

Appendix # 3

Policies Cited – Place of Amusement

Files: 701-6/17-9 & 751-6/17-24

RE: Application for Official Plan Amendment & Rezoning – 1916596 Ontario Ltd Part of PINs 73561-0282 & 73561-0264, Part 6 and Part of Part 11, Plan 53R-19391, Lots 9 & 10, Concession 4, Township of Neelon, Kingsway, Sudbury

Provincial Policy Statement, 2014

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

- a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b. accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c. avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d. avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e. promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- f. improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- g. ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and
- h. promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific

areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Nothing in policy 1.1.2 limits the planning for infrastructure and public service facilities beyond a 20-year time horizon.

1.1.3 Settlement Areas

Settlement areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. Ontario's settlement areas vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

The vitality of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

1.1.3.2 Land use patterns within settlement areas shall be based on:

- a. densities and a mix of land uses which:
 1. efficiently use land and resources;
 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
 4. support active transportation;
 5. transit-supportive, where transit is planned, exists or may be developed; and
- b. a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.
- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.
- 1.1.3.7 Planning authorities shall establish and implement phasing policies to ensure:
 - a. that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and
 - b. the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.

1.2 Coordination

1.2.6 Land Use Compatibility

- 1.2.6.1 Major facilities and sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.

1.3 Employment

- 1.3.1 Planning authorities shall promote economic development and competitiveness by:
 - a. providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
 - b. providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
 - c. encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and

- d. ensuring the necessary infrastructure is provided to support current and projected needs.

1.6 Infrastructure and Public Service Facilities

- 1.6.1 Infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs.

Planning for infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be coordinated and integrated with land use planning so that they are:

- a. financially viable over their life cycle, which may be demonstrated through asset management planning; and
 - b. available to meet current and projected needs.
- 1.6.2 Planning authorities should promote green infrastructure to complement infrastructure.
 - 1.6.3 Before consideration is given to developing new infrastructure and public service facilities:
 - a. the use of existing infrastructure and public service facilities should be optimized; and
 - b. opportunities for adaptive re-use should be considered, wherever feasible.
 - 1.6.4 Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services.
 - 1.6.5 Public service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

1.6.6 Sewage, Water and Stormwater

- 1.6.6.1 Planning for sewage and water services shall:
 - a. direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing:
 - 1. municipal sewage services and municipal water services; and
 - 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available;
 - b. ensure that these systems are provided in a manner that:
 - 1. can be sustained by the water resources upon which such services rely;

- 2. is feasible, financially viable and complies with all regulatory requirements; and
 - 3. protects human health and the natural environment;
 - c. promote water conservation and water use efficiency;
 - d. integrate servicing and land use considerations at all stages of the planning process; and
 - e. be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5.
- 1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.
- 1.6.6.7 Planning for stormwater management shall:
- a. minimize, or, where possible, prevent increases in contaminant loads;
 - b. minimize changes in water balance and erosion;
 - c. not increase risks to human health and safety and property damage;
 - d. maximize the extent and function of vegetative and pervious surfaces; and
 - e. promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.

1.7 Long-Term Economic Prosperity

- 1.7.1 Long-term economic prosperity should be supported by:
- a. promoting opportunities for economic development and community investment-readiness;
 - b. optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;
 - c. maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;
 - d. encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;
 - e. promoting the redevelopment of brownfield sites;
 - f. providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;
 - g. providing opportunities for sustainable tourism development;

1.8 Energy Conservation, Air Quality and Climate Change

- 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:
- a. promote compact form and a structure of nodes and corridors;
 - b. promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
 - c. focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;
 - d. focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;
 - e. improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
 - f. promote design and orientation which:
 - 1. maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and
 - 2. maximizes opportunities for the use of renewable energy systems and alternative energy systems; and
 - g. maximize vegetation within settlement areas, where feasible.

2.1 Natural Heritage

2.1.1 Natural features and areas shall be protected for the long term.

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

2.1.3 Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.

2.1.4 Development and site alteration shall not be permitted in:

- a) significant wetlands in Ecoregions 5E, 6E and 7E1; and
- b) significant coastal wetlands.

2.1.5 Development and site alteration shall not be permitted in:

- a) significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;
- b) significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;
- c) significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;
- d) significant wildlife habitat;
- e) significant areas of natural and scientific interest; and
- f) coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 2.1.4(b)

unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

- 2.1.6 Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.
- 2.1.7 Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.
- 2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

2.2 Water

- 2.2.1 Planning authorities shall protect, improve or restore the quality and quantity of water by:
 - a. using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;
 - b. minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;
 - c. identifying water resource systems consisting of ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas, which are necessary for the ecological and hydrological integrity of the watershed;
 - d. maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas;
 - e. implementing necessary restrictions on development and site alteration to:
 - 1. protect all municipal drinking water supplies and designated vulnerable areas;
 - and

- 2. protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions;
 - f. planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality;
 - g. ensuring consideration of environmental lake capacity, where applicable; and
 - h. ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.
- 2.2.2 Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.

Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.

Growth Plan for Northern Ontario, 2011

2.2 An Economic Action Plan for Northern Ontario

- 2.2.1 The Province will collaborate with the federal government, as well as business and industry, municipalities, Aboriginal communities and organizations, the education and research sectors, and community organizations on economic development strategies for *existing and emerging priority economic sectors* as set out in Policies 2.2.2, 2.2.3 and 2.2.4. This collaboration will include ongoing policy research related to northern economic and community development.
- 2.2.2 The Province will focus economic development strategies on the following *existing and emerging priority economic sectors* and the distinct competitive advantages that Northern Ontario can offer within these sectors:
 - a) advanced manufacturing
 - b) agriculture, aquaculture and food processing
 - c) arts, culture and creative industries
 - d) digital economy
 - e) forestry and value-added forestry-related industries
 - f) health sciences
 - g) minerals sector and mining supply and services
 - h) *renewable energy* and services
 - i) tourism
 - j) transportation, aviation and aerospace
 - k) water technologies and services.
- 2.2.3 Economic development strategies for *existing and emerging priority economic sectors* will examine opportunities to:

- a) strengthen networks and collaboration among businesses, industry, the education and research sectors, economic development organizations and northern communities
- b) attract investment
- c) grow and retain existing competitive businesses, including export development activities and diversification into value-added business opportunities
- d) respond to labour market needs and opportunities through education, training and entrepreneurship supports

2.2.4 The Province will bring an integrated approach to these economic development strategies through the creation of regular, five-year economic action plans for Northern Ontario that address:

- a) the emergence and development of the *existing and emerging priority economic sectors*
- b) *existing and emerging priority economic sectors* that should be the focus of economic development efforts for the next five-year period.

2.2.5 Industry will be encouraged to participate in the development and implementation of the Province's five-year economic action plans and *regional economic plans*.

2.2.6 The Province will work to attract investment to Northern Ontario through:

- a) integrated and timely one-window response to investment opportunities
- b) measures to address barriers to investment, such as *information and communications technology* infrastructure, energy costs, labour and transportation
- c) working with other orders of government to co-ordinate approvals and address complex interjurisdictional issues.

2.3 A Growing and Diversified Economy

2.3.10 Tourism

1. Efforts by the Province, industry and, where appropriate, other partners, to grow and diversify the tourism sector should include:
 - a) investing in strategic public infrastructure and the provincial parks system to improve the competitiveness of the tourism industry and enhance the visitor experience
 - b) improving training and skills development in strategic areas such as e-technology, marketing, business planning and customer service to enable the tourism industry to better serve domestic and international travelers
 - c) encouraging regional co-operation to expand and diversify Northern Ontario's tourism offerings and increase tourism visitation and receipts
 - d) encouraging regions and communities to undertake cultural planning that identifies opportunities for promoting tourism, including Aboriginal niche tourism opportunities, and building on the presence of a strong Francophone community to tap into French-speaking markets
 - e) encouraging new, flexible and high-quality tourism products for domestic and international visitors

- f) linking Northern Ontario tourism to provincial and national marketing campaigns and promoting the uniqueness of the Northern Ontario experience.

4 Communities

4.2 Long-range Planning for all Communities

4.2.1 All municipalities should, either individually, or collaboratively with neighbouring municipalities and Aboriginal communities, prepare long-term community strategies. These strategies should support the goals and objectives of this Plan, identify local opportunities to implement the policies of this Plan, and be designed to achieve the following:

- a) economic, social and environmental sustainability
- b) accommodation of the diverse needs of all residents, now and in the future
- c) optimized use of existing infrastructure
- d) a high quality of place
- e) a vibrant, welcoming and inclusive community identity that builds on unique local features
- f) local implementation of *regional economic plans*, where such plans have been completed.

4.2.2 Municipalities and planning boards are encouraged to:

- a) align their official plan policies with their long-term community strategies developed in accordance with Policy 4.2.1
- b) employ the use of available tools to support and facilitate land-use planning that implements their long-term community strategies.

4.2.3 The Province will encourage collaboration with Aboriginal communities in land-use planning in accordance with the Policies in 7.5.

4.3 Economic and service hubs

4.3.1 The Minister of Infrastructure will work with the Minister of Northern Development, Mines and Forestry and other ministries to identify *economic and service hubs* in consultation with municipalities and other parties, as appropriate.

4.3.2 *Economic and service hubs* should be designed to:

- a) accommodate a significant portion of future population and employment growth in Northern Ontario
- b) function as service centres that deliver important region-wide public services to the broader surrounding regions
- c) function as economic hubs linking Northern Ontario with other significant economic regions in Ontario and beyond.

4.3.3 *Economic and service hubs* shall maintain updated official plans and develop other supporting documents which include strategies for:

- a) developing a diverse mix of land uses, an appropriate range of housing types, and high quality public spaces; and providing easy access to stores, services and recreational opportunities
- b) maintaining up to a 20-year supply of lands, or as otherwise provided by a provincial policy statement, for a variety of employment uses in appropriate locations to support economic development objectives
- c) improving access to public services by local residents and by residents of surrounding communities
- d) encouraging a significant portion of future residential and employment development to locate in existing downtown areas, *intensification corridors*, *brownfield sites*, and *strategic core areas*
- e) providing for a range of transportation options
- f) enhancing community identity, vibrancy and cultural amenities.

4.3.4. *Economic and service hubs* shall be focal areas for investment in regional transportation, energy, *information and communications technology*, and *community infrastructure*.

City of Greater Sudbury Official Plan

2.1 PATTERN OF DEVELOPMENT

The existing urban structure is a result of the historical development of industrial uses. Many outlying settlements were established as company towns linked to specific industrial activities, such as mining and rail transportation. Other settlements originated as agricultural service centres that further expanded in a dispersed nature along major roads. Over time, these communities and settlements have developed their own unique character and demographic mix.

Over half of the total population of Greater Sudbury resides in the former City of Sudbury. The former City of Sudbury, as the location of three quarters of the jobs in the Greater City, is the main employment centre.

The former City of Sudbury has also been the location of most growth. Over the period 1978 – 2002, 58% of approximately 20,000 new residential units were created in areas within the former City of Sudbury. Valley East absorbed the second highest proportion of new housing, at 16% of total units.

2.2 DEFINING THE URBAN STRUCTURE

The *Regional Official Plan* (1978) established a hierarchy of settlements that was largely based on population distribution and urban form. Consistent with its central city role, the former City of Sudbury was designated as the regional centre. A growth centre in each area municipality was

also identified, acknowledging the autonomy and growth potential of the former cities and towns which comprised the Regional Municipality of Sudbury.

The *Official Plan of the City of Greater Sudbury* adopts an alternative approach to defining the urban structure, with the assignation of settlements essentially tied to the level of municipal services available. It also considers prevailing built form, impacts on the natural environment, and the defining character of the settlement. This approach reflects a number of new realities facing the City, including a requirement for increased residential intensification, the need to provide municipal services in an efficient and responsible manner, and the necessity of promoting sound environmental planning policies consistent with provincial directives. The urban structure is thus defined as containing three forms of settlement: Communities, Non-Urban Settlements, and Rural and Waterfront Areas.

2.2.1 Communities

Most people in Greater Sudbury live and work in Communities. Fully serviced by municipal sewer and water, Communities are seen as the primary focus of residential development and will absorb most of our projected growth. Communities also encompass the majority of our designated Employment Areas. A variety of housing forms are permitted in Communities.

Due to its concentration of employment and high-order service activity, the community of Sudbury is the regional service centre for both the amalgamated City and Northeastern Ontario. *Sudbury* contains all major commercial nodes, including the *Downtown* and the three *Regional Centres*, as well as major educational, research and health facilities. Higher density residential uses are also concentrated in Sudbury, including more than three-quarters of the total rental housing stock.

Smaller in population and total area, the remaining Communities are fully serviced urban areas that offer a mix of employment and residential uses. The predominant housing form is low and medium density in nature. *Town Centres* in these Communities provide mostly local services to surrounding residential neighbourhoods and rural areas.

Communities include the following areas:

<i>Sudbury</i>	<i>Azilda</i>
<i>Capreol</i>	<i>Chelmsford</i>
<i>Dowling</i>	<i>Garson</i>
<i>Lively – Mikkola – Naughton</i>	<i>Valley East Urban Area</i>
<i>Coniston</i>	<i>Copper Cliff</i>
<i>Falconbridge</i>	<i>Levack</i>
<i>Onaping</i>	<i>Wahnapitae</i>

4.0 Employment Areas

Diversification forms the foundation of the City's approach to economic development, and it remains essential to our future growth prospects. While mining continues to function as our core economic activity and primary export generator, Greater Sudbury has diversified over the last three decades to evolve as a regional centre of education, health care, government, business, retail, and tourism services. The establishment of several important advanced institutions and research facilities, combined with the City's growth as a retail and tourism destination, has contributed to a local economy now focused on a full range of services production.

The evolution of the service economy has also impacted the mining sector. The maturation of the mineral extraction industry, combined with entrepreneurship, technological advancement, and locally-based education and research, has led to the creation of a robust mining services sector that supports the existing mining complex and presents excellent opportunities for the development of tradable exports. To bolster our position as a leader in the mining industry, this Plan will protect the use of natural resources and provide for future resource development, while accommodating economic activities related to the provision of products and services to the global mining sector.

Employment Area designations acknowledge Greater Sudbury's changing economy and labour force, and are intended to help implement the City's long-term strategic planning goals. These designations encompass lands where people presently work and lands where employment opportunities will be provided in the future. *Employment Area* designations are shown on *Schedules 1a, 1b and 1c, Land Use Map* and can be grouped into four broad categories:

Commercial: To service Greater Sudbury's broad market base and high-order service activities, three types of *Centres* are established in this Plan including *Downtown, Regional Centres*, and *Town Centres*. *Mixed Use Commercial* allows a balance of mixed uses including commercial, general industrial, institutional, residential, and parks and open space. *Resort and Shoreline Commercial Uses* are addressed in Section 5.2.6.

Institutional: The important contribution of the City's institutions and their role in community-based initiatives is acknowledged by creating an *Institutional Areas* designation within the hierarchy of *Employment Area* land uses. In order to harness the potential of the institutional sector in the form of research and product development, *Institutional Areas* that form a concentration of advanced Education, Health & Research activity are identified. Certain compatible uses are permitted in order to facilitate economic development initiatives linked to our post-secondary institutions, hospitals and research facilities.

Industrial: Two broad industrial designations, *General Industrial* and *Heavy Industrial*, are established to support economic activity in the industrial sector. *General Industrial* includes activities such as manufacturing and processing facilities, while the *Heavy Industrial* designation encompasses core infrastructure needs such as water and wastewater treatment plants and landfill sites.

Mining and Aggregate: Reflecting the importance of natural resources to the local economy, separate land use designations are created for the extraction and processing of mineral and aggregate resources. The Plan designates areas to be included as part of the *Mining/Mineral Reserve* and *Aggregate Reserve*.

4.1 OBJECTIVES

It is the objective of the Employment Area policies to:

- a. ensure that an adequate supply and variety of serviced employment land exists throughout Greater Sudbury in accordance with the settlement pattern, allowing for the expansion and diversification of the employment base;
- b. ensure that a broad range of commercial opportunities are provided for residents, employees and tourists;
- c. promote the intensification and revitalization of commercial, industrial and institutional areas;

- d. ensure adequate institutional facilities, such as educational, health care and social service facilities and services, are provided at suitable locations to meet the evolving needs of residents of all ages and physical capabilities in the City;
- e. promote the development of the *Downtown* as an employment and business centre for the City;
- f. ensure that existing industrial lands are used efficiently and promote the development and redevelopment of existing, underutilized, or unused sites;
- g. promote environmentally sound industrial practices and mitigate conflicts with sensitive uses;
- h. ensure that new developments do not preclude future extraction of known or potential mineral or aggregate deposits;
- i. ensure that mining and aggregate operations are located, designed and developed so as to minimize impacts upon the social and natural environment; and,
- j. embrace new technologies to harness emerging areas of growth.

4.5 INDUSTRIAL AREA DESIGNATIONS

Given Greater Sudbury's strong industrial base, the designation of sufficient lands to accommodate existing and potential industrial uses is essential. The adequate provision of industrial lands, including the creation of additional Industrial and Research Parks, is closely aligned with the City's long-term strategic planning goals related to economic development.

Two broad industrial designations are established by this Plan. *General Industrial* allows a range of industrial activities, such as manufacturing and processing facilities. *Heavy Industrial* permits all industrial uses, including core infrastructure facilities such as water and wastewater treatment plants and landfill sites. Any expansion to these areas will require an amendment to the Zoning By-law.

4.5.1 General Industrial

Policies

- 1. Permitted uses may include manufacturing, fabricating, processing and assembling of industrial and consumer products, repair, packaging and storage of goods and materials, and related industrial activities.
- 2. Complementary uses, such as administrative offices, which do not detract from, and which are compatible with, the operation of industrial uses are also permitted.
- 3. *General Industrial* uses must have minimal environmental impacts. Any use which may impact surrounding areas and cause nuisance will be appropriately buffered and screened.
- 4. Where development occurs in areas that are not fully serviced, only dry industries that generate less than 4,500 litres of wastewater a day may be permitted.
- 5. Heavy industrial uses may also be permitted by rezoning.

8.0 Water Resources

Water plays a vital role in defining Greater Sudbury. Healthy surface water and groundwater ensure access to clean and plentiful drinking water. Hundreds of lakes, rivers, and streams also provide important opportunities for recreation, shoreline living, and fish and wildlife habitat. Addressing water-related issues from a watershed-based planning approach is a critical first step in protecting the City's water resources.

In general, policies contained in this section apply to all forms of development in all designations. Supplementary policies on land uses that have a direct impact on water resources are integrated throughout this Plan. Due to the added concerns posed by unserviced development and the impact of septic systems, additional policies on shoreline residential development and lot creation in *Rural Areas* are established in Sections 5.2.1 and 5.2.2. Chapter 9.0 *Natural Environment*, examines features such as wetlands and fish and wildlife habitat. Policies specific to flooding hazards are found in Section 10.2.

8.1 GENERAL PROTECTION OF WATER RESOURCES

The following general policies apply to protect water resources in the City:

1. Sensitive surface water features, sensitive groundwater features, and their hydrologic functions and linkages shall be determined through a watershed-based planning approach. Sensitive surface water and groundwater features are defined as areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants.
2. Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions and linkages will be protected, improved or restored.
3. Mitigative measures and/or alternative development approaches may be required to protect, improve and restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.
4. Efficient and sustainable use of our water resources, including practices for water conservation, shall be promoted.

8.3 DRINKING WATER RESOURCES

Drinking water is of paramount importance. Provincial legislation requires that source water protection plans be developed for Ontario's watersheds. The goal is to safeguard human health by ensuring that current and future sources of drinking water in Ontario's lakes, rivers and groundwater are protected from potential contamination and depletion.

Private and municipal drinking water supplies in the City are provided by both surface water and groundwater sources. This Plan recognizes that the waters of Ramsey Lake, Lake Wanapitei, Wanapitei River and Vermilion River, along with various groundwater sources, are and will be maintained as the main sources of drinking water for the City.

In addition to these municipal drinking water sources, numerous other lakes provide drinking water for households utilizing private systems.

Policies

1. Council will work cooperatively with other agencies to protect and, where necessary, improve or restore the quality of drinking water resources.

8.6.3 Site-specific Policies

The City's *Engineering Design Manual* will be kept current and will include Best Management Practices for stormwater management. The *Engineering Design Manual* will be utilized to determine appropriate stormwater management measures for each site, supplemented by the policies included in this section, and technical and procedural guidance provided in the current version of the Ministry of the Environment's *Stormwater Management Planning and Design Manual*.

These documents will provide guidance for stormwater management measures applicable to activities such as waterfront development and the implementation of stormwater quantity and quality control measures for new development, re-development and retrofit situations, including public infrastructure projects.

Policies

1. For all new developments, an overland flow route must be clearly defined to provide continuous overland drainage of major system flows to the nearest major watercourse. The overland flow route (major system) shall be entirely contained within the road right-of-way or easements. Conveyance of the 100-year or Regional design storm peak flow is required.
2. Applications for industrial development in areas where there are no municipal stormwater services will require a Stormwater Management Report.
3. Applications for draft plan approval of subdivisions and site plan approvals in areas where a subwatershed plan has been completed will demonstrate, through a Stormwater Management Report, how the proposed development will provide stormwater management in accordance with the subwatershed plan.
4. Applications for draft plan approval of subdivisions in areas where a subwatershed plan has not been finalized will include a Stormwater Management Report containing site-specific details as required by the City.
5. A Stormwater Management Report shall contain the following:
 - a. The overall drainage plan for the site, indicating upstream drainage areas conveyed across the site and the ultimate outlet (major overland flow route) from the site to the municipal drainage system;
 - b. A plan of proposed on-site stormwater quantity control measures that will satisfy downstream capacity issues. Post-development peak flow rates from the site will be limited to pre-development peak flow rates, unless detailed analysis shows that such storage is not required;
 - c. A plan for erosion control;

- d. A description of the measures proposed to control stormwater quality on-site. In particular, special measures must be proposed where a site is intended for industrial development; and,
 - e. A general grading plan, illustrating conformance with the City's overall stormwater management objectives.
6. The City will identify opportunities where retrofits can be effectively utilized to remedy existing stormwater problems.
7. For areas where a subwatershed plan has not advanced in sufficient detail to define regional downstream stormwater management facilities or where a development will result in unacceptable peak flow increases downstream, on-site stormwater management (storage) facilities for peak flow control will be required.
8. For small sites where it is impractical to implement on-site stormwater management measures (due to size or local site conditions), Council may collect cash-in-lieu of on-site stormwater management facilities to apply toward any regional stormwater facilities required.
9. Developers are required to construct, maintain and monitor the operation of all on-site quality ponds at their expense for a minimum period of two years after completion of housing. On-site stormwater management facilities will be designed in a manner that is compatible with the surrounding environment. Where appropriate, such facilities should be connected to recreational trails.
10. Maintenance will consist of annual monitoring of sediment accumulation in the pond forebay and quarterly inspections for trash removal as well as sediment removal and lawn mowing as required.
11. Stormwater management facilities for subdivisions will be on lands transferred at no cost to the City, in addition to any lands required to be dedicated for park purposes under the *Planning Act*.

9.0 Natural Environment

A healthy natural environment is critical to Greater Sudbury's quality of life. Our forests, wetlands, lakes, streams and wildlife are all part of a living system, contributing to clean air, soil, water, and to our overall well-being. Healthy and plentiful natural features *and areas* also attract people to live, work, visit and invest in our City. As such, significant natural features *and areas* and functions and their relationships must not be compromised in the growth of our City and will be protected for long-term use. The built environment is to be integrated with natural features *and areas* and functions in a manner respectful of the natural system's limits. For the purposes of this Plan, the City's significant natural features *and areas* consist of:

- Significant Habitat of Endangered and Threatened Species;
- Wetlands;
- Fish habitat;
- Significant Wildlife Habitat;
- Significant Areas of Natural and Scientific Interest; and,

- Sites of Geological Interest.

9.2.2 Significant Habitat of Endangered Species and Threatened Species

Endangered species and threatened species are of particular significance due to their low numbers and likelihood of disappearance without protection. Often the disappearance of a particular species is closely linked to the loss of habitat. Loss of species and their habitats are growing problems worldwide, resulting in action by governments at all levels.

The City maintains records of endangered species and threatened species that are present in the municipality based on information provided by the Ministry of Natural Resources. The dynamic nature and sensitivity of these records prevent them from being displayed in the Official Plan.

Policies

1. Municipal staff will determine the potential for significant habitat of endangered species and threatened species at the application stage of any new development or redevelopment proposals.
2. Development and site alteration are not permitted in significant habitat of endangered species and threatened species.
3. Development and site alteration are not permitted on lands adjacent to significant habitat of endangered species and threatened species unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural feature or their ecological functions. Adjacent lands are considered to be within at least 50 metres of significant habitat of endangered species and threatened species. This area can be modified if justified by a study.

11.0 Transportation

The City of Greater Sudbury covers a large geographic area, encompassing a number of Communities and Non-Urban Settlements of varying size and distance from the main urban area of *Sudbury*. Efficient and well-designed transportation links thus become essential to connect *Living Areas*, *Employment Areas* and other important uses such as mining and agriculture.

Despite our continued reliance on the automobile, public transit remains a key component of the transportation network. Under amalgamation, transit routes have been expanded to outlying areas. Enhancing the public transportation system and encouraging increased transit use are important objectives, particularly within the context of improving air quality and contributing to Kyoto targets.

Sidewalks, bike lanes, bike paths and walking trails need to be fully integrated components of the overall transportation system, providing safe access for pedestrians and cyclists supported by good urban design principles. Opportunities to engage in recreational and leisure activities are also tied to the transportation network.

***11.2.3 Traffic Studies**

For proposed developments that may affect the function of any municipal road, the City may require that development applications be accompanied by a traffic study to assess such impacts and to propose mitigating measures.* (2007 MMAH Mod #23)

11.3 PUBLIC TRANSPORTATION

Although the automobile will remain the primary mode of personal transportation for the foreseeable future, public transportation will play an increasingly important role for the municipality. Increased public transit use will help the City improve air quality and achieve Kyoto targets, as well as alleviate traffic congestion on Arterial Roads.

The provision of public transit is also closely aligned with other municipal initiatives. A new emphasis on residential intensification that encourages higher densities within existing built-up urban areas will in turn support the expansion of transit services and increased ridership.

11.3.2 Land use policies to support transit needs

The provision of public transit must be supported by compatible land uses policies and sound urban design principles in order to promote transit use as a viable option for residents. Transit-supportive policies form linkages with other City initiatives, including the need for increased residential intensification, ongoing efforts at downtown revitalization, and objectives established by the *EarthCare Sudbury Local Action Plan*.

Policies

1. Urban design and community development that facilitate the provision of public transit will be promoted.
2. Development proposals will be reviewed to ensure efficient transit routing so that all dwellings in the development are ideally within 500 metres walking distance of a bus stop.
3. Mixed uses and higher density housing along Arterial Roads and at other strategic locations are encouraged as a means of enhancing the feasibility of transit services, increasing ridership, alleviating traffic congestion and reducing reliance on the automobile.
4. Buildings should be sited as close to the street as possible to reduce walking distances for transit users.
5. Wherever possible, a well-placed and continuous road grid with relatively close spacing will be provided in order to facilitate the provision of public transit.
6. Pedestrian walkways, intersections of major roads, and pedestrian access systems are to be integrated with transit stops, and wherever possible, connected to trail systems.
7. The provision of public transit will be integrated into the long-term planning of future *Employment Areas*, including facilities for the convenience and comfort of transit users.

11.4 PARKING

The supply and cost of parking play a key role in the operation of the transportation network. These factors also influence the choices we make each day, on how we get to work and even where we shop. Parking policies may even impact preferences as to where we live, an important consideration in the promotion of residential uses in the *Downtown*.

Parking includes metered and unmetered spaces, private off-street lots, and general purpose off-street lots. The City operates a system of municipal parking lots at moderate short-term rates, most notably in the *Downtown* core. The majority of the parking supply, however, is provided by private operators who establish rates in accordance with market demand.

Policies

1. New developments generally must provide an adequate supply of parking to meet anticipated demands.
2. Based on a review of parking standards for various land uses in the City, parking requirements may be reduced in those areas that have sufficient capacity, such as the *Downtown* and other major *Employment Areas*.
3. Opportunities to reduce parking standards for mixed use projects or groups of uses that share parking facilities will be reviewed and implemented if feasible.
4. Payment-in-lieu of providing parking spaces may be required provided that any revenue will be used for the construction of consolidated parking facilities in the general area of the development.
5. Standards for the provision of accessible parking will be reviewed to ensure an adequate supply of parking spaces for persons with disabilities, including additional on-street barrier-free parking in the *Downtown*.
6. Parking areas are subject to site plan control and will be landscaped and adequately screened. Wherever possible, it is desirable to have parking lots located to the rear of buildings in order to preserve built form and create pedestrian-friendly streetscapes that retain a sense of enclosure. Parking areas should be developed in an environmentally friendly manner to reduce the impact of large paved areas.

11.7 ACTIVE TRANSPORTATION: PEDESTRIAN AND BICYCLE NETWORK

Protecting and expanding the existing pedestrian and bicycle network in the City is essential to creating quality of place. Trails promote healthy lifestyles and provide an alternative transportation network.

Existing and proposed components of the trail network, including the Trans-Canada Trail and Rainbow Routes, are indicated on *Schedule 5, Trail Route Map*.

Policies

1. The existing pedestrian and bicycle network will be maintained and expanded through the creation of additional pedestrian walkways, trails and bikeways with adequate signage throughout the City.
2. Development proposals will be reviewed to ensure that there is adequate pedestrian access in new developments. The City may acquire lands to provide pedestrian facilities as a condition of approval. Wherever possible, the provision of adequate bicycle facilities will be encouraged.
3. Bicycle facilities for all new road links and road widening projects will be considered based on an assessment of safety, potential usage, cost, and linkages to major employment, educational, or recreational centres.
4. The maximum level of separation of pedestrians and bicyclists from motor vehicle traffic will be achieved through good road design practices.
5. Sidewalks facilitate active living and are an essential component of good neighbourhood design, providing a safe pedestrian environment and access to other transportation linkages such as transit stops and trails. Curbs and sidewalks in neighbourhoods also encourage walking and provide safety for children. It is policy of this Plan to provide the following on new and reconstructed roads, when feasible:
 - a. Sidewalks on both sides of urban Arterial Roads and Collector Roads adjacent to developed lands;
 - b. Sidewalks on at least one side of Local Roads;
 - c. High quality pedestrian connections to transit;
 - d. Pedestrian connections between neighbourhoods; and
 - e. Pedestrian linkages to major attractions/generators.
6. Sidewalks are to be built and maintained to a standard that facilitates the mobility of persons with disabilities.
7. Barrier-free design of pedestrian facilities will be required through site plans.

12.2 SEWER AND WATER

12.2.2 New Development

Municipal sewer and water services are the preferred form of servicing for all new developments. Municipal sewer and water systems will accommodate all new development, except in unserviced or partially serviced areas where different land use and servicing policies apply.

Policies

1. Development in urban areas is permitted provided that existing *and planned* public sewage and water services have *confirmed* capacity to accommodate the demands of the proposed development. Alternatively, the proponent of the development will upgrade, at their own expense, the existing sewage and water systems to ensure adequate

delivery and treatment facilities consistent with City standards, including the adequacy of fire flows. (2007 MMAH Mod #26a, b)

2. It is policy of this Plan to ensure that water supply and sewer capacity are adequate to service development without major line or plant expansion. Official Plan amendments, rezonings, severance and subdivision approvals, minor variances and building permits **will** be denied if a water or sewage facility problems exists. (2007 MMAH Mod #26c)

14.2 COMMUNITY DESIGN

Given the number of diverse Communities and Non-Urban Settlements, Greater Sudbury is very much a city of neighbourhoods. Good urban design that respects existing built form and character can enhance the appeal of these neighbourhoods, including the integration of natural features. The following policies are established in order to promote a higher standard of community design.

Policies

1. Buildings, structures and other design elements that complement existing built form and character are encouraged.
2. Area streetscapes are to be improved over time through appropriate upgrades, such as landscaping, lighting, sidewalks, paving, and public art. These treatments should complement adjacent built form and open spaces, adding to a neighbourhood's character.
3. Wherever possible, natural features and functions should be integrated into the urban landscape in order to preserve and promote the City's natural beauty and ecology.
4. Council will promote the design, preservation, enhancement and creation of significant public open spaces that contribute to the City's image. These open spaces will complement and support the uses, scale, design features and activities generated by surrounding uses and buildings.
5. To the extent possible, *Living Areas* will be connected through the use of open space corridors, trails, sidewalks and streets so that neighbourhoods and schools are linked and interaction is facilitated.
6. Landscaping will be required in:
 - a. the design of all new developments; and,
 - b. existing underdeveloped locations as an effective environmental upgrading technique.
7. Grassing and tree planting activities in the area are to be continued under the Land Reclamation Program. Additional policies on land reclamation and the urban tree canopy are found in Section 9.4.
8. Council will encourage urban design solutions that enhance winter livability. Such methods may include:

- a. fostering building design and orientation to take advantage of climatic conditions and utilizing passive solar heating and cooling techniques;
 - b. encouraging the development of arcades or galleries linking parallel streets at mid-block location within the *Downtown*;
 - c. investigating the feasibility of covered sidewalks at key locations;
 - d. increasing the number of bus shelters at key locations;
 - e. encouraging landscaping treatments which enhance winter microclimatic conditions and minimize wind chill level; and,
 - f. encouraging the planting of evergreen tree species to increase the amount of winter greenery within the City.
- 9. Adequate weather protection, seating, visibility and lighting at transit stops will be provided wherever feasible.
 - 10. The visual appeal of the urban environment will be enhanced by improving area signage. This may occur through the adoption of new sign regulations.
 - 11. Landscape buffers between non-residential development and adjacent residential areas will be provided.

14.4 BUILT HERITAGE AND NATURAL ENVIRONMENT FEATURE INTEGRATION

The integration of new development and redevelopment with existing built form and natural features is required to ensure the cohesiveness of neighbourhoods and the integrity of streetscapes. Such integration creates an aesthetically pleasing urban environment and will enhance the City's overall image. This is particularly important in the *Downtown*, where demolitions have negatively impacted the unique built form.

Policies

- 1. All community design will be properly integrated with the City's Natural Environment features and existing built form. Natural features will be retained and integrated into proposed developments. Mature trees will be protected in order to provide shade canopy and to maintain their aesthetic and heritage value. The use of plant species native to the Sudbury Basin will be encouraged when creating new landscape features.
- 2. Building designs will effectively utilize their site's distinctive potential, such as its geologic, biologic and hydrologic character.
- 3. A diversity of architectural styles and building materials is encouraged by this Plan.
- 4. New development should achieve a complementary design relationship to adjacent heritage resources. Additional policies on *Heritage Resources* are found in Chapter 13.0.

5. In the City's urban areas, urban landform features such as rock outcrops and hilltops provide visual assets that contribute to defining the image of Greater Sudbury. New developments that are proposed on or near an urban landform feature will ensure, to the satisfaction of Council, that there will be no significant change to the visual asset provided by the landform feature. Council may require such developments to include measures that must be taken to mitigate any impacts on these visual assets.
6. New developments should aim at reducing light pollution, preserving the night skies, and conserving energy through appropriate site design and use of external lighting on development sites.

14.5 DESIGN FEATURES, VIEWS AND CORRIDORS

The preservation and enhancement of the City's design features, views and corridors has a direct impact on the day-to-day experience of residents and the impressions made upon visitors. It is important to protect those elements that enhance the quality of the urban environment including scenic vistas and natural features, all of which collectively contribute to the City's overall quality of place.

Policies

1. New land uses or design features that would detract from the enhancement of major focal point areas within the City, such as Science North, the Big Nickel, Bell Park, Tom Davies Square and Laurentian University are discouraged. The open space character and natural aesthetic environment of the Paris Street corridor, especially that section between Walford Road and York Street, will be preserved and enhanced. In particular, the view corridor to and from Science North shall be protected.
2. Those aspects of the *Downtown* that contribute to the image, character and quality of life in the City will be identified and preserved. Viewpoints to landmark features should be preserved as a means of guiding movement through the core and enhancing the visual appeal of the *Downtown*. New landmark features should be developed and integrated into the *Downtown* landscape, including the completion of the Farmers' Market.
3. Landscaping will be used to frame desired views or focal points, direct pedestrian movement, and satisfy functional requirements, such as providing shade and buffering. All new development proposals will be evaluated for their opportunity to create, maximize or enhance existing views through landscaping.
4. Where development or redevelopment is proposed along any Arterial Road, it will be policy of Council to require the following:
 - a. proponents are to submit a landscaping plan as part of the site plan approval process;
 - b. a three-metre landscape strip along the Arterial Road frontage will be provided;
 - c. all areas on a site not used for parking, driveways, storage, loading and buildings are to be landscaped or retained in a natural state;
 - d. wherever possible, encourage parking to be located to the rear of buildings;

- e. where outside storage is permitted, require that such facilities be located out of view from the Arterial Road corridor; and,
 - f. signage will be integrated with the building wherever possible.
5. This Plan encourages the design and layout of streets, pedestrian walkways and bicycle routes such that they provide vantage points for significant views and vistas along their lengths, including trails and bike paths.
 6. View corridors to lakes should be preserved.