

Nodes and Corridors Strategy – Phase Two

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Report Summary

This report and presentation provides information regarding the City's Nodes and Corridors Strategy and outlines the steps that will be undertaken in 2022.

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

Undertaking the next steps of the Nodes and Corridors Strategy aligns directly with the six pillars of Council's 2019-2027 Strategic Plan. Specifically, the Business Attraction Development and Retention pillar includes item 2.4A, which requires the City to "Complete the existing nodes and corridors strategy to ensure that strategic centres and corridors are ready for investment that complements transit and active transportation strategies."

Taking the next steps of the nodes and corridors strategy will have the effect of encouraging more modes of transportation such as transit and active transportation. The strategy helps the City get closer to its goals of transit mode share to 25% and active mobility transportation mode share of 35% by 2050 (Goals 7 and 8, respectively). It also reinforces the goal of compact, complete communities by encouraging infill development, decreasing dwelling size through an increase in multi-family buildings, and increasing building type mix (Goal 1).

Financial Implications

There are no financial implications associated with this report at this time.

Background

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

Since the adoption of the Nodes and Corridors Strategy in 2016, the City has:

- Adopted the framework of the strategy in the official plan via Phase One of the Official Plan Review
- Completed a Transit Action Plan
- Adopted a new Development Charges By-law that provides rebates in Nodes and Corridors
- Completed the LaSalle Boulevard Corridor Plan and Strategy, including Official Plan Amendment 102 and the implementing zoning by-law
- Completed the construction of Capreol's Downtown Waterfront
- Completed the Chelmsford Town Centres Community Improvement Plan [Whitson River Trail], currently in its final construction phases; and,
- Brought forward a draft Strategic Core Areas Community Improvement Plan

Next Steps

The LaSalle Corridor Study and Chelmsford Town Centre Community Improvement Plan processes are complete, and the lessons learned can be applied to the other areas identified in the 2016 Nodes and Corridors Strategy.

Corridors

The next 'corridors' phase will make use of the new land use planning policies introduced by the LaSalle Corridor Study Official Plan Amendment 102. Specifically, staff will study the remaining corridors in mid-to-late 2022 and return in early 2023 with recommendations regarding new Official Plan land use designations along the corridors. This work would be parallel but separate from Phase Two of the Official Plan Review. The work relating to the zoning by-law would occur in a separate phase, likely on a corridor-by-corridor basis beginning in 2023.

Corridor	Official Plan Amendment	Zoning
LaSalle Corridor	2020	2021
Notre-Dame Ave Corridor	2022 - 23	2023 and beyond
The Kingway Corridor (including Barry Downe/The Kingsway Node)		
Barry Downe Corridor (including Barry Downe/LaSalle Node)		
Notre-Dame Ave Corridor		
Regent Street Corridor		
Paris Street Corridor (Including Four Corners Node)		
Lorne Street Corridor		
Long Lake Road Corridor		

Nodes

Staff will continue its node-by-node approach for the future node studies. Key steps will include a detailed background review of each node and public consultation to identify community priorities. This may result in the drafting of a Community Improvement Plan that establishes goals and objectives based on this detailed analysis and community input. Further implementation could result in policy amendments, recommended public realm improvements or other, depending on what the review and community consultation reveal. It is anticipated that investment decisions, if required, would be made annually by Council through the budget process.

Node	Year Start	Projects
Past 'public realm' CIPs	Various	Minnow Lake CIP Ramsey Lake CIP Kathleen Street CIP West End CIP Donovan and Area CIP Junction Creek CIP Junction Creek Waterway Park CIP Capreol 2018 CIP Available under the 'Historic Community Improvement Plans' tab here: https://www.greatersudbury.ca/do-business/planning-and-development/community-improvement-plans-and-incentive-programs/
Downtown Sudbury	2010-2012	Downtown Master Plan
Chelmsford	2017	Whitson River Trail Zoning by-law Amendment CIP Amendments
Valley East (including Val Caron, Hanmer, Val Thérèse)	2022-23	TBD
Lively	2023 and beyond	TBD
Azilda		
Garson-Falconbridge-Coniston		
Levack-Onaping-Dowling		
Errington Street Corridor, Hwy 144		

Resources Cited

1. City-wide Nodes and Corridors Strategy
<https://pub-greatersudbury.escribemeetings.com/FileStream.ashx?DocumentId=10413>