
>>> Linda Heron <[REDACTED]> 6/17/2019 7:42 PM >>>

Please find attached our submission regarding the Official Plan Review – Phase 2.

Thank you for this opportunity to comment!

Linda

Linda Heron
Chair, Vermilion River Stewardship
VermilionRiverStewards.ca
[REDACTED]

“Community Supporting a Healthy, Natural and Sustainable River System”

Vermilion River Stewardship



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17 June 2019

To: Mayor Brian Bigger and City Council

By Email to: Ed.Landry@GreaterSudbury.ca
Melissa.Riou@GreaterSudbury.ca
Clerks@GreaterSudbury.ca

Re: Official Plan Review – Phase 2

Dear Sirs and Madams:

The Vermilion River Stewardship (VRS) is very pleased to offer our feedback on Phase 2 of the Official Plan Review (OP).

The VRS commends our Mayor and Council for declaring a Climate Emergency in the City of Greater Sudbury. In keeping with this declaration, our comments are focused through a climate change lens to emphasize the importance of setting strong policy in the OP on key issues and concerns, i.e., protection of water quality in our lakes and rivers, drinking water, wastewater, wetlands and natural heritage.

Climate Change

As mentioned in our 3 January 2019 submission to Mayor and Council regarding the Greater Sudbury Water/Wastewater Master Plan¹, the City of Toronto commissioned a Future Weather and Climate Driver Study in 2012 to help inform present and future infrastructure and service decisions to improve the level of certainty regarding the magnitude and frequency of expected climate change effects, and particularly extreme weather events. This was done to help reduce the risk of unsustainable investment and loss associated with infrastructure construction, maintenance and operations.²

The extremes of climate change will affect the operation of critical infrastructure such as water and wastewater treatment plants, sewers, the electrical grid, public transport and roads that are sensitive to temperature and weather thresholds. Beyond these thresholds, infrastructure may have reduced capacity or may not function at all.

This spring in the Atlantic provinces, for the second year in a row there were once in a century

floods, and residents and communities are grappling with a new reality and tough choices - to rebuild or pack up and leave.³ Ottawa and Quebec were also in uncharted territory dealing with flooding exceeding historic highs on the upper Ottawa River and its tributaries.⁴

As a basic, the City must have a comprehensive approach to watershed management through flood mapping, mitigation and hazard planning and protection, including services such as wetland protection, climate change adaptation and resilience, biodiversity health and land use planning.

The City should review all aspects of the OP to ensure adaptation, mitigation and resilience to Climate Change is addressed. To be climate ready, the OP should plan for a flood risk of 1,000+ years and look 50 years into the future for policy setting, taking into account the increased vulnerability of Sudbury's freshwater lakes and rivers, as well as the numerous other uncertainties and vulnerabilities that climate change will bring.

Recommendations:

1. Integrate climate action throughout the OP.
2. The City of Sudbury undertake a climate resiliency study to better inform future planning and development decisions. This study should prescribe specific measures to reduce vulnerabilities and increase resiliency and adaptability to the effects of a volatile and rapidly warming climate.
3. The standard flood plain mapping and planning should take into account flood risk of over 1,000-years, rather than the current 100-years.
4. The OP should reflect all climate impacted policies and plans through a broader lens and longer time period.

Natural Infrastructure

The OP should require the protection, creation and maintenance of natural infrastructure for all new developments, i.e. wetlands, swales and vegetated buffers, as well as upscaled greening programs and permeable surfaces for sidewalks and parking lots. These measures cannot be overstated when it comes to protection of lake water quality, flood attenuation and stormwater management.

Recommendation:

Natural infrastructure protection, creation and maintenance be required in all new development projects to protect lake water quality and help mitigate the effects of stormwater runoff into our lakes and rivers.

Water and Wastewater Master Plan

VRS is very much in agreement with the four main study objectives of the Water and Wastewater Master Plan, and especially that which entails safe and reliable water quality, reducing sanitary sewer backflow/overflow, inflow and infiltration (I&I), by-passes, reducing vulnerability and increasing resiliency. City staff have made significant progress in these areas; however, there are currently no targets or timelines established for total elimination of I&I and sewage plant bypasses.

Recommendations:

1. The Water/Wastewater Master Plan objectives be fully incorporated into the Official Plan.
2. Tertiary treatment be incorporated into all new or upgraded wastewater facilities.
3. A target date be set to end all inflow and Infiltration (I&I) into the wastewater system.

4. A target date be set to end all releases of partially treated and untreated sewage into the environment.
5. No lift stations located within a flood plain or near a waterbody.
6. Monitor impacts of wastewater plants on water quality by sampling upstream and downstream of wastewater facilities.

Public Bypass Reporting

VRS is very proud of our Great City for being the second City in Ontario to initiate a Bypass Alert system to notify the public when wastewater plant bypasses occur. City Council passed this motion with a unanimous vote in 2014, and now Sudbury is used as an important model to follow. However, there is room for improvement:

Recommendations:

1. Improve public reporting and monitoring of bypass events using the Kingston website model.
2. Monitor and report on contaminant concentrations, volumes, duration and trends in real time.
3. Simplify and clarify terminology used on the City's website to describe the different types and ways sewage can enter the environment (i.e., plant bypass, plant bypass exceeding plant capacity, overflows, primary and secondary treatment and treatment levels).

Private Septic Systems

According to a 2015 City Map⁵, 49,865 addresses are within 50m of a wastewater line (81%) and 11,491 are not within 50m of a wastewater line (19%). This means that 19% of Sudbury residences are on private septic systems, and we can't begin to understand the impacts they may be having on local waterbodies.

Recommendation:

The City should include a policy in the OP with a focus on educating residents about best practices for construction, maintenance, and use of private septic systems.

Source Water Protection

The City of Sudbury should ensure funding and practical support is in place to facilitate the full implementation of the Source Water Protection Plan.

Recommendations:

The Source Water Protection Plan must be:

1. Fully supported through financial and practical means.
2. Fully incorporated into the OP.

Private Drinking Water Intakes

According to a 2015 City Map⁵, 51,424 addresses are within 50 m of a water line (84%), and 9,932 are not (16%). Consequently 16% of Sudbury's homes rely on private drinking water sources, and these systems are not included in the Source Water Protection Plan. Many private drinking water intakes are located along local rivers, creeks and lakes, where contaminants from mining, private septic systems and wastewater facilities are releasing treated, undertreated and untreated wastewater. The health and safety of Sudbury citizens must be reflected in the OP when it comes to public and private drinking water intakes.

Recommendations:

The OP should have a focus on the:

1. Protection of private drinking water intakes.
2. Education and best practices for protection and treatment of drinking water from private intakes.

Watershed Management Policies

As climate change progresses and nutrient loading increases, the presence of blue-green algae will become more prevalent.

Recommendation:

Accept the Ministry of Municipal Affairs and Housing (MMAH) recommendation to amend water management policies of the OP to include the presence of blue green algal blooms as a trigger for the application of the plan's Enhanced Management 2 policies.

Road Salt Alternatives

Sodium levels in Ramsey Lake are almost three times the level at which the medical officer of health must be notified to begin a process designed to alert patients on sodium restricted diets. Additionally, Ramsey Lake hosts some private drinking water intakes. Sodium cannot be removed at the David Street Water Plant or in-home filter systems; therefore, it is crucial to address the long-term health effects of increasing levels of sodium in our drinking water. Stringent sodium mitigation policy measures should be addressed in the OP.

Recommendations:

1. An emphasis on mitigation measures designed to prevent/reduce sodium and other contaminants from entering Ramsey Lake.
2. Improving the monitoring and public reporting of road salt in drinking water lakes.

Wetland Protection

Wetlands are hotspots of biodiversity and provide habitat for a host of species at risk. Given the significant ecological, social and economic benefits of wetlands, including their importance in storing and purifying water, attenuation of flooding and other negative impacts of climate change, OP policy should ensure they are protected and maintained.

Recommendations:

1. Prioritize wetlands as key to reducing the impacts of the extremes of climate change.
2. Assess and inventory local wetlands and their ability to reduce climate-related impacts.
3. Focus on measures to enhance resilience and protection of wetlands

Natural Heritage

The purpose of a Natural Heritage System (NHS) is to promote and protect important natural heritage features, not just for our own enjoyment today, but also for our future generations; and to maintain, restore, and where possible, improve biodiversity, connectivity and ecological function of the NHS network, including surface water and groundwater features. An NHS would provide a Significant Natural Area (SNA) designation to all waterways and their floodplains.

The Junction Creek subwatershed study draft recommends Natural Heritage System mapping and protection of locally significant natural features/areas. Additionally, the MMAH recommends a focus on Natural Heritage through standalone subwatershed studies, independent from stormwater management.

Recommendations:

1. The OP include policy on developing a Natural Heritage Strategy to identify significant natural features of cultural, social and historical value.
2. Accept the recommendation in the Junction Creek Subwatershed Study to do Natural Heritage System mapping and protection of locally significant natural features/areas.
3. Accept the MMAH recommendation to focus on Natural Heritage with standalone subwatershed studies, independent from stormwater management.

Thank you for this opportunity to provide input into the Official Plan.

Sincerely,



Linda Heron
Chair, Vermilion River Stewardship

¹ VRS submission dated 3 January 2019, Re: Greater Sudbury Water/Wastewater Master Plan

² Toronto's Future Weather & Climate Driver Study: Outcomes Report, Summary of the SENES Consultants Ltd. Study by Toronto Environment Office, October 30, 2012.

³ <https://thenarwhal.ca/back-to-back-historic-floods-in-atlantic-canada-force-a-climate-reckoning/>

⁴ <https://ottawacitizen.com/news/local-news/uncharted-territory-flooding-on-upper-ottawa-river-exceeds-historic-high>

⁵ Addresses not serviced by Municipal Sewer or Water – 2015 City Map

Poppy Pelletier - Fwd: Eliminating Proposed Road through LU Trails from City's Official Plan

From: Melissa Riou
To: Poppy Pelletier
Date: 6/20/2019 8:21 AM
Subject: Fwd: Eliminating Proposed Road through LU Trails from City's Official Plan
Cc: Ed Landry

Hi Poppy,

Please include this in the OP Phase 2 binder.

Thanks, Melissa

>>> Mark Kuhlberg <[REDACTED]> 6/20/2019 8:04 AM >>>

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

Good MORning,

I am writing to urge you to eliminate the proposed road through Laurentian University's trails from the city's official plan.

Our family thoroughly enjoys living in Sudbury, and one of the main reasons is the greenspaces that it offers. Moreover, at a time when the tax burden on the city's residents is already relatively high, it simply does not make sense to be build unnecessary roads. I have written to the city before about using creative means to tackle any traffic issues on Ramsey Lake Road instead of having to resort to building another thoroughfare to access the university and surrounding areas. These include encouraging LU to adopt flexi hours for its work force. This would involve encouraging at least part of its work force to start and end their days earlier, such that the volume of traffic on Ramsey Lake Road would be decreased (UBC has done this in Vancouver with remarkable success). Even if 20% of the work force at LU adopted this option, the result would be a dramatic decline in traffic issues on Ramsey Lake Road.

We are too smart - and our greenspace is simply too valuable - to build another road to the university through LU's trails. Let's demonstrate that we are truly the progressive city that we claim to be by eliminating it from our master plan.

THanks for listening, and have a great day.

Mark

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Dr. Mark Kuhlberg

Full Professor and Graduate Coordinator
History Department

Chairman, Forest History Society of Ontario



June 18, 2019

Official Plan Review Phase 2 - Coalition for a Liveable Sudbury written submission

Thank you for the opportunity to provide feedback to the Official Plan Review, Phase 2. Our comments are mainly focused on Water and Wastewater, Transportation, and Climate Change.

Water and Wastewater

Water and Wastewater Master Plan

Water and wastewater infrastructure provides essential services. There are many important recommendations in the Water and Wastewater Master Plan that we look forward to being incorporated into the Official Plan.

Inflow and infiltration

We support strong action to address inflow and infiltration (I&I) which is a main contributor to sewage bypasses and backflows. The goal should be to eliminate plant bypasses, as well as incidents where plants are running over capacity (which also has water quality impacts, and decreases effectiveness of water treatment for some time, due to the loss of 'good bacteria'). Measures needed to meet this goal include:

- Disconnecting stormwater from sewage systems.
- Locate lift stations outside of floodplains, away from shorelines (where overflows of raw sewage could enter water bodies or waterways directly), and away from sources of private or municipal drinking water.
- Coordinate I&I with stormwater management and capture rain where it falls. Use low impact development, green infrastructure and other measures to infiltrate rain into the soil and help prevent overcapacity of stormwater and wastewater infrastructure. The draft Junction Creek Subwatershed Study notes that regreening done in the watershed has increased rainwater storage capacity more than enough to off-set the large amount of urbanization (increase of hard surfaces). Data should be collected to quantify this effect to better incorporate regreening, low impact development and green infrastructure in stormwater management.

Upgrades and maintenance of water and wastewater infrastructure

We also support the urgent need for upgrades and maintenance for water and wastewater infrastructure. Upgrades of wastewater treatment plants should include tertiary treatment to remove phosphorus, to protect water quality. Climate change impacts that foster the growth of blue-green algae and degrade water quality make this even more important.

Maintenance and upgrades of water and wastewater infrastructure is a large financial burden to the City of Greater Sudbury. The Official Plan should support use of existing water and wastewater

infrastructure, and avoid land use that would require building new water and wastewater infrastructure. Limiting the expansion of new road networks across Greater Sudbury will achieve the cost saving required to tackle needed water and wastewater maintenance and upgrades.

Water conservation

We would like to see a water conservation program in the Official Plan (e.g. development of a Water Efficiency Plan). Roughly a third of Greater Sudbury's treated water is lost before reaching the tap [Greater Sudbury Water/Wastewater Master Plan, WSP, Volume 4]. This is wasteful both of the water, and of the money and resources necessary to treat the water. Water conservation measures that eliminate water losses and encourage lower water use are fiscally responsible. Wastewater treatment is also a surprisingly significant source of local carbon emissions (in 2016, approximately 66% of waste emissions, or 11% of total emissions, were from wastewater treatment – *from CEEP workshop material*). Therefore, water conservation can contribute to meeting carbon emission reduction targets.

Design guidelines should include alternative ready buildings and neighbourhoods that can support greywater systems.

Maintain water supplies

It is important to note that the Water and Wastewater Master Plan identifies water supply challenges for both the Valley and Sudbury water supply.

The Valley Wells may not be able to be relied upon for the community's long term water needs. Capacity is deteriorating and the aquifer is not able to sustain long term pumping rates. There is a high risk of not obtaining additional supply from these wells on a continuous basis, particularly under drought/stress conditions. Ramsey Lake is susceptible to source contamination, has increasing sodium levels, is likely to present cyanobacteria blooms (Microcystin LR), and is susceptible to weather and climate change.

Never-the-less, the Water and Wastewater Master Plan's preferred alternative is to continue to rely on these two water sources. This is because the cost of the alternative (construct a new water treatment plant at Wanapitei Lake) is so high, with capital costs of \$256,793,000, and a total net value of \$342,093,000.

This sobering information highlights two very important lessons for Greater Sudbury that should be incorporated in the Official Plan:

a) Prioritize protection of Ramsey Lake. To continue to rely on Ramsey Lake as a drinking water source, we must put a much higher priority on protecting water quality in Ramsey Lake for land use decisions, building practices, and general operations. Note that the current framework for the Ramsey Lake subwatershed study does not allow for recommendations outside of current land use designations. We cannot properly protect Ramsey Lake through mitigation only, but must make the necessary choices to prevent further damage and support recovery and improvements in water quality. More protective measures are needed for phosphorus, sodium and chlorides, and other indicators of water quality and

watershed health. This should include the land use designations that protect (not only mitigate) lake water quality.

If we fail to maintain water quality in Ramsey Lake, the cost of the alternative is very high financially. However, the value of Ramsey Lake goes far beyond its use as a water source. It is iconic of our City, and treasured for swimming, fishing, boating, skating, recreation, and enjoyment of natural beauty. As such, the health of Ramsey Lake must always be protected.

b) Develop within capacity of available water sources. The aquifer providing drinking water to the Valley cannot sustain long term pumping rates, yet the Valley is an area of higher growth in our community. Choosing to build where the water supply is not available is not prudent. Continuing to do so will cause further stress on the water supply and cause supply problems for existing residents. Rather than planning ahead for a preferred option for water supply, in the future the City may face an untenable water supply issue that can only be addressed with a very costly alternative. The Official Plan should support land use matched to capacity of water supply.

Private water and wastewater systems

Approximately 17% of households in Greater Sudbury rely on private water and wastewater systems (Planning doc S_&_W_Water_UnServed_Addresses_Jan_8_2015). Private systems are not addressed in the Source Water Protection Plan or the Water and Wastewater Master Plan. Protection of private drinking water sources is needed. Septic systems do not remove phosphorus, which can contribute to blue-green algae blooms and other water quality issues. Land use planning should take into account cumulative impacts of private septic systems for permitted number of lots on a given lake (supported by phosphorus budgets).

Climate change

All water and wastewater policies should contribute to climate change mitigation and adaptation. Water quality and quantity are inextricably linked with climate change impacts and adaptation.

Climate change means increased rainfall, increased storm event, increased flooding and sewage back-up risks, and increased threats to drinking water sources and watershed health.

Although climate change is referenced in the Water and Wastewater Master Plan, there is no clear indication that it has been included in projections or modelling for: water supply; risks to drinking water sources and infrastructure; infrastructure needs and capacity; I & I targets.

To achieve real resiliency, it is necessary to look far ahead (e.g. 100 year planning). Given projections for water supply and factors such as drought, risks to drinking water source quantity/quality, and risks to infrastructure from flooding and other events, what does the water and wastewater system need to look like in the future and how are we getting there? Many investments in water and wastewater infrastructure are needed, and these can be most strategic if they align with long term sustainability of the system.

Resiliency also requires contingency plans for worst case scenarios.

Source Water Protection Plan

We look forward to the Source Water Protection Plan being incorporated into the Official Plan. Greater Sudbury should provide support in enforcing Source Protection Plan policies. Land use policies should support the protection of municipal and private drinking water sources, including from road salt.

Data collection, monitoring, and access to information

We would like to see programs recommended in the Official Plan for:

- Consistent data collection, systematic monitoring, and public reporting of water quality (source and end of tap; upstream and downstream of WWTPs), and of sewage bypasses (with complete information in monthly and annual reports, including receiving waters). Trends over time should also be reported.
- Real time information available on-line for sewage bypasses (see Kingston example)
- On-line list of upcoming water and wastewater projects, with status and timeline
- Notification of stakeholders
- Monitoring of site plans and EA's to ensure compliance

MMAH recommendation for future amendments

We look forward to the following MMAH recommendations being included in this OPA

- Subwatershed studies as a standalone section (independent from stormwater management) with its own objectives.
- Amendment of the water management policies of the plan to include the presence of algal blooms as a trigger for the application of the plan's Enhanced Management 2 policies.

We also support the recommendation of the draft Junction Creek subwatershed study for Natural Heritage System mapping, and protection of locally significant natural features/areas. We hope to see this as a program in the Official Plan.

The draft Junction Creek subwatershed study also emphasizes the importance of **all** wetlands in the watershed. We hope to see programs in the Official Plan to:

- Focus on measures to enhance resilience and protection of wetlands
- Prioritize wetlands as key to reducing the impacts of the extremes of climate change
- Assess/inventory key local wetlands and their ability to reduce climate-related impacts

Transportation Master Plan & Transit Action Plan

We look forward to elements of the Transportation Master Plan and Transit Action Plan being incorporated into the Official Plan. Other new policy context includes the Transportation Demand Management Plan, the sidewalk priority index, the Complete Streets Policy, the Nodes and Corridor Strategy, and the Lasalle corridor study. The Paris/Notre Dame bikeway project is also notable.

We especially look forward to the incorporation of new street design guidelines with a complete streets approach. Note that these could be updated with narrower lane widths, as per new Canadian standards. Narrower traffic lanes have been shown to decrease traffic speed, and increase safety for all road users. Transit and TDM supportive road design elements should also be included, such as dedicated rapid transit lanes, HOV lanes, and advanced greens for transit.

We are very much looking forward to a Transportation Schedule which includes active transportation routes.

We are also looking forward to an added emphasis on improving pedestrian safety. We hope to see a program in the Official Plan for evidence based measures (e.g. intersection treatments) to improve safety of pedestrians, cyclists and all road users, by design (commonly referred to as Vision Zero).

Land use planning that supports sustainable transportation and transportation demand management

Land use planning is essential for supporting citizens in using sustainable transportation for daily needs. Walkable, complete communities; bikeable neighbourhoods connected with safe cycling infrastructure with each other, with communities within Greater Sudbury, and with all destinations; accessible and convenient transit: these are all needed to make sustainable transportation the transportation mode of choice for Greater Sudbury residents. The Official Plan should not only support or encourage this, but actively direct growth, intensification and mixed use to meet these goals.

A program should be included in the Official Plan to identify suitable candidates for: road diets, lane diets, and retrofitting boulevards to cycle tracks.

The Transit Action Plan should be supported by transit supportive land use planning in our Official Plan. Intensification and new development should be directed to high frequency transit routes (with a slow growth rate, Greater Sudbury must be more directive in ensuring density happens in areas that support transit, versus other locations). Compact urban forms, higher density, and mixed use along major transit routes and at mobility hubs are the key to Transit Oriented Development. Walkable and bikeable road networks, and provision of transit facilities (with transit stops within 400m of residences, businesses and other destinations) are also important. Multi-modal transportation should be supported in all design guidelines for roads and urban form. Many newcomers or potential newcomers to the city are coming from communities with good transit. They need good transit and walkable streets to decide to come and live here.

Parking requirements should be updated to support sustainable transportation (e.g. remove minimum parking requirements).

Urban design guidelines and site plan guidelines should support transit and active transportation. Connectivity and access to pedestrian and cycling routes should always be incorporated into site design.

We recommend an Official Plan program for enhancement of multi-modal transportation system that includes: quantitative goals for mode share, coordinated with carbon emission reduction goals; Levels of Service for all modes (not just vehicular traffic); evaluation metrics directly related to pedestrians, cyclists, and transit; traffic modelling based on TDM; road capacity not based on peak time use only.

Build the grid: completing a minimum grid of safe cycling routes

We submit that in order to most effectively support cycling as a transportation choice in Greater Sudbury, we must plan to complete a minimum grid of safe cycling routes in the short term (such as that identified by the Sustainable Mobility Advisory Panel). This should be identified on a transportation schedule of the Official Plan. Completing cycling infrastructure only when other roadwork is scheduled to be completed will not result in a complete, connected cycling network within this generation. Greater Sudbury is already planning to complete cycling and pedestrian infrastructure on the Paris/Notre Dame corridor and the Lasalle corridor: this intention should be added to the Official Plan as part of a plan to complete safe cycling infrastructure on all major arterials in a timely manner. This goal supports active transportation options, transportation demand management, and climate mitigation goals.

Green Streets

We submit that the Official Plan should include a program for completion of a Green Streets policy. Streets make up a large portion of public space and city owned land. Streets are a part of stormwater management through overland conveyance and drainage. Stress on stormwater management is increasing with bigger, more frequent and less predictable storm events with climate change. Street design should be integrated with stormwater management and climate change resilience by including green infrastructure and street trees as part of standard street design.

Minimizing environmental and social impacts of transportation infrastructure

The transportation network should avoid large environmental and social impacts, and all road projects should be evaluated through this lens.

Proposed roads that should be removed from the Transportation Schedule of the Official Plan include:

- The South Bay Road extension, which would destroy an all-season trail system of high value to the community, and negatively impact the health the Lake Laurentian Conservation Area ecosystem.
- The Montrose extension south through the Ponderosa wetland, which is a provincially significant wetland, habitat for an endangered species, and serves an important function reducing flooding during high water periods and maintaining stream flow during dry periods.
- The 6-laning of Notre Dame which would divide the Flour Mill neighbourhood, and decrease pedestrian safety.
- The 4-laning of Howey Drive which would require removing many homes.

Road salt management should also be addressed.

Following Council direction for the removal of the proposed South Bay Road Extension

Council Resolution CC2016-380 A1, passed Dec. 13, 2016, states: “that those sections of the South Bay Road extension that would be on city, Nickel District Conservation Authority/Conservation Sudbury, or institutionally owned lands be removed from the Transportation Master Plan.” The commitment was made at that time that the proposed South Bay Road extension would be removed from the Transportation Schedule in the Official Plan. It is now time to fulfil this Council direction.

Avoid new lane-km’s of road infrastructure

For fiscal, social and environmental sustainability, the Official Plan should support an emphasis on maintaining and upgrading existing road infrastructure, and discourage adding more lane-km’s to maintain by adding new roads or widening existing roads for motorized traffic.

Access to information

A program should be added to provide citizens with improved access to information on transportation resources, information, projects, and data.

Climate Change

Since the start of the Official Plan Review, the knowledge and context around climate change has changed very significantly. The UN Intergovernmental Panel on Climate Change 'Global Warming of 1.5 °C' report (2018) lays out the urgency of climate action, and identifies cities and urban areas as one of four critical global systems that can accelerate and upscale the climate action required to avoid the worst impacts of climate change. Climate change impacts are already being experienced in Greater Sudbury, impacting budgets, human and ecological health, and residents' homes.

On May 28, 2019, Greater Sudbury Council declared a climate emergency, reaffirmed action on climate change as a Strategic Priority, and laid a path forward for a Climate Change Adaptation Plan that will include a target of net zero carbon emissions by 2050. A Community Energy and Emissions Plan will be completed by this fall, and a Climate Change Adaptation Plan will begin this year.

Integrating climate action throughout the Official Plan

Climate action must be integrated throughout the Official Plan as a priority. Land use planning is a key tool in meeting climate change mitigation and adaptation goals.

Transportation and heating of building are Greater Sudbury's two largest sources of carbon emissions. Land use planning policies and goals must support the goal of reaching net zero by 2050. Therefore, strong support is needed in the Official Plan for:

- The reduction of carbon emissions from transportation (e.g. strong support for complete walkable communities, a minimum grid of safe cycling routes, and transit oriented development)
- The reduction of carbon emissions from buildings (e.g. net zero building and neighbourhood design guidelines)
- Support local sustainable energy and Electric Vehicle use

Land use planning must also support climate resilience of the built and natural environment, protect the community from climate impacts (e.g. flooding, wildfires, extreme heat, extreme weather events), and protect and enhance natural functions that will be even more important with climate change (wetlands, regreening, forested areas, floodplains, urban forests, old growth, etc). In looking ahead and planning land use patterns for the future, climate change impacts such as increased flooding, increased heat waves, more frequent extreme storm and ice events, more wildfires, increases stresses on water quality and ecosystem health must be planned for.

This goes beyond recognizing the many links to climate change in each section of the Official Plan. A central Climate Change section should be included that specifically supports climate change adaptation and mitigation, and provides clear links to relevant sections in the Official Plan.

MMAH recommendation for future amendments

We look forward to the following MMAH recommendations being included in this OPA

"That a policy be added to the plan to promote renewable energy systems and alternative energy systems, where feasible, in accordance with provincial and federal requirements (see Section 1.6.11.2 of the PPS)."

Thank you for the opportunity to provide comments. Please advise us of future opportunities to provide feedback, and of outcomes.

Regards,

Naomi Grant

Lilly Noble

Co-chairs, Coalition for a Liveable Sudbury

[REDACTED]

Poppy Pelletier - Fwd: Submission for Official Plan Phase 2 Review at Planning Committee meeting June 26

From: Ed Landry
To: Poppy Pelletier; Kris Longston; Melissa Riou
Date: 6/25/2019 2:58 PM
Subject: Fwd: Submission for Official Plan Phase 2 Review at Planning Committee meeting June 26
Attachments: Submission for Official Plan Phase 2 Review at Planning Committee meeting June 26

FYI and for the File.

Thank you

Ed

>>> clerks 6/25/2019 2:53 PM >>>

Hi Ed,

Please find attached a letter Clerks received in regards to the OP review public hearing tomorrow.

Thank you,
Adam

Clerk's Services
City of Greater Sudbury
[705-674-4455 ext. 4209](tel:705-674-4455)

Poppy Pelletier - Submission for Official Plan Phase 2 Review at Planning Committee meeting June 26

From: Rachelle Niemela <[REDACTED]>
To: clerks <clerks@greatersudbury.ca>
Date: 6/25/2019 2:01 PM
Subject: Submission for Official Plan Phase 2 Review at Planning Committee meeting June 26
Attachments: Phase 2 Official Plan Review.pdf; Phase 2 Official Plan Review - June 26 Presentation.pptx

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

Please accept the attached as a submission for the Official Plan Phase 2 review tomorrow at the Planning Committee meeting. Included is a letter from Bike Sudbury, and a Powerpoint presentation as we wish to present it to the committee.

Thank you.

Rachelle Niemela
Chair, Bike Sudbury



Bike Sudbury/Vélo Sudbury

Connecting Greater Sudbury Cyclists

June 25, 2019

Official Plan Review Phase 2 – Written Submission from Bike Sudbury/Vélo Sudbury

Thank you for the opportunity to provide input into the Phase 2 review of the Official Plan. With City of Greater Sudbury Council's and City Staff's support, many inroads have been made to make cycling more convenient, safe, connected, and comfortable for cyclists of all ages and abilities. We look forward to seeing this momentum entrenched in the City of Greater Sudbury's Official Plan.

Our comments will focus on the Transportation section of Phase 2 of the Official Plan.

Transportation Master Plan

The Transportation Master Plan (TMP) has a number of recommendations that we support, and that we expect will be reflected in the Official Plan. Please ensure that these are included:

- Our **Complete Streets Policy**: A Complete Streets policy ensures that transportation planners and engineers consistently design and operate the entire street network for all road users, not only motorists.
- Our **Transportation Demand Management Plan**: These strategies that help reduce or redistribute travel demand are a cost-effective alternative to increasing our road capacity. A demand management approach to transport also has the potential to deliver better environmental outcomes, improved public health, stronger communities, and more prosperous cities. Incorporating this into our Official Plan ties into our proposed Corporate Strategic Plan, which has Climate Change as a goal. It is critical that we use strategies to inform and encourage travelers to maximize the efficiency of our transportation system, thus leading to improved mobility, reduced congestion, and lower vehicle emissions.
- Our **new street designs**, which take into account all road users. We look forward to more innovative approaches for our roads that include newer Canadian standards, including narrower road widths, which will allow us to implement cycling and pedestrian infrastructure on existing road allowances.
- A **Transportation Network Schedule** that includes active transportation routes. The current Schedule 7 in the Official Plan only includes routes that can be used by motorized vehicles. A holistic view of our transportation network should include all modes of transportation, including the cycling routes that have been identified in the TMP.

Other Plans

- The Nodes and Corridor Strategies, and individual plans including the Lasalle Corridor Study should be included. Our major corridors are not only cross-town bikeways, they also have a

significant number of destinations to which people want to bike. They are the ones that are most in need of accommodating all modes of travel, with specific infrastructure required to ensure the safety of our most vulnerable road users because of the volume and speed of traffic in these corridors.

Cycling Comfort and Safety

What we hear the most from people who aren't yet cycling on our roads, is that they don't feel safe on them. We see more and more people biking on sidewalks. Our Official Plan needs to contain strategies that will encourage people to bike and that will keep them safe. This should include:

- Programs to ensure the safety of all road users. Sometimes called **Vision Zero** (zero fatalities and zero major injuries on our roads), these strategies ensure that we design new roads and retrofit existing roads with appropriate infrastructure (lanes, crossings, intersections, etc.) that keeps everyone safe.
- **Maintenance priorities** to ensure cycling safety, including street sweeping, salt mitigation, line painting. It should be a priority in the spring to get pedestrian and cycling infrastructure addressed early. Roads and paved multi-use paths should be swept periodically during the year, and worn-out lines should be refreshed as soon as they begin to fade.
- **Green streets** are street designs that include green infrastructure, which have a positive impact not only on stormwater management, but also on cyclist comfort. Our streets need to be safe, and they should also be pleasant to use. Our urban design policies should include a Green Streets policy.
- **Safe cycling infrastructure** as detailed below.

Cycling Infrastructure – Implementation Priorities

We currently have a very complete minimum grid of roads that allows anyone to go anywhere in our city and very efficiently too – if you're in a car. But it's a different thing if you are on a bike. A minimum grid of cycling infrastructure will allow anyone on a bike to get anywhere in the city, by using a direct and safe route, something that all car drivers currently enjoy. **#minimumgrid**

The Transportation Master Plan contains a Cycling and Pedestrian Master Plan, which shows maps colour-coded to the type of infrastructure that is proposed on specific roads, and with additional maps showing the phasing for implementation of that infrastructure. At the time that this plan was prepared, the network's implementation priorities were closely tied to future road reconstruction projects.

However, the proposed network of bike routes is constantly evolving as the city grows and changes. Many of the recommended routes have been or are currently being implemented. Some roads need to be re-evaluated since they're not identified in the TMP for cycling.

Funding for cycling infrastructure needs to prioritize those roads that most need it - our major arterial roads that **connect communities and neighbourhoods across the city**, and that have destination points including schools, businesses, shopping opportunities, and other amenities. Most of these arterials do not have alternatives that cyclists can use to get to their destination of choice.

Our proposed minimum grid includes arteries within the community of Sudbury that currently have cycling infrastructure or will shortly have infrastructure, including Second Avenue, Bancroft Avenue,

Howie Drive, Southview Drive, Bouchard Street, Ramsey Lake Road, Maley Drive, and Kelly Lake Road. But many do not, including Paris Street, Notre Dame Avenue, Lasalle Boulevard, Barrydowne Road, Falconbridge Road, Lorne Street, Elm Street, Regent Street and the Kingsway.

The grid also includes community connectors including infrastructure which can be either on (paved shoulders) or beside (paved trails) MR 35, MR 55, MR 80, Falconbridge Road, and Allen Road. These connectors will ensure that people who bike will be able to safely get to any community in Greater Sudbury.

Safe routes through each community's town center also need to be implemented in all of our communities including Azilda, Chelmsford, Capreol, Coniston, Hanmer, Lively and others.

We need to develop a more aggressive schedule to complete this connected cycling network, in much less time than the 10-15+ years that is identified for some major roads in the Cycling and Pedestrian Master Plan. **#buildthegrid**

The existing Official Plan contains a "Road Network Improvements: Implementation Priorities" list. All of our arterials should be evaluated for not only motorized vehicle enhancements, but also cycling enhancements. The **Implementation Priorities** list needs to include the cycling-related priorities too.

Finally, section 11.4 in the current Official Plan refers to parking, but it does not include policies for **bicycle parking**, only for cars. Policies to provide bicycle parking should be included in this section.

Multi-Modal Approaches

Many people who bike own cars. They also walk and take transit. Younger generations are **multi-modal** in their approach to transportation. The transportation network needs to be evaluated and planned in a holistic way, integrating transit, walking and multi-modal paths and trails.

Multi-modal levels of service should be developed that guide the planning and maintenance of the network based on all modes of travel, including walking, biking, transit, trucks, and cars.

Traffic modeling needs to take into account Transportation Demand Management, which has the intent of reducing single-passenger trips, this taking cars off the road. This is a much better and more cost effective alternative to building more roads, or widening existing roads.

Land Use Planning

There are land use planning sections in other sections in the Transportation section of our current Official Plan eg 11.3.2 Land use policies to support transit needs. **Land use planning** needs to incorporate **all modes of travel**, to facilitate and encourage transportation modes other than cars. Connections need to be incorporated into all new developments, and urban design guidelines and site plan guidelines need to identify connectivity and access to cycling routes.

Climate Change

Transportation in Greater Sudbury is the **highest emitter of carbon emissions**. In order to address this, we need to be aggressive in changing how and when we travel. Active Transportation needs to be

closely integrated with climate change initiatives, including carbon emissions reduction goals. We need to establish **quantitative goals** to increase the cycling modal share of transportation trips.

Fiscal responsibility

Finally, people who bike are taxpayers. What we hear from cyclists is that they want a transportation network that is equitable, that addresses climate change, and that does not have large fiscal, environmental or social impacts. We need to **concentrate on maintaining and upgrading roads** vs new builds and we need to shift budget dollars towards accommodating and encouraging multi-modal transportation.

In closing, to Council and City Staff, thank you for your support for cycling. There have been huge enhancements since 2014, with more yet to come. Thank you in particular to Joe Rocca and Marisa Talarico for their leadership in implementing new and innovative initiatives that make cycling easier and safer in Greater Sudbury – bike lanes, cycle tracks, curb cuts, bike boxes, bike lights, crossrides, the Paris/Notre Dame Bikeway, Complete Streets, Transportation Demand Management, a new bike parking program, Bike Month, Bike to Work Day, cycling courses, and more.

Thank you for this opportunity to provide feedback. Please advise us of future opportunities to provide feedback, and of outcomes.

Sincerely,

A handwritten signature in cursive script that reads "Rachelle Niemela".

Rachelle Niemela
Chair, Bike Sudbury/Vélo Sudbury



Bike Sudbury
Vélo Sudbury

Phase 2 - Official Plan Review

Transportation Section





Transportation Master Plan

Incorporate proposed policies and plans:

- Complete Streets
- Transportation Demand Management
- New street designs, including new Canadian standards and options eg narrower lane widths
- A Transportation Schedule that includes active transportation routes



Other Plans

Incorporate other plans:

- Nodes and Corridor Strategies
- Lasalle Corridor Study



Cycling Comfort and Safety

- Programs to ensure safety of all road users (commonly referred to as Vision Zero)
- Maintenance priorities to ensure cycling safety (including street sweeping, salt mitigation, line painting)
- Green streets: street designs that include green infrastructure, with positive impact not only on stormwater management, but also cyclist comfort



Cycling Infrastructure

- #buildthegrid: a complete, connected cycling network that connects all the Greater Sudbury communities and neighbourhoods, and that provides safer cycling options for all ages and abilities
- Aggressive Goal: plan to complete the majority of the network within 5 years
- Include cycling in the Road Network Improvements: Implementation Priorities list
- Implement bicycle parking policies

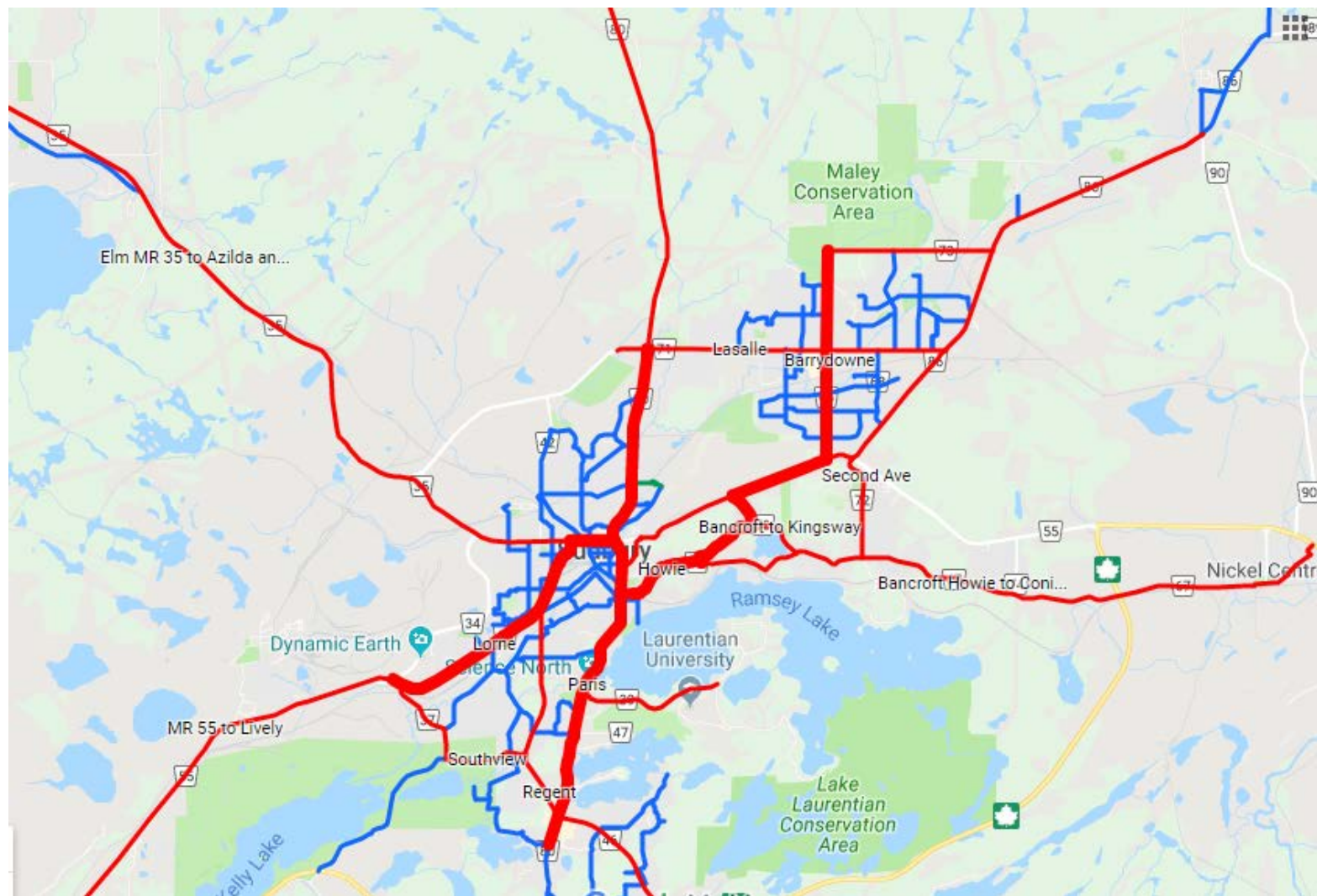


Cycling Infrastructure

- Existing community of Sudbury #minimumgrid routes: Second, Bancroft, Howie, Southview, Bouchard, Kelly Lake, Ramsey Lake Road, Maley Drive (paved shoulders). Outstanding: Paris, Notre Dame, Lasalle, Barrydowne, Falconbridge, Lorne, Elm, Regent, Kingsway
- Community connector routes: MR 35, MR 55, MR 80, Falconbridge, Allen
- Town centre routes in communities including Azilda, Chelmsford, Capreol, Coniston, Hanmer, Lively and others



Cycling Infrastructure





Multi-Modal Approach

- Integration with transit, planned integration with multi-modal trail/path systems
- Use Multi Modal Levels of Service that includes all modes of travel: Pedestrian Level of Service, Bicycle Level of Service, Truck Level of Service, Transit Level of Service, Vehicular Level of Service
- Traffic modelling based on TDM - that includes all modes of traffic including cycling, not just car traffic (alternatives to building or widening roads)



MMLOS Example

Road Classification	PLOS	BLOS	TLOS	TrLOS	Auto - LOS
Paris Street - Arterial	A 2.0 m sidewalk with 2+ m boulevard	A (cross-town bikeway) Segregated infrastructure suitable for almost all cyclists including children	A (rapid transit corridor) Segregated right of way	D With 2 travel lanes: curb lane width of less or equal to 3.3 m	E Volume to capacity ratio: 0.91 to 1.00



Land Use Planning

- Planning that supports cycling, cycling infrastructure, and cycling connections in new developments
- Urban design guidelines and site plan guidelines that identify connectivity and access to cycling routes



Climate Change

- Integration with climate change initiatives
- Integration with carbon emission reduction goals
- Quantitative goals to increase mode share



Fiscal Responsibility

- Cyclists are taxpayers too
- We want a transportation network that is equitable, that addresses climate change, that does not have large fiscal, environmental or social impacts
- We need to concentrate on maintaining and upgrading vs new builds
- Shift dollars to multi-modal transportation, including cycling



Thank You



- To City of Greater Sudbury Council for your support since 2014
- To City Staff, in particular Joe Rocca and Marisa Talarico for their leadership in implementing new and innovative initiatives that make cycling easier and safer in Greater Sudbury – bike lanes, cycle tracks, curb cuts, bike boxes, bike lights, crossrides, Paris/Notre Dame Bikeway, Complete Streets, Transportation Demand Management, bike parking program, Bike to Work Day, cycling courses, Bike Month...

Poppy Pelletier - Fwd: RLSC submission to the OP review

From: Melissa Riou
To: Poppy Pelletier
Date: 6/25/2019 3:33 PM
Subject: Fwd: RLSC submission to the OP review
Cc: Ed Landry; Kris Longston
Attachments: 2019 JUNE 25 RLSC letter to council on OP[1887].docx

Hi Poppy,

For the OP File.

Thanks, Melissa

>>> Elaine Porter <[REDACTED]> 6/25/2019 3:18 PM >>>

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

Please accept these comments from the Ramsey Lake Stewardship Committee as our input into the formulation of the new OP for the city.

Thank you.

Elaine Porter and Jan Browning, RLSC Co-Chairs

Sent from [Mail](#) for Windows 10



To: Mayor Brian Bigger and City Council via Clerks@GreaterSudbury.ca

Re: Official Plan Review – Phase 2

Thank you for this opportunity to respond to the Official Plan, Phase 2. As co-Chairs of the Ramsey Lake Stewardship Committee we would like to concentrate our comments on the ways in which ecosystem considerations can be used to mitigate the effects of Climate Change. The Mayor and Council are to be commended for their leadership in declaring a Climate Emergency for the city, a formidable undertaking, for both adaptive and mitigative efforts.

We want to underline the support from the Ramsey Lake Stewardship Committee for the recommendations and advice given by the Vermilion River Stewardship Committee and the Coalition for a Liveable Sudbury about ways to meaningfully incorporate the findings of the Water/Wastewater Master plan into the Official Plan. Their letters underline the importance of mitigation but, owing to the likelihood that predictions of Climate Change currently underestimate the effects, also discuss the large number of adaptations that need to take place. They also recommend the use of vegetative solutions and protection of existing natural resources as measures to withstand the extreme variability in temperatures and weather that we will face.

We wish to strengthen our thinking about the ways in which we might move forward with the Official Plan with measures that would mitigate Climate Change effects. My remarks use an ecosystem approach to review the range of mitigative effects that green infrastructure can provide (Secretariat of the Convention on Biological Diversity (SCBD), 2016). These comments are made from the view that the health of the lakes is largely due to the ways in which we manage the watersheds to which they are connected. An ecosystem approach signals that watersheds are all interrelated and policy making requires regional-level policy harmonization. So, instead of influence from the MECC and MNRF directing and shaping change, we can act locally to use the watershed studies to take a more holistic overview of the future planning for areas of population growth that would allow us to mitigate now and ultimately adapt to climate change.

Consideration of the local Natural Heritage system within the CGS would benefit from seeing itself as part of a larger ecosystem. Given the geological structure of the area, it is important to recognize that a substantial part of this heritage has been acquired through a the world-renowned greening program. Our natural infrastructure has thus been acquired through significant human and natural processes.

The Natural Heritage of the CGS has much to offer. Terrestrial ecosystems sequester carbon, can reduce heat absorption through surface albedo and add to air flow. The hard surfaces and thin overburden that form major parts of the overall city highlight the importance of retaining and adding to the amount of green infrastructure that is in place. The substantial amount of time needed for new vegetation to add

to the cumulative impact of greening suggests urgency in acting now to map out their contributions. We need to find ways to measure the value of green infrastructure for its ameliorative effects on water quality and can contribute to atmospheric cooling compared to the efficacy of engineered solutions.

An ecosystem approach signals the interdependence of all the natural environmental components and suggests that the contributions of the local areas to the larger environment need to be considered. Considerations of the water table and aquifers would include the fact that individuals rely on private wells. The city officials are aware of the impact on lowered water supply of the city wells in the Valley but such considerations also apply to individuals using private wells. Both drought and flooding can affect private and municipal wells as well lead to salt contamination.

The following policies would recognize the importance of ecosystems for mitigation.

1. **Re-greening areas should be maintained and strategic greening continued.** Maintaining the existing areas that have been reclaimed through the greening efforts should be a priority. Sudbury has built its reputation on this well-established program. These efforts should be evaluated against other types of solutions and valued as assets in terms of their properties to both act as carbon sink and deter flooding. In some cases, a system of wetlands might prove to be more valuable than building of more impervious surfaces to redirect flow away from the built environment. Then, it might be more feasible to take down houses than to allow greater flow to continue to erode the landscape and overwhelm these communities. It would mean helping to re-establish a community in an area of less risk for flooding.
2. **Need for longer-range planning.** Use of 100-year planning might seem a bit ambitious, but we recommend this type of planning. Such a longer-term view would mirror the intensity of the weather events we might receive. This forward-thinking policy would imply that we chart the vulnerabilities of the lake which might be the first to be affected by Climate Change events. We lament the fact that the city did not heed the recommendations of a committee some 30 years ago to plan for those areas around Lake Ramsey that should remain green. Such disregard for that original 100-year plan might be seen to signal the ineffectiveness of such planning. However, there is a difference between the difficulties in predicting with certitude the Climate Change effects and the feasibility of the detailed planning needed to produce solid plans that redirect growth areas for the city which are protective of the lake and the areas that sustain it.
3. **Ascertaining lake capacity for development.** Not only have the 100-year recommendations not been followed, we have not taken advantage of planning tools that exist for the shorter term. We have not been able to use an assessment of lake capacity for development for Ramsey Lake for decision-making about the built environment that would touch the lake directly and indirectly. Lake capacity models are available to guide such an effort to determine not just the current status of the lake but project it into the future in a more detailed way. (www.ontario.ca).
4. **Developing the policy tools to acquire land for the city from private citizens.** Following from the use of longer-term planning is the strong recommendation that areas be designated where development growth would be optimal. We risk adding pressure on Lake Ramsey which does not have a large inflow of water from the watershed. The policy tools that would be helpful

would authorize the city to negotiate with landowners seeking to build housing units to build in an area where the city already has infrastructure and this infrastructure can act as an incentive in the same way industrial areas are sponsored by cities.

5. **In general, prevention of inflows into the lake that carry contaminants such as soil and salt (i.e., mitigation) should always take precedence over adaptation.** We are no longer in an era in which we can use the environment as if it had infinite capacity to recover from the impact of assaults on it. We do not know, for example, what happens to lakes when we repeatedly allow water treatment plants and pump stations to be over capacity. The minerals that lie embedded in the lake can also combine with what we add to the lake now and issues of water depth and that potential need to be considered. Some areas of the lake are very shallow and less able to withstand the effects of contaminants.
6. We find that there are already many houses planned for building around the lake and very close to the lake in some areas such as the Keast St. area and are concerned about **monitoring of the building process**, including the work needed to put in the water and sewer infrastructure in a very rocky area. Much of the overburden which will be removed through construction has been placed through the dying of vegetation from the regreening effort and will be displaced into the lake.

In general, we are advocating a more holistic, longer-term planning approach that looks farther into the future to assess areas of risk and potential disasters to backward optimize to the present-day policy guiding the actions taken now which help to mitigate future effects. The possibilities for mitigation that we overlook now will become the basis for even greater efforts for adaptation in the future.

We would like to make note of the important role that stewardship groups and the GSWA, as an umbrella organization, play in maintaining lake water quality and informing members of important issues. The leadership of these groups is an important link between any ongoing city-lead activities affecting the relevant lake provide outreach for residents. Accordingly, we would suggest that the OP include a provision that would enable stewardship groups to apply for official recognition by the city so that these groups could receive timely information about relevant events occurring around the lake.

Ramsey Lake Steward Committee,

Elaine Porter and Jan Browning, Co-chairs.

REFERENCES

Secretariat of the Convention on Biological Diversity (SCBD). (2016). *Managing ecosystems in the context of climate change mitigation: A review of current knowledge and recommendations to support ecosystem-based mitigation actions that look beyond terrestrial forests*. CBD Technical Series No. 86

www.ontario.ca/document/lakeshore-capacity-assessment-handbook-protecting-water-quality-inland-lakes/applying-lakeshore-capacity-model

June 25, 2019

RECEIVED

JUN 26 2019

**COMMUNITY AND
STRATEGIC PLANNING**

Dear Sir or Madam,

I wish to present an issue to the Official Plan which is of growing concern. This issue is in regards to the water management of the spring run-off in this city. I live on McCharles Lk. in Walden. McCharles Lake is the "intersection" lake of the spring run-off from the Sudbury area from the east/Ramsay Lk. and the Chelmsford/Vermillion spring run off from the north. Consequently, if the Greater City of Sudbury's weather calls for 50 mm. of rain, McCharles Lake will intersect the 50mm of rain from the east and 50mm of rain from the north, accumulating 100mm of rain water in McCharles Lake. In the spring or fall the accumulation of waters from the north and east will fill up McCharles lake like a bath tub which has in years past consequently raising the water levels 11-15 ft. vertically changing the directional flow of the water back towards Sudbury and flooding all residents in this system. The Nickel District Conservation Authority is the agency responsible for the water management of the spring run-off.

It is stated in the Official Plan that the clearing of land to this flood plain area will have adversarial consequences on the residents. In March a subdivision was allowed on Robinson Lake which will add to the flood plain waters in the system. It should be noted that all of Mud Lake, Simon Lake and McCharles Lake in Walden are all on a flood plain. Again, presently in the spring, the spring run-off waters will raise the water of McCharles Lake over 11-15 feet vertically on any given year and is getting worse with City development and the clearing of land for subdivisions. It is imperative that council and the City Managers understand that the Nickel District Conservation Authority are on record communicating they have "No water control or Flood control beyond McCharles Lake". A safe inference to conclude is that things will only get worse until the problem of water management and Flood control beyond McCharles Lake is achieved. Checks and balances in the "Official Plan" need to be in place to protect the residents of Walden under the present circumstances.

I have attempted to make this very important, growing concern short and to the point. Should you have any questions, concerns or clarifications please feel comfortable contacting me.

Yours truly,


David A. Scott

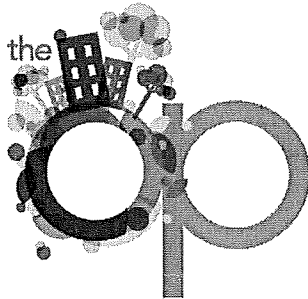
607 McCharles Lk. Rd.

Naughton Ont. P0M-2M0 ([REDACTED])

Phase 2 Official Plan Review

Over To You Greater Sudbury

Phase 2 Official Plan Review - Comments



City of Greater Sudbury
Official Plan
Flexible | Balanced | Sustainable

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JUL 02 2019

**COMMUNITY AND
STRATEGIC PLANNING**

The Official Plan (The OP) is a blueprint to help guide Greater Sudbury's development over the next twenty years. It establishes long-term goals, shapes policies and outlines social, economic, natural and built environment strategies for our city.

The Province of Ontario, through the Planning Act, requires municipalities to conduct a review of their Official Plans every five years. This allows our city to consult with residents and stakeholders to find out what's important for the future of the community. It also ensures existing OP projections and priorities are still relevant, and presents an opportunity to adapt the plan to better reflect any changes in the community.

The Official Plan review is your chance to share your vision for Greater Sudbury with decision-makers. We want to know what you see for the future of the city, and how you would think we can get there.

This review is centred on community consultation and feedback. As a resident of Greater Sudbury, you are invited to participate in the review process as often as you wish. This is your community, and the Official Plan Review is your opportunity to affect its future.

The personal information collected in this form, and any attachment, will be used during the five year review of the Official Plan conducted in accordance with Sections 26 and 17 of the Planning Act. Your personal information may be disclosed in a public forum for the purpose of the City's Official Plan Review Program. Questions about collection of this information may be directed to Kris Longston, Manager of Community and Strategic Planning, by phone at 705-674-4455, extension 4353, by email at kris.longston@greatersudbury.ca, or by mail to 200 Brady St., PO Box 5000, Station A, Sudbury, ON, P3A 5P3.

Phase 2 Official Plan Review

Over To You Greater Sudbury

First name (Required)

VICTORIA FORLICO

Last name (Required)

FORLICO

Organization (if applicable)

Phone number

Email address (Required)

720 BRUCE ST. #1614 SUDBURY, ON. P3C5C4

Comments

If you wish to give feedback on a specific area of the Official Plan please provide your comments in the appropriate area. For general comments, please use the General/Other comment box. + Note Name

Transportation → Fix Water drainage @ Kathleen St on the north side.

- I agree that there needs to be another exit access from RAMSEY LAKE Rd. to Hwy 69.
- Need to pave all road ways that are in need.
- Repave all sidewalks in need.

→ Water/Wastewater

- I agree that RAMSEY Lake needs to be protected from pollution.
- Bank erosion - build retaining walls along banks to protect properties along shore lines that are in threat from increase water levels.

Economic Development

- The city should build a "Wet'n' Wild." water park for the summer since there is a blue alge problem with Ramsey Lake.
- Make sidewalk along roadway from Mall of 144 in Chelmsford to Main St. in Chelmsford for people who take the bus to St. Gabriel's & those going to cemetery.

Phase 2 Official Plan Review

Over To You Greater Sudbury

→ Good Job ON REAMP ON TOM DAVIE'S Square!

→ Thanks for building Maley Extension Road.

General/Other

- I am grateful for the changes with Sudbury transit.
- Thanks for Canada Day Arena Event.
- Thanks for new pavements @ Notre Dame & Lasalle
- Thanks for keeping me safe @ the Belmore Building
- Thanks for Repaving Horne St.

Comments/Questions

- Need to move Tim Hortons from Cedar & Paris @ Lorne St @ Beer Store.
- Move L.C.B.O. @ Lorne St. Next to beer store.
- Need to have drug testing for people applying for social housing.
- Need to correct the reason why the city has so many addicts & homeless people.

Legal Requirements for receiving Notice of Public Meeting, Notice of Adoption and Notice of Decision:

Should you wish to receive notice of public meeting, you must write to the City Clerk requesting such, and provide your address.

Should you wish to receive notice of adoption, you must file with the City Clerk a written request to be notified if the plan is adopted.

Any person or public body will be entitled to receive notice of the decision of the Minister of Municipal Affairs and Housing if a written request to be notified of the decision is made to the Minister. Any requests shall include the person's or public body's address. Requests for Notice of Decision shall be submitted to the Ministry of Municipal Affairs and Housing, Municipal Services Office North – Sudbury, Suite 401, 159 Cedar St., Sudbury, Ontario, P3A 6A5.

Submitting Comments and Your Right to Appeal to the Local Planning Appeal Tribunal

If a person or public body would otherwise have an ability to appeal the decision of the Minister of Municipal Affairs and Housing to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of Greater Sudbury before the proposed official plan amendment is adopted, the person or public body is not entitled to appeal the decision.

Submitting Comments and Your Right to be Added as a Party to the Hearing of an Appeal to the Local Planning Appeal Tribunal

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of Greater Sudbury before the proposed official plan amendment is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

Thanks for the invitation & thanks for allowing my input.

- Build more 1 level housing for Seniors.
- Even though the Casino would bring more jobs to Sudbury, I think it would create more social problems, that we don't need.
- The corner of Kitchner St. that is ^{Lot} vacant there would be a good location for a Handicap housing unit.
-

Poppy Pelletier - Fwd: Second entrance South End Laurentian University June 26 meeting

From: Ed Landry
To: Melissa Riou; Poppy Pelletier; Kris Longston
Date: 7/3/2019 9:07 AM
Subject: Fwd: Second entrance South End Laurentian University June 26 meeting
Attachments: Image.jpg

Hi Poppy,

Please include in binder (see attached image for comments).

Thanks

Ed

>>> "Bryston's" <[REDACTED]> 6/29/2019 7:59 AM >>>

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

Hi Ed

Can you please add my
attached summary to the other
agenda items from the meeting
on the 26th. As well can you
share as you see fit.

Regards Norm Eady

Mel and Norm
5 Creighton Rd, Box 759
Copper Cliff, ON
P0M 1N0



Official Plan Transportation / Second Entrance Laurentian University June 26, 2019

Submission by Norm Eady 1380 Keast Dr. Sudbury [REDACTED]

This is a request to have the existing plan for a second entrance to the University remain on the City's Master Plan and studied more thoroughly with the intent to building a future second entrance to join up with South Bay Rd. This request will be supported with a petition by the residents and businesses east of the Paris st. / Ramsey lk. Rd. intersection.

Laurentian University's mandate is to continue to grow and from an original student body of several thousand it is now at 9,500 students and 800+ staff members. Every day maintenance staff, contractors' large transport trucks [Beer store, Tim's, Sysco foods, Flanagan, Aramark, etc., etc.] use these roads to service this area. While many of these trips are off peak in nature most of the **daily staff /student trips are not!!**

South Bay Rd. and Ramsey lake road were never designed for the amount of traffic they now have and will have in the future with further University and subdivision activity!

Both the entrances to Science North and HSN are too close to Paris st. and should be controlled by signals. These are critical intersections and both are at great risk as the several daily peak time University traffic events occur.

Laurentian University originally had one entrance to Ramsey lk. rd. but now has a second on South Bay rd. and with a planned Research Lab, arena and other expansions is planning on a third entrance. No further growth should be allowed at the University until another exit point is negotiated across the University property.

While many of the points in the **Original MMM Transportation study** support the second entrance model and are factual the statement " **that The South Bay Road extension will do little to address this [north, not south destinations] is not.** A traffic study of the daily routes /destinations of the many students, staff, suppliers and others using the University mentioned previously would show most travel would access the university at peak times from the SE /SW bypass. This would also help alleviate traffic buildup along the various inner road corridors at peak times.

RECEIVED

JUN 26 2019

COMMUNITY
STRATEGIC PLAN

Presentation to public Hearing on Official Plan Review by John Lindsay – Wed. June 26th 2019

Introduction: I am speaking as a member of several waterbody organizations to which I belong and also senior's groups; Friendly to Seniors – Sudbury and the Sudbury Chapter of the Canadian Association of Retired Persons better known as CARP.

Background: My main employment history is as a human resource specialist and labour market analyst with the Federal Government in Sudbury. I am also currently a private business person with a local and national company and am a long term member of the Greater Sudbury Chamber of Commerce. I have lived in Sudbury since 1966 and continue to be a strong supporter of our community.

I will be dealing with just three main section of the Official Plan.

Section 1. Introduction: Population and Job Growth: Sudbury's population has had highs and lows over our history, and I have personally witnesses several in my time. We are currently somewhat stable while other communities in the north have seen decreases. What does the future hold? Reputable sources including the Ontario Ministry of Finance and The Conference Board of Canada in 2018, Statistics Canada 2019 and also this year the Organization for Economic Cooperation and Development (OECD) all indicate either stagnant or very moderate growth in our city through to 2041. What is important is the demographic makeup of our city. It is recognized that Sudbury is an aging community and over the past several years the number of births has been significantly lower than the number of deaths by several hundred. Local elementary and high school populations have dropped but fortunately for post-secondary institutions foreign students have increased, as an example almost 30 percent of Cambrian College students are from out of county. Unfortunately, permanent population inflows have not compensated for outward migration, even with the possible future influx of skilled immigrant workers to replace those retiring, leaving the city or dying. All planning decisions need to take these realities into consideration and how to best utilize our resources including our tax revenues from whatever sources including predicted reductions in provincial funding. All planning emphasis should be on sustainability – to maintain our present infrastructure and amenities for the ongoing benefit of all residents while avoiding debt and keeping our community as an affordable place to live for young and old.

Section 8 Water Resources ... Source Protection – Storm water Management. There is little mention of the threat of salt (sodium and Chloride) pollution which we hope will be more thoroughly addressed in the Lake Ramsey Sub Watershed study, the draft copy still not available and when approved should be part of the Official Plan. Sodium in Lake Ramsey is currently three times the provincial limit for those on salt restricted diets and chloride is very close to the provincial limit which could cause harm to aquatic life. Mitigation methods such as holding ponds are not effective as currently suggested - the only practical solution is use of less salt and fewer new or widened roads and large parking lots in the watershed of Lake Ramsey in particular.

Section 11 – Transportation. We fully agree with the prime objective to ensure that the existing transportation network is maintained in a state of good repair. Due to severe financial restrains and the prospect of little population growth for the next several decades it is recommended that there be no new road or widening of existing roadways take place, especially around Lake Ramsey which would further contribute to the salt pollution of this valuable drinking water and recreational source.

Best wishes for your continued endeavours. Thank you for your attention:

John Lindsay – [REDACTED] – [REDACTED]

References: www.gswa.ca, www.minnowlake.ca, www.friendlytoseniors.ca, www.carpsudbury.ca

Poppy Pelletier - Fwd: Official Plan input re Transportation Study

From: Ed Landry
To: Jason Ferrigan; Melissa Riou; Poppy Pelletier
Date: 12/12/2019 12:21 PM
Subject: Fwd: Official Plan input re Transportation Study
Attachments: GSWA OP response Univ Access Road Dec 12-2019.pdf

FYI.

Poppy, please file in our OP Phase 2 File.

Thanks

Ed

>>> Greater Sudbury Watershed Alliance <[REDACTED]> 12/12/2019 11:14 AM >>>

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Mayor Bigger, Councillors McIntosh and Leduc, Kris Langston, and Ed Landry:
cc: all City Councillors

Thank you for the opportunity to respond to items considered for inclusion in the Official Plan.

The GSWA Board was surprised to learn that the second access road to the university has not yet been removed from the Official Plan, although City Council passed an amendment to the Transportation Study in 2016 directing that it be removed. We strongly urge the current Council to uphold this motion and we outline our rationale in support of this important decision in the attached letter.

Sincerely,

Richard Witham
Chair of Greater Sudbury Watershed Alliance.



December 12, 2019

Kris Longston, Manager of Community and Strategy Planning kris.longston@greatersudbury.ca
Mayor Bigger mayor@greatersudbury.ca Ed Landry, Senior Planner ed.landry@greatersudbury.ca
Deb McIntosh deb.mcintosh@greatersudbury.ca, Bill Leduc bill.leduc@greatersudbury.ca
cc: all City Councillors

RE: OFFICIAL PLAN INPUT

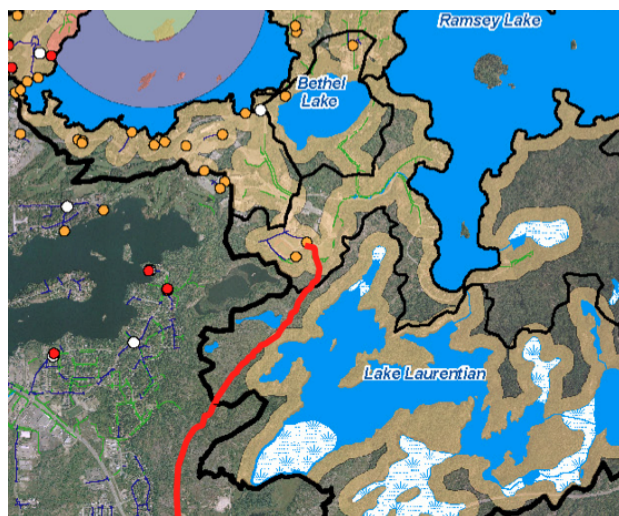
The GSWA wishes to respond to Phase 2 of the Official Plan in light of the additional alternatives being considered in the Transportation Study for inclusion in the Official Plan. We have been advised that there are efforts to contest the removal of the second access road to the university from the Official Plan even though there is substantial and widespread community support for not building a new road through land that has long served as a natural area for recreation and ecology. We find it necessary to, once again, emphasize how important it is to for the Greater Sudbury City Council to continue to support its amendment to the Transportation Study Report. This amendment states that “those sections of South Bay Road extension that are on the City, Nickel District Conservation Authority or Conservation Sudbury or institutionally owned lands be removed from the Transportation Master Plan (December 13, 2016).”

Transportation Study, 2016 (p. 155)

Source Protection Watershed Map



Area under Consideration



Area Affected by the Extension on the Watershed

We wish to affirm that the GSWA strongly supports the City Council’s amendment that the road link for Lake Ramsey be removed from the Transportation Plan Recommendations for the Official Plan and not receive any further study. This stance, based on concerns over the effects of this road on Lake Ramsey, has previously been supported by: 1) the Nickel District Conservation Authority (Sept. 21, 2013); 2) the Ramsey Lake Stewardship Committee (November 13, 2012 to the Laurentian Master Plan Review) as well as the City Council in its 2016 meeting. The land area through which this road would pass is environmentally sensitive and the increase in road salt along with other pollutants from cars would degrade a lake that is a major drinking water source for the City of Greater Sudbury. Sodium levels in the lake are almost triple the amount set by provincial legislation for informing the Medical Officer of Health. In some jurisdictions, (North Bay, Parry

Sound), public notices are posted by the Health Unit when salt levels are this high. Although the Greater Sudbury Transportation Study Report notes the considerable community opposition expressed about the effects of losing valuable open spaces and trails (p. 156), we are emphasizing the irreversible environmental consequences of adding this road. The declaration by the City Council of a Climate Emergency on May 29, 2019 took place after the Transportation Study was completed and has important implications for how we, as a community, deal with increasing road access within the Ramsey Lake watershed. Climate change concerns require prioritization not only of greenhouse gas reduction but also the need for greater attention to the results of environmental changes for the health of our lakes.

According to experts (Arnott, 2019, Gunn, 2018), the levels of chloride in our northern lakes are already high enough to present a problem for the survival of some water species and, coupled with lowered levels of calcium, may be part of the changing ecology of lakes that provides for increasing growth of algae. If you add rising lake temperature to this mix, we have multiple interacting factors with potentially significant negative impacts on Ramsey Lake. Road salt is an irreversible additive over which we can exercise some control by not building this thoroughfare. Once a road is built, it will be salted.

The Transportation Study (p. 156) presents the possibility of designing the access road as “a parkway with trails on each side.” It is crucial that we distinguish this scenario from the current trail system that passes through a functioning ecosystem. Any new road would lead to disruption of this pristine landscape and increase contamination. Lake Laurentian is part of the Ramsey Lake watershed and its waters flow directly into South Bay. Many residents in this area only have access to a private drinking water source, thereby making them more vulnerable to blue-green algal and ground water contamination of their drinking water and other threats to water quality.

Maintaining this area as an intact ecosystem protects lake water quality through its surrounding vegetation and forested areas. According to Dr. Gunn (Lappa, 2019), trees can prevent additional soil erosion that comes with increasingly severe rain events by limiting the amount of phosphorus washed from the soil. Additionally, the report notes that traffic intensity will not be decreased at the corner of Ramsey Lake Road and Paris Street (p. 155) by building this road extension. The value of any of the other hypothesized human uses that could be served by this route are eclipsed by the significant time that it has taken to build this valuable ecosystem and how easily it can be disrupted and lose its functions.

In general, increases in impervious surfaces that are near the lake or anywhere in the watershed increases the levels of road salt and other contaminants in Lake Ramsey. We encourage the City to work on creative solutions to addressing any traffic issues in a way that pays close attention to the ecosystem which is involved and takes into consideration the additional stressors that road salt and Climate Change factors create.

Respectfully,



Richard Witham
Chair, Greater Sudbury Watershed Alliance
Chair@GSWA.ca

Arnott, S., McClymont, A., Greco, D., Celis-Salgado, M. (2019). *Salty waters: How winter road salt application is impacting freshwater zooplankton communities*. Annual Watershed Lecture, Living with Lakes Centre, September 20, 2019.

Gunn, J. (2018). *Presentation*. GSWA, Salt Lecture, Living with Lakes Centre, February 6, 2018.

Lappa, John. (2019). *Sudbury accent: Lots done, lots still to do, top biologist says*. Sudbury Star editorial, January 13, 2019.



**Board Members
Conseil d'administration**

Mathieu Ansell
Michelle Cloutier
Michel Démoré
Kevin Duke
David Farrow (Chair / Président)
Jane Keown
Gerry Lougheed Jr.
Marcia Manitowabi
Pierre Maltais
Scott McCulloch
Gisèle Paquette
Mary Lou Trowell

Charitable Number
Numéro d'enregistrement
Organisme de charité
89172 4874 RR0001

February 8th, 2021

Mayor Brian Bigger
The City of Greater Sudbury
PO Box 5000, Station "A"
200 Brady Street
Sudbury, ON.
P3A 5P3

Re: 2nd Exit – South Bay Road

Dear Mayor Bigger

As Chair of the Board of Directors of Maison McCulloch Hospice, I am writing you to indicate our Board of Directors' unanimous support to keep the second entrance option for South Bay Road as part of the Sudbury Master Plan. The members of the board reviewed and discussed this option and agreed on the following motion, in the spirit of emergency/ healthcare discussions.

Gerry Lougheed Jr. / Lise Poratto-Mason moved that MMH provide a letter to the City of Greater Sudbury in support of keeping the 2nd exit from Ramsey Lake Road connecting Highway 69 South on the City's masterplan. (Motion carried unanimously)

This proposed 2nd Exit of South Bay Road makes a great deal of sense to our Board of Directors due the fragile nature of the health conditions of our clients. A shut down of South Bay Road could have a significant impact on families who receive end of life care for a loved one at Maison McCulloch Hospice.

This option has existed on the transportation master plan for many years and provides the best option as a secondary emergency exit for families and the community we serve. On behalf of the Board of Directors of Maison McCulloch Hospice we add our voice to the community that supports this initiative.

Best Regards



David G. Farrow
Chair
Maison McCulloch Hospice



Board Members Conseil d'administration

Mathieu Ansell
Michelle Cloutier
Michel Démoré
Kevin Duke
David Farrow (*Chair / Président*)
Jane Keown
Gerry Loughheed Jr.
Marcia Manitowabi
Pierre Maltais
Scott McCulloch
Gisèle Paquette
Mary Lou Trowell

Charitable Number
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Organisme de charité
89172 4874 RR0001

CC .

Deb McIntosh, Ward 9 Councilor
Fern Cormier, Ward 10 Councilor
Kris Longston, Staff
Clerk



Poppy Pelletier - Fwd: Maison McCulloch Hospice - Letter Attached

From: Sophie Baysarowich
To: Longston, Kris
Date: 3/3/2021 9:04 AM
Subject: Fwd: Maison McCulloch Hospice - Letter Attached
Cc: Poppy Pelletier; clerks; Donna Sonier
Attachments: Master Plan - 2nd Exit.docx

Hi Kris,

Please find attached.

Thanks,
Sophie

>>> clerks 3/2/2021 8:24 PM >>>

Hi Sophie,

Can you please advise which file this refers to.

Thank you,

Clerk's Services

>>> David Farrow <[REDACTED]> 2/16/2021 11:44 AM >>>

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Good Morning

Please find attached a letter of support for the 2nd Entrance - South Bay Road.

Best Regards

David Farrow
Chair
Maison McCulloch Hospice

Poppy Pelletier - Fwd: Re: South End TS business case

From: Kris Longston
To: Melissa Riou; Poppy Pelletier; Ed Landry
Date: 3/7/2021 11:17 AM
Subject: Fwd: Re: South End TS business case

For OP Phase 2 folder.

>>> Carl Jorgensen 2/23/2021 7:27 PM >>>
Thanks Alex.

Dave??

Carl


>>> Alex Singbush 2021-02-23 >>>
Hi Carl,

Unless Kris has any insights as this relates to the OP, this question would best be addressed by David Shelsted in ICPS.

Alex

>>> Carl Jorgensen 2/23/2021 3:10 PM >>>
Alex,

This item was recently brought to my attention. I assume that the proposal to link Regent Street to the University by adding a new road corridor through LU and LLCA lands is not being carried forward into this work? It has twice been struck down by council, including once by the current cohort.

Thanks,

Carl Jorgensen
General Manager
Conservation Sudbury
401 - 199 Larch Street
Sudbury, ON P3E 5P9
T: [705-674-5249](tel:705-674-5249) x.203
conservationsudbury.ca

Poppy Pelletier - Re: Fwd: Long Lake - Lake trout

From: Kris Longston
To: Melissa Riou; Ed Landry; Grieve, David
Date: 7/29/2019 8:56 AM
Subject: Re: Fwd: Long Lake - Lake trout
Cc: Poppy Pelletier

>>> Jason Ferrigan 7/23/2019 1:26 PM >>>
Thank you Stephen.

>>> Stephen Monet 7/23/2019 1:19 PM >>>
Kris and Jason:

I just thought I would share this with you. I asked Derrick to look into this for me and after some searching, the official answer is that Long Lake is no longer classified as a lake trout lake by the MNRF.

Table 1 in section 8.4.3.1 of the O.P. will need to be amended at some point to reflect this decision.

Best regards,
Stephen

>>> "Luetchford, Derrick (MNRF)" <[REDACTED]> 7/23/2019 11:50 AM >>>

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Hi Stephen,

This is to confirm that Long Lake is no longer classified as a lake trout lake.
The next time the list of lake trout lakes is produced, it will be removed.

Thanks,

Derrick

Derrick Luetchford
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Please note: As part of providing accessible customer service, please let me know if you have any accommodation needs or require communication supports or alternate formats.

Poppy Pelletier - Re: New Sudbury Meeting

From: Jason Ferrigan
To: Laalo, Melissa; Landry-Altmann, Joscelyne; Moxam, Craig; Longston, Kr...
Date: 7/15/2019 1:17 PM
Subject: Re: New Sudbury Meeting
Cc: Mazza, Guido; Landry, Ed; Pelletier, Poppy

Thank you Councillor. We will include these comments in the record for Phase 2 Official Plan Review. Take care, Jason.

Jason Ferrigan, MSc.PI, RPP
Director of Planning Services
Planning Services Division

P: (705) 674-4455, ext. 4306
www.greatersudbury.ca

>>> Joscelyne Landry-Altmann <joscelyne.landry-altmann@greatersudbury.ca> 7/9/2019 9:58 AM >>>

hi Erin

Sorry for the delay. I have no excuses.

Your email will be forwarded in 2parts.

1.As a comment in regards to Montrose as a whole and the connection to Woodbine,incredibly my mistake.

It will inform the OP phase 2community consultation.

Jason,

Could we include these comments please?

Thank you.

2.Rooming houses , bylaws and Planning.

This is recurring ,cyclical situation.

Since 2009, measures have been put in place to afford housing for students (sharedhousing on specific main arteries in r3andr4 zones.

This allows housing snd protects neighborhoods.

I can tell you that student is a flourishing business in New Sudbury. For responsible landowners there are no problems as the property is well maintained, cars are not parked on the front lawn etc..issues arise ans so does neighborhood anger when the opposite occurs.So together with bylaw , building services..to ensure that units are safe..and Planning we are embarking once again in a concerted effort to address issues.

Yes there has been great interest in establishing a New Sudbury Can . Next meeting will be in early Fall.I will add you to the list.we have seen the success of an organized community group.

There will need to be an executive ..chair vice chair sec treasurer..would one of these positions interest you? either way lets get this done it will be very important going forward.

Joscelyne

Sent from my iPhone

> On Jul 9, 2019, at 9:33 AM, erin cooney <[REDACTED]> wrote:

>

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>

> Hi,

>

> I'm following up again as I haven't received a response yet. Can you please advise.

>

>

> Thank you,

>

> Erin

>

> Sent from my iPhone

>

>> On Jun 30, 2019, at 6:13 PM, erin cooney <cooney.em@gmail.com> wrote:

>>

>> Hi Councillor,

>>

>> I'm following up on the email I sent after the last meeting in New Sudbury. Can you please advise.

>>

>> Thanks,

>>

>> Erin

>>

>> Sent from my iPhone

>>

>>> On Jun 20, 2019, at 6:15 AM, erin cooney <[REDACTED]> wrote:

>>>

>>>

>>> Hi Councillor,

>>>

>>> In regards to last night's meeting, I would like to confirm that residents of New Sudbury are looking to be involved in the future planning of Montrose (the extension of the road and the connections of Montrose to local, existing roads) as was motioned by almost all attending last night.

>>> As well, in regards to Montrose connecting to Agincourt in the future, we were told that, that is developer driven. What can residents do if they do not believe that this connection would be good for the local community (nor necessary as there are no local businesses in the area to get to and the local school is being closed next year). It would connect to a City road so there must be something we can do. This connection to Montrose would greatly impact the local subdivisions in our area.

>>> Finally, I hope Sudbury looks at planning in other communities in southern Ontario to learn how to deal with students in a community. A proactive approach is needed as students need somewhere to live (and we have 3 schools) so there need to be provisions in the planning and zoning as well as rules for owners and tenants to follow in the by-laws.

>>> If there is movement on a Ward 12 CAN, I would be interested in helping out as I think the local community could really benefit from it as you noted throughout the meeting.

>>>

>>> Thank you for hosting the meeting.

>>>

>>>

>>> Kind regards,

>>>

>>> Erin Gorman

>>>

>>> Sent from my iPhone

Poppy Pelletier - Fwd: POSLMP References to Official Plan

From: Kris Longston
To: Ed Landry; Melissa Riou; Poppy Pelletier
Date: 9/16/2019 8:34 PM
Subject: Fwd: POSLMP References to Official Plan

For OP Phase 2 file

>>> Jeff Pafford 9/12/2019 10:06 AM >>>
Hi Kris,

We are in the process of conducting an interim review of the Parks, Open Space and Leisure Master Plan. As part of the review we are reporting back on the 86 action items.

Action Item No. 47 states:

Consider the park classification system created by the Green Space Advisory Panel as part of the City's Official Plan Review; dividing the classification system into two groups: (1) Active Parkland (Neighbourhood, Community, and Regional Parks) to which the per capita provision target will apply; and (2) Open Space (Linear, Natural, and Special Purpose Parks and Ecological Reserve).

Jeff Pafford
Director of Leisure Services
Leisure Services Division
City of Greater Sudbury
P: (705)674-4455, ext. 2461
F: (705)671-8145
www.greatersudbury.ca

Action item No. 54 states:

Through the City's Official Plan Review, consider options for providing parkland within areas of residential intensification. This may include (but not be limited to) changes to the alternate parkland requirement (1 hectare per 300 units) for the highest density applications, new park types in urban areas, and options for renewing and revitalizing existing parks intended to serve areas of residential intensification.

Are you able to provide comments from an Official Plan point of view?

If you have any questions, please let me know.

Thanks.

Jeff

Jeff Pafford
Director of Leisure Services
Leisure Services Division
City of Greater Sudbury
P: (705)674-4455, ext. 2461
F: (705)671-8145
www.greatersudbury.ca

Poppy Pelletier - Fwd: Montrose comment s\phase 2 OP

From: Kris Longston
To: Poppy Pelletier
Date: 7/2/2019 9:37 AM
Subject: Fwd: Montrose comment s\phase 2 OP
Cc: Ed Landry; Melissa Riou

Hey Poppy,

For OP Phase 2 file please.

Thx
Kris

>>> Joscelyne Landry-Altmann 6/26/2019 7:30 PM >>>

Here you go Kathy, Kris and Jason - comments for the OP Phase 2 - Montrose.
thank you for your comments and coming out,
Joscelyne

Joscelyne Landry-Altmann
Mairesse adjointe
Conseillère du quartier 12
Deputy Mayor, Councillor Ward 12
705-674-1212
joscelyne.landry-altmann@grandsudbury.ca
joscelyne.landry-altmann@greatersudbury.ca

>>> Kathy Browning <[REDACTED]> 6/20/2019 10:07 AM >>>

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

Thank you for the Ward 12 New Sudbury Community Meeting last night. I am happy to know that you will be my new Councillor when we move to 75 Forestdale.

Please send an e-mail to the people who were in attendance for this meeting the information for the Public Hearing on June 26th at Tom Davies Square. I only heard the time of this meeting mentioned once at the end of this meeting. As you had mentioned that the meeting would be from 1-4 p.m. will it be about the the Official Plan amendment for the meandering of Montrose Avenue the whole meeting as 3 hours is a lot of time to discuss one item at a Public Hearing.

If I had been given the opportunity to vote I would have voted no not have Montrose Avenue extend to Maley Drive. Despite the now meandering proposal for Montrose Avenue this will not mean that only local traffic use this route.

I had mentioned last evening that when Lasalle Boulevard gets backed up that cars opt to drive up Drummond Avenue making a right on Village Crescent and continue on to Grandview Boulevard. This can mean that 80 to 100 cars are turning quickly around the corner in front of our home. Please do not mention specifics publicly as we have to sell our home. Village Crescent meanders yet motorists prefer to drive up to Village Crescent rather than making the right on Lavoie Street.

This will be the same with Montrose Avenue despite the meander that has been referred to.

What I foresee needs to be accomplished are the following:

Reduce the possibility of noise and air pollution caused to yet another neighbourhood in Sudbury by not extending Montrose to Maley.

Is the extension from Montrose to Maley a done deal?

While some may say that there won't be that much traffic that is diverted onto Montrose Avenue this will not remain to be the case. We both know that when roads get built so do housing developments and businesses and Sudbury will extend beyond Maley Avenue as there will soon be a lot of cars needing to come down Maley Avenue in the yet to be built homes and businesses on the North side of Maley Drive. The access to shopping may come down Barrydowne Road as well or Notre Dame Avenue but there is a good possibility that Montrose Avenue will be a through-way as well. The possibility of Montrose Avenue becoming a through-way should be avoided. While sidewalks and a meander may help to dissuade some from using Montrose Avenue as a through-way and so will making it illegal for trucks to use this route it will not dissuade others who do not live in and around Montrose Avenue from using this as a through-way. Grandview Boulevard has curves and sidewalks but speeding traffic is still an issue.

We need safe places to live in Sudbury environmentally for adults and children. We need to preserve neighbourhoods and not make the City of Sudbury all about roads but about the people who live here. Yes, we need to get from point A to point B but this should not be done at the expense of the places where we live.

I hope this helps.

I look forward to hearing from you regarding the time of the meeting on Wednesday.
Have a great day and weekend.

Best regards,

Kathy Browning, M.F.A., Ph.D.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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