

Appendix 1

Departmental & Agency Comments

File: 751-7/20-4

RE: Application for Rezoning – Georgette Paquette
Part of PIN 73505-0340, Part of Part 2, Plan 53R-5645 in Lot 7, Concession 2, Township of Hanmer (Municipal Road 80, Val Therese)

Development Engineering

Municipal water and sanitary sewer are available on Municipal Road 80 at Shirley Avenue for this development. A water and sanitary sewer capacity analysis was performed and no deficiencies were found within the City's infrastructure system.

We have no objection to changing the zoning classification from "FD", Future Development to "I", Institutional and "OSP", Open Space Private. Review of water servicing, sanitary sewer servicing and stormwater management will occur through the Site Plan Control Agreement process.

Infrastructure Capital Planning Services

Municipal Road 80 (M.R. 80) is a Primary Arterial Road constructed with a five lane rural cross-section. The Average Annual Daily Traffic volume along this section is approximately 15,000 Vehicles and the posted speed limit on this section of MR 80 is 70 km/h.

Transportation & Innovation Services staff reviewed the Traffic Impact Study (TIS) submitted on December 10, 2019 by Tranplan. The TIS identified that approximately 297 new vehicle trips are expected to be generated during the morning peak hour, 240 vehicle trips during the afternoon peak hour and 302 vehicles trips during the end of the school day peak hour. The TIS indicates that traffic signals would not meet the provincial warrants as described in Book 12 of the Ontario Traffic Manual. The TIS indicates the proposed school cannot function without some form of traffic control and recommends the installation of full traffic signals.

While traffic signals would aid in the ability to access the proposed site, they will increase delays for all other traffic at the intersection. Typically, staff would not recommend the installation of traffic signals where the provincial warrants are not met. The TIS also identified that the installation of traffic signals at Shirley Avenue would likely attract non-local traffic from the area who do not currently use Shirley Avenue but wish to travel south on M.R. 80. Historically, when there is an increase of non-local traffic on residential roads, the City receives many concerns regarding the influx in vehicle traffic and the speed at which these vehicles are traveling. These concerns typically result in requests for traffic calming and additional police enforcement in the area.

The TIS identified the recommendations for active transportation improvement, including the installation of bike racks at the school property and a paved pedestrian/bike path on the west side of M.R. 80 from the school driveway to the southern limit of the property to encourage walking and biking to school. The implementation of school crossing guards is recommended in the TIS.

The presence of adults can help children safely cross the street at complex, hazardous or congested crossing locations whether with a School Crossing Guard employed by the municipality or with the use of an active transportation program operated by the school. They also remind drivers that pedestrians are present on the roadway. Section 176 (2) of the Highway Traffic Act (HTA) states that a School Crossing Guard can only be assigned if the posted speed limit is not in excess of 60 km/h in areas where no traffic signals exist.

On December 16, 2020, staff met with representatives of the Conseil scolaire catholique du Nouvel-Ontario (CSCNO) and the Sudbury Student Services Consortium to discuss the proposed site and the concerns as outlined above. At this meeting, representatives of the CSCNO provided an overview of the active transportation programs that have been implemented at École Jean-Paul II, which is located at the intersection of Municipal Road 15 at Marie Avenue and has a traffic signal installed. Some examples of the programs that have been implemented at École Jean-Paul II include having a staff member accompany students to the traffic light and collaborating with the Greater Sudbury Police Service to provide educational sessions to the students on cycling, walking and crossing intersections. The CSCNO is proposing to implement similar programs at the proposed school off of M.R. 80. As detailed in the attached memo dated January 19, 2021, a staff member will accompany students to ensure students cross M.R. 80 in a safe manner and the school will solicit volunteer parents to accompany students across M.R. 80.

Staff typically does not recommend the installation of traffic signals where they are not warranted to prevent negatively impacting the capacity of the road. At this proposed school site, the CSCNO has indicated that they will be implementing a series of measures to encourage students utilize methods of active transportation to travel to the school. Without the installation of traffic signals to enable people to cross the road, these programs cannot be successful.

With the understanding that the CSCNO will implement at a minimum the programs outlined in the memo dated January 19, 2021, staff recommends that if approval was given to the rezoning application, it be contingent on the installation of a full set of traffic signals at the intersection of M.R. 80 and Shirley Avenue prior to the opening of the school and that the cost for the design and installation of the traffic signals be fully funded by the CSCNO.

Sudbury Student Services Consortium

Sudbury Student Services Consortium strongly encourages the installation of traffic lights at this location, since without these lights, school buses would not be able to exit left at that intersection, which would increase school bus ride time for many students and would cause major delays in exiting the school bus loading area.

The Sudbury Student Services Consortium has specific hazard criteria for different age groups. At this location, with the installation of traffic lights, the only students who would require to walk/bike to school would be students in Grades 7 & 8. All other students who reside within the walking distance would qualify due to the hazard of crossing the multi-lane highway. This is the same at all other major roadways in the City of Greater Sudbury (for example, Falconbridge, Lasalle, Kingsway, Regent, Paris, etc.).

Building Services

Based on the information and site plan drawing provided, we can advise that Building Services has no concerns with this application and advised that the site is subject to Site Plan Control Agreement.

Conservation Sudbury

Conservation Sudbury staff has reviewed the above-noted application to amend By-law 2010-100Z being the City of Greater Sudbury Zoning By-law from "FD", Future Development to "I", Institutional and "OSP", Open Space Private in order to permit a new elementary school and day care centre. Lands with environmental constraints are proposed to be rezoned to "OSP", Open Space Private.

Staff has reviewed this application as per our delegated responsibility from the Province to represent provincial interests regarding natural hazards identified in Section 3.1 of the Provincial Policy Statement (PPS, 2020) and as a regulatory authority under Ontario Regulation 156/06. The application has also been reviewed through our role as a public body under the Planning Act as per our CA Board approved policies.

Site Characteristics and Context:

The subject parcel is west of Highway 69N in Val Therese and contains portions of the Hope Municipal Drain along its southern border. The attached mapping shows a flood plain associated with the Drain and a tributary watercourse that bisects the parcel.

Context:

Improvements have been made to the Hope Drain such that the limits of the hazard associated with the Drain are no longer reflective of the conditions on-site. The limit of the flood plain is contained within the banks of the Drain, per the letter dated May 28, 2008 from Mr. David Harsch, P.Eng. of K. Smart Associates Limited (attached). Further, the letter contains recommendations for development of the site, including a minimum setback of 45 metres from the top of the bank of the Hope Drain, and that all openings be constructed above 289.30m. Additionally, the watercourse that bisects the parcel has been realigned to the easterly limit of the subject parcel. The Hope Municipal Drain along the southern lot line and the tributary along the eastern lot line remain regulated features and therefore portions of the subject parcel are within areas regulated by Ontario Regulation 156/06.

Recommendation:

Conservation Sudbury does not oppose rezoning application 751-7/20-04 as works have been completed to reduce the limits of the Hope Municipal Drain to its banks and realign the tributary to the easterly lot line. The proponent is advised that works within an area regulated by Ontario Regulation 156/06 will require a permit pursuant to Section 28 of the Conservation Authorities Act. Works include, but are not limited to, alteration of a watercourse, grading, placement or removal of fill, and the erection of a building or structure. Any permit issued may include conditions of development.

We respectfully request to receive a copy of the decision and notice of any appeals filed.

Environmental Planning Initiatives

The subject lands are defined as Part of PIN 73505-0340, Part of Part 2, 53R-5645 in Lot 7, Concession 2, Township of Hanmer (Municipal Road 80, Val Therese).

A screening-level assessment undertaken by City staff revealed that the subject lands might support up to three species that are protected under the Endangered Species Act: barn swallow, bobolink and eastern meadowlark.

The report titled "Ecological Site Assessment – Lot 7, Concession 2, Township of Hanmer, Val Therese, Ontario" (dated August 12, 2019), prepared by DST Consulting Engineers Inc., adequately demonstrates that the above-listed species and their habitat did not occur on the subject lands at the time of the survey (spring/summer 2019).