

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark....
Date: 5/1/2014 2:05 PM
Subject: Fwd: Fw: montrose extension by dalron (Official Plan Review Email)

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

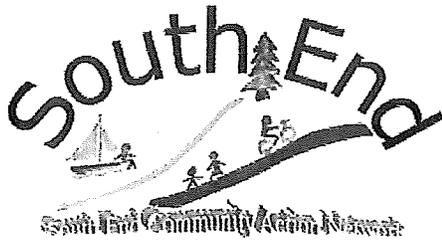
>>> Don Potvin

05/01/14 14:05 >>>

Please be advised that as long time residents of Sudbury we are concerned about the negative impact that the development of Montrose Ave. will have on the existing residential neighbourhood. In particular we are concerned about the increase in the volume of traffic that will be generated. As it stands now ,whenever there is an impediment on Lasalle,the traffic streams through Beaumont Ave to the point that it is impossible to exit one's driveway. In winter this is exacerbated by the snowbanks. It is incumbent on the city to help alleviate the situation by adopting traffic calming and by meandering the Montrose extension so that the traffic situation is mitigated.

Secondly, New Sudbury is underserviced as far as parkland is concerned. It would be helpful if the reserve for parkland north of the hydro right of way was moved closer to the existing neighbourhood and that the new development abutting existing homes was kept to R2 and not changed to R3.

Sincerely ,
Don and Marian Potvin
1082 Beaumont Ave.
Sudbury ON
P3A 3G6 705



South End Community Action Network
c/o 49 Mist Hollow Drive
Sudbury, Ontario
P3E 6L7

February 27, 2014

Attention:

David Shelsted, Director of Roads & Transportation
Tony Cecutti, General Manager of Infrastructure Services
PO Box 5000, STN 'A',
200 Brady St.
Sudbury, ON Canada
P3A 5P3

Re: City of Greater Sudbury Transportation Study (2013)

Dear Mr. Shelsted and Mr. Cecutti,

There has been a long history of consultation between the Greater City of Sudbury and various groups promoting the development of a cycling infrastructure within the region. The South End Community Action Network (SECAN) welcomes the opportunity to provide input into the proposed Transportation Plan.

We are, however, concerned over the lack of any visible progress on this issue. The City has spent several million dollars on road infrastructure development over the past few years and there has been no inclusion of safe cycling infrastructure.

We consider the adoption of the Complete Streets policy into the Official Plan to be essential if we are to move forward. (<http://completestreetsforcanada.ca/policy-elements>). We realize that budgetary considerations will inevitably determine bicycle infrastructure implementation, but without Official Plan support it has little chance of being part of the planning process.

We believe the positive cost benefit analysis of increasing resident physical activity to be self-evident. Safe cycling routes to schools, businesses, workplaces and shopping areas would promote physical exercise and reduce the City's carbon footprint. We feel it is time to promote a healthier future for city residents.

To this end the South End Community Action Network (SECAN) would like to provide the following comments on the Transportation Study recently completed by MMM Group for the

City of Greater Sudbury. Our comments are based on the route mapping provided for the Transportation Study as it pertains to the South End.

Algonquin – Countryside Roads: Currently the Transportation Plan proposes bicycle signage for Algonquin and Countryside Roads. These roads currently provide the primary access for local residents to St. Benedict Secondary School High School, Holy Cross Elementary School, and Algonquin Road Public School, as well as the associated parks and soccer fields associated with these schools. In addition, these two roads provide access to the Countryside Area and the South End Library. Bike Lanes would provide a more secure cycling environment for elementary and high school students that want to ride their bikes to school. Both Algonquin and Countryside Road are wider than typical streets and it would not take significant effort or cost to accommodate cycling lanes.

Loaches Road: Signage is proposed for Loaches Road. Loaches Road services both Lo-Ellen Park Secondary School and RL Beatty Public School, as well as students travelling to Laurentian University from the South End area. Similar to Algonquin and Countryside, Loaches Road's accessibility would increase with cycling lanes instead of signage. Lanes would also be more effective in promoting cycling among students.

Signed bike lanes would necessitate the removal of parking on these streets. Members of the SECAN would welcome the opportunity to consult with affected residents and discuss the positive and negative aspects of such a change.

Long Lake Road: From the 4-Corners to the Bypass, a signed cycling route is proposed. Long Lake road is 4-lane, with a 60 to 80 km/hour speed limit and lots of traffic. A signed route for this stretch of road is not safe for cyclists. We are aware that the 5-year Capital Budget for roads includes the renewal of Long Lake Road in 2016 ("Long Lake Rd from 0.65 km north of Sunnyside to Hwy 17": approx. 850 meters for \$1.15 million at \$1350 per meter). We strongly encourage including the paving of shoulders the Long Lake Road with a dedicated bicycle lane from the Long Lake Public School to .65 km north of Sunnyside Rd. in the Capital Budget.

These three initiatives would provide a safe continuous cycling route for south end residents to access schools, public buildings, workplaces and businesses.

Paris St from York to Long Lake Road: A signed cycling route is proposed for this area. Paris is a 4-lane road with a speed limit of 60 km/hour and contains heavy traffic including trucks and buses. This section of Paris is a primary connection to and from the South End to the downtown and beyond. We would encourage the City to consider a separate cycling track as has been proposed for the remainder of Paris Street.

Regent St.: From the 4-Corners to Algonquin Road a combination of cycling track and paved shoulder has been proposed for cyclists, which provides good access through this area. However, from 4-Corners to Walford Road, the Transportation Study has proposed cycling signage. We would strongly encourage the City to consider extending the cycling track along Regent St. as the road is 4-lane and traffic moves quickly making it difficult for cyclists to share the road with the vehicular traffic.

General Comments:

1. It would be helpful if an implementation plan is provided as part of the Transportation Study's final report. The plan should identify what should be completed first and in what time frame. Some streets, such as Algonquin, Countryside and Loaches could benefit area students immediately and would promote and encourage student cycling in the South End.
2. Cycling tracks are expected to be expensive and more time consuming to implement. However, it would be helpful if the Transportation Study's final report identifies interim measures to improve cycling along major corridors such as Paris, Long Lake and Regent. Interim measures such as allowing cycling on the boulevards, seasonal lane restrictions, speed limit reductions, etc. could help to improve and promote cycling in the South End.
3. Education for cyclists and drivers, promoting new cycling routes and re-enforcing the rules of the road for cyclists and drivers will be a critical part of any infrastructure roll out. We would encourage the City to engage area schools and reach out to students directly to encourage and promote cycling in Sudbury's South End. The SECAN would actively collaborate with these efforts.

The SECAN appreciates this opportunity to comment on the Transportation Plan and we look forward to its implementation.

Sincerely

Richard Witham
Bike Path Subcommittee
South End CAN

Cc. Councillor Doug Craig
Councillor Francis Calderelli
Sherri Moroso, City of Greater Sudbury
Mark Simeoni, City of Greater Sudbury

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark....
Date: 10/31/2013 6:46 AM
Subject: Fwd: Official Plan Review Comment Form (Official Plan Review Email)

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> Official Plan Review Comment Form <webmaster@greatersudbury.ca> 10/31/13 06:45 >>>

This form was sent at: 31-Oct-2013 6:45 AM

FIRSTNAME: David

LASTNAME: Young

PHONE:

EMAIL:

ADDRESS: 957 Leadale Ave., Sudbury, ON, P3G 1B9

QUESTION: Concerning the proposed construction of the new road link between Laurentian University and Regent Street [Section 11.2.2.1 of the Official Plan]

I request that this road not be built.

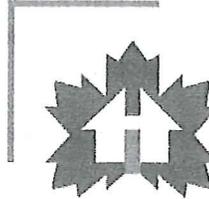
Therefore, my position is that this this road should be removed from this planning section. In fact, if possible, the new plan should explicitly state that this road link will not be built.

I oppose this road because it would destroy and disrupt the valuable natural area and walking/skiing trails in the Lo-ellen and Laurentian University area.

1942 Regent St.
Unit C
Sudbury ON
P3E 5V5

T. (705) 671 6099
F. (705) 671 9590
E. sudburyhomebuilders@vianet.ca
W. www.sudburyhomebuilders.com

Sudbury & District
Home Builders'
Association



Association des
constructeurs d'habitations
du district de Sudbury

*Development charges are collected by municipalities to recover a portion of the growth-recovery costs associated with the capital infrastructure needed to service new development.*¹

August 30, 2013

City of Greater Sudbury
200 Brady Street
Box 3700, STN A
Sudbury ON P3A 5W5
ATT: Marc H. Simeoni, MCIP, RPP
Manager of Community and Strategic Planning

Dear Mr. Simeoni,

The Government Relations & Advocacy Committee of the Sudbury & District Home Builders' Association has reviewed the second Public Information Centre documentation for the City of Greater Sudbury's Transportation Master Plan.

In light of the interwoven relationship and links between the Official Plan, Transportation Master Plan, Environmental Assessment process and Development Charges and Cost Sharing Agreements we are submitting our observations and comments.

The following areas of the City were not shown accurately in the presentation:

- **Fred / Maurice (not named)** -The connection of Fred to Maurice is being completed through the construction of Tawny Port Drive.
- **Old Burwash Road / St. Charles Lake Road** - the City PIC shows various connections through the area. Old Burwash Road is to have a cul de sac - currently built, while the road east of Long Lake Road is already built but not illustrated as such.
- **Moonrock Avenue (not named) (westerly)**- Moonrock has been constructed further west than is shown.
- **Marttila Drive (not named)** - shown as extending to Paris Street. There is also a second street extending to Scenic Way. We understand this connection is no longer required.
- **Second Avenue extension** -should likely be Second Avenue widening.
- **RioCan Centre** - appears to be shown inaccurately. There are a number of private site bus routes shown and these should likely be labelled.
- **Four Corners** -No improvements have been identified for the four corners, yet development charge funds have been allocated for improvements to the four corners intersection.

¹ City of Greater Sudbury Development Charges Brochure January 2013

Perhaps most concerning is the City's desire to widen Howey Drive and Bellevue. The 2006 Transportation Master Plan notes that this does not make sense, quoting a number of documents that also arrived at this conclusion. We stand in agreement with the 2006 Transportation Master Plan.

The City has long understood that traffic would migrate north once the following improvements are made to:

- Kingsway, including the completion of 5 laning and potentially 7 laning from Elm / Brady to Laking Toyota,
- Lasalle, especially the current intersection improvements
- Lasalle/Notre Dame and Maley including its extension

Traffic counts on the Kingsway show average daily traffic at 45,000 with minimal increases. Additional traffic can no longer use the Kingsway during rush hour time periods.

People who travel over a period of time in one direction will take the route that keeps moving. The City has allowed Howey Drive - Bellevue - Bancroft Drive to be that route as there are virtually no lights or stop signs along this route. As a result, during rush hour, Howey Drive / Bellevue experience heavy traffic. Traffic on Howey Drive Drive during the off peak hours is minimal; whereas, the Kingsway does not experience a lull in traffic at all.

If Howey Drive is five laned, as proposed, the entire residential character of the neighbourhood will be changed. The Official Plan designates lands along the Howey Drive corridor for residential development. If Howey Drive is five laned residential developments will no longer be desirable. How would this proposal fair in the environmental assessment process which includes; impact on natural habitat, social impact, economic environment and technical merit?

We think this proposal would still need to see the Kingsway widen to 5 and 7 lanes as well as the completion of Maley Drive.

Other alternatives should also be considered such as strategies to increase transit and bicycle use to and from the Downtown during rush hours.

Again, the interwoven relationship and links between the Official Plan, Transportation Master Plan, Environmental Assessment process and Development Charges / Cost Sharing Agreements should be a priority in this process.

We request that a third Public Information Centre be held showing an accurate representation of the proposed road networks. Should you require more information please contact our Executive Officer, Laura Higgs at 705 671 6099.

Thank you for the opportunity to submit our views.

Sincerely,

Març G. Levasseur
President, SDBHA

Cc:

Mr. Paul Baskcomb, Acting GM Growth & Development
Mr. Tony Cecutti, GM Infrastructure Services
Mr. Dave Shelsted, Director of Roads and Transportation
SDHBA Members



July-2-13

City of Greater Sudbury
PO Box 5000 Stn A
200 Brady Street
Sudbury, Ontario
P3A 5P3

To: David Shelsted
Mark Simeoni

Re: Transportation Study – Official Plan Review
Martila/Timber Ridge Connection

Thank you for the opportunity to preview and comment on the proposed City's Transportation Plan for the upcoming Official Plan.

Please see attached [schedule A] the proposed new transportation network as presented at the public meeting on June 19th, 2013. There is an additional road being proposed off the future Martila Drive extension to Timber Ridge Court and Scenic Way. This connection has been eliminated is a past council decision [file # 701-6-0/05-2 & 751-6/04-30 – attached schedule C].

Dalron Construction Limited does not support an additional connection to Timber Ridge/Scenic Way, should the extension of Martila Drive be required.

Thanks in advance and please do not hesitate to call if you would like to discuss.

Yours truly,

Kristi Arnold

Kristina Lang - Fwd: Thank-you for opportunity to meet; digital copies of handouts

From: Mark Simeoni
To: Kristina Lang
Date: 3/25/2013 2:23 PM
Subject: Fwd: Thank-you for opportunity to meet; digital copies of handouts
Attachments: MinnowLakeWatershedSpring2013newsletter.pdf; March21-13CLSInfoSheet.pdf; OPreviewInfoLeaflet.pdf; CANhandout.pdf

Hi Kristina, can you put a copy of this in the Official Plan correspondence file, please.

m

Mark H. Simeoni, MCIP, RPP
Manager of Community and Strategic Planning
Planning Services Division
Growth and Development Department
City of Greater Sudbury
P.O. Box 5000, Station "A"
200 Brady Street
Sudbury ON P3A 5P3
705-674-4455 ext.4292

>>> Mayor 3/25/2013 10:01 AM >>>
Hello,

Here is some additional information that was received from the meeting last week. The Mayor thought you would be interested in this.

Jessica Bertrand
Office of the Mayor

>>> "Coalition for a Liveable Sudbury ." 3/22/2013 12:25 PM >>>
Hullo,

Thank-you again for the opportunity to meet. We very much appreciate the time taken, and the positive discussion. The baking was a special treat, and my son sends his thank-you also!

I have attached digital copies of the material I gave you, with a little more information on rain gardens as well.

The files attached are:

- 1) A newsletter on the Rain Garden and Rain Barrel project that we will be walking out to residents in the Minnow Lake subwatershed next month. There is information on steps residents can take at home, including some good information on rain gardens. You can also see a full listing of partners for the project - the response has been great, and we are grateful for all the wonderful support from our community partners.
- 2) The information sheet on the three main steps we hope the City will take in regards to water quality.
- 3) A review of the key points we will be looking for in the draft of the Official Plan in moving forward as a sustainable community. We hope that you will also be looking for these key points and that Sudbury will continue to be a leader for the environment.
- 4) The handout we have been sharing with Community Action Networks sharing some ideas and resources for community projects that also contribute to a sustainable community. The photos included are all from wonderful projects that have already been completed in our community.

Regards,
Naomi

A 'Rain Gardens and Rain barrels' project is happening in your neighbourhood

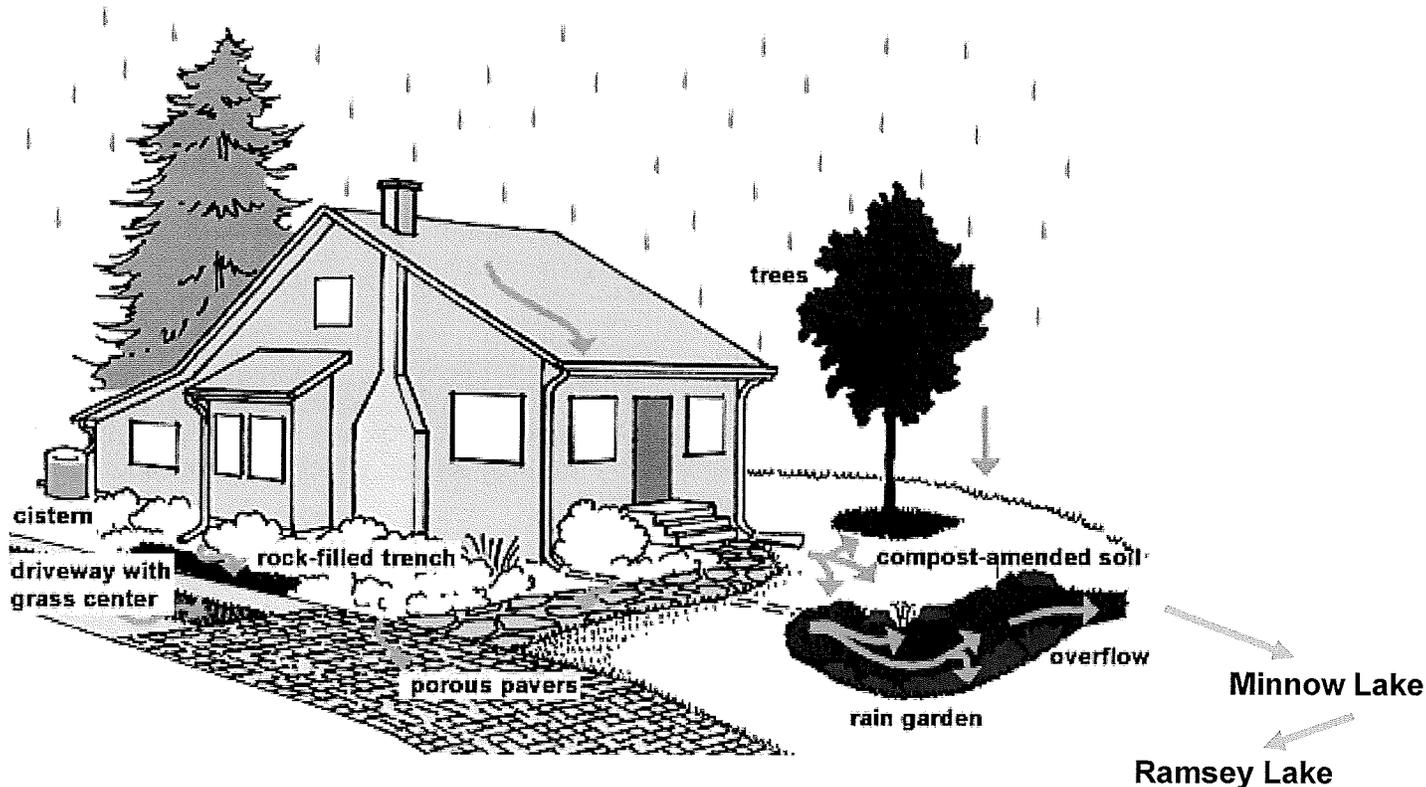
We hope you'll join in!

You and your neighbours can do a lot to help keep our lakes clean and healthy AND reduce the risk of flooding in your area.

The more people that join in, the bigger the impact!

There are lots of things you can do at your own home.

From Seattle Public Utilities Rise website

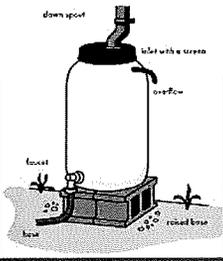


Did you know? You live in the Minnow Lake subwatershed. Any water running off your property goes into Minnow Lake, and then into Ramsey Lake – the same lake your drinking water comes from.

Lots of new development in the Minnow Lake area means more stormwater run-off going into these lakes, which is a big stress on water quality.

Stormwater run-off picks up debris and pollutants which flow into storm sewer systems and end up in our lakes. This contributes to blue-green algae blooms, E. coli growth, beach closures, and other problems.

You can help!



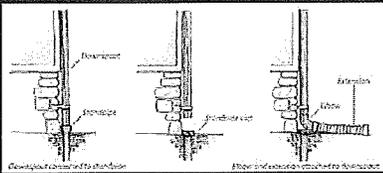
Install rain barrels

Rain barrels hold rain water collected from roofs through downspouts. This helps keep our lakes clean, and reduces the risk of flooding during storms. Water from rain barrels is great for your garden and helps save on your water bill.

Pre- order your rain barrels at www.RainBarrel.ca/LiveableSudbury or by calling

Rain barrels can be picked up Saturday, May 11 at Minnow Lake Place (1127 Bancroft Drive) from 10:30 AM to 1:00 PM. Deliveries can be arranged for those without a vehicle. Orders must be placed in advance.

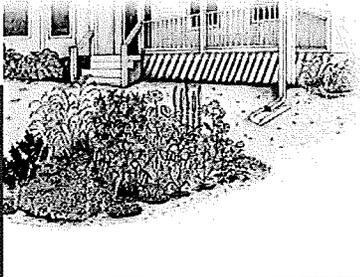
Rain barrels are \$55 each. Funds raised will support the Rain Gardens and Rain Barrels project, including the creation of a rain garden at Adamsdale Public School.



Disconnect your downspout

Have a look at the downspouts of your eaves troughs. Do any of them look like they go straight into the ground? This means they are heading straight into the sanitary sewer, which can contribute to sewage back-ups and increased wastewater treatment costs..

Direct connections of downspouts to the sanitary sewer system are prohibited under by-law. You can direct water away from foundations by using a downspout extension or by putting rain barrels under downspouts.



Put in a rain garden

A rain garden holds, absorbs, and filters rain water, while also looking beautiful.

Rain gardens filter out pollutants before they reach our lakes, reduce flooding, help recharge groundwater. Bees, birds and butterflies love them too.

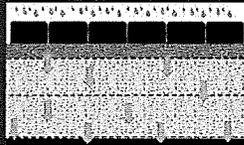
Turn the page to find out more about how to put in a rain garden.



Plant trees and shrubs

Trees absorb lots of rainwater. They also: cool our homes in summer and slow cold winds in winter, clean our air, and beautify our neighbourhood.

Consider planting native species. They are best suited to local conditions and provide habitat.



Reduce impervious surfaces.

When rain hits waterproof surfaces like asphalt or concrete, it runs straight into the storm drain, carrying contaminants along with it, and contributing to flooding during storms or big snow melts.

You can help by absorbing more rainwater in your yard.

Replace unnecessary pavement with planted areas. Use materials like gravel or permeable pavers for driveways, walkways, and patios. Consider a driveway with two strips of paving spaced for the wheels of your vehicle, and grass or a low groundcover planted between

There are lots of great options!



Coalition for a
Liveable
Sudbury

Coalition for a Liveable Sudbury is leading this “Rain Gardens and Rain Barrels” project in the Minnow Lake subwatershed, along with many community partners: Adamsdale P.S., Our Children Our Future, Ramsey Lake Stewardship Committee, Minnow Lake CAN Restoration Group, Sudbury Horticultural Society; Master Gardeners, Greater Sudbury Watershed Alliance, and Planet Earth Landscaping.

Coalition for a Liveable Sudbury is a grassroots network of citizen groups and individuals who share a vision of Sudbury as a green, healthy and engaged community. To find out more, contact us at

, or visit www.liveablesudbury.org.

We'd love to hear from you – tell us what steps you're taking! Send your stories and photos to clsudbury@live.com

If we hear from you about how you've taken some of these steps, your name will be entered in a draw for some great prizes.

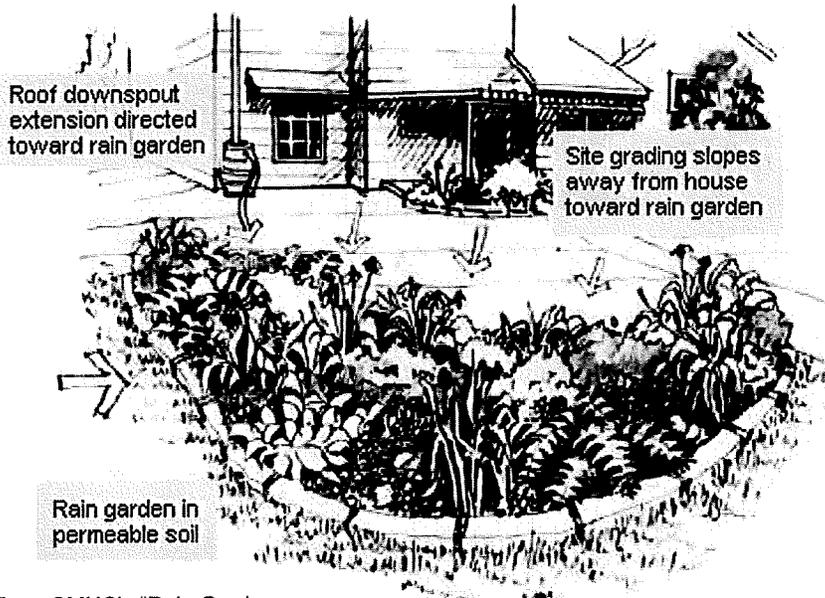
There are many things you can do to reduce storm water run-off from your property. If you have a fairly level yard, enough room, and fairly permeable soil, a rain garden might be right for you.

How to build a rain garden.

A small, shallow rain garden is an easy garden project for anyone.

A good location is:

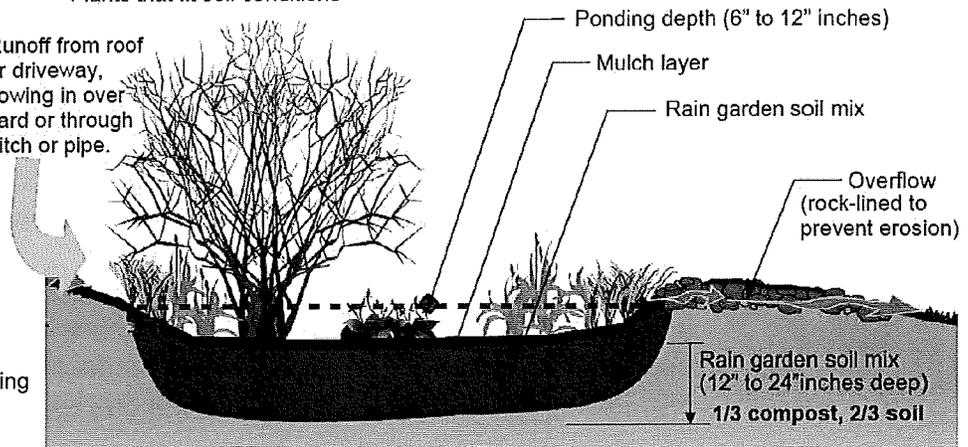
- A low point, along the natural flow of water in your yard, or any level area where rain water can be directed
- At least 10 – 15 ft away from any foundations, and avoiding steep slopes; gas, water and other service lines
- Full sun to partial shade, and loose, permeable soil are best



From CMHC's "Rain Gardens: Improve Stormwater Management in Your Yard"

Plants that fit soil conditions

Runoff from roof or driveway, flowing in over yard or through ditch or pipe.



From Seattle Public Utilities' "Building a Rain Garden" factsheet

A larger rain garden, intended to capture a large amount of run-off takes more planning. For this type of project, please take the time to calculate the size of garden you need for the amount of run-off it will receive, do some careful planning, or hire a landscaper to help out.

A simple guide can be requested free of charge from the Canada Mortgage and Housing Corporation (1 800 668-2642; request "Rain Gardens: Improve Stormwater Management in Your Yard").

Come out to a free workshop on rain gardens, Saturday, May 25, 11:00 a.m., in the Parkside Centre, during the Sudbury Gardening Festival.



Coalition for a
Liveable
Sudbury

Making connections. Working toward sustainability.

March 21, 2013

Keeping our lakes and waterways clean and healthy in the City of Lakes

Stormwater management and lake water quality – three important actions Greater Sudbury can take.

1. Take the lead with policies that protect lake water quality for now and into the future.

The Official Plan Review is the perfect opportunity to put the best policies in place, based on current science and local conditions.

2. Lead by example

Use best practices during city operations, and educate developers, builders and the public about best practices.

3. Provide incentives and information for residents to make a difference on their own property

Residents can make a big difference in already developed areas by retaining and filtering rainwater on-site. Measures can include rain barrels, rain gardens and other plantings, and permeable pavers.

- Kitchener Waterloo has an incentive program for residents to take these measures at home. For more information, see: <http://www.waterloo.ca/en/living/creditprogram.asp>
- Seattle has another good example of an incentive plan, targeting a specific problem area. The more residents that participate, the more impact that can be made, and the more the city saves. <http://www.seattle.gov/util/MyServices/DrainageSewer/Projects/GreenStormwaterInfrastructure/ResidentialRainWise/index.htm>

Greater Sudbury would benefit from this type of program.

Coalition for a Liveable Sudbury is empowering residents to make a difference

We are excited to be leading a “rain gardens and rain barrels” project in the Minnow Lake subwatershed, with many community partners. Thank-you to Adamsdale P.S., Our Children Our Future, Ramsey Lake Stewardship Committee, Minnow Lake CAN Restoration Group, Sudbury Horticultural Society, Master Gardeners, Greater Sudbury Watershed Alliance, and Planet Earth Landscaping for their partnership.

Using rain gardens, rain barrels, and other rain water retention techniques is a positive step any property owner can take that will help improve lake and river water quality, and reduce the risk of flooding. The more property owners participate, the bigger the effect will be. We are focussing on the Minnow Lake subwatershed of the Ramsey Lake watershed because of growing concerns over lake water quality in this area. However, we hope that this initiative grows to many other areas and subwatersheds, and we will be sharing resources with our partners and other water stewards throughout Greater Sudbury.

Thank-you for your interest.

Contact Naomi Grant

or Lilly Noble

www.liveablesudbury.org





The Official Plan is the roadmap of how our city will grow and develop.

Walking, cycling, and taking the bus should be safe, convenient, and accessible.

Here are some key things to look for:

Give equitable consideration for all modes of transportation - walking, cycling, public transit, and driving:

Whatever our way of getting around, we should all be able to do so safely and conveniently. All forms of transportation should be recognized and supported in the Official Plan.

Include cycling routes on the transportation schedule:

The transportation schedule is a map of existing and planned roads. Including cycling routes on this map means those bike lanes and cycling routes get built as part of regular road building and maintenance.

A complete streets policy:

What is a complete street? It's a street that works well for pedestrians, cyclists, public transit, and private vehicles. More than that, it recognizes that a street is not just for getting from A to B – it's a public space where we shop, chat with friends, and experience our community.

Include transit in transportation planning:

Planning for a great transit system is essential to planning for the future of our transportation system. Assessing road capacity and needs must be done in the context of a shift to sustainable transportation – a future where more and more people are taking the bus, and using other modes of active transportation – whether by choice or by need.





The Official Plan is the roadmap of how our city will grow and develop.

A healthy natural environment means healthy people and resilient communities
Here are some key things to look for:

<p>Protect locally significant areas:</p>	<p>Sudbury has many special natural areas, special places we value and to which we are attached. These are unique habitats with sensitive ecologies, and areas of special scientific and community interest. These are the areas that make up our home – a landscape of lakes, hills, rocks and trees. We need policies to protect these special places.</p>
<p>Fund the acquisition of high priority green spaces:</p>	<p>The Green Space Advisory Panel, with the help of the community, has identified green spaces that are valuable to the community, but are privately owned and at risk of being lost. Once they are gone, there is no way to get them back. We need to move forward in acquiring these green spaces as parks, so that the next generations can also enjoy them.</p>
<p>Designate a Natural Heritage System:</p>	<p>A natural ecosystem is an interconnected web of life, not a collection of separate parts. Using a Natural Heritage System approach recognizes these connections, and protects our natural environment in a holistic way.</p>





The Official Plan is the roadmap of how our city will grow and develop.

Keeping our lakes clean and healthy

Here are some key things to look for:

Require watershed studies	Healthy watersheds mean healthy lakes. When a new development is proposed that could impact lake water quality, Council needs to have good information to make a good decision. Watershed studies provide that information – without them we are taking a gamble on the health of our lakes.
Increase natural vegetative buffers along shorelines and wetlands.	The most important thing we can do to keep our lakes healthy is to maintain the wetlands and natural shoreline vegetation that filter out contaminants before they end up in the water. Natural buffers should be at least 30 metres.
Require Low Impact Development standards	Low impact development absorbs rainwater where it falls, reducing run-off. This means less contaminants entering our lakes and waterways, less stress on our storm water systems, and less risk of flooding.
Require more stringent stormwater treatment	What goes down the storm drains goes into our water. We need more stringent stormwater treatment to remove more contaminants before they get into our lakes. At a minimum, we should have “Enhanced Stormwater Protection” as specified by the Ministry of the Environment.





The Official Plan is the roadmap of how our city will grow and develop.

*Building the city we want to live in –
making the most of growth*

Here are some key things to look for:

Implement sustainable neighbourhood design and site selection

When a new development goes in, its 'greenness' is determined by a lot more than the energy efficiency of the building. One of the most important factors is the site: does it support active transportation? Does it avoid impacts to wetlands and other important natural areas? Once a good site has been chosen, the design of the development is also very important, determining things like walkability, water quality, and energy needs.

Direct intensification to where it will have the most positive impact, and can be best supported.

Where will intensification bring the most benefit? In existing town centres, along arterial roads, where it contributes to the needs of the community and supports improved transit services and cycling infrastructure.

Where shouldn't intensification be directed? Where it will unacceptably damage lake water quality or ecosystem health, where built infrastructure cannot support it and cannot realistically be upgraded, where it detracts rather than contributes to the community.

Directing intensification to where our City will most benefit, means we can get the most out of anticipated growth and invest on infrastructure upgrades where they are needed, making the best use of limited resources. By knowing in advance where intensification will happen and the types of advantages it will bring, it becomes much easier to know where increased capacity will be needed, whether for wastewater, traffic, or transit frequency. By involving the community in the decision of where intensification is a big positive, you also go a long ways towards avoiding conflict at the planning stage, when development is ready to proceed.



Kris Longston - Fwd: Letter to Dominic Giroux from Greater Sudbury Watershed Alliance

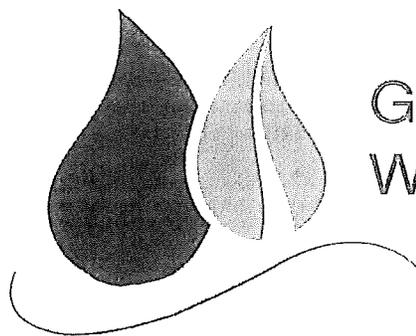
From: Mark Simeoni
To: Jason Ferrigan; Kris Longston
Date: 11/27/2012 1:19 PM
Subject: Fwd: Letter to Dominic Giroux from Greater Sudbury Watershed Alliance
Attachments: gswaletterdgirouxlaurentiannov12.doc

fyi

>>> 11/27/2012 8:53 AM >>>
Hello,

Please find a letter from the Greater Sudbury Watershed Alliance to Dr. Giroux.
Thank you

Lesley Flowers
403 Flowers Rd.
Whitefish ON P0M 3E0



Greater Sudbury Watershed Alliance

Lesley Flowers, Chair
Greater Sudbury Watershed Alliance Inc.
403 Flowers Rd.
Whitefish ON P0M3E0

Dominic Giroux, President and Vice-Chancellor
Laurentian University
President's Office
935 Ramsey Lake Road
Sudbury ON P3E 2C6

November 26, 2012

Dear Dr. Giroux,

As Chair of the Greater Sudbury Watershed Alliance (GSWA), I am writing to inform you of a motion that was unanimously passed at our last general meeting on November 19, 2012.

The GSWA wishes to express our opposition to plans for a road and development on Laurentian land that is bordered by the Lake Laurentian Conservation area.

Laurentian University has been a wonderful benefit to Greater Sudbury in many ways, not the least of which has been preservation of an area of streams, wetlands, rocks and vegetation that make up part of the extended Laurentian Campus. As an organization of 16 lake, river and creek stewardship groups dedicated to healthy, dynamic and sustainable watersheds in the City of Greater Sudbury, GSWA strongly urges you to protect this area and continue to let it develop naturally as an example of a healing landscape and watershed.

Sincerely,

Lesley Flowers

Cc; Paul Sajatovic, Conservation Sudbury
Eric Taylor, Manager of Development Approvals, City of Greater Sudbury

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark...
Date: 11/19/2012 8:32 PM
Subject: Fwd: smart growth (Official Plan Review Email)

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> Raymond and Tracy Jacques

11/19/12 20:32 >>>

Hello,

I greatly support the work by the Coalition for a Liveable Sudbury.
They have many good ideas and their vision is where we should go.

Also;

We need a set percentage of the annual budget set aside for Quality of Life improvement projects.
We need a lot more money put aside for buying private land that is designated priority by the Green space advisory panel.

We need to revamp the traffic designation of our roads. There needs to be more information surrounding Residential Collector roads.

There needs more definition to what is Acceptable/Useable 5% green space.

The whole planning process needs to Engage the Citizens a lot more than it does now.

regards,

Raymond Jacques
Sudbury

officialplan - Fwd: Official Plan Review,CMS > Official Plan comment via website

From: Official Plan website (Krista Carre)
To: officialplan
Date: 13/11/2012 9:15 AM
Subject: Fwd: Official Plan Review,CMS > Official Plan comment via website

Name: Jean Hanson
Email:
Telephone:
Address: 3819 Sunvalley Avenue
Sudbury ON P3G 1K#

Comments: Hi there Markus
I have been listening to David Shelstead, the City's Roads Director speak about a \$15 million dollar investment in a road across the precious greenspace at Laurentian University. I wonder if the residents who live on Ramsey Lake Road realize that their homes will be the new road out of town...in other words do they know they are living on the proposed new highway to Toronto. To destroy our precious greenspace with a \$15 million dollar road investment would be an irresponsible way to spend our city road dollars... in my humble opinion.

South End strain

There never seems to be enough money for roads — a reality that will only be augmented in the future as traffic in the south end will become so bad that the Four Corners could one day look like a highway interchange, staff said.

Roads

director David Shelstead noted the intersection is becoming the main way out-of-town traffic comes into Sudbury. He also said new subdivisions and retail stores planned for the south end will only make it worse.

"The four

corners will need improvements, especially if all this development goes ahead — commercial and residential," he said. "And it's going to cost a lot of money."

Shelstead said a proposed \$15 million road linking Regent Street with Laurentian University would ease the strain on south end streets.

But that Laurentian parkway has been controversial and some community groups have called for it to be dropped from the city's long-range plans. Sudbury councillors sound off on road repairs

officialplan - re LU parkway

From: Jacques Savard >
To: <officialplan@greatersudbury.ca>
Date: 12/11/2012 6:37 PM
Subject: re LU parkway

As one amongst the many who value the green space which is the Lake Laurentian Conservation Area, I am **adamantly opposed** to the LU parkway which would cut through this precious local resource. Please, please, please go there, do the hikes and see for yourselves what a great asset this region is for the citizenry of the City.

A road through this area would be a step backwards and a disappointment for many.

I can assure you that many citizens are opposed to this project and are willing to boycott it.

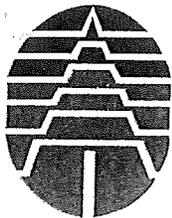
Do what's right and SCRAP IT. PLEASE.

jacques savard
Hanmer

From: Jessica Bruggess
To: <officialplan@greatersudbury.ca>
Date: 02/11/2012 7:53 AM
Subject: "LU" Parkway

Please, no. Do not ruin yet another network of precious lakes and marshland for "progress". One more voice against it.

Jessica



NICKEL DISTRICT CONSERVATION AUTHORITY
OFFICE DE PROTECTION DE LA NATURE DU DISTRICT DU NICKEL

200, rue Brady Street, Sudbury, Ontario P3E 5K3
Tel: (705) 674-5249 Fax: (705) 674-7939
www.nickeldistrict.ca

September 21, 2012

Mr. Bill Lautenbach
General Manager, Growth and Development
City of Greater Sudbury
200 Brady Street
Sudbury, ON

Dear Mr. Lautenbach:

Re: Conservation Sudbury-N.D.C.A. Feedback on Official Plan Review

Please find attached comments from Conservation Sudbury-Nickel District Conservation Authority in relation to specific sections of the current Official Plan. Our General Board met on September 13, 2012 and approved the submission of these comments. We hope that these comments will assist the municipality in updating the Official Plan.

Thank you for considering these comments in order to ensure a healthy and sustainable community. Should you require any clarification in relation to the comments, please contact me at your convenience.

Yours truly,

Paul N. Sajatovic
General Manager/Secretary-Treasurer

cc. Chairperson Lin Gibson and Members of the General Board



200, rue Brady Street, Tom Davies Square
Sudbury, ON P3E 5K3
☎ (705) 674-5249 📠 (705) 674-7939
www.nickeldistrict.ca

"Think and Plan Like A Watershed"

Introduction

Water flows without regard for maps, and natural watershed boundaries rarely align with artificial boundaries.

Greater Sudbury is a "City of Lakes";
Greater Sudbury strives to be a healthy and sustainable community;
Greater Sudbury has made remarkable progress in becoming a 'green' community.

However as the impacts of changing climate and the inevitable changes to the terrestrial and aquatic environments begin to manifest, the realities and significant challenges we face are increasingly revealed. Even in the "City of Lakes" where the majority of watershed residents may still believe in the myth of water abundance, realization of the crucial role watersheds and water plays for social, economic and ecological prosperity is fostering new ideas and approaches. Mounting concern about the sustainability of our water future, coupled with the growing interest from our watershed residents, is driving the demand for more local engagement in planning and decision-making.

Conservation Sudbury-Nickel District Conservation Authority is hereby submitting comments as part of the City of Greater Sudbury's Official Plan review within the context of a **Collaborative Watershed Management** approach and framework. This is a framework, a structure that would allow the Greater Sudbury community as a whole to have a say in decisions that will impact our watersheds. Ongoing financial stability will be a critical long-term priority. The ability to build and sustain effective expertise to formally engage in planning and decision-making is the foundation of this approach. This includes source water protection, water allocations, flood control and storm water management, and the sensitive balancing of development priorities to ensure that valuable watershed functions are protected and sustained.

The comments from Conservation Sudbury-NDCA focus on three sections in the existing City of Greater Sudbury Official Plan and include recommendations to be considered for incorporation into the updated Official Plan. Some of the actions recommended can happen immediately while other will take time and a long term vision to implement.

Section 7--- Parks and Open Space

Greater Sudbury has abundant green space for both formal and informal use. Conservation Sudbury-N.D.C.A. appreciates that the City of Greater Sudbury recognizes the importance of all these areas as they enhance quality of life for our residents; protect our watersheds and ecosystems; conserve sensitive natural heritage features, etc. Two (2) specific recommendations are hereby made related to Section 7 of the Official Plan.

Recommendation #1

Recognizing the importance of our community green space, Conservation Sudbury-N.D.C.A. is hereby suggesting that serious consideration be given to including in the Official Plan designation of the **'Ramsey Lake Greenbelt Project.'** The south shore of Lake Ramsey has extensive green space ringing the lake and is a critically important part of the Lake Ramsey watershed as it protects one of the City's major municipal drinking water supply sources. Much of the land is owned by public agencies which includes Conservation Sudbury-N.D.C.A., the City of Greater Sudbury, Laurentian University, Health Sciences North, Science North, etc. The Greenbelt Project concept has been discussed for many years and now is the time for ACTION. Such action is not the end; it is the necessary beginning. All those involved must come together and commit to this project. It is recognized that this will be a long, extended journey through a comprehensive and continuous planning/implementation process. The City has plans for the east end of Lake Ramsey; Conservation Sudbury-N.D.C.A. has a management plan for the Lake Laurentian Conservation Area; Laurentian University is currently developing a masterplan for its complete landholdings; Bell Park is a community asset that has to be enjoyed but properly protected, etc. The time is right! The Official Plan can provide the framework to move forward with a sustainable, community driven and supported process to make this a reality within the five year time frame of the updated Official Plan.

Recommendation #2

Recognizing the importance of this community greenbelt for all the reasons outlined above and many more, Conservation Sudbury-N.D.C.A. hereby recommends that the inclusion of the **'Short-term Roadway Improvements #3- Construction of a new University link road'** be removed from the Transportation section in the updated Official Plan. Conservation Sudbury-N.D.C.A. plans to complete a Watershed Report Card and Natural Assets Value Study by early 2013, which includes portions of the natural environment that would be negatively impacted by such a project. We will share this information with the municipality and community as soon as the work is complete.

Section 8--- Protection of Water Resources

Conservation Sudbury-N.D.C.A. has a definite role to play in protecting the cherished water resources in our community. We have a role in protecting drinking water sources through the *Clean Water Act*; in implementing local actions and strategies through watershed based science and local partnerships to protect our shorelines and waterbodies; to engage, support and influence community groups, landowners and others to take actions as responsible stewards of our natural environment, etc. Three (3) specific recommendations are hereby made related to Section 8 of the Official Plan.

Recommendation #1

The Official Plan currently contains many policies and actions related to water, wastewater and stormwater management. Conservation Sudbury-N.D.C.A. hereby recommends that the Official Plan and related policies must include and promote Low Impact Development (LID) approaches that minimize stormwater runoff and increased infiltration. The emphasis on LID must strongly reinforce the importance of Green Infrastructure and Low Impact Development practices in both new development and retrofit contexts. This will protect residents in the municipality and with emphasis on urban forests, stormwater ponds, and green roofs, etc., will help to reduce development and maintenance costs. It is vitally important to keep our rivers and lakes healthy, both quality and quantity wise.

Recommendation #2

Conservation Sudbury-N.D.C.A. supports the implementation of sustainable stormwater management practices. Much of what the City can do at this time is based on the Ministry of the Environment's 2003 Guide to Stormwater Management. Updating the manual to provide greater direction and clarity on LID would greatly benefit our community. Given that the Official Plan is designed to guide growth and development in our watersheds for at least the next five years, Conservation Sudbury-N.D.C.A. recommends that the municipality press the Province to update the Stormwater Management Planning and Design Manual (2003.) This will allow the municipality to utilize a wider range of tools in considering development proposals and will address emerging trends such as changing climate and adaptation needs to protect human life and property.

Recommendation #3

Conservation Sudbury-N.D.C.A. through the Greater Sudbury Source Protection Authority (GSSPA) has submitted the first Source Protection Plan for our watersheds to the Province of Ontario. This plan focuses on municipal sources of drinking water in the municipality. However

there is a significant portion of the population, estimated at 10 to 15%, in the City that does not have nor will they ever receive municipal water and sanitary services. The GSSPA/N.D.C.A. hereby recommend that the City include in the Official Plan policy statements that reinforce the need to apply source water protection policies for those residents who are on private supply/systems. The Province must fund this work 100% and the GSSPA/NDCA is prepared to support the City in pursuing this as it is necessary not only for the citizens but to ensure we protect our natural environment. The GSSPA/N.D.C.A. also recommends that the City move forward with a mandatory private septic system inspection program which we can assist with subject to necessary funding and capacity being made available.

Section 10--- Protecting Public Health and Safety

Conservation Sudbury-N.D.C.A. has a mandated responsibility under the *Conservation Authorities Act* to protect our residents from the impacts of flooding, development in hazard land areas, to connect with Healthy Places/Healthy Communities determinants, contribute to human wellness through community based environmental stewardship, etc. Watershed Management deals with the interaction of dynamic natural systems, processes and emerging issues. One of the most critically important emerging issues is the impact of our changing climate and building adaptation capacity to deal with the human and environmental impacts. Conservation Sudbury-N.D.C.A. has an approved Position Paper which outlines eight (8) key action items needed to protect our watershed resources and citizens from the changing climate. Municipal leaders and community partners must look for opportunities to grow the community while at the same time protecting the natural environment, Investing in our infrastructure and adaptation capacity to deal with the impacts of climate change will make Greater Sudbury a leader on the international stage much like the leadership shown in through the environmental restoration work over the last 30 plus years. Three (3) specific recommendations are hereby made related to Section 10 of the Official Plan.

Recommendation #1

Conservation Sudbury-N.D.C.A. along with many community partners formalized the Greater Sudbury Climate Change Consortium (GSCCC) in early 2009 based on the above referenced Position Paper. The Climate Change Consortium was formally endorsed by City Council in November, 2009 and City Council formally signed the GSCCC Covenant for the safety and well-being of all Greater Sudbury residents. Conservation Sudbury-N.D.C.A. and the GSCCC strongly recommend that the City include policies and strategic actions in the Official Plan in order to make our community safe from disaster due to the impacts of our changing climate.

Recommendation #2

The City of Greater Sudbury's 2012-2014 Strategic Plan further endorses and supports the work of the Climate Change Consortium by making specific reference under the Healthy Community section of the Plan (Page 17.) Conservation Sudbury-N.D.C.A. and the GSCCC strongly recommend that the City include policies and strategic actions in the Official Plan which support and advance the building of adaptation capacity within the community with focus on the following adaptive strategies at a minimum:

- Organizing people of more vulnerable groups so their voice is heard by governments
- Developing adaptation measures that ensure equitable access to water, healthy food, housing and access to health care (including public and mental health services)
- Developing a community-based planning process for adaptation to climate change that is systemic and not just event driven (proactive instead of being reactive.)

Recommendation #3

Low Impact Development (LID) techniques offer an effective and affordable option to mitigate the environmental and human impacts of development and to address issues such as our changing climate and the need to adapt. The imperative to adopt LID techniques is ever increasing due to multiple pressures. Further although the impacts of climate change are not yet fully realized, it is clear that LID techniques offer the potential to mitigate some of the risks it poses by mimicking the natural water cycle and other environmental and human impacts more closely. The use of more resilient systems (such as LID) for this purpose is supported by the Ontario Ministry of the Environment *Policy Review of Municipal Stormwater Management in Light of Climate Change*, which identified that municipalities need better tools to manage stormwater and to build or have built systems that are more resilient and adaptive to climate change to better protect the natural environment. Conservation Sudbury-N.D.C.A. and the GSCCC strongly recommends that the City include policies and strategic actions in the Official Plan that will build the resilience and support all the partners who are working together to build the necessary capacity.

From: james mcbane
To: <officialplan@greatersudbury.ca>
Date: 06/07/2012 6:54 AM
Subject: RE: Official Plan Review

After reading (Legal Requirements) as you suggested in your attached email, I understand, that my written comments and suggestions below dated 04/7/12 @ 8:36am is my written submission ! If this does not qualify as such, please advise ? James, L. McBane Sr.

James L. McBane Sr.

Date: Wed, 4 Jul 2012 08:39:08 -0400
From: officialplan@greatersudbury.ca
To:
Subject: Re: Official Plan Review

Thank you for your e-mail regarding the City of Greater Sudbury's Official Plan Review. Public input is important to the success of this process!

As you participate in this review, we recommend you take a few minutes to review the "Legal Requirements" information found at www.greatersudbury.ca/officialplan . If you have any questions, please do not hesitate to let us know.

Nous vous remercions pour votre courriel concernant l'examen du Plan officiel de la Ville du Grand Sudbury. La réussite du processus dépend de la participation du public! Lorsque vous participez à l'examen du plan, nous vous recommandons de prendre quelques minutes pour examiner les renseignements ayant trait aux « Exigences légales » dans le site Web www.grandsudbury.ca/planofficiel. N'hésitez pas de communiquer avec nous si vous avez des questions.

>>> 04/07/2012 8:36 AM >>>

Name: James McBane
Email:
Telephone:
Address: 9050 Hwy 6, Little Current, Ont P0P1K0

Comments: Although I do no longer live in Sudbury, we own a number of properties, that we pay tax on, with an interest in Sudbury,s Future.

I believe it is time for the politicians of Greater Sudbury to, within it,s Official Plan, plan for a Transportation Hub !

This Hub, would

accomodate:

- Both Rail Lines, CN & CPR, for Passengers

-

Taxis & Limousine Service

- Sudbury Transit Buses

-

Travel Agency Depot

- Greyhound & Other Long Haul Buses

-

Direct Route to the Sudbury Airport

- One Single Ticket

Office & Info Center for all the above.

This Hub would

be the envy of all Northern Cities and be very accomodating to the existing Traffic Flow of By-Passes in all directions, direct route to City,s core and the Airport.

For more discussion, I have had the experience in Sudbury, through ownership & operations, of:

- Taxi

Business, Queen,s Taxi

- Transit Business, Northway

Transit

- School Buses, Northway Bus Lines

- Travel

Agency, AirSea Travel

- Tour Comany, Northway Tour &

Travel

- Air Charters & School, Manitou Airways

- Airport

Bus Service, Northway Charters.

I will make myself

available for discussion if contacted for same ?

JLM,

July 3rd, 2012.

Mark Simeoni - Official Plan review

From: Mark Simeoni
To:
Date: 5/11/2012 10:48 AM
Subject: Official Plan review
CC: Bill Lautenbach; David Shelsted; Greg Clausen; joscelyn.landry-altmann@greatersudbury.ca; Paul Baskcomb

Hello, Terry, my name is Mark Simeoni. I am the Manager of Community and Strategic Planning with the City of Greater Sudbury. I am responding to an email which you had written, that was forwarded to me regarding City's Official Plan review. As I understand your specific concern it relates to the potential to expand Notre Dame Avenue to 6 lanes in the Flour mill area.

David Shelsted, who is the City's roads engineer is currently leading a transportation background study in support of the City's Official Plan review. My section, being Community and Strategic Planning, is currently undertaking the review of the City's Official Plan. Although separate in terms of their scope, both projects are very much linked. The technical work and public consultations being undertaken in the transportation background study will be incorporated into the Official Plan, where appropriate, once the study is complete.

I suggest you contact David Shelsted for any specific information regarding this aspect of the Plan review. David can be reached at david.shelsted@greatersudbury.ca

With respect to the Official Plan as a whole you can contact me directly to discuss any aspect of this project. I am including a link to the City Official Plan project website for your information.
www.greatersudbury.ca/officialplan

I look forward to hearing from you.

Kind regards, Mark

Mark H. Simeoni, MCIP, RPP
Manager of Community and Strategic Planning
Planning Services Division
Growth and Development Department
City of Greater Sudbury
P.O. Box 5000, Station "A"
200 Brady Street
Sudbury ON P3A 5P3
705-674-4455 ext.4292

Mark Simeoni - Re: Flour Mill BIA would like to comment on Official Plan Review

From: Greg Clausen
To: Joscelyne Landry-Altmann
Date: 5/10/2012 4:06 PM
Subject: Re: Flour Mill BIA would like to comment on Official Plan Review
CC: Bill Lautenbach; David Shelsted; Terry McMahon; Viv Gibbons

Thank you for your email .

I will ask **Dave Shelsted** to explain where the Six Laning of Notre Dame (ND) Project is in the updated Transportation Plan which will form part of the New OP being developed .

I believe that the ND project is independent of the Maley Drive project .

I will ask **Bill Lautenbach** to answer T. McMahon's question re the OP Review process and input opportunities .

Regards

R.G. (Greg) Clausen, P. Eng.
General Manager of Infrastructure Services
City of Greater Sudbury
P.O. 5000 , Station "A"
200 Brady Street
Sudbury, Ontario P3A 5P3
Phone: (705) 674-4455 x 2523
email: greg.clausen@greatersudbury.ca

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>>> Joscelyne Landry-Altmann 5/10/12 2:17 PM >>>

Thank you for your email Terry,

I have included the motion which was passed in 2007 concerning this very situation.,The motion is quite clear.I am forwarding your email to our general mgr of Infrastructure -Greg Clausen for his response.

thank you

Joscelyne

The following resolution was presented by Councillors Landry-Altmann and Dupuis:

2007-346 Landry-Altmann-Dupuis: WHEREAS the Council of the City of Greater Sudbury adopted the International Charter for Walking, has accepted the challenge to become the most pedestrian friendly city in Ontario by 2015 and has resolved that the Charter and challenge be considered in future planning, transportation, infrastructure and leisure decisions;

WHEREAS Recommendation #6 of the Constellation City Report recommends Transit Services explore the potential for expanded intra-community transit, park and rides, express buses during peak periods and transfer stations;

WHEREAS the reconfiguration of the Lasalle and Notre Dame intersection is a high priority and will address some of the traffic congestion;

WHEREAS the Maley Drive Extension is recognized as Council's #1 priority;

WHEREAS the Barrydowne Extension is recognized in the Official Plan as a possible alternative to Highway 69 North;

THEREFORE BE IT RESOLVED THAT the six-laning of Notre Dame Avenue not commence until the above projects have been completed.

CARRIED

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

>>> Terry McMahon : 5/10/2012 1:48 PM >>>
Hi Joscelyne,

as Chairman of the Flour Mill BIA, it came to my attention during a recent Sudbury Star article that the 6-laning of Notre Dame Avenue is back on the table as part of the Maley Drive Extension Project. It reminded me that the Flour Mill BIA wants to comment on this issue as part of the Official Plan Review going on in 2013.

When does the BIA have an opportunity to voice its concerns? I did not see or hear about public forums for the Official Review. Also, was there not a Official Motion tabled at Past Council to delay such a project? Where do things stand?

Looking forward to your comment.

Sincerely,

Terry McMahon
Chairman, Flour Mill BIA

officialplan - Official Plan comment via website

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 4/5/2012 8:42 AM
Subject: Official Plan comment via website

Name: Mike Potter
Email:

Comments: I like to cycle, but the main thing holding me back from cycling more are the roads, I find it dangerous to cycle on roads when there isn't enough room. I believe we need to slightly widen roads and add a bike lane.



April 3, 2012

Official Plan Review
c/o Office of the City Clerk
City of Greater Sudbury
PO Box 5000
Station A
Sudbury ON P3A 5P3

To Whom It May Concern:

It has been with interest that the Laurentian Nordic Ski Club has observed a significant number of presentations to the Planning Committee requesting that the University access road be removed from the Official Plan for the City of Greater Sudbury. The Club wishes to endorse these requests and the submission made to the Planning Committee on January 23rd, 2012 by Bob Hanson (presented by Jean Hanson). Mr. Hanson's presentation clarifies the many reasons why the University access road has no merit in the context of our City's efforts to build an active, healthy, green community.

The Laurentian Nordic Ski Club has been active for almost 40 years. Club volunteers have invested thousands of hours to establish ski trails which are the envy of cities across the province. The Club has introduced hundreds of children to cross country skiing through Bunyrabbit, Jackrabbit, Track Attack, Challenge and Junior Racing programs. Given the grave concern that exists around the health of our community, the Club is hoping that the City will at all costs avoid building a road which would destroy the ski trails and surrounding greenspace.

The following are just a few of many references which reflect the need to protect the ski and walking trails at the University:

"According to newly released data from the Canadian Health Measures Survey, only 9% of boys and 4% of girls meet the new Canadian Physical Activity Guidelines. The Guidelines state that for health benefits, children and youth should accumulate at least 60 minutes of moderate-to-vigorous intensity physical activity daily."

-2011 Active Healthy Kids Canada Report Card on Physical Activity
for Children and Youth

"In 2009/10, the obesity rate for the population aged 18+ in the Sudbury & District Health Unit area was 24.9%, up from 19.3% in 2007/08. The 2009/10 obesity rate is above the provincial (18.0%) and national (18.0%) obesity rates."

-Canadian Community Health Survey, Statistics Canada

"The term green infrastructure is gaining popularity in urban development, land-use planning and conservation dialogues.green infrastructure is defined as natural vegetative systems and green technologies that collectively provide society with a multitude of environmental, social and economic benefits."

-Health, Prosperity and Sustainability: The Case for Green
Infrastructure In Ontario, Green Infrastructure Ontario Coalition

Further reasons for eliminating the University access road from the Official Plan are outlined in Mr. Hanson's submission which is enclosed for your consideration.

In this day and age, forward thinking communities do everything possible to protect their treasured green infrastructure. It is hoped that the City of Greater Sudbury will be such a forward thinking community and remove the University access road from the Official Plan.

Yours truly,

Perry Sakki
President
Laurentian Nordic Ski Club
62 Crater Crescent
Sudbury ON P3E 5Y6

cc Mayor Marianne Matichuk
Council Members

Kristina Lang - Fwd:

From: Mark Simeoni
To: Joyce Lafantaisie
Date: 2/14/2012 8:25 AM
Subject: Fwd:
Attachments: The City of Greater Sudbury Official Plan review.pdf

>>> Raymond Hortness
Mark H. Simeoni, MCIP, RPP (ext. 4292),
Manager of Community & Strategic Planning
City of Greater Sudbury

> 2/13/2012 2:24 PM >>>

Dear Mark,

As I promised, or threatened, I have reviewed the existing OP and transportation report 2005 and made comments on these since I have no access to the documents that you are now working on. At best these comments will give you things to think about at worst will prove to you that the quality of my previous work was the result of a great secretary.

Good luck and kindly keep me informed of the results of your work, 30 years worrying about a municipality is hard to shake.

Ray Hortness
310 - 79 Washington Crescent.,
Elliot Lake Ontario
P5SA 2L6

Kristina Lang - Fwd: Fw: Ward 1 Submission to Official plan

From: Mark Simeoni
To: Joyce Lafantaisie
Date: 1/27/2012 1:27 PM
Subject: Fwd: Fw: Ward 1 Submission to Official plan
Attachments: Official_plan_Ward_1_.pdf; Part.002

>>> Sherri Moroso 1/27/2012 12:30 PM >>>
Hi Mark

Are you the right person to send this to.

>>> Colleen Zilio 27/01/2012 12:23:39 PM >>>

Hi Sherri

Here is our submission. Can you please forward to the appropriate person?

Thanks

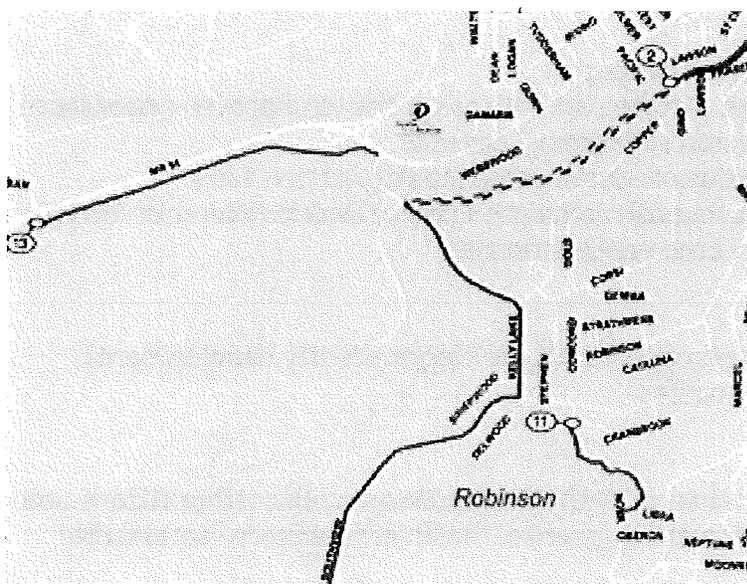
Ward 1 Community Action Network (CAN) initial submission to Official Plan

The Ward 1 CAN, representing the neighbourhoods of West End, Gatchell, Robinson and Moonglow are pleased to present the issues relating to the City of Greater Sudbury Official Plan as raised by our residents. Our residents are working at the grassroots level to improve our city project by project. We recognize and support the work of the many individuals, groups and committees working toward developing a flourishing, healthy and sustainable community.

We support the goal of making Sudbury as Canada's most walkable City

Unquestionably, walking is a low cost accessible health activity. Walking trail development is a priority for our residents. Pursue the goal of making Sudbury Canada's most walkable city through continued trail development and establishment of connections to existing Rainbow Routes trails. In Ward 1 Martindale to Kelly Lake Road is a priority for our residents with further connection to Copper Cliff Path.

New developments we are proposing are the creation of multi use path from Delki Dozzi Park to Dynamic Earth as well as further development of trails along the North and South shore of Robinson Lake.



Ward 1 Trails - == in development

The protection and creation of Green Spaces is a priority

In Ward 1 we support the completion of Junction Creek Waterway Park. We also seek to implement the protection and acquisition recommendations of the Green Spaces Advisory Committee including :

- Summit of Corsi Hill
- CPR lands along Junction Creek at Martindale Road

Ward 1 Community Action Network (CAN) initial submission to Official Plan

- Robinson Lake North Shore - Walking Trail
- Robinson Lake South Shore
- Walking Trail
- Devil's Falls Creek
- Junction Creek/ Lily Creek Delta/ Kelley Lake Wetlands and extensions to Robinson Lake
- Beverly Street to Martindale Road

We also seek further recognition and protection of the Lily Creek watershed.

Community Gardens - Grow Green Sudbury!

Having established a Community Garden in Ward 1, we seek to to encourage further development of Community gardens -

Support the Engagement of at risk neighbourhoods in gardening activities

Support the development of gardens and green spaces on under utilized City property
School Closures: Encourage public use of facilities and properties.

Lorne St. Corridor to the Downtown Core (see attached graphic)

We support the vision of transitioning Lorne St to a "Complete Street", through the following developments:

Participation in the 2012 transportation study

Continued work in partnership with private and not for profits to improve appearance of Lorne St Corridor example - Weston's Property Lorne St.

Implementation of recommendations of Sustainable Mobility Action Plan

The establishment of a walking/cycle path along the Lorne, Ontario Riverside corridor
Implement pedestrian crossing at Lorne and Martindale

Affordable Housing

Reassess zoning to provide increased opportunity for higher density developments along transit and walking/cycling routes

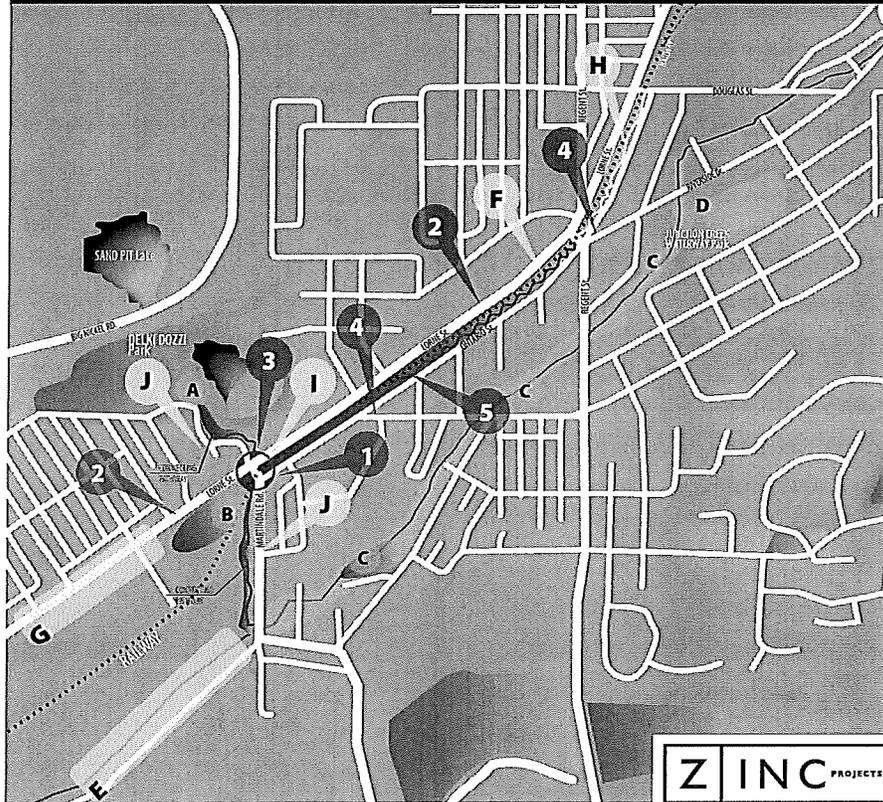
Environment

We support the objectives and actions of Earth Care Sudbury in educating citizens and developing programs supporting a cleaner, greener, healthier and more sustainable community.

Ward 1 Community Action Network (CAN) initial submission to Official Plan

WARD 1 COMMUNITY ACTION NETWORK - LORNE ST. VISION

We see Lorne, Ontario, Riverside corridor as a compact mixed use community that includes an important tourist attraction, many businesses and residences. We have a vision that incorporates mixed use of pedestrian, cycling, transit, and vehicles along this main route.



COMPLETED COMMUNITY IMPROVEMENT PROJECTS

- A. WARD 1 CAN Community Garden
- B. Ward 1 CAN, CGS & Westons Beautification
- C. RAINBOW ROUTES Junction Creek
- D. ROXBOROUGH GREEN BELT

PROPOSED PROJECTS & PROJECTS IN DEVELOPMENT

- E. RAINBOW ROUTES Extension 2012 Martindale to Kelly Lane
- F. PEDESTRIAN ROUTE along Ontario St., Martindale to Regent
- G. SUDBURY HYDRO Pole Line Improvements 2012
- H. PEDESTRIAN ROUTE along Ontario Regent to Douglas
- I. HISTORIC CITY GATEWAY & CPR Property Beautification
- J. CONNECTING PATHWAYS

TRANSPORTATION ISSUES

- 1. PEDESTRIAN SAFETY CROSSING Lorne St. / Martindale
- 2. PEDESTRIAN LIGHTING Lorne St.
- 3. LEFT TURNING LANE Lorne St. / Martindale
- 4. BICYCLE ROUTE Ontario Riverside Corridor
- 5. PEDESTRIAN CROSSING Rail Crossing Edna St.

Kris Longston - OP Comments from Dalron

From: Joyce Lafantaisie
To: Jason Ferrigan; Kris Longston; Liz Collin; Mark Simeoni
Date: 1/26/2012 9:12 AM
Subject: OP Comments from Dalron
Attachments: 20120126091012868.pdf

Please see attached comments.

Joyce Lafantaisie, Secretary
to the Manager of Community and Strategic Planning
Work (705) 674-4455 ext 4680
Fax (705) 673-2200
Joyce.Lafantaisie@greatersudbury.ca



SINCE 1969

130 Elm St., Sudbury, ON P3C 1T6 Tel:

Fax:

City of Greater Sudbury
PO Box 5000 Stn A
200 Brady Street
Sudbury Ontario
P3A 5P3

To: David Shelsted
Mark Simeoni

Re: Transportation Study – Official Plan Review
Laurentian University 2nd Access

It is our understanding that the City of Greater Sudbury has retained the services of MMM Group Ltd. to conduct a review of the City's Transportation Plan as part of the Official Plan Review. As part of this endeavour, we would request that the review include a re-examination of the need for a four lane divided right-of-way, with a cross section of 61 metres (200 feet), for the new roadway proposed to provide a second access to the South Peninsula of Lake Ramsey from Highway 69 South.

It is Dalron's intention to seek subdivision approval for lands owned by Dalron consisting of Parcels 15951, 47429, 11480 & 2132 S.E.S., in Lot 3, Concession 6, Township of Broder and Lot 4, Concession 1, Township of McKim. Schedule 7, Road Right of Way Widths, of the City Official Plan shows a proposed new road crossing these lands and extending through Laurentian University owned lands (Parcel 30769), ultimately connecting to South Bay Road. Schedule 7 indicates that the right of way width for this road will be "Up to 61 metres", and staff advise that it is intended to be a four lane divided roadway.

Dalron shares the City's view that a second access to the South Peninsula is certainly warranted to accommodate existing traffic which is currently restricted exclusively to Ramsey Lake Road, as well as future growth on lands designated under the Official Plan for development within the South Peninsula. Further, recent expansions at the University as well as anticipated future development on the University campus would benefit from a second access to the South Peninsula. However, the issue which we feel must be re-examined is the need for a four lane divided roadway.

The length of this roadway traversing Dalron lands will be approximately 1.6 kilometres, and will sterilize approximately 10 hectares (24 acres) of the site. When compared to a standard 20 metre right-of-way, the impact will be 3 times greater, resulting in a significant loss of lands for development purposes. Further, since access to the new roadway will be seriously restricted by the City, the usefulness of the road for Dalron's purposes will be minimal.

While we certainly cannot speak for the University, the City must keep in mind that the University has previously indicated that it does not support the construction of the road through University lands. We understand that this position will be re-evaluated as part of

the University's Master Campus Plan which is currently underway. The most significant impact on University lands will be environmental. Placing a roadway of some 2.4 kilometres in length, with a footprint covering some 15 hectares (36 acres), is difficult to justify given the current use of these lands which in effect form the backbone of the University ski trail system. As such, they play a significant role related to the University's academic programs in Physical and Health Education, as well as the overall "outdoor wilderness experience" associated with the University.

We also question the financial feasibility of construction of a four lane divided roadway, largely at public cost, at a time when there is no shortage of major road projects that warrant the City's attention. Since no direct access from abutting properties would be allowed onto the four lane divided roadway, the majority of the construction costs would be assumed by the City, as Dalron would not be allowed to benefit from the road. We would also assume that the City would assume the majority of the cost of the road through University lands. Depending on the final position of the University with respect to this roadway, this may also include the cost of expropriation of University lands.

As originally indicated, Dalron understands the need for a second access to the South Peninsula, and we would hope that the University also comes to the same conclusion through their review of their Campus Master Plan. However, we feel that the City's desire for a 61 metre right-of-way is cost prohibitive, both to Dalron and the City, is environmentally unsound, and cannot be justified based on low traffic volumes that have been identified through this corridor. We would therefore propose that a more "modest" roadway is more appropriate under the circumstances. A 26 metre right-of-way, providing sufficient space for a two lane road together with sidewalks and a bike path, would serve the needs of providing the second access and would be more than sufficient to accommodate the projected traffic volumes anticipated. Further, allowing some limited access from abutting properties for development such as condominiums would in turn place the financial responsibility for road construction with Dalron rather than the City, since Dalron would then be in a position to benefit from the road construction. Such a road may also be more palatable to the University, whose cooperation is integral in achieving this second access.

Dalron is anxious to proceed with the development of their lands in this area. The major deterrent to this project has been the City's position with respect to this roadway which brings the feasibility of this development into question. Our proposal would see construction of the second access to the South Peninsula begin, at little to no cost to the City based on the current cost sharing policy. We would submit that adherence to the present objective of the Official Plan with respect to this roadway will jeopardize any chance of this access being constructed without significant public funding.

We would therefore respectfully request that this position be considered by City staff and its consultants during the Transportation Plan and Official Plan review.

Yours Truly,

Kristi Arnold
Cc: Carol McAulay - Vice-President, Administration

From: Krista Carre
To: officialplan
Date: 26/01/2012 10:10 AM
Subject: Fwd: Official Plan comment via website

>>> 26/01/2012 8:57 AM >>>

Name: Tim Ruthenberg
Email:
Telephone:
Address: 2718 Greenvally Drive
Sudbury ON P3E 5B8

Comments: I heard discussion on local news about pressure to scrap new construction of a road to Laurentian University. Some kind of a link should be constructed to provide alternative emergency access, and to difuse traffic off Ramsey Lake Road and Paris Street. Concerns about protecting Laurentian Lake Conservation area are unrealistic, considering we are a city in the middle of a wilderness. The road could even be a "parkway" with no exits other than links to Regent Street or the SE By-pass. Traffic studies would likely verify that volume is an issue, despite emotional cries to stop a much need road. Traffic patters have changed since the one-site hospital has become active, and public safety is at risk. Also, accommodations for LU students increases, but services aren't offered in the immediate vicinity - why is this, and when will it stop? All of the student population has to leave the area for basic necessities such as groceries, entertainment, haircuts, shopping, etc.

From: Julien Bonin
To: <officialplan@greatersudbury.ca>
Date: 24/01/2012 12:34 PM

My vision of Greater Sudbury is a city that I can get around safely and conveniently on foot, on my bike, or on the bus

- When road work gets done, make sure that things like safe pedestrian crossings and bike lanes get done at the same time
- Have bike routes mapped out, and a timeline to complete a cycling network for our city
- Building and maintaining roads costs the city, and us, an awful lot of money. Let's rethink the need for new roads – it's not the solution for congestion anyways. Plan roads with an eye to the future. Think of the traffic impact of secondary roads. So in the future roads in residential neighbourhoods don't become key transportation corridors such as Attlee, Jeanne D'arc or Elmview.

- Include transit in the transportation study. How can we know the capacity of our road network without looking at transit? Look the option of rail to improve the connections the outlying community.

- We will all reach a point in our lives when we will no longer be able to drive – my vision is of a city where that doesn't mean losing independence

From: blaire flynn
To: <officialplan@greatersudbury.ca>
Date: 23/01/2012 12:48 PM
Subject: Public Input for the Official Plan Review

To whom it may concern,

As a member of the City of Greater Sudbury, I would like to provide my input for the Official Plan Review.

I want to live in a city that is walkable and pedestrian friendly, has public transit that is good and affordable and a city that follows sustainable environmental practices.

Walkability:

Intersections should be pedestrian friendly.
The sidewalks should be on the same side of the road as the walk lights.
Crosswalks should be clearly defined and respected by drivers.
We need downtown development that encourages walkability.

Transportation:

Transit must be included in the Transportation Study in order to accurately reflect our road capacity.
The smart phone app is great but the bus schedule should be posted inside the bus shelters.

*

*

Environment:

Let's keep our wetlands and lakes healthy and intact.
Wetlands; authorization to build on them must stop.
Loss of wetlands creates unnecessary flooding problems and native species loss.
Lakes should be regularly monitored.
Shorelines should be kept free of unnecessary development.
The city should implement a rule that septic system are checked every five years.

Thank you kindly,

Blaire Flynn
City of Greater Sudbury

Name: Bob Hanson
Address: 3819 Sunvalley Avenue
Phone:
e-mail:
Re: City of Greater Sudbury Official Plan
University Access Road
Monday, January 23, 2012
Speaking Notes/Written Submission

My perspective this evening emphasizes the value of the Laurentian Nordic Ski Trails but also addresses the broader need for the Official Plan to protect the City's valuable greenspaces.

This evening I believe I also represent the hundreds of other citizens who oppose the University Access Road.

Background

The Laurentian Nordic Ski Trails were established in the '70's through support from Laurentian University and the community. They have since provided an outstanding venue for recreational and competitive cross-country (Nordic) skiing to thousands of citizens of Sudbury and skiers from across Canada. The summer season transforms these trails into a network of hiking and biking trails.

Laurentian University is renowned across Canada for its unique outdoor wilderness campus which provides an outdoor wilderness classroom to students in many programs, e.g. Outdoor Adventure Leadership, and also a venue for healthy outdoor living while students attend university.

Thousands of Bunnyrabbit, Jackrabbit, Track Attack and Junior Racers Skiers have benefited from the effects of healthy outdoor winter activity on the ski trails.

The Laurentian Nordic Ski Trails, walking and bike trails, provide a low cost alternative to high cost recreational activities, e.g. hockey, golf, thus increasing accessibility for all families regardless of income.

Concerns

The proposed University Access Road (Schedule 2b South End Natural Assets) will dissect the existing ski, hiking and walking trails in many locations thus decimating the trail network and destroying one of Sudbury's finest outdoor recreational facilities.

The City of Greater Sudbury suffers from an extremely high incidence of heart disease, cancer etc. Exercise is known to have a positive impact on incident rates. The ski, biking and walking trails provide a proactive opportunity to counter the health effects of a sedentary lifestyle.

The Children First Charter of the City of Greater Sudbury speaks to the importance of the whole community (public, private and non-profit sectors) working together to provide all children with a quality of life which includes access to recreational and leisure activities and promotes children's physical well being. As a community we need to actively preserve the opportunities provided to children at the Laurentian Trails.

The new road as it appears on the Official Plan will quickly become the chosen route into the city from the south. It will be faster to travel from highway 69 at highway 17 to Ramsay Lake Road. There are 10 traffic signals via Regent and Paris compared to 2 via the new access road. This will result in increased traffic on Ramsay Lake Road at all times of day not just rush hour.

The proposed road will not ease traffic congestion from the downtown and New Sudbury areas. Drivers will not go out of their way via Four Corners and south on Highway 69 to avoid a minor bottleneck at two peak hours of the day.

There are less expensive alternatives to alleviate rush hour traffic on Ramsay Lake Road during rush hour and the few special events at Laurentian each year.

Two thirds of the year there are no classes at Laurentian. Heavy traffic on Ramsay Lake Road at the end of the school day is an issue only 125 days a year.

Taxpayers can't afford this road with the many other needed road improvements. The roads in the City of Greater Sudbury have been identified as the poorest in the province of Ontario. The taxpayers expect a satisfactory level of road maintenance prior to the development of a new parkway which will service an exclusive and limited population.

The Official Plan for LoEllen area (24.4.10 a.) states, "as residential development occurs east and south of the LoEllen Park area, trail corridors linking this area with the Laurentian University and Lake Laurentian Conservation Area trail systems shall be provided." It is important that we preserve what exists for LoEllen residents.

Most of the drainage (salt, oil, gas, diesel and potential spills) from this road will end up in Ramsay Lake. Ramsay Lake must be protected as a municipal water supply. The proposed route crosses a wetland which is used for research by Laurentian University.

Emergency access to the university and surrounding residential areas can be provided through the emergency road access to Loach's Road. The emergency access is maintained throughout the year and has rarely if ever been required.

Capreol, Levack, Killarney, Sudbury Airport, Sudbury Algoma Hospital, Lake Wanipitae and many other towns in northern Ontario do not have emergency access parkways. This has not been identified as a problem.

There is very little undeveloped private land around the university. There is one proposed redesigned old subdivision with more smaller lots. It is my understanding that the developer has been threatened with law suits if existing wells in the Arlington, Belmont and Lakewood area, are affected by drilling and blasting.

The Access Road will compromise the visual quality of the area with the road in full view from the Laurentian track, soccer fields, athletic building and all higher areas of the university campus.

The City's commitment to building a healthy community has been reinforced through the work of the Healthy Community Cabinet. Some time ago an "Intersectoral Planning For Children: Health Success Strategies" group recommended that our community...

- Provide children with an early focus on healthy and active lifestyles;
- Create an infrastructure such as trails, bike paths...safe walking areas...;
- Provide more opportunities for children to be outside and physically active;
- Provide resources to insure participation is accessible...;
- Encourage activity other than team or other organized sports;
- Provide an integration of policies at the municipal, school board and provincial ministerial level that impact on health.

Sudbury has worked hard to develop a network of non-motorized trails (See Trails: A Guide To Non-Motorized Trails in Greater Sudbury). The goal must be to enhance not destroy the existing network.

Safety on the parkway will be compromised by high-speed drivers who will ignore the posted limits in an effort to save time. Calming traffic needs to be more important than quicker routes.

The City of Greater Sudbury cannot afford the luxury of this new 'parkway' in the face of so many other needs.

Conclusion

I have been involved in cross country skiing for the last 40 years as a recreational skier, a racer, a ski instructor, a varsity coach.

Cross-country skiing has been a huge part of my life.

However, if another snowflake never fell on Sudbury from this day forward, it wouldn't matter.

This is much bigger than skiing.

My presentation this evening is about preserving the most precious greenspace in the City as identified by the City of Greater Sudbury's Greenspace Advisory Panel. I am asking that Council recognize this and that the University Access Road be removed from the Official Plan.

From: Krista Carre
To: officialplan
Date: 23/01/2012 9:08 AM
Subject: Re: Official Plan comment via website

>>> 22/01/2012 7:26 PM >>>
Name: Robert Saya
Email:

Comments: This is my vision for the next 20 years.....Greater Sudbury needs lots of improvement to compete with other centres in Ontario.

First of all there are lots of little changes that need to be done. These need to be completed quickly. For instance, Have street names changed and not repeat themselves. eg. William street. There are 4-5 of them in the city.

Directional signage. Why mention the city name? (Sudbury, Chelmsford, Garson, etc) when you are already in the city. Eg, 35 East Sudbury on Nickel Mine Rd. Delete The city name. Just have 35 East, Elm. Or 17 East Lorne. Its Regional Rd. 55, not Highway 17. This signage is from the old pre 2001 City of Sudbury. Another would be to remove the word (Regional) from all Regional roads and give those roads names. Eg, Regional Rd 4 would become Fairbanks Rd. or Regional Rd.80 and give it an official name.(NOT HIGHWAY 69) These roads are in the boundries of Greater Sudbury not in the region.

As for infrasrtructure we need a mixture of modern and historical buildings. We need more highrise complex housing or condos city wide over all.

As for road infrastructure, we drastically need something done. All proposals should be looked at and completed. No more TALK!! We need these ongoing projects completed!

Greater Sudbury needs to be modernized to compete with other cities in Ontario. No more old school! This city needs drastic change!!

A few recomendations refering to roads for the future.

The Southwest bypass from the interchange at Regent St./Highway 69, to the interchange at Regional Rd.55/highway 17. This is a very busy 2 lane section of highway 17. This needs to be 4 laned with improvements at the Long Lake Rd. Exit.

The Vision of the Barrydowne

Road extension to Notre Dame in Hanmer should be implemented. Not put on the shelf.

The Mayley Drive project must be completed.

With these projects completed, this city would be a better more liveable and safer place to live.

Eventually highway 69 South will become Highway 400 after the year 2017. This highway project cannot be built fast enough. It's actually a 50+ year project. This will open the gates to a prosperous future for Greater Sudbury.

The bottom line is that the citizens of this city have to accept change. There is no other possible way. There are too many people who don't like change. That's why nothing gets completed. It's all talk and no action. This city needs action, not talk. Nothing gets done with talk. Just look outside....

There are many other topics that have not been mentioned that need to be changed but the ones mentioned here, are ones that I deal with every day. I am in the transportation industry. I understand that these proposals mentioned will take Millions even Billions of dollars. To become a great city of the future, We need to emphasize the word GREAT in the name of this city...Greater Sudbury.

If everything keeps going as it is now, The future of this city is in jeopardy.... Thank you.



Coalition for a
Liveable
Sudbury

Making connections. Working toward sustainability.

Official Plan Review
c/o Office of the City Clerk
City of Greater Sudbury
PO Box 5000, Stn. A
Sudbury, ON P3A 5P3

**Written submission from Coalition for a Liveable Sudbury
Official Plan Review
January 23, 2012**

The Coalition for a Liveable Sudbury (CLS) is pleased to provide this submission to the Official Plan review. This review provides many opportunities for us to improve our sustainability as a community.

The CLS submission focuses on seven key topics: transportation (pg.1), natural heritage (pg. 4), water (pg. 8), rural development and agriculture (pg.13), smart growth (pg. 15), cultural heritage (pg. 20), and public input (pg. 22).

This submission was prepared by the seven members of the CLS OP working group. In addition, community groups and members of advisory panels were consulted on their areas of expertise. We look forward to providing further comment throughout the process, as further information becomes available.

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Transportation

Making the shift to sustainable transportation has a huge positive impact on our environment, our health, and our municipal budget.

We look forward to many positive changes in this Official Plan review, supported by a Transportation Study with a focus on active transportation, and consultation with the Sustainable Mobility Advisory Panel.

It will be important to include public transit in this assessment of our transportation system. This is necessary not only in planning safe and convenient sustainable mobility in our community, but also in assessing road capacity and needs as we make the shift to sustainable transportation.

The draft Official Plans of Guelph and Waterloo were found to have many 'best practices'.

1. Give equitable consideration to all modes of transportation: pedestrians (including wheelchair and scooter users), cyclists, public transit, and private motor vehicles throughout the Official Plan.

This should include an explicit goal to increase modal share of travelers using active transportation..

G100 "Support a reduction in demand for automobile use in favour of alternative modes of travel." W61 "A multi-modal approach will be used in planning and implementing transportation improvements and in encouraging the increased use of non-auto travel mode"

The current 'transportation' section is road heavy and could be significantly improved to support sustainable transportation as a safe and convenient mode of travel.

G104 "Transportation corridors and road rights-of-way should accommodate and ensure the safety of all modes of transportation."

2. Integrate active transportation into development and road construction and repair.

G100 "i) require, provide and maintain infrastructure that maximizes safe and convenient passage for pedestrians and cyclists along streets;
ii) ensure that bikeways and pedestrian walkways are integrated into and designed as part of new road and other infrastructure projects in the City. Special consideration will be given to matters such as bike lanes inside or outside of the roadway, and provisions for a comfortable pedestrian environment which may include shade trees, street furniture, bicycle racks, lighting, signed and safe street crossings and other traffic controls;
iii) ensure that bicycle/pedestrian linkages and street sidewalks are provided for in all development"

- Add sustainable mobility requirements to all road types in the road classification table
- Develop and implement a complete street policy

W73 "The City will plan for .. all roads within the City to operate as:
(a) Complete Streets – As further defined in the City of Waterloo's Complete Streets Policy, City streets will serve as "complete streets", meaning that the road network will be planned, designed, operated and maintained to enable users of all ages and abilities – pedestrians, cyclists, transit riders and motorists –to interact and move safely along and across City streets"

3. Prioritize pedestrian, cycling, and transit infrastructure for implementation with short term, medium term and long term goals.

- A fiscal review of active transportation infrastructure will set some constraints on realistic timelines. Especially in the case of cycling infrastructure, it will be imperative to include a fiscal review of both ideal, and low-cost interim options, so that functional

interim solutions can be implemented quickly for priority routes and to complete a functional network of cycling routes in a timely manner.

- Include transit **programs** such as reviews of routes and schedules, and ridership growth strategies

4. Include cycling routes on the transportation schedule, and commit to its implementation.

G100 “The Bicycle Network Plan, as illustrated on Schedule 9 will be implemented through the development process as well as City projects. The Bicycle Network Plan identifies a system of off-road, on-road dedicated and existing on-road non-dedicated bicycle travel facilities as well as other network improvements.

In addition to the bicycle network identified on Schedule 9, the City will give further consideration to the incorporation of improvements and expansions to the network when, the City is undertaking public infrastructure works or when private sector development proposals are being considered.”

5. Land use planning that is supportive of active transportation and transit

Note that further information in this topic can be found in the Smart Growth section

- Strengthen the section on transit and land use planning, and integrate with other sections in the Official Plan Transit Oriented Development (TOD) is development that facilitates the provision of efficient transit service. Compact urban forms, higher density, and mixed use along major transit routes and at mobility hubs are the key to Transit Oriented Development. Walkable road networks, and provision of transit facilities (with transit stops within 400m of residences, businesses and other destinations) are also important.

Guelph’s draft OP has incorporated these and other aspects of TOD, including ensuring “that the phasing of new development allows for the provision of transit service in the early phases of new development so that using transit is a viable option for the first residents”. G100

- Consider implementing Transportation Demand Management policies and measures supportive of sustainable transportation

G17 “The City will implement Transportation Demand Management (TDM) policies and measures and other transportation planning documents with the objective to reduce trip distance and time, and increase the modal share of alternatives to the private automobile.

4. Public transit will be the first priority for vehicular transportation infrastructure planning.

5. The City will ensure that pedestrian and bicycle networks are integrated into transportation planning to:

- i) provide safe, comfortable travel for pedestrians and bicyclists within existing communities and new development; and
- ii) provide linkages between intensification areas, adjacent neighbourhoods, and transit stations, including dedicated lane space for bicyclists on the major street network where feasible.”

G100

“plans including the degree to which it can achieve transportation objectives outlined in this section of the Plan”

Note that TDM measures can include reduced parking standards in support of sustainable transportation.

- Review and strengthen language around lower parking requirements in support of sustainable mobility goals.

6. Ensure that new development will be adequately serviced by the existing transportation network.

G99 " The timing and phasing of new developments shall be coordinated with the availability of adequate, matched transportation network capacity."

- Tighten requirements for traffic studies, and include sustainable transportation in capacity assessments.

7. Avoid and mitigate environmental impacts of new and existing transportation infrastructure

- Increasing active transportation reduces the environmental impacts of transportation
- New roads can have very significant environmental impacts, and can destroy sensitive natural areas. Give greater weight to consideration of the development impacts of new infrastructure development.
- Encourage measures such as permeable surfaces, green infrastructure, limiting salt use, etc
- Implement a Green Streets policy

W73 "The City will plan for and collaborate with the Regional Municipality of Waterloo to plan for all roads within the City to operate as:

(b) Green Streets – City streets will be planned and designed to incorporate "green" development techniques, including stormwater treatment which uses natural processes and landscaping to create visually and environmentally enhanced roads."

8. Carefully reconsider the need for new road infrastructure indicated on the transportation schedule

- Taking into account: the shift to sustainable mobility, the evidence that new roads and road widenings do not solve congestion problems, the extremely high cost to the municipality of building and maintaining roads, and the environmental cost of new road construction.

Natural Heritage

Our natural environment is an intrinsic part of a healthy community, and of our identity and lifestyle here in Greater Sudbury. A healthy natural environment has its own intrinsic value – it also contributes to a resilient community and provides essential natural

services. There are many improvements that can be made in our Official Plan to better protect natural heritage, and the natural services they provide.

The Guelph OPA42 is a good example of best practices

1. Strengthen the protection of natural heritage areas and features

Some natural heritage areas and features should be free of any development, due to their natural value, community value, sensitivity, or the natural services they provide; in others, sensitive development may be acceptable with the proper studies and measures.

Following the example in the Guelph OPA42, we recommend:

- no development in identified high value natural areas/features (called Significant Natural Areas) and associated buffers
- mitigated development may be permitted in other identified natural areas/features (called Natural Areas) and their buffers after an Environmental Impact study.
- include a mechanism to identify and protect significant natural areas that have not been previously identified
- consider future value of areas to be remediated

Key components include:

A. A Natural Heritage System with defined components:

“Pg. 9, 6.1 “The City’s Natural Heritage System (NHS) is comprised of a combination of natural heritage features, including Significant Natural Areas and established buffer, Natural Areas, Ecological Linkages, Restoration Areas and Wildlife Crossings as identified on Schedule 10.”

Pg. 10 “1. Significant Natural Areas:

Significant Areas of Natural and Scientific Interest(ANSI), Significant Habitat for Provincially Endangered and Threatened Species, Significant Wetlands, Surface Water Features and Fish Habitat, Significant Woodlands, Significant Valleylands, Significant Landform, Significant Wildlife Habitat(including Ecological Linkages), Restoration Areas

2. Natural Areas: Other Wetlands, Cultural Woodlands, Habitat for Significant Species

3. Wildlife Crossings, as identified on Schedule 10.”

N.B. All categories clearly defined, with criteria for adding new areas.

Minimum buffers also defined (pg. 13)

“Pg. 9 Purpose “the Natural Heritage System:

- i) provides permanent protection to the Significant Natural Areas, established buffers, and Ecological Linkages,
- ii) identifies Natural Areas for further study to determine the features and functions that should be incorporated into the Natural Heritage System for permanent protection or alternatively, identify the areas that may be developed; and
- iii) identifies wildlife crossings to ensure that mitigative measures are undertaken to minimize any harm to wildlife, the public and/or property.”

B. No development or site alteration in Significant Natural Areas and buffers, EIS required in adjacent land.

Pg. 11, 6.1.3 General policies:

“Significant Natural Areas

2. Development or site alteration shall not be permitted within Significant Natural Areas or their minimum buffers, as illustrated on Schedule 2. Exceptions are identified in the General Permitted Uses listed below and within the Significant Natural Areas policies.
3. Development or site alteration may be permitted within the adjacent lands to Significant Natural Areas provided it has been demonstrated through an Environmental Impact Study (EIS) or Environmental Assessment (EA) that there will be no negative impacts on the protected natural heritage features or their associated ecological functions. Exceptions are identified in the General Permitted Uses listed below and within the Significant Natural Areas policies.”

C. EIS required in Natural Areas (to evaluate impact, and identify features meeting requirements for Significance).

Pg. 11, 6.1.3 General policies:

“Natural Areas

4. Development or site alteration may be permitted within all or parts of identified Natural Areas, provided it has been demonstrated through an EIS or EA that all, or parts of such areas do not meet the criteria in Section 6.1.6 that require their protection. Exceptions are identified in the General Permitted Uses listed below and within the Natural Areas policies.
5. Development or site alteration may be permitted within the adjacent lands of Natural Areas provided it has been demonstrated through an EIS or EA that there will be no negative impacts on the protected natural heritage features or their associated ecological functions. Exceptions are identified in the General Permitted Uses listed below and within the Natural Areas policies.”

N.B. General permitted uses Pg. 12, 6.1.4: legally existing uses/structures, passive recreation, low impact scientific/educational, fish and wildlife management, forest management, conservation/restoration.”

Greater Sudbury lacks a systematic inventory and mapping of natural heritage areas and features.

The following **programs** are recommended:

- A thorough inventory and mapping of natural heritage areas and features in Greater Sudbury, led by the Green Space Advisory Panel (provided with support needed), and including public consultation
- Seek recognized status for ANSI candidates
- Develop clear criteria to assess sites for significance as a natural area/feature.

There is, however, considerable valuable information available to provide an initial list of Significant Natural Areas to be included in this OP review:

- sites zoned ‘EP’: currently, only the provincially significant Vermillion wetland
- ANSI candidates
- habitat for species at risk
- locally significant wetlands (*need to be more clearly defined; rapid assessment criteria needed*)
- surface water features, fish habitat, and defined buffers: use contour lines or buffer zones around lakes
- significant woodlands: (*need to be more clearly defined*)

- significant valleylands: a starting point are identified floodplains. Where floodplains are not mapped, contour lines could be used, or a set buffer along waterways. Contour lines are more accurate if available. Anticipating the effects of climate change, additional room should be given.
- significant landform/hilltop/upland : *More discussion is needed to define this. All undeveloped urban hilltops should be included.*
- significant wildlife habitat: MNR will have information on known sightings of species at risk (although there are restrictions on making those locations public), which would be a starting point
- ecological linkages – *will be better defined with upcoming work on connectivity*
- Water recharge areas: obtain updated information/mapping from source water protection studies
- geological significant sites (as mapped on Natural Heritage map in OP schedule)
- all parks and green space opportunities classified as ecological reserve; all parks, and green space opportunities (public only?) classified as natural park.

A starting list of Natural Areas would include: other wetlands, re-greened areas (in consultation with VETAC, sites identified in the natural heritage background study, and the original listing of natural assets.

Note that a more defined starting list of Significant Natural Areas and Natural Areas will be prepared by the Green Space Advisory Panel.

2. Strengthen the protection of existing tree cover

Larger wooded areas that are included in the Natural Heritage System described above will receive appropriate protection.

The Guelph OPA42 provides further protection through requirements for Tree Inventories, Tree Preservation Plans, and Vegetation Compensation Plans.

The following **programs** are recommended:

- Pass “a tree-cutting by-law under the Municipal Act in order to prevent misuse of forest resources which can result from poor land use practices, and as a means of retaining trees and major woodlots in order to maintain visual relief and conserve natural resources.”
Strengthening an existing program in the OP, which has not yet been acted on.
- Recommend other policies to protect and enhance urban tree cover such as Tree Inventories, Tree Preservation Plans, Vegetation Compensation Plans Urban Tree Planting Programs, and the designation of Heritage Trees (in consultation with the Green Space Advisory Panel).

3. Incorporate the Final Report of the Green Space Advisory Panel, and further work of this panel

Some specific topics to include are:

- Park classification system

- Update permitted uses appropriate to park type. Update permitted uses for natural parks and ecological reserves for passive recreational use only, and defined and very limited development.
- Update direction for parkland acquisition
(Reference list/mapping of privately owned green space opportunities, and those that are a high priority for acquisition
Consider updating policy 6, to allow cash-in-lieu of parkland dedication to be used towards the acquisition of priority green spaces (where no gap exists in the area where the development is occurring; or 50/50 split as with parkland disposal?)
Update policy 8 to make consistent with the Parkland disposal policy, and to indicate that CGS owned green space opportunities not be offered for sale or disposal.
Update Program 4 to recognize existing inventory and acquisition strategy, and need for systematic inventory, implementation of acquisition strategy, and other ongoing work of GSAP (gap analysis, connectivity, etc))
- Consider appropriate changes for privately owned parks and open space

4. Incorporate protection and enhancement of natural heritage throughout the Official Plan

Some specific examples:

- Remove significant threats inherent in the current OP
 - the Ponderosa Floodplain has been recognized as an Ecological Reserve green space opportunity. Development is not appropriate in this location
 - the proposed 'LU link' road traverses one of the most highly valued green spaces in our community, and would cause unacceptable impacts. It should be removed from the OP
 - consider other potential threats or conflicts with the OP
- Avoid and mitigate infrastructure impacts (e.g. roads, and designed drainage systems).. Require and encourage using green infrastructure and low impact development measures.
- Recommended **program**: green infrastructure standards and requirements
- Use site control, and urban design standards to require and encourage green designs practices such as reduced impermeable surfaces, green roofs, etc.
- Recommended **program**: make green building and site selection standards available to local builders and developers, and adopt for municipal infrastructure/buildings/facilities

Watch for further input from the Green Space Advisory Panel.

Water

Greater Sudbury is a city of lakes. Protecting the health of our lakes and watersheds for now and the future is a responsibility that warrants the precautionary principle. It is

important to properly assess impacts and err on the side of caution to ensure that we can continue to enjoy our lakes, and have safe drinking water. We will be watching for the upcoming lake capacity studies, and the recommendations of the Lakes Advisory Panel.

1. Minimize the impact of watershed development, with the aim to protect and enhance water quality, as well as the ecological, recreational, and aesthetic quality of Greater Sudbury's lakes and waterways.

The Seguin OP, the Guelph OPA42, and the Guelph OP draft provide some examples

The protective Natural Heritage System described above will greatly assist in reducing the impact of development in watersheds. Of particular importance are: the protection of lakes and waterways and their adjacent floodplains (or buffers); the protection of wetlands; the protection of fish habitat and spawning areas; the protection of groundwater recharge areas; the protection of tree cover and green spaces.

In addition, the use of green infrastructure suggested above will also aid in protecting water quality. E.g from G95: "landscape-based stormwater management planning and practices (also referred to as Low Impact Development) including rainwater harvesting, green roofs, bioretention, permeable pavement, infiltration facilities and vegetated swales in the design and construction of new development and site alteration".

Program: Develop Low Impact Development Standards for Greater Sudbury.

Program: mandatory septic re-inspections every 5 years

Watershed based planning, and the goal to protect and enhance water quality should be consistent throughout the OP.

G55:" Water Resource Protection and Conservation Policies

1. The City will protect, improve or restore the quality and quantity of water by using the watershed as the ecologically meaningful scale for planning; minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts.

10. The City will ensure that development activities do not impair the future ability of the area's groundwater and surface water resources to provide a quality water supply to satisfy the residential and business needs of the City and to sustain the area's natural ecosystem."

It is positive that lake capacity is being examined as part of the OP review. We will be watching for the results of the lake capacity studies and modelling.

In addition to a technical assessment of a lake's capacity for phosphorus, a more complete assessment of lake capacity is based on ecology, lake water quality, recreational capacity, and lake aesthetic and character.

Seguin:” . It is a basis of this Plan that the overall quality of the Township’s lakes is not comprised of a single element of a lakes “capacity”, but a combination of three interrelated components, water quality, visual quality, and recreational quality.

The following general policies apply to all the lakes in the Township:

- a) In no case shall any development exceed the capacity of a lake to sustain additional development as set in the policies of this Section. This policy shall not restrict development on existing lots of record occurring in accordance with the approved zoning or minor variances granted thereto.
- b) Any development within 300 linear metres of a lake or permanently inflowing stream shall be deemed to have a potential impact on the lake until it is demonstrated to the satisfaction of the Township that such lands are not part of the lake ecosystem or the development will not have an impact on the lake in accordance with the policies of this Section.
- c) Council shall consider all three components of a lake’s quality and sensitivity in concert with the other policies in this Plan when determining the capability of a lake to support new development.”

Lakes will have specific conditions and sensitivities. As such, lake specific capacity models are positive. However they must also be supported by real data.

Program: systematic data collection, analysis, and public annual reporting of lake water quality and lake health for Greater Sudbury’s lakes.

Lake Stewardship Committees should also be supported in creating and implementing lake specific plans.

Seguin “b) Council supports the preparation of Lake Plans and Strategies that assess issues such as sources of phosphorus and the remedial actions required to reduce impacts, recreational carrying capacity, shoreline development limits, lake level management, fisheries, vegetation retention and health, shoreline erosion, cottage conversion and septic system maintenance and re-inspection, and other issues important to lake communities. Such Plans are also encouraged to establish monitoring programs and/or remediation programs to be primarily implemented by local residents and stakeholders such as the Municipality and the Province.”

Program: The city will create and implement an action plan to reduce the impact of city operations on water quality (including road salt application and storage; road runoff design and management; naturalization of city owned shorelines; application of fertilizer on city owned sports fields; etc).

Waterfront development is a special case that has more direct impacts on water quality and requires specific policies to avoid and reduce these impacts.

- OP policies on waterfront development should be protective, and follow the precautionary principle:
 - development that may strain lake capacity or worsen water quality should not be permitted
 - consider raising the minimum lot size for rural waterfront lots (currently 0.8ha, as compared with 2ha for other rural lots)
 - minimum set backs from shorelines, increased as needed for site specific soil conditions and shoreline conditions and sensitivity

- naturalized shorelines – **program:** outreach and incentives to bring shorelines up to new zoning standard, followed by enforcement to maintain required naturalized buffers

Seguin: “New waterfront lots shall only be permitted where it is demonstrated to the satisfaction of Council or its delegate that the abutting waterbody can sustain the impact associated with the additional lot(s) and shall not exceed the lower, or most precautionary, of the recreational or biological capacity of the waterbody.

In addition to the Shoreline Development policies of this Plan when considering applications for lot creation Council shall require that:

- a) There is sufficient frontage on each lot to ensure that there is an appropriate waterfront amenity area outside of sensitive fish habitat, steep slopes, or other environmentally sensitive areas;
- b) The physical characteristics of the land enable the development in accordance with the policies of this Plan and the regulations of the Zoning By-law without alteration to the natural landscape through filling or blasting.
- d) A sewage system in accordance with the policies of this Plan can be accommodated on site, with all components of the system being located a minimum of 20 metres from the high water or defined flood elevation and each lot is generally a minimum lot size of 1 hectare or as approved in accordance with Section E5.2 and E.5.3 of this Plan.
- e) The water setback shall be a minimum of 20 metres for all principle buildings and the Zoning By-law will establish specific standards regarding accessory buildings and structures.
- f) The lot shall maintain all significant soil, vegetation and tree cover as part of its development.”

Stormwater management is important to water quality.

As indicated in the Natural Heritage section, conscious attention needs to be paid to protecting natural heritage areas such as wetlands that provide stormwater retention and water filtering services. In addition, natural and built infrastructure must be considered as an integral part of stormwater management, and preferable to engineered solutions (which are more expensive, require maintenance, and come with environmental costs).

G94 “Stormwater Management

5.8.1 Objectives

- a) To protect, improve or restore the quality and quantity of surface water and groundwater resources through sound stormwater management.
- b) To ensure that stormwater management practices minimize storm water volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.
- c) To implement an integrated watershed planning approach in the design of stormwater management such that watershed plans, subwatershed plans and Stormwater Management Master Plans serve to guide site-specific development.
- d) To implement a stormwater management technique that protects, maintains, enhances or restores the surface water and groundwater resources of the City.
- e) To implement stormwater management practices that maintain the pre-development hydrologic cycle, maintains or enhances the quantity and quality of storm water runoff discharged to receiving natural watercourses, wetlands and recharge facilities, and minimize erosion and flooding and wildlife and fisheries impacts.
- f) To recognize stormwater runoff as an important resource rather than a waste product.
- g) To ensure subwatershed plans for the various sub-watersheds of the City are kept up to date.”

Source water protection

The Source Water Protection Committee has identified threats to municipal drinking water sources in Greater Sudbury. Until policies are developed and approved, the precautionary principle should be applied in avoiding these threats to our drinking water.

Ramsey Lake faces considerable development pressure, but does not have a complete watershed study. Posted active subdivision plans show at least 588 lots that will drain into Ramsey Lake, and this does not include future potential stress from further properties already zoned for development. New data from Frobisher Creek also clearly shows the impact development upstream has on lake water quality measures.

As a primary drinking water source for Greater Sudbury, as a recreational 'jewel', and with blue-green algae blooms having occurred, there is even more reason to have the full information needed to assess impacts, before approving further development in the Ramsey Lake subwatershed.

We recommend that a full Ramsey Lake watershed study (including assessing ecological impacts on the lake) be required as a condition for any further planning application decisions within the watershed.

Restoration

Historically, waterways and shorelines were treated in ways that we now know are very damaging to water quality.

Program: identify waterways and shorelines in need of restoration and create restoration plans. Consult and partner with Junction Creek Stewardship Committee, Living with Lakes, Lake Stewardship Committees, and other community experts.

G94: "12. Wherever feasible, watercourses that have been enclosed or channelized should be restored as open watercourses."

2. Ensure that watershed, subwatershed, and water quality studies are completed to properly assess the impact of proposed development (before approval is given or declined). Ensure the assessment includes ecological impact.

Program: complete watershed and subwatershed plans in a timely manner (full watershed studies, including ecological aspect)

Where watershed and other studies are not available to properly assess the impact of a development, the completion of the study **at the scale required to properly assess the impact** should be a requirement for a completed application.

Rural Development, and agriculture

Local food production and local food security are an important component of community sustainability. Maintaining the character of rural areas also supports a strong rural economy, maintains a rural way of life, and reduces costs to the municipality.

We support the inclusion of two **programs** that will provide needed information, consultation, and support for local agriculture:

- (a) the City will join community partners in completing a Community Food Assessment.
- (b) a Food Policy Council (or equivalent) will be established to provide direction, resources, and consultation to support local agriculture and local food systems.

1. Increase the agricultural reserve and/or strengthen the protection of arable land and other active and potential farmland in Greater Sudbury

The current OP designates an agricultural reserve of 14,500 acres, as recommended by the province (OMAFRA). This is markedly smaller than the 77,715 acres recommended by the Agricultural Advisory Panel and the ‘modified LEAR’ option of 42,105 acres. Although the current agricultural reserve most likely captures the majority of highly arable soil in Greater Sudbury it does not capture other farming uses, agriculture related uses, or future potential uses with soil building, that require the larger lot sizes and have the potential land use conflict issues that come with farming. The submission “Building a Healthy Food System in the City of Greater Sudbury”, estimates that 85,000 acres would be required to feed the population of Greater Sudbury. To protect the future food security of our community, it is important to protect sufficient land for farming and supportive uses.

We recommend that these additional agricultural lands be captured by expanding the agricultural reserve where and if possible, as well as designating a larger ‘agricultural resource’ area that will foster a wide range of agricultural activity, and agricultural supports, maintain larger lot sizes, and prevent land use conflicts with residential uses.

Examples from other communities include:

Ottawa

Agricultural Resource Areas (LEAR evaluation)

“The primary use of land in Agricultural Resource Areas will be agriculture. Additional permitted uses are forestry and those activities related to the conservation or management of the natural environment.

...

In addition to a house and accessory buildings, the City will permit further secondary uses and agriculture-related uses provided they are compatible with, and do not hinder, surrounding agricultural operations.” Historical rural residential clusters are recognized:” Within Agricultural Resource Areas, clusters of non-farm houses occur at crossroads and other locations. ... They often have histories dating back to the 19th century or earlier when they originated to serve the needs of the rural population, providing not only housing but also services like a post office, school house or small cheese factory. In other locations these

clusters of lots are of more recent origin and consist only of residential uses. Limited new development will occur in these locations in the future.”

Kingston

“The Prime Agricultural Areas

This includes areas of prime agricultural lands defined as Canada Land Inventory Classes 1, 2, and 3 soils, associated Canada Land Inventory Classes 4 to 7 soils, and **additional areas where there is a local concentration of farms.**”

““Uses permitted in the Prime Agricultural Areas are limited to agricultural uses and agriculture-related uses as defined in Section 1.4 of this Plan.... Conservation, forestry, renewable energy systems in accordance with Section 6.2 of this Plan, and reforestation and low intensity outdoor recreation uses such as hiking or cross country skiing are also permitted.”

In the current OP (section 5.2.4), agriculture related businesses and value-added farming businesses are permitted in rural areas. These policies are important in supporting local food production, supporting the rural economy, and helping to make farming financially viable. We hope that these policies are further strengthened through comparisons with other rural communities, and consideration of additional appropriate permitted agriculture related businesses.

Aggregate extraction is currently permitted within the agricultural reserve. This should be reviewed, given potential threats to arable land and water sources for agriculture and other use.

2. Lessen rural lot splitting

Rural lot splitting increases costs to the municipality and often permanently removes rural properties as land available for farming or farming related activities.

Note that exceptions for non-agriculture lot severances for properties purchased prior to 1978 have led to Council approval for other lot severances in the interest of fairness, creating a precedence for even further severances. Removing this exception would clarify the issue, and better protect present and future agricultural use of agricultural land.

3. Seasonal residences.

The conversion of seasonal residences to permanent residences, and the construction of full sized houses as ‘camps’ is a problem that is difficult to regulate under the current provincial framework, but that result in negative environmental impacts, and increased costs to the municipality. A proposed solution is to permit seasonal residences **only where** permanent residences would be permitted (and is supported by lake capacity, etc).

4. Urban agriculture

Urban agriculture can take a number of forms, the most familiar being community gardens. Community gardens and other compatible urban agriculture should be listed as permitted uses in Living Areas, Commercial Areas, Institutional Areas, and Parks and

Open Space where appropriate (N.B. community gardens are listed in possible uses for neighbourhood parks, and could also be suitable in regional parks, community parks, and special purpose parks. They would not be permitted uses in natural parks or ecological reserves, or in Open Space areas included in the Natural Heritage system, or otherwise recognized for its ecological value).

- **program:** Create an inventory and GIS map of sites suitable for community gardens, with the goal of a community garden site within walking distance of every urban resident. Permitted land uses in identified sites should maintain the suitability of the site for a community garden until the opportunity can be pursued.

Smart Growth

We have already touched on many aspects of Smart Growth. In this section, we focus on complete, walkable, and green communities.

Program: In partnership with community groups and businesses, educate residents, developers, and builders on the attributes and benefits of complete, walkable, green communities and neighbourhoods.

1. Sustainable neighbourhood design and site selection

The City benefits from development that follows sustainable building practices, neighbourhood design, and site selection.

The first step is to adopt guidelines.

- Update the **program** “develop comprehensive urban design guidelines” to include sustainable design principles.

LEED and LEED-ND provide existing quantifiers for sustainable building and neighbourhood design.

The Guelph draft OP is one example where certain designated areas (termed Greenfield areas) must follow sustainable planning.

G14: “Development within Greenfield areas must be compact and occur at densities that support walkable communities, cycling and transit, and promote live/work opportunities.

2. The Greenfield Area will be planned and designed to:

- i) achieve an overall minimum density target that is not less than 50 residents and jobs combined per hectare in accordance with the Growth Plan policies. The density target will be measured in accordance with the provisions of subsection 2.2.7.3 of the Growth Plan over the entire designated Greenfield Area to be developed;
- ii) ensure that new development is designed to promote energy conservation, alternative and/or renewable energy systems, and water conservation;
- iii) create street configurations, densities, and an urban form that support walking, cycling, and the early integration and sustained viability of transit services;
- iv) provide a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;
- v) create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling;

- vi) promote, where appropriate through secondary planning, the development of identifiable, pedestrian oriented neighbourhood scale ‘urban villages’ through the use of medium and high density, street-related built form that contains a mix of commercial, residential and employment uses, as well as supporting live/work opportunities. These centres will be designed around active public spaces and street, and pedestrian access that is well-linked to the surrounding neighbourhood through walking, cycling and public transit; and
- vii) develop and implement policies, including phasing policies and other strategies to achieve the intensification and density targets of this Plan.”

2. Intensification and mixed use where it has the best impact

A. Designate higher density areas, and mixed use areas

The current Living Area 1 designation opens up all urban living areas to higher density. However, it does not require higher density in any particular areas. Given that there is limited growth expected, it makes sense to direct that growth, and intensification in particular, to where it will most benefit the community. The designated “centres” in the Official Plan would be a natural starting point for designated intensification nodes (downtown, regional centres (4 corners, LaSalle/Barrydowne, Kingsway/Lasalle/2nd), Town Centres).

Guelph, Waterloo, and Ottawa all provide examples of designated nodes and corridors that are higher density, mixed use, walkable areas that support a high level of public transportation.

G167 “The Community Mixed Use Areas, Mixed Use Corridors and Neighbourhood Mixed Use Centres will provide a range of uses in a compact urban form that is served by transit and linked to the surrounding community by trails and sidewalks. These areas are intended to develop over time as pedestrian-oriented urban villages with centralized public spaces and provide a range of uses including, retail and office uses, live/work opportunities, and medium to high density residential uses. These designations are an important opportunity for intensification in the City.”

G170” In addition to the uses permitted in Land Use Designations Permitting Residential Uses, the following uses may be permitted in all —Community Mixed Use Areas, subject to the provisions of this section and the applicable provisions of this Plan:

- i) retail and service uses, including restaurants;
- ii) medium and high density multiple unit residential buildings including apartments;
- iii) live/work uses;
- iv) small scale professional and medically related offices;
- v) entertainment and recreational commercial uses;
- vi) community services and facilities;
- vii) cultural, educational and institutional uses;
- viii) hotels; and
- ix) urban squares and open space.”

W18:” This Plan identifies a hierarchy of designated Nodes and Corridors that are anticipated to accommodate a significant proportion of the City’s population and employment growth over the life of this Plan. ... Planned heights and densities of designated Nodes and Corridors are shown on Schedule ‘B1’ ... The designated Nodes and Corridors hierarchy is outlined below...:

- (a) Primary Node, being the Uptown Waterloo Urban Growth Centre;
- (b) Major Nodes;
- (c) Major Corridors;
- (d) Minor Nodes; and,
- (e) Minor Corridors.”

“Nodes are places where employment, housing, commercial land uses and services and other amenities are concentrated with different levels of activity and intensity....

Major Nodes are planned as medium high to high density mixed-use centres that accommodate a range of uses which may include residential, commercial, employment, social, cultural, recreational and institutional uses. Commercial uses that provide for the day- to-day and weekly shopping needs of several surrounding neighbourhoods will be encouraged and, where appropriate, Major Nodes shall be planned to accommodate small to medium-sized food stores, with the objective that all residents will have access to a food store within two kilometers of their residence. Employment Areas that are located within Major Nodes will be planned to support Major Nodes as a destination, and therefore are not contemplated to be converted to non-employment uses.

Major Transit Station Areas are located within Major Nodes, as shown on Schedule ‘B’ – City Structure. Policy section 3.8 of this Chapter will also apply within Major Transit Station Areas.

(3) Minor Nodes are planned as medium to medium-high density mixed-use centres that accommodate a range of uses which may include residential, commercial, employment, social, cultural, recreational and institutional uses. Minor Nodes generally include neighbourhood commercial centres that provide for the day to day and weekly shopping needs of the surrounding neighbourhood and, where appropriate, shall be planned to accommodate small to medium-sized food stores, with the objective that all residents will have access to a food store within two kilometers of their residence. Where lands within a Minor Node are adjacent to Low Density Residential areas, height and/or density will be limited as defined by this Plan and the Zoning By-Law.”

“Corridors are major streets or transit routes that link nodes and provide opportunities for intensification through the application of high, medium high and medium density land use designations. Corridors are generally located on planned or existing high frequency transit routes, and therefore are designed to support various modes of transportation by having significant population and employment densities. Corridors are also anticipated to act as key active transportation linkages between destinations.”

W22:” Intensification will be encouraged within Nodes and Corridors through the application of land use designations that permit medium to high densities. The maximum permitted heights on properties within Nodes and Corridors range from 20 metres to 81 metres (6 stories to 25 stories), as shown on Schedule ‘B1’ – Height and Density. Development within designated Nodes and Corridors shall demonstrate compatibility and integration with surrounding land uses and contribute to an animated streetscape through the utilization of appropriate height, mixing of uses, massing, architectural design, character, setbacks, siting and landscaping, parking, public spaces and conservation of cultural heritage resources through the application of the following policies:”

W165:” The residential categories allow ancillary uses, with higher density residential categories permitting a more permissive range of ancillary uses. The intent of this structure is that higher density residential projects have the ability to incorporate an appropriate range of non-residential uses, thereby facilitating mixed-use development and increasing densities. The non-residential ancillary uses support the complete community concept by providing convenient local access to day to day goods and services.

Medium to high density residential land uses are generally directed to designated Nodes and Corridors. The Nodes and Corridors are planned to have convenient access to transit, be pedestrian supportive through design, and are anticipated to accommodate a significant portion of Waterloo's growth to 2029."

O:" 3.6.2 – Mixed-Use Centres

The Mixed-Use Centre designation in this Plan applies to areas that have been identified as strategic locations on the rapid-transit network and lie adjacent to major roads. They act as focal points of activity, both within their respective communities and within the larger municipal structure. Mixed-Use Centres constitute a critical element in the City's growth management strategy, being areas with high potential to achieve compact and mixed-use development. They are limited in number and represent opportunities for substantial growth.

...

Development at Mixed-Use Centres will take advantage of the opportunities offered by transit for both internal and external commuting and ease of access on foot and by bicycle. By virtue of careful attention to design, orientation and a mix of uses, development in Mixed-Use Centres will contribute to the diversity of land use in the immediate area and foster the creation of vibrant centres of activity,"

"3.6.3 – Mainstreets

The Mainstreet designation in this Plan identifies streets that offer some of the most significant opportunities in the city for intensification through more compact forms of development, a lively mix of uses and a pedestrian-friendly environment."

B. Intensification targets

The City has met its previous intensification target of 10%. Further, more ambitious, intensification targets should be set, and, as stated above, supported by policies that direct intensification to where it will most benefit the community.

An example from Peterborough - P 2.4.4.2:" Each year, between 2015 and 2031, a minimum of 40 per cent of housing units approved in Peterborough will be targeted for sites within the Built Boundary shown on Schedule A-1. Intensification will be particularly encouraged to locate within the portion of the City's Central Area defined as the Urban Growth Centre, along identified Intensification Corridors and Major Transit Station Areas as illustrated on Schedule A-1, and in planned Intensification Areas determined by the City and identified on Schedule A-1 by amendment to this Plan."

"Annual reports of residential development will be used to monitor and enforce the minimum intensification targets."

Tightening urban boundaries to encompass expected 20 year growth is one such measure.

Another important aspect is assessing capacity for growth, where there are lands designated for larger developments, and ensuring that any approved developments have adequate traffic, water, and natural capacity to support it. It benefits the City, the private developer, and the existing neighbourhoods to have this information ahead of time and plan accordingly.

3. Support walkable neighbourhoods

Permit a wider range of compatible uses within residential neighbourhoods so that people can walk to fulfill their daily needs, and to support home employment in home offices, home businesses, and other small neighbourhood businesses.

Currently, a limited list of small scale commercial servicing neighbourhood needs is permitted to be scattered in Living Areas. The list of what is permitted should be expanded – including access to healthy food is especially important, but other additions would also contribute to neighbourhood life, without being disruptive. In addition, where allowing small neighbourhood centres (rather than only scattered commercial uses) will add to vibrant neighbourhood life, social connections, and walkability.

Guelph's Neighbourhood Mixed Use Centres provides one example. Waterloo and Kingston also provide examples.

W198" Lands designated Convenience Commercial shall be planned to accommodate one or more retail or service establishments in a small-scale centre or area and are intended to help meet the day to day needs of nearby neighbourhood and/or business areas through the provision of a range of convenience commercial goods and services. Such centres or areas may be used solely for commercial purposes or may incorporate residential uses in mixed-use buildings, provided the primary commercial function of the lands is maintained.

Areas designated Convenience Commercial will have a strong pedestrian and cyclist focus and be well connected to the surrounding local neighbourhood. Such facilities will be planned to provide opportunities for residents to obtain commercial goods and services within a reasonable walking and cycling distance, thereby reducing the need for automobile trips and fostering social interaction. To realize the pedestrian-oriented intent of Convenience Commercial facilities, such facilities should be located and designed to create a sense of place and destination within the neighbourhood, while ensuring that parking does not dominate the development.

Lands designated Convenience Commercial should be located adjacent to Primary or Collector roads, generally outside of designated Nodes, and in close proximity to areas designated Residential. Convenience Commercial designations shall only be permitted in locations where such uses are considered compatible with existing or planned development."

K78:" 3.4.F Neighbourhood Commercial

The planned function of the neighbourhood commercial land use is to provide convenience goods and services that are generally within walking distance of the market being served in the immediate residential neighbourhood. These uses are not designated on Schedule 3 of this Plan.

Goal:

To provide goods and services which cater to the immediate needs of the local neighbourhood on small-scale sites and within easy access of residents.

Policies:

Permitted Use

3.4.F.1. Neighbourhood commercial uses include a limited range of convenience retail and service uses, such as "corner" stores, food stores of less than 223 square metres, a laundromat or dry cleaners, video store, coffee shops and small take-out restaurants, personal services such as hairdressers or barbers, and similar small-scale, local retail uses or personal services intended to provide convenience goods and services to a limited market, often within walking distance.

Function

3.4.F.2. The neighbourhood commercial land use is intended to provide small-scale convenience goods and services catering to residents in the immediate area who are generally within walking distance, and for this reason, such uses are not shown on Schedule 3 of this Plan.

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Form 3.4.F.3. Neighbourhood commercial uses are typically small plazas or freestanding establishments. In older areas of the City, neighbourhood commercial uses are also found in mixed-use buildings containing one or more residential units above the commercial floor space. A cluster of neighbourhood commercial uses will include no more than four individual uses on independent sites.

3.4.F.4. The number of locations and size of neighbourhood commercial establishments that are permitted will be strictly limited and will be sufficient only for the convenience needs of the local area.

Neighbourhood commercial uses are not intended to be used to expand any other Commercial designation of this Plan.

Location Criteria

3.4.F.5. Neighbourhood commercial uses will generally be located on the corner of a collector street. The residential amenity of the surrounding neighbourhood will be maintained through design, limited size of uses, siting of parking or service areas, landscaping, lighting, and access locations. Such matters will be regulated through site plan control review.

Outdoor Patios 3.4.F.6. Where an outdoor patio is proposed as an accessory use to a neighbourhood commercial use, the City may impose restrictions on the hours of operation in order to minimize any adverse effects on abutting sensitive uses.

Market Justification

and Impact Assessment

3.4.F.7. Where a new neighbourhood commercial use is proposed, the proponent may be required to prepare a limited or scoped market justification study and impact assessment for Council's consideration that:

- a. describes the proposed use, proposed floor area, parking and site plan arrangement;
- b. sets out the market area and population proposed to be served; and,
- c. includes an inventory of all commercial uses within, and close to, the proposed market area, including their uses and floor area."

Cultural Heritage Resources

Our cultural heritage is a link to our history and our identity as a community. In Greater Sudbury, our cultural heritage includes not only our built heritage, but the history of our links to our natural environment, and First Nations heritage.

The Guelph draft OP provides a strong example.

1. Maintain a municipal register of cultural resources in Greater Sudbury.

This public register should include: a Municipal Register of Cultural Heritage Properties, including both designated and non-designated properties; potential Heritage Districts; and cultural heritage landscapes.

Program: in consultation with the Municipal Heritage Advisory Panel, pursue designated status for built heritage resources and heritage districts that are currently non-designated but that meet the criteria of the Ontario Heritage Act.

Program: in consultation with the Municipal Heritage Advisory Panel, the Green Space Advisory Panel, and the community, identify cultural heritage landscapes, and heritage trees.

2. Conserve cultural heritage resources

For all properties on the municipal register of cultural resources:

- Require notice of any intent of development, redevelopment, or demolition, and assess cultural heritage impacts.
- Ensure cultural built heritage are protected from ‘demolition by neglect’, and are maintained according to prescribed standards (e.g. Standards and Guidelines for the Conservation of Historic Properties in Canada. Parks Canada. 2003), through special provisions in the property standards bylaw.

G83. “4. Non-designated built heritage resources or cultural heritage landscapes included in the Heritage Register shall not be demolished or removed without the owner providing written notice to the City of the intent to demolish in conjunction with an application for a demolition permit. Council, in consultation with Heritage Guelph, will assess requests for demolition to determine the significance of the built heritage resources and/or cultural heritage landscapes affected. The Council may refuse to issue the demolition permit and determine that the property is of sufficient cultural heritage value or interest that it should be designated under Part IV of the Ontario Heritage Act.

7. Where a non-designated built heritage resource or cultural heritage landscape is included in the Heritage Register, the City may require, as a condition of approval of a development application under the Planning Act, a building permit, a partial demolition or change of use, that the proponent enter into agreements to conserve and/or permit to be designated, by the City, in consultation with Heritage Guelph, the built heritage resource or cultural heritage landscape.

8. The City may require the proponent to prepare a Cultural Heritage Conservation Plan as a condition of approval for a development proposal, a building permit, including partial demolition, and/or a change in use that has the potential to impact a non-designated built heritage resource or a cultural heritage landscape included in the Heritage Register.”

For designated properties, under the Ontario Heritage Act:

- Require written permission from the City, in consultation with the Municipal Heritage Advisory Panel for any alterations that may affect the heritage attribute. Do not permit development, redevelopment, or site alteration that do not conserve and/or appropriately integrate the heritage attributes.

G81: “2. Development, redevelopment, and/or alteration affecting a designated or other protected heritage property, where the works are likely to affect the property’s heritage attributes, shall not be permitted unless written consent is received from the City.

3. Applications for any alteration affecting or likely to affect the heritage attributes of a designated property or other protected heritage property shall be required to demonstrate, to the satisfaction of the City, in consultation with Heritage Guelph, through a Cultural Heritage Impact Assessment and/or a Cultural Heritage Conservation Plan how the heritage attributes will be conserved, protected and integrated, where appropriate, into the development plans.”

- Ensure that development or site alteration adjacent to designated heritage properties do not negatively impact the heritage attributes, and are compatible.

G83: “1. Development and/or site alteration may be permitted on adjacent lands to a designated heritage property or other protected heritage property where the proposed development and/or site alteration has been evaluated and demonstrated, to the satisfaction of the City, in consultation with Heritage Guelph, that the heritage attributes of the designated heritage property or other protected property will be conserved. Mitigative measures and/or alternative development approaches may be required to conserve the heritage attributes of the designated heritage property or other protected heritage property affected by the adjacent development and/or site alteration.

2. Development and/or site alteration on adjacent lands to a designated heritage property or other protected heritage property shall require a Scoped Cultural Heritage Impact Assessment to evaluate and demonstrate, to the satisfaction of the City in consultation with Heritage Guelph, that the heritage attributes of the designated heritage property will be conserved.

3. Development and site alteration adjacent to a designated heritage property or other protected heritage property shall be designed to minimize the impact on the identified heritage attributes of the designated heritage property, and should be designed to be compatible with the immediate context on the street.”

3. Archaeological Resources

Program: in consultation with First Nations, and the community, and having regard to provincial guidelines, identify and map archaeological resources and areas of archaeological potential

Note that in order for these policies to be implemented and to meet responsibilities under the Heritage Act, the Municipal Heritage Advisory Panel must have the staff support and other support required. Reinstating a formal Municipal Heritage Committee may be most effective in this regard.

Public Input

Improvements in public notifications and public input.

Earlier and more meaningful engagement with the public leads to better outcomes for development applications – especially those that propose significant changes for residents.

Recently, social media has added a positive dimension to public input. However, for large development applications, the planning process is too often a confrontational one.

Program: work with community partners to improve outcomes for high impact development applications, and to offer solutions such as charettes early in the process.

From Waterloo's draft OP:

W297:" Public Meetings and Notification

(1) Notwithstanding any Public Involvement Guidelines that Council may approve pursuant to policy 12.4.1 (2) above, the Planning Act contains provisions regarding public meetings, notification requirements, and processing timelines for the adoption of or revisions to land use documents. In certain instances, the Planning Act allows a municipality to provide notice in a different manner than those described in the Planning Act and its regulations, provided that an alternative method is outlined in the municipality's Official Plan.

(2) The City of Waterloo will use the provision for an alternative method as outlined in policy 12.4.2 (5) below to allow for enhanced consultation during the early review process and not rely solely on the notice of public meeting as outlined in the Planning Act. This will foster communication and education of issues to people and groups early in the decisionmaking process.

(3) The City shall require signage in order to provide notification for proposed Official Plan Amendments, Zoning By-Law Amendments, Plans of Subdivision and applications to the Committee of Adjustment. Such signage shall be posted on the subject site by the applicant indicating the basic details of the application. The wording, design and placement of the sign is to be approved by the City of Waterloo.

...

... The City may use neighbourhood open houses to consult with the public over and above prescribed minimum requirements...."

Links for Official Plans cited:

City of Guelph Official Plan Amendment Number 42: Natural Heritage System

http://guelph.ca/uploads/PBS_Dept/planning/NHS/OPA%2042%20-%20consolidated.pdf

City of Guelph Draft Official Plan

http://www.guelph.ca/uploads/PBS_Dept/planning/PDF/April%202010%20-%20Official%20Plan%20Update.pdf

City of Kingston Official Plan

<http://www.cityofkingston.ca/business/development/officialplan/>

City of Ottawa Official Plan

http://www.ottawa.ca/city_hall/ottawa2020/official_plan/index_en.html

City of Peterborough Official Plan

<http://www.peterborough.ca/Assets/City+Assets/Planning/Documents/Official+Plan.pdf>

Township of Seguin Official Plan http://seguin.ca/322/official_plan.htm

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark...
Date: 1/23/2012 11:58 AM
Subject: Fwd: Official Plan Review (Official Plan Review Email)

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> > 01/23/12 11:57 >>>

Dear Mayor and Councilors:

I would like to add some input regarding the official plan review. I will try to be brief.

The Federal Government was elected with the mandate to create jobs; but I don't think the the public was well enough aware of what the costs to the environment, and whether or not we have a planet to live on in the very near and foreseeable future. In order to achieve it's mandate, the Feds have pushed public interest away from the environment by various methods that I will not discuss here.

There have been reports indicating that with new phenomena occurring, such as the massive release of green house gases from thawing permafrost, and our "increase" in emissions resulting in human activity, that Global Warming is now feeding itself and is accelerating at a rate beyond anyone's expectations, including those experts who have been "booed" over the years. There is increasing evidence that it may already be too late. You can no longer "close your eyes" or "look the other way" any more, our climate is rapidly changing and it is now impossible to ignore. We no longer need "experts" to tell us there is something seriously wrong!

And no one is going to go and "turn off the thermostat" when the temperature is just right, as most seem to think.

We need to take action NOW! And it had better be meaningful; half measures and "lip talk" will not do.

With our current situation in mind, it is up to individuals and local efforts to set the changes in motion to contribute to trying to correct these problems. We simply cannot wait for "others" to start make the changes!

Building "sustainable" communities go along way in doing our part, and such "achievable" initiatives include:

- Public education regarding the "state" of our environment and the need to change our "ways".
- Planning any further development in our cities so that travel distances are minimized; most of the population must drive many kilometers every day to do daily business.
- Providing "alternate" means of travel; i.e. public transit, bicycle paths, walking paths.
- Projects such as "Big Box Stores" have put pressure smaller businesses in neighborhood and outlying areas to close. You MUST drive great longer distances to shop now!
- A tree cutting by-law is required to stop the needless cutting of urban trees. An "urban canopy" goes a long way to lower heating and cooling costs, as well as "cleaning" the air!
- The protection of our waterways; we are blessed with some the most beautiful lakes with our city limits; yet we literally dump raw sewage, drive on, and spill gas and other pollutants in the VERY WATER WE DRINK!!
- The promotion of "eat local". It's just better in more ways than can be listed here!

Jobs won't mean much when when the planet is no longer habitable.

Our grandchildren are depending on US. Yep; That's You and Me!

What are you going to say to your grandchildren when it's too late? You could say; "Well we didn't do anything to protect your planet because _____". I'll let you fill in the blank..

Regards
Don Brisebois
441 Eva Ave
Sudbury ON

From: John Gaul
To: <officialplan@greatersudbury.ca>
Date: 23/01/2012 11:47 AM
Subject: Comments for our new Official Plan.

Sudbury's Official
Plan: Input From a Concerned Citizen

Sudbury is at a crossroads. The world is changing rapidly and the present state of this city will not benefit its citizens in the future. The next twenty years will need to be a period of rapid transition to a completely different type of city. A "Green City".

Amalgamation has put us behind the eight ball. We have a dispersed city with low population density and great distances between population nodes. It is absolutely dependent on private cars and trucks. This is a recipe for disaster with rapidly rising fuel prices. We need to do things differently or our city will be economically and ecologically unsustainable in the new world of high fossil fuel prices and lower wages and tax base. We have to change our ways and quickly.

A Green City is the answer since it is an inherently efficient city concept. It has the bonus of being a healthier city and one that makes people feel more connected to place and to each other. It has a high population density but more public and green space. It protects the environment that makes the city more attractive and improves water quality in our rivers and lakes and improves the quality the air that we all breathe.

To create the city of the future we need to make significant changes to our zoning, building codes and transportation planning. We also have to look for new supplies of energy since fossil fuels are no longer economically or environmentally viable.

Zoning, Building Codes and Transportation Planning

We need to build at higher densities in existing centres of population (the former towns and the old City of Sudbury) within the Greater City. We need to absolutely stop urban sprawl. We need to build well insulated, solar heated, townhouses, condos and medium rise apartment buildings and not single family homes. Within these centres of population we need to emphasize pedestrian, bike and bus over private automobile.

Every main road needs bike lanes that will mean a cycling network for each population centre. The streets must be pedestrian friendly and pedestrian pathways need to be developed so it is easier to walk to stores and services. Buses should be used to bridge the gaps between home and more distant destinations within each population centre. The goal should be a maximum of one private car per family. This will mean fewer, narrower new roads with massive savings in construction and maintenance costs. Less fossil fuel energy will be used with fewer cars, better insulated homes that are mostly solar heated will allow energy costs per family to drop.

A bonus will be a healthier population that is walking and biking more and breathing in less exhaust gas and particulates. With less space devoted to roads and parking lots we will have more public space available and can afford to avoid developing sensitive areas like wetlands and other green spaces. The reality is that we are a rapidly aging population. At some point driving a car will become impossible so we need other transportation options for those of us who can no longer drive. More buses that are friendly to those with mobility issues will become increasingly important.

Between the population centres we will need a regional transportation network to connect the centre city (Sudbury) to the outlying population centres. This will be, in the short run fuel efficient, high capacity buses. However light rail may be possible in the future using rail right of ways no longer used by the mining industry. In any case it will reduce car traffic between the city and towns of this region of Greater Sudbury reducing car traffic and the need for more and wider roads.

Protect Our Environment

We

talk a lot about the environment but we don't act on our declared intentions. We need to get serious about the health of our environment. This is new thinking – the thinking that is needed right now if we are to build a economically and environmentally viable city. A Green

City will allow us to do things differently. More space is available due to more people on less land per person. We can plan large green spaces, protect existing ones and place them so that they act as natural filters for runoff that is one of the threats to our lakes and rivers. This will be passive recreation space as well as with pathways to allow more walking in a very attractive setting within the city itself.

We need to invest in better sewage treatment since significant nutrient loading comes from our antiquated treatment plants. We need to get tough on poor land use practices along our lakeshores. We need to stop lakeshore development and have strict, enforceable bylaws to control negative practices on existing properties. We need to mandate a five-year septic tank inspection cycle for lakeshore properties and those within watersheds.

We have opportunities to protect what we already have. A world-class conservation area within a city – the green space around lake Laurentian owned by the University and continuous with the Lake Laurentian Conservation Area. This green space and lake buffer should be protected. The plan for a future road along the shore of Lake Laurentian should be canceled. The road is old thinking preserving existing green space is new thinking.

We need to remind the Provincial Government that they are tasked to protect our air quality from all polluters including the major mining industries. We need to pressure our MPP's to stand up for Sudbury's air quality. We also need the Provincial Government to make the necessary changes in legislation to allow for green building codes. We also need to make sure that local mining companies pay for the damage that their heavy trucks do to our streets and roads.

New Local Energy Sources

This

city needs to kick the fossil fuel habit for environmental and for economic reasons. Fossil fuels are threatening our survival on the planet due to the impact of CO2 on the atmosphere. We now have evidence that climate change has arrived. In fact it arrived decades ago but was too subtle to detect. Fossil fuel energy has become more costly as easily exploited sources are almost gone. There is nowhere for fossil fuel price to go but up. Sudbury needs to kick the fossil fuel habit if it is going to survive economically and ecologically in the near future.

I have mentioned active and passive solar heating for all new construction and we need to retrofit as many existing buildings as possible. The goal is to reduce fossil fuel as a heating source to as close to zero as possible. We can also study other potential electrical energy sources close at hand taking into account the increasing price of all forms of fossil fuel.

We should look at all of them – wind-power, low head hydroelectric development, and district heating from abandoned mine shafts and perhaps even electricity from the deepest shafts augmented by additional deepening and shattering. We need to generate as much green energy as possible while making sure we massively increase our efficient use of them.

Farmland

As the climate changes our growing season will increase in terms of temperature. This will enable local farmers to increase yield of existing crops and likely grow new crops. So we should be preserving our farmland and not scraping off topsoil or subdividing it into inefficient urban sprawl. If the green city approach is followed this protection will happen automatically. We face food shortages in the future and Sudbury must do what it can to grow food for local consumption.

Conclusion

What

I have written is not some utopian vision for the distant future. It is absolutely essential to achieve this vision if we want to survive and prosper in the new world that is already here. We will need to pull together as a community more than ever before. It must be, however, working together to plan a city that meets future realities and making it happen and not trying to cope with a

failed urban model in a decade or two.

The good news is this is not something that we have to do alone. Much of it has been done to a greater or lesser extent in many other parts of the world. Think Copenhagen. It is one of the world's most livable city and also one of its greenest. Many cities have used it as a model to make their own cities greener and more livable. There is no reason why our council cannot authorize our planning department to make comment with and to learn from their experience.

If we have the courage and fortitude to bring a Green Sudbury into existence we will enjoy a lower cost, more people friendly and attractive city. We will enjoy a higher quality of life and have a healthier population.

We have a choice – continue on the same path as we are on now and suffer the consequences or work together to build a Green Sudbury that will allow us to live successfully in the future. The means to do so are available. We just need the will to bring this better Sudbury into being.

John Gaul (Citizen)

103 Lakeview Drive

Sudbury ON P3E2B7

Official Plan Review Input from the Ramsey Lake Stewardship Committee
January 23, 2012

We are very pleased to be able to provide input to the Official Plan, which will help protect Ramsey Lake in the future. As an urban lake, Ramsey Lake is affected by the rainfall, snowmelt and urban runoff both away from the lakefront, but within the watershed, as well as from shoreline properties.

We recommend a comprehensive watershed study of the entire Ramsey Lake watershed (including assessing ecological impacts on the lake) as a condition for any further planning application decisions within the watershed.

We recommend that when a development in the watershed is proposed that information be provided on the potential negative impacts of the proposed stormwater management techniques on the water quality of the receiving waters in terms of, but not limited to, water temperature, nutrients, salt, phosphorus, base flow, wildlife and fisheries habitat, including recommendations on how any potential impacts will be mitigated.

We recommend best stormwater management practices like the use of Low Impact Development (LID) techniques that maintain the pre-development hydrologic cycle, maintains or enhances the quantity and quality of storm water runoff discharged to receiving natural watercourses, wetlands and recharge facilities, and minimize erosion and flooding and wildlife and fisheries impacts. LID includes rainwater harvesting, green roofs, bioretention, permeable pavement, infiltration facilities and vegetated swales in the design and construction of new development and site alteration. These measures will not only filter stormwater of pollutants and nutrients but also help to cool the water before it enters Ramsey Lake. Higher water temperatures contribute to blue-green algal blooms. These LID designs can save a developer well over 50% of stormwater construction costs.

Currently in the OP: "It is the intent of this Plan to maximize the amount of natural vegetation along shorelines and stream banks. As such, Council may implement controls on the removal of vegetation by establishing limits on clearing, changes to the grade, and the placement of impervious surfaces along shorelines and stream banks."

We recommend that the OP be changed so that Council shall implement these controls and require a 12m natural shoreline buffer around Ramsey Lake.

We recommend that locally significant wetlands are identified around the Ramsey Lake watershed which should be retained as important significant recharge areas, water retention areas, wildlife habitat and green belt zones. We also recommend the acquisition of key green spaces in the watershed as defined by the Green Space Panel.

We recommend the removal, from the OP, of the link between Laurentian University and Regent, which runs through the Ramsey Lake watershed and many highly valued trails.

We recommend the protection of tree cover on private land, and during development. We recommend passing a tree-cutting by-law under the Municipal Act in order to retain trees and major woodlots especially in the Ramsey Lake watershed to prevent erosion, provide shade and to cool water which will eventually feed the lake. Plant more urban tree for the same reasons.

We look forward to seeing the revised Official Plan and what new measures will help protect Ramsey Lake over the next 20 years.

Sincerely,

Lilly Noble
Co-Chair,
Ramsey Lake Stewardship Committee

JANUARY 23, 2012 – OFFICIAL PLAN

I REPRESENT THE NEW SUDBURY C.A.N WARD 12 – I THANK YOU FOR THE OPPORTUNITY TO SPEAK THIS EVENING. C.A.N MEMBERS HAVE STRONGLY EXPRESSED THE NEED TO HAVE OUR NEIGHBOURHOODS CATCH UP WITH OTHER RESIDENTIAL AREAS BUILT AFTER THE FIRST STREETS IN THE AREA.

MANY OF OUR STREETS, REDFERN, RINFRET, KINGSLEA, NORTH PART OF ROY, LEON, LAMOTHE, SPARKS, ARVO, LINCOLN STILL HAVE DITCHES AND DO NOT HAVE CURBS AND NO ROOM FOR BIKE PATHS. WE STRONGLY HOPE THAT THE OFFICIAL PLAN WILL TAKE A SERIOUS LOOK AT THESE STREETS AND MAKE THEM MORE RESIDENTIALLY ESTETIC AND ADD BIKE LANES AT THE SAME TIME.

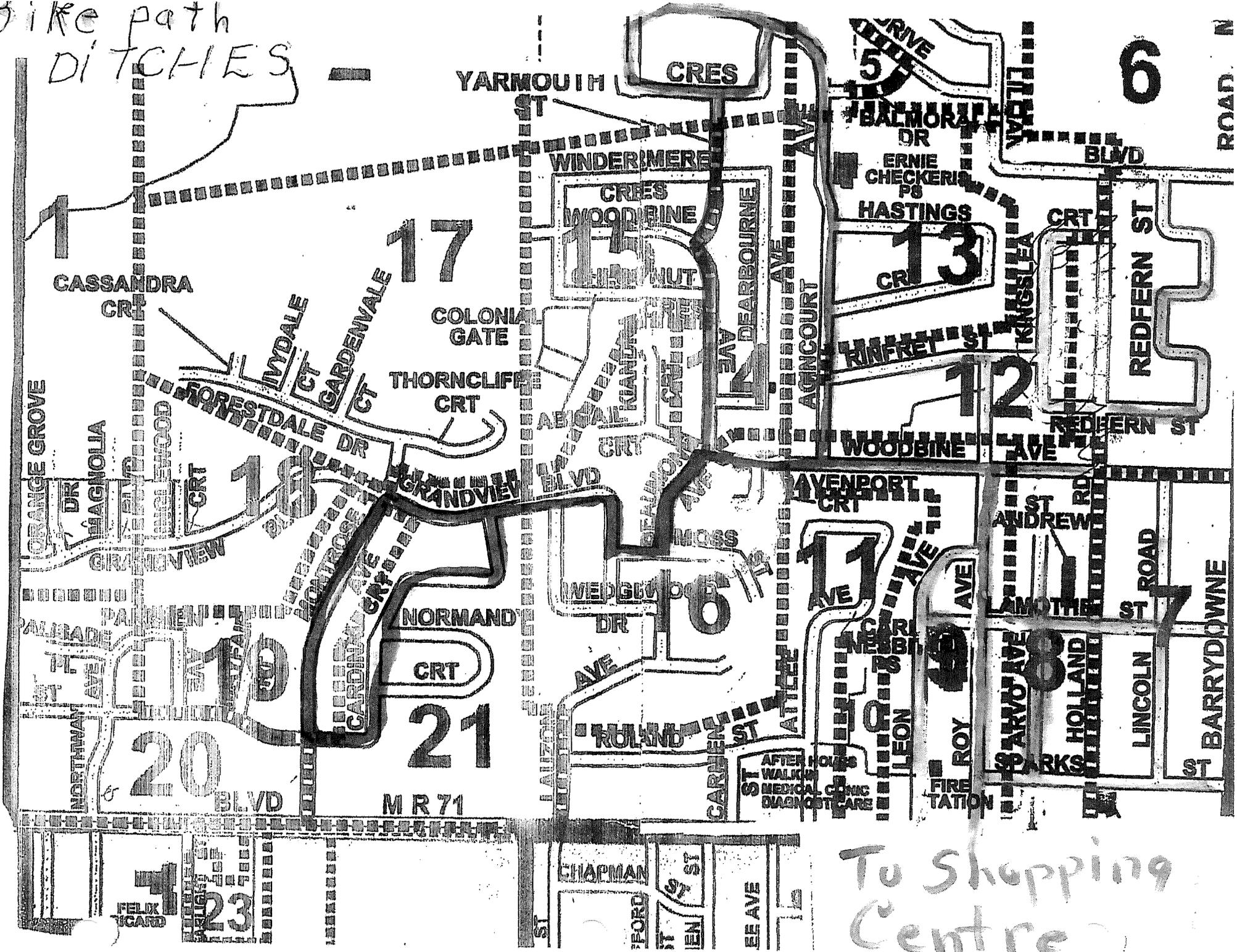
LINCOLN ROAD HAS MAJOR SPRING THAW PROBLEMS DUE TO BARRYDOWNE BEING BUILT ABOVE THIS STREET SENDING WATER DOWN THE BACK YARDS OF THE RESIDENTS. THERE IS A NEED TO HAVE THIS ROAD RECONSTRUCTED WITH CONSIDERATION TO PROPER PROPERTY DRAINAGE.

****THERE IS ALSO A NEED TO IMPROVE BICYCLE PATHS ON OUR ROADS ALONG ROY, WOODBINE, AGINCOURT, YARMOUTH CRESCENT, BEAUMONT, GRANDVIEW, MONTROSE AND CARDINAL. THESE STREETS LOOK LIKE THEY ARE WIDE ENOUGH TO ACCOMMODATE A MARKED BIKE PATH ON THE ROAD. WE NEED TO BE ABLE TO GET TO THE NEW SUDBURY SHOPPING DISTRICT BY BIKE.

ON YOUR COPY OF THE MAP OF THE AREA OF OUR C.A.N. THE DITCHES ARE MARKED IN YELLOW AND PROPOSED BIKE PATHS ARE IN BLUE.

THANK YOU,

Bike path
DITCHES



To Shopping
Centre

New Sudbury Community Action Network
Ward 12



Arthemise Camirand- Peterson
Chair

Tel: _____

Email: _____

Joyce Lafantaisie - Fwd: Fw: Sudbury Plan - Capreol #2 - final

From: Mark Simeoni
To: Joyce Lafantaisie
Date: 1/24/2012 11:13 AM
Subject: Fwd: Fw: Sudbury Plan - Capreol #2 - final
Attachments: Official Plan - Sudbury-Jan 2012.docx

here is another

>>> Barb McDougall 1/23/2012 4:11 PM >>>
Fyi - here is input for the OP review from the Capreol CAN

>>> Randy Crisp 1/22/01/2012 8:35:03 PM >>>
Sorry - but proof reading is a must I guess. Also some issues added.

Thanks Randy

Sudbury's Official Plan – 2012

Submission from the Capreol Community Action Network – January 22, 2012

As Chair of the Capreol Community Action Network, I applaud the efforts of the City Staff in areas of day-to-day concerns. In regards to the long term planning of the city of Greater Sudbury we appreciate the opportunity to present issues that we ask be considered in the planning.

Capreol, being a “community within Communities” must not be forgotten and must also be considered for future development whether residential or commercial.

Town Centres will continue to secure the needs of local communities or “Smart Communities”.

WE currently have FNX and the Podolski Mine which is scheduled to close by the end of 2012. The heavy truck traffic to and from this mine have done considerable damage to the community roads and not only upgrading but widening must be considered. The Suez stretch is very dark and in inclement weather it is very difficult to see. Street lighting, lighter pavement and markers would be a great help.

The Cliffs Chromite plant could possibly be located on the north-west end of the community and this would bring more business, real estate incentive and more traffic on the roads already mentioned.

Along with a possible influx of residents, it must be determined and assured that the Lagoon system is prepared and able to handle the waste concerned. I have been informed that the Lagoon is due now for work that has not been done in many years. Perhaps an over-sight, but it is now a major concern on our radar in the community.

We must be prepared for residential expansion in terms of lot availability and support from the City to encourage developers. The Real Estate Board – Lanctot

Real Estate and the others must be encouraged to promote Capreol not just the Valley. It does appear that the city really ends between Valley East and Hanmer. This perception must not continue. It makes us more determined to be a "Smart Community".

Capreol has the best cross-country trails in terms of skiing and this natural resource should be expanded to be included year round and connected to the Trans Canada Trail – this was scheduled to be done previously but was deleted from the Rainbow Routes by organizers in the City.

We wish Capreol to be and remain a "Smart Community" which means having all of the amenities and services – professional and otherwise, that that kind of community should have. Two elementary schools, a Nurse Practitioner Led Clinic, struggling business core with a determined Business Association, service groups, churches and a focused Capreol Community Action Network, work daily to ensure the local citizens can remain in the community for all services.

The bus transportation system, which appears to be answering the needs must be maintained, not only for the seniors but the youth that must travel for education and work.

Roads into and from Sudbury must be maintained and expanded. The proposed route of the Barrydowne extension must receive more city approval, again reflecting on the decision to upgrade municipal traffic routes which is not necessary. The Barrydowne extension would improve traffic flow and provide expansion property and access near and past Cambrian college to the Valley and Capreol.

Capreol has a great two ice surface arena and it must be included in the Plan to maintain this facility. The city spent \$14 million on the Countryside arena and re-built Cambrian at 1.2 million dollars. There are funds for these projects. It would be easier to fix 14 arenas at \$1 million each than building one for the sum total of \$14 million.

The City Budget is another grave concern to the citizens of Capreol and we want you to know that we are determined to plan and work on Projects for Capreol

such as the waterfront, the downtown business core improvement, a Centennial Field project perhaps an ice oval, field house, cement pad for an outdoor rink and ball hockey or similar sport ventures. We are also looking at a downtown community Boardwalk including the waterfront, rail yard, and museum. Public art will be a welcomed addition to the community on buildings that offer the space and availability in an attempt to maintain the character of the community.

Capreol has three small senior facilities and is in the planning stages for a much larger share of the senior's community living / assisted living projects being considered. Again, we are ready and want to be included in the Plan for water, sewer and the necessary infrastructure to support such a project.

I do believe the City has taken enough "flack" for the two hospital fiascos, lack of parking , the transportation scam, the Bell Park over-runs on costs and other mis-managed projects because of a lack of informed and non-partisan contribution. Good luck with your Plan deliberations and Capreol is always available to offer constructive opinions.

Respectfully submitted,

Randy Crisp – Chair of the Capreol Community Action Network

From: Krista Carre
To: officialplan
Date: 23/01/2012 9:04 AM
Subject: Re: Official Plan comment via website

>>> 21/01/2012 2:16 PM >>>
Name: Gord Lundgren
Email:

Comments: In the Greater City of Sudbury our sidewalks have a small portion of pavement and this should be designated for people with a disability and we should be recognized for this as to the reasoning being that we can ride a bicycle as a person to whom is physically fit. I can not stand up on my mountain bike like a fit person can to accelerate past a slow moving vehicle nor can I keep up with vehicles unless I'm going down hill. My reaction time is also slower than a fit person that rides the city streets. We need to go back to the old system as for seniors and children have the right of way on any given sidewalk in this City. Many of us disabled should have the use of a recumbant bicycle but to the Ministry of Community and Social Services in Sudbury do not recognize us for the use of these types of bicycles that are available to us like in southern Ontario. The bicycle paths along sidewalks and on roadways are for everyone to whom rides a bicycle, not for buses, they have their own laneways and have designated sidelane drop-offs.

We as disability persons in the Greater City of Sudbury should be recognized.

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 23/01/2012 8:47 AM
Subject: Fwd: Official Plan comment via website

>>> 20/01/2012 4:54 PM >>>

Name: John Larmer
Email:
Telephone:
Address: 155 First Ave.
Sudbury, Ont.
P3B 3L3

Comments: Please, do NOT allow any road or subdivision development through those fine & well used trails in back of Laurentian University/Lake Laurentian Conservation Area via the south end...

If you do, shame on you! Building more roads will not alleviate traffic congestion. On the contrary, doing so will only increase traffic flows. This is a well documented & proven fact that has already been studied to death!

The intelligent solution is to widen the existing road out to the university..and perhaps combining that with the utilization of timed directional usage for these extra lanes during peak traffic flows.

Please,for once, do the right thing...consider the quite necessary health benefits of preserving our ever diminishing green spaces for future generational enjoyment. Your children, indeed grand children, will thank you!

Mary Jane Veinott
183 Somerset Street
Sudbury, ON P3B 3B1

January 20, 2012

City of Greater Sudbury
City Clerk
Box 5000, Station A
Sudbury, ON P3A 5P3

To Whom It May Concern:

Re: Current review process for the Official Plan for the City of Greater Sudbury pursuant to the provisions of Section 26(3) of the Planning Act, R.S.O. 1990 c. P.13, as amended.

I am hereby submitting my comments for consideration in the official plan review process.

Based on insight gained through my participation in the public meeting process for applications for rezoning and subdivision submitted for a proposed development in our neighbourhood, I would like to see the following requirements included in the revised official plan:

- A) Regarding New Development along the Howey Drive / Bellevue / Bancroft Drive corridor:
 - a) That there be no further development in the vicinity of the corridor until improvements have been completed in order to increase the capacity of the roadway to accommodate increased vehicle and pedestrian use and to provide for safe cycling.
 - b) That the living area designation of the land in the vicinity of this corridor remain as Living Area 1, Low density, in order to ensure that any future development will fit in with the existing neighbourhood.

- B) In order to facilitate public input into the application approval process:
 - a) That a public meeting with the planning committee be held in a neighbourhood facility at least 3 months prior to the final public meeting and recommendations of the planning committee.
 - b) That the notice of a public meeting referred to in section (b) include a legible sight map and development plan.
 - c) That an environmental assessment outcome report and a plan for the compensation of residents for possible blasting damage be submitted along with an application for subdivision and that these documents be included in the notice of a public meeting pertaining to an application.

- C) To ensure that the provisions in Sections 1.3.1 and 1.3.2 of the Official Plan are adhered to for building and maintaining a health community, the following provisions should be required for new residential development:
- a) That the city and a developer ensure that adequate and accessible recreation facilities to meet the needs of all age groups be available on site to the residents of a new subdivision.
 - b) That a minimum of 300 feet of natural green space separate a new development and the existing neighbourhood residences.
- D) That the revised official plan include provisions to discourage the practice of residential property being used inappropriately as unofficial, and unsupervised student housing. This practice has a negative impact on the quality of life in a neighbourhood with respect to unwanted noise, and safety concerns regarding rowdiness and additional traffic.

Thank you for your attention in this matter,

Mary Jane Veinott

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 20/01/2012 8:49 AM
Subject: Fwd: Official Plan comment via website

>>> 19/01/2012 12:44 PM >>>

Name: Mike Pilon
Email:
Telephone:

Comments: What is this city waiting for to build a highway from Maley drive to highway 69N....

There should also be a cut-across from highway 69N (500M north of Lasalle Blvd.) to the lights west of College Boreal.

It's probably VALE

land, but I'm sure they would be willing to co-operate to improve their trucking fleet efficiency.

Next, build an

extra (east side) right side lane from McDonald's on Notre Dame up to Lasalle Blvd. to prevent north bound vehicles from backlogging all the way back to the flour mill. There is ample room on the east side of this highway to accommodate this lane.

Something MUST be done to relieve traffic congestion at the Lasalle/ Notre-Dame intersections.

Enough with wasteful and useless environmental assessments/studies and bureaucratic RED TAPE and get it done!!

These are very simple solutions that will work to improve traffic flow and above all to improve the level of safety in our community.

officialplan - Aperçu du Plan officiel,CMS > Official Plan comment via website

From: <webmaster@greatersudbury.ca>
To: <krista.carre@greatersudbury.ca>
Date: 17/01/2012 4:16 PM
Subject: Aperçu du Plan officiel,CMS > Official Plan comment via website

Name: Oliva H. Roy
Email:
Telephone:
Address: 3019, ave Errington
chelmsford POM 1

Comments: Pour Chelmsford,
une route de 4 voies pour aller à Sudbury
une piste cyclable joignant Azilda et Chelmsford
une
route à 4 voies de contournement du grand Sudbury
Piste
pour les VTT joignant les localités

Mr. Mark Simeoni
Manager of Community and Strategic Planning
City of Greater Sudbury
200 Brady Street
PO Box 5000, Station A
Sudbury, ON. P3A 5P3

Suzy S. Franklyn
160 Somerset Street
Sudbury, ON. P3B 3B2

Wanda Eurich
141 Somerset Street
Sudbury, ON. P3B 3B1

January 17, 2012

RE: Submission City of Greater Sudbury Official Plan Review under Section 26(3) of the Planning Act, January 23, 2012.

Please accept this written submission outlining our comments and concerns as it relates to the review of the City's Official Plan, we wish to be notified in writing of any subsequent meetings and/or decisions made by the City of Greater Sudbury relating to amendments of the City's Official Plan.

We submit the following, on October 4, 2011, under file numbers, #751-6/08-26 and #780-6/08009, Dalron Construction Limited, made application to the City of Greater Sudbury Planning Committee to amend the zoning by-law and for approval of a plan of subdivision municipally located on Wessex Street in Sudbury, Ontario.

On October 21, 2011, the Planning Committee rendered their decision which denied these applications in their entirety and confirmed that the applications were denied based on the following premises:

- that the Howey Drive traffic corridor is currently very close to it's allowable capacity for planning purposes, and recognizing that it will greatly exceed capacity once the Centennial Enterprises and All Nations Church properties, both located on St. Raphael Street are completed;
- that the City does not have the financial capacity to perform the necessary road upgrades, especially given that the City has numerous other high priority road improvements that to date remain incomplete;
- Ramsey and Minnow Lake water quality concerns; and,
- The maintenance of the existing character and nature of these early, well established neighbourhoods.

The Planning Committee also acknowledged that these applications were in non conformance with various sections of the City's Official Plan, including but not limited to, Section 3.2.1, subsection 6 (b) and (d).

On October 12, 2011, this decision was further unanimously upheld and ratified by City Council. The applicant did not file a subsequent appeal of this decision to the Ontario Municipal Board within the required time frame of November 10, 2011. As a result on November 11, 2011, this decision set precedent locally, the result of which has a profound effect on what future development can and cannot be permitted in the Minnow Lake area (Living Area #1), and more specifically the Howey Drive, Van Horne, Bellevue, Bancroft Drive traffic corridors.

In May 2011, the Planning Department upgraded Howey Drive from its' former designation of Local Road to its' current designation as a Secondary Arterial Road. This amendment was made unilaterally by the City, void of any due process and without public input or consultation on the matter. This change in designation was undoubtedly an attempt to accommodate future development, in Living Area #1, (Minnow Lake Area), which is now deemed to be one of the city's most desirable areas for future development as-of-right. This unilateral decision to designate Howey Drive as a Secondary Arterial roadway was a serious error on the part of the City's Planning Department and should be reversed immediately as it has produced an absurd effect, the ramifications of which have adversely affected the citizens who reside in these Wards, impairing their safety on a daily basis and severely diminishing their quality of life and quality of place.

To further complicate matters, the City's new Official Plan permits all forms of development "AS OF RIGHT" throughout the entire former Regional Municipality of Sudbury; this strange concept permits high density development as-of-right on the fringe of the (former) City and low density development in the centre of downtown.

Effective October 4, 2011, both the Planning Committee and City Council have confirmed and publicly acknowledged that the Howey Drive/Bancroft Drive corridor is currently at or has exceeded the acceptable traffic volume capacity for planning purposes. The inadequacy of the roadway in its' current state cannot sustain daily traffic volume flows of approximately 20,000 vehicles per day as permitted for a Secondary Arterial road. It has further been determined by City officials that the estimated costs to taxpayers to make the necessary road improvements, expropriation and road widening to the Howey/Bancroft Drive corridor will be in excess of \$60,000,000 dollars and that this is not a viable option for the City now or at any time into the future.

It is a matter of public record that in the 1992, 1998 and 2005 Transportation Traffic Study Reports which were initiated by the former Regional Municipality of Sudbury and the City of Greater Sudbury and paid for by the taxpayers of our community, the same conclusions were arrived at, specifically, ***"the widening of Howey Drive/Bancroft Drive corridor was considered in the 1992 Sudbury Transportation Study and during the Kingsway Improvements Class Environmental Assessment completed in 1998. Both of these studies concluded that this was not a viable option"***.

It is also important to note that in all three of the abovementioned traffic reports, Howey Drive and Bancroft Drive were not identified as viable alternatives for substantial road improvements or road widening and they are not included on past or current road network priority lists.

After decades of research, consideration and consultation with the public and external stakeholders and taking into consideration the fact that the City of Greater Sudbury has concluded and publicly acknowledged repeatedly in their own publications over the past twenty-five years, that the potential expropriation and road widening of the Howey/Bancroft Drive corridor is not a viable option now or into the future. It would be extremely controversial and counterproductive for the City to now take the position that the Howey Drive/Bancroft Drive corridor can sustain a daily traffic volume of up to 20,000 vehicles per day. When we consider the extraordinary costs incurred by the taxpayers of this community to research and prepare such reports over the past two and a half decades, it is not fiscally responsible for the City to now display utter disregard for the conclusions previously drawn from these transportation study reports.

The City of Greater Sudbury Planning Department now has an obligation to its' taxpayers to promptly rectify this convoluted situation and reverse the current road designation of Howey Drive as a Secondary Arterial road. The long term implications and ramifications of these serious oversights made by City staff and officials have created and will continue to impose conditions of impaired safety and dangerous driving on thousands of long term taxpaying citizens who reside in the Minnow Lake area, many of whom are predominantly senior citizens.

When we consider the serious consequences that the City's decisions have on the lives of our citizens, potentially subjecting us to decades of dangerous driving conditions on our inadequate roadways will be to our detriment. Should the City knowingly exceed their own acceptable standards for planning purposes, the City assumes the potential for decades of costly and protracted litigation that will inevitably occur as a result of any deviation from acceptable planning standards. This places the City in the uncompromising position of knowingly imposing conditions of impaired safety and dangerous levels of traffic congestion on its' citizens. This cannot be justified.

In the event that the City adopts the position that the current designation of Howey Drive as a Secondary Arterial road cannot be altered or reversed, even in the initial stages of this review process of the Official Plan, then we must insist that in light of the recent precedent which has been set for the Minnow Lake Living Area #1 on November 11, 2011, and taking into consideration that now is the proper time, procedure and forum to raise our legitimate concerns, we are formally requesting that the Official Plan be amended to remove Minnow Lakes from its current designation as Living Area #1.

Additionally, we are requesting that the Official Plan be amended to include restrictions which will prevent any future development in the Minnow Lake Living Area #1 and more specifically on the Van Horne/Howey/Bancroft Drive corridor, effective immediately.

At an absolute minimum the Official Plan must be amended in order to prevent any future development in the Minnow Lake Area, quashing and reversing the City's' current policy of "development-at-right". Anything less at this point will be considered irresponsible, producing a profoundly negative effect and seriously prejudicing the thousands of taxpaying citizens who reside in these Wards.

As staff and elected officials of this City of Greater Sudbury and as a part of the review process of the City's Official Plan, you have an obligation to protect the best interests of your citizens. The safety and wellbeing of your citizens must take precedent over the potential monetary gains of Developers in this community.

We make this submission to the City of Greater Sudbury, Community and Strategic Planning Department for no improper purpose and we request that careful consideration be given to our legitimate concerns regarding Minnow Lake Living Area #1. We look forward to receiving your response and to reviewing the content of the amended Official Plan.

Respectfully submitted,

Suzv Franklvn

Wanda Eurich

cc. John Lindsay
Doug Kilgour
Mayor Marianne Matichuk

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 12/01/2012 10:32 AM
Subject: Re:Official Plan comment via website

>>> 12/01/2012 10:24 AM >>>

Name: J-Y Bujold
Email:
Telephone:
Address: 124 Concord Crescent

Comments: 6 or 7 years ago I along with the president of the Coniston Lions' club participated in a meeting at the Garson arena in regards to expansion of bike/walking trails. Subsequently we submitted a proposal in regards to the possible expansion of your current Bancroft drive bike path which will soon extend to Moonlight beach rd. Forethought at the time suggested that by natural extension and logical expansion the bike path should continue onto Coniston via Bancroft and Alan street. The proposal suggested that as a cost saving measure grindings could be used to render the shoulder more user friendly. Removing 3 inches of granular along the rd edge and applying grindings also enhanced the likelihood of no longer having to deal with erosion of the existing shoulder and upkeep to drainage courses. With this measure in place and if done properly this could have extended your bike trail clear through to another community within the city limits at a very reasonable cost. Future resurfacing of this rd base or as you say shave and pave program would undoubtedly have made this an even more appealing bike path Needless to say nothing has been done. Many more examples of this type were submitted yet never acted upon

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 12/01/2012 9:38 AM
Subject: Fwd: Official Plan comment via website

>>> 11/01/2012 8:30 PM >>>

Name: Richard Bulman
Email:
Telephone:

Comments: Media reports have suggested that part of this review will also address bike lanes. Here is my input:

There are a negligible number of cyclists using our main arteries and that is during the summer only. The cost of additional lanes for their purpose is prohibitive. Southern cities may be able justify the lanes when there is year round use, but it certainly does not apply in Sudbury. We cannot maintain our roads, especially the curb lanes, and can't afford the additional expense of bike lanes. Cyclists do not contribute through licensing to the cost of road maintenance. Cyclists are not required to carry insurance, which puts motorists at a disadvantage after collisions. I hope that this foolish proposal is quickly shelved.

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 12/01/2012 9:38 AM
Subject: Fwd: Official Plan comment via website

>>> 11/01/2012 7:46 PM >>>

Name: Lyse Provencal

Email:

Comments: I don't understand that when all these road where redone in the south end that there was no consideration to a safe bike path. There remains dots and lines on the Regent from Mallards landing to Loach rd. What lines should you follow. Bickers should be allowed to use the shoulder of the sidewalks not be on the roadways. There is a greater risk of fatality when I bike is involved with a vehicle then a bike and a pedestrian. Do the risk assessment, having bike an vehicles together on the roadways = fatalities. Bikes on the sidewalk and pedetrian not likely. Just use the data for the last 5 years in this city alone.

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 12/01/2012 9:31 AM
Subject: Fwd: Official Plan comment via website

>>> 11/01/2012 4:21 PM >>>

Name: Louis Delongchamp
Email:
Telephone:
Address: 165 Tanguay Ave
Sudbury, ON P3C 5JG4

Comments: Please look at my website <http://loudelon.ca> where my projects are listed.

The bypass project is a solution to the heavy traffic on Lasalle Blvd.

Your comments will be welcome.

Louis Delongchamp
Candidate for City Council
in 2010 and PC Candidate for Sudbury in the 2007 Provincial Election

From: stu thomas
To: <officialplan@greatersudbury.ca>
Date: 11/01/2012 2:18 PM
Subject: official plan

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Text Size: Small text size Medium text size Large text size XLEtra large text size Home > All City Services > Official Plan > Comment Form

Comment Form

The Official Plan review is your chance to share your vision for Greater Sudbury with our community's decision-makers. We want to know what you see for the future of this city, and how you would recommend we 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 - in fact, we encourage you to do so. This is your community, and the Official Plan Review is your opportunity to affect its future.

To better understand your legal rights of appeal regarding the Official Plan, please click [here](#).

Comments / Questions**

*Name:

Telephone:

*Email:

*Subject:

Address: 24 Hillcrest Ave.

Capreol On

*Comments: My concerns are that growth or housing in Capreol might be restricted by inadequate sewage facilities. Every town in the area should have facilities required for it to grow. The downtown area of the city must grow in population density to revive it but growth should not be restricted in area towns.

The use of major arteries by large slurry trucks should be limited and new roads completed. The extension of Maley Drive is a necessity and the proposed Barrydowne extension into the Valley area should be studied. Sudbury will continue to grow and the city must plan proper transportation facilities to accomodate that growth.

More use of express busses or alternative forms of transportation including car pooling should be studied to reduce the traffic on highways and to improve air quality. The movement of bulk material should be hauled by train rather than trucks when possible.

Healthy communities should be kept in mind with proper planning for walking, hiking and biking trails and facilities. A trail plan linking all communities is a must. ALI areas in the city should be treated equally and /or fairly.

Sudbury has come a long way in its greening program and developing parks and green areas. These areas should be designated and protected and all parks should be maintained once they are created. All areas of the city should again be treated equally and all designated spaces maintained.

Sudbury must be business friendly and have industrial or manufacturing lands or areas ready for businesses looking to expand or locate in the area.

Type in the characters you see in the picture then submit the form.

Type in the characters you see in the picture then submit the form.

Secret Code:
new secret code

*Required Fields

**The personal information collected on this form is for the purposes of the Official Plan Review and is subject to the provisions of the Municipal Freedom of Information and Protection of Privacy Act.

Official Plan

Overview About Greater Sudbury About the Official Plan Comment Form Glossary of Terms Legal Requirements Participation Planning Services Division Special Meeting Transportation Study

PO Box 5000, STNA, 200 Brady St. | Sudbury, ON Canada P3A 5P3

Dial 3-1-1 (local) or (705) 671-CITY (long distance)

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Web Accessibility

Give us your feedback

From: Official Plan Comment Form Website (Krista Carre)
To: officialplan
Date: 10/01/2012 2:51 PM
Subject: Fwd: Official Plan comment via website

Name: Jamie Fairchild
Email:
Address: 1549 Weller Street

Comments: Two major points.

1. More bike lanes. It's dangerous biking on the major streets, but the topography necessitates it. It's ridiculous to have the police enforcing biking on the sidewalk along Paris. I've lived in almost every "major" city in the country and there are some real hardcore bikers here. Even more fair-weather bikers per capita than a lot of places.

2.
Parking downtown. Need more of it to incent people to actually go there without the hassle of finding a spot.

From: CM Leshner
To: <officialplan@greatersudbury.ca>
Date: 09/01/2012 6:37 PM
Subject: Lake Laurentian Conservation Area re Official Plan

Dear Sirs:

A road through the Lake Laurentian Conservation Area (LLCA) was developed as part of a 2005 planning exercise, apparently favoured over options with less environmental impact because all impacts appear to have been weighted equally. I am writing to suggest that with a legacy of poor environmental planning, Sudbury should place more weight on environmental concerns.

I and many others use the LLCA on a daily basis and I moved to Sudbury in part because of the existence of such a wonderful area so close to housing and the university. Bisecting it with a road would greatly increase road noise (already too high for a Conservation Area) and disrupt many of the hiking and ski trails (underpasses are a poor replacement for nature). Sudbury should be setting an example by preserving existing and creating natural spaces, not destroying them, and the larger the space the more valuable.

Laurentian University already has emergency road access through Lo Ellen, and Ramsey Lake Road could easily be converted to 3 lanes, the direction of which could be switched in the mornings and evenings to accommodate increased traffic flowing in and out of the university. In any case, it has been well established that adding roads does not reduce traffic. Making it easier for people to walk, cycle, or take a bus to work reduces traffic.

Sudbury should aim to become the greenest city in Canada. Such a status is possible with only modest planning, but only if we begin by preserving precious resources like the Lake Laurentian Conservation Area. The first step is to remove all roads through the area from the Official Plan.

Thank you very much for your very kind attention to this matter.

Michael Leshner
1911 Armstrong Street
Sudbury ON P3E2W8
Tel:

From: Will Kershaw
To: officialplan <officialplan@city.greatersudbury.on.ca>
Date: 08/01/2012 2:10 PM
Subject: Re: Official Plan - review transportation to remove LU link road (Official Plan Review)

Thank you for you acknowledging my comments on the Official Plan...

I want to add further comment, related to my earlier note. When the OP is reviewed and the LU link direction is removed in favour of upgrading Ramsey Lake Road to accommodate peak traffic the OP needs to stress that the existing bike / walking paved path beside Ramsey Lake Road needs to be retained. Portions of this important bike path may have to be moved to accommodate the upgrade to Ramsey Lake Road but a bike and walking access parallel to the Ramsey Lake Rd needs to be kept.

Will Kershaw

On Sun, Jan 8, 2012 at 1:50 PM, officialplan <officialplan@city.greatersudbury.on.ca> wrote:

> Thank you for your e-mail regarding the City of Greater Sudbury's Official
> Plan Review. Public input is important to the success of this process!
> As you participate in this review, we recommend you take a few minutes to
> review the "Legal Requirements" information found at
> www.greatersudbury.ca/officialplan . If you have any questions, please do
> not hesitate to let us know.

>
>

> *****

> Nous vous remercions pour votre courriel concernant l'examen du Plan
> officiel de la Ville du Grand Sudbury. La réussite du processus dépend de
> la participation du public!
> Lorsque vous participez à l'examen du plan, nous vous recommandons de
> prendre quelques minutes pour examiner les renseignements ayant trait aux «
> Exigences légales » dans le site Web www.grandsudbury.ca/planofficiel.
> N'hésitez pas de communiquer avec nous si vous avez des questions.

>
>

> >>> Will Kershaw : 01/08/12 13:49 >>>

>
>

> Hello,

>
>

> I have lived in Sudbury for 30 years. Prior to that I lived in southern
> Ontario in Waterloo and Peterborough. I have also lived in Edmonton. I
> visit my family in Montreal, Canmore and Vancouver. I have owned a home in
> down town Sudbury and also lived in the country north of Chelmsford and am
> presently living down town. I am an active outdoors person, walking,
> cycling, canoeing, cross country skiing and snowshoeing throughout the city
> and rural areas of Sudbury. I enjoy living in the city as I am able to get
> to work easily and green spaces readily. I want to stay in Sudbury when I
> retire as it has a lot to offer.

>
>

> However, there is a proposal in the Official Plan that concerns me greatly.
> The OP needs to be amended in the upcoming review to remove the provision
> to have a new linking road from the south to the Laurentian University
> area. The work places in this area do cause a demand on the existing

- > infrastructure; Science North, Hospital, LU campus, Living With Lakes
- > centre, Northern Medical education facility, extended care service centres.
- > Do a traffic study or if it has been done already it will show that traffic
- > is peaking in this area at discrete times, inbound and outbound from the
- > area. This can be addressed by upgrading the existing Ramsey Lake Road to
- > three lanes. Add a middle, third lane from Science North to South View
- > drive and have that middle lane controlled by lights as is done in
- > Vancouver through Stanley Park. That middle lane would be shifted to allow
- > peak inbound traffic during morning 'rush hour', 7:00ish to noon and then
- > changed to permit outbound traffic use at peak time at the end of the day,
- > 4:00ish to 9:00pm, what ever the traffic studies show. I drive / cycle /
- > walk this route many times a week, more so when our children were young.
- > Sudbarian's do not need a whole new road into the LU area. We cannot
- > afford such an investment when the state of existing roads requires renewal
- > constantly.
- >
- > Remove the LU link road from the Official Plan and add an upgrade to the
- > existing Ramsey Lake Road.
- >
- > Will Kershaw
- >
- >
- >
- > > P Minimize our Footprint...
- > >
- >
- >

From: Will Kershaw [REDACTED]
To: <officialplan@greatersudbury.ca>
Date: 08/01/2012 1:50 PM
Subject: Official Plan - review transportation to remove LU link road

Hello,

I have lived in Sudbury for 30 years. Prior to that I lived in southern Ontario in Waterloo and Peterborough. I have also lived in Edmonton. I visit my family in Montreal, Canmore and Vancouver. I have owned a home in down town Sudbury and also lived in the country north of Chelmsford and am presently living down town. I am an active outdoors person, walking, cycling, canoeing, cross country skiing and snowshoeing throughout the city and rural areas of Sudbury. I enjoy living in the city as I am able to get to work easily and green spaces readily. I want to stay in Sudbury when I retire as it has a lot to offer.

However, there is a proposal in the Official Plan that concerns me greatly. The OP needs to be amended in the upcoming review to remove the provision to have a new linking road from the south to the Laurentian University area. The work places in this area do cause a demand on the existing infrastructure; Science North, Hospital, LU campus, Living With Lakes centre, Northern Medical education facility, extended care service centres. Do a traffic study or if it has been done already it will show that traffic is peaking in this area at discrete times, inbound and outbound from the area. This can be addressed by upgrading the existing Ramsey Lake Road to three lanes. Add a middle, third lane from Science North to South View drive and have that middle lane controlled by lights as is done in Vancouver through Stanley Park. That middle lane would be shifted to allow peak inbound traffic during morning 'rush hour', 7:00ish to noon and then changed to permit outbound traffic use at peak time at the end of the day, 4:00ish to 9:00pm, what ever the traffic studies show. I drive / cycle / walk this route many times a week, more so when our children were young. Sudbarian's do not need a whole new road into the LU area. We cannot afford such an investment when the state of existing roads requires renewal constantly.

Remove the LU link road from the Official Plan and add an upgrade to the existing Ramsey Lake Road.

Will Kershaw

> P Minimize our Footprint...
>

From: the4makelas
To: <officialplan@greatersudbury.ca>
Date: 06/01/2012 9:35 PM
Subject: my views

I have completed the online survey, and sent my general comments to the email address given.

My priorities are: Maley Extension to LaSalle, Barrydowne Extension to Notre Dame in Hanmer, improvements to TRANSIT.

Regarding transit, I feel that it is most important that every transit rider be seated on the busses that travel outside the city core (down the highway). If there aren't enough seats (and there aren't) then put on more busses, more often. Also, most bus drivers need sensitivity/customer relations training badly. Transit should be scent-free. If Toronto's transit can be scent-free, then so can ours. Aside from that, schedules should be posted at every stop. Every stop should have a place to sit down. Monies should be dedicated to increasing the number of stops with shelters on an annual basis, with the goal to eventually have shelter at every stop.

I sincerely hope that you will take my comments very seriously and that they will actually be read by those who are working on the official plan. All of them.

Thank you.

Linda Makela, one of

Liz Collin - Fwd: Fw: Try This out

From: clerks
To: Eric Taylor; Lisa Oldridge; Liz Collin; Mark Simeoni
Date: 1/9/2012 2:14 PM
Subject: Fwd: Fw: Try This out

FYI

>>> Richard Munavish

1/6/2012 10:42 AM >>>



-----Original Message-----

From: Richard Munavish
Date: 05/01/2012 8:07:36 PM
To: David Shelsted
Cc: Mayor City Sudbury; Joscelyne Landry-Altman
Subject: Fw: Try This out



Clerk`s Department;

This letter is to ask that you include our concerns regards the Montrose / Maley Drive connection and extension in this Transportation Study for the OP Review.

At a meeting for CARB 1, dated October 20th 2010, with Bob Falcionni Transportation manager at the time, and Eric Taylor Planning Department and Joscelyne Altman Landry, ward 12 alderman, Bob Falcionni stated and promised that the Montrose/Maley connection would be specifically studied in the Transportation Study for the next OP Review.

Eric Taylor stated that the designation of Montrose as a Secondary Arterial would be re-visited in the next OP review.

We are asking that these two items be included in this OP Review.

On May 11, 2011, at a council meeting, concern was raised by Alderman Joscelyne Altman Landry that her residences in ward 12 were very concerned regards the potential traffic impact of making Montrose a shorter route to Walmart, once connected to Maley Drive. At the same time, alderman Calderelli raised her concerns that the City should make sure they do not create another Southview Drive with this Montrose / Maley Dr connection. Southview was also a residential street connected to a highway bypass.

Bob Falcionni during his Maley Drive presentation, at this council meeting, replied that the upcoming Transportation Study would look at the Montrose / Maley Drive connection and the potential impact of the traffic on the existing neighborhoods would be studied.

We are asking this also be included in the upcoming Transportation Study for the OP Review.

We also would remind this committee that the last Traffic Impact Study done on this connection was in the mid 1970's when the Nickeldale Subdivision was originally approved. That plan of subdivision is not only 40 years, many things have changed, including the Nickeldale plan itself, but more importantly, that Traffic Study was done at a time when Maley Drive was only going be a rural road. Today it is planned to be a major 4 lane by-pass connecting to a Trans-Canada Provincial Highway.

In closing I would request that you record my e-mail address as well as mailing address to forward any notices concerning the Nickeldale Suddivision as it moves forward.

Thank you

Richard Munavish
CARB 2
860 Windermere Cr.
Sudbury, Ontario.
P3A 5A5

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[Click Here!](#)



Debbie Belowos - Fwd: OFFICIAL PLAN MATTERS

From: Kris Longston
To: Ed Landry; Melissa Riou; Belowos, Debbie
Date: 2/23/2017 7:48 PM
Subject: Fwd: OFFICIAL PLAN MATTERS

For OP file

>>> "Sinclair & Sinclair Law Firm" 2/23/2017 2:35 PM >>>

Thank you for taking the time to meet with me this morning to review matters relating to the Official Plan matters. I look forward to hearing from you concerning the matters discussed. If you have any questions of me would you kindly advise.

Thank you,
Mac Sinclair

Sinclair & Sinclair
214 Alder Street
Sudbury, Ontario
P3C 4J2

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and subject to copyright.

Any unauthorized use or disclosure is
prohibited.

Debbie Belowos - Fwd: Re: Concern over City Official Plan Growth Predictions

From: Kris Longston
To: Ed Landry; Melissa Riou; Belowos, Debbie
Date: 2/23/2017 7:33 PM
Subject: Fwd: Re: Concern over City Official Plan Growth Predictions

For OP file

>>> toangelis 2/23/2017 1:43 PM >>>

(The psuedoscience of planning seems almost neurotic in its determination to imitate empiric failure and ignore empiric success.)

Jane Jacobs, The Death and Life of Great American Cities

It is not common but in this case it would be wise to plan using realistic figures.

The best approach to all our current planning for this city should be based on near zero growth if not an actual decrease in population.

Planning should take into account what our current costs of maintaining the city infrastructure. Continued unfettered development will only plague citizens in the future.

For example how do we not only maintain but replace our current expanse of roads and alleyways, that if put end to end would be enough to reach South America. How can we realistically maintain this as our population growth is near zero and as the majority of the babyboomers are reaching retirement age. Where are the contingency plans to protect the next generations from astronomical cost increases.

More time money and planning should be spent on increasing density in the downtown core thereby stopping the growth of infrasrtucture ergo it's future cost and maintenance.

It's time to think about tomorrow in a realistic way. Our visions should be based on reality not just on what could be.

If we are relying on development fees to fund our city operations we are, to be polite about it, being short sighted.

Howdo we get control on what seems to be runaway costs.

What are really needed is affordable housing preferably in the city core as well as better public transportation and schedules.. As more and more people reach the retirement age these two things will assure the senior citizens independance and improve if not only maintain the quality of life.

Increasing central density and creating downtown venues to hold events, creating clubs and social spaces where citizens can interact would create a message that says our city is a place where you can live within a few blacks of all of your needs.

"You can't rely on bringing people downtown, you have to put them there."

Jane Jacobs, The Death and Life of Great American Cities.

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: John Lindsay

Date: 02-21-2017 6:37 PM (GMT-05:00)

To: Kris Longston <Kris.Longston@city.greatersudbury.on.ca>, jason.ferrigan@greatersudbury.ca

Subject: Concern over City Official Plan Growth Predictions

It is noted in the posted draft official plan amendments that growth predictions continue to be optimistic and contrary to what many observers and forecasters consider. Quoting from the draft document:

“Managing Growth and Change:

As a global centre of mining and regional service and administrative centre in northeastern Ontario, Greater Sudbury is expected to see modest future growth. The aging of the population and retirement of the baby boomers, coupled with increased retention and net migration of working age individuals, as well as ongoing economic development efforts, are expected to sustain this growth. Between 2011 and 2036, Greater Sudbury is expected to grow by up to 8,600 jobs, 20,000 people and 13,000 households”.

The Hemson Consultants growth prediction report of 2013, on which it is understood the OP figures were based, contained a disclaimer that growth was dependent on continued commodity demand which may not take place to any significant extent especially taking into consideration the increased use of automation in this industry and others going forward. Early 2016 census figures show only 0.8 percent increase in population over the past 5 years. Even assuming this same growth rate the population will not grow by 20,000 people by 2036.

Indeed, according to the Ontario Ministry of Finance the population of Greater Sudbury will remain essential the same as at present to 2041 and actually experience a loss of 14 percent in employment. This information can be accessed at www.fin.gov.on.ca. The number of young people continues to decline relative to the older demographic and many seniors already in retirement will over this time period either leave the community through outward migration or death. Those entering retirement may be replaced by inward migration but not likely enough to compensate.

Evaluation of the situation is examined by several respected area commentators and their thoughts can be accessed through the links below.

<https://drdavidrobinsonsudbury.wordpress.com/2016/12/11/the-city-of-slightly-smaller-sudbury/>

http://www.cbc.ca/news/canada/sudbury/sudbury-master-plan-outdated-1.3981714?cmp=rss&utm_source=dlvr.it&utm_medium=twitter

<http://www.thesudburystar.com/2017/02/12/sudbury-column-not-all-growth-is-good>

<https://storify.com/public/templates/card/index.html?src=https://storify.com/WestEndMatt/census-reveal-s-flaw-in-greater-sudbury-transporta#>

It is incumbent on the city though planning and other departments to be totally forthcoming with respect to possible developments with respect to population and employment growth. There should be consideration of both no growth and decline scenarios as well as “moderate growth”, the only “prediction” now evident in the OP.

While it is commendable to be optimistic is it responsible to be realistic.

John Lindsay, former labour market and human resource specialist with Federal Govt – Sudbury.

Debbie Belowos - Fwd: Re: Concern over City Official Plan Growth Predictions

From: Kris Longston
To: Ed Landry; Melissa Riou; Belowos, Debbie
Date: 2/22/2017 8:31 PM
Subject: Fwd: Re: Concern over City Official Plan Growth Predictions

For OP File

>>> "David Robinson" 2/21/2017 6:46 PM >>>

If it is of any interest, I would like to make two points as an economist.

1) the growth estimates have already been proven wrong. Decline is almost as likely as small growth between now and 2035

2) it is a fiscal disaster to build infrastructure for growth and then experience zero or negative growth. Taxes have to rise and services have to fall. The Transportation master Plan is a high-risk gamble for the city.

David

Dr. David Robinson
School of Northern and Community Studies
Laurentian University

Go placidly amid the noise and haste,
... no doubt the universe is unravelling as it should.

Debbie Belowos - Fwd: Concern over City Official Plan Growth Predictions

From: Kris Longston
To: Ed Landry; Melissa Riou; Belowos, Debbie
Date: 2/22/2017 8:32 PM
Subject: Fwd: Concern over City Official Plan Growth Predictions

For OP File

>>> John Lindsay

2/21/2017 6:37 PM >>>

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