Junction Creek Waterway Park

4-Year Action Strategy

February 2011

Prepared by the:

Connect the Creek Partnership









Rainbow Routes Association | Nickel District Conservation Authority City of Greater Sudbury | Junction Creek Stewardship Committee

Acknowledgements

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City of Greater Sudbury

Junction Creek Stewardship Committee

Rainbow Routes Association

Nickel District Conservation Authority

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| Executive Summary

In September, 1991 City Council approved the 20-year Junction Creek Waterway Park Community Improvement Plan (CIP). Since that time, 60% of the park's 18 km trail system has been developed. There is only 40% or 7.2 km of the Park that remains incomplete. The linear park extends from Maley Drive to Kelly Lake. Over 61,000 people live within 1 km of the Junction Creek Waterway Park.

In June, 2010 City Council unanimously approved a resolution mandating the Connect the Creek Partnership to develop a 4-year action strategy for the completion of the Junction Creek Waterway Park (JCWP). The Connect the Creek Partnership consists of the City of Greater Sudbury, the Junction Creek Stewardship Committee, Rainbow Routes Association, the Nickel District Conservation Authority and other community leaders. The Partnership's primary purpose is to complete the Junction Creek Waterway Park (JCWP) linear park over the next four years. This coincides with Council's objective to become the most pedestrian friendly city in Ontario by 2015.

The JCWP Action Strategy is a tangible initiative that builds on the recommendations and policies contained in several existing Council policies, including: the Greater Sudbury Official Plan, the Healthy Community Strategy, the EarthCare Sudbury Action Plan and the Sustainable Mobility Plan.

There are several opportunities that will facilitate the completion of the JCWP including: leveraged funding, in-kind contributions and community partnerships. Leveraged funding has been a key strategy. Over the past decade, the City has contributed approximately one-third of the cost of development and leveraged the remaining two-thirds of the cost. This has included financial and in-kind contributions from other levels of government, the private sector and local service clubs. The Connect the Creek Partnership has marshalled a committee of community leaders who are committed to supporting the completion of this Park.

It is estimated that the cost to complete the development of the remaining 7.2 km trail is \$856,500. Other costs include property acquisition, railway/road crossings and amenities. In recent months, several local organizations have advocated for the allocation of an annual percentage of the city's capital budget towards the infrastructure recommendations contained in the Sustainable Mobility Plan.

The completion of the JCWP creates many community benefits, including: a major non-motorized trail system that connects the City; an arterial trail that connects other paths such as the Trans-Canada Trail System; a park that promotes healthy lifestyles and social engagement; an off-road trail system that provides a safe route for seniors, children and cyclists; a protected natural resource that encourages sustainable mobility and a decrease in green-house gas emissions; improved flood control and erosion; a beautification project that enhances our community image; and an attractive destination for the local tourism industry.

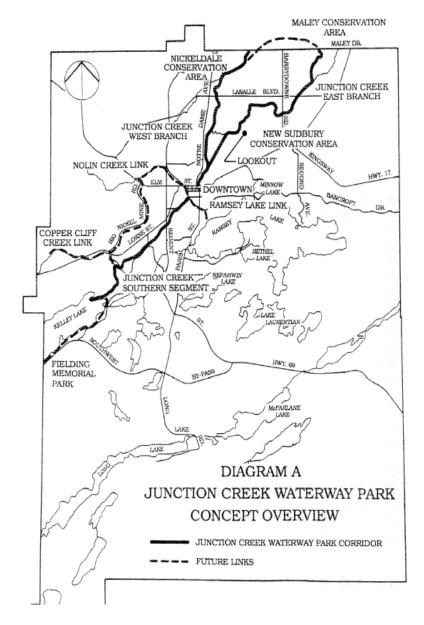
1.1 | Concept Overview

In order to fully comprehend the plan proposed, it is essential to understand the concept behind this Strategy. In simplest terms, this waterway park concept is:

- a protected natural environment corridor along Junction Creek, which varies in width depending on the natural or physical features present; and
- a linear trail system adjoining the creek from the Maley Drive to Kelly Lake.

Diagram A titled 'Junction Creek Waterway Park Concept Overview' from the original Community Improvement outlines the basic thrust of the plan in schematic format. It indicates the East and West branches of Junction Creek and demonstrates the Main Branch as it flows through the Flour Mill area, below Downtown and southwest to Kelly Lake. These three seaments are the core areas around which this plan is built.

Completing this project opens opportunities for the future of the park, to further connect Greater Sudbury. The core concept for this strategy can be supplemented with additional connecting watercourse links or branches. These are also illustrated schematically on Diagram A. They include: linking Copper Cliff via Copper Creek;; linking the East end of Kelly Lake with west end of Kelly Lake and Fielding Memorial Park; linking the trail with Lake Ramsey at Bell Park; linking the Nickeldale Conservation Area to the Donovan via Pioneer Manor and the Ponderosa area; and linking the Nickeldale and Maley Conservation Areas to Garson.



1.2 | Objectives of the Action Strategy

The primary objective of this 4-Year Action Strategy is to complete the Junction Creek Waterway Park by 2015. The following objectives were applied through the first 11 kilometres and will continue as secondary objectives to complete the remaining 7 kilometres. They are:

- Recreational Objective: To create new recreational opportunities for City residents by capitalizing on a neglected urban resource;
- Trail/Linkage Objective: To complete the year-round, multipurpose trail system for walking, jogging and bicycling activities along Junction Creek, linking neighbourhoods, recreation areas and activity centres;
- Flood Control Objective: To protect life and property along Junction Creek from flood waters by developing appropriate flood control measures and by protecting flood plain water storage areas from incompatible land use encroachment;
- Water Level Objective: To regulate water levels in the Creek so that a minimum depth can be maintained in the creek throughout the ice free period;
- Water Quality Objective: To improve water quality aspects of Junction Creek to levels where fish life can be sustained;
- Safety Objective: To address safety concerns associated with creek development in the design and development stages so that liability is limited and a safe environment is created;
- Beautification Objective: To improve the aesthetic environment of Junction Creek though clean up, landscaping, and site protection;
- Wildlife and Vegetation Objective: To maintain native vegetation and natural wildlife habitats wherever possible in order to foster ecological diversity, urban wildlife population, and native plant communities in an urban context;
- Complementary Development Objective: To encourage public and private development on adjoining creek properties which would build on, add to, and complement waterway park objectives and;
- Partnership Objective: To develop Junction Creek's potential in partnership with relevant interest groups ie: schools, service clubs, neighbourhoods, business sector, government agencies etc.

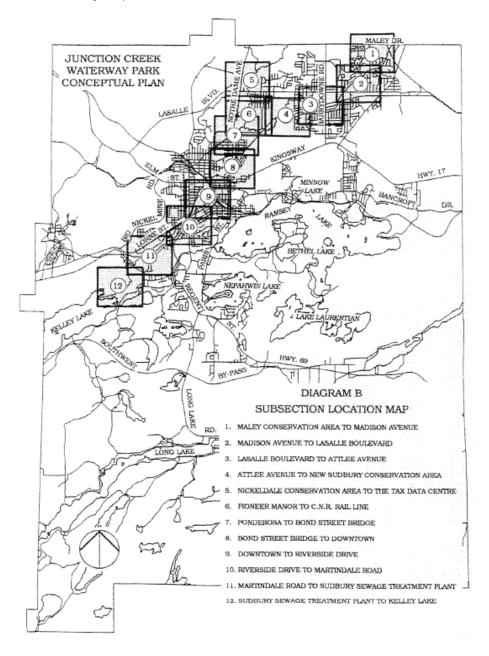
1.3 | Conceptual Plan (subsections of Junction Creek)

Due to the wide area covered by the original plan, Junction Creek has been broken down into a number of mapping subsections. Each are presented in sequence beginning at Maley Dr. and ending at Kelly Lake. Diagram B 'Subsection Location Map' illustrates where each subsection occurs along the Creek for orientation purposes. For the purposes of this particular plan, we are focusing on the following six subsections of the creek:

- Lasalle Blvd to Barrydowne Rd (Section 3);
- Barrydowne Rd to Attlee Ave (Section 4)
- Attlee Ave to Adanac Ski Hill (Section 5):
- Worthington Cres (Riverside Dr) to Martindale Rd (Section 10);
- Martindale Rd to Kelly Lake Rd (Section 12);
- Kelly Lake Rd to Southview Drive (Section 13).

Each subsection map details the sections of the waterway park that remain either fully or partially incomplete. These maps indicate the property required for the waterway park, the preferred location of the trail and improvements desired for each subsection.

Note: A detailed description is provided in Appendix C of the original CIP (1991), which briefly describes the features of each subsection and the intent of the plan with respect to that area. This is followed by a specific set of recommendations for that subsection.



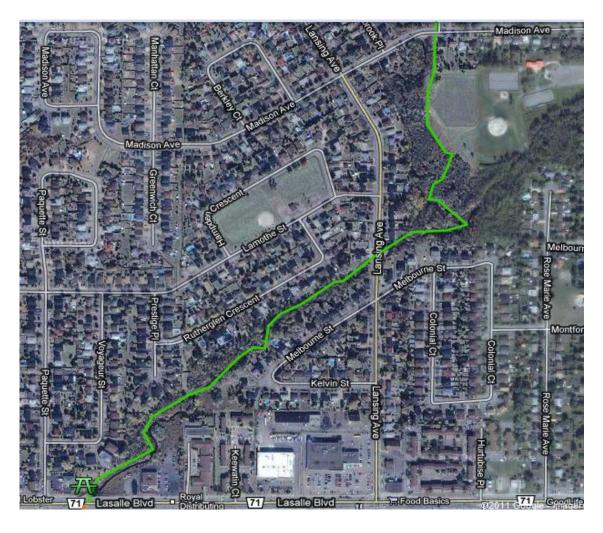
Section 1 | Maley Drive to Madison Avenue

Section status: Complete Total length: 1.13 km



Section 2 | Madison Avenue to Lasalle Boulevard

Section status: Complete Total length: **0.57 km**



Section 3 | Lasalle Boulevard to Barrydowne Road

Section status: Incomplete

Specific areas requiring attention:

a) Lasalle to CNR Rail Line 0.25 km

Obstacle to completion: Private land and lack of platform

b) Rail Crossing behind Supermall 0.02 km

Obstacle to completion: Railway crossing



Section 4 | Barrydowne Road to Attlee Avenue

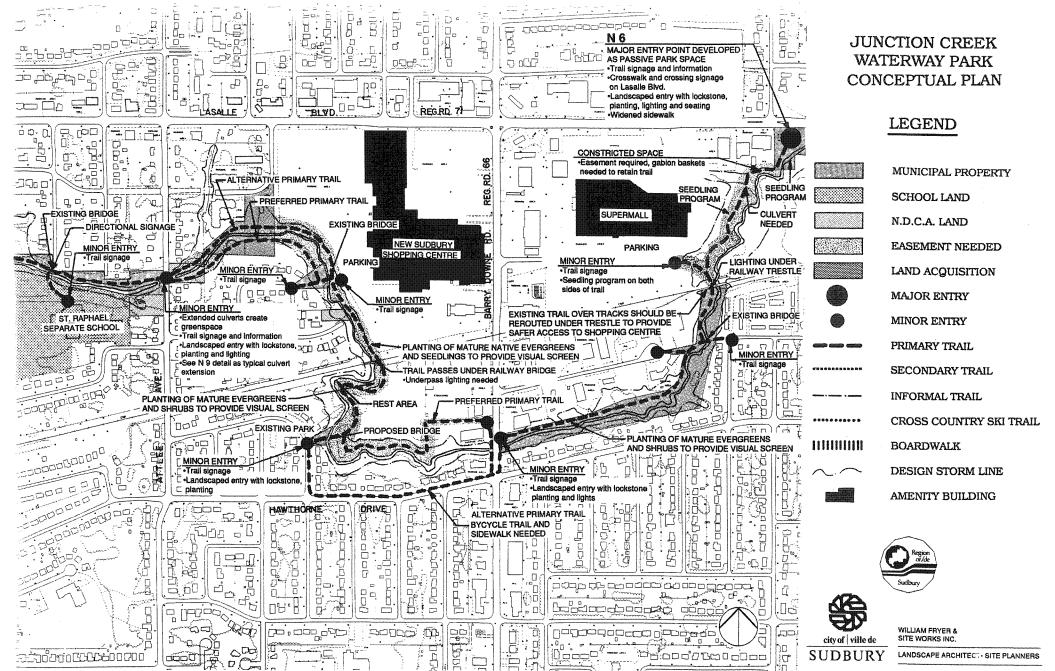
Section status: Incomplete Total length: 1.1 km

Obstacle to completion: Privately owned land and railway crossing

Opportunity for completion: There is a trail platform along the west side of the New Sudbury

Shopping Centre parking lot

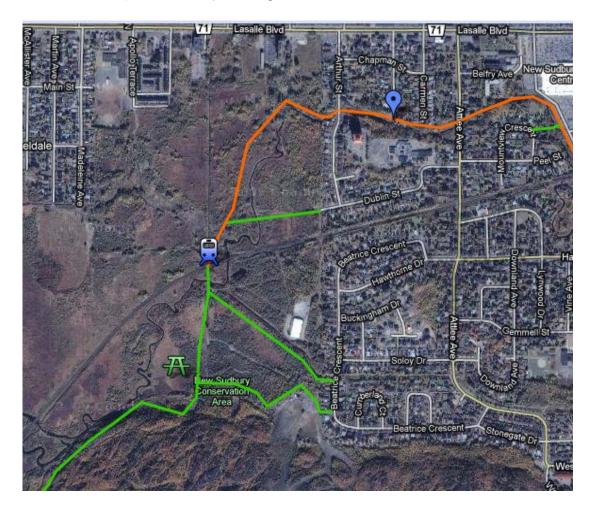


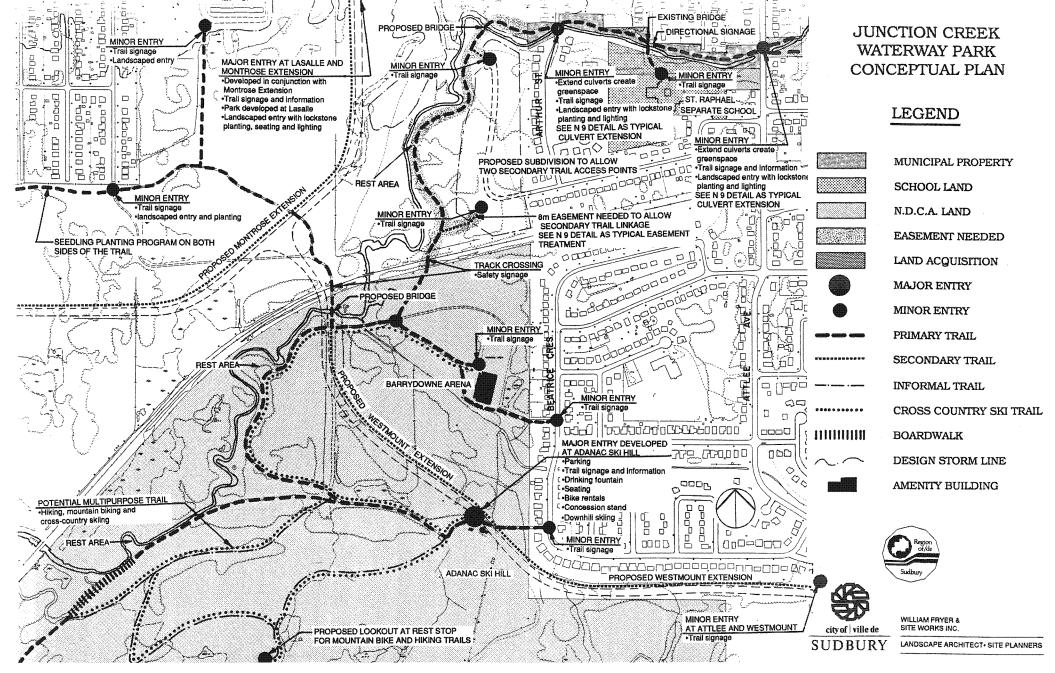


Section 5 | Attlee Avenue to Adanac Ski Hill

Status: Incomplete Total length: 1.4 km

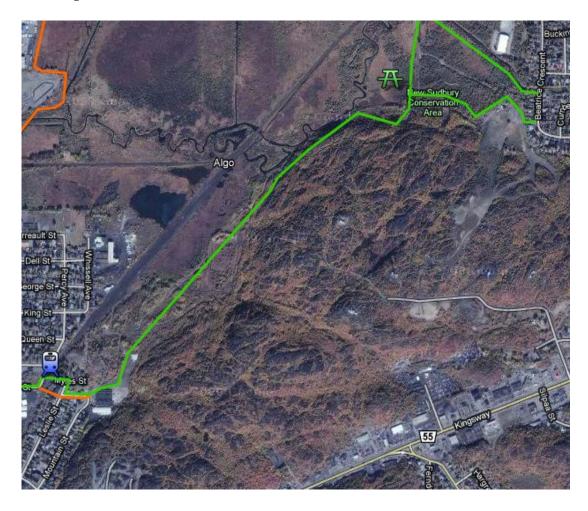
Obstacle to completion: Railway crossing





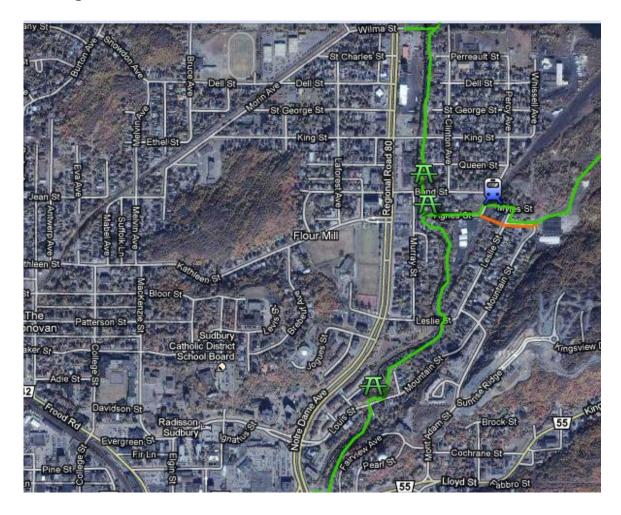
Section 6 | Adanac Ski Hill to Mountain Street

Section status: Complete Total length: **3.1 km**



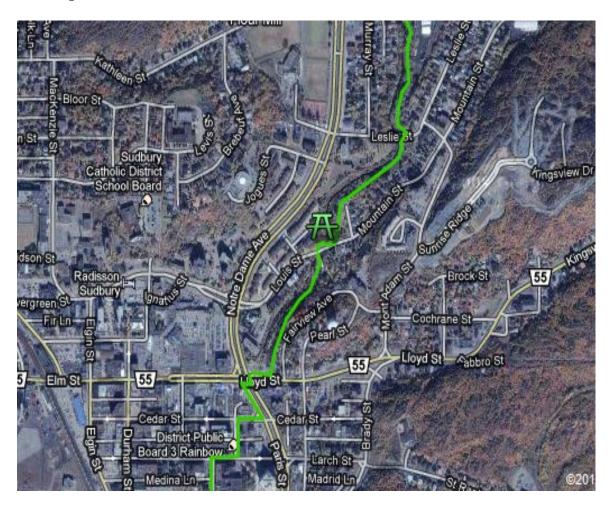
Section 7 | Mountain Street to Leslie Street

Section status: Incomplete - Land requirements and railway crossing needed Total length: 1.4 km



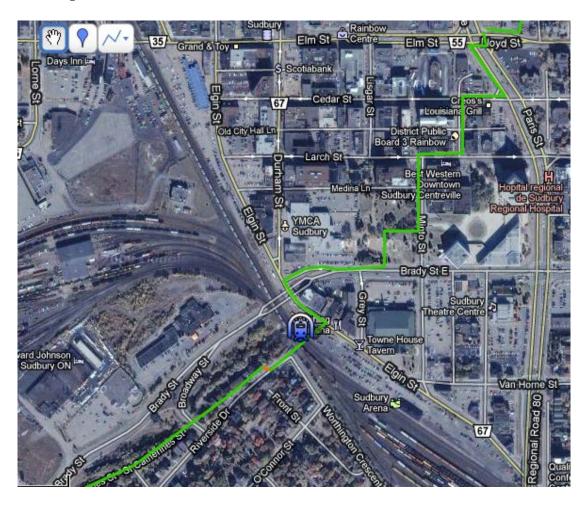
Section 8 | Leslie Street to Elm Street (Downtown)

Section status: Complete Total length: 0.85 km



Section 9 | Elm Street (Downtown) to Worthington Crescent (Riverside underpass)

Section status: Complete Total length: 1.4 km



Note: This section runs through the urban sidewalks of Sudbury's Downtown and Civic Square areas. No modifications were necessary for this section.

Section 10 | Worthington Crescent (Riverside Underpass) to Regent Street

Section status: Incomplete

a) Riverside Underpass to St. Catherine's St - 0.01 km

Obstacle to completion: Slope connecting Riverside and St. Catherine's

Opportunity for completion: Land is city owned

b) Douglas St to Cross St - 0.26 km

Obstacle to completion: Privately owned land

c) Cross St to Riverside Dr - 0.22 km

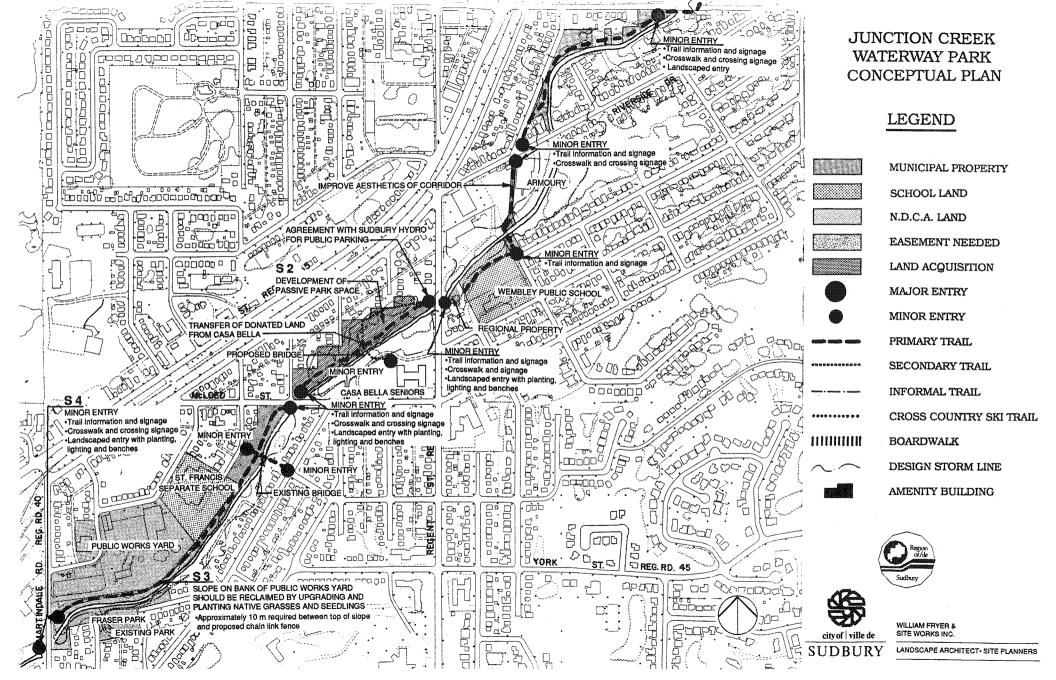
Obstacle to completion: Buildings at South end of Cross St

Riverside to Regent: complete

d) Regent Street -

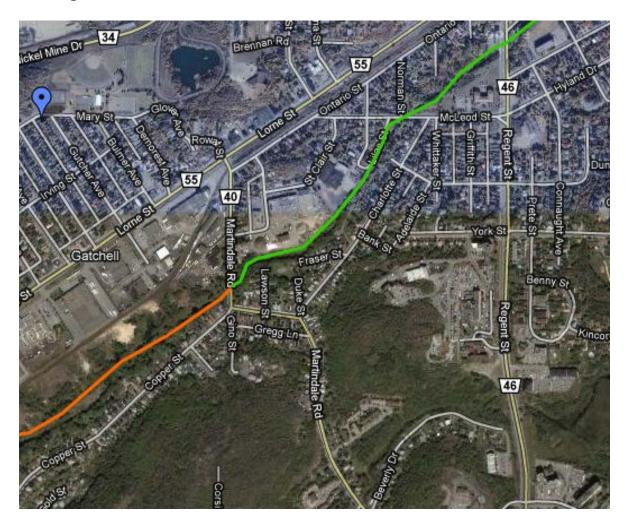
Obstacle to completion: Safe crossing- 4 lanes





Section 11 | Regent Street to Martindale Road

Section status: Complete Total length: 1.1 km

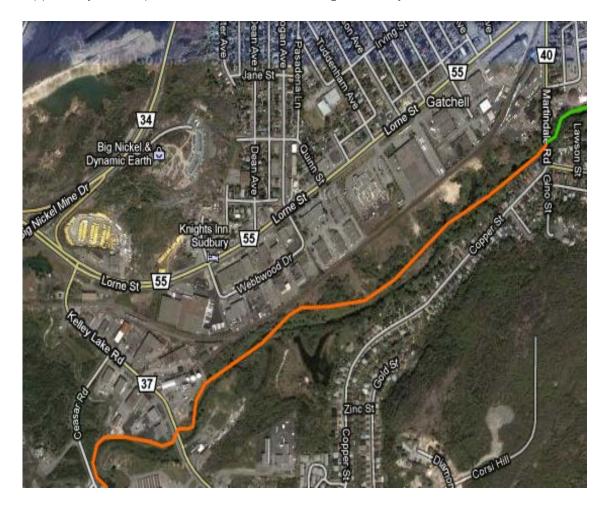


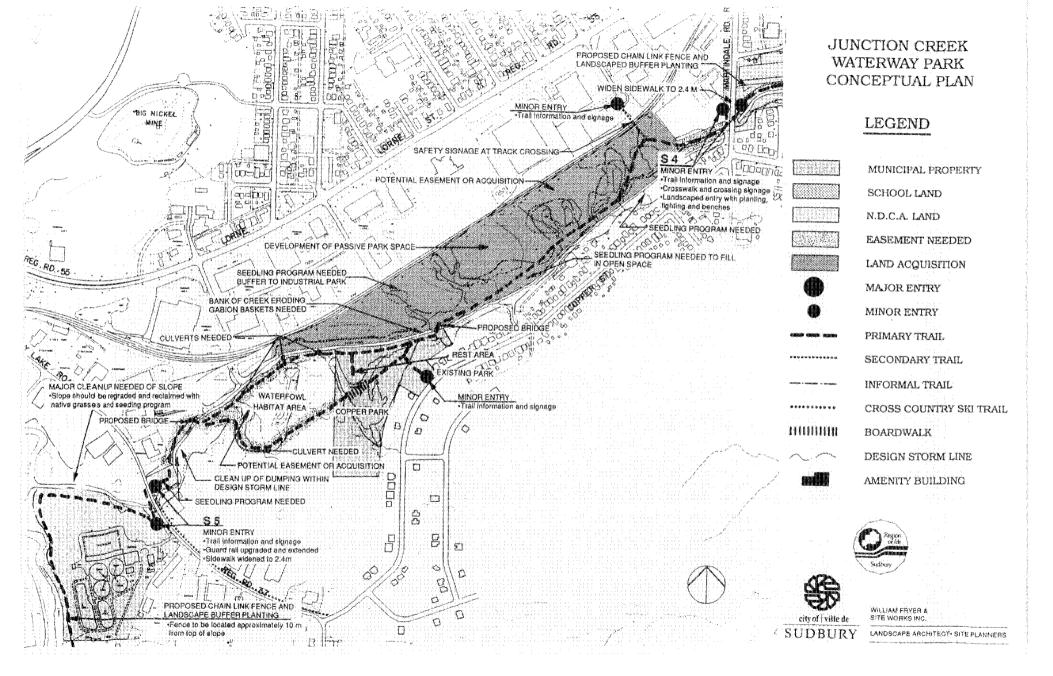
Section 12 | Martindale Road to Kelly Lake Road

Section status: Incomplete Total length: 2.0 km

Obstacle to completion: Private land

Opportunity for completion: In the works of securing necessary land easements

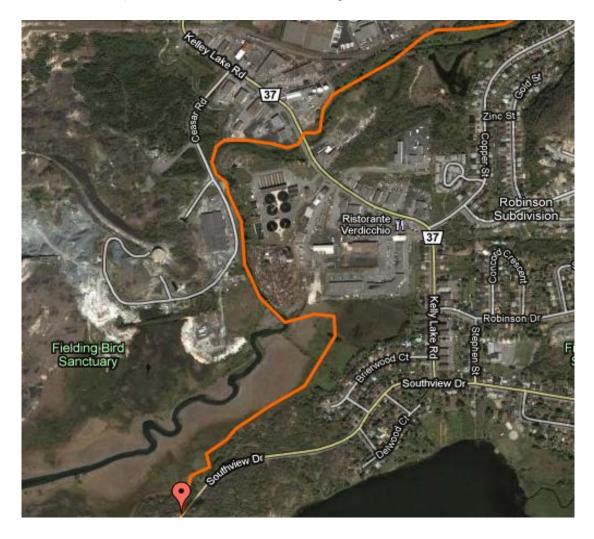


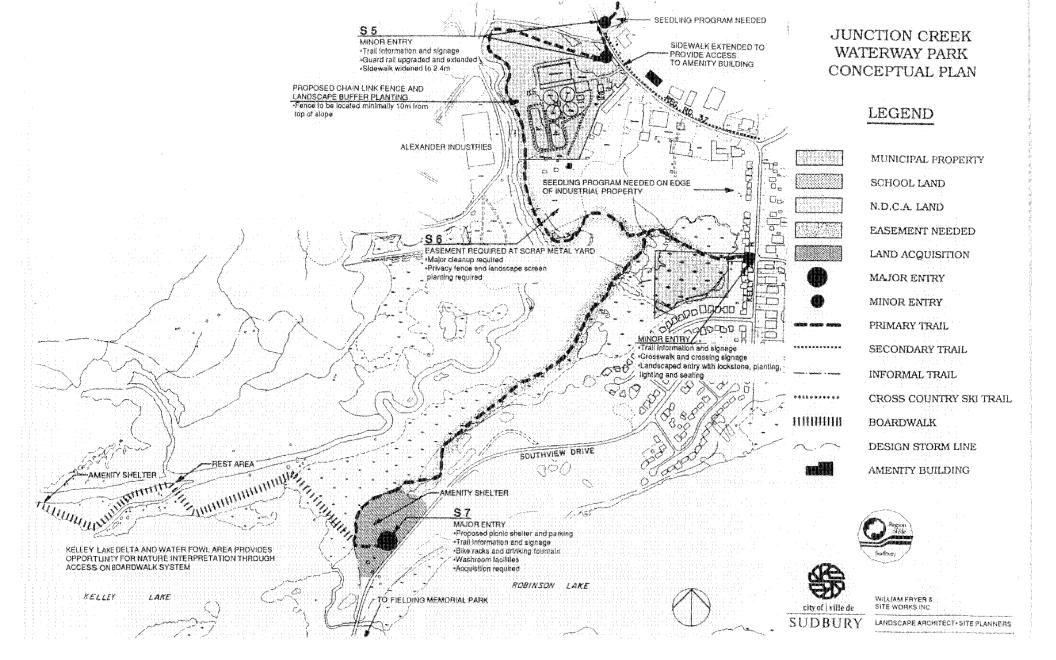


Section 13 | Kelly Lake Road to Southview Drive

Section status: Incomplete Total length: 2.0 km

Obstacle to completion: Private land South of Sewage Treatment Plant

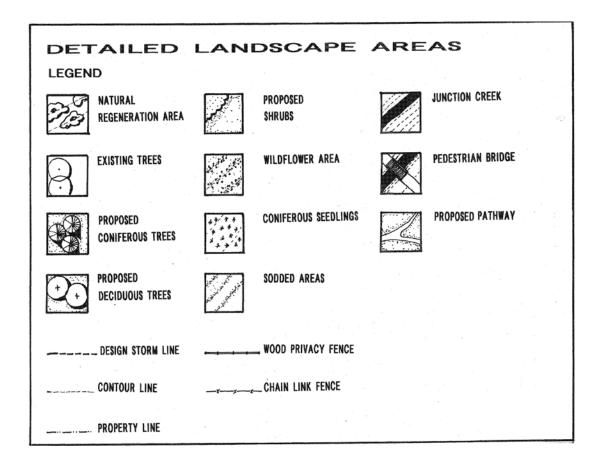


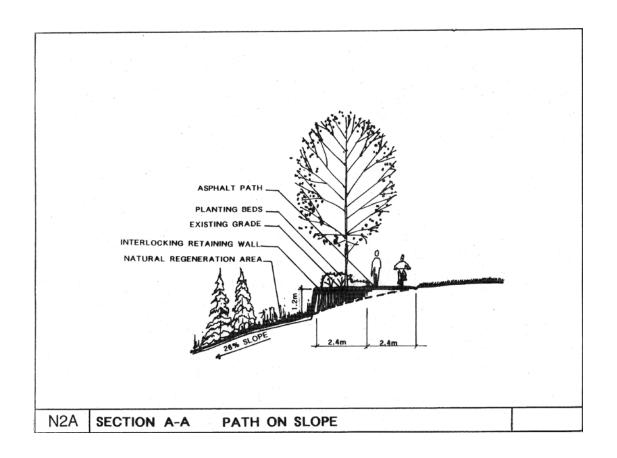


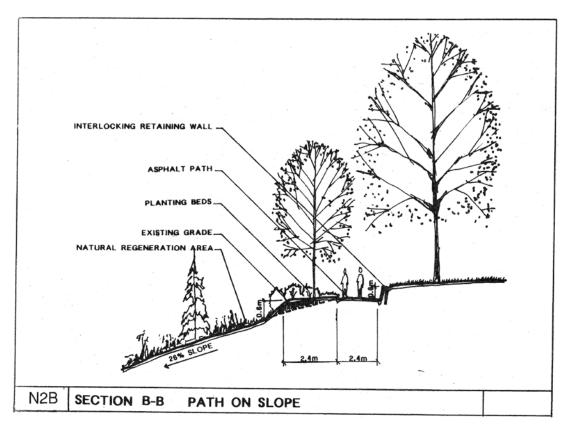
1.4 | Conceptual Plan Detailed Drawings

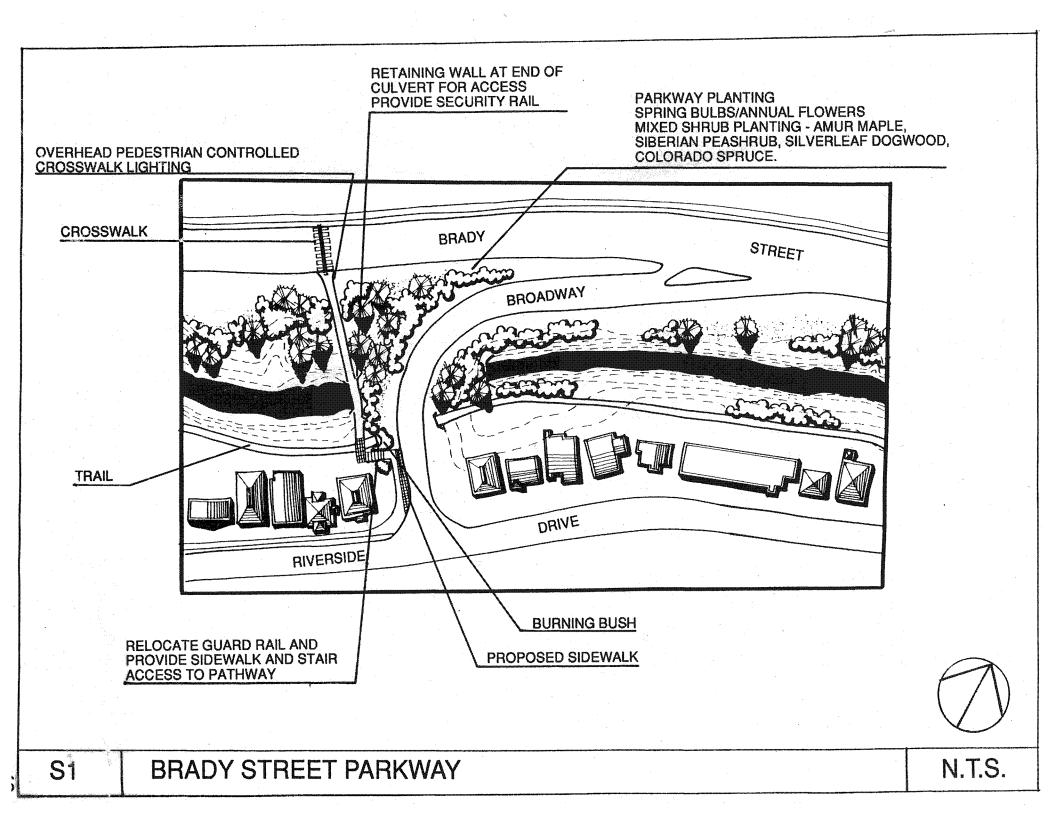
In addition to the Conceptual Plan maps and descriptions, this strategy provides some of the original drawings for specific locations. These drawings illustrate site specific intentions in a more graphic way, further detailing the vision for some of the incomplete sections. They also illustrate typical design prescriptions (ex: trail dimensions, entry node treatment) for each section.

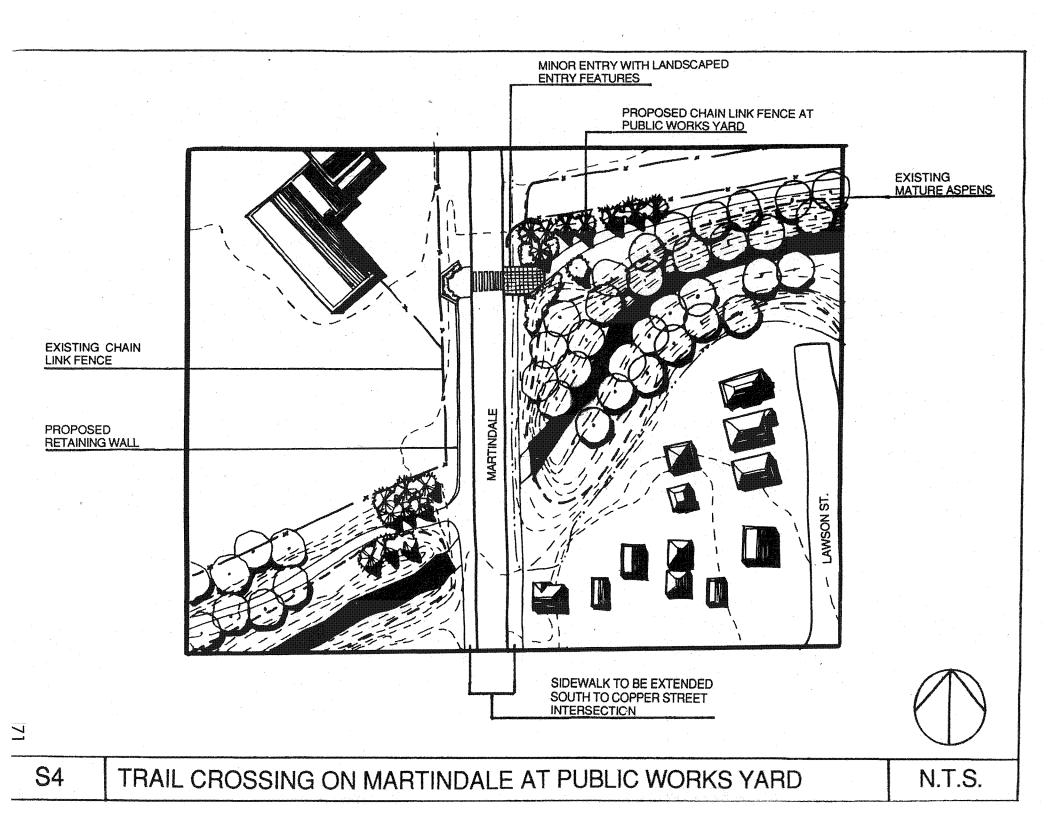
A legend referencing the detailed drawings is provided below titled 'Detailed Landscaped Areas.'

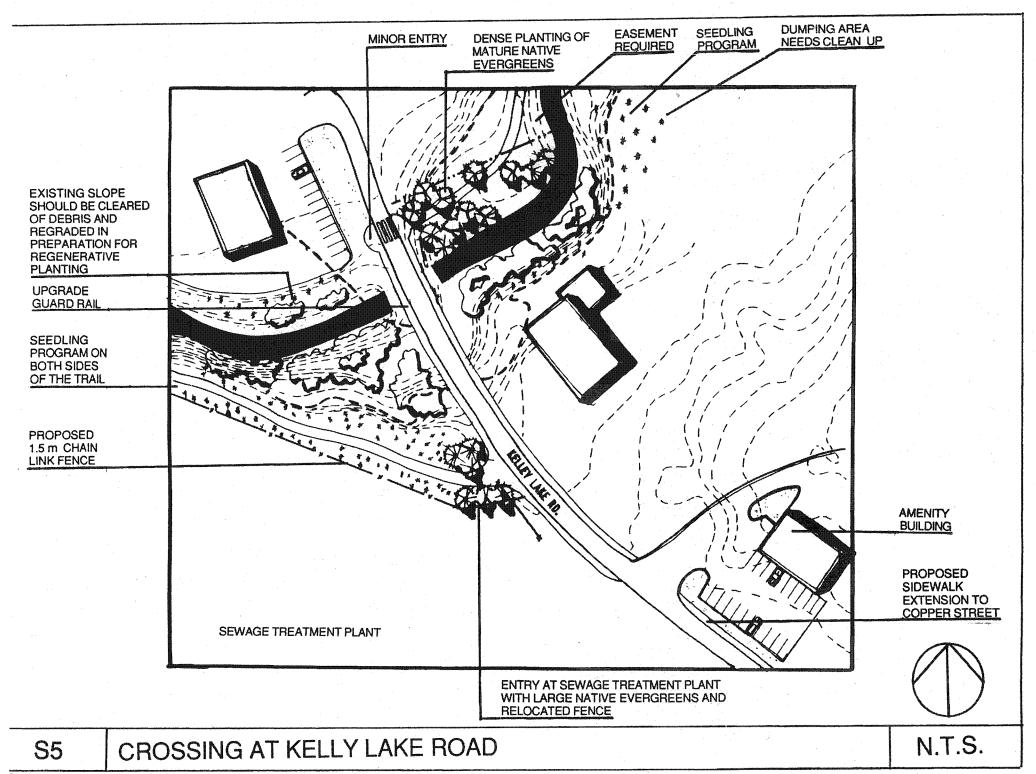


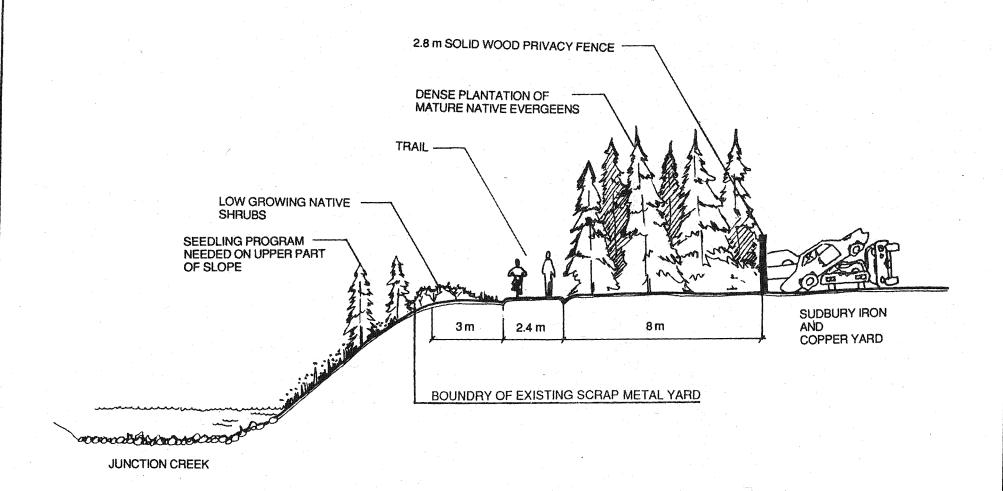


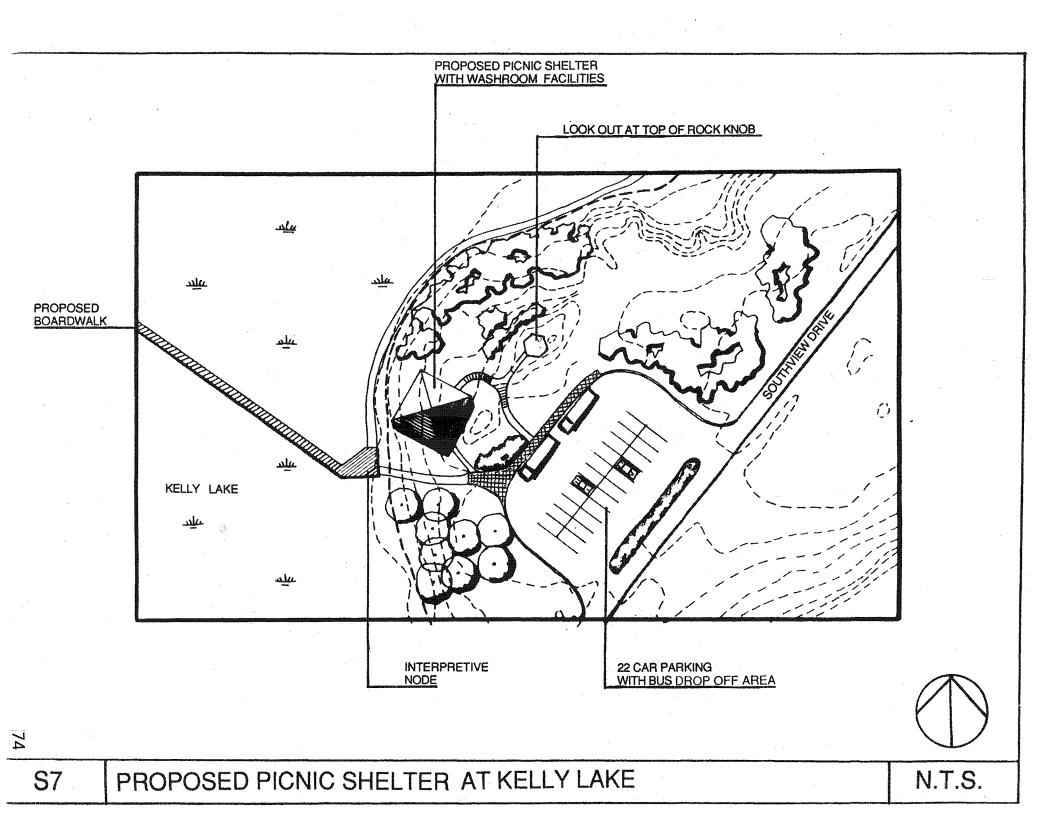












2.0 | Implementation

2.1 | Project Timeframe

A timeframe of five years is suggested for the full completion of this project- one year for planning (2010-11) and four years for development (2011-15). Time is required to secure necessary funding, acquire property, tender project components and complete the trail development itself.

2.2 | Physical Challenges

There are three physical challenges that need to be considered in the development of the park:

- Railway and major road crossings;
- · Property acquisition or access; and
- Trail development.

2.3 | Trail Development Cost

The Engineering Department at the City of Greater Sudbury has updated the cost for trail development. These estimates include labour and materials as follows: clearing and grubbing, granular material, top soil and seed, culvert and planting allowances. The formula for estimating these costs is \$1,195 per 10 metres of trail development.

Section 1 | Maley Dr to Madison Ave

COMPLETE

Section 2 | Madison Ave to Lasalle Blvd

COMPLETE

Section 3 | Lasalle Blvd to Barrydowne Rd

- a) Lasalle to CN Rail Line- 0.25 km
- b) Rail crossing behind the Supermall-0.02 km

Railway crossing culvert or controlled crossing-100 ft

270 m crusher dust @ \$ 1,195/10m

Sub-total

\$ 32,500

Section 4 | Barrydowne Rd to Attlee Ave

Railway crossing and structure

1100 m crusher dust @ \$ 1,195/10m

Sub-total

\$ 131,500

Section 5 | Attlee Ave to Adanac Ski Hill

Railway crossing and structure

1352 m crusher dust @ \$ 1,195/10m

Sub-total

\$ 161, 500

Section 6 Adanac Ski Hill (NSCA) to Mountain St	COMPLETE
Section 7 Mountain St to Leslie St	COMPLETE
Section 8 Leslie St to Elm St (Downtown) A railway crossing is needed	INCOMPLETE
Section 9 Elm St to Worthington Cres (Riverside Dr)	COMPLETE
Section 10 Worthington Cres (Riverside Underpass) to Regent St a) Riverside Underpass to St. Catherine's St- stairs needed- 0.01 km b) Douglas St to Cross St - 0.26 km c) Cross St to Riverside Dr - 0.22 km d) Regent Street: pedestrian crossing needed 511 m crusher dust @ \$ 1,195/10m	
Sub-total	\$ 61,000
Section 11 Regent St to Martindale Rd	COMPLETE
Section 12 Martindale Rd to Kelly Lake Rd 1933 m crusher dust @ \$ 1,195/10m Sub-total	\$ 231,000
Section 13 Kelly Lake Rd to Southview Dr Platform needed 2000 m crusher dust @ \$ 1,195/10m Sub-total	\$ 239,000
Estimated Total for trail development	\$ 856,500

Estimated Total for trail development

Other costs could include structural amenities such as signage, fencing, boardwalks, trail furniture, garbage/recycling containers and entry nodes. The partnership will leverage funding for this project.

2.4 | Property Acquisition or Access

Those properties required for completion of the project, over the next four years, are indicated in Section 1.0- The Conceptual Plan. The remaining properties have been reviewed by City staff to establish cost estimates for property acquisition. The total cost of property acquisition could range from \$50,000 to \$1.38 million (easement vs. purchase). These estimates include legal fees and survey costs.

The total acquisition cost(s) will vary based on the following:

- The open market availability of the necessary property; and
- The method with which the required property would be obtained.

Methods for obtaining property include:

- Outright purchase as property becomes available;
- Purchase of an easement to accommodate the trail corridor;
- 5% park dedication when property adjoining Creek is subdivided;
- Lease agreements to accommodate the trail corridor; and
- Donations

2.5 | Railway and Road Crossings

Along the 18 km stretch that defines the JCWP, there are some railway and road crossings. Over the years the CGS has had discussions with CN Rail in an effort to negotiate agreements that would permit the JCWP trail to cross the railway in a safe manner. Those discussions will continue. The JCWP trail also crosses several local roads ranging from residential streets to primary and secondary arteries. Appropriate crossings should be designed and implemented, based on the type of road, to maximize pedestrian and cyclist safety. These could include safety mechanisms such as road markings, signs, mountable curbs and signalized pedestrian lights.

2.6 | Possible Sources of Funding

There are a variety of potential funding sources to assist with the completion of this project. All possible funding vehicles should be capitalized to ensure that this project is implemented within the project deadline. Sources include:

Private Sector: The private sector will be approached to contribute funding to this project. This could be in the way of property donations or funding. A trust or foundation could be established to receive tax deductible donations from the wider community. Local industry and business could funds or in-kind materials and services to trail development.

Service clubs or Non-profit: The non-profit sector could be a source of potential funding for this project. For example, the Rotary Club and Rotary Club Sun Risers, have both contributed significantly to the Waterway Park in the past either through fund raising and in-kind services.

Government Grants: The Federal Government has a number of funding grants for development and job creation programs such as the Northern Ontario Development Program and the Economic Development Initiative, both through FedNor. The Provincial Government also has a number of funding possibilities such as Ontario Tourism Development Fund, the Northern Ontario Heritage Fund and the Ontario Trillium Foundation. There are other various such as Community Improvement Grants, Infrastructure programs, Environment Grants such as Clean Sweep; and Natural Resources Grants such as CWIP.

Municipal Contribution: Over the past decade, the City of Greater Sudbury has contributed about 1/3 of the total cost of implementing the JCWP plan. This contribution is leveraged to attract funding from other levels of governments and public sector grants. The Sustainable Mobility Plan recommends funding for pedestrian and cyclist infrastructure and to complete the

JCWP. The Partnership also made a recommendation that a percentage of the capital infrastructure budget be applied to such initiatives as trail development, bike lanes etc. Associated capital projects such as road crossings could be built into the cost of future road upgrades at points that intersect with the JCWP.

The partnership plans to leverage financial contributions to this project. Recognition of all types for project contribution would remain open for discussion.

2.7 | Community Partnerships

The Connect the Creek Partnership consists of the City of Greater Sudbury, the Junction Creek Stewardship Committee, the Nickel District Conservation Authority, Rainbow Routes Association and other community groups and leaders. Other potential partners could include private sector sponsors, service clubs, school boards, institutions and community groups. Future partners may include businesses or groups that have a stake in the development of a specific section of the JCWP.

2.8 | Priority Development

Each subsection of the creek that remains incomplete is of equal importance to the success of this Strategy, within the allotted timeframe. Project priority establishment would ultimately be based on property acquisition and funding availability; however, 11.2 km's of the original CIP is complete, therefore the priority is to finish each remaining section as soon as possible.

The remaining subsections of the park which require completion are:

- Lasalle Blvd to Barrydowne Rd (Section 3);
- Barrydowne Rd to Attlee Ave (Section 4);
- Attlee Ave to the Adanac Ski Hill (Section 5);
- Worthington Cres (Riverside Dr) to Regent St (Section 10);
- Martindale Rd to Kelly Lake Rd (Section 12);
- Kelly Lake Rd to Southview Drive (Section 13).

All subsection priorities form the basis of this 4-Year Action Strategy. As these segments are being developed, attempts will be made to secure as many of the remaining properties required in other segments of the Creek. This will depend largely on the availability of these properties on the open market and funding.

The waterway park development priorities should fit the following criteria:

- Develop where public ownership has been secured;
- Complete a section such that immediate use is possible;
- Maximize improvement benefits (ex: water quality, floodplain, environment, recreation, neighbourhood improvement, partnership opportunities etc)

A.1 | History of the Junction Creek Waterway Park

In September 1991, a 20-Year Community Improvement Plan (CIP) titled, 'Parc Riverain Junction Creek Waterway Park,' was created and approved by Council. The primary objective of the CIP was to have the 18 kilometre JCWP trail complete by 2011. To date, 40% (7.2 km's) of the trail remains unfinished.

According to the Green Space Advisory Panel's Park Classification System, the Junction Creek Waterway Park (JCWP) is a 'linear' trail. It is a dominant physical feature of Greater Sudbury and flows more than 18 kilometres though the heart of the city, beginning at Maley Drive and ending at Kelly Lake. This waterway has the opportunity to become much more than just a trail, but also a significant community resource for the City of Greater Sudbury.

Connect the Creek

Junction Creek Waterway Park









A.2 | Connect the Creek Partnership

The Connect the Creek Partnership was formed in March 2010 between the Greater City of Sudbury, Junction Creek Stewardship Committee, Nickel District Conservation Authority and Rainbow Routes Association.

It is the vision and sole purpose of the Partnership to, "complete a linear park where residence of Sudbury and visitors to the city can connect back to nature in the heart of our urban environment. The Junction Creek Waterway Park will serve the city as a path to promote active living, a gateway to the natural environment, a corridor for civic engagement and lastly, as a route toward economic growth."

This partnership is formed of capable individuals with expertise in all areas necessary to complete this project. They will be the driving force of this Action Strategy and are prepared to serve their duty as a committee member to its fullest extent.

"If there's one essential ingredient to creating trails and trail systems, it's people...
All the land and financing in the world won't blaze a trail if there aren't people championing the project."

- Bay Area Ridge Trail Council. 1993 The Connect the Creek Partnership members consist of:

Dave Courtemanche Renée Germain

Chair Community Development Coordinator

Connect the Creek Partnership City of Greater Sudbury

Franco Mariotti Paul Sajatovic

Co-chair General Manager/Secretary-Treasurer
Junction Creek Stewardship Committee Nickel District Conservation Authority

Juliction Greek Stewardship Committee Nicker district Conservation Authority

Shannon Dennie Bob Rogers
Coordinator Chair

Junction Creek Stewardship Committee Nickel District Conservation Authority

Lara Mountain Peter Beckett
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Executive Director Public Health Nurse

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City of Greater Sudbury Insight Media Works

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Manager of Strategic Planning Communications Specialist/Owner City of Greater Sudbury Béchard Communications Inc.

Keith Forrester Brain Smith Real Estate Coordinator Member

City of Greater Sudbury Rotary Club of Sudbury

Bill Lautenbach Gerry Lougheed Jr.

General Manager Growth & Development Founder

City of Greater Sudbury Rotary Club of Sudbury

A.2.1 | Responsibilities of the Partnership

The Committee's commitment to this project includes:

- Advocate for the completion of the Junction Creek Waterway Park;
- Raise public awareness regarding the Junction Creek Waterway Park;
- Lead the 'Connect the Creek' campaign;
- Develop clear objectives, work plans and budget with clear milestones;
- Liaise with stakeholders, volunteers, and general public to encourage their participation in the waterway park completion;
- Based on discussions and pubic consultation develop and implement a four year plan for the completion of the waterway park;

- Provide a forum for exchange of information (social media, public meetings);
- Lend expertise, guidance, direction and assurance to other committee members, interns and volunteers; and
- Appoint and direct sub-committees if/as is necessary.

A.3 | Purpose of the 4-Year Action Strategy

The Connect the Creek Partnership presented the concept of the goal to completing the JCWP to Council in June 2010, where the following resolution was carried:

"THERE BE IT RESOLVED THAT Council support the objective of completing the Junction Creek Waterway Park within the next four (4) years and that the City of Greater Sudbury provide continued support from staff to enable the community to realize this objective and that an Action Plan be brought back to council early in 2011 which would detail key elements of the project, finance requirements, funding opportunities and stakeholder involvement to meet this challenge."

A.4 | Community Benefit Rationale

There are noteworthy benefits to completing the Junction Creek Waterway Park. Such a trail focuses on maintaining ecosystems, linking neighbourhoods and recreation centres. encouraging physical activity, fostering urban improvements and encouraging compatible developments, all of which are vital to our city. Completing of this linear trail would have a positive impact on the environment, our economy and the social and health of our community.

With health concerns on a constant rise, it's important to promote a healthy active lifestyle to our community. The completion of the JCWP will do just that, by expressing to the people of Greater Sudbury that their health is valuable and providing them with a waterway park where they can be physically active.

A.4.1 | Environmental Benefits

The Junction Creek ecosystem contains a wide range of vegetation types along its length. These include a creek delta, marsh, floodplain lowlands, open fields, mixed field and woods, dense willow/pop/alder stands and man-made landscape features. These areas serve as a habitat for a wide variety of small mammals and birds. Seeing wildlife enhances the urban experience by adding natural diversity to a City environment and provides opportunities for environmental education.

The EarthCare Sudbury Action Plan, section 8, defines their goal for a natural environment as, "the restoration and preservation of complete terrestrial ecosystems in Greater Sudbury." The ecosystem and environmental health considerations for Junction Creek have been fostered by the Junction Creek Stewardship

Committee (JCSC) since 1999. Their mission is, "to restore all life to the Junction Creek ecosystem: native wildlife, insect and plant life, and to improve the quality of life for humans as

well." iii



Over the last three decades, thousands of hectares of soil have been treated, more than 10 million trees have been planted and 40,000 kg of garbage has been removed from the creek thanks to the Junction Creek Stewardship Committee's restoration efforts. Completing this waterway park would provide a sense of environmental leadership in our community by having a unique public natural setting within the heart of our city. Not only are such spaces important in providing required urban diversity, they are also important locations where urban wildlife can flourish.

They help to define the urban form and the character of our community.

Greater Sudbury's Official Plan states, "Greater Sudbury's natural environment is a defining feature of the City's image and appeal." Our city has the opportunity to become so much more, and luckily has a beautiful foundation to work with. As Greater Sudbury becomes increasingly urbanized, it's imperative that natural waterways such as Junction Creek be set aside within the City and properly nurtured to become focal points. From planting greenery to releasing trout in the water, the Junction Creek Stewardship Committee has allowed the creek to become a beautiful spot in the heart of the city.

High priorities for most municipalities are to increase tourism and bring business into the community. An important benefit to consider, which stems from the completion of the JCWP is, "a community-wide shift towards low impact and low carbon methods of transport;" in other words, by being 'green'. The option to walk to work or school instead of taking a vehicle combats the ever-growing crisis of climate change and also encourages sustainable mobility. As a result, a natural reduction in traffic congestion, carbon dioxide and other greenhouse gas pollutants are being emitted into the air we breathe.

A.4.2 | Economic Benefits

The economy is an integral factor for any city to consider when improving the political and social well-being of its community. In the video, 'Connect the Creek', artist and user of the trail, Paddy O'Sullivan, explained that as a municipality, "we need to think of the park as part of the creative fabric in our ability to create wealth." A waterway park such as this has the opportunity to become an impressive tourist attraction all year around. Visitors can walk through the city to different amenities quickly and easily.



The completion of this project will contribute to Greater Sudbury's movement to a healthier community, one which invites visitors to return again and again. It would create, "a more liveable city, with a greater aesthetic appeal" for Sudbury, similar to communities such as Ottawa, North Bay and Collingwood who have made parks, leisure and recreation a priority in their infrastructure development.

The Junction Creek Waterway Park in our community for residents and visitors alike, "It's not just for residents themselves; it's also a tourist attraction. Keep people here an extra day.. and money goes into our economy." This park could be a motivational factor for welcoming Physicians and attracting business to our community and has the opportunity to create jobs throughout Greater Sudbury, in different sectors of business.



Economist Dr. David Robinson from Laurentian University explained how the Junction Creek Waterway Park could better define Greater Sudbury:

"Beauty really matters to people, so, if you want a city that's going to succeed... a city that people want to raise their kids in, it's got to be a designer city, because this is exactly the combination that [people] want. What exactly is that combination going to be? It's going to be the urban amenities and proximity to nature."



Common re-greening along the trail in the Donovan

A.4.3 | Social and Health Benefits

The completion of the Junction Creek Waterway Park will enable the creek to become a major community asset, serving a larger segment of the population. There has been an increase in community engagement and volunteerism with creek restoration since the Junction Creek Stewardship Committee formed over a decade ago. Citizens of Greater Sudbury are becoming more aware of the JCWP and use the existing trail as a mode of transportation and a place to exercise.



This park would encourage a greater sense of community focus and pride in the creek and its immediate environment. It would foster greater neighbourhood vigilance with respect to the creek side environment and water quality of the creek.

On another level, there is the need to encourage physical activity as we live in an epidemic of obesity and Type 2 diabetes. The Canadian Medical

Association Journal has estimated that the annual economic burden of physical inactivity is \$ 5.3 billion, \$1.6 in direct costs and \$ 3.7 in indirect costs. Claudette Vrab, Vice-President of the Nickel City Walkers, believes that this park is as important to the baby boomers looking to improve their health, as recreation centres are to children.

This trail would provide opportunities for walking and cycling, nature observation and exploration, a variety of fitness possibilities and child's play, by connecting natural areas, parks and recreation areas within our City. Furthermore, this 18 kilometre linear waterway park will contribute to an "Active Living/Healthy Lifestyle" community through creating opportunities for fitness activity by;



- separating pedestrian activities from roadside traffic (ex: safety, pollution, noise benefits);
- upgrading present creek conditions (ex: improving water quality, aesthetics of the area);
- fostering community partnership/cooperation in the implementation of this Action Strategy.

There are 61,342 residents and 29 schools within 1 kilometre of the JCWP. This park has the ability to and would allow children to be connected safely to their schools and soccer practice facilities without having to roam the roadways; or parents for a quick and easy nature relaxation getaway. It provides families and seniors with a safe place to get the exercise they need in a beautiful natural environment.

A.5 | Greater Sudbury Related Initiatives and Project Rationale

There have been numerous plans, committees, advisory panels and reports created to target the objectives and goals of our City as a whole. These initiatives and policies were developed on the basis of making the City of Greater Sudbury the best it can possibly be, including:

- Greater Sudbury Official Plan- 2008
- Sustainable Mobility Plan- 2010
- Green Space Advisory Panel- 2010 Report
- ReGreening Sudbury- 2009 Report
- EarthCare Sudbury Action Plan
- TransCanada Trail System
- Parks, Open Space & Leisure Master Plan- 2004
- Municipal Pedestrian Charter-Adopted May 23, 2007
- Greater Sudbury Community Physical Activity Action Plan (2005-2010)
- Council's Resolution to become the most pedestrian friendly city in Ontario by 2015

The City of Greater Sudbury's Official Plan, section 1.3.1 and 1.3.2 identifies two principles for our city; a healthy community and economic development. An objective of the Official Plan is to become "one of Ontario's top four destinations (capitalizing on our natural assets and history to attract residents and visitors.)" Completing the JCWP would assist Greater Sudbury in achieving its goals and objectives by catering to both these principles contributing to Sudbury's stride towards the Four Pillars of a Healthy Community:

Active Living/Healthy Lifestyle: The trail will improve active transport linkages and educate their usage across the City of Greater Sudbury. It will also provide community access through the creation of off road neighbourhood connections, and make Sudbury a more walk-able city.

Natural Environment: The trail will increase environmental awareness, pride and ownership in local neighbourhoods as well as helping to preserve natural areas for future generations to enjoy.

Civic Engagement/Social Capital: Different neighbourhoods, communities, and towns stretching from Garson to Kelly Lake will become united through by a common sense of place. The trail will encourage, celebrate and increase social and physical activity.

Economic Growth: The trail will showcase and promote the amazing natural areas the Greater City of Sudbury has to offer. In addition, it provides tourists and visitors to our city with a new and inviting route for exploring Greater Sudbury.

The Leisure Services Division of the City of Greater Sudbury developed a mandate to, "build and promote a healthy community that provides opportunities for citizens to access physical recreation and leisure activities and to support volunteers and community development." xiii

The Greater Sudbury Community Physical Activity Action Plan, "recognizes the need to remove and reduce barriers to physical activity by improving infrastructure in order to support pedestrians." The social and health benefits of living within a 'healthy community' speak for themselves. Completing the JCWP could only further target these objectives.

The Super Trails Master Plan concept was derived from the Walk21 Walkability Roadshow, where Greater Sudbury was one of twelve hosts. The Roadshow was attended by

approximately seventy-five people, demonstrating to our community the importance of "categorizing promoted trails including the Trans Canada Trail, and managing flag ship routes such as Bell Park, Junction Creek and Flour Mill Trails." Preceding the Walkability Roadshow, Council was presented with the motion to adopt the International Charter for Walking. Bob Rogers, Chair of the Healthy Community Cabinet, indicated that this particular Charter fits within the four pillars of a healthy.'xiv At the same council meeting, Councillor Landry-Altmann stated.

"AND BE IT FURTHER RESOLVED that the Council of the City of Greater Sudbury consider both the International Charter for Walking and the challenge in future planning, transportation, infrastructure and leisure decisions;" XV

Council and City staff teamed up with an appointed Green Space Advisory Panel to develop a Parks and Open Space Classification System. On October 24, 2007, Council appointed the Green Space Advisory Panel to implement the following Official Plan programs with respect to green space:

7.2.1 Programs

- "2. A park classification system to address the range of Parks and Open Space types and characteristics will be established to guide park acquisition, development, and management. The park classification system will have regard to natural beauty, environmental functions, and recreation value.
- 4. Further delineate natural environment areas in need of municipal protection along with appropriate strategies for conservation and acquisition." xvi

Our City's focus on living a healthy lifestyle is nothing new; it began with the creation of the original JCWP Community Improvement Plan back in 1991. Completing this waterway park would connect us all, as a community and literally; the possibilities are endless.

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