



5.0 IMPLEMENTATION

The following are suggestions for implementation of the Final Site Amenity Design. Wherever possible, issues that may affect implementation have been included. This section is meant to capture comments heard during meetings and from the public and overall, to assist in future decision-making.

5.1 Funding

One of the issues that may affect implementation is funding. Several ideas for funding were discussed during meetings including the concept of enlisting sponsors to purchase individual streetscape elements, and coordination with new and ongoing downtown.

Sponsorship

One method of funding this project is to actively encourage businesses, agencies, or individuals

to purchase streetscape elements (e.g. new tree, bench, light standard) or ‘adopt’ a planting to care for, perhaps in memory of a loved one. On a slightly larger scale, businesses could be encouraged to ‘adopt’ the entire space in front of their store.

It will be especially important to recognize these efforts with a plaque or marker.

Coordination with City of Greater Sudbury Initiatives

In addition to the City’s regularly scheduled parks and works activities, there are many special programs and projects underway that affect the Downtown. For example, on May 29, 2008, the Greater Sudbury Development Corporation announced \$215,000 in funding under the Financial Incentives for Downtown Renewal Program to assist 10 downtown property owners with enhancements to their buildings. It is important to recognize opportunities to partner with City panels, committees, and departments in achieving Streetscape goals. Overall, it is recommended that the City use this document as a reference in its normal works/ activities that affect the Downtown.



5.2 Phasing

The City of Sudbury should make it a priority to invest in the public realm to encourage private sector investment in streetscaping.

The following priorities have been discussed in the document:

- Widen sidewalks and repave existing sidewalks that have not been updated;
- Plant street trees;
- Install new street furniture as a high priority;
- Phase out street furniture that is not appropriate for the area (i.e. existing benches);
- Install banners on light standards;
- Install pedestrian-scaled lighting;
- Locate utilities below-grade and where possible relocate existing above-grade utilities to less conspicuous locations (i.e. away from corners and intersections); and

- Enter into partnership with the private sector to implement proposed streetscape improvements as properties develop.

Rejuvenation of the Downtown streetscape will not happen overnight; priorities will need to be established. It is recommended that an implementation plan be developed, which will include key goals and milestones over a five-year period.

There are two ways that implementation might be phased over these five years:

1) Completion of a 'presentation street' in its entirety, then continuing street-by-street.

Comments received from several individuals expressed the importance of completing one street with all elements and treatments in a relatively short period of time. The plan-view sections of Elgin and Durham Street included in this report are intended to assist with this approach.

2) Focus one particular element, advancement throughout the entire Downtown

Though completed streets should be the ultimate



5-year goal, it has become clear that individual streetscape elements are particularly well-suited to becoming special priority projects. These are separated into ‘*quick-start projects*’, v.s. *long-term endeavours*.

Quick-Start Projects

1) Public Art Competitions – Major Gateways

Since the major gateways will be such an important part of defining the Downtown neighbourhood, it is recommended that one of the first projects be a City-wide art/design competition to design the vertical piece to be incorporated into the major gateways.

This competition should be open to architects, landscape architects, and designers. The involvement of post-secondary institutions should be explored. To ensure the piece reflects the ultimate vision for the Downtown, the following key directions should be provided to competitors:

- *Theme:* celebrating the heritage of Sudbury’s first neighbourhood by exemplifying our diverse history as a multicultural lumber, railroad and mining community.

- *Material:* incorporate the look of brushed nickel and/or other metals, and materials (wood, local stone, etc.) reminiscent of the Sudbury landscape.
- *Size:* minimum of two metres in diameter and four metres tall.
- *Logistics:* Include suggestions for installation and maintenance.

2) Bicycle Racks

Installation of bicycle racks throughout the Downtown is a relatively discrete project that would go a long way in promoting this alternative form of transportation. Encouraging bicycle use is a common goal amongst other City groups involved in promoting environmental sustainability, healthy communities, and/or trail development. Partnerships with others to be implement this particular streetscape element may be particularly successful.

3) Tree Planting

Tree planting could be done as a sponsorship item. Trees could be donated at any time and planted in accordance with this document.



4) Handrail/Barrier at Elgin/Riverside Underpass

This handrail is slated for replacement as part of the City's regular activities. It is recommended that the themes established for streetscape elements be applied to the selection of its replacement.

5) Street Signage

It has been identified that many of the street signs within the Downtown core are in need of replacement. While changing these street signs all at once would require City buy-in, their replacement could likely be completed as part of the City's regular street sign program over a few years time. It is likely that a few presentation streets could be completed and installed quickly.

6) Benches, Waste and Ash Receptacles

These streetscape elements are another example of a relatively discrete project that will have an instant impact on the character of the Downtown. These elements are particularly suited to sponsorship, and can be manufactured with a laser steel panel that could be used to recognize individuals' contributions.

7) Wayfinding Signage

Incorporation of wayfinding signage into the Downtown will serve to promote the walkability of the area, and again, have an instant impact on the character of Downtown.

Long-term Projects

1) Ground Plane Treatment

Special paving materials can provide variety and appeal to hardscape surfaces while defining different areas of activity. The rough texture and contrasting colour not only have an aesthetic purpose but also alert those who are visually impaired to obstacles and the edge of roadbeds.

2) Tree Planting

Trees are important for their contribution to traffic calming, for their mitigation of vehicular emissions and for the shade and buffering they provide to pedestrians. A five-year plan should be established as per this document.



3) *Light Standards*

Lighting, one of the most important streetscape elements, is also one of the most expensive to address. It has been identified that several light standards within the Downtown need to be replaced due to age/disrepair (rust). Also, the City is slowly replacing the aluminum conductor within the standard with copper as part of their regular maintenance schedule. In addition to unifying the appearance of the Downtown neighbourhood, there are operating efficiencies associated with having new lamps as the new models can be replaced rather than repaired (20 minutes vs. 4 hours).

There has been discussion about the lighting project underway within the neighbouring Flour Mill BIA, and use of the same preferred fixture resulting from that project. However, the scale of lighting needed to accommodate traffic along the 4-6 lane arterial Notre Dame Avenue is much greater than needed to accommodate pedestrians and vehicles along Downtown's mainly two-lane street network. As such, it is not recommended that the same standard be used for both Business Improvement Areas. We are defining downtown as a different neighbourhood than Flour Mill.

It is recommended that as part of the implementation plan, a specific 5-year 'lighting strategy' be developed for Downtown. This strategy should consider the City's regular maintenance activities, and balancing the goal of complete replacement with the retrofit options for existing light standards that have been identified in this report.

4) *Parking Metres*

This year the City is investigating the possibility of using pay and display meters instead of individual meters, and will be visiting other communities to identify a preferred manufacturer. It is recommended that this report be used to guide the selection of the design of the new parking metres.

5.3 **Infrastructure Considerations**

Underground Infrastructure

- There is a main trunk (underground infrastructure) along the railway fence – cannot have root systems over the infrastructure. Along railway, alternative may be to seek permission to plant on railway property or use raised beds.
- Include summary of information on underground infrastructure received to date



Stormwater Runoff in the Downtown

Downspout disconnection describes the practice of disconnecting roof leader downspouts from the storm, sanitary or combined sewer system. In the late 50's or early 60's, many municipalities passed sewer use by-laws to prevent foundation drains or weeping tiles from draining into the sanitary sewer. Typically, connections installed prior to passage of such by-laws are exempt from the by-law. It is possible that stormwater runoff facilities associated with Downtown buildings could still be connected to municipal water infrastructure.

Where site conditions are suitable, disconnection may be beneficial with respect to providing water for downtown plantings. Water may be captured through use of strategically-located rainbarrels or cisterns and used for watering vegetation, instead of being discharged to municipal water infrastructure. Alternatively, new plantings could be strategically-located to take advantage of building runoff.

5.4 Municipal By-laws

Sidewalk Cafe By-law 2002-17F

Currently, there are eight businesses that have outdoor cafes on Downtown sidewalks:

- Bertolos
- Books and Beans
- La Boulangerie
- SRO
- Williams Coffee Pub
- Townehouse Tavern
- Old Rock
- Sportsbury (who also has a large window opening to the street).
- Respect is Burning also has a large window that opens to the street (but no sidewalk use).

In the interest of promoting more outdoor cafes, the above-noted by-law should be reviewed to ensure that it is still relevant and promotes the use of the sidewalk for cafe purposes. It may be beneficial to speak to those businesses that currently have cafes, to identify ways that the by-law could be improved.

Signs - Sign By-law 2007-250

The City of Greater Sudbury enacted a new Sign By-Law that came into effect on January 1st, 2008. A permit is required prior to erecting any permanent sign.

Business signage has been identified as an important issue identified by the Steering



Committee. While design control for business signage can be difficult to regulate, the sign by-law currently addresses size and placement. The zoning by-law dictates the amount of signage permitted (as described below).

The Appendices also include recommendations for an amendment to the Sign By-law that would apply specifically to the Downtown. This would enable the established design themes for the Downtown to be enhanced by business signage. For example, though there are no permits or fees required for 'Sandwich Board' signage, it would be important to permit their use within the Building Zone only.

Of special note is that when a sign or awning hangs over the sidewalk, the owner needs to enter into an additional agreement with the City to encroach on the right-of-way. An example of such an agreement is found in the Appendices (refers specifically to awnings).

Zoning By-law 95-500Z (Signs)

Much of the Downtown area is zoned C8 Zone – Metro Centre. Part 4, Section 8.q. of the Zoning By-law establishes provisions for signs for the C8

Zone as described below:

PERMITTED SIGNS

The following unlit or illuminated signs shall be permitted on any lot in a C8 Zone:

- (i) not more than 1 name plate ground or wall sign accessory to a dwelling, provided that:
 - 1. no such sign has more than 2 sign faces; and
 - 2. the total sign area of any ground sign shall not exceed 2 m² per sign face for a double sided sign and 2.5 m² for a single face sign; and
 - 3. the sign area of a name plate sign does not exceed 0.1 m² per sign face or 0.2 m² in total; and
 - 4. the height of any ground sign does not exceed 1.2 m.
- (ii) business identification signs having a total sign area per lot not exceeding 1.08 m² per 1 m of lot frontage and lot flankage. If the lot, or group of lots occupied by one building, exceeds 2 storeys in height, the total sign area may be increased by 0.27 m² per m of lot frontage and lot flankage for each additional storey. Signs may



consist of any combination of the following:

1. 1 ground sign not exceeding 9 m² in sign area per street frontage and flankage;
2. wall signs;
3. projecting signs not exceeding 5.40 m² in sign area;
4. 1 roof sign per lot or group of lots occupied by one building;
5. overhanging signs provided that the owner enter into an encroachment agreement with the Region and/or City of Sudbury.

It is understood that the new zoning by-law (to be developed over the next 1-2 years) will be to remove reference to signage, and instead be included in the sign by-law.

Outdoor Illumination (Dark Skies) By-law

The general purpose and goal of a 'Dark Skies By-law' is to protect and promote public health, safety and welfare, quality of life, and the ability to view the night sky, by establishing regulations and a process of review for exterior lighting. The City of Greater Sudbury does not currently have a dark skies by-law in place. The Appendices include information and recommendations for development

of a Dark Skies By-law for the City. Regardless of the implementation of such a by-law, it is recommended that dark skies-appropriate lighting be used within the Downtown.

5.5 Municipal Class Environmental Assessment

The Municipal Class Environmental Assessment (MCEA) process applies to municipal road projects, and municipal water and wastewater projects. Streetscaping (e.g. decorative lighting, benches, landscaping) that are not part of another project are described as an undertaking subject to the MCEA process. Streetscaping projects that are less than \$2.2M are a Schedule A+ project, and are considered to be pre-approved. However, the public is to be advised prior to project implementation. Streetscaping projects greater than \$2.2M, are considered to be a Schedule B project requiring a screening process involving mandatory contact with directed affected public and relevant review agencies. If there are no outstanding concerns, then the project may proceed to implementation.

5.6 Site Plan Control



(Official Plan Amendment No. 2)

Site plan control provides a limited opportunity to intervene and collaborate with property owners to implement goals related to streetscape improvements through the development or redevelopment of downtown properties. On June 3, 2008, the City of Greater Sudbury Planning Committee approved Official Plan Amendment No. 2 that would enhance the City's site plan control policies by, among other matters, permitting site plan control to be applied to sustainable design elements on any public road immediately adjoining a property being developed including:

- Trees;
- Shrubs;
- Hedges;
- Plantings or other ground cover;
- Permeable paving materials;
- Street furniture; and
- Bicycle parking facilities.

The Committee has also directed that an amendment to the existing Site Plan Control By-law be prepared to implement this new policy. The Official Plan Amendment (should it come into

effect) and subsequent amendment to the Site Plan Control By-law, will permit the City to request the above-noted elements as a condition of site plan approval.



6.0 COSTING

Opinion of Probable Cost

July 15, 2008



Project Title: Downtown Sudbury Streetscape Project - Phase II
 Project No: 22806-S
 File: P/22806/08-07-15 - OPC
 Revision: 01



Values								
No.	Item	Consultant	Costs	Unit	Quantity	Amount	Comments	
A	Gateways & Minor Entries							
	Gateway Markers (Major)		\$ 30,200.00	ea	5.0	\$ 151,000.00		
	Secondary Entrances		\$ 10,800.00	ea	5.0	\$ 54,000.00		
	Pedestrian Entrances		\$ 10,000.00	ea	4.0	\$ 40,000.00		
				A - Sub-Total		\$ 245,000.00		
B	Heavy Lift Street (1 Block)							
	Concrete Sidewalk		\$ 420.00	Lm	120.0	\$ 50,400.00		
	Bump-Out @ Corner		\$ 26,000.00	ea	1.0	\$ 26,000.00		
	Stamped Concrete Crosswalk		\$ 3,200.00	ea	1.0	\$ 3,200.00		
	Birch Trees		\$ 550.00	ea	5.0	\$ 2,750.00		
	Maple Trees		\$ 700.00	ea	4.0	\$ 2,800.00		
	Bench		\$ 1,700.00	ea	8.0	\$ 13,600.00		
	Recycling Receptacle		\$ 1,400.00	ea	6.0	\$ 8,400.00		
	Bollard		\$ 1,200.00	ea	2.0	\$ 2,400.00		
	Bicycle Rack		\$ 1,200.00	ea	0.5	\$ 600.00		
	Bus Shelter		\$ 5,000.00	ea	0.3	\$ 1,250.00		
	Street Banner		\$ 45.00	ea	18.0	\$ 810.00		
	Street Lighting		\$ 8,000.00	ea	4.0	\$ 32,000.00		
	Pedestrian Lighting		\$ 6,000.00	ea	5.0	\$ 30,000.00		
	Decorative tree lighting		\$ 3,000.00	ea	9.0	\$ 27,000.00		
	Feature Lighting		\$ 5,000.00	ea	0.3	\$ 1,250.00		
	Street Sign		\$ 1,000.00	ea	4.0	\$ 4,000.00		
				Sub-Total		\$ 206,460.00		
	Cost per Linear Metre (\$/Lm)						\$ 3,441.00	
	B - Total Heavy Lift Streets			\$ 3,441.00	Lm	3180.0	\$ 10,942,380.00	
C	Light Touch Street (1 Block)							
	Highlight Band		\$ 180.00	Lm	120.0	\$ 21,600.00		
	Renovation of Planters		\$ 2,000.00	ea	8.0	\$ 16,000.00		
	Birch Trees		\$ 550.00	ea	5.0	\$ 2,750.00		

Values						
No.	Item	Consultant	Costs	Unit	Quantity	Amount
	Maple Trees		\$ 700.00	ea	4.0	\$ 2,800.00
	Bench		\$ 1,700.00	ea	8.0	\$ 13,600.00
	Recycling Receptacle		\$ 1,400.00	ea	6.0	\$ 8,400.00
	Bollard		\$ 1,200.00	ea	2.0	\$ 2,400.00
	Bicycle Rack		\$ 1,200.00	ea	0.5	\$ 600.00
	Bus Shelter		\$ 5,000.00	ea	0.3	\$ 1,250.00
	Street Banner		\$ 45.00	ea	18.0	\$ 810.00
	Street Lighting		\$ 8,000.00	ea	4.0	\$ 32,000.00
	Pedestrian Lighting		\$ 6,000.00	ea	5.0	\$ 30,000.00
	Decorative tree lighting		\$ 3,000.00	ea	9.0	\$ 27,000.00
	Feature Lighting		\$ 5,000.00	ea	0.3	\$ 1,250.00
	Street Sign		\$ 1,000.00	ea	4.0	\$ 4,000.00
Sub-Total						\$ 164,460.00
Cost per Linear Metre (\$/Lm)						\$ 2,741.00
C - Total Light Touch Streets			\$ 2,741.00	Lm	1060.0	\$ 2,905,460.00
D	Buffers					
	Boreal Forrest Buffer		\$ 1,500.00	Lm	60.0	\$ 90,000.00
	Trellis Buffer		\$ 3,000.00	Lm	80.0	\$ 240,000.00
D - Sub-Total						\$ 330,000.00
E	Other Elements					
	Wayfinding Signage		\$ 2,000.00	ea	10.0	\$ 20,000.00
	Secondary Planting		\$ 14,000.00	ea	1.0	\$ 14,000.00
	Public Art/Design Competitions		\$ 80,000.00	ea	1.0	\$ 80,000.00
	Relocation of existing services		\$ 100,000.00	ea	1.0	\$ 100,000.00
E - Sub-Total						\$ 214,000.00
Sub-Total of Project Implementation (A+B+C+D+E)						\$ 14,801,300.00
Contingency (15%)						\$ 2,220,195.00
Total Project Costs						\$ 17,021,495.00

Values

No.	Item	Consultant	Costs	Unit	Quantity	Amount	Comments
Itemized Costs							
	Sidewalks (Heavy Lift Streets)						
	Stamped Concrete Sidewalk		\$ 140.00	Lf	1.0	\$ 140.00	c/w secondary band / highlight material
	Bump-Out (at corner with ramping)		\$ 26,000.00	ea	1.0	\$ 26,000.00	Price for one bump-out only
	Stamped Concrete Crosswalk		\$ 3,200.00	ea	1.0	\$ 3,200.00	
	Sidewalks (Light Touch Streets)						
	Highlight Band		\$ 60.00	Lf	1.0	\$ 60.00	c/w secondary band / highlight material
	Renovation of Planters		\$ 2,000.00	ea	1.0	\$ 2,000.00	At each location that planters require modification
	Plantings						
	Maple Tree		\$ 700.00	ea	1.0	\$ 700.00	
	Birch Tree		\$ 550.00	ea	1.0	\$ 550.00	
	Common Juniper		\$ 65.00	ea	1.0	\$ 65.00	
	Downy Serviceberry		\$ 65.00	ea	1.0	\$ 65.00	
	Chokecherry		\$ 75.00	ea	1.0	\$ 75.00	
	American Mountain Ash		\$ 70.00	ea	1.0	\$ 70.00	
	English Ivy		\$ 50.00	ea	1.0	\$ 50.00	
	Planters		n/a	ea	1.0	n/a	By building owners.
	Street Furnishings						
	Bench		\$ 1,700.00	ea	1.0	\$ 1,700.00	
	Litter Receptacle		\$ 1,400.00	ea	1.0	\$ 1,400.00	
	Recycling Receptacle		\$ 1,400.00	ea	1.0	\$ 1,400.00	
	Bollard		\$ 1,200.00	ea	1.0	\$ 1,200.00	Includes servicing, installation, etc.
	Bicycle Rack		\$ 1,200.00	ea	1.0	\$ 1,200.00	
	Bus Shelter		\$ 5,000.00	ea	1.0	\$ 5,000.00	
	Parking Meter		n/a	ea	1.0	n/a	By CGS Parking department
	Street Banner		\$ 45.00	ea	1.0	\$ 45.00	Typical Street Light - Banner only
	Lighting						
	Street Lighting		\$ 8,000.00	ea	1.0	\$ 8,000.00	Includes services, installation, etc.
	Pedestrian Lighting		\$ 6,000.00	ea	1.0	\$ 6,000.00	Includes services, installation, etc.
	Decorative tree lighting		\$ 3,000.00	ea	1.0	\$ 3,000.00	
	Feature Lighting		\$ 5,000.00	ea	1.0	\$ 5,000.00	Allowance - Considered on a case by case basis
	Signage						
	Wayfinding Signage		\$ 2,000.00	ea	1.0	\$ 2,000.00	
	Building Signage		n/a	ea	1.0	n/a	By building owners
	Awnings		n/a	ea	1.0	n/a	By building owners
	Gateway Marker (Major)						
	White Pine Trees		\$ 1,200.00	ea	2.0	\$ 2,400.00	

Values

No.	Item	Consultant	Costs	Unit	Quantity	Amount	Comments
	Planter + Plantings		\$ 400.00	ea	2.0	\$ 800.00	
	Stamped Concrete Threshold		\$ 7,000.00	ea	1.0	\$ 7,000.00	
	Vertical Element		\$ 20,000.00	ea	1.0	\$ 20,000.00	To be designed in design competition.
	Gateway Marker (Minor)						
	Stamped Concrete Threshold		\$ 1,800.00	ea	1.0	\$ 1,800.00	
	Planter + Plantings		\$ 1,000.00	ea	2.0	\$ 2,000.00	
	Buffers						
	Boreal Forrest Buffer		\$ 500.00	Lf	1.0	\$ 500.00	Could be an educational project with School Boards
	Trellis Buffer		\$ 1,000.00	Lf	1.0	\$ 1,000.00	