

## Request for Decision

### Greenwood Subdivision, Sudbury

Presented To:	Planning Committee
Presented:	Monday, Dec 14, 2020
Report Date	Wednesday, Nov 25, 2020
Type:	Referred and Deferred Matters
File Number:	780-6/07002

### Resolution

THAT the City of Greater Sudbury's delegated official be directed to amend the conditions of draft approval for a plan of subdivision on those lands described as PIN 73578-0515, Part 1, Plan 53R-18272, Part of Lots 11 & 12, Concession 3, Township of Neelon, File # 780-6/07002, in the report entitled "Greenwood Subdivision, Sudbury", from the General Manager of Growth and Infrastructure, presented at the Planning Committee meeting on December 14, 2020, upon payment of Council's processing fee in the amount of \$2,418 as follows:

1. By deleting Condition #10 and replacing it with the following:

"10. That this draft approval shall lapse on November 28, 2022."

2. By adding the following words at the end of Condition #11:

"... A soils caution agreement, if required, shall be registered on title, to the satisfaction of the Chief Building Official and the City Solicitor."

3. By adding the following words at the end of Condition #12:

"... A lot grading agreement, if required, shall be registered on title, to the satisfaction of the Director of Planning Services and the City Solicitor."

4. By deleting Condition #13 entirely and replacing it with the following:

"13. A storm-water management report and associated plans must be submitted by the Owner's Consulting Engineer for approval by the City. The report must address the following requirements:

a) The underground storm sewer system within the plan of subdivision must be designed to accommodate and/or convey the minor storm flow, that is, the rainfall runoff resulting from the subject site and any external tributary areas using the City's 2 year design storm. The permissible minor storm discharge from the subject

#### Signed By

##### Report Prepared By

Glen Ferguson  
Senior Planner  
*Digitally Signed Nov 25, 20*

##### Manager Review

Alex Singbush  
Manager of Development Approvals  
*Digitally Signed Nov 25, 20*

##### Financial Implications

Steve Facey  
Manager of Financial Planning &  
Budgeting  
*Digitally Signed Nov 25, 20*

##### Recommended by the Department

Tony Cecutti  
General Manager of Growth and  
Infrastructure  
*Digitally Signed Nov 25, 20*

##### Recommended by the C.A.O.

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Nov 25, 20*

development must be limited to the existing pre-development site runoff resulting from a 2 year design storm. Any resulting post development runoff in excess of this permissible discharge rate must be controlled and detained within the plan of subdivision;

b) The overland flow system within the plan of subdivision must be designed to accommodate and/or convey the major storm flow, that is, the rainfall runoff resulting from the subject site and any external tributary areas using the City's 100 year design storm or Regional storm event, whichever is greater, without causing damage to proposed and adjacent public and private properties. The permissible major storm discharge from the subject development must be limited to the existing pre-development runoff resulting from a 100 year design storm or Regional storm event, whichever is greater. Any resulting post development runoff in excess of this permissible discharge rate must be controlled and detained within the plan of subdivision;

c) "Enhanced" level must be used for the design of storm-water quality controls as defined by the Ministry of the Environment, Conservation and Parks;

d) The drainage catchment boundary including external tributary catchments and their respective area must be clearly indicated with any storm-water management plan;

e) The final grading of the lands shall be such that the surface water originating on or tributary to the said lands, including roof water from buildings and surface water from paved areas, will be discharged in a manner satisfactory to the General Manager of Growth and Infrastructure;

f) Minor storm drainage from the plan of subdivision shall not be drained overland onto adjacent properties; and,

g) Existing drainage patterns on adjacent properties shall not be altered unless explicit permission is granted."

5. By adding a new Condition #35 as follows:

"35. That in accordance with Section 59(4) of the Development Charges Act, a notice of agreement shall be registered on title to ensure that persons who first purchase the subdivided land after registration of the plan of subdivision are informed, at the time the land is transferred, of all development charges related to development."

6. By adding a new Condition #36 as follows:

"36. The owner shall be responsible for the design and construction of any required storm-water management works to the satisfaction of the General Manager of Growth and Infrastructure as part of the servicing plans for the subdivision and the owner shall dedicate the lands for storm-water management works as a condition of this development

## **Relationship to the Strategic Plan / Health Impact Assessment**

The application to extend this draft plan of subdivision approval is an operational matter under the Planning Act to which the City is responding.

## **Report Summary**

The owner has requested an extension to the draft plan of subdivision approval of the Greenwood Subdivision (File # 780-6/07002) in Sudbury for a period of three years until November 28, 2022. The Planning Services Division is recommending approval of the application.

The Planning Services Division has reviewed the request to extend the draft approval and have no objections to the requested extension for a period of three years. The request was also circulated to relevant agencies and departments for comment and no concerns were identified with respect to extending the draft approval. Amendments to the conditions of draft approval where necessary have been identified and are included in the Resolution section of the report.

### **Financial Implications**

If approved, staff estimates approximately \$338,000 in taxation revenue, based on the assumption of 52 single family dwelling units at an estimated assessed value of \$500,000 per dwelling unit at the 2019 property tax rates.

In addition, this development would result in total development charges of approximately \$920,000 based on the assumption of 52 single family dwelling units based on the rates in effect as of this report.

Once development has occurred and the subdivision infrastructure has been transferred to the City, there will be additional on-going costs for future annual maintenance and capital replacement of the related infrastructure (ie. roads, water/wastewater linear pipes, etc).

**Date: January 17, 2020**

## **STAFF REPORT**

### **Applicant:**

Dalron Construction Ltd.

### **Location:**

PIN 73578-0515, Part 1, Plan 53R-18272, Part of Lots 11 & 12, Concession 3, Township of Neelon (Greenwood Subdivision, Sudbury)

### **Application:**

To extend the draft approval conditions for a plan of subdivision which were approved initially by Council on November 28, 2007. The draft approval was most recently extended by Council on July 11, 2017, until November 28, 2019, for a plan of subdivision on those lands described as PIN 73578-0515, Part 1, Plan 53R-18272, Part of Lots 11 & 12, Concession 3, Township of Neelon. Staff granted a temporary administrative extension to the draft approval on May 28, 2020 in order to ensure agencies and departments had sufficient time to review the request and to have the extension request considered by Planning Committee and a decision ratified by Council.

The owner is also again requesting an amendment to Condition #25 which would reduce the design speed of Greenwood Drive from 60 km/h to 40 km/h at Street "A" as shown on the draft plan of subdivision. The owner has requested a reduction in the design speed in order to reduce the extent of remedial works required on the existing road network.

### **Proposal:**

The owner is requesting that the draft approval conditions for the above noted lands be extended for a period of three years until November 28, 2022 and that Condition #25 be amended as per the request noted above.

### **Background:**

The City received a written request from Dalron Construction Ltd. on September 11, 2019, to extend the draft approval on a plan of subdivision for a period of three years on those lands described as PIN 73578-0515, Part 1, Plan 53R-18272, Part of Lots 11 & 12, Concession 3, Township of Neelon. The draft approved plan of subdivision was initially approved by Council for a total of 52 urban residential lots. The lots are to be accessed from Greenwood Drive. At the time of writing this report, none of the 52 lots are within the draft approved plan of subdivision have been registered.

The draft approval was set to expire again on November 28, 2019 and staff has circulated the request to relevant agencies and departments and is now bringing forward this report to extend the draft approval to November 28, 2022. It is noted that a temporary administrative extension to the draft approval was granted until May 28, 2020 in order to have the extension request considered by Planning Committee and a decision ratified by Council. Staff has also again considered the owner's request to amend Condition #25 and note that when the draft approval was last extended the request was denied by Planning Committee and said denial was ratified by Council.

**Date: January 17, 2020**

**Departmental & Agency Circulation:**

Environmental Planning Initiatives and Operations have each advised that they have no concerns from their respective areas of interest.

Building Services has requested that standard wording with respect to a soils caution agreement be added to the end of Condition #11.

Development Engineering advises that Condition #25 should not be amended as a change to a 40 km/h design speed would require lowering the posted speed below 40 km/h and increase the risk of collision for automobiles on Greenwood Drive turning left into the proposed subdivision.

Canada Post has not requested any changes to the draft approval conditions. Canada Post did however provide a letter which is attached to this report for the owner's information and reference purposes.

Conservation Sudbury has no concerns with the requested extension and has noted that Condition #18 continues to satisfy their requirements with respect to the draft approved plan of subdivision in this instance.

Comments received from the City's Drainage Section will require an amendment to Condition #13 and a new Condition #36, both of which seek to clarify and modernize those storm-water management requirements that are required and associated with the development of the draft approved plan of subdivision.

Active Transportation, Roads, Traffic and Transportation do not support the owner's request to reduce the design speed of the vertical curve to 40 km/h.

Water/Wastewater has advised that the subdivision is located within the Ramsey Lake Intake Protection Zone 3 and that the main concern in this area is salt storage and salt application. Management of salt storage and salt application occurs generally where there is a parking lot (or plowable surface) having a surface area greater than 1 ha (2.47 acres). Water-Wastewater has advised there is likely no concern with respect to the above given the nature of the development being that of a residential subdivision.

**Planning Considerations:**

[Official Plan](#)

Section 19.4.2 of the Official Plan for the City of Greater Sudbury addressing draft plan of subdivision approvals outlines that Council will not extend or recommend the extension of a draft plan approval, beyond the statutory limitation of three years, unless the owner has demonstrated to the satisfaction of Council that they are making a reasonable effort to proceed in meeting the conditions of draft approval. At the time of an extension request, Council is to review the draft plan conditions and may make appropriate modifications.

Staff notes that this particular draft plan approval was granted by Council on November 28, 2007, and since that time none of the 52 lots that were draft approved have been registered.

The owner did not provide an update to staff at the time of their extension request with respect to their progress toward registration of all or some of the 52 draft approved lots.

**Date: January 17, 2020**

### Draft Approval Conditions

Condition #10 should be deleted entirely and replaced with a sentence referring to November 28, 2022, as the revised date on which the subject draft plan approval shall lapse.

Comments received from the City's Drainage Section will require an amendment to Condition #13 and a new Condition #36, both of which seek to clarify and modernize those storm-water management requirements that are required and associated with the development of the draft approved plan of subdivision.

Staff do not recommend any changes be made to Condition #25 with respect to lowering the design speed of Greenwood Drive. Active Transportation, Development Engineering, and Roads, Traffic and Transportation have again reviewed the request and are not supportive of lowering the design speed of Greenwood Drive at Street "A" from 60 km/h to 40 km/h.

Other administrative and housekeeping changes to the draft approval documents have also been included where necessary.

No other changes to the draft approval documents have been requested either by the owner or by circulated agencies and departments. The draft conditions are attached to this report along with a sketch of the draft approved plan of subdivision for reference purposes.

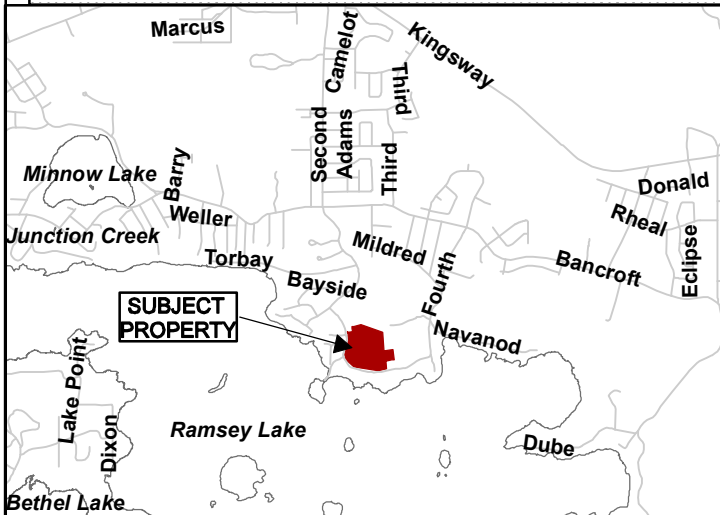
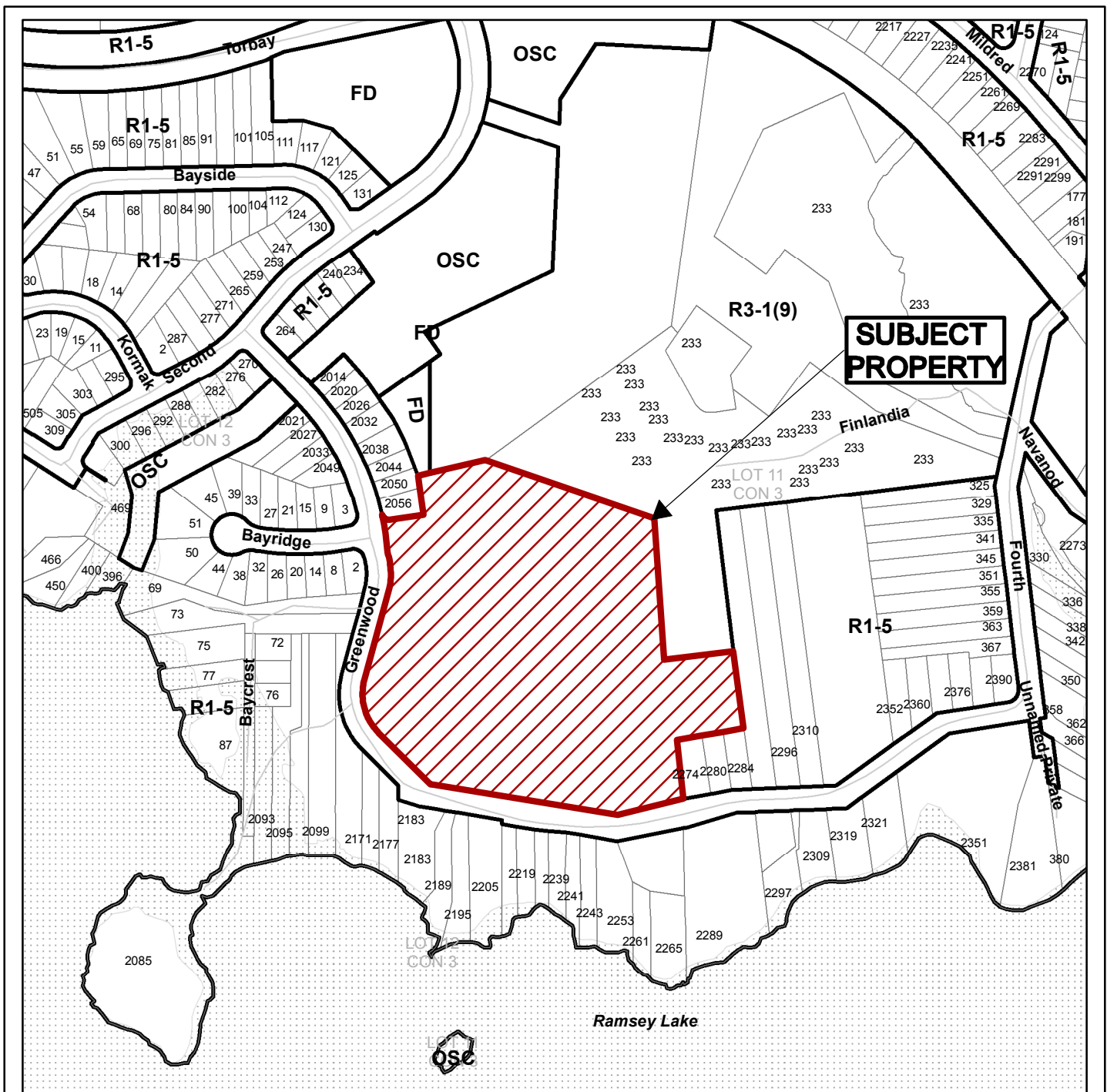
### Processing Fees

The owner is required to pay the applicable processing fee in the amount of \$2,418.00. It is recommended that the draft approval extension be granted upon receipt of Council's processing fee from the owner. This amount was calculated as per [By-law 2017-222](#) being the Miscellaneous User Fees By-law that was in effect at the time the request was made.


### **Summary:**

The Planning Services Division has reviewed the request to extend the subject draft approval and has no objections to the requested extension for a period of three years. The request was also circulated to relevant agencies and departments for comment and no concerns were identified with respect to extending the draft approval of the subdivision. Staff do not recommend that the design speed of Greenwood Drive at Street "A" on the draft plan of subdivision be reduced from 60 km/h to 40 km/h. Appropriate changes where identified have otherwise been included in the Resolution section of this report and will now form part of the draft plan approval if approved by Council.

The Planning Services Division therefore recommends that the application to extend draft approval for the Greenwood Subdivision for a period of three years until November 28, 2022, be approved as outlined in the Resolution section of this report.



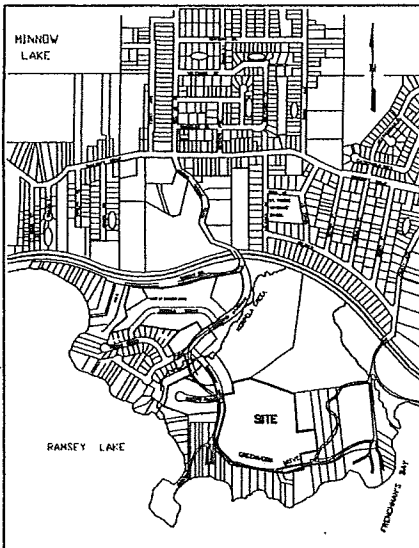
**Growth and Development  
Department**

N  


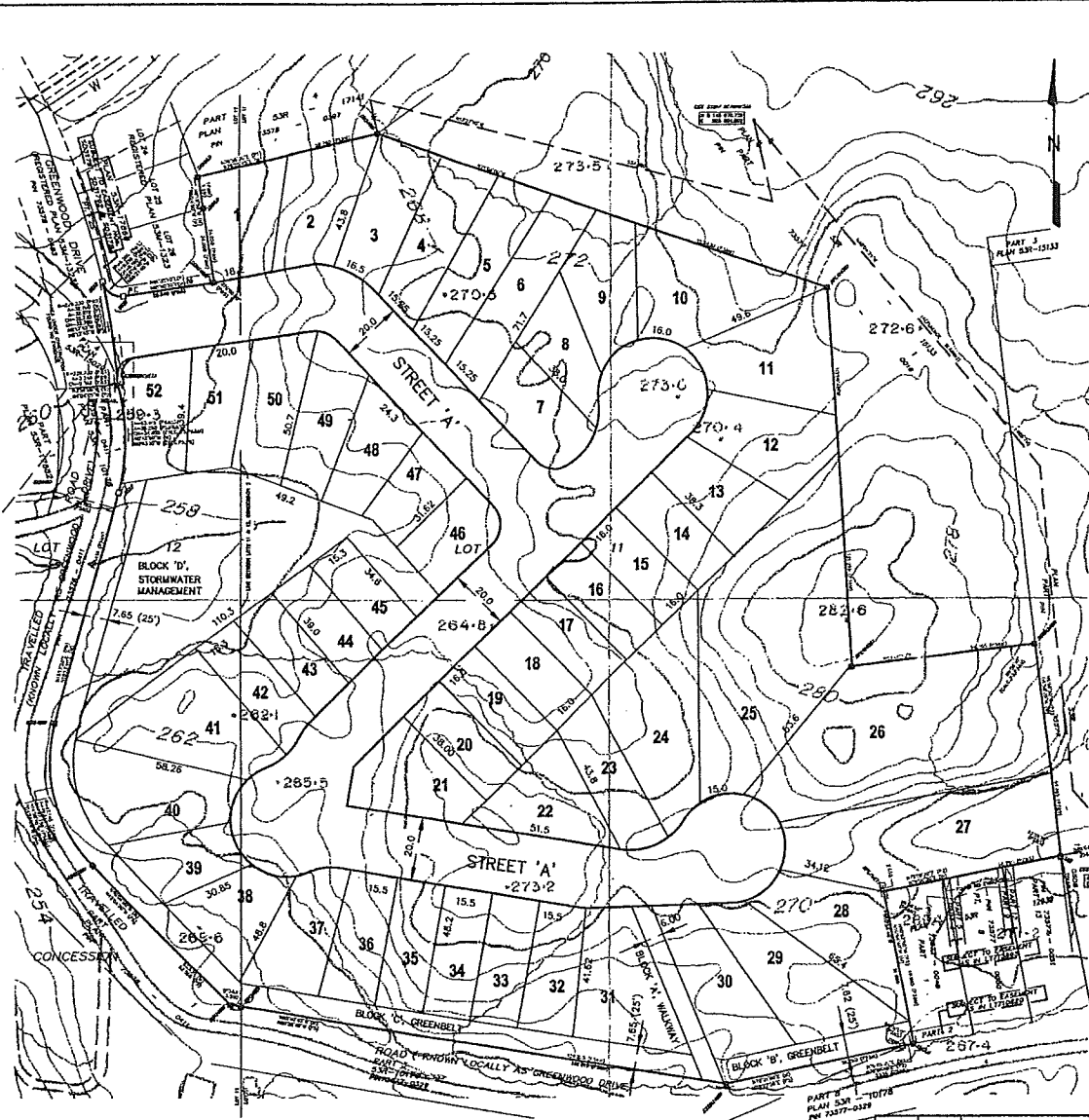
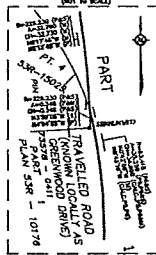
Subject Property being PIN 73578-0515,  
 Part 1, Plan 53R-18272, Part of Lots 11 & 12,  
 Concession 3, Township of Neelon, Greenwood  
 Drive, Sudbury, City of Greater Sudbury

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Sketch 1                      751-6/07-4 & 780-6/07002  
 NTS                              Date: 2013 03 22



KEY PLAN  
SCALE 1:7,500 ±



GEOGRAPHIC TOWNSHIP OF NEELON

**DRAFT PLAN  
OF PARTS OF  
LOTS 11 AND 12, CONCESSION 3  
GEOGRAPHIC TOWNSHIP OF NEELON  
CITY OF GREATER SUDBURY  
DISTRICT OF SUDBURY**

**ADDITIONAL INFORMATION**

- AS REQUIRED BY SECTION 50 OF THE PLANNING ACT AS INDICATED - AS SHOWN
- AS PROPOSED AND EXISTING STREETS - AS SHOWN
- KEY PLAN - AS SHOWN
- PROPOSED LOTS - 50 SINGLE FAMILY RESIDENTIAL AND BLOCK 50 (STORMWATER MANAGEMENT)
- EXISTING LINES OF ADJOINING LOTS
- NORTH - RESIDENTIAL
- SOUTH - RESIDENTIAL
- WEST - RESIDENTIAL
- EAST - RESIDENTIAL
- PROPOSED LOTS - AS SHOWN
- WATER, LANDSCAPE, UTILITIES, ETC. - AS SHOWN
- EXISTING UTILITIES - AS SHOWN
- UTILITIES - AS SHOWN
- ELEVATIONS - AS SHOWN
- PROPOSED SERVICES - PUBLIC, FIRE, AMBULANCE ETC.
- RESTRICTIONS - AS SHOWN

**OWNER'S CERTIFICATE**

I HEREBY CONSENT TO THE MANNER IN WHICH THE LAND SHOWN ON THIS PLAN IS PROPOSED TO BE SUBDIVIDED AND REQUEST THE APPROVAL OF THE CITY OF GREATER SUDBURY.

*Signature*  
DATE: \_\_\_\_\_  
OWNER'S NAME: PRESIDENT  
I HAVE THE AUTHORITY TO SIGN THE CORPORATION

**SURVEYOR'S CERTIFICATE**

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LOTS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJOINING LANDS ARE ACCURATELY AND CORRECTLY SHOWN ON THIS PLAN.

*Signature*  
DATE: NOVEMBER 27, 2007  
SURVEYOR'S NAME: GEORGE J. GIBBS INC.  
PROF. LAND SURVEYOR

**LEGEND**

- # DENOTES MONUMENT FOUND.
- DENOTES MONUMENT PLANTED.
- DENOTES STAMPED IRON BAR.
- DENOTES SHORT STAMPED IRON BAR.
- DENOTES IRON BAR.
- DENOTES ROCK BAR.
- DENOTES ROCK HIGH BAR.
- DENOTES ROCK PILE.
- DENOTES NEOLITHIC.
- DENOTES SET.
- DENOTES REALTICES PLAN 53M-1323.
- DENOTES PLAN 33R-1741.
- DENOTES PLAN 33R-1299.
- DENOTES PLAN 33R-1522.
- DENOTES PLAN 33R-1252.
- DENOTES PLAN 33R-1251.
- DENOTES PLAN 33R-1520.
- DENOTES PLAN 33R-1524.
- DENOTES WITNESS.
- DENOTES CALCULATED.
- DENOTES I.L. NORLAND, D.L.S., MONUMENT.
- DENOTES P.M. BULL, D.L.S., MONUMENT.
- DENOTES WILHELM & WISS SURVEYING INC.
- DENOTES D.L.S. MONUMENT.
- DENOTES ORIGIN UNKNOWN.
- DENOTES PROPERTY IDENTIFICATION NUMBER.
- DENOTES DISTURBANCE.
- DENOTES PART.
- DENOTES NOT TO SCALE.

REVISION	DATE
1	
2	
3	
4	

**DRAFT PLAN**  
LAKEVIEW SUBDIVISION, PHASE B  
Scale: 1:500 Date: NOVEMBER 1, 2007 Job No.: Drawing No.: 1

**S. A. Kirchhefer Limited**  
Consulting Engineer and Planner Sudbury, Ontario



**COUNCIL'S CONDITIONS APPLYING TO THE APPROVAL OF THE FINAL PLAN  
FOR REGISTRATION OF THE SUBJECT SUBDIVISION ARE AS FOLLOWS:**

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1. That this draft approval applies to the plan of subdivision of PIN 73578-0404, Parcel 6013, Part of Lots 11 &12, Concession 3, Township of Neelon as show on a the preliminary plan identified dated November 2, 2007 prepared by S.A. Kirchhefer.
2. That the street(s) shall be named to the satisfaction of the Municipality.
3. That any dead-ends or open sides of road allowances created by this plan of subdivision shall be terminated in 0.3 metre reserves, to be conveyed to the Municipality and held in trust by the Municipality until required for future road allowances or the development of adjacent land.
4. That prior to the signing of the final plan, the Planning Services Division shall be advised by the Ontario Land Surveyor responsible for preparation of the final plan, that the lot areas, frontages and depths appearing on the final plan do not violate the requirements of the Restricted Area By laws of the Municipality in effect at the time such plan is presented for approval.
5. That the subdivision agreement be registered by the Municipality against the land to which it applies, prior to any encumbrances.
6. That such easements as may be required for utility or drainage purposes shall be granted to the appropriate authority.
7. That the owner agrees in writing to satisfy all the requirements, financial and otherwise, of the City of Greater Sudbury, concerning the provision of roads, walkways, street lighting, sanitary sewers, watermains, storm sewers and surface drainage facilities.
8. That the subdivision agreement contain provisions whereby the owner agrees that all the requirements of the subdivision agreement including installation of required services be completed within 3 years after registration.
9. Draft approval does not guarantee an allocation of sewer or water capacity. Prior to the signing of the final plan, the Director of Planning is to be advised by the General Manager of Infrastructure Services, that sufficient sewage treatment capacity and water capacity exists to service the development.

10. This draft approval will lapse on May 28, 2020.
11. Prior to the submission of servicing plans, the owner shall, to the satisfaction of the Director of Planning Services, provide an updated geotechnical report prepared, signed, sealed, and dated by a geotechnical engineer licensed in the Province of Ontario. Said report shall, as a minimum, provide factual information on the soils and groundwater conditions within the proposed development. Also, the report should include design information and recommend construction procedures for storm and sanitary sewers, stormwater management facilities, watermains, roads to a 20 year design life, the mass filling of land, surface drainage works, erosion control, slope stability, slope treatment and building foundations. The geotechnical information on building foundations shall be to the satisfaction of the Chief Building Official and Director of Planning Services.
12. The owner shall provide a detailed lot grading plan prepared, signed, sealed, and dated by a professional civil engineer with a valid certificate of authorization for the proposed lots as part of the submission of servicing plans. This plan must show finished grades around new houses, retaining walls, sideyards, swales, slopes and lot corners. The plan must show sufficient grades on boundary properties to mesh the lot grading of the new site to existing properties.
13. Prior to the submission of servicing plans, the owner shall have a stormwater management report and plan prepared, signed, sealed, and dated by a professional engineer with a valid certificate of authorization. Said report shall establish how the quantity and quality of stormwater will be managed for the subdivision development and assess the impact of stormwater runoff from this developed subdivision on abutting lands, on the downstream storm sewer outlet systems and on downstream water courses. The report shall deal with the control of both the 1:5 year and Regional Storm events, so as to limit the volume of flow generated on the site to pre-development levels. The Regional Storm flow path is to be set out on the plan(s). The report shall set out any necessary improvements to downstream storm sewers and water courses. The civil engineering consultant shall meet with the Development Approvals Section prior to commencing the stormwater management report.
14. The owner will be required to provide permanent silt and erosion control drainage works to the subdivision's storm water outlet to the satisfaction of the Director of Planning Services.
15. The owner shall be required to have all stormwater management facilities constructed and approved by the City prior to initial acceptance of roads and sewers or at such time as the Director of Planning Services may direct. The owner shall provide lands for said facilities as required by the City. ...3

16. The proposed internal subdivision roadways are to be built to urban standards, including curbs, gutters, storm sewers and related appurtenances to the City of Greater Sudbury Engineering Standards at the time of submission.
17. The owner agrees to provide the required soils report, stormwater, water, sanitary sewer and lot grading master planning reports and plans to the Director of Planning Services prior to the submission of servicing plans for any phase of the subdivision.
18. The owner shall develop a siltation control plan for the subdivision construction period to the satisfaction of the Director of Planning Services and Nickel District Conservation Authority.
19. Streetlights for this subdivision will be designed and constructed by Greater Sudbury Hydro Plus Inc. at the cost of the owner.
20. The owner will be required to ensure that the corner radius for all intersecting streets is to be 9.0 m.
21. As part of the submission of servicing plans, the owner shall have rear yard slope treatments designed by a geotechnical engineer licensed in the Province of Ontario incorporated in to the plans if noted as required at locations required by the Director of Planning Services. Suitable provisions shall be incorporated into the Subdivision Agreement to ensure that the treatment is undertaken to the satisfaction of the Director of Planning Services.
22. The owner shall provide a utilities servicing plan showing the location of all utilities including City services, Greater Sudbury Hydro Plus or Hydro One, Bell, Union Gas, and Eastlink and Canada Post. This plan must be to the satisfaction of the Director of Planning Services and must be provided prior to construction for any individual phase.
23. The final plan shall be integrated with the City of Greater Sudbury Control Network to the satisfaction of the Coordinator of the Surveying and Mapping Services. The survey shall be referenced to NAD83(CSRS) with grid coordinates expressed in UTM Zone 17 projection and connected to two (2) nearby City of Greater Sudbury Control Network monuments. The survey plan must be submitted in an AutoCAD compatible digital format. The submission shall be the final plan in content, form and format and properly geo-referenced.
24. The owner provide proof of sufficient fire flow in conjunction with the submission of construction drawings for each phase of construction.
25. That the vertical alignment of Greenwood Drive at the north intersection of Street A be improved to satisfy a design speed of 60 km/hr.

26. That Greenwood Drive be upgraded to an urban standard to the south limit of Lot 52.
27. That a sidewalk be constructed along the south and west sides of proposed streets to the satisfaction of the Director of Planning Services.
28. That a 6 metre wide block be conveyed to the City abutting Greenwood Drive except along Lot 52.
29. The developer will be required to provide a geotechnical report on how the work related to blasting shall be undertaken safely to protect adjoining structures and other infrastructure. The geotechnical report shall be undertaken by a blasting consultant defined as a professional engineer licensed in the Province of Ontario with a minimum of five years experience related to blasting.
30. The blasting consultant shall be retained by the developer and shall be independent of the contractor and any subcontractor doing blasting work. The blasting consultant shall be required to complete specified monitoring recommended in his report of vibration levels and provide a report detailing those recorded vibration levels. Copies of the recorded ground vibration documents shall be provided to the contractor and contract administration weekly or upon request for this specific project.
31. The geotechnical report will provide recommendations and specifications on the following activity as a minimum but not limited to:
  - i) Pre-blast survey of surface structures and infrastructure within affected area;
  - ii) Trial blast activities;
  - iii) Procedures during blasting;
  - iv) Procedures for addressing blasting damage complaints;
  - v) Blast notification mechanism to adjoining residences; and,
  - vi) Structural stability of exposed rock faces.
32. That a watermain loop be completed through the subdivision from the existing 200 mm diameter watermain on Greenwood Drive at Bayridge Court to the existing 250 mm diameter watermain on Greenwood Drive near the southeast corner of the development.
33. Final approval for registration may be issued in phases to the satisfaction of the Director of Planning, provided that:
  - i) Phasing is proposed in an orderly progression, in consideration of such matters as the timing of road improvements, infrastructure and other essential services; and;

- ii) All agencies agree to registration by phases and provide clearances, as required, for each phase proposed for registration; furthermore, the required clearances may relate to lands not located within the phase sought to be registered.
34. That the owner shall have completed all major outstanding infrastructure deficiencies that are critical to the overall function of the subdivision in previous phases of the plan that have been registered, or have made arrangements for their completion, prior to registering a new phase of the plan, to the satisfaction of the General Manager of Infrastructure Services.

✓ AS  
✓ GF.



September 20, 2019

Alex Singbush  
Manager of Development  
City of Greater Sudbury

**RECEIVED**  
SEP 20 2019  
**PLANNING SERVICES**

Reference: File # 780-6/07002—Greenwood Subdivision

Dear Mr. Singbush,

Thank you for contacting Canada Post regarding plans for a new subdivision in the City of Greater Sudbury.

Please see Canada Post's feedback regarding the proposal, below.

**Service type and location**

1. Canada Post will provide mail delivery service to the subdivision through centralized Community Mail Boxes (CMBs).
2. Given the number and the layout of the lots in the subdivision, we have determined that 4 CMB(s) will be installed on 1 site(s). I recommend either of the 2 locations listed below
  - a. **Side of lot 7**
  - b. **Side of lot 46**

**Municipal requirements**

1. Please update our office if the project description changes so that we may determine the impact (if any).
2. Should this subdivision application be approved, please provide notification of the new civic addresses as soon as possible.

**Developer timeline and installation**

1. Please provide Canada Post with the excavation date for the first foundation/first phase as well as the date development work is scheduled to begin. Finally, please provide the expected installation date(s) for the CMB(s).

**Please see Appendix A for any additional requirements for this developer.**

*Regards,*

*RAY THERIAULT*

Ray Theriault  
Delivery Services Officer | Delivery Planning  
PO BOX 8037 Ottawa T CSC  
Ottawa, ON, K1G 3H6  
613-793-2293  
[Raynald.theriault@canadapost.ca](mailto:Raynald.theriault@canadapost.ca)

## **Appendix A**

### **Additional Developer Requirements:**

- The developer will consult with Canada Post to determine suitable permanent locations for the Community Mail Boxes. The developer will then indicate these locations on the appropriate servicing plans.
- The developer agrees, prior to offering any units for sale, to display a map on the wall of the sales office in a place readily accessible to potential homeowners that indicates the location of all Community Mail Boxes within the development, as approved by Canada Post.
- The developer agrees to include in all offers of purchase and sale a statement which advises the purchaser that mail will be delivered via Community Mail Box. The developer also agrees to note the locations of all Community Mail Boxes within the development, and to notify affected homeowners of any established easements granted to Canada Post to permit access to the Community Mail Box.
- The developer will provide a suitable and safe temporary site for a Community Mail Box until curbs, sidewalks and final grading are completed at the permanent Community Mail Box locations. Canada Post will provide mail delivery to new residents as soon as the homes are occupied.
- The developer agrees to provide the following for each Community Mail Box site and to include these requirements on the appropriate servicing plans:
  - Any required walkway across the boulevard, per municipal standards
  - Any required curb depressions for wheelchair access, with an opening of at least two meters (consult Canada Post for detailed specifications)

# MEMORANDUM



**J.L. Richards  
& Associates Limited**  
314 Countryside Drive  
Sudbury, ON Canada  
P3E 6G2  
Tel: 705 522 8174  
Fax: 705 522 1512

Page 1 of 5

To: Planning Committee, City of Greater Sudbury      Date: November 4, 2020  
JLR No.: 29346-000 (01)  
CC: Councillor Leduc, City of Greater Sudbury  
Glen Ferguson, MCIP, RPP, Senior Planner  
City of Greater Sudbury

From: Sarah Vereault, MCIP, RPP, Planner

Re: Lakeview Subdivision – Condition #25 Greenwood  
Drive Design Speed  
CGS File No. 780-6/07002

Further to the City of Greater Sudbury's (CGS or City) Planning Committee Meeting of February 19, 2020 where the application to extend a draft approved plan of subdivision was deferred to deal with Condition #25, we have gathered supporting information and reviewed site conditions with members of the City in order to provide the following updated request to the City.

## Requested Revision to Condition #25 – Greenwood Drive Design/Posted Speed

We would like to request that Condition #25 be amended to read as follows:

*“That the owner shall provide speed limit signs for a 40 km/hr posted speed. No physical changes to the design and/or construction of Greenwood Drive are required.”*

## Supporting Information

### 1) City Official Plan design speeds / Transportation Background Study

The City of Greater Sudbury's (City) Official Plan identifies Greenwood Drive as a local road. Section 11.2.3, Table 2, Road Classification provides that a local road is meant to connect properties within a neighbourhood, providing trip origin and/or destination along its right-of-way. It also notes that traffic movement is a secondary consideration, and that land access is the primary function. Further, the table provides that **the design speed for local roads is 30-50 km/hr**. Therefore, the City's Condition #25 to increase design speed to 60 km/hr does not conform to its Official Plan, and our client's request to maintain the current design speed below 50 km/hr falls within the recommended design speed in the Official Plan.

The 30-50 km/hr design speed for local roads established in the Official Plan is different than the 60 km/hr design speed used in the City's Engineering Design Manual. This discrepancy between policy and engineering standards was addressed in the December 2016 Transportation Background Study update. The road classifications established in Section 10.2.1, Table 47 of that document refer to a **40-50 km/hr posted speed for local roads**. This is in line with the requested amended condition.

### 2) MTO's Geometric Design Standards permit design speeds equal to the posted speed

Speed limits are influenced by the design and classification of a roadway. The Ministry of Transportation (MTO)'s Geometric Design Standards for Ontario Highways defines design speed as “a speed used for the design and correlation of the physical features of a highway that influence vehicle operation” and as “the maximum safe speed that can be maintained over a specified section of highway when conditions are so favourable that the design features of the highway govern.”

MTO's Standards additionally provide that: “A design speed equal to the maximum posted speed is accepted where warranted by such factors as low traffic volumes, rugged terrain and economic considerations. This practice would be more appropriate for minor collector and local roads.”



The current conditions on Greenwood Drive represent a design speed of between 40 km/hr and 50 km/hr. Therefore, posting the roadway at 40 km/hr (i.e. near the design speed) would be accepted by the MTO Standard.

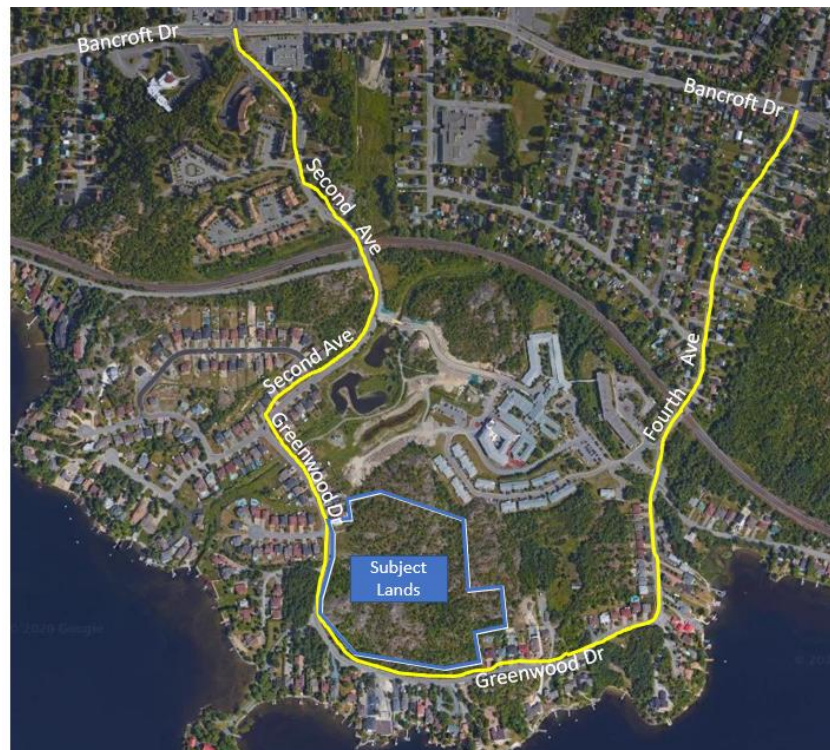
### 3) Residential Gateway Speed Limits

The Highway Traffic Act was amended in 2018 to permit municipalities to use new gateway speed limit signs to designate roadways within residential areas with reduced speed limits of less than 50 km/hr. Gateway speed limit signs are posted at each entry and exit point to a community where lower speeds are in effect.

Several Ontario municipalities are implementing residential gateway speed limits, with the Cities of Ottawa and Hamilton notably providing a plan to implement this in all of their neighbourhoods over a period of time.

The City of Sudbury considered Gateway Speed Limits at its Operations Committee in September 2019.

The existing road conditions in the immediate vicinity of Lakeview Subdivision (discussed further below) and road conditions on Second Avenue South leading to Greenwood Drive make this area ideal for use of the Residential Gateway Speed Limits. Second Avenue South of Bancroft Drive starts as a rural cross section that contains many curves for approximately 700 metres leading up to the intersection with Bayside Crescent. Second Avenue crosses over double railroad tracks on a curve and provides access to several multiple residential and retirement home developments. The roadway changes to an urban cross section without sidewalks from Bayside Crescent through to Greenwood Drive (approximately 150 metres). The roadway is well-used by pedestrians and cyclists.



*Figure 1: Area potential for Residential Gateway Speed Limit*

Beyond the curve in Greenwood Drive after the development, the road continues as a rural cross section where there are also vehicular parking spaces close to the roadway. At a 90-degree curve the road becomes Fourth Avenue which provides onto low density residential, multiple residential, seniors residence, and long term care facility. Fourth Avenue continues as a rural cross section until its intersection with Bancroft Drive. Lowering the speed limits in this area could be a City pilot project in Residential Gateway Speed Limits promoting pedestrian and cyclist safety.

#### 4) Existing Road Conditions

Greenwood Drive is a local road that is used for access to low density residential development. Given the local nature of the roadway, there are low traffic volumes on Greenwood Drive. The roadway does not have sidewalks and is well-used in this area by pedestrian and bicycle traffic.

The existing road conditions make improvements to increase the design and operating speed of Greenwood Drive difficult in this area. There is a crest on Greenwood Drive at the entrance of Street A which would need to be lowered, impacting the connection with Bayridge Court, the recently constructed cul-de-sac opposite Street A.



*Figure 2: Greenwood Drive and Bayridge Court, looking south*

Further, significant fill would be needed to connect with Baycrest Road, a private road which intersects with Greenwood Drive on the western side approximately 70 metres from Street A. Further, as Baycrest Road is not a municipal road, it is not built to municipal standards and would require significant work to make the connection with an upgraded Greenwood Drive.



*Figure 3: Greenwood Drive and Baycrest Road (private), looking west*

Approximately 150 metres to the south of the entrance of Street A on Greenwood Drive is a significant sharp curve in the roadway. This area is posted at a reduced speed of 25 km/hr for the sharp curve.



*Figure 4: Greenwood Drive, approaching sharp curve (from Baycrest Road), looking southeast*

Finally, and perhaps most importantly, Greenwood Drive is built to a rural cross section, and is well-used in this area by pedestrian and bicycle traffic. Vehicular traffic in this area is local traffic and is subject to low overall traffic volumes. The circuitous nature of the existing roadway provides a natural traffic calming and vehicles are already travelling closer to 40km/hr given the crest, curve, and variety of road users.

Improving the design speed of Greenwood Drive facilitates faster vehicular speed jeopardizing the safety of all road users. Improving the design speed immediately prior to a sharp curve and posted reduction in Speed Limit to 25 km/hr serves no purpose. Similarly, approaching from the east, users will be traveling at a slow rate of speed coming out of the sharp curve and then going up the hill towards Street A, following which they will be in a low density residential neighbourhood. There is no warrant for a 60 km/hr design speed given the existing road conditions.

Typically, improvements to design speeds enable faster vehicular traffic and do not provide improvement for pedestrians and cyclists use of the roadway. In this case, improvements to the design speed will not improve the sharp curve immediately after. As an alternative, it is recommended that lowering the posted speed limit acknowledges the existing road conditions, the use by a variety of road users, and encourages slower, safer speeds.

#### 5) Housing Affordability

The improvements requested by the City in the original condition to increase the design speed of Greenwood to 60 km/hr were estimated to have a construction cost of \$670,000 in 2017. Escalating to 2020 costs, this is estimated to be 30% higher based on recent project estimates, at roughly \$871,000. Translated to a cost per housing unit, over 52 units, this equals **an added cost of \$16,750/unit**.

In addition, there is an unknown cost to the negotiations required to upgrade Baycrest Drive for the requested improvements, as Baycrest Drive is a private drive, not built to municipal standards. Previous discussions with residents have indicated they desire upgrades to a full municipal road, which would increase costs substantially.

The marginal increase in the number of homes in the area from the Lakeview Subdivision (52 units) with limited additional development lands in the area and relative traffic increase does not justify the added cost to the developer or homeowner. The added cost is inconsistent with City Council's strategic goals around "Business

Attraction, Development and Retention” and “Housing” as outlined in the 2019-2027 City of Greater Sudbury Strategic Plan that position Sudbury as an affordable place to live and invest in.

**Conclusion**

It is our opinion that the requested revision to Condition #25 to read: *“That the owner shall provide speed limit signs for a 40 km/hr posted speed. No physical changes to the design and/or construction of Greenwood Drive are required.”* is supportable for the following reasons:

- The City’s Official Plan does not support design speeds above 50 km/hr for local roads, and the City’s Transportation Background Report further permits a posted speed of 40 km/hr for local roads.
- MTO’s Geometric Design Standards permit design speeds equal to the posted speed, so no improvement to design speed is required.
- It is in line with recent opportunities for Ontario municipalities to post lower speed limits in Residential Gateway areas, supporting pedestrian and cyclist safety and quieter residential areas.
- The existing road presents significant barriers to improve the design speed as per the City’s condition, which cannot be supported for good neighbourhood design.
- The cost necessary to construct the improvements as per the City condition translate to additional costs borne by the eventual homeowner and do not align with City Council’s strategic goals of “Business Attraction, Development and Retention” and “Housing” in the 2019-2027 City of Greater Sudbury Strategic Plan.

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