings and other changes that prioritize our most vulnerable road users; flooding mitigation; streetscaping and public art; connections with neighbourhoods and local trails and paths; urban trees and greenspace.	See above comments. The OP contains policies regarding flooding, climate change, stormwater management, green infrastructure, etc. OPA 102 would also be subject to the in-effect policies of the OP.
33				CAN requests adding "bikeable" in preamble to Section 4.2.2 of the OP.	This proposed change is recommended
34				CAN agrees with adding "Residential" to Regional Centres	No comment

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35				Why are public City Parks not permitted in Regional Centres?	OPA 102 proposes to include "open spaces that are either parks and/or plazas accessible to the public" to encourage private land owners to develop these private open spaces in their developments. Public parks are permitted in all zones, per section 4.40 of the City's Zoning By-law.
36				Add "and cycling-friendly" after "pedestrian-friendly" in new policy 3 of section 4.2.2	This proposed change is recommended.
37				Why is the City proposing to continue to allow light industrial uses in Regional Centres? This is contrary to the advice in the LaSalle Boulevard Corridor Plan and Strategy.	Per the current OP, light industrial uses in Regional Centres are uses conducted entirely indoors provided that appropriate landscaping and buffering can be established to shield any adjacent sensitive uses. Staff maintains that these uses are compatible with the overall vision of Regional Centres in the Official Plan, and Strategic Core Areas in the Growth Plan for Northern Ontario.
38				Include "and cycling infrastructure" after "pedestrian walkways" in renumbered policy 5 d) of Section 4.2.2.	This proposed change is recommended
39				Why is the City proposing to remove renumbered policy 6 of Section 4.2.2?	The intent of policy 6 is captured in policy 2. Both policies supported active transportation and transit.
40				Add cycling in the preamble to Section 4.2.3 - Secondary Community Uses and to Regional Centres.	This proposed change is recommended.
41				Regional Centres should be modified to explicitly state that they will be transit hubs that connect transit corridors.	This matter is being referred to Phase Two of the Official Plan Review.
42				The differences that are identified between Regional Centres and Secondary Community Nodes are that Regional Centres allow recreational and entertainment activities which are not permitted in Secondary Community Nodes; and Secondary Community Nodes permit parks which are not permitted in Regional Centres. Both allow residential, retail, office, service, institutional, and other community-oriented activities. It is unclear to the CAN why these differences exist.	Staff recommends that "Recreational" and "Entertainment" uses be harmonized throughout the designations.
43				There is no policy in the Regional Centres section to encourage Mixed Use Buildings (compared to Secondary Community Nodes). The wording "should be" implies that it is not mandated; perhaps we should be using stronger language to mandate what kind of built forms will be permitted in each area.	The preamble to section 4.2.2. encourages "mixed use districts". A change to OPA 102 is recommended in order to recognize the desire for mixed use buildings.
44				Policy 2 in the Secondary Community Node, as compared to its companion Policy 2 in Regional Centres, has the following differences: Additional "be the focal point for expression of community heritage and character;" Additional "provide residential development primarily in the form of medium and high density buildings, and discouraging single-detached dwellings;" Not included "include, where appropriate, open spaces that are either parks and/or plazas accessible to the public;" CAN agrees that community heritage and character should be preserved and encouraged, and also that densification should be encouraged (eg discouraging single-detached dwellings). CAN would suggest that this section would also benefit from encouraging privately-held open spaces, in particular in mall-type areas eg Montrose Mall.	As mentioned above, the City's Zoning By-law permits Public Parks in all zones. In order to harmonize this section of the Secondary Community Node with the Regional Centres, staff recommends adding the private park provision to the OPA.
45				It is unclear why the City may require a traffic impact study to support the reduction in parking in Secondary Community Nodes and Regional Corridors, but not in Regional Centres.	The traffic impact study is a requirement under the renumbering of policy 2 to new policy 5 in Section 4.2.2. Regional Centres.
46				CAN recommends including "cycling-friendly" in Policy 5 of Section 4.2.3 - Secondary Community Nodes.	This change is recommended

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47				CAN is in agreement with the intent of the Regional Corridors (new Section 4.2.4), and the preamble that describes a vibrant environment for these areas. As with the Secondary Community Nodes, CAN is suggesting explicitly including cycling in the preamble.	This change is recommended
48				The differences that are identified between Secondary Community Nodes and Regional Corridors are that Regional Corridors permit medium-density residential and open spaces. We are unsure of the definition of open spaces and why they are specifically identified in this section and in none of the other sections.	See comment above regarding private and public parks.
49				The differences that are identified between Regional Centres are that Regional Centres allow recreational and entertainment activities which are not permitted in Regional Corridors; and that Regional Corridors, like Secondary Community Nodes, permit parks which are not permitted in Regional Centres.	The City's Green Space Advisory Panel Report (2010) outlined a comprehensive strategy to guide park acquisition, development and management. This advice was incorporated into Phase One of the Official Plan Review (See Section 7.0 of the OP).
50				Regional Corridors also specify the uses are "at transit supportive densities in compact, pedestrian-friendly built forms". We would suggest that if this phrase is used here, it should be used for all three designations, and that the words "cycling-friendly" be added into the phrase.	The notion of transit supportive densities is included in all three designations. Staff recommend adding "compact" and "cycling-friendly" in the Secondary Community Node section.
51				<p>Policy 4 in Section 4.2.4 Regional Corridor, as compared to its companion Policy 4 in Secondary Community Nodes, has the following differences: Does not include being a focal point for community heritage and character; Residential development emphasis is on medium density buildings and not high density, and does not discourage single-detached dwellings; Functions as a transit spine; Speaks to small lot rezoning and land assembly; Does not encourage alternative active transportation options.</p> <p>Some of these corridors may not be long in length, and therefore be very bikeable between community nodes. The CAN's recommendation is to encourage alternative active transportation options in the same language as Secondary Community Nodes: "provide mobility choices and associated facilities to encourage alternative active transportation options."</p>	<p>The thrust of the OPA is to focus high density development in nodes (proximity to commercial, services, etc) and medium density along corridors. This allows for transition in densities between zones.</p> <p>The OP contains policy regarding active transportation. Transportation is also a key focus of Phase Two of the Official Plan Review.</p>
52				Cycling should specifically be mentioned in the second paragraph of the preamble in Section 4.3 - Mixed Use Commercial	This change is recommended
53				The difference between Mixed Use Commercial and the two new designations is that it uses the language "commercial" which is not found in the other designations. The other designations permit "retail, office, service". Are these the same or different? Is it the intent that light commercial is eliminated here, while it is not in Regional Centres?	Staff recommends revising the amendment so that it is closer to the current in-effect text of the OP.
54				Mixed Use Commercial does not contain any language that prioritizes pedestrian, cycling, and transit. This should be added to this designation.	The language is included in the existing preamble to the Mixed Use Commercial Designation. Staff recommends adding "cycling and" prior to "pedestrian environment" in the second paragraph of the said preamble.

	A	B	C	D	E
55				<p>The CAN very much agrees with the content and intent of the new policy 3 in Section 11.4 - Parking. Should item a. read "...maximum parking standards within or in the Regional Centre ..."? The CAN also suggests that bicycle parking be included as a direction in the Parking section, perhaps in a change in Policy 1: "New developments generally must provide an adequate supply of vehicle and bicycle parking to meet anticipated demands."</p>	<p>A change to "within" is recommended in Section 11.4. No change is recommended to policy 1 at this time.</p>
56				<p>Attachment C – Regional Centre North Side of Lasalle across from the New Sudbury and Superstore Malls to Regional Centre – no concerns save for the impact on the Junction Creek Trail, the impact of lack of cycling infrastructure on Paquette, and how we integrate both sides of Lasalle with its current configuration of 4 lanes and priority on car movement into a vibrant, cohesive community.</p>	<p>Lane configuration is outside the scope of OPA102.</p>
57				<p>Attachment D – Secondary Community Node Lasalle/Notre Dame intersection – no concerns save for the required redesign of this intersection to provide safe pedestrian and cycling movement from the Paris/Notre Dame Bikeway to what we'd like to call the Lasalle Bikeway, and as for all of the Lasalle, the current pedestrian and cycling unfriendliness of the whole corridor which does not make it very liveable or vibrant. The whole of Lasalle needs to be revitalized so people will want to walk, bike, and live on it.</p>	<p>The design of the LaSalle / Notre Dame intersection is outside the scope of OPA 102.</p>
58				<p>Attachment D – Secondary Community Node Montrose Mall area – how will the south side designation impact the significant wetlands and where do they border or intersect? Same comments re corridor revitalization.</p>	<p>The OP contains policies regarding wetland protection. See Section 8.0</p>
59				<p>Attachment E – Regional Corridor Lasalle west from Starlight to the Data Center – what would be the impact should Felix Ricard ever close? Same comments re corridor revitalization.</p>	<p>The OP contains policies regarding surplus institutional buildings. See policy 3 of Section 4.4.</p>
60				<p>Attachment E – Regional Corridor west from Secondary Community Node Montrose Mall to Regional Centre – no concerns. Same comments re corridor revitalization.</p>	<p>No comment</p>
61				<p>Attachment F – Regional Corridor east from Regional Centre to Falconbridge Road – concerns: impact on Junction Creek Trail and green space east of the creek on the south side, and around the creek on the north side. Same comments re corridor revitalization, only more important. This area has very little housing directly on Lasalle in the area from Rosemarie to Falconbridge, there is no sense of community there, traffic speeds regularly. What would be impact if Jean-Ethier Blais were ever to close? What is the impact of having a primary school on a 4-lane arterial road with the speeds and volume of traffic and lack of safe active transportation (until the Lasalle Bikeway is built)?</p>	<p>See comment above regarding surplus institutional buildings.</p>

ATTACHMENT B - DRAFT OFFICIAL PLAN AMENDMENT

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

1. In Section 2.3.3, Intensification, by:
 - a. Deleting and replacing “Some areas, like the *Downtown* and *Regional Centres*” with “Some areas, like the *Downtown*, *Regional Centres* and *Secondary Community Nodes*” in the third paragraph of the preamble.
 - b. Adding “, *Secondary Community Nodes*, *Regional Corridors*” between “*Town Centres*” and “and” in policy 4;
 - c. Adding “*Secondary Community Nodes*, *Regional Corridors*” before “*Town Centres*” in program 3;
2. In Section 4.0, Employment Areas, by adding “*Secondary Community Nodes*, *Regional Corridors* and” in the fourth paragraph before “*Mixed Use Commercial*”.
3. In Section 4.2.2, Regional Centres, by:

a. Adding “bikeable and” before “walkable” and adding “buildings and” before “districts” in the second paragraph of the preamble;

a.b. Adding “residential,” between “service,” and “institutional” in Policy 1;

b.c. Creating a new policy 2, and renumbering subsequent policies, as follows:

“*Regional Centres* shall be planned to:

- i. encourage a cycling and pedestrian friendly built form by locating commercial and other active non-residential uses at grade;
- ii. develop at transit-supportive densities;
- iii. provide for a mix of housing types, tenures and affordability;
- iv. be designed to implement appropriate transitions of density and uses to facilitate compatibility with surrounding existing lower-density neighbourhoods;
- v. include, where appropriate, open spaces that are either parks and/or plazas accessible to the public; and,
- vi. provide mobility choices and associated facilities to encourage alternate active transportation options.”

e.d. Renumbering policy 3 to policy 5;

d.e. Creating a new policy 3: “Reductions in parking shall be considered in order to promote a greater mix of uses and a more compact, cycling and pedestrian-friendly built form.”;

e.f. Deleting policies 4 and 6 in their entirety;

4. By creating new Sections 4.2.3, Secondary Community Node, and 4.2.4, Regional Corridor, and renumbering subsequent sections accordingly.

5. In Section 4.2.3, Secondary Community Node, by:

a. Adding the following preamble:

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

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

b. Adding the following policies:

“1. *Secondary Community Nodes* shall be located on primary transit corridors and shall be planned to promote a local identity and a sense of place unique to that node and its surrounding community.

2. Permitted uses in *Secondary Community Nodes* may include residential, retail, office, service, institutional, recreational, entertainment, parks and ~~other~~ community-oriented activities.

3. The mixing of uses should be in the form of either mixed use buildings with ground oriented commercial and institutional uses and residential uses above the second storey, or a mix of uses and buildings on the same development site.

~~34.~~ *Secondary Community Nodes* shall be planned to:

a. encourage a cycling and pedestrian-friendly built form by locating commercial and other active non-residential uses at grade;

b. be the focal point for expression of community heritage and character;

c. develop at transit-supportive densities;

d. provide residential development primarily in the form of medium and high density buildings, and discouraging single-detached dwellings;

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

6. In Section 4.2.4, Regional Corridors, by:

a. Adding the following preamble:

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

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

b. Adding the following policies:

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

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

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

- a. Adding “, and complementary to the *Secondary Community Nodes* and *Regional Corridors* designations” after “Designated as *Mixed Use Commercial*” in the first paragraph of the preamble;
- b. Adding “Similar to the *Secondary Community Nodes* and *Regional Corridors* designations, and” before “Given the function and high visibility” in the second paragraph of the preamble;
- b.c. Adding “cycling and” before “pedestrian environment” in the second paragraph of the preamble;
- e.d. Deleting and replacing Policy 1 with: “All uses permitted by the Plan except Heavy Industrial may be accommodated in the Mixed Use Commercial designation through the rezoning process. Uses permitted in the Mixed Use Corridor designation shall provide for a broad range of uses that serve the needs of the surrounding neighbourhoods including medium density residential, commercial, institutional, parks and other open space uses at a lesser density and concentration than Regional Corridors. Offices as part of a mixed use development shall be permitted.”; and,

~~d.e.~~ Adding a new Policy 2 and renumbering subsequent policies accordingly: "Where appropriate, the mixing of residential and non-residential uses on a single site is encouraged. Mixed uses should be in a form of mixed-use buildings with ground-oriented commercial and institutional uses and residential uses above the second storey."

8. In Section 11.4, Parking, by:

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

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

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

~~9. In Section 19.5.5, Section 37 By-laws, by:~~

~~a. Adding new third and fourth paragraphs as follows: "Section 37 By-laws may also be used to secure priority community benefits such as the provision of improved pedestrian and cycling access to public transit and enhanced public transit infrastructure, facilities and services; public parking; provision of public areas, crosswalks and walkways; provision of public streetscape improvements; enhanced access to natural heritage features and other open space areas; upgrade to community facilities; land required for municipal purposes; and, any other community benefits that may be identified in Secondary Plans, Community Improvement Plans, or other community improvements that may be identified through the development approval process.~~

~~Community benefits which are the subject of Section 37 provisions of the Planning Act will be determined based on local needs, intensification issues in the area, and the goals and objectives of this Plan."~~

~~10.9.~~ Associated land use schedule changes.

ATTACHMENT C - DRAFT OFFICIAL PLAN AMENDMENT

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

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

“*Regional Centres* shall be planned to:

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

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

- a. Adding the following preamble:

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

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

- b. Adding the following policies:

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

- e. provide for a mix of housing types, tenures and affordability;
- f. include, where appropriate, open spaces that are either parks and/or plazas accessible to the public;
- g. be designed to implement appropriate transitions of density and uses to facilitate compatibility with surrounding existing lower-density neighbourhoods; and,
- h. provide mobility choices and associated facilities to encourage alternative active transportation options.

5. Reductions in parking shall be considered in order to promote a greater mix of uses and a more compact, cycling and pedestrian-friendly built form. The City may require a traffic impact study and/or a transportation demand management plan in support of the reduction in parking.”

6. In Section 4.2.4, Regional Corridors, by:

a. Adding the following preamble:

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

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

b. Adding the following policies:

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

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

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

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

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

8. In Section 11.4, Parking, by:

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

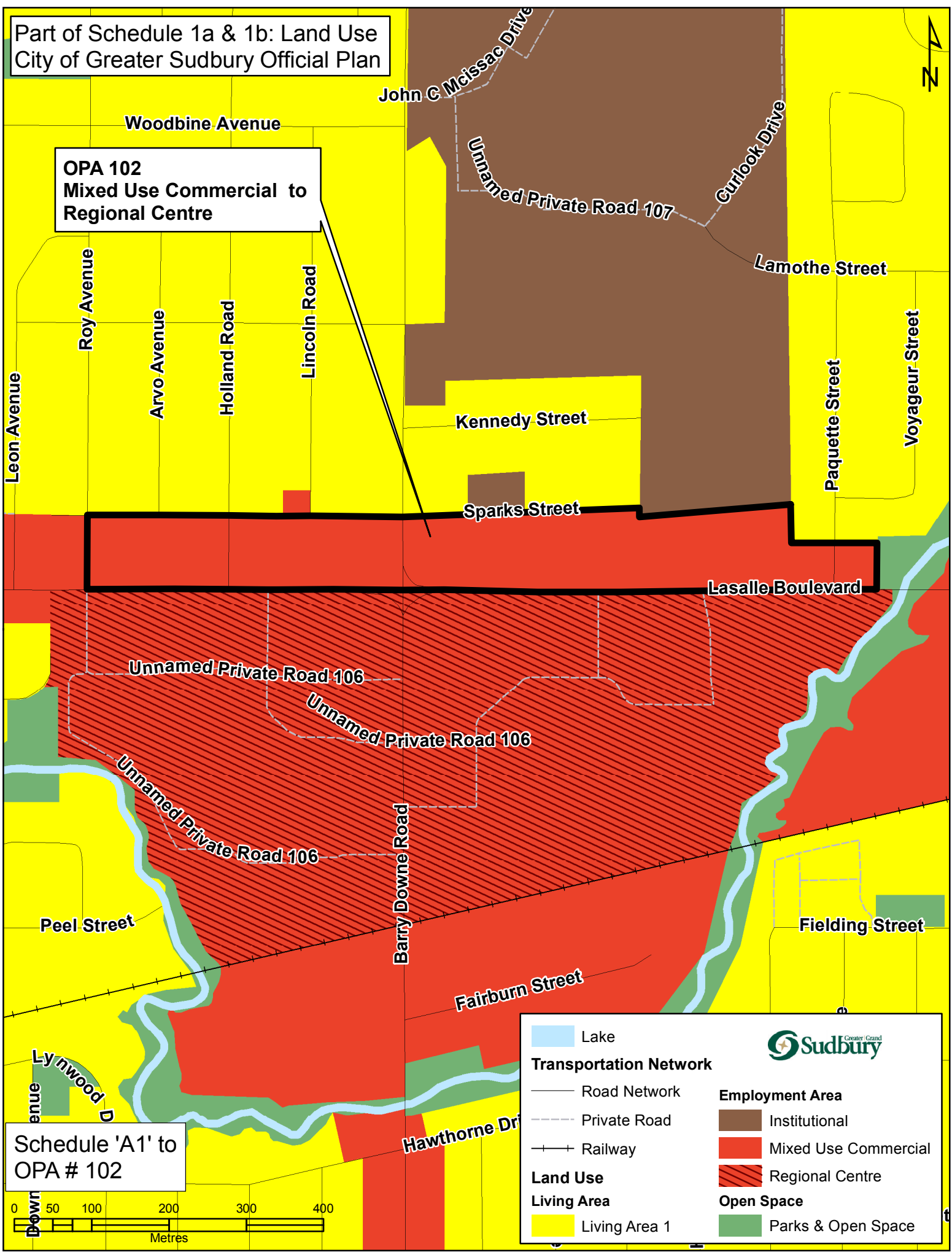
“Parking requirements may be reduced where feasible through implementation of the following tools:

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

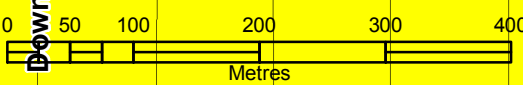
9. Associated land use schedule changes.

Part of Schedule 1a & 1b: Land Use
City of Greater Sudbury Official Plan

OPA 102
Mixed Use Commercial to
Regional Centre



Schedule 'A1' to
OPA # 102

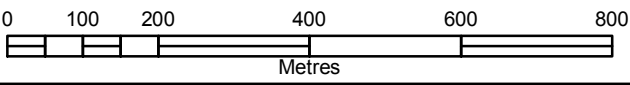


Greater Sudbury

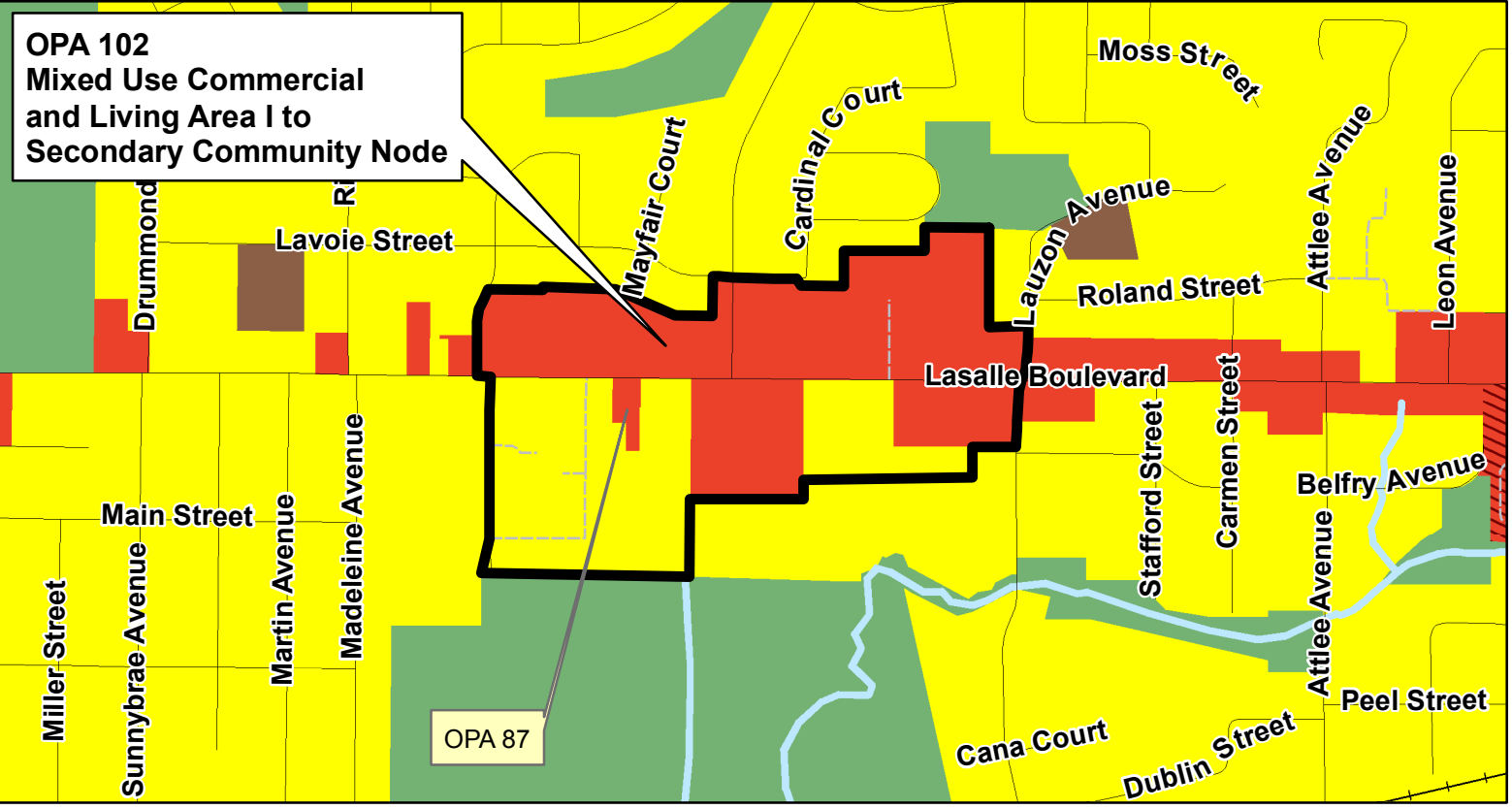
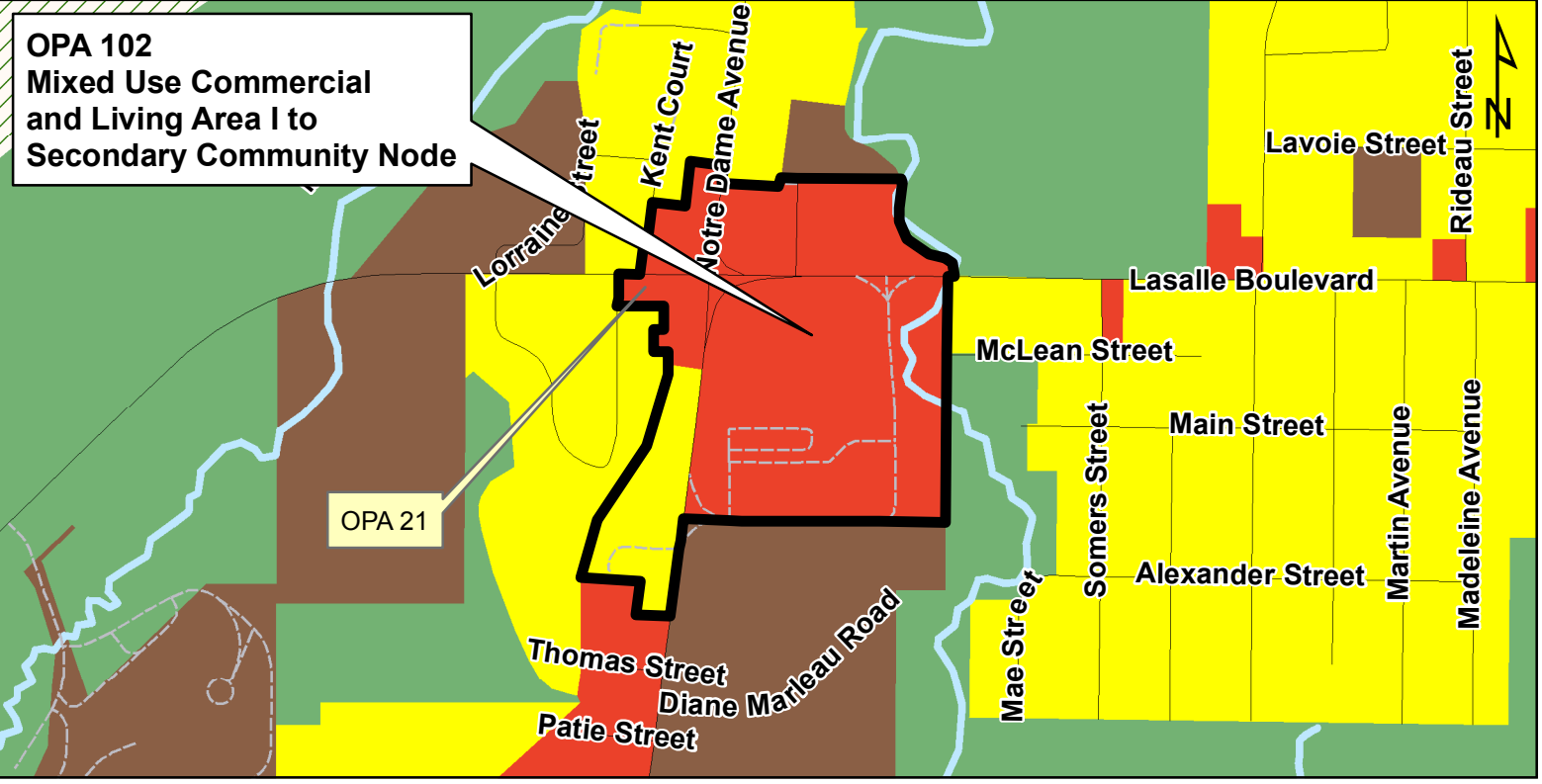
Lake	Institutional
Transportation Network	Mixed Use Commercial
Road Network	Regional Centre
Private Road	Open Space
Railway	Parks & Open Space
Land Use	
Living Area 1	

Part of Schedule 1a & 1b: Land Use
City of Greater Sudbury Official Plan

Schedule 'A2' to
OPA # 102

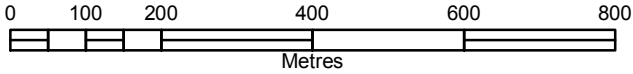


Lake	Employment Area
Transportation Network	Institutional
Road Network	Mixed Use Commercial
Private Road	Regional Centre
Railway	Open Space
Land Use	Parks & Open Space
Living Area	Industrial
Living Area 1	Mining/Mineral Reserve

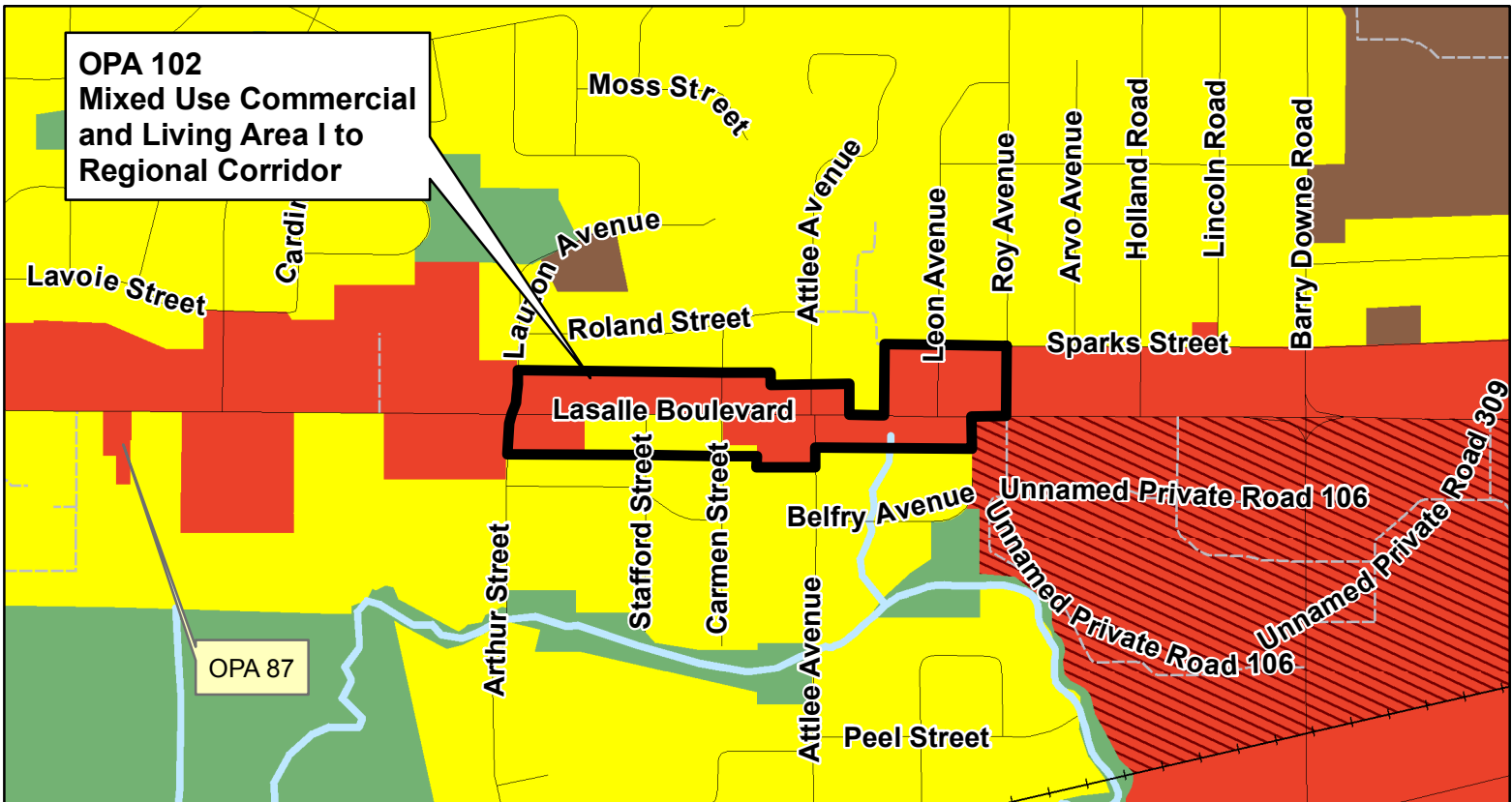
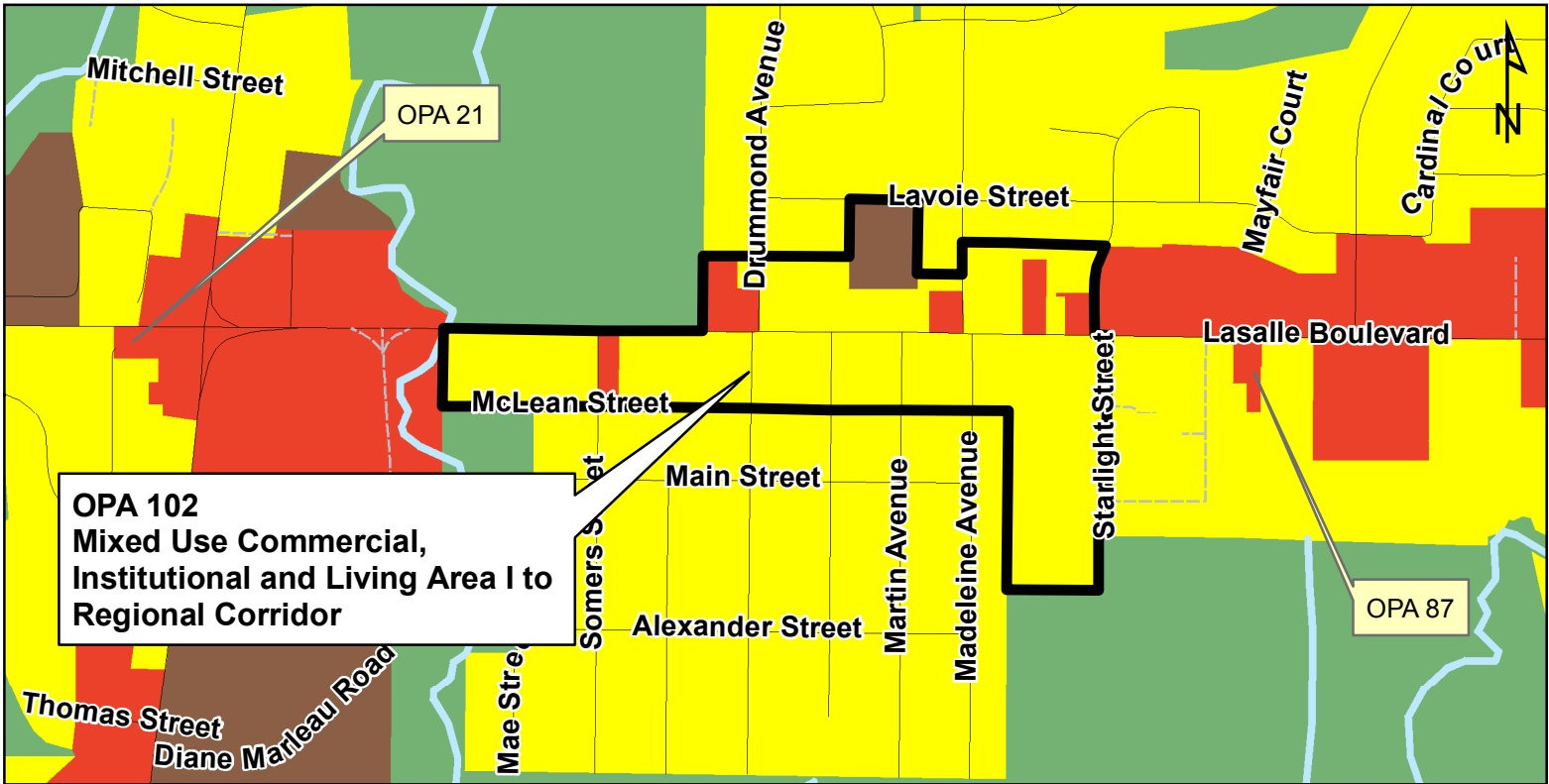


Part of Schedule 1a & 1b: Land Use
City of Greater Sudbury Official Plan

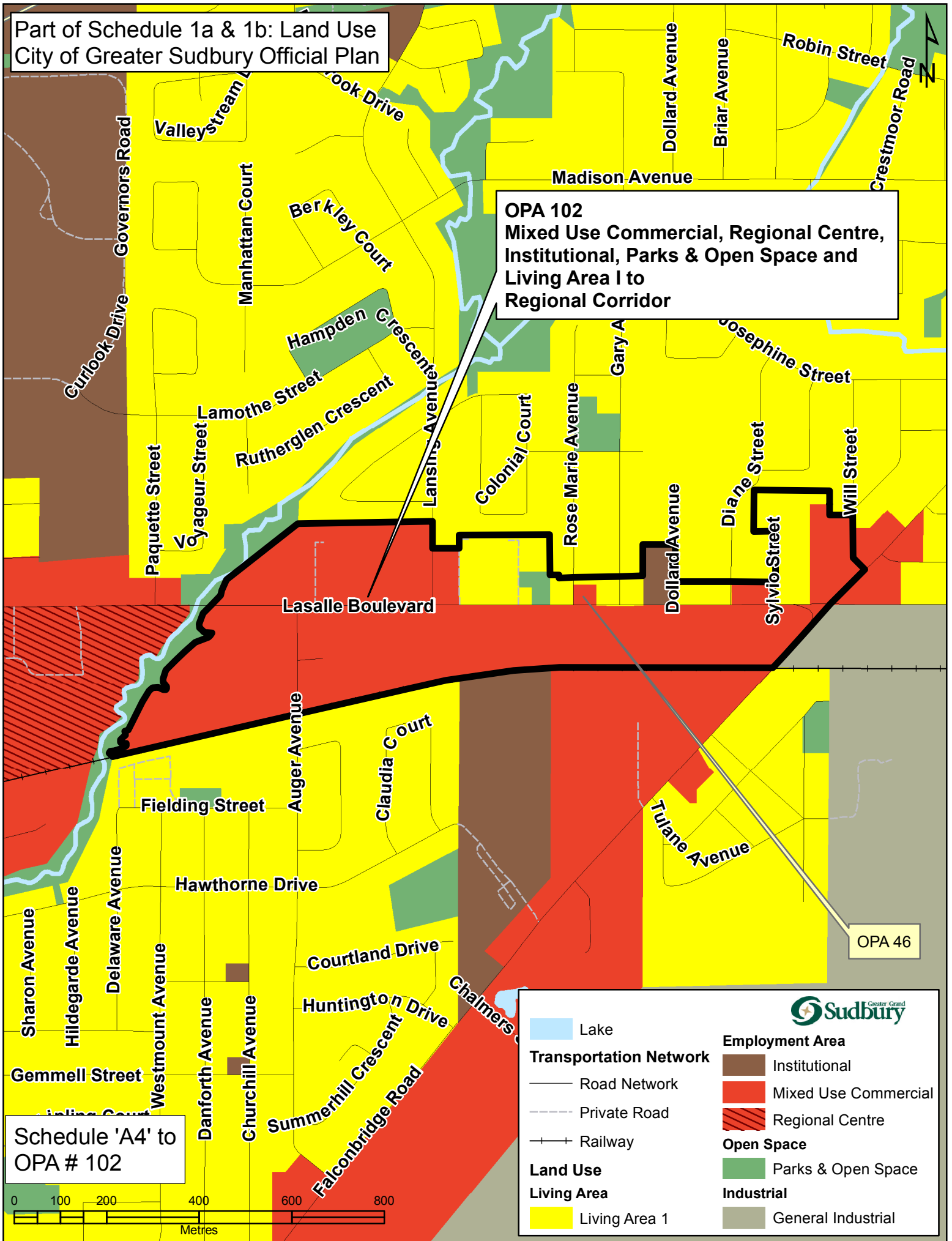
Schedule 'A3' to
OPA # 102



Lake	Employment Area
Road Network	Institutional
Private Road	Mixed Use Commercial
Railway	Regional Centre
Land Use	Open Space
Living Area 1	Parks & Open Space



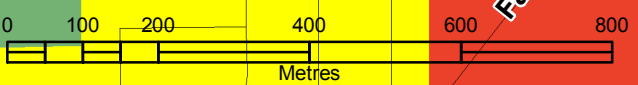
Part of Schedule 1a & 1b: Land Use
City of Greater Sudbury Official Plan



OPA 102
Mixed Use Commercial, Regional Centre,
Institutional, Parks & Open Space and
Living Area I to
Regional Corridor

OPA 46

Schedule 'A4' to
OPA # 102



Greater Sudbury

Lake	Employment Area
Road Network	Institutional
Private Road	Mixed Use Commercial
Railway	Regional Centre
Land Use	Open Space
Living Area 1	Parks & Open Space
	Industrial
	General Industrial