

CHARLES TOSSELL

Bruce Ave,
P3C 5G4

DEAR Mayor (MRS. MARIANNE MATICHUK) :


IT HAS COME TO MY GREAT KNOWLEDGE THAT THE TRANSIT SYSTEM NEEDS TO BE IMPROVED. HOWEVER THE WAY TO IMPROVE IT; MUST BE REALISTIC. HAVING SAID THAT I HAVE COME UP WITH THE FOLLOWING IDEAS WHERE MANY OTHER TRANSIT DRIVERS WILL AGREE TO IT AS WELL ALSO :

- 1) MAKE THE SUNDAY SERVICE BECOME LIKE A SATURDAY SERVICE SCHEDULE
- 2) HAVE THE 819 COPPER FOUR CORNER AND THE 940 GATCHELL COPPER CLIFF AVAILABLE AT EVERY HALF HOUR ALL DAY UNTIL 1945. THEN IT WOULD BE AT EVERY QUARTER AFTER; (2045 AND 2145) NONE AT 1945, 2045 AND 2145.
- 3) EXTEND THE RUSH HOUR SERVICE FOR THE 014 KATHLEEN BUS ROUTE. RIGHT NOW THE BUS HAS IT AT EVERY ~~15~~ QUARTER AFTER AND QUARTER TO ALL DAY 'TIL 1845 THEN 1945/2045/2145 AS WELL AS FOR THE EXTRA RUSH HOUR SERVICE IS AT THE MOMENT AVAILABLE AT 7430, 8400, 8430, 16400, 16430, 17400, 17430 WHERE AS, AT THE HOURS OF 1445, 1515 AND 1545 THIS ROUTE IS ALWAYS FILLED UP AND PACKED WITH LOTS OF PEOPLE. SO THERE FOR THE SOLUTION TO THIS IS TO OFFER EXTRA RUSH HOUR AT 15400 AND 15430 DURING SCHOOL WEEKS FOR THE BOREAL (EXCLUDES HOLIDAYS AND SUMMER MONTHS) SO THE SCHEDULE OF THIS BUS ROUTE ON A REGULAR WEEK DAY SHOULD BE AS SEEN BEHIND THIS PAGE :

014 Kathleen :

<u>ON The hour</u>	<u>quarter AFTER</u>	<u>ON The Half Hour</u>	<u>quarter TO</u>
---	---	---	6h45
---	7h15	7h30	7h45
8h00	8h15	8h30	8h45
---	9h15	---	9h45
---	10h15	---	10h45
ETC. --- ETC.	11h15 ETC.	---	11h45 ETC.
---	14h15	---	14h45 14h45
15h00	15h15	15h30	15h45
16h00	16h15	16h30	16h45
17h00	17h15	17h30	17h45
---	18h15	---	18h45
---	---	---	19h45
---	---	---	20h45
---	---	---	21h45

- 4) ONE OTHER THING TO POINT OUT IS NEW SUBURBY CENTRE HAS OVER A DOZEN BUS ROUTES AVAILABLE WHERE AS 4 CORNERS HAS ONLY LESS THEN HALF A DOZEN OF BUS ROUTES. SO THERE FOR 4 CORNERS NEEDS TO HAVE MORE BUS ROUTE MADE AS WELL AS MORE TRANSIT SERVICE. AND YET IN THE EVENING THERE IS ONLY ONE BUS ROUTE ON AN HOURLY BASIS THAT GOES TO THE HOSPITAL SO THE SOLUTION TO ALL OF THIS IS CREATE A NEW BUS ROUTE. NOT ONLY THE HOSPITAL BUT ALSO THE WALMART SOUTHERN HAS VERY LITTLE TRANSIT SERVICE. ~~THE~~ BASICLY ^{THE INTER} REGENT STREET, WALMART SOUTHERN, 4 CORNERS, SOUTHRIDGE MALL, THE HOSPITAL NEEDS TO BE INTO A BUS ROUTE ~~AND~~

this is an

 IMPORTANT
 ONE

**Mr. Guy Bazinet
1688 Richard Street,
Val Caron, Ontario
P3N 1H2**

February 11, 2010
Feb 07 2010

The City of Greater Sudbury,
Tom Davies Square,
Sudbury, Ontario

Attn: Planning Department

Dear Madam or Sir,

I am the owner of a parcel of land known as part of parcel 1031 & 1031 S.E.S. Township of Hanmer.

Four lots at the end of Harry Street in Val Caron have been developed and improved with houses and on Normand Street, four lots were severed and sold but are presently not built on. As stated earlier, I am the owner of the abutting property consisting of approximately 75 (seventy-five) acres.

The Valley East Secondary Plan "MAP.A.A. Design Area and Boundary Adjustments" indicates that the land at the end of Harry and Normand Street are within the service design area but not included in the settlement area "C-5 appendix MAP AA Service Design Area and Boundary Adjustments". The Valley East Secondary Plan Review Amendment Number 175 section 3.56 states:

"There are certain lands where the Design area boundary and the settlement boundary do not match. Where feasible and desirable these boundaries can be adjusted to maximize the use of existing infrastructure. In certain locations there are planning justifications for adjusting boundaries to permit development, etc."

I am requesting your approval to include the section of land at the end of Harry and Normand Streets presently in the service design area be added to the settlement boundary. Also include for your information is a layout option done by Dennis Consultants (August 17, 1999) and a map of a proposed development at the time.

I would appreciate the opportunity to meet with you in the near future to discuss the plan and future options.

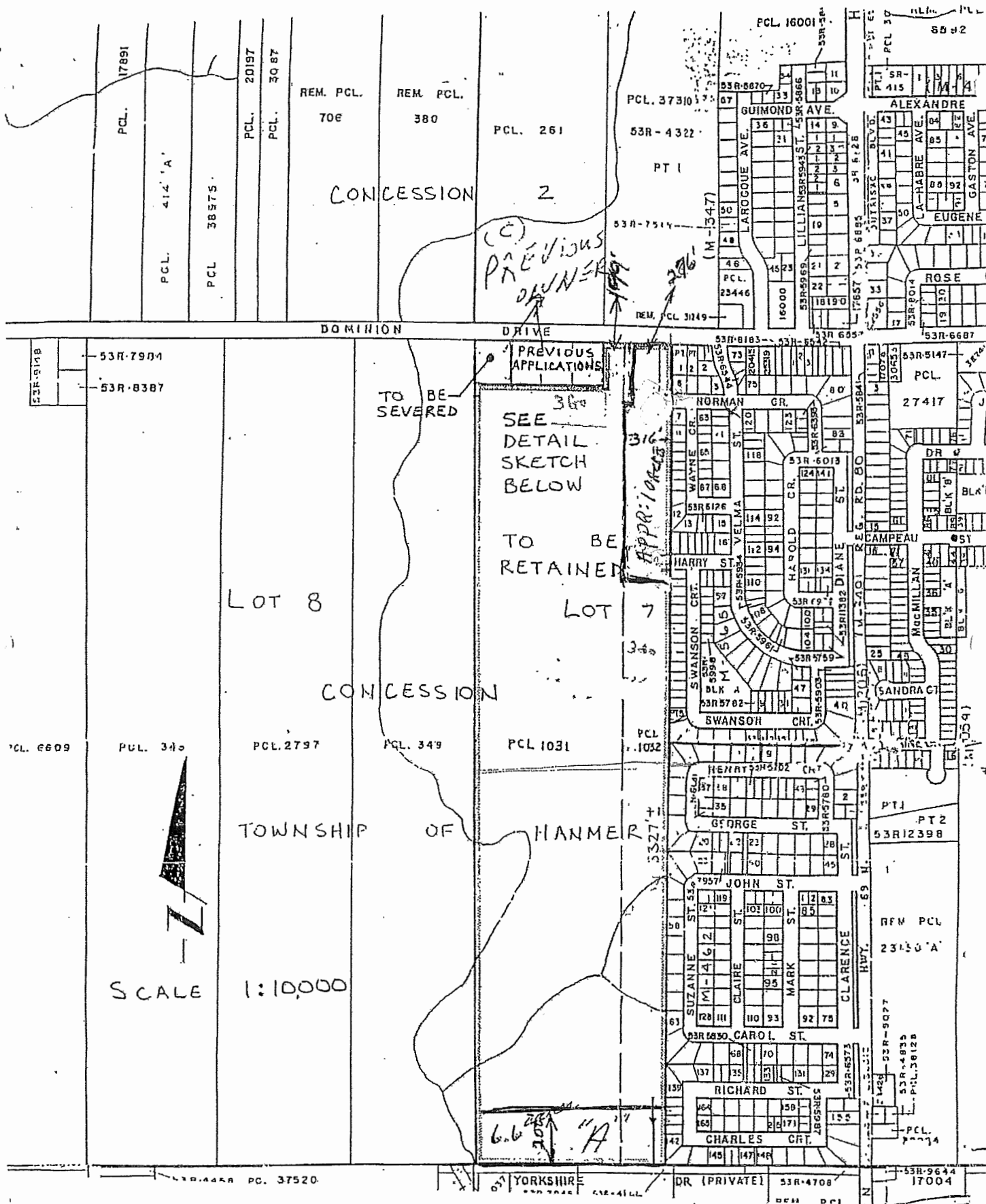
I may be reached at or by mail at the address above.

I remain,

Yours truly,

Guy Bazinet

c.c. Mr. Ron Dupuis – City Councilor



DRIVE

PREVIOUS APPLICATIONS

TO BE SEVERED

SEE
DETAIL
SKETCH
BELOW

TO BE
RETAINED

ASWEN LOT

CONCESSION

797

PCL. 349

PCL 1031

PCL,
1082

NSHIP

OF

HANMEIR

000

The map shows a grid of streets and lots. Key streets include:

- Norman Cr.**: Top horizontal street.
- Wayne Cr.**: Vertical street on the left side.
- Harry St.**: Horizontal street below Norman Cr.
- Swanson Cr.**: Curved vertical street on the left side.
- Henry St.**: Horizontal street below Harry St.
- George St.**: Horizontal street below Henry St.
- John St.**: Horizontal street below George St.
- Suzanne St.**: Vertical street on the left side.
- Claire St.**: Vertical street on the left side.
- Mark St.**: Vertical street on the left side.
- Clarence St.**: Vertical street on the right side.
- Richard St.**: Horizontal street at the bottom.
- Charles Cr.**: Horizontal street at the very bottom.
- Campeau St.**: Horizontal street on the right side.

Other features include lot numbers, street names, and various annotations such as "PCL.", "REM PCL.", "PT 1", "PT 2", "53R-6013", "53R-5988", "53R-5782", "53R-5903", "53R-5759", "53R-5902", "53R-5780", "53R-5930", "53R-6573", "53R-9027", "53R-4839", "PCL. 38128", "PCL. 38124".

SCHEDULE "A"

LEGAL DESCRIPTION OF OWNER'S LANDS

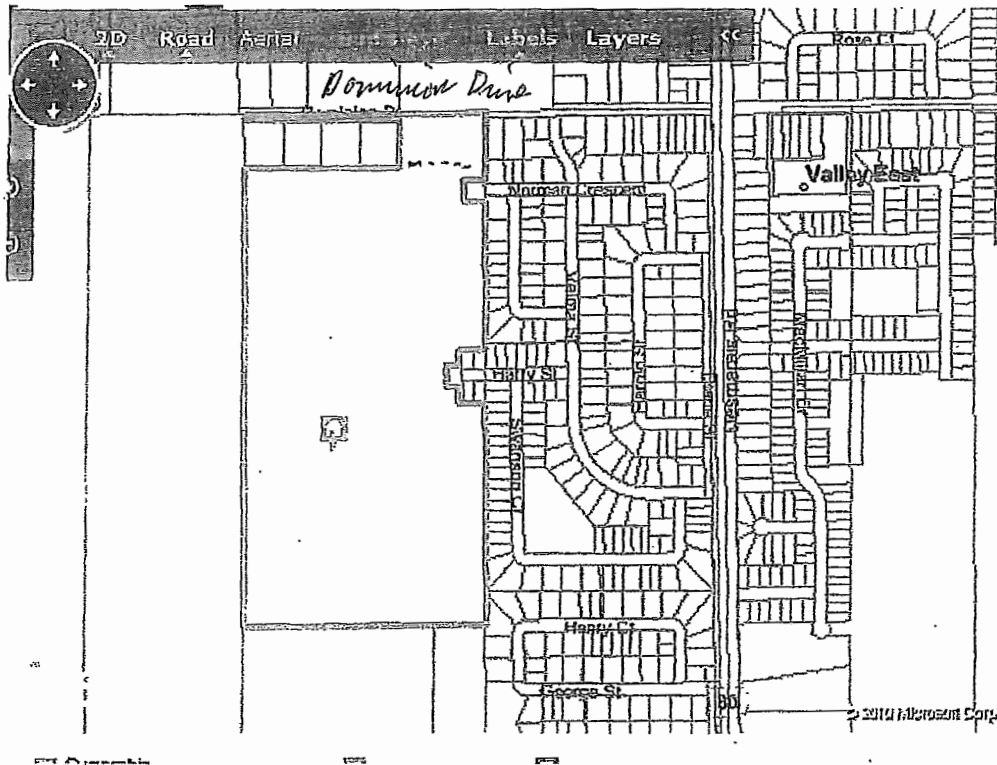
ALL that certain lot, piece and parcel of land situate, lying and being in the Township of Hanmer in the municipality of Greater Sudbury, in the Province of Ontario, more particularly described as follows:

Land Registry PIN: 735050914

Area: 77.0274 acres

Description: PT LOT 7 CON 1 TWP OF HANMER BEING PARTS 1 AND 2 ON PLAN 53R-17173; EXCEPT PTS 2, 3 AND 4 ON PLAN 53R-17298; S/T EAS. IN FAVOUR OF CITY OF GREATER SUDBURY OVER PART 1 ON 53R17298 AS IN LT960974.

Party To: Bazinet, Guy Charles; Bazinet, Diane Pauline;



**City of Valley East
Subdivision Cost Estimate for
Dominion Drive, Norman Street and Harry Street**

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
5	HYDRO/CIVIL/LIGHTING				
5.1	Ontario Hydro (cash deposit) Road Length	L.M.	589	\$100.00	\$58,900.00
5.2	Contract Work	L.M.	589	\$70.00	\$41,230.00
5.3	Street Lighting: Road length/45m	each	14.0	\$2,500.00	\$35,000.00
	TOTAL				\$135,130.00
6	GEOTECHNICAL				
6.1	Road Length	L.M.	589	\$30.00	\$17,670.00
7	LEGAL SURVEY				
7.1	R1 Lots	each	46	\$600.00	\$27,600.00
7.2	R2 Lots	each		\$600.00	
	TOTAL				\$27,600.00
8	MINISTRY OF ENVIRONMENT APPLICATION FEE				
8.1	2% of Storm, Sanitary and Watermain Estimate	2% of	\$364,220.00		\$7,284.40
9	WARRANTY WORK				
9.1	Service Box Adjustment	each	46	\$100.00	\$4,600.00
10	ENGINEERING & ADMINISTRATION				
10.1	Percentage of Construction, Cash Deposits, Uncompleted Works, MOEE Application and Warranty				
	Lump Sum	10% of	\$1,017,669.21		\$101,766.92
11	1999 DEVELOPMENT CHARGES				
					REGIONAL MUNICIPALITY OF SUDBURY (REQUIRED AT BUILDING PERMIT STAGE - CASH)
11.1	Single Family (R1 and R2)	each	46	\$3,835.00	\$176,410.00
11.2	Small Multiple (3 to 6 units)	each		\$2,805.00	
11.3	Large Apts. (more than 6 units)	each		\$2,410.00	
	1999 DEVELOPMENT CHARGES				CITY OF VALLEY EAST (REQUIRED AT BUILDING PERMIT STAGE - CASH)
					Zero cost as of August 1999
11.4	Single Family (R1 and R2)	each	46		
11.5	Small Multiple (3 to 6 units)	each			
11.6	Large Apts. (more than 6 units)	each			

SCHEDULE "A"

LEGAL DESCRIPTION OF OWNER'S LANDS

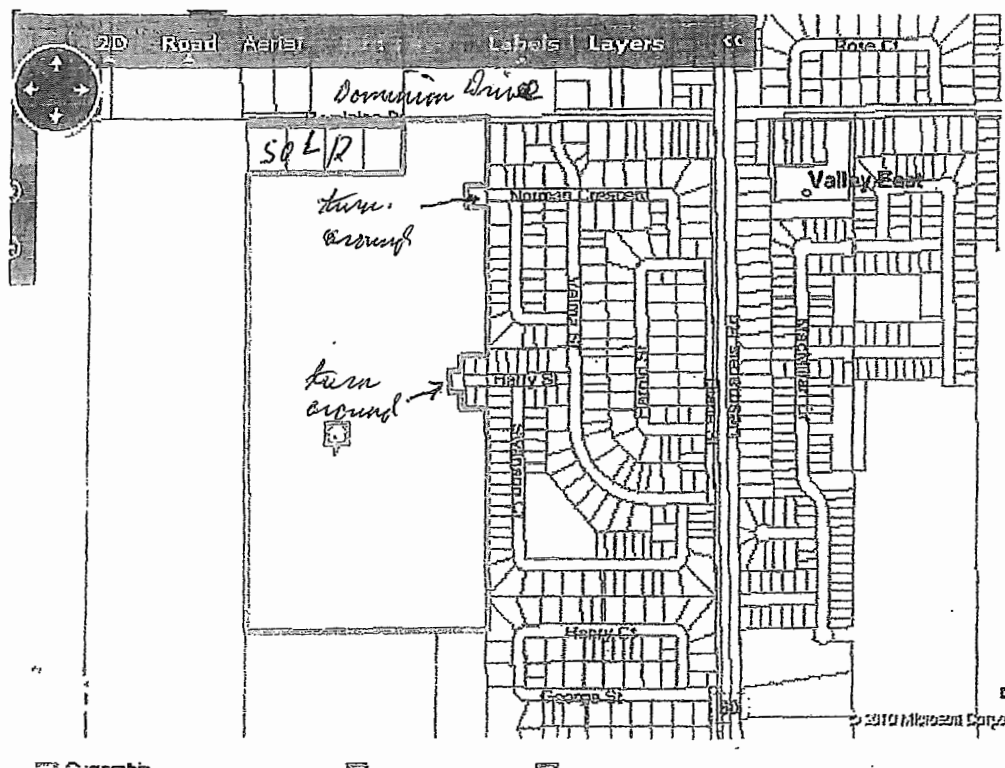
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Party To: Bazinet, Guy Charles; Bazinet, Diane Pauline;



SCHEDULE "A"

LEGAL DESCRIPTION OF OWNER'S LANDS

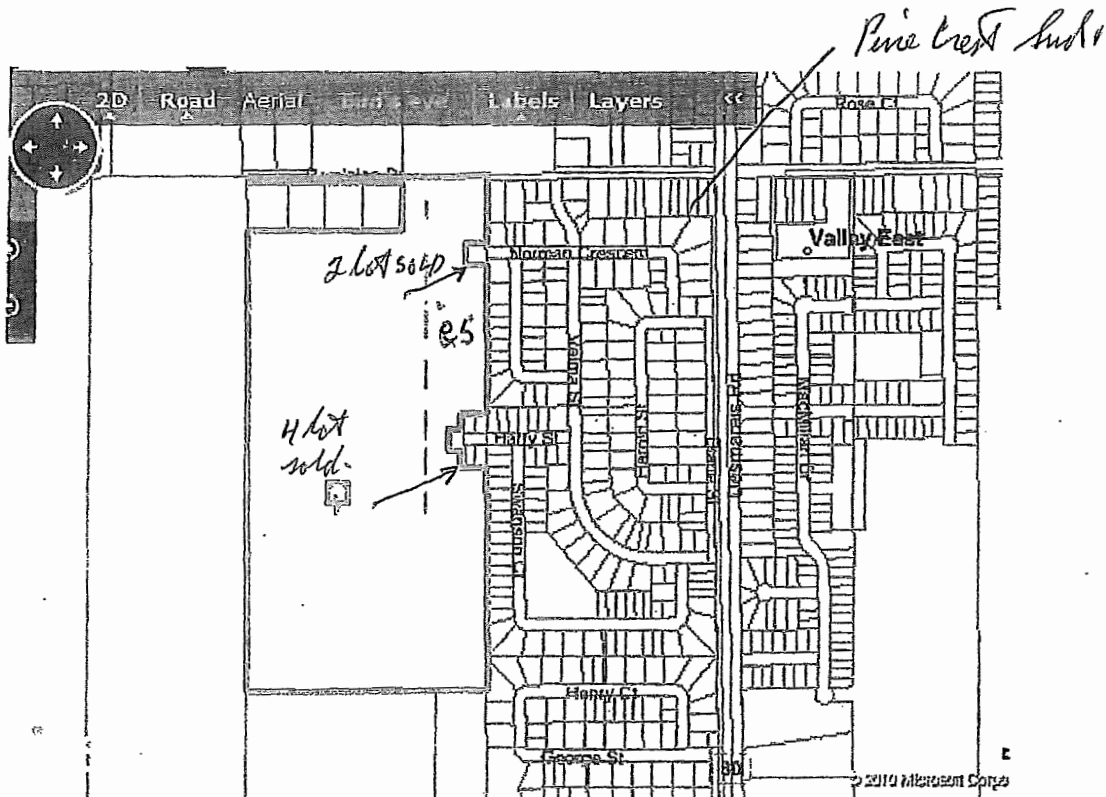
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Party To: Bazinet, Guy Charles; Bazinet, Diane Pauline;



PERMITTED ENCUMBRANCES

None.



February 22, 2010

Mr. Guy Bazinet
1688 Richard St.
Val Caron, ON P3N 1H2

Dear Mr. Bazinet:

Re: Property at west end of Harry and Normand Streets, Lot 7, Concession 1,
Township of Hanmer

PO BOX 5000 STNA
10 BRADY STREET
SUDBURY ON P3A 5P3

PO BOX 5000 SUCCA
10, RUE BRADY
SUDBURY ON P3A 5P3

5.671.2489

www.greatersudbury.ca
www.grandsudbury.ca

I am in receipt of your correspondence of February 11th, 2010 together with attachments with respect to the above noted lands. These documents make reference to the former Secondary Plan for the Town of Valley East, as well as Amendment #175 to the Secondary Plan. As you may be aware, this document was replaced by the City of Greater Sudbury Official Plan with its approval by the Ontario Municipal Board in the spring of 2008. The new Official Plan therefore contains the policies which must now be implemented by staff.

I attach an excerpt of Schedule 1c of the Official Plan, and you will note that the lands subject to your correspondence are located outside of the Living Area 1 designation (yellow). Also, all references to "Service Design Area" contained in the former Secondary Plan have been removed in the new Official Plan, including the reference contained in your letter to those areas located within the service design area but outside of the area designated Residential. An Official Plan amendment would therefore be required in order to permit the subdivision of the subject parcel. In this regard, Section 3.2.2 (4.) of the Official Plan states that:

"4. No Official Plan amendments for the expansion of areas designated Living Area 1 will be considered until a comprehensive review is undertaken."

Therefore, an amendment to the Official Plan to allow for the development of your lands would not be possible at this time. However, given the history and circumstances surrounding your lands, it may be appropriate to consider their re-designation at the time of the comprehensive review of this document. In accordance with legislative policy, these reviews must occur every 5 years. This review must therefore be completed by the spring of 2013. I would therefore suggest that you make representation at that time for the review of the land use designation for your lands.

Should we wish to discuss this matter further, I would be happy to meet with you.

Yours truly,

Planning Services Division

A.J. Potvin
Manager of Development Approvals

Domination Drive

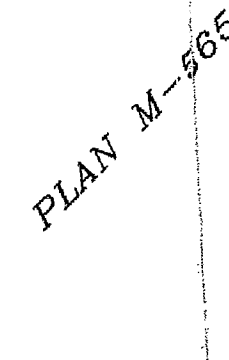
Normand St

*Pine Crest
field*

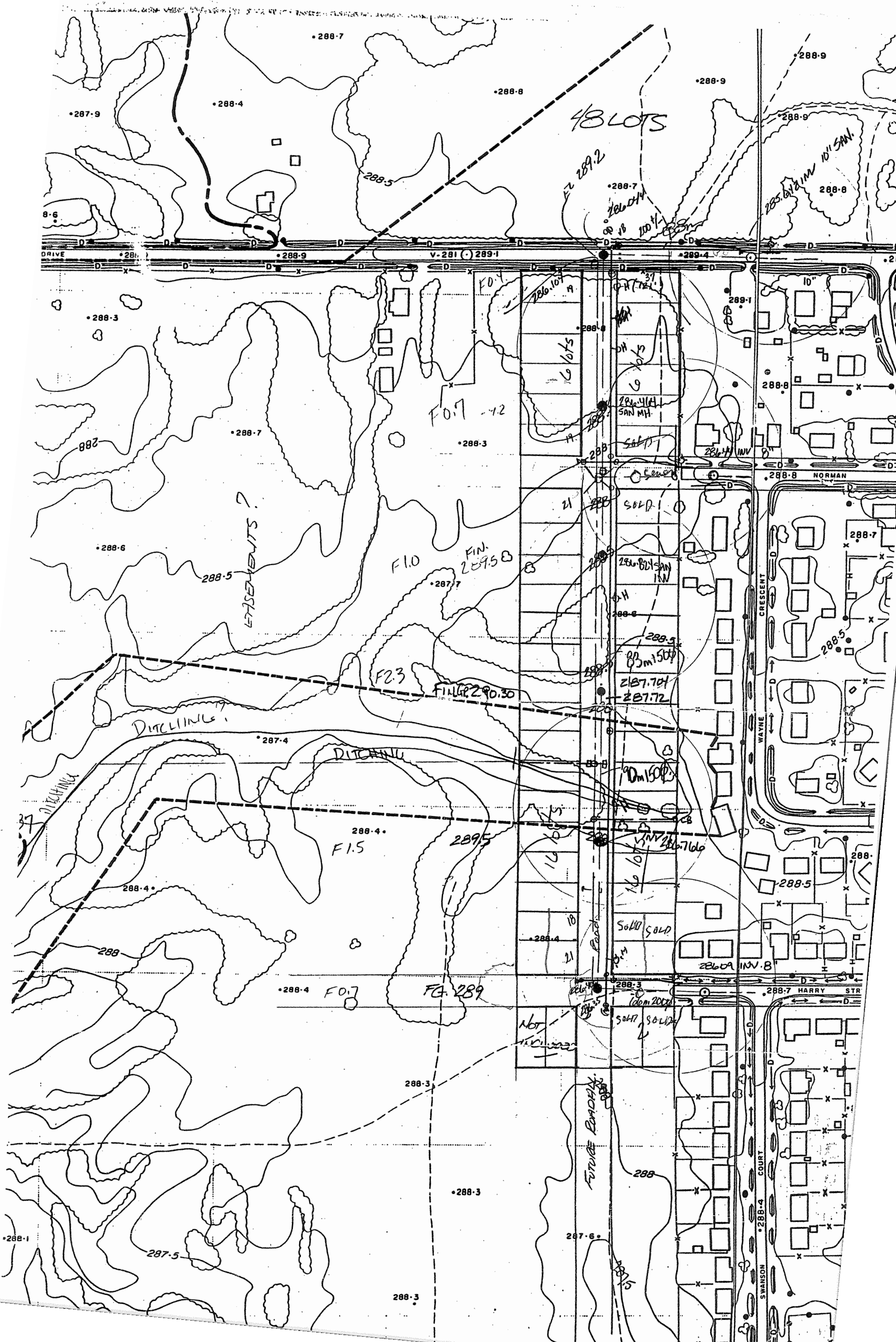
Harvey St

*Carroll
Pickard Park*

*sewer
plant*

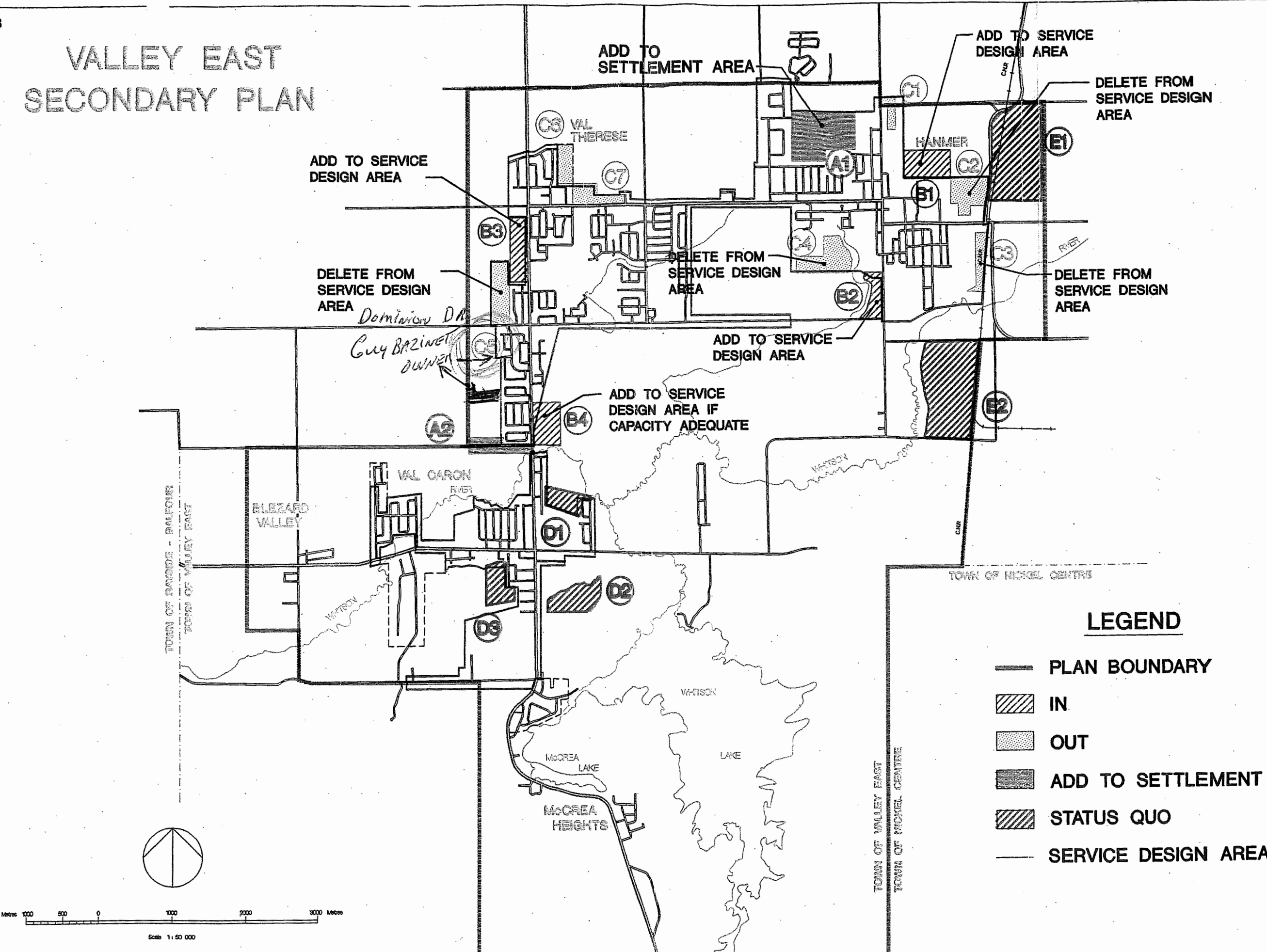


PART 2
53R-5893
SUBJECT TO
EASEMENT NO.
165500



96-11-28

VALLEY EAST
SECONDARY PLAN



LEGEND

- PLAN BOUNDARY
- IN
- OUT
- ADD TO SETTLEMENT
- STATUS QUO
- SERVICE DESIGN AREA

Joyce Lafantaisie - 4888 Highway 69 North , Hanmer Conc. 3 Lot 5 Parcel 4780

From: "Paquette Planning Associates Ltd." <paquetteplanning@sympatico.ca>
"Ron Norton" <ron.norton@greatersudbury.ca>, "Art Potvin" <art.potvin@greatersudbury.ca>
Date: 5/12/2010 12:26 PM
Subject: 4888 Highway 69 North , Hanmer Conc. 3 Lot 5 Parcel 4780
Attachments: subject property on air photo.pdf; 1-Hanmer-8_83-300.pdf

Hi Art

This email is a follow up to our telephone conversation this morning.

I am representing the above referenced property which, as discussed, is currently outside the City OP urban boundary and is designated, in part, as Floodplain in keeping with Schedule 4 of your OP. The subject property is identified on the attached air photo ; also attached is an excerpt of your zoning bylaw covering the area in question.

At this time, our objective is to address the drainage issues related to this property as a means of removing or redefining the limits of the floodplain and to seek a land use designation that will enable the ultimate development of the property.

As discussed, I have already had a conversation with Mr. Ron Norton of the City's infrastructure division, to discuss this matter and between the two conversations I have identified the following questions requiring your collective input:

Ron: has the recent Hope Drain improvement (I think that's what its called) changed the floodplain limits on the subject property. Can you email me a plan outlining the area impacted by this initiative and the resulting impact on adjacent properties including the one I am representing.

Ron: I understand through Art that a new subdivision proposal referred to as the Lifestyle Homes Proposal will trigger an application under the Drainage Act and that such application may impact the subject property. Can you provide me with any information that will allow us to understand this application as it impacts the subject property. Can I also be notified of any public meetings in connection with this application?

Art: As discussed, assuming that the floodplain can be removed or redefined (subject to NDCA approval), I would like to know what land use options you see for this property . I believe you suggested a Rural designation as an interim land use pending the assignment of a designation that would permit development. As discussed, we are getting a lot of phone calls from prospective developers looking to acquire the subject property. At this time, can you direct me to the staff member who can advise me of the submission requirements for an OPA application.

Gentlemen, thanks for your assistance on this matter. I would forward to working with you on this.

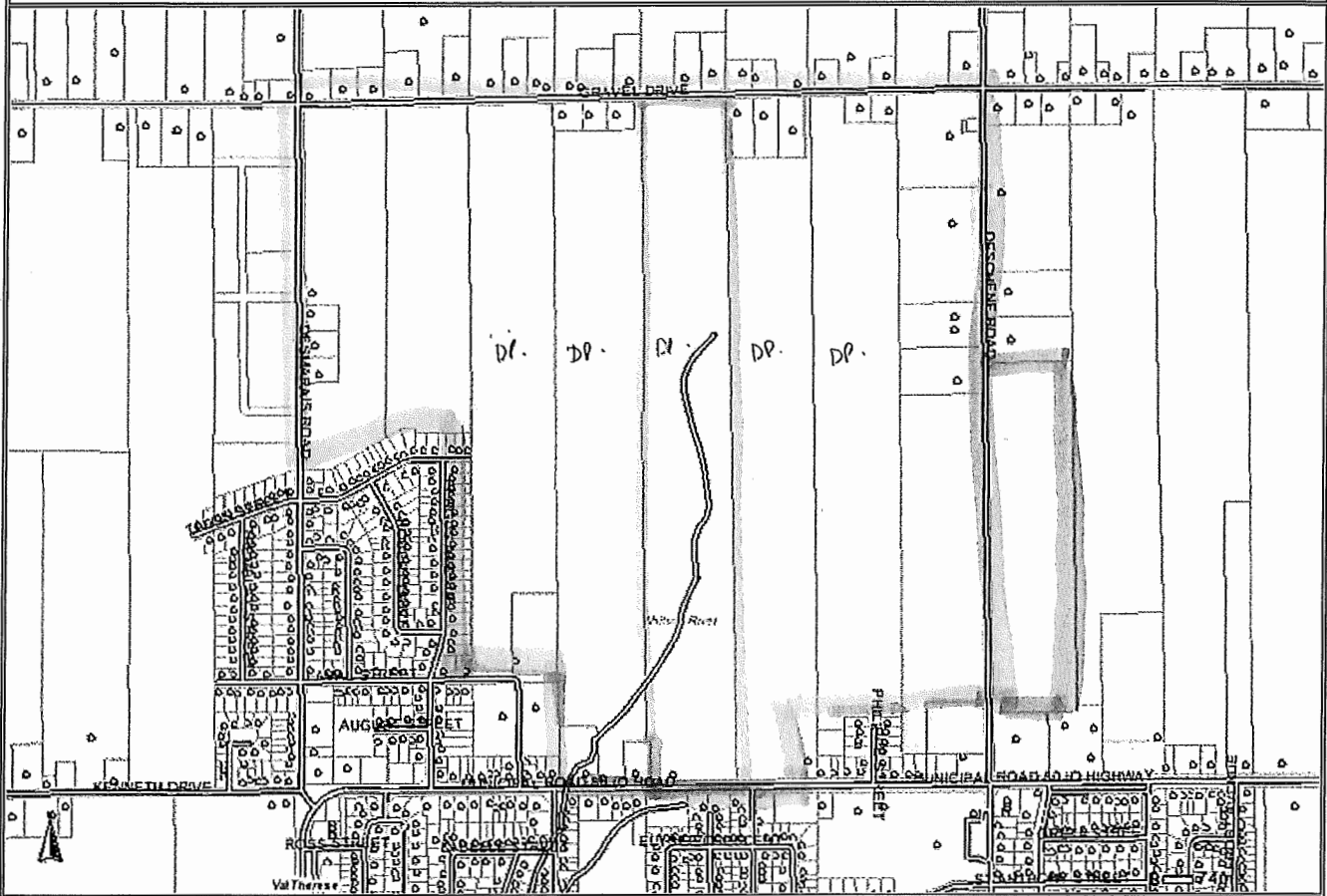
Best Regards

Dan Paquette

Paquette Planning Associates Ltd.
56 Hutchison Avenue
Toronto, Ontario
M5T 1A3
Tel: (613) 722-7217
FX: (613) 722-0762

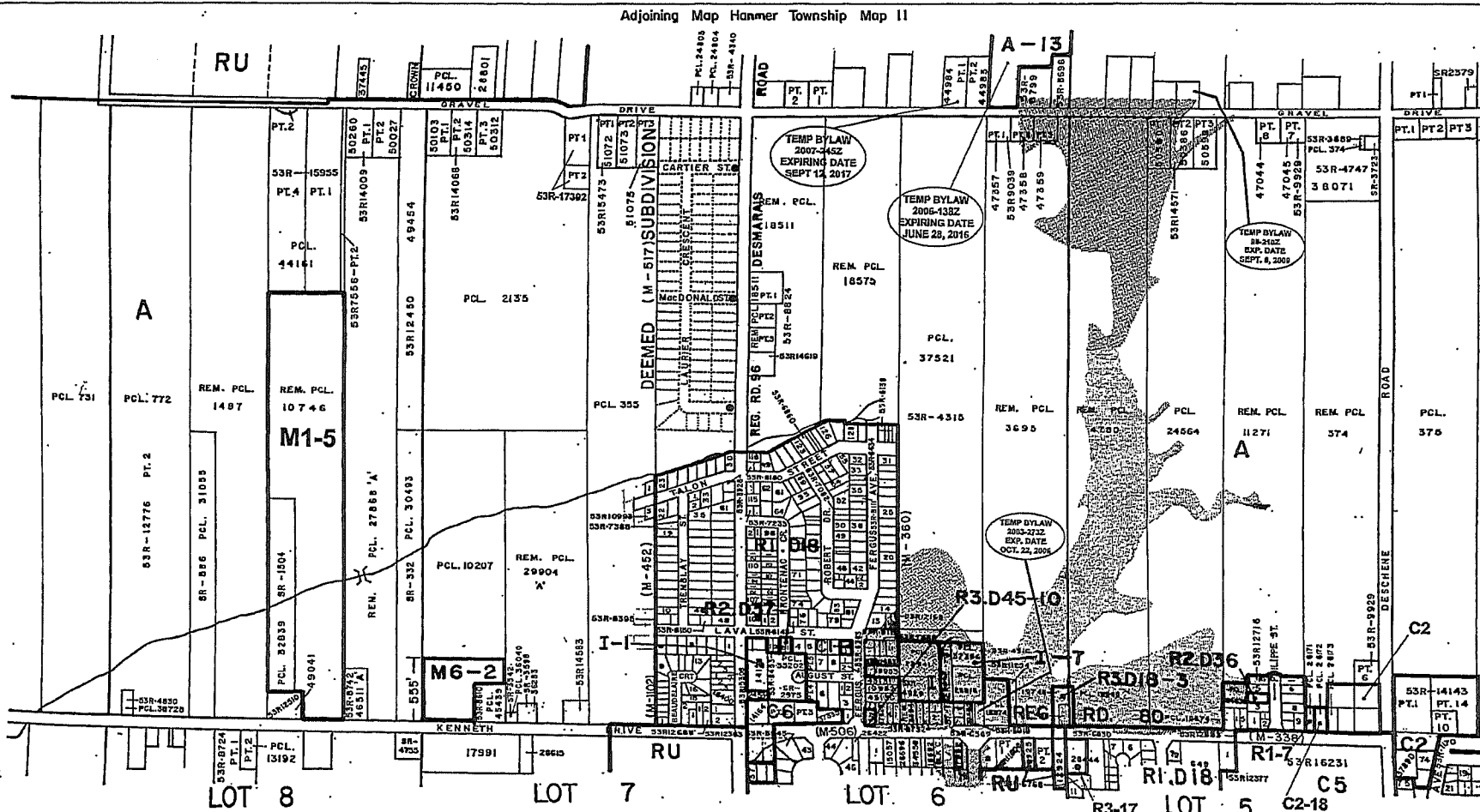
5/12/2010

City of Greater Sudbury - IQuestor Map



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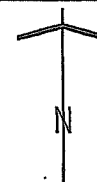
Adjoining Map Hamner Township Map 5

Amendments: By-law / Date

85-92 / 85-07	92-07/92-02	06-1412/06-11
86-153 / 86-06	91-369/91-11	07-182/07-02
88-9 / 88-01	92-282/92-07	07-1262/07-06
88-28 / 88-01	93-202/93-08	08-742/10-01
88-152 / 88-05	96-652/96-03	09-2952/10-01
90-200/90-06	95-522/95-03	08-2812/10-01
91-193 / 91-06	97-262/97-03	
91-114 / 91-04	97-852/97-06	
91-113 / 91-04	01-1692/01-06	
91-375 / 91-11	05-2872/06-02	

Special Zones

I-1, RU-12, I-7, R3.D45-10,
M6-2, M6-3, A-13, C2-18
R3.D18-3R1-7, R3-17, M1-5



Metres
0 500

HANMER
TOWNSHIP MAP 8

Schedule "A" - Zone Maps
Zoning By-law No. 83-300
Revised: 2010-01

Regional Municipality of Sudbury

Joyce Lafantaisie - Fwd: Hanmer Landowners group

From: Mark Simeoni
To: Joyce Lafantaisie
Date: 12/10/2010 11:11 AM
Subject: Fwd: Hanmer Landowners group
Attachments: ownership plan0001.pdf; owners.xlsx

>>> Paquette Planning Associates Ltd. <paquetteplanning@sympatico.ca> 12/10/2010 11:04 AM >>>

Hi Mark

Further to our last discussion and our meeting in October with Mr. Ron Norton and Mr. Art Potvin, the landowners group, representing the area identified in the attached pdf, remains very interested in having their lands included in the City Official Plan urban boundary.

To this end, what information do you need from us, other than this request, in order for your department to consider and evaluate the merits of our request in light of the upcoming Official Plan review? As well, do you have a work program and schedule associated with the OP review that you can share with us so that we may monitor the progress of this important City initiative?

We look forward to hearing back from you.

Best regards

Dan Paquette

Paquette Planning Associates Ltd.
56 Hutchison Avenue
Ottawa, Ontario
K1Y 4A3
PH: (613) 722-7217
FX: (613) 722-0762

paquetteplanning@sympatico.ca

www.paquetteplanning.ca

Date. January 19/2011

To: **Mark.Simeoni**

The City of Greater Sudbury; Planning Department, (Notice of a Special Meeting concerning a review of the City's Official Plan)

1. Recommendation: Sudbury's Official Plan

Highlighted in the Official Plan, The Valley East Policy Area (Section 21.3) outlines the Urban Expansion Reserves (Section 21.3.1) which states that no development will occur in the Living Area I until all the current land has been predominately developed.

Policy 2 (Section 21.3.1, O.P) - *'no subdivision of land is not permitted during the Plan period.'*

Policy 3 a. (Section 21.3.1, O.P) - *'The parcel to be severed and the parcel remaining after severance are individually at least 30 hectares (74 acres)'*

A **recommendation** be made to expand the Urban Expansion Reserve and to re-evaluate both Policy 2 & 3, only for areas that are: *1. Proven with water, sewer, and storm capacity adjacent to developed land; 2. Located within major transportation nodes, ie arterial and secondary arterial roads; 3. Expansion occur nearby 'Town Center' (Section 21.3.2, O.P) which permits medium residential development for meeting the needs of 55+ population.* In addition, to permit subdivisions of land with the implementation of a criteria standard.

Provided the recommendations above to expand Urban Expansion Reserve, I would appreciate it greatly that the planning committee and city council take into consideration the proposed recommendations seriously and be reviewed for possible implementation of the new draft of the Official Plan.

2. Recommendation: Saddle Creek, Hammer

A recommendation be made with Living Area I to the Saddle Creek Development located in Hammer.

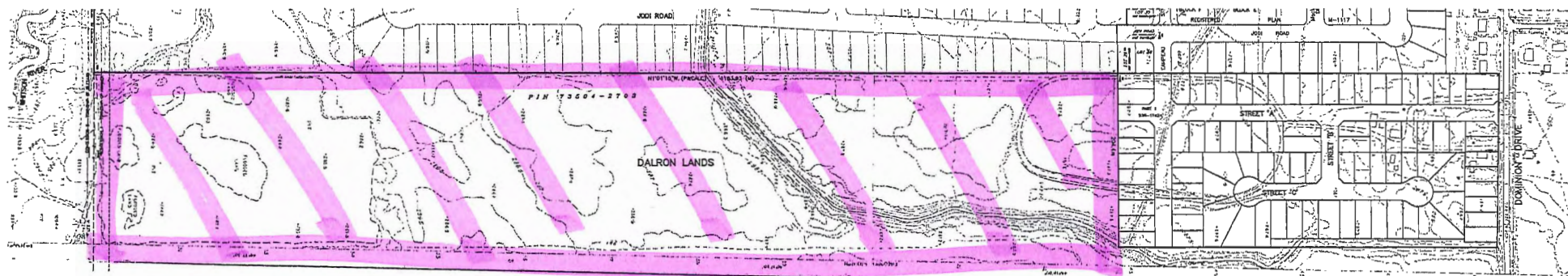
Currently, the lands (Map A) adjacent to Dalron's are owned by Lifestyle Homes. These lands are located within the Nickel District Conservation Authority flood plain (Hammer Map 4 Schedule A-Zone Maps) and are designated Parks and Open (Schedule 1c Land Use -

Community insets Map). Since then, Ron Norton has proposed two storm water management ponds (Map A) below that front onto both Lifestyle Homes and Dalron's properties. Thus, Lifestyle Homes have been seeking approval to have their land rezoned to Living Area 1 (R1 and R2), and currently have proposed a draft plan subdivision illustrating 163 Lots.

Our recommendation is to request a change of designation from Parks and Open space to Living Area 1 (Schedule 1c Land Use - Community insets Map). The reason upon this request is that the scenario is very similar in its characteristic of Lifestyle Homes in that a storm water management pond will be abutting the Dalron Lands. Upon this request, the area is located with "*1. Proven with water, sewer, and storm capacity adjacent to developed land; 2. Located within major transportation nodes, ie arterial and secondary arterial roads; 3. Expansion occur nearby 'Town Center' (Section 21.3.2, O.P) which permits medium residential development for meeting the needs of 55+ population*". I would appreciate that the planning department review and make recommendations for our request upon the rezoning of Saddle Creek Lands.

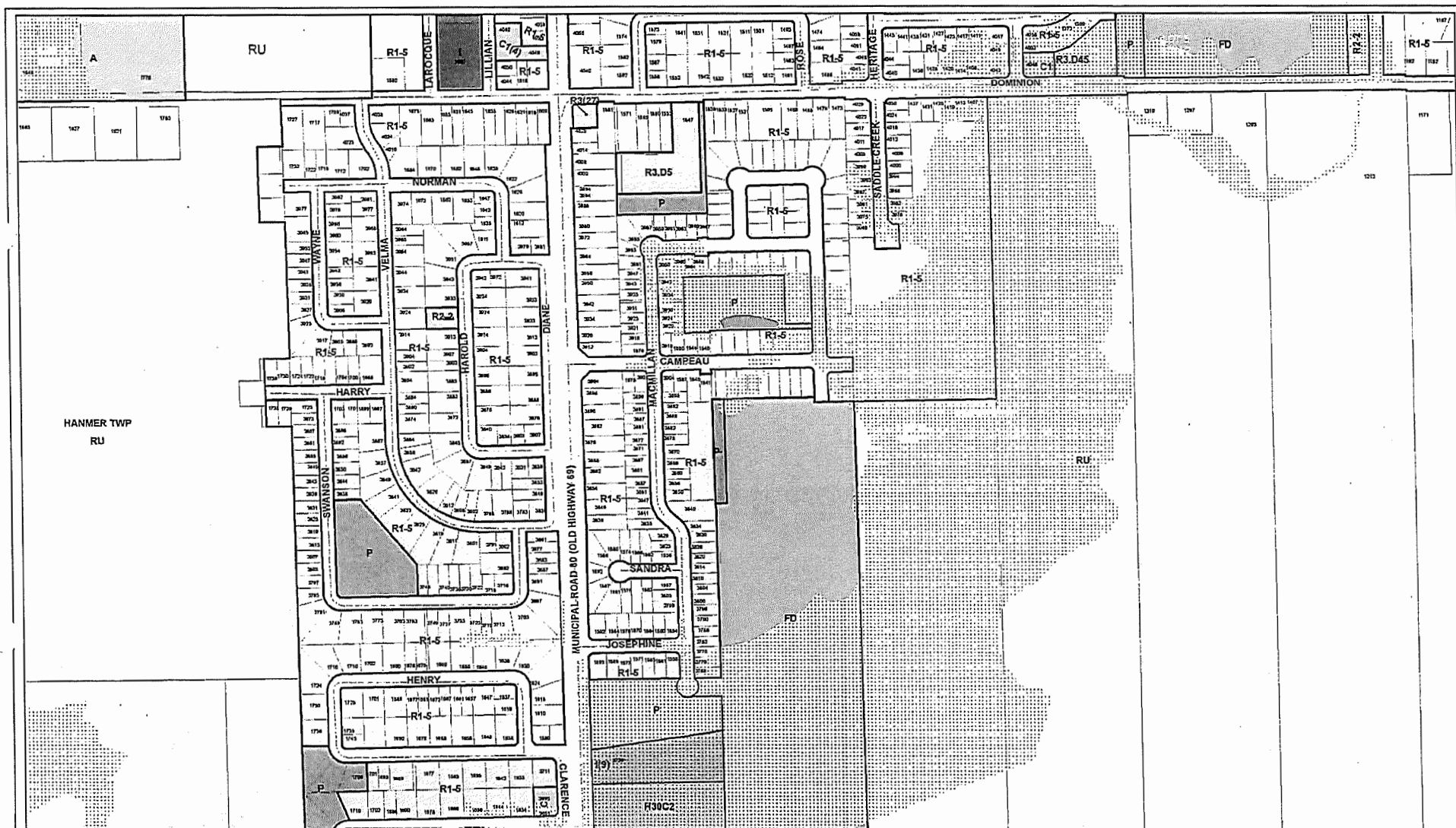
Sincerely,

Junior Planner, Matthew Dumont
Dalron Construction Limited
130 Elm Street, Sudbury Ont.
Contact:
Email:



METRIC
DISTANCES SHOWN ON THIS PLAN
ARE IN METERS AND CAN BE
CONVERTED TO FEET
BY DIVIDING BY
0.3048

 **R.V. Anderson
Associates Limited**
engineering • environment • infrastructure



Flood Fringe (FF)
 Flood Plain (FP)
 CGS Boundary

Zone Boundaries
 Well Head Protection Overlay (WPA)

Hanmer Map 4
Schedule A - Zone Maps
By-law 2010-100Z
City of Greater Sudbury

Airport Height Restriction Overlays

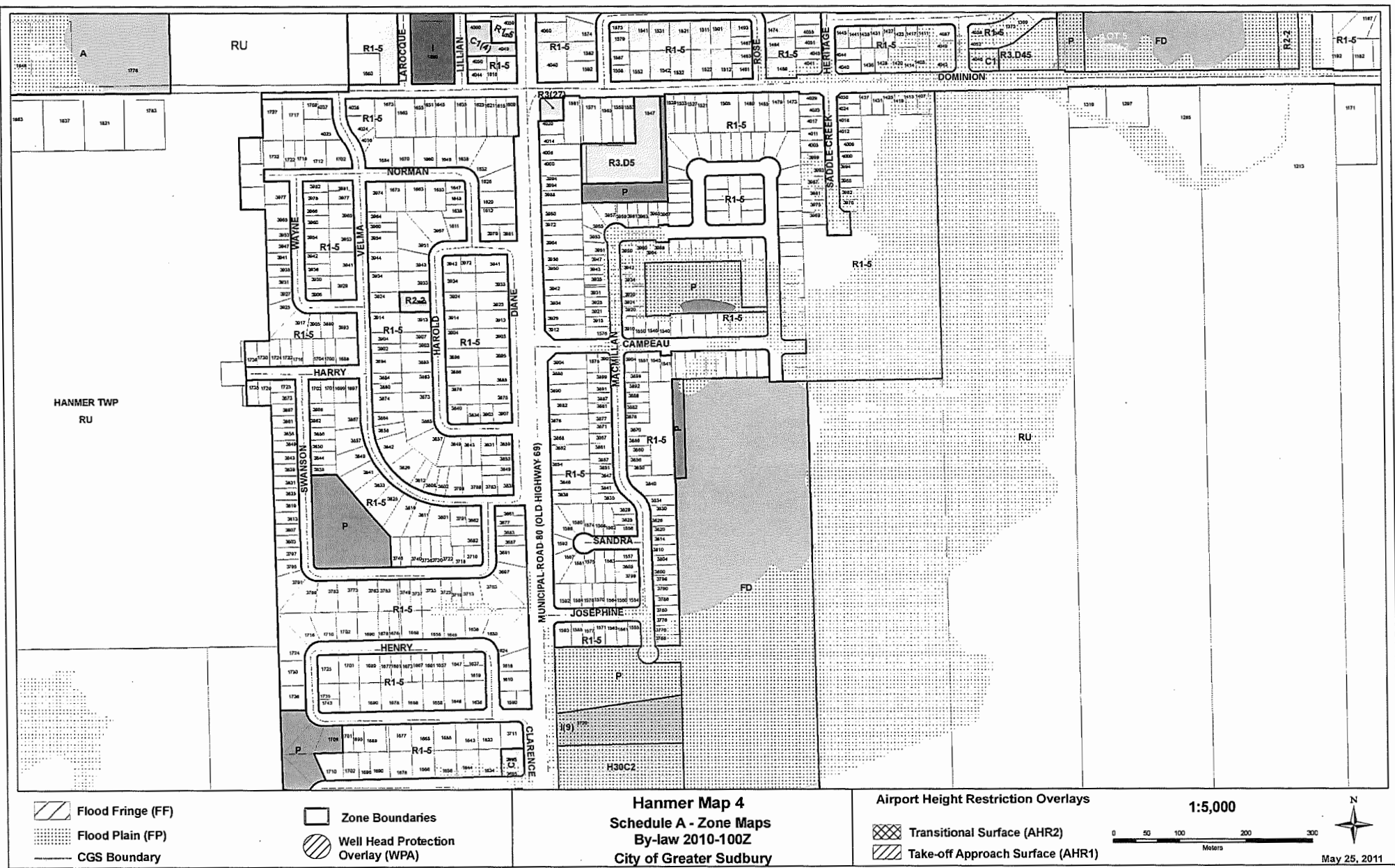
Transitional Surface (AHR2)
 Take-off Approach Surface (AHR1)

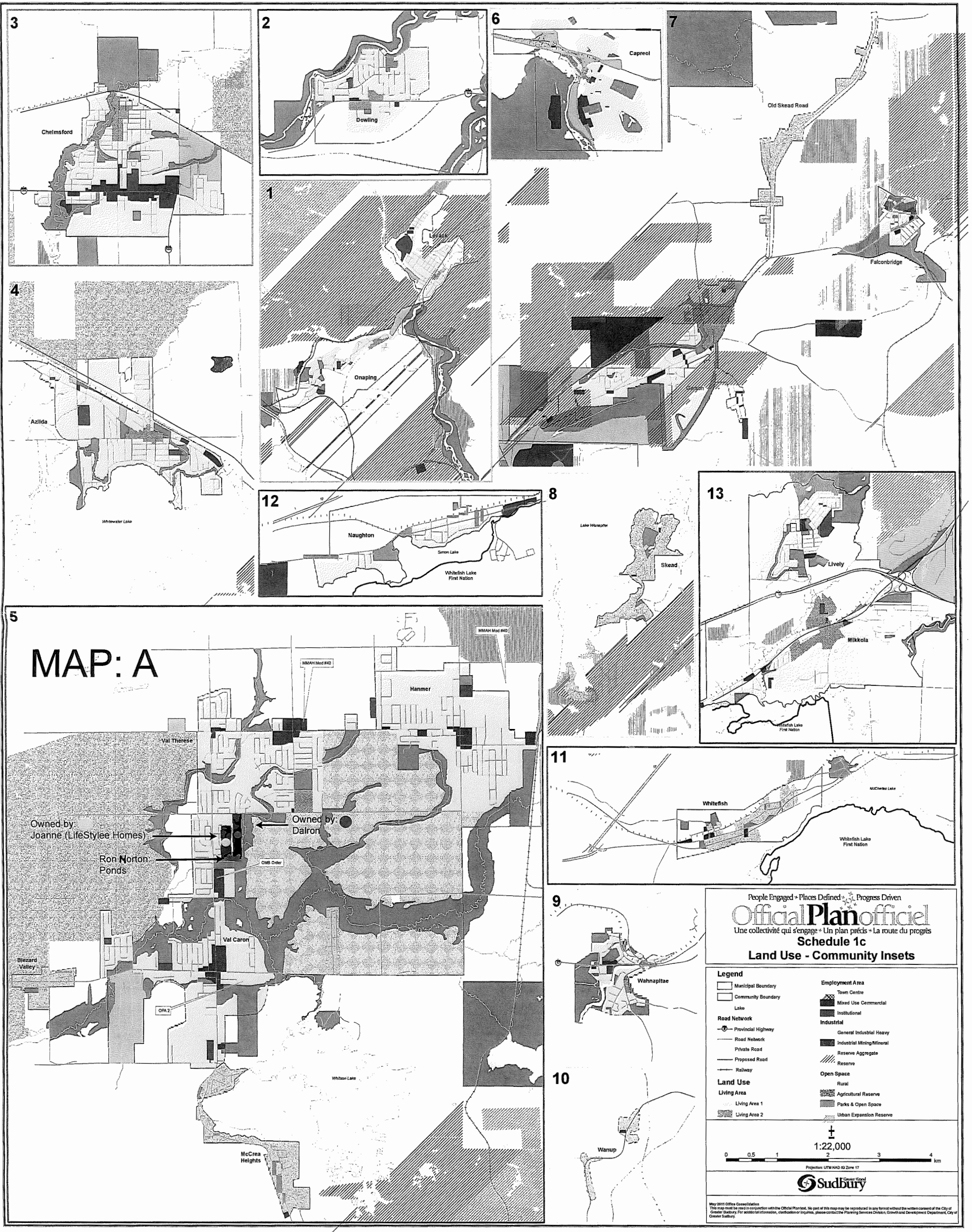
1:5,000

0 50 100 200 300
Meters



May 25, 2011





MAP: A

People Engaged • Places Defined • Progress Driven

Official Planofficiel

Une collectivité qui s'engage • Un plan précis • La route du progrès

Schedule 1c

Land Use - Community Insets

Legend

Municipal Boundary

Community Boundary

Lake

Road Network

Provincial Highway

Road Network

Private Road

Proposed Road

Railway

Land Use

Living Area 1

Living Area 2

Employment Area

Town Centre

Mixed Use Commercial

Institutional

Industrial

General Industrial Heavy

Industrial Mining/Mineral

Reserve Aggregate

Reserve

Open Space

Rural

Agricultural Reserve

Parks & Open Space

Urban Expansion Reserve

1:22,000

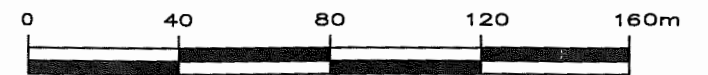
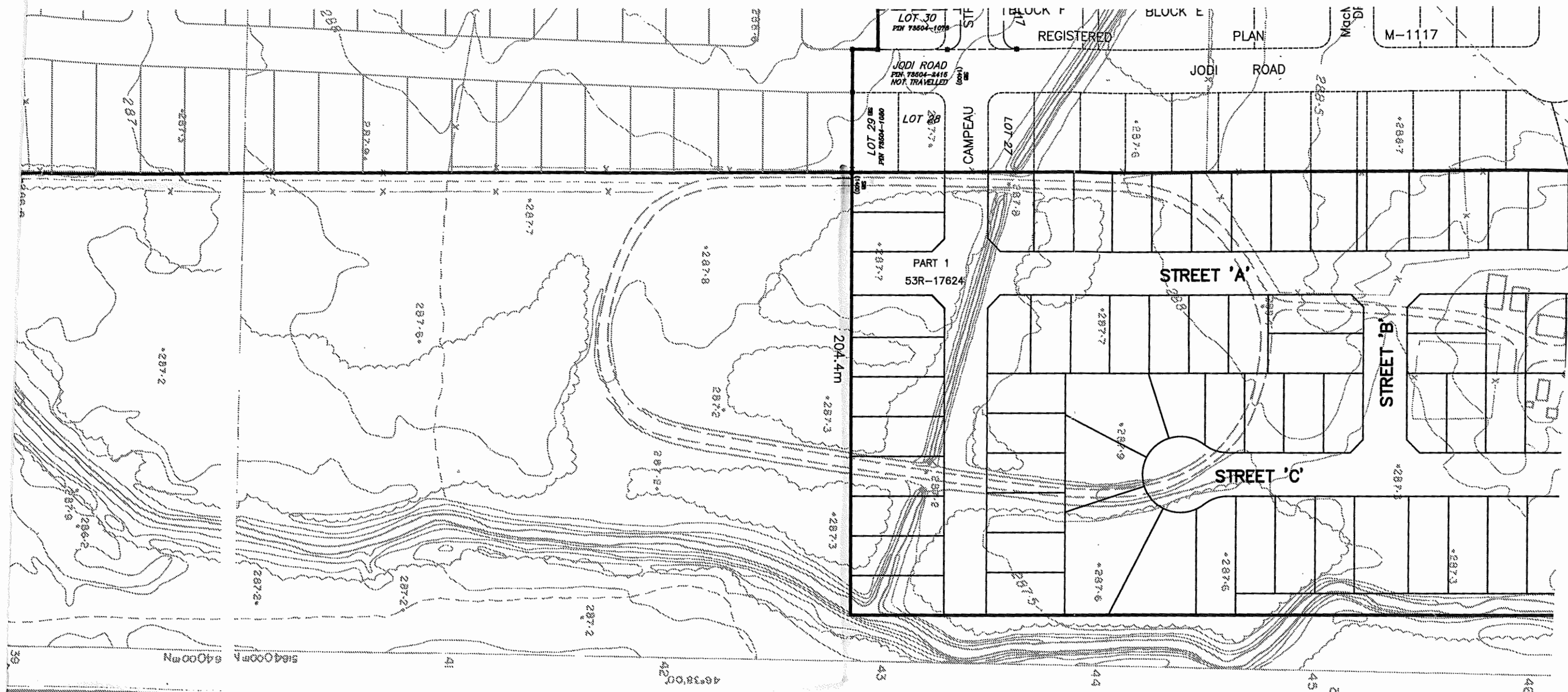
0 0.5 1 2 3 4 km

Projection: UTM NAD 83 Zone 17

Sudbury

May 2011 Official Consolidation

This map must be read in conjunction with the Official Plan text. No part of this map may be reproduced in any format without the written consent of the City of Greater Sudbury. For additional information, clarification or inquiries, please contact the Planning Services Division, Growth and Development Department, City of Greater Sudbury.



METRIC
DISTANCES SHOWN ON THIS PLAN
ARE IN METRES AND CAN BE
CONVERTED TO FEET

Date. January 19/2011

To: **Kris Longston**

The City of Greater Sudbury; Planning Department, (Notice of a Special Meeting concerning a review of the City's Official Plan)

1. Recommendation: Temelini Lands, New Sudbury

Our recommendation is to request a change of designation from Parks and Open Space to Living Area 1 in the Official Plan (Map A, Schedule 1b Land Use - Sudbury Community). Currently the Lands are identified as "Future Development" under the Zoning By Law Map 2010-100z which serves the purpose of permitting development (Map B, Zoning By-Law 2010-110z). However, with the current designation of Parks and Open Space, it provide very little opportunity to develop the lands.

Sudbury's Official Plan

Listed below are a few excerpts from Sudbury's Official Plan supporting the expansion of Living Area 1

Policy 3.2.2 Living Area 1- Phasing policies

"New development in Living Area 1 will occur adjacent to existing built up urban area..."

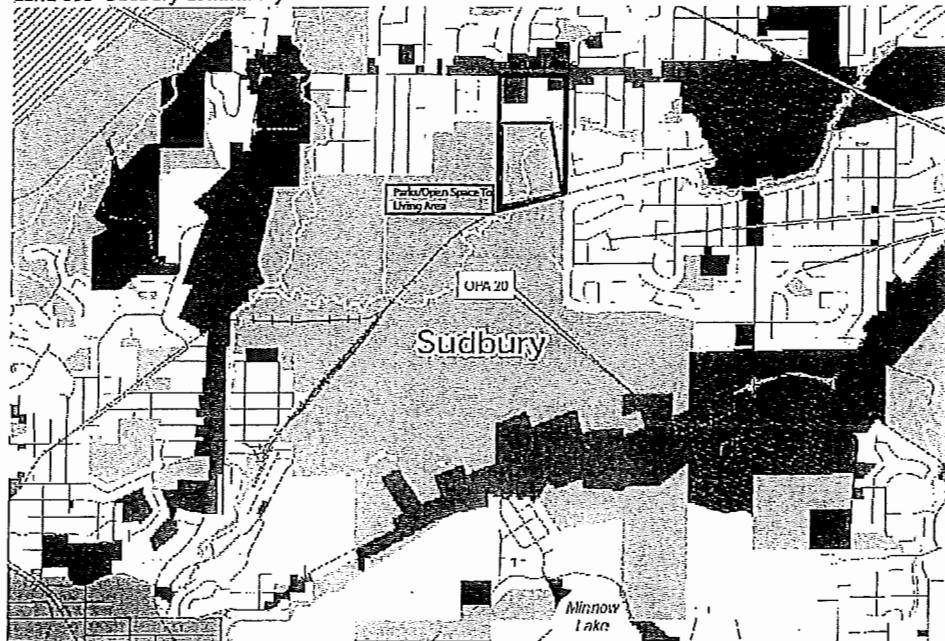
Policy 3.3 Intensification

"1c. that are vacant or underutilized within previously developed areas; and in fully-serviced Living Areas that could accommodate infill developments."

Policy 3.1 Living Areas Objectives

"focus residential development in areas that have sufficient infrastructure capacity; and promote good community design that provides a balance between the natural environment and urban development"

Land Use - Sudbury Community - Schedule 1 b



MAPA (Land Use - Sudbury Community - -Schedule 1b)

Provided the recommendation above, I would appreciate it greatly if that the planning committee and city council take into consideration the proposed recommendations seriously and be reviewed for possible implementation of the new draft of the Official Plan.

Best Regards,

Christina Temelini



September 29, 2011

City of Greater Sudbury
P.O. Box 5000, Station 'A'
200 Brady Street
Sudbury, Ontario
P3A 5P3

Attention: Mark H. Simeoni, MCIP, RPP
Manager of Community & Strategic Planning

Dear Mr. Simeoni:

Re: Comprehensive Review of Planning Documents
City of Greater Sudbury
Novatech File Nos. 110108-144 and 111074

Further to our discussion with Mr. Eric Taylor on September 14, 2011, Novatech Engineering Consultants Ltd. is establishing a database of new Official Plans, Comprehensive Zoning By-laws, Urban Design Guidelines and/or other related By-laws for municipalities in Eastern and Northern Ontario, on behalf of the Ontario Restaurant Hotel and Motel Association (ORHMA) and its member brands, in this case being A&W Food Services of Canada Inc., McDonald's Restaurants of Canada Limited, The TDL Group Corp. (operators and licensors of Tim Hortons Restaurants) and Wendy's Restaurants of Canada.

We understand from our discussions that the City of Greater Sudbury will be initiating a five year review of the Official Plan. We also understand that the City of Greater Sudbury is undertaking a Master Planning project for the downtown core of the City as well as a Community Improvement Plan for the Town Centres within the City.

With respect to these three projects, we wish to formally request that we be provided with all project notices, public meeting notices, draft documents for public review and/or any related reports or studies.

At such time the City undertakes to introduce any new comprehensive planning documents or if the City initiates a review of any of its comprehensive planning documents, we wish to be provided with public meeting notices, draft documents for public review and/or official notices under the rules of the Planning Act. The comprehensive planning documents of interest include, but may not be limited to the following:

- Official Plan
- Secondary Plan(s)
- Comprehensive Zoning By-law
- Urban Design Guidelines
- Anti-Idling By-law
- Parking and Traffic By-law



We would request confirmation that we have been added to the notification list for the above-noted projects.

If you have any questions or comments, please do not hesitate to contact the undersigned. We appreciate your assistance in this matter.

Yours truly,
NOVATECH ENGINEERING CONSULTANTS LTD.

Adam Thompson, MCIP RPP
Planner

cc. Caroline Hallsworth, Executive Director, Administrative Services/City Clerk

City of Greater Sudbury
Planning and Economic Development Department
Attention: Mark Simeoni
200 Brady Street
Box 5000, Station A
Sudbury, On. P3A 5P3

Ms. Suzy Franklyn
160 Somerset Street
Sudbury, On. P3B 3B2

October 11, 2011

**RE: Application for Public Consultation and Input on the Review of
the Official Plan.**

Dear Mr. Simeoni:

I would like to formally request to be notified of any upcoming public consultations, hearings and/or meetings relating to the ongoing review of the City of Greater Sudbury's Official Plan, scheduled to be completed in 2012. I was invited to make this application by Chairman Kilgour at a recent Planning Committee meeting held on October 4, 2011.

Please notify me in writing of any upcoming Official Plan Review hearings, meetings or public consultations that may be pending. I look forward to hearing from you. I attach my contact information for your records.

Yours truly,

Suzy S. Franklyn
160 Somerset Street
Sudbury, On. P3B 3B2

**1558782 Ontario Inc.
90 National Street
Garson Ontario
P3L 1M5**

November 7, 2011

**Mark H. Simeoni, MCIP, RPP
Manager of Community and Strategic Planning
Planning Services Division
Growth and Development Department
City of Greater Sudbury
P.O. Box 5000, Station "A"
200 Brady Street
Sudbury ON P3A 5P3**

Dear Mr. Simeoni,

On behalf of myself and the shareholders of 1558782 Ontario Inc., I would like to thank you for taking the time from your busy schedule to meet with me and offer the advice needed to begin the process of rezoning a section of our property from industrial to rural.

Your visit to view the property before the meeting shows the interest on behalf of the city to help land owners such as ourselves with moving the process along in the proper manner. As you are aware, I have met with the Development Approvals Section Manager Mr. Eric Taylor as well as Mr. Paul Reid and we extend our thanks to them as well.

We purchased a piece of property (Plan 53R-18601) from the Nickel District Conservation Authority (NDCA) a few years back with the intention of adding to our present industrial land holdings. The NDCA obtained municipal consent for the severance and sale of the property to 1558782 Ontario Inc. and one of the conditions was that the property be consolidated with the abutting lands presently owned by 1558782 Ontario Inc. and not be left as a separate parcel. As you are aware the property does have frontage on O'Neil Drive but is separated with a one foot strip of land designated as part 9 on the plan. This piece of property was allocated to the city to prevent access from our industrial lands on to O'Neil Dr.

After previously meeting with City staff I would like to act on the advice given and follow the Official Plan process as an option to proceed with the severance of the property into individual lots under the context of the City's Official Plan review. We would like to begin this process to obtain Planning Act Consent to separate and convert a portion of this land from the present industrial zoning and have it rezoned to rural. You will see from the attached map that a large portion of the property is flood zone and is basically unusable. It is the higher portion of the property to the north that we are looking to separate and rezone as well as obtaining access from O'Neil Dr.

We have owned 120 acres of industrial land for several years with limited interest from prospective buyers. There has however, been several inquiries pertaining to the property on O'Neil Drive for residential use and we feel it has much greater potential for development as rural property which could result in a margin of return on investment for us as well as tax revenue for the Greater City of Sudbury.

I have had discussions with the owner of the property to the east and he has indicated that he, as well as his neighbours, would much rather have the property developed with houses rather than industrial businesses.

I understand that it is a lengthy process and we are prepared to take the steps necessary to complete the process and do our part to prepare the property in a way that meets with the city standards as well as the neighboring properties.

I hope I have provided the correct information and have taken the proper steps required. I will be following up with you and your department to monitor the process and assure that I attend any meetings needed to keep abreast of the situation. I would also ask that I be added to the Official Plan mailing list so that I will be notified of all meetings.

Thank you and best regards.

Dale Harnden
1558782 Ontario Inc.

- LINE BETWEEN CONCESSIONS : x z

PIN 73496-0087

364.34'(M) 364.58'(P) 365.30'(P2)

PART 9 - CITY'S ONE FOOT WIDE RESERVE
(WIDTH EXAGGERATED FOR CLARITY)

00. IT DOES NOT FORM PART OF ONEIL DRIVE

PART 8

-PART 8-

PARTIAL
FILE REQUIRED

PART 7

PART 7

PIN 73496-0078

PARTS 5, 6, 7 + 8 OWNED
BY 1558782 ONTARIO INC.

PART 6

PART 6
53R-18499

PART 5

PART 5

“PART 4
POWERED BY ART 4
CANADIAN NATIONAL RAIL

53R

MEASUREMENT

SMOKE

SIB(LJG)

PLN

77406

Melanie Charbonneau - Fw: Land severance 1558782 Ont. Inc

From: Mark Simeoni
To: Melanie.Charbonneau@city.greatersudbury.on.ca
Date: 11/17/2011 7:35 PM
Subject: Fw: Land severance 1558782 Ont. Inc

Hi Melanie please put dales name on file as a person we should notify for public meetings.

M

>>> "Dale Harnden"

17/11/2011 7:23:32 PM >>>

Mark. I mailed the letter to you today. thanks again for the help.

I look forward to following the process along.

Regards.

Dale Harnden
President & GM
Sudbury Auto Auction Ltd.
90 National St. Garson On. P3L-1M5
ph:705-560-7210 / fax:705-560-9867
www.sudburyautoauction.com

From: Mark Simeoni [mailto:mark.simeoni@city.greatersudbury.on.ca]
Sent: Tuesday, November 08, 2011 1:40 PM
To: Dale Harnden
Subject: Re: Land severance 1558782 Ont. Inc

Hi dale, I recommend that you:

1. reference the fact that you would like consideration given to you proposal to sever these lots within the context of the City's official plan review
2. Please note the correct spelling of paul reid's last name.
3. You may wish to identify the fact that you had been previously advised by City staff that the Official Plan process was an option for you which you now wish to pursue.
4. Consider asking to be adding to the Official Plan mailing list such that you will be notified for all meetings.

hope this helps,

regards,. mar

Mark H. Simeoni, MCIP, RPP
Manager of Community and Strategic Planning
Planning Services Division
Growth and Development Department
City of Greater Sudbury
P.O. Box 5000, Station "A"
200 Brady Street
Sudbury ON P3A 5P3
705-674-4455 ext.4292

k

>>> "Dale Harnden"

11/8/2011 1:04 PM >>>

Good afternoon Mark. I have attached a letter with regards to our land severance we discussed at our meeting.

Can you have a look at it and let me know if it is what is needed to start the process or if I need to ammend it at all?

If it is ok I will sign it and send it to you with the a copy of map.

Thanks for your help.

Dale Harnden

President & GM

Sudbury Auto Auction Ltd.

90 National St. Garson On. P3L-1M5

ph:705-560-7210 / fax:705-560-9867

www.sudburyautoauction.com

December 9, 2011

To whom it may concern:

I am writing this letter in support of Paula Worton's proposal that the Lily Creek Waterway from Ramsey Lake outflow to Kelly Lake (where it joins with Junction Creek) be designated as a Cultural Heritage Landscape in the Official Plan.

This proposal recognizes the natural, historic and cultural values of this waterway and the adjacent landscape. From the history of exploration and lumber milling, to the much loved Lily Creek boardwalk in the present day, to the habitat and natural services it provides, to the many recognized natural assets and sites of geological interest along this waterway – all of these are encompassed in a designation of a Cultural Heritage Landscape.

The natural environment is very much a part of the history of Greater Sudbury, as well as the quality of life we continue to enjoy. It is fitting to recognize and build awareness of these connections through the designation of Cultural Heritage Landscapes, beginning with this proposal for Lily Creek.

Sincerely,
Naomi Grant
Chair, Coalition for a Liveable Sudbury
Member, Green Space Advisory Panel

December 9, 2011

Sudbury Ornithological Society,

c/o 10 Selma Avenue,

Lively, On P3Y 1N2

City of Greater Sudbury,

Planning Department,

200 Brady St., P.O. Box 5000, Stn.A,

Sudbury, On P3A 5P3

Attention please: Eric Taylor

Dear Mr. Taylor,

We would like to endorse the unique idea Mrs. P.Worton has proposed with regards to a change in the Official Plan, Natural Heritage, of the Greater City of Sudbury. Paula Worton suggests:

"I propose that the city identify in the plan that the Lily Creek Waterways from Ramsey Lake outflow to Kelly Lake (where it Joins with Junction Creek)be designated as a Cultural Heritage Landscape because of the important role it played in the initial exploration of Sudbury's forests ."

From our perspective, official recognition through Cultural Heritage Landscape can help the local wildlife as well. As you may know Kelly and Robinson Lakes and the inflow of Lily and Junction Creeks are significant waterways for migratory, resident (breeding) and overwintering waterfowl and other birds. Bordering, mature trees and riparian habitat are extremely important to nesting birds in the summer to provide cover and a food source to rear young. It is extremely important that these areas maintain their integrity with the slow but progressive rehabilitation of the water quality through efforts Vale, the City and residential stewardships have afforded. With the creation of the Junction Creek Stewardship and public awareness the recognition of the beauty and importance of the waterways that flow through our city can only be enhanced. The developed trail systems along these areas have already clearly indicated the importance of these areas by the city and Rainbow Routes, for the public. Official recognition of these areas can only increase the public stewardship for these waterways and an inheritance for future generations.

We ask that you seriously consider this addition to the official plan.

Thank-you.

Yours sincerely,

Chris Blomme

Written submission to the City of Greater Sudbury Official Plan Review

I wish to present at the Special Meeting January 23, 2012 open to the public to discuss the considered updates to the Official Plan. Please let me know when I will be speaking.

- Under Section 13.0 Heritage Resources I note that this section will be enhanced by inclusion of the words Natural Heritage. Our heritage resources are the natural heritage as well as the cultural heritage and archaeology. This will provide continuity and consistency in our Official Plan. Our plan identifies Heritage Resources but does not refer to Schedule 3 of the Plan –Natural Heritage. The effect of this amendment will be to strengthen our inclusion of natural heritage in the planning of our city. (i.e.: add Schedule 3 Natural Heritage to Policy #1 on page 151)
- Within the policy section of Heritage Resources my comments refer to Policy 6 and Policy 7. Policy 6 is inclusive and refers to both heritage districts and cultural heritage landscapes. Policy 7 describes heritage districts and specifics pertinent to heritage districts only. It would be clearer if Policy 6 dealt with Cultural Heritage Landscapes and then followed with explanation.
- Lily Creek Waterways should be included as a cultural heritage landscape based on the following. Greater Sudbury was created through a meteor impact (thus our city of Lakes). The lumber industry followed next and all our waterways played an important role. The Lily Creek waterways which provided canoe access for the initial explorers are both significant due to meteor impact, and lumber history. Our heritage includes the meteor impact

history and the initial forestry exploration connected to the geological and lumbering heritage of our city.

- Policy 7 could then begin with heritage districts and then use the rest of the existing paragraph. Page 152)

The effect of these two amendments will be to strengthen the City's identity and appeal, instil a sense of pride in local citizens and attract the interest of visitors. Greater Sudbury is world known for the environmental recovery and stewardship. It is only fitting that a waterway be our first Cultural Heritage Landscape. The waterway provides a direct link from the Ramsey Lake boardwalk to the Connect the Creek Trail System and along Kelly Lake section of the Trans Canada Trail.

Respectfully Submitted.

Paula Worton
43 Cranbrook Crescent,
City of Greater Sudbury
ON P3E 2N4
Phone:
Email:

December 21, 2011

To Whom It May Concern:

RE: Official Plan Review- Cultural Heritage Landscape- P. Worton

This proposed change to the Official Plan is important because natural heritage conservation allows us to save something important for years to come. For the past 30 years I have been involved with the Robinson Playground Association. I saw the changes to the areas. The natural beauty of the landscape makes this playground and areas an enjoyable park all year round.

The Lily Creek and Robinson Lake and Kelly Lake are natural areas that are enjoyed by young and old alike. We need to pass on what we can to our grandchildren and tell them where we came from.

Sincerely Yours,

Joseph Caridade

208 Cranbrook Crescent, Sudbury

P3E 2N3

Robinson Playground Association



YMCA Sudbury
1936 | 2011

December 23, 2011

City of Greater Sudbury Official Plan Review
200 Brady street PO Box 5000, Station A
Sudbury
P3A 5P3.

Attention: Eric Taylor

To whom it may concern:

The City of Greater Sudbury waterways in the south end are a beautiful addition to our community. As a child I spent many hours in and around Lily Creek, Robinson Lake, Robinson Creek, and Kelly Lake.

I am writing this letter to support proposed changes that Lily Creek, Robinson Lake, Robinson Creek, and Kelly Lake be identified as a Significant Natural Feature. I support the request that the city identify in the official plan that the Lily Creek Waterways from Ramsey Lake outflow to Kelly Lake be designated as a Cultural Heritage Landscape because of the important role it played in the initial exploration of Sudbury's forests.

As our community continues to grow and prosper our Cultural Heritage must also continue to be preserved and protected.

Thank you

Nancy Dube
General Manager

YMCA Employment Services
& Newcomer Services
Services d'emploi et Services pour
nouveaux arrivants du YMCA
10, rue Elm Street, #112, Sudbury,
ON P3C 5N3

(705) 674-2324
(705) 674-3236

yes@sudbury.ymca.ca



www.sudbury.ymca.ca

YMCA Sudbury

140 Durham Street,
Sudbury, ON P3E 3M7

(705) 673-9136
(705) 675-8777

memberservices@sudbury.ymca.ca



Laurentian University
Université Laurentienne



**Cooperative
Freshwater Ecology Unit**
**Unité Conjointe
D'écologie D'eau Douce**

City of Greater Sudbury
Official Plan Review
200 Brady
Street Box 5000 Station A
Sudbury ON P3A 5P3
Attn: Eric Taylor, Planning

January 3, 2012

I support the idea of creating a special status to recognize the cultural heritage landscape value of the Lily Creek Waterway within the Official Plan of Sudbury.

Sudbury is rapidly shedding its image as a single industry hard rock mining town and is emerging as "Sudbury - City of Lakes" a place where our aquatic natural resources are recognized as shaping the cultural and economic life of the city. For example, a Google search of the phrase "City of Lakes" produces more than 200 million hits, with Sudbury's aquatic legacy as a lake city listed as number 3 in this global compilation of data.

The citizens of Sudbury place very high value on their lakes, especially the heavily used lakes where so many people live and recreate. However, the love of our aquatic systems extends well beyond the densely occupied core city lakes. In recent years, Sudbury citizens have developed a broad awareness, concern and willingness to protect and restore the vast array of lakes within the city boundary, a list that includes more than 300 lakes. The establishment of nearly 50 lake stewardship groups, the support of the Picture Our Lakes Calendar contest, the public inputs to the source water protection program, and the recent advances to ban phosphorus from lawn treatments are only a few of the obvious signs of the support for progressive approaches to lake management in Sudbury. Among this list of accomplishments I would also put strong emphasis on the role of the official plan process. For example, it is pretty unique that 7 core OMOE monitoring lakes (Clearwater, Lohi, Middle, Hannah, Daisy, Swan, Sans Chambre) are recognized in the Official Plan as "clean air lakes" to assess the effectiveness of the industrial emission programs.

Now we need to take the next step in the Official Planning process and begin to recognize the importance of watershed connectivity and key natural features such as stream channels and wetlands that provide such valuable ecological services. If we don't we will continue to have plenty of examples (e.g. Still Lake flooding below the former wetland occupied by Walmart on Long Lake Road) of flooding or drought events or

wildlife destruction that could have been prevented by proper watershed planning and protection of key watershed features. One of these unique features is of course the Lily Creek waterway and the significant wetland complexes that connect Ramsey Lake to Kelly Lake and beyond.

The Lily Creek waterway system has great historic and cultural significance to our city as the travel route for First Nation and early European explorers as they entered what was eventually to become the heart of our city. The rich marshes below Ramsey and those surrounding Robinson and Kelly Lake are also key elements in the aquatic health and diversity (fish, birds, mammals, etc.) of the city. The waterway is currently in remarkable good shape (at least from Ramsey to Kelly), given the long history of air pollution and land degradation in the area. We should therefore move quickly, through the upcoming revisions of the Official Plan, and recognize it as a special area, a cultural heritage area, where the natural assets are fully protected.

I would be happy to provide whatever data or advice I can give to assist in this matter.

Sincerely:

Dr. John Gunn
Canada Research Chair Stressed Aquatic Systems
Director, Vale Living with Lakes Centre
Cooperative Freshwater Ecology Unit
Biology Department, Laurentian University
935 Ramsey Lake Rd.
Sudbury, ON. P3E 2C6
e. jgunn@laurentian.ca
t. 705-675-4831
www.livingwithlakes.ca

Mark Simeoni - Fwd: FW: Review of the City's Official Plan

From: Mauro Manzon
To: Mark Simeoni
Date: 1/5/2012 8:36 AM
Subject: Fwd: FW: Review of the City's Official Plan

Mark:

Forwarding query concerning the OP review.

Thanks,
Mauro

>>> "Herb & Shirley" 1/3/2012 7:48 PM >>>
Sending to this email as well !!

From: Dwight Holditch
Sent: January-03-12 6:09 PM
To: mauro.manzon@greatersudbury.ca
Cc: 'Doug Holditch'; 'Jan Cameron'; 'Jane Pon'; 'Shirley Kuz'
Subject: RE: Review of the City's Official Plan

Dear Mr. Manzon,

My name is Dwight Holditch and I, along with other members of the Holditch family own Parcel 7443 on the south side of Robinson Lake. We as a family have owned this property for a considerable period of time and as we watch the City of Sudbury develop to its present stage, we feel that now is the time to change the status of our property. We believe that it would be beneficial for both the Holditch family and the City of Sudbury to have this land zoned "Future Development" rather than its present zoning of "Rural".

Could you give us advice on what step or steps we should take in advance of the meeting concerning the review of the official plan for the city of Sudbury?

Thank you,
Dwight Holditch

From: Jamie Panas (Krista Carre)
To: officialplan
Date: 04/01/2012 12:46 PM
Subject: Official Plan Review,CMS > Official Plan comment via website

Name: Jaime Panas

Email:

Comments: One question: Why do I get looked at like I have 3 heads when I ask for an EVEN number of rides with Sudbury

Transit.

5 rides or 10?

10 is great, it's an even

number however, whomever thought up the idea to provide the 5 rides to get you from point A to point B had it all wrong.

What average person in Sudbury rides the transit one way and doesn't return?

So where's the last ride?

We as public transport users should be able to request/customize how many rides WE need.

Because, we use the service, shouldn't it work in the most effective way possible?

From: Official Plan (Krista Carre)
To: officialplan
Date: 05/01/2012 4:23 PM
Subject: Official Plan Review,CMS > Official Plan comment via website

Name: Syd Beal
Email:
Telephone:
Address: 29 Jeanine St

Comments: Last April 2011, my wife and I moved to Sudbury, bought a new house here and have settled in for our retirement. We spent the previous 30 plus years in Toronto. We would like to see some stoplights put up on the Kingsway at Third

Ave. The speed limit along that stretch is 80 kph and maybe it is time for this stretch to be lowered to 60. I

noticed in the Sudbury Star that you have problems in various areas of the city where speeding is a problem. We

see it everyday in our driving within the city. If drivers can get away with it they will. Atlee and Auger are great

side routes to Lasalle to avoid Barrydown. Cut through a neighbourhood to avoid traffic. In Toronto, they experimented with speed bumps, but found that it slowed response times for emergency vehicles and in the winter

caused problems for snow removal equipment namely the snow blade would be damaged. The solution was a series of stop

signs every 100 meters along the street. I have watched with interest the number of drivers here who blow through a

stop sign, year round. In the winter, when nothing is coming I can see the necessity of not stopping, as it is

hard to get going again and most stop streets have a slippery area at the stop sign. The city (Toronto) put up signs stating that a camera was watching the stop street and if you failed to stop you would be mailed a ticket. Of course, no camera existed to take the pictures, but the sign acted as a detriment and

had the desired effect on drivers. On the plus side, your traffic lights at intersections are the best I have seen in Canada.

Liz Collin - Fwd: Fw: Try This out

From: clerks
To: Eric Taylor; Lisa Oldridge; Liz Collin; Mark Simeoni
Date: 1/9/2012 2:14 PM
Subject: Fwd: Fw: Try This out

FYI

>>> Richard Munavish

1/6/2012 10:42 AM >>>



-----Original Message-----

From: Richard Munavish
Date: 05/01/2012 8:07:36 PM
To: David Shelsted
Cc: Mayor City Sudbury; Joscelyne Landry-Altman
Subject: Fw: Try This out



Clerk's Department;

This letter is to ask that you include our concerns regards the Montrose / Maley Drive connection and extension in this Transportation Study for the OP Review.

At a meeting for CARB 1, dated October 20th 2010, with Bob Falcionni Transportation manager at the time, and Eric Taylor Planning Department and Joscelynnne Altman Landry, ward 12 alderman, Bob Falcionni stated and promised that the Montrose/Maley connection would be specifically studied in the Transportation Study for the next OP Review.

Eric Taylor stated that the designation of Montrose as a Secondary Arterial would be re-visited in the next OP review.

We are asking that these two items be included in this OP Review.

On May 11, 2011, at a council meeting, concern was raised by Alderman Joscelynnne Altman Landry that her residences in ward 12 were very concerned regards the potential traffic impact of making Montrose a shorter route to Walmart, once connected to Maley Drive. At the same time, alderman Calderelli raised her concerns that the City should make sure they do not create another Southview Drive with this Montrose / Maley Dr connection. Southview was also a residential street connected to a highway bypass.

Bob Falcionni during his Maley Drive presentation, at this council meeting, replied that the upcoming Transportation Study would look at the Montrose / Maley Drive connection and the potential impact of the traffic on the existing neighborhoods would be studied.

We are asking this also be included in the upcoming Transportation Study for the OP Review.

We also would remind this committee that the last Traffic Impact Study done on this connection was in the mid 1970's when the Nickeldale Subdivision was originally approved. That plan of subdivision is not only 40 years, many things have changed, including the Nickeldale plan itself, but more importantly, that Traffic Study was done at a time when Maley Drive was only going to be a rural road. Today it is planned to be a major 4 lane by-pass connecting to a Trans-Canada Provincial Highway.

In closing I would request that you record my e-mail address as well as mailing address to forward any notices concerning the Nickeldale Subdivision as it moves forward.

Thank you

Richard Munavish
CARB 2
860 Windermere Cr.
Sudbury, Ontario.
P3A 5A5

FREE Animations for your email – by IncrediMail!

Click Here!



From: the4makelas
To: <officialplan@greatersudbury.ca>
Date: 06/01/2012 9:35 PM
Subject: my views

I have completed the online survey, and sent my general comments to the email address given.

My priorities are: Maley Extension to LaSalle, Barrydowne Extension to Notre Dame in Hanmer, improvements to TRANSIT.

Regarding transit, I feel that it is most important that every transit rider be seated on the busses that travel outside the city core (down the highway). If there aren't enough seats (and there aren't) then put on more busses, more often. Also, most bus drivers need sensitivity/customer relations training badly. Transit should be scent-free. If Toronto's transit can be scent-free, then so can ours. Aside from that, schedules should be posted at every stop. Every stop should have a place to sit down. Monies should be dedicated to increasing the number of stops with shelters on an annual basis, with the goal to eventually have shelter at every stop.

I sincerely hope that you will take my comments very seriously and that they will actually be read by those who are working on the official plan. All of them.

Thank you.

Linda Makela, one of

From: Will Kershaw
To: officialplan <officialplan@city.greatersudbury.on.ca>
Date: 08/01/2012 2:10 PM
Subject: Re: Official Plan - review transportation to remove LU link road (Official Plan Review)

Thank you for you acknowledging my comments on the Official Plan...

I want to add further comment, related to my earlier note. When the OP is reviewed and the LU link direction is removed in favour of upgrading Ramsey Lake Road to accommodate peak traffic the OP needs to stress that the existing bike / walking paved path beside Ramsey Lake Road needs to be retained. Portions of this important bike path may have to be moved to accommodate the upgrade to Ramsey Lake Road but a bike and walking access parallel to the Ramsey Lake Rd needs to be kept.

Will Kershaw

On Sun, Jan 8, 2012 at 1:50 PM, officialplan <officialplan@city.greatersudbury.on.ca> wrote:

> Thank you for your e-mail regarding the City of Greater Sudbury's Official
> Plan Review. Public input is important to the success of this process!
> As you participate in this review, we recommend you take a few minutes to
> review the "Legal Requirements" information found at
> www.greatersudbury.ca/officialplan . If you have any questions, please do
> not hesitate to let us know.
>
>
> *****
> Nous vous remercions pour votre courriel concernant l'examen du Plan
> officiel de la Ville du Grand Sudbury. La réussite du processus dépend de
> la participation du public!
> Lorsque vous participez à l'examen du plan, nous vous recommandons de
> prendre quelques minutes pour examiner les renseignements ayant trait aux «
> Exigences légales » dans le site Web www.grandsudbury.ca/planofficiel.
> N'hésitez pas de communiquer avec nous si vous avez des questions.
>
>
> >>> Will Kershaw : 01/08/12 13:49 >>>
>
> Hello,
>
> I have lived in Sudbury for 30 years. Prior to that I lived in southern
> Ontario in Waterloo and Peterborough. I have also lived in Edmonton. I
> visit my family in Montreal, Canmore and Vancouver. I have owned a home in
> down town Sudbury and also lived in the country north of Chelmsford and am
> presently living down town. I am an active outdoors person, walking,
> cycling, canoeing, cross country skiing and snowshoeing throughout the city
> and rural areas of Sudbury. I enjoy living in the city as I am able to get
> to work easily and green spaces readily. I want to stay in Sudbury when I
> retire as it has a lot to offer.
>
> However, there is a proposal in the Official Plan that concerns me greatly.
> The OP needs to be amended in the upcoming review to remove the provision
> to have a new linking road from the south to the Laurentian University
> area. The work places in this area do cause a demand on the existing

- > infrastructure; Science North, Hospital, LU campus, Living With Lakes
- > centre, Northern Medical education facility, extended care service centres.
- > Do a traffic study or if it has been done already it will show that traffic
- > is peaking in this area at discrete times, inbound and outbound from the
- > area. This can be addressed by upgrading the existing Ramsey Lake Road to
- > three lanes. Add a middle, third lane from Science North to South View
- > drive and have that middle lane controlled by lights as is done in
- > Vancouver through Stanley Park. That middle lane would be shifted to allow
- > peak inbound traffic during morning 'rush hour', 7:00ish to noon and then
- > changed to permit outbound traffic use at peak time at the end of the day,
- > 4:00ish to 9:00pm, what ever the traffic studies show. I drive / cycle /
- > walk this route many times a week, more so when our children were young.
- > Sudbarian's do not need a whole new road into the LU area. We cannot
- > afford such an investment when the state of existing roads requires renewal
- > constantly.
- >
- > Remove the LU link road from the Official Plan and add an upgrade to the
- > existing Ramsey Lake Road.
- >
- > Will Kershaw
- > _____
- >
- >
- >
- > > P Minimize our Footprint...
- > >
- >
- >

From: CM Leshar
To: <officialplan@greatersudbury.ca>
Date: 09/01/2012 6:37 PM
Subject: Lake Laurentian Conservation Area re Official Plan

Dear Sirs:

A road through the Lake Laurentian Conservation Area (LLCA) was developed as part of a 2005 planning exercise, apparently favoured over options with less environmental impact because all impacts appear to have been weighted equally. I am writing to suggest that with a legacy of poor environmental planning, Sudbury should place more weight on environmental concerns.

I and many others use the LLCA on a daily basis and I moved to Sudbury in part because of the existence of such an wonderful area so close to housing and the university. Bisecting it with a road would greatly increase road noise (already too high for a Conservation Area) and disrupt many of the hiking and ski trails (underpasses are a poor replacement for nature). Sudbury should be setting an example by preserving existing and creating natural spaces, not destroying them, and the larger the space the more valuable.

Laurentian University already has emergency road access through Lo Ellen, and Ramsey Lake Road could easily be converted to 3 lanes, the direction of which could be switched in the mornings and evenings to accommodate increased traffic flowing in and out of the university. In any case, it has been well established that adding roads does not reduce traffic. Making it easier for people to walk, cycle, or take a bus to work reduces traffic.

Sudbury should aim to become the greenest city in Canada. Such a status is possible with only modest planning, but only if we begin by preserving precious resources like the Lake Laurentian Conservation Area. The first step is to remove all roads through the area from the Official Plan.

Thank you very much for your very kind attention to this matter.

Michael Leshar
1911 Armstrong Street
Sudbury ON P3E2W8
Tel:

From: Official Plan Comment Form Website (Krista Carre)
To: officialplan
Date: 10/01/2012 2:51 PM
Subject: Fwd: Official Plan comment via website

Name: Jamie Fairchild
Email:
Address: 1549 Weller Street

Comments: Two major points.

1. More bike lanes. It's dangerous biking on the major streets, but the topography necessitates it. It's ridiculous to have the police enforcing biking on the sidewalk along Paris. I've lived in almost every "major" city in the country and there are some real hardcore bikers here. Even more fair-weather bikers per capita than a lot of places.

2.
Parking downtown. Need more of it to incent people to actually go there without the hassle of finding a spot.



Junction Creek Stewardship Committee Inc.
30 Ste. Anne Road, #219
Sudbury, Ontario, P3C 5E1
T: 705-525-8736 F: 705-674-7939
E: info@junctioncreek.com
W: www.junctioncreek.com

Comité d'intendance du ruisseau Junction
30 Rue Ste. Anne, #219
Sudbury, Ontario, P3C 5E1
T: 705-525-8736 F: 705-674-7939
E: info@junctioncreek.com
W: www.junctioncreek.com

January 11, 2012

Kris Longston
Senior Planner
Planning Services Division, City of Greater Sudbury
PO Box 5000 Stn A, Sudbury, ON
P3A 5P3

Dear Ms. Longston,

We are writing to express our support for a new designation of the area that includes Lily Creek, Robinson Lake, Robinson Creek and Kelly Lake as a Significant Natural Feature, as described in Section 13.0 of the City of Greater Sudbury's Official Plan. The Junction Creek Stewardship Committee fully supports this proposal, submitted by Ms. Paula Worton.

The historical use of this site as a route for logging and related activities, as well as a travel route for First Nations communities was important to the founding of the Sudbury area and is an integral part of our culture and local history. Important geological features are also present in this area, including shatter cones and a Pecor's rock formation, both the result of Sudbury's very unique geological history.

In addition to the historical importance of this area to the development of the City of Greater Sudbury, we also feel that this area could provide an important link from Ramsey Lake to Kelly Lake via a trail system within a protected Greenspace. Analogous to the highly successful Junction Creek Waterway Park, this trail system would help improve quality of space for residents of Greater Sudbury, a need identified within the Official Plan. This trail could also serve to highlight the importance of this area to the heritage of Sudbury, as described above.

This is also a great opportunity to help preserve the Snapping turtle, which has recently been listed as a Species at Risk. One of the main threats to Snapping turtle populations in Ontario is habitat destruction, and therefore preservation of this waterway can help protect this endangered species.

This designation will help conserve our history for generations to come and will contribute to the well-being of local residents and wildlife.

Sincerely,

Brigitte Angster Beckett
Co-Chair, JCSC

Marc Lefebvre
Co-Chair, JCSC

Bruce Doran
Co-Chair, JCSC

From: stu thomas
To: <officialplan@greatersudbury.ca>
Date: 11/01/2012 2:18 PM
Subject: official plan

All City Services Site Map Contact Us Français
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Text Size: Small text size Medium text size Large text size XLarge text size Home > All City Services > Official Plan > Comment Form

Comment Form

The Official Plan review is your chance to share your vision for Greater Sudbury with our community's decision-makers. We want to know what you see for the future of this city, and how you would recommend we get there.

This review is centred on community consultation and feedback. As a resident of Greater Sudbury, you are invited to participate in the review process as often as you wish - in fact, we encourage you to do so. This is your community, and the Official Plan Review is your opportunity to affect its future.

To better understand your legal rights of appeal regarding the Official Plan, please click [here](#).

Comments / Questions**

*Name:
Telephone:

*Email:

*Subject:

Address: 24 Hillcrest Ave.

Capreol On

*Comments: My concerns are that growth or housing in Capreol might be restricted by inadequate sewage facilities. Every town in the area should have facilities required for it to grow. The downtown area of the city must grow in population density to revive it but growth should not be restricted in area towns.

The use of major arteries by large slurry trucks should be limited and new roads completed. The extension of Maley Drive is a necessity and the proposed Barrydowne extension into the Valley area should be studied. Sudbury will continue to grow and the city must plan proper transportation facilities to accommodate that growth.

More use of express busses or alternative forms of transportation including car pooling should be studied to reduce the traffic on highways and to improve air quality. The movement of bulk material should be hauled by train rather than trucks when possible.

Healthy communities should be kept in mind with proper planning for walking, hiking and biking trails and facilities. A trail plan linking all communities is a must. All areas in the city should be treated equally and /or fairly.

Sudbury has come a long way in its greening program and developing parks and green areas. These areas should be designated and protected and all parks should be maintained once they are created. All areas of the city should again be treated equally and all designated spaces maintained.

Sudbury must be business friendly and have industrial or manufacturing lands or areas ready for businesses looking to expand or locate in the area.

Type in the characters you see in the picture then submit the form.

Type in the characters you see in the picture then submit the form.

Secret Code:
new secret code

***Required Fields**

****The personal information collected on this form is for the purposes of the Official Plan Review and is subject to the provisions of the Municipal Freedom of Information and Protection of Privacy Act.**

Official Plan

Overview About Greater Sudbury About the Official Plan Comment Form Glossary of Terms Legal Requirements Participation Planning Services Division Special Meeting Transportation Study

PO Box 5000, STNA, 200 Brady St. | Sudbury, ON Canada P3A 5P3

Dial 3-1-1 (local) or (705) 671-CITY (long distance)

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Web Accessibility

Give us your feedback

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 12/01/2012 9:31 AM
Subject: Fwd: Official Plan comment via website

>>> 11/01/2012 4:21 PM >>>

Name: Louis Delongchamp
Email:
Telephone:
Address: 165 Tanguay Ave
Sudbury, ON P3C 5JG4

Comments: Please look at my website <http://loudelon.ca> where my projects are listed.

The bypass project is a solution to the heavy traffic on Lasalle Blvd.

Your comments will be welcome.

Louis Delongchamp
Candidate for City Council
in 2010 and PC Candidate for Sudbury in the 2007 Provincial Election

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 12/01/2012 9:38 AM
Subject: Fwd: Official Plan comment via website

>>> 11/01/2012 7:46 PM >>>

Name: Lyse Provencal

Email:

Comments: I don't understand that when all these road where redone in the south end that there was no consideration to a safe bike path. There remains dots and lines on the Regent from Mallards landing to Loach rd. What lines should you follow. Bickers should be allowed to use the shoulder of the sidewalks not be on the roadways. There is a greater risk of fatality when I bike is involved with a vehicle then a bike and a pedestrian. Do the risk assessment, having bike an vehicles together on the roadways = fatalities. Bikes on the sidewalk and pedetrian not likely. Just use the data for the last 5 years in this city alone.

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 12/01/2012 9:38 AM
Subject: Fwd: Official Plan comment via website

>>> 11/01/2012 8:30 PM >>>

Name: Richard Bulman
Email:
Telephone:

Comments: Media reports have suggested that part of this review will also address bike lanes. Here is my input:

There are a negligible number of cyclists using our main arteries and that is during the summer only. The cost of additional lanes for their purpose is prohibitive. Southern cities may be able justify the lanes when there is year round use, but it certainly does not apply in Sudbury. We cannot maintain our roads, especially the curb lanes, and can't afford the additional expense of bike lanes. Cyclists do not contribute through licensing to the cost of road maintenance. Cyclists are not required to carry insurance, which puts motorists at a disadvantage after collisions. I hope that this foolish proposal is quickly shelved.

From: Official Plan Comment form online (Krista Carre)
To: officialplan
Date: 12/01/2012 9:21 AM
Subject: Fwd:Official Plan comment via website

>>> <webmaster@greatersudbury.ca> 12/01/2012 8:15 AM >>>

Name: Anne Blais

Email:

Address: 8449 Tilton Lake Rd, Sudbury P3G 1L7

Comments: January 12, 2012.

About 2 yrs ago, I found out that there is no city public transportation available to me where I live, yet I live in the Greater City of Sudbury (I am within it's limit on the map). This was shocking to me, since I had assumed there would be some means available to me as I pay the exact same tax rate for my property and services, that someone living downtown pays (including transportation tax). Yet I have no transportation services available at all. I am less than 5 years to retiring, so this is of great concern to me. As I don't expect to have a vehicle during retirement, this is a big problem. I would like the city to provide some means of transportation to my area, which is within the limits of Greater City of Sudbury. The area I live in, has developed much in the last 10 years. Many new homes going up in our area. So there will only be more demand for this service in future, as many of my neighbours will also retire. If we're expected to pay the same tax rate as residents who have these services, then we should surely have the transportation services available to us also. Otherwise, the taxes we pay should be lowered to compensate for the lack of services in our area. The only service we have provided by the city is garbage pickup and road maintenance, that's it. Nothing more. I sincerely hope that this Greater City of Sudbury listens to its residents like me, who simply would like to be provided services that we pay for already. And as well, we're always hearing about ways to lower gas emissions, etc. in the city, well if these services are provided, surely many like myself will use them - retirees are always looking for ways to lower costs of living, and travel is certainly one of these ways to accomplish this. Providing good public transportation will provide a valued service to the residents, as well is surely working toward a "Green" future for Greater Sudbury. Thanks.

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 12/01/2012 9:21 AM
Subject: Fwd: Official Plan comment via website

>>> <webmaster@greatersudbury.ca> 12/01/2012 9:05 AM >>>

Name: Abdré Grandmaison

Email: |

Comments: Why is there no bus or shuttle/taxi service to the nearest bus station for resident at the end of Tilton Lake Road?

This is of concern for an aging population in the area which may not have a driver's license. These resident are within the city limit and must received the same access to city facilities as other taxpaying resident's.

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 12/01/2012 10:32 AM
Subject: Re:Official Plan comment via website

>>> 12/01/2012 10:24 AM >>>

Name: J-Y Bujold
Email:
Telephone:
Address: 124 Concord Crescent

Comments: 6 or 7 years ago I along with the president of the Coniston Lions' club participated in a meeting at the Garson arena in regards to expansion of bike/walking trails. Subsequently we submitted a proposal in regards to the possible expansion of your current Bancroft drive bike path which will soon extend to Moonlight beach rd. Forethought at the time suggested that by natural extension and logical expansion the bike path should continue onto Coniston via Bancroft and Alan street. The proposal suggested that as a cost saving measure grindings could be used to render the shoulder more user friendly. Removing 3 inches of granular along the rd edge and applying grindings also enhanced the likelihood of no longer having to deal with erosion of the existing shoulder and upkeep to drainage courses. With this measure in place and if done properly this could have extended your bike trail clear through to another community within the city limits at a very reasonable cost. Future resurfacing of this rd base or as you say shave and pave program would undoubtedly have made this an even more appealing bike path. Needless to say nothing has been done. Many more examples of this type were submitted yet never acted upon

Melanie Charbonneau - Fwd: FW: Review of the City's Official Plan

From: Mark Simeoni
To: Jason Ferrigan; Kris Longston
Date: 1/13/2012 8:29 AM
Subject: Fwd: FW: Review of the City's Official Plan
CC: Melanie Charbonneau

>>> Ginny Burton 1/12/2012 4:24 PM >>>
Sorry I had the wrong e-mail address for Mark

From:
To: mark.simeoni@city.greatersudbury.on.ca; stephen.monet@city.greatersudbury.on.ca;
jacques.barbeau@greatersudbury.ca
Subject: FW: Review of the City's Official Plan
Date: Thu, 12 Jan 2012 15:14:45 -0600

cc

iana.haslam@city.greatersudbury.on.ca

Subject: Review of the City's Official Plan

Mark;

I am writing firstly regarding the Official Plan review being addressed this year. The section of the plan beginning at 21.6 is specific for the Fairbank Lake Policy area. We feel it is imperative to maintain all of 21.6.1 and all of 21.6.2 Waterfront Developments Policies in its existing form.

These bylaws help to protect Fairbank Lake and assist the Campers' Association in maintaining its mandate to protect the water quality. Thus I would appreciate a response on your committee's intention regarding this component of the plan.

Secondly the committee currently working on the Development and Application of a Lake Water Quality Model may be able to utilize some of these restrictions at Fairbank for other lakes within the Greater City of Sudbury.

It is imperative, greater restrictions and controls be established in order to improve water quality of all city lakes as per the Lake Water Quality Program.

Brian Burton
President of the Fairbank Lake Camp Owners Association
Phone #

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 13/01/2012 8:37 AM
Subject: Fwd: Official Plan comment via website

>>> > 12/01/2012 6:39 PM >>>

Name: June Lanovaz
Email:

Comments: We are in dire need for bus service on Mont Adam Street.
All we are asking for is 1 bus stop. I am disabled and to
walk the distance to a bus stop on Mountain Street or the
Kingsway is extremely difficult. Please just 1 Bus Stop,
it's not that much of a problem!!!!

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 13/01/2012 8:38 AM
Subject: Fwd: Official Plan comment via website

>>> 12/01/2012 9:33 PM >>>

Name: Stefan Skogberg
Email:
Telephone:

Comments: The archaic store-hours bylaw needs to be removed. Sudbury is falling behind other communities in this regard. Sudbury needs to allow stores to determine their own hours like other communities around us - Timmins, Sault Ste. Marie, and North Bay. We are falling behind. City Hall should not tell businesses when they should be open and when they should close.

A 24-hour grocery store and a 24-hour pharmacy are not going to hurt the city. It will offer convenience for everyone. Not everyone will choose to be open 24-hours, and that's fine!

We have many shift-workers and others in this community who would gladly work and shop around-the-clock. Having stores open later is good for the economy and for the tourism sector. It's time for us to move into the 21st century. Let's get with the times! The time to make real change is NOW. Thank you.

PAQUETTE PLANNING ASSOCIATES LTD.

URBAN PLANNING AND LAND DEVELOPMENT CONSULTANTS

January 13, 2012

City of Greater Sudbury
PO Box 5000, STN 'A'
200 Brady Street
Sudbury, ON Canada
P3A 5P3

Attention: Mr. Mark H. Simeoni, MCIP, RPP
Manager of Community and Strategic Planning

Re: Official Plan Review
Proposed Urban Boundary Change: Hanmer
Subject Property bounded by: Desmarais Road, Gravel Drive, Deschene Road and Highway 69 North

Dear Mr. Simeoni:

Please accept this submission on behalf of the participating landowners copied on this letter in connection with the above referenced matter.

Collectively my clients own approximately 350 of the 500 acres (*see note below*) that make up the subject property described above and as outlined in Figure 1. The property primarily consists of vacant non agricultural lands. As discussed, we believe that the subject property is well suited to accommodate urban development given the following observations:

- **Available Municipal Services:** Availability of existing municipal water and sanitary services located within the Highway 69 North road allowance
- **Available Transportation Capacity:** Direct access to a major arterial road (ie. Highway 69 North) as well as three minor arterial roads including Desmarais Road, Gravel Dive and Deschene Road.
- **Existing Community Facilities:** The subject property is within 1.5 km of the new Howard Armstrong Recreation Centre on Dominion Street; as well, there are a number of established schools and parks nearby.
- **Existing Shopping Facilities:** The subject property is within walking distance of large format retail stores and a mall located at the junction of Highway 69 North and Deschenes Road
- **Opportunity to Address Gravel Drive Storm Water Issues:** The development of the subject property represents an opportunity to address storm water management issues in the area including floodplain issues affecting certain Gravel Drive residences.

Address: 56 Hutchison Avenue, Ottawa, Ontario K1Y 4A3
Phone: 613-722-7217 Fax: 613-722-0762
Email: paquetteplanning@sympatico.ca

- **Efficient Use of Non Productive Lands:** The subject property is vacant and is neither used nor designated for agricultural purposes; it is currently designated 'Rural' and 'Open Space' in the Official Plan.
- **Opportunity for Comprehensive Planning:** The location of existing housing east of Desmarais Street, which abuts the subject property, as well as the optimal configuration of the subject property in the context of the exiting urban boundary lend themselves to the creation of a logical neighbourhood planning boundary and the opportunity to complete a neighbourhood plan on a comprehensive basis.

We understand that one of the first exercises your department will be going through is the review of population forecasts which, in turn, will be followed by the determination of development land requirements to satisfy projected needs. To this end, we respectfully request that the subject property be considered in this exercise. In addition, by copy of this letter to the **City Clerk's office**, we would ask that the undersigned be notified of any statutory meetings scheduled in connection with this Official Plan Review and that this letter be received at your **January 23, 2012** Official Plan Review special meeting.

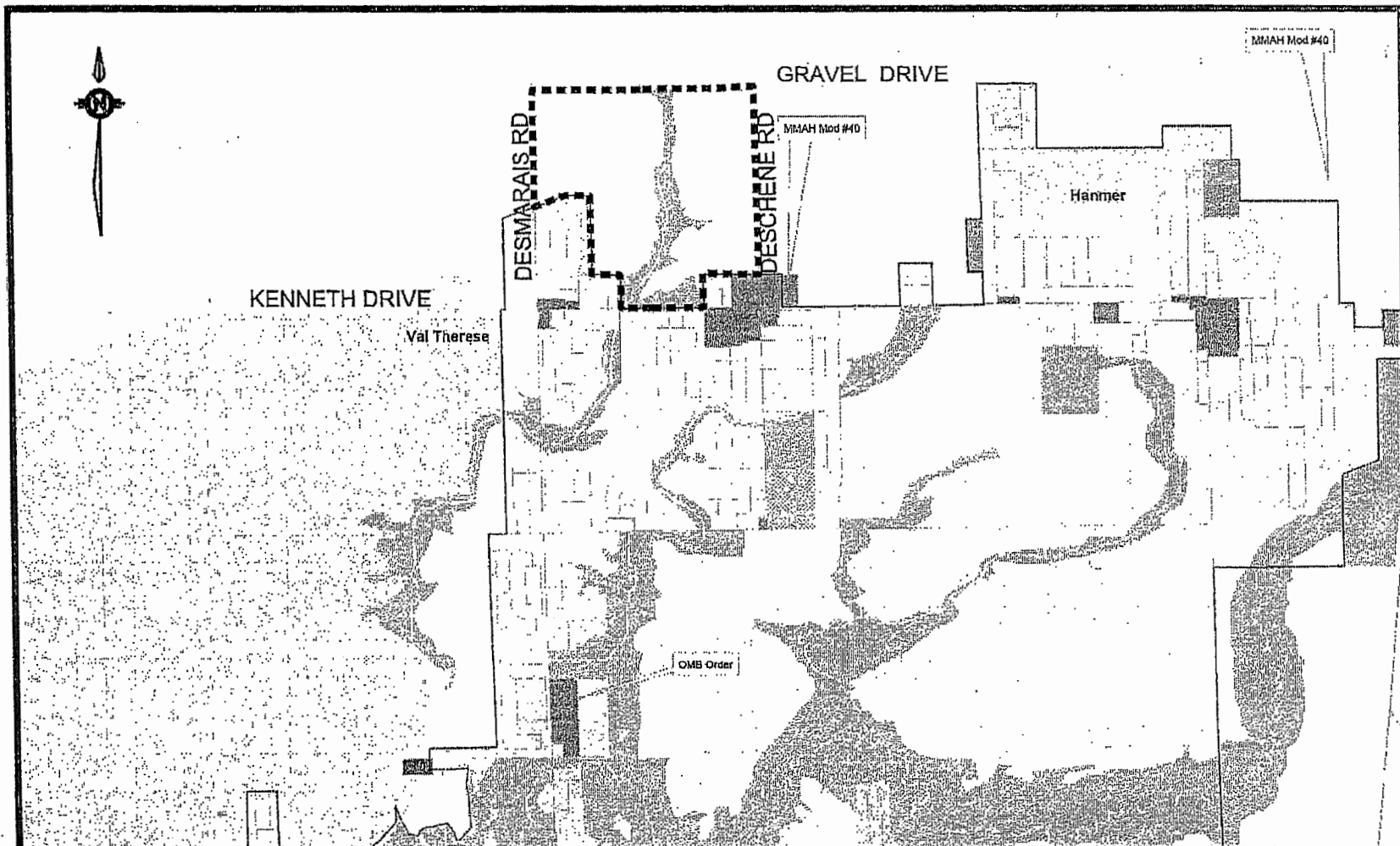
We hope this information will assist you in your review of this property for inclusion in the City's new urban boundary. We thank you for your consideration of this matter as we look forward to further participation in the process leading to the finalization of a new Official Plan for the City of Greater Sudbury.

Note: There are 3 other landowners that make up the balance of the subject property; they are being sent a copy in this letter in the spirit of full disclosure and the author's understanding that they may be participating directly in this initiative at some point in the process.

Sincerely,
Paquette Planning Associates Ltd.

Daniel Paquette, MCIP, RPP
 President

CC: City Clerk, City of Greater Sudbury
 Councilor Andre Rivest, City of Greater Sudbury
 Mr. Pierre O'Bonsawin
 Mr. Richard Proulx
 Mr. Rodolphe Paquette
 Mr. Marcel Gaudreau
 Mr. Raymond Charbonneau



PAQUETTE PLANNING ASSOCIATES LTD.

URBAN
PLANNING
AND LAND
DEVELOPMENT
CONSULTANTS

DANIEL PAQUETTE, M.A.C.I.P., R.P.P.

Address: 56 Hutchison Avenue, Ottawa, ON K1Y 4A3
Phone: 613-722-7217 Fax: 613-722-0762
Email: paquetteplanning@sympatico.ca

----- SUBJECT PROPERTY

FIGURE 1

Melanie Charbonneau - Re: Fwd: Public Meeting January 23/12 (Official Plan Review Email)

From: Kris Longston
To:
Date: 1/17/2012 12:26 PM
Subject: Re: Fwd: Public Meeting January 23/12 (Official Plan Review Email)
CC: Carre, Krista; Ferrigan, Jason; Grieve, David; Melanie Charbonneau; Simeoni, Mark

Hi JL,

Thanks for your interest in the City's Five Year Official Plan review process.

In response to your question, the January 23rd public meeting will be the first of many opportunities for public input on the City's Official Plan. Please stay tuned to the Official Plan Review Website at <http://www.greatersudbury.ca/cms/index.cfm?app=officialplan&lang=en&currID=11541> for future public events and hearings.

Written submissions to the Clerk will continue to be accepted after the Special Meeting on the 23rd, however I would encourage you to submit them as soon as possible to ensure that there is sufficient time to give them proper consideration during the review process.

In terms of securing your appeal rights to the OMB, I've copied the legal requirements from the Planning Act as they appear on the Official Plan review website below:

If a Person or Public Body does not make oral submissions at a public meeting or make written submissions to the City of Greater Sudbury before the proposed official plan amendment is adopted, the person or public body is not entitled to appeal the decision of the City of Greater Sudbury to the Ontario Municipal Board.

If a Person or Public Body does not make oral submissions at a public meeting or make written submissions to the City of Greater Sudbury before the proposed official plan amendment is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there are reasonable grounds to add the person or public body as a party.

In other words...

The Official Plan Review is a highly regulated process with many deadlines to meet and rules to follow. One of the most important rules relates to your ability to file an appeal at the end of the review process. If you feel strongly about any of the topics covered in the Official Plan and want to ensure you have the ability to appeal decisions made during the review, you must either attend one of the required meetings or send a letter to the City Clerk. The first of these required meetings is the Special Meeting of the Planning Committee, scheduled for January 23, 2012.

While we encourage open and extensive discussions about the Official Plan online, please remember that if you would like the opportunity to appeal decisions as the review process continues, you must fulfil the legal requirements.

I hope this addresses your questions and please feel free to contact me if you need additional information.

Thanks,
Kris

Kris Longston, MES, MCIP, RPP
Senior Planner, Community and Strategic Planning,
Department of Growth and Development
City of Greater Sudbury,
PO Box 5000, Stn. A,
200 Brady Street,
Sudbury, ON
P3A 5P3

Tel : (705) 671-2489, Ext. 4353
Fax: (705) 673-2200
Email : kris.longston@greatersudbury.ca

>>> JL 01/13/12 07:55 >>>

Hello,

I'd like to know if more meetings are planned so people have additional opportunities to present their views in person.

As well, please confirm that written submissions to the City Clerk can be presented within the next year during the review process, in order to be eligible to appeal the decision of the City of Greater Sudbury to the Ontario Municipal Board. Or must written comments be submitted to the City Clerk (rather than via e-mail) prior to the January 23rd meeting?

Thank you in advance for the clarification,

JL Armstrong

From:

To: <clerks@city.greatersudbury.on.ca>, <officialplan@greatersudbury.ca>

Date: 16/01/2012 2:24 AM

Subject: Submission - Official Plan

Attachments: Official Plan CGS.doc

Please accept this submission to the upcoming review of the Official Plan for the City of Greater Sudbury.

Thank You

Doreen Ojala

Foodshed Project Manager

www.foodshedproject.ca(<http://www.foodshedproject.ca>)



30 Ste. Anne Road, Unit 119
Sudbury, ON
P3C 5E1

January 9, 2012

City of Greater Sudbury Planning Department
P.O. Box 5000, Station A
200 Brady Street
Sudbury, ON P3A 5P3

To Whom It May Concern:

RE: Official Plan City of Greater Sudbury

The Foodshed Project supports the sustainability of our food system, and the importance of growing and selling locally produced food. Food production is an integral aspect to any local economy, as well as to local food security. In this light, please accept this letter of support for the Coalition for a Livable Sudbury's submission to the Official Plan of Greater Sudbury's to increase our agricultural land base and support urban agriculture.

Agriculture and urban food production can be supported in many ways, and the City of Greater Sudbury should develop a comprehensive strategic plan to ensure our food security. In times of crisis, we will look to our farmers to feed us – let's make sure that agriculture in Greater Sudbury and area is sustainable and viable so that we can have an emergency food supply in times of need. To do that requires forward thinking, especially in a world of environmental decay, depleted natural resources, high cost of infrastructure, demands for development, and climate change.

We are already seeing an expedient rise in food prices, and many in our community cannot afford a healthy diet. A long term strategic plan would not only protect our land-based resources, but pave the way to agricultural training and developing innovative social enterprises that support food production infrastructure and help lower the cost of local food. This includes a viable farmers market, agricultural cooperatives, commercial kitchens, greenhouses, community gardens, and other ventures to support food sustainability, and train our community in food skills.

Support for local small-scale farms is also essential to preserve our food biodiversity and reduce the environmental impacts of food travel. Preserving and increasing our agricultural reserves opens the doors for sustainable food production in our area – without that basic requirement, we close those doors forever. The City of Greater Sudbury is already well recognized for its greening efforts around the world - let's go one more step further and protect and develop our own "foodshed". There are many examples to follow, and all recognize that being food secure is a priority for the future and the time to take leadership is now.

Sustainably yours,

Doreen Ojala, B.Sc.
Foodshed Project Manager
www.foodshedproject.ca

Melanie Charbonneau - OP Review: Counter Question

From: Jason Ferrigan
To: Mark Simeoni
Date: 1/16/2012 1:12 PM
Subject: OP Review: Counter Question
CC: Akli Ben-Anteur; Kris Longston; Melanie Charbonneau

Hi Mark:

I spoke with a Mr. Jim Grant at the counter today regarding the Official Plan Review Program.

Mr. Grant was representing the owner of Lot 7, Con 4, Blezard Township (a 160 parcel of land south of Valley View Road and west of MR 80). The lands are currently designated Rural in the Official Plan. The lands are also subject to the Mineral Mining Reserve Overlay.

Mr. Grant indicated that the land owner would like to have at least the northernmost 40 acres of the property immediately south of Valley View Road redesignated Living Area 1 and included in the settlement area.

I reviewed provincial and local policies regarding land supply, including how land supply is calculated. I indicated to Mr. Grant that the City's existing supply of land exceeds the maximum 20 year land supply requirement in the Provincial Policy Statement.

I also explained to Mr. Grant that he (or the landowner, or another agent working on behalf of the landowner) was welcome to attend the Special Meeting on January 23 to make their views known. I also indicated that the staff report currently recommends that all issues raised at the meeting be "considered" by staff as part of the review process.

Mr. Grant also had questions relating to water and wastewater infrastructure in the area (both in connection with the above described scenario and for other purposes). I referred him to Akli (cc'ed on this email).

Jason.

Downtown Master Plan

I First drafted up these ideas for the diversification of the downtown in 2000, but thinking they were a little to far fetched (like the movie ... "Field of Dreams") for the times. In reading about ideas for the downtown, it seems the timing couldn't be any better, Listing some of my ideas will hopefully be food for thought....

1. Picture yourself in the winter months taking a horse-drawn sleigh ride from Science North along the board walk, and over the Old carriage bridge off Elgin st. towards downtown
2. Elgin st. would be alive with a carnival type atmosphere featuring colourful national flags, vendors, musicians, & the public would be greeted with Victorian style buildings looking like they date back to the 1800's.
3. The Sudbury Arena & Convention (Gaming) Centre would not only offer entertainment, but also house our very own "Northern Ontario Hall of Fame". The grounds outside would feature life size sculptures of accomplished athletes, & the walls would be a canvass depicting accomplishments & events.
4. A skating rink located outside the Arena would help entice visitors to the downtown.
(Picture seeing this from the overpass on Paris St.)
- 5.) The old train station on Elgin would house the new "Farmers Market" complete with a dining car to cater to your taste buds. Along that corridor would be artifacts paying tribute to our rich Mining & Forestry history.
6. The Stores along Elgin could be re-created with a Hollywood type Flair to feature "Western Days", the "Rock & Roll 50's, 60's..."

To better revitalize the downtown I believe you must tie in other tourist venues, & this could start by building on the "Adonac Ski" area & its surrounding mountain range. By teaming-up with our mining friends we could see the Adonac area become a world class facility, unique to northern Ontario...

The mining companies could start by hollowing out under the existing ski hill & create a unique chair lift similar to taking on an underground cove with skiers back to the mountain top (which has grown substantially larger due to the fill taken out of the mountain)...

The crowning jewel for Adonac would be a revolving restaurant/casino on top of the mountain whose view would be unsurpassed...

Over time the core of the mountain range would be hollowed-out to create a transportation route from the downtown to the New Sudbury area. Along this cave type route (again unique to the North) would be various shops, green houses, sporting venues (rock climbing) and a city created within a city called... "S.U.Bbury"...

The mining companies over time could tie in various attractions underground such as SCIENCE NORTH, DYNAMIC/EARTH creating a world class model for tourism, global warming...

In closing let me just say, there is no better foundation to build on than "ROCK" & if you... "Build it, they will come!"

Sincerely, Adam Bonczak

Mr. Mark Simeoni
Manager of Community and Strategic Planning
City of Greater Sudbury
200 Brady Street
PO Box 5000, Station A
Sudbury, ON. P3A 5P3

Suzy S. Franklyn
160 Somerset Street
Sudbury, ON. P3B 3B2

Wanda Eurich
141 Somerset Street
Sudbury, ON. P3B 3B1

January 17, 2012

RE: Submission City of Greater Sudbury Official Plan Review under Section 26(3) of the Planning Act, January 23, 2012.

Please accept this written submission outlining our comments and concerns as it relates to the review of the City's Official Plan, we wish to be notified in writing of any subsequent meetings and/or decisions made by the City of Greater Sudbury relating to amendments of the City's Official Plan.

We submit the following, on October 4, 2011, under file numbers, #751-6/08-26 and #780-6/08009, Dalron Construction Limited, made application to the City of Greater Sudbury Planning Committee to amend the zoning by-law and for approval of a plan of subdivision municipally located on Wessex Street in Sudbury, Ontario.

On October 21, 2011, the Planning Committee rendered their decision which denied these applications in their entirety and confirmed that the applications were denied based on the following premises:

- that the Howey Drive traffic corridor is currently very close to it's allowable capacity for planning purposes, and recognizing that it will greatly exceed capacity once the Centennial Enterprises and All Nations Church properties, both located on St. Raphael Street are completed;
- that the City does not have the financial capacity to perform the necessary road upgrades, especially given that the City has numerous other high priority road improvements that to date remain incomplete;
- Ramsey and Minnow Lake water quality concerns; and,
- The maintenance of the existing character and nature of these early, well established neighbourhoods.

The Planning Committee also acknowledged that these applications were in non conformance with various sections of the City's Official Plan, including but not limited to, Section 3.2.1, subsection 6 (b) and (d).

On October 12, 2011, this decision was further unanimously upheld and ratified by City Council. The applicant did not file a subsequent appeal of this decision to the Ontario Municipal Board within the required time frame of November 10, 2011. As a result on November 11, 2011, this decision set precedent locally, the result of which has a profound effect on what future development can and cannot be permitted in the Minnow Lake area (Living Area #1), and more specifically the Howey Drive, Van Horne, Bellevue, Bancroft Drive traffic corridors.

In May 2011, the Planning Department upgraded Howey Drive from its' former designation of Local Road to its' current designation as a Secondary Arterial Road. This amendment was made unilaterally by the City, void of any due process and without public input or consultation on the matter. This change in designation was undoubtedly an attempt to accommodate future development, in Living Area #1, (Minnow Lake Area), which is now deemed to be one of the city's most desirable areas for future development as-of-right. This unilateral decision to designate Howey Drive as a Secondary Arterial roadway was a serious error on the part of the City's Planning Department and should be reversed immediately as it has produced an absurd effect, the ramifications of which have adversely affected the citizens who reside in these Wards, impairing their safety on a daily basis and severely diminishing their quality of life and quality of place.

To further complicate matters, the City's new Official Plan permits all forms of development "AS OF RIGHT" throughout the entire former Regional Municipality of Sudbury; this strange concept permits high density development as-of-right on the fringe of the (former) City and low density development in the centre of downtown.

Effective October 4, 2011, both the Planning Committee and City Council have confirmed and publicly acknowledged that the Howey Drive/Bancroft Drive corridor is currently at or has exceeded the acceptable traffic volume capacity for planning purposes. The inadequacy of the roadway in its' current state cannot sustain daily traffic volume flows of approximately 20,000 vehicles per day as permitted for a Secondary Arterial road. It has further been determined by City officials that the estimated costs to taxpayers to make the necessary road improvements, expropriation and road widening to the Howey/Bancroft Drive corridor will be in excess of \$60,000,000 dollars and that this is not a viable option for the City now or at any time into the future.

It is a matter of public record that in the 1992, 1998 and 2005 Transportation Traffic Study Reports which were initiated by the former Regional Municipality of Sudbury and the City of Greater Sudbury and paid for by the taxpayers of our community, the same conclusions were arrived at, specifically, ***"the widening of Howey Drive/Bancroft Drive corridor was considered in the 1992 Sudbury Transportation Study and during the Kingsway Improvements Class Environmental Assessment completed in 1998. Both of these studies concluded that this was not a viable option".***

It is also important to note that in all three of the abovementioned traffic reports, Howey Drive and Bancroft Drive were not identified as viable alternatives for substantial road improvements or road widening and they are not included on past or current road network priority lists.

After decades of research, consideration and consultation with the public and external stakeholders and taking into consideration the fact that the City of Greater Sudbury has concluded and publicly acknowledged repeatedly in their own publications over the past twenty-five years, that the potential expropriation and road widening of the Howey/Bancroft Drive corridor is not a viable option now or into the future. It would be extremely controversial and counterproductive for the City to now take the position that the Howey Drive/Bancroft Drive corridor can sustain a daily traffic volume of up to 20,000 vehicles per day. When we consider the extraordinary costs incurred by the taxpayers of this community to research and prepare such reports over the past two and a half decades, it is not fiscally responsible for the City to now display utter disregard for the conclusions previously drawn from these transportation study reports.

The City of Greater Sudbury Planning Department now has an obligation to its' taxpayers to promptly rectify this convoluted situation and reverse the current road designation of Howey Drive as a Secondary Arterial road. The long term implications and ramifications of these serious oversights made by City staff and officials have created and will continue to impose conditions of impaired safety and dangerous driving on thousands of long term taxpaying citizens who reside in the Minnow Lake area, many of whom are predominantly senior citizens.

When we consider the serious consequences that the City's decisions have on the lives of our citizens, potentially subjecting us to decades of dangerous driving conditions on our inadequate roadways will be to our detriment. Should the City knowingly exceed their own acceptable standards for planning purposes, the City assumes the potential for decades of costly and protracted litigation that will inevitably occur as a result of any deviation from acceptable planning standards. This places the City in the uncompromising position of knowingly imposing conditions of impaired safety and dangerous levels of traffic congestion on its' citizens. This cannot be justified.

In the event that the City adopts the position that the current designation of Howey Drive as a Secondary Arterial road cannot be altered or reversed, even in the initial stages of this review process of the Official Plan, then we must insist that in light of the recent precedent which has been set for the Minnow Lake Living Area #1 on November 11, 2011, and taking into consideration that now is the proper time, procedure and forum to raise our legitimate concerns, we are formally requesting that the Official Plan be amended to remove Minnow Lakes from its current designation as Living Area #1.

Additionally, we are requesting that the Official Plan be amended to include restrictions which will prevent any future development in the Minnow Lake Living Area #1 and more specifically on the Van Horne/Howey/Bancroft Drive corridor, effective immediately.

At an absolute minimum the Official Plan must be amended in order to prevent any future development in the Minnow Lake Area, quashing and reversing the City's' current policy of "development-at-right". Anything less at this point will be considered irresponsible, producing a profoundly negative effect and seriously prejudicing the thousands of taxpaying citizens who reside in these Wards.

As staff and elected officials of this City of Greater Sudbury and as a part of the review process of the City's Official Plan, you have an obligation to protect the best interests of your citizens. The safety and wellbeing of your citizens must take precedent over the potential monetary gains of Developers in this community.

We make this submission to the City of Greater Sudbury, Community and Strategic Planning Department for no improper purpose and we request that careful consideration be given to our legitimate concerns regarding Minnow Lake Living Area #1. We look forward to receiving your response and to reviewing the content of the amended Official Plan.

Respectfully submitted,

Suzv Franklin

Wanda Eurich

cc. John Lindsay
Doug Kilgour
Mayor Marianne Matichuk

officialplan - Aperçu du Plan officiel,CMS > Official Plan comment via website

From: <webmaster@greatersudbury.ca>
To: <krista.carre@greatersudbury.ca>
Date: 17/01/2012 4:16 PM
Subject: Aperçu du Plan officiel,CMS > Official Plan comment via website

Name: Oliva H. Roy
Email:
Telephone:
Address: 3019, ave Errington
chelmsford POM 1

Comments: Pour Chelmsford,
une route de 4 voies pour aller à Sudbury
une piste cyclable joignant Azilda et Chelmsford
une
route à 4 voies de contournement du grand Sudbury
Piste
pour les VTT joignant les localités

officialplan - Official Plan Review,CMS > Official Plan comment via website

From: <webmaster@greatersudbury.ca>
To: <krista.carre@greatersudbury.ca>
Date: 18/01/2012 8:56 PM
Subject: Official Plan Review,CMS > Official Plan comment via website

Name: Terri Courriere
Email:
Telephone:
Address: 7-201 Oak St.

Comments: Unless the trains are moved outside of the city limits, I can easily see Sudbury running into a major catastrophe like the Mississauga derailment. But, Sudbury is not prepared to evacuate the whole city. They definitely need to reassess this situation and make plans. Because I can see a major derailment becoming immanent.

SINCLAIR & SINCLAIR

BARRISTERS & SOLICITORS

M.D. SINCLAIR, Q.C. IAN M.G. SINCLAIR
J.S. HINDS, Q.C. (1958-2006)

214 Alder Street
Sudbury, Ontario, P3C 4J2
TELEPHONE: (705) 674-7597
FACSIMILE: (705) 674-4916
EMAIL ADDRESS:
thefirm@sinclairandsinclair.ca

January 19, 2012

DELIVERED

Mr. Mark Simeoni
Manager of Community and
Strategic Planning
Planning Services
City of Greater Sudbury
City Hall – Third Floor
200 Brady Street
SUDBURY, Ontario
P3A 5P3

Dear Mr. Simeoni:

Re: City of Greater Sudbury
Official Plan Review – 2012

Our firm, Sinclair & Sinclair, 214 Alder Street, Sudbury, Ontario has been retained by Vale Canada Limited with respect to the review of the present Official Plan and any proposals for change.

The present participation by Vale is a continuation of the active involvement of Vale which goes back into the 1970s at the inception of The Regional Municipality of Sudbury when Vale representatives worked very closely with Regional representatives in the development of the first Official Plan and the many amendments which followed, including the numerous Secondary Plans and, also, the various Zoning By-Laws which were developed for and implemented in the various area municipalities.

Further, in recent years, Vale has been very interested in and involved in the development of the present Official Plan adopted by City Council on June 14, 2006 and the present City Zoning By-Law enacted on September 29, 2010. Now, as mandated in Section 20.10, the Official Plan is to be reviewed, the process is under way and Vale wishes to participate in such review and where appropriate comment on the suitability of the existing policies and on the acceptability of any proposals for change.

While all areas of the Official Plan are, of course, of interest to Vale, we will be focusing on the resource based policies, transportation policies and water resource policies, all for the purpose of ensuring that Vale's operation can continue and grow and at the same time respect the environment and the people with whom Vale shares the Basin and the Province.

Accordingly as the various reports come forward we look forward to meeting with you.

Yours very truly,

MDS/pm

From: Samantha Baulch
To: <officialplan@greatersudbury.ca>
CC: Deb McIntosh <Deb.McIntosh@city.greatersudbury.on.ca>, Carol Craig <crai...
Date: 19/01/2012 11:07 AM
Subject: Changes to the Official Plan from the Sustainable Mobility Advisory Panel
Attachments: OP.suggestions.SMAP_jan2012.docx; Part.002

Hello,

The Sustainable Mobility Advisory Panel (SMAP) would like to see some of the language, with regards to sustainable transportation, strengthened. We have made suggestions in the attached document for your review.

Thank you for your time.

Samantha Baulch
Chair of SMAP

OP Section # and Topic	OP Page #	Suggested amendments/additions (in bold type)
1.2 Vision	4	Greater Sudbury views itself as a Northern city within a park in which the people/inhabitants/citizens of all ages and abilities can live, work and play in a healthy, safe and sustainable environment.
1.3 Principles of the Plan	7	The Plan also recognizes the importance of energy conservation by facilitating alternative and active modes of transportation (such as walking and cycling)...
1.4 Context	9	The City's infrastructure...specific areas; it should encourage active and safe modes of transportation (such as walking, cycling and transit services).
2.0 Urban Structure	16	Designing and planning Greater Sudbury as a park with a city in it – and doing it as a collective effort – could serve as a prototype of a sustainable Northern city.
2.2.1 Communities	19	Greater Sudbury strives to be a complete community that meets people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of employment, local services, a full range of housing choices and community infrastructure including affordable housing, schools, parks and open space. Convenient access to public transit and options for safe, non-motorized travel is also provided for in complete communities.
3.1 Objectives	22	h. ensure that the principles of physical (linking of space both built and natural) and non-physical (interaction, sharing of decision making) connectivity is the basis of planning and development.
3.2.2 Living Area 1	27	1. New development...public service facilities and physical connectivity between and within communities.
3.2.2 Ibid.	28	c. facilities and providing physical connectivity between these; and
4.2.1 Employment areas – downtown policies	35	d. promote and implement secure bicycle parking.
4.2.1.2 Downtown Urban Environment - policies	37	1....and other desirable elements of the built environment such as complete streets.

4.2.1.2 Ibid.	38	5.To ensure pedestrian safety...drive-throughs are not permitted in the <i>Downtown</i> . The City will prohibit installation of drive-through infrastructure at new developments, when adjacent to high pedestrian traffic intersections and/or transit stops.
4.2.1.2 Programs	38	1. ...and Living Areas. This program shall be based on the principles of complete streets.
4.2.2. Regional Centres	39	d. Pedestrian walkways will be included, with linkages to transit stops and other modes of active transportation including sidewalks, cycling paths, sharrows and trails
4.2.3 Town Centres	40	6. promote and implement secure bicycle parking.
4.4 Institutional Areas – policy	43	c. adequate parking (including secure bicycle parking) for the public...
11.0 Transportation	117	Sidewalks, bike lanes, bike paths and walking trails will be fully integrated components of the overall active transportation system...
11.1 Objectives	117	b. ...convenient and efficient movement for all people including pedestrians, cyclists, motorists and public transport users of all ages and abilities and goods in Greater Sudbury;
11.1 Ibid.	118	e. promote and develop all travel modes...
11.2.2.1 Road Network Improvements	123	c. cycling and pedestrian infrastructure.
11.4 Parking	127	Parking includes metered and unmetered spaces, secure bicycle parking spaces , private off-street...
11.4 Ibid.	127	1. New developments generally must provide an adequate supply of parking , including secure bicycle parking , to meet anticipated demand.
11.7 Active Transportation	132	Trails promote healthy lifestyles and provide an alternative and active transportation network.
11.7 Ibid.	132	c. Wherever possible, the provision of adequate bicycle facilities will be provided .
11.7 Ibid.	133	3. Bicycle facilities for all new road links and road widening projects will be implemented/provided based on an...
11.7 Ibid.	133	5. It is policy of this Plan to provide the following on new and reconstructed roads (drop when feasible):
11.7 Ibid.	133	Develop a Priority Index System to help set priorities for pedestrian and cyclist infrastructure improvements, installations, traffic calming and

		<p>maintenance.</p> <ul style="list-style-type: none"> a) Develop a Sidewalk Priority Index to identify gaps in the sidewalk and pathway networks in order to set priorities for construction, improvements and maintenance; b) Develop a Pedestrian Crossing Priority Index to identify gaps in crosswalk infrastructure and to set priorities for installation, improvements and maintenance; c) Using the Priority Index System for pedestrians and cyclists, determine where traffic calming measures are required on residential and local streets in high pedestrian and cyclist traffic areas; d) Using the Priority Indexing System develop an action plan for the implementation of the Bicycle Route network. This plan will include detailed timelines for completion, the anticipated costs and will be in consideration of planned road work.
11.9 Programs	135	4. Create bicycle-friendly infrastructure...bike paths and trails including secure bicycle parking facilities throughout the City.
14.1 Community Design	156	h. promote the principles of connectivity, complete streets and communities.
14.1 Ibid.	156	i. Ensure that connections between neighborhoods and adjacent commercial, education and employment centres, such as pedestrian walkways and bicycle trails be identified and secured during the development process. Provision for these connections shall be included in the design of the development in order to ensure connectivity for pedestrians and cyclists.
14.5 Design Features, Views and Corridors – Policies	160	<p>1. New land uses and designs that would detract from the enhancement of major focal points areas within the City, such as Science North...will be discouraged.</p> <p>2. Viewpoints to landmark features will be preserved.</p> <p>....New landmark features will be developed and integrated....</p>
15.3 Issues to Address in CIPs	168	Community Improvement projects will include, but are not limited to:
16.2.2	174	2. Provide leisure and...construction of public facilities

Accessible recreation programs and facilities		including buildings, outdoor activity centres and streets.
16.2.6 Sound Municipal Infrastructure	177	2. Provide transportation infrastructure throughout the City for people of all ages and abilities.
16.2.6 Ibid.	177	3 ...to support safe alternative and active transportation...
17.6 Developing Quality of Place - Programs	187	vi. promoting and developing cycling and walking paths and trails including proper signage.

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 20/01/2012 8:49 AM
Subject: Official Plan comment via website

>>> 19/01/2012 3:20 PM >>>
Name: David Furino
Email:
Telephone:

Comments: I would like to take this opportunity to stress that the official plan should include firm dates on when the phosphate levels in the various lakes in the city can be reduced to better than the provincial guidelines. Each water treatment plant should have tertiary treatment for phosphate and stringent controls on septic beds be enforced be implemented and enforced. No building development should be allowed in wetlands or floodplains areas as they are natural filtering areas. We call ourselves the city of lakes and there are those of us who live on these lakes and we cannot use the lakes because of algae or milfoil is terrible.

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 20/01/2012 8:49 AM
Subject: Fwd: Official Plan comment via website

>>> 19/01/2012 12:44 PM >>>

Name: Mike Pilon
Email:
Telephone:

Comments: What is this city waiting for to build a highway from Maley drive to highway 69N....

There should also be a cut-across
from highway 69N (500M north of Lasalle Blvd.)to
the lights west of College Boreal.

It's probably VALE

land, but I'm sure they would be willing to co-operate
to improve their trucking fleet efficiency.

Next, build an

extra (east side)right side lane from
McDonald's on Notre Dame up to Lasalle Blvd.to prevent
north bound vehicles from backlogging all the way back to
the flour mill. There is ample room on the east side of this
highway to accomodate this lane.

Something MUST be done
to relieve traffic congestion at the Lasalle/ Notre-Dame
intersections.

Enough with wasteful and useless
environmental asesments/studies and beaurocratic RED TAPE
and get it done!!

These are very simple solutions that
will work to improve traffic flow and above all to improve
the level of safety in our community.

Dwight Holditch
Box 178
Ridgetown, Ontario
N0P 2C0

January 20, 2012

Mark H. Simeoni, MCIP, RPP
Manager of Community and Strategic Planning
Planning Services Division
Growth and Development Department
City of Greater Sudbury
P.O. Box 5000, Station "A"
200 Brady Street
Sudbury, ON., P3A 5P3

RE: City of Sudbury Official Plan Review

Dear Mr. Simeoni

I and five of my relatives own parcel 7443 on the south side of Robinson Lake in Sudbury. This parcel of land is presently zoned "Rural" but because of its soil composition and location it is not suitable for agricultural use. Upon investigation we have noticed that much of the land zoned "Future Development" from the previous Official Plan Review has been rezoned for other types of development. Considering also that adjacent lands to the north and to the east are zoned "Future Development" and "Residential" and that the land to the east has seen substantial residential development since the last Official Plan Review, we would ask you to consider including parcel 7443 for inclusion in the Future Development Zoning.

Easy access to the by-pass, Hwy 69 South, Hwy 17 West and local road patterns plus recent residential growth and development in this area also indicate that this area is a prime location for Future Development.

We appreciate your consideration of our request.

Sincerely

Dwight Holditch
Dwight Holditch

Mary Jane Veinott
183 Somerset Street
Sudbury, ON P3B 3B1

January 20, 2012

City of Greater Sudbury
City Clerk
Box 5000, Station A
Sudbury, ON P3A 5P3

To Whom It May Concern:

Re: Current review process for the Official Plan for the City of Greater Sudbury pursuant to the provisions of Section 26(3) of the Planning Act, R.S.O. 1990 c. P.13, as amended.

I am hereby submitting my comments for consideration in the official plan review process.

Based on insight gained through my participation in the public meeting process for applications for rezoning and subdivision submitted for a proposed development in our neighbourhood, I would like to see the following requirements included in the revised official plan:

- A) Regarding New Development along the Howey Drive / Bellevue / Bancroft Drive corridor:
 - a) That there be no further development in the vicinity of the corridor until improvements have been completed in order to increase the capacity of the roadway to accommodate increased vehicle and pedestrian use and to provide for safe cycling.
 - b) That the living area designation of the land in the vicinity of this corridor remain as Living Area 1, Low density, in order to ensure that any future development will fit in with the existing neighbourhood.
- B) In order to facilitate public input into the application approval process:
 - a) That a public meeting with the planning committee be held in a neighbourhood facility at least 3 months prior to the final public meeting and recommendations of the planning committee.
 - b) That the notice of a public meeting referred to in section (b) include a legible sight map and development plan.
 - c) That an environmental assessment outcome report and a plan for the compensation of residents for possible blasting damage be submitted along with an application for subdivision and that these documents be included in the notice of a public meeting pertaining to an application.

- C) To ensure that the provisions in Sections 1.3.1 and 1.3.2 of the Official Plan are adhered to for building and maintaining a health community, the following provisions should be required for new residential development:
 - a) That the city and a developer ensure that adequate and accessible recreation facilities to meet the needs of all age groups be available on site to the residents of a new subdivision.
 - b) That a minimum of 300 feet of natural green space separate a new development and the existing neighbourhood residences.
- D) That the revised official plan include provisions to discourage the practice of residential property being used inappropriately as unofficial, and unsupervised student housing. This practice has a negative impact on the quality of life in a neighbourhood with respect to unwanted noise, and safety concerns regarding rowdiness and additional traffic.

Thank you for your attention in this matter,

Mary Jane Veinott

From: Official PPlan Comment Form (Krista Carre)
To: officialplan
Date: 20/01/2012 11:00 AM
Subject: Fwd: Official Plan comment via website

>>> 20/01/2012 9:57 AM >>>

Name: Robert Little
Email:
Telephone:
Address: 575 River Road,
Whitefish

Comments: I think the city should consider;

- 1) Relaxing some of the restrictions on the creation of building lots in rural areas, ie, allow them to be smaller, require them to have less road frontage, allow "rights of way" in certain instances.
- 2) Willingly "take over" roads that have been extended at owners expense in order to create rural building lot(s). In some instances such road extensions may be only 300 feet or so, but will allow for the creation of two large estate lots which will draw in considerable tax revenue for the city at very little expense.
- 3) Change the requirements for such road extensions so that it is more affordable for landowners to do. The construction of such new sections should up to the standards of the road being extended and not according to the ridiculous standards you now have in place. Remember, it is the end of the road. Yes, the road needs to be well constructed, but why should it be way wider than the rest of the road?
- 4) do away with septic tanks and field beds for new homes not hooked up to city sewer. Instead have all new homes in the future put in holding tanks for human wastes which need to be pumped out and the wastes brought to a treatment plant when full. Phosphate-free grey water could leach into the ground through a grey water system of some sort.

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 23/01/2012 8:47 AM
Subject: Fwd: Official Plan comment via website

>>> 20/01/2012 4:54 PM >>>

Name: John Larmer
Email:
Telephone:
Address: 155 First Ave.
Sudbury, Ont.
P3B 3L3

Comments: Please, do NOT allow any road or subdivision development through those fine & well used trails in back of Laurentian University/Lake Laurentian Conservation Area via the south end...

If you do, shame on you! Building more roads will not alleviate traffic congestion. On the contrary, doing so will only increase traffic flows. This is a well documented & proven fact that has already been studied to death!

The intelligent solution is to widen the existing road out to the university..and perhaps combining that with the utilization of timed directional usage for these extra lanes during peak traffic flows.

Please, for once, do the right thing...consider the quite necessary health benefits of preserving our ever diminishing green spaces for future generational enjoyment. Your children, indeed grand children, will thank you!

From: Krista Carre
To: officialplan
Date: 23/01/2012 8:49 AM
Subject: Fwd: Official Plan comment via website

>>> 21/01/2012 11:02 AM >>>

Name: Ronald Bradley
Email:
Telephone:
Address: 4 Charlotte St.
Chelmsford On. pom1lo

Comments: To the Planning board committee. The hole councll will be facing some very important decission to review are planning rules and law and the vision for are land use fopr years to come and next generation. As a past member off the planning board for several years that was invole in the last official plan review and being force to be accepted by Toronto bureaucrat. And now we are at that time now is the chances to rectefy the past mistakes. There is big challenge ahesad. one off my important request is as follows//

AGRICULURAL LAND RESERVE

To many acres
of good agriculeral land as been left out of the reserve farm land.way to many 5acers parcel are being allowed which is creating wast land that will never be use to farm or develop.some off the best agricultural land as been strip and are being top soil remove which generation to come will pay a high price for that. The municipality off Sudbury will never have enough acers of agriculeral land to self suply the resident with food.We will have to inport from other countries.

RECOMMENDATION.

NO 1 EXPAND THE
BOARDER LINES OF
THE AGRICULURAL RESERVE.

NO2

QUIT ALLOWING SOME 5 ACERS
TO BE CFRATED IN

AGRITURAL LAND

NO 3 PAY MORE ATTENTION AGRICULTERAL

From: Krista Carre
To: officialplan
Date: 23/01/2012 9:04 AM
Subject: Re: Official Plan comment via website

>>> 21/01/2012 2:16 PM >>>
Name: Gord Lundgren
Email:

Comments: In the Greater City of Sudbury our sidewalks have a small portion of pavement and this should be designated for people with a disability and we should be recognized for this as to the reasoning being that we can ride a bicycle as a person to whom is physically fit. I can not stand up on my mountain bike like a fit person can to accelerate past a slow moving vehicle nor can I keep up with vehicles unless I'm going down hill. My reaction time is also slower than a fit person that rides the city streets. We need to go back to the old system as for seniors and children have the right of way on any given sidewalk in this City. Many of us disabled should have the use of a recumbent bicycle but to the Ministry of Community and Social Services in Sudbury do not recognize us for the use of these types of bicycles that are available to us like in southern Ontario. The bicycle paths along sidewalks and on roadways are for everyone to whom rides a bicycle, not for buses, they have their own laneways and have designated sidelane drop-offs.

We as disability persons in the Greater City of Sudbury should be recognized.

Joyce Lafantaisie - Fwd: Fw: Sudbury Plan - Capreol #2 - final

From: Mark Simeoni
To: Joyce Lafantaisie
Date: 1/24/2012 11:13 AM
Subject: Fwd: Fw: Sudbury Plan - Capreol #2 - final
Attachments: Official Plan - Sudbury-Jan 2012.docx

here is another

>>> Barb McDougall 1/23/2012 4:11 PM >>>
Fyi - here is input for the OP review from the Capreol CAN

>>> Randy Crisp 22/01/2012 8:35:03 PM >>>
Sorry - but proof reading is a must I guess. Also some issues added.

Thanks Randy

Sudbury's Official Plan – 2012

Submission from the Capreol Community Action Network – January 22, 2012

As Chair of the Capreol Community Action Network, I applaud the efforts of the City Staff in areas of day-to-day concerns. In regards to the long term planning of the city of Greater Sudbury we appreciate the opportunity to present issues that we ask be considered in the planning.

Capreol, being a “community within Communities” must not be forgotten and must also be considered for future development whether residential or commercial.

Town Centres will continue to secure the needs of local communities or “Smart Communities”.

WE currently have FNX and the Podolski Mine which is scheduled to close by the end of 2012. The heavy truck traffic to and from this mine have done considerable damage to the community roads and not only upgrading but widening must be considered. The Suez stretch is very dark and in inclement weather it is very difficult to see. Street lighting, lighter pavement and markers would be a great help.

The Cliffs Chromite plant could possibly be located on the north-west end of the community and this would bring more business, real estate incentive and more traffic on the roads already mentioned.

Along with a possible influx of residents, it must be determined and assured that the Lagoon system is prepared and able to handle the waste concerned. I have been informed that the Lagoon is due now for work that has not been done in many years. Perhaps an over-sight, but it is now a major concern on our radar in the community.

We must be prepared for residential expansion in terms of lot availability and support from the City to encourage developers. The Real Estate Board – Lanctot

Real Estate and the others must be encouraged to promote Capreol not just the Valley. It does appear that the city really ends between Valley East and Hanmer. This perception must not continue. It makes us more determined to be a "Smart Community".

Capreol has the best cross-country trails in terms of skiing and this natural resource should be expanded to be included year round and connected to the Trans Canada Trail – this was scheduled to be done previously but was deleted from the Rainbow Routes by organizers in the City.

We wish Capreol to be and remain a "Smart Community" which means having all of the amenities and services – professional and otherwise, that that kind of community should have. Two elementary schools, a Nurse Practitioner Led Clinic, struggling business core with a determined Business Association, service groups, churches and a focused Capreol Community Action Network, work daily to ensure the local citizens can remain in the community for all services.

The bus transportation system, which appears to be answering the needs must be maintained, not only for the seniors but the youth that must travel for education and work.

Roads into and from Sudbury must be maintained and expanded. The proposed route of the Barrydowne extension must receive more city approval, again reflecting on the decision to upgrade municipal traffic routes which is not necessary. The Barrydowne extension would improve traffic flow and provide expansion property and access near and past Cambrian college to the Valley and Capreol.

Capreol has a great two ice surface arena and it must be included in the Plan to maintain this facility. The city spent \$14 million on the Countryside arena and re-built Cambrian at 1.2 million dollars. There are funds for these projects. It would be easier to fix 14 arenas at \$1 million each than building one for the sum total of \$14 million.

The City Budget is another grave concern to the citizens of Capreol and we want you to know that we are determined to plan and work on Projects for Capreol

such as the waterfront, the downtown business core improvement, a Centennial Field project perhaps an ice oval, field house, cement pad for an outdoor rink and ball hockey or similar sport ventures. We are also looking at a downtown community Boardwalk including the waterfront, rail yard, and museum. Public art will be a welcomed addition to the community on buildings that offer the space and availability in an attempt to maintain the character of the community.

Capreol has three small senior facilities and is in the planning stages for a much larger share of the senior's community living / assisted living projects being considered. Again, we are ready and want to be included in the Plan for water, sewer and the necessary infrastructure to support such a project.

I do believe the City has taken enough "flack" for the two hospital fiascos, lack of parking , the transportation scam, the Bell Park over-runs on costs and other mis-managed projects because of a lack of informed and non-partisan contribution. Good luck with your Plan deliberations and Capreol is always available to offer constructive opinions.

Respectfully submitted,

Randy Crisp – Chair of the Capreol Community Action Network

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark....
Date: 1/23/2012 9:06 AM
Subject: Fwd: Re:Official Plan comment via website (Official Plan Review Email)

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> Krista Carre 01/23/12 09:06 >>>

>>> 22/01/2012 4:29 PM >>>

Name: Dwight Holditch
Email:
Telephone:
Address: 19 Jane Street, Box 178
Ridgetown, Ontario, N0P 2C0

Comments: RE: City of Sudbury Official Plan Review

Dear Mr.
Simeoni

I and five of my relatives own parcel 7443 on the south side of Robinson Lake in Sudbury. This parcel of land is presently zoned "Rural" but because of its soil composition and location it is not suitable for agricultural use. Upon investigation we have noticed that much of the land zoned "Future Development" from the previous Official Plan Review has been rezoned for other types of development. Considering also that adjacent lands to the north and to the east are zoned "Future Development" and "Residential" and that the land to the east has seen substantial residential development since the last Official Plan Review, we would ask you to consider including parcel 7443 for inclusion in the Future Development Zoning. Easy access to the by-pass, Hwy 69 South, Hwy 17 West and local road patterns plus recent residential growth and development in this area also indicate that this area is a prime location for Future Development.

We appreciate
your consideration of our request.

Sincerely
Dwight
Holditch

**Copy of presentation made to hearing on the Official Plan, Monday, January 23rd.
Presentation # 21 for the City Clerk.**

I wish to speak to section 11.2.2.1 Sub section 3 of the Official Plan which proposes "Construction of a new university link between Laurentian University and Regent Street. This issue is not new and has been discussed at length in the past

My request is that the proposal for a link be removed from the Official Plan.

I am speaking to you as a private citizen but one who has called Sudbury home since 1968 when I was hired as one of four people to begin the research on the re-vegetation of Sudbury's damaged lands. Although retired I am still involved in environmental issues and serve on the Green Spaces panel of the City.

We have already lost too much of our green space and evidence that green space is essential for human well-being is no longer contested. The University attracts many students because it is situated within green space and the University's green space serves its constituents in many ways. To name a few;

- It hosts a system of trails that is used for cross-country skiing, mountain biking hiking and running; not simply for students and staff of the university but for the Sudbury community at large
- It serves as an essential resource for outdoor education
- It serves as an essential resource for the study of plants and animals and the impact of environmental stresses that still exist in the region.
- It acts as a catchment and filter for three lakes; Lake Laurentian, Lake Bennett, and Lake Nepahwin.

The construction of a road would destroy the trail system, that weaves for a total length of 7 km in an area of a little more than a square kilometre, because it would cut across the trails six or seven times. The road would put an end to a recreation system that encourages a healthy life style amongst youth and helps to maintain a healthy adult population. Furthermore it would put an end to both revegetation efforts and plant communities that have been in progress over the past thirty years. Very few universities indeed can boast that their outdoor laboratory is at the classroom door

One of the reasons put forward for the road is that it would provide a means of relieving traffic congestion on Ramsey Lake Rd. as if there was no alternative. But there is an alternative that addresses the issue of congestion in three ways.

- A much higher frequency of buses to make bussing a viable alternative to the scores of vehicles that travel to and from the university, most with but its driver
- Three lane-ing Ramsey Lake road and making it two lanes eastbound in the morning and two lanes westbound in the afternoon. It works well in traffic bottlenecks such as bridges in other municipalities why not in ours?

- A large traffic circle at Ramsey Lake Road and Paris street (and there is plenty of room for it) that would ensure a continuous flow of traffic no matter what the time of day.

Sudbury is trying to put the environmental damage of the past behind it and selling itself as a healthy community. Destroying a green space with a very high value in terms of community health is hardly the way to foster the image of a healthy community.

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 23/01/2012 11:22 AM
Subject: Fwd: Official Plan comment via website

>>> 23/01/2012 11:13 AM >>>

Name: Shirley Kuz
Email:
Telephone:
Address: 3027 Westridge Blvd.
Peterborough, ON
K9K2K5

Comments: Ensuring that the below letter from my cousin Dwight Holditch is received:
Dwight Holditch January 20,
2012
Box 178
Ridgetown, Ontario
N0P 2C0

Mark H.
Simeoni, MCIP, RPP
Manager of Community and Strategic
Planning
Planning Services Division
Growth and
Development Department
City of Greater Sudbury
P.O. Box
5000, Station "A"
200 Brady Street
Sudbury,
ON., P3A 5P3

RE: City of Sudbury Official Plan Review
Dear Mr. Simeoni

I and five of my relatives own parcel 7443 on the south side of Robinson Lake in Sudbury. This parcel of land is presently zoned "Rural" but because of its soil composition and location it is not suitable for agricultural use. Upon investigation we have noticed that much of the land zoned "Future Development" from the previous Official Plan Review has been rezoned for other types of development. Considering also that adjacent lands to the north and to the east are zoned "Future Development" and "Residential" and that the land to the east has seen substantial residential development since the last Official Plan Review, we would ask you to consider including parcel 7443 for inclusion in the Future Development Zoning. Easy access to the by-pass, Hwy 69 South, Hwy 17 West and local road patterns plus recent residential growth and development in this area also indicate that this area is a prime location for Future Development.

We appreciate
your consideration of our request.

Sincerely
Dwight
Holditch
Dwight Holditch

January 23, 2012

Official Plan Review
c/o Office of the City Clerk
City of Greater Sudbury
PO Box 5000, Stn. A
Sudbury, ON P3A 5P3



Re- Public Input - City of Greater Official Plan

The City of Greater Sudbury's Official Plan is intended to guide the growth and development of the city over the next 20 years, and therefore drives the development of the municipal infrastructure that is required to serve Sudbury's residents.

The Sudbury Cyclists Union is a group comprising of more than 250 Sudbury residents who have a vested interest in shaping the Official Plan to make cycling safer and accessible.

Along with a number of other community organizations, including the Coalition for a Liveable Sudbury, the Friends of Sudbury Transit, the Sudbury Pedestrian Federation, The Ontario Medical Association, the Ontario Ministry of Health Promotion, the Social Planning Council of Sudbury, the Sudbury & District Health Unit, the Rainbow Routes Association, the Sustainable Mobility Advisory Panel, and a number of Sudbury Community Action Networks, the SCU strongly believes that developing a more safe and accessible cycling infrastructure is a critical goal that must be addressed by the Official Plan. Other processes like the recently-released Downtown Sudbury Master Plan and the current input to the Master Transportation Study also highlight the need to invest in cycling infrastructure.

Cycling is the most cost-effective mode of transportation, which also brings a number of economic, ecological and health-related benefits. It is a key component in the Greater Sudbury Healthy Community Strategy, and needs to be entrenched in the Official Plan. Developing a quality cycling network addresses a number of objectives in all 5 sections of the Official Plan.

We offer the following comments and suggestions for consideration in the next Official Plan amendment.

- Establish concrete goals and objectives to ensure that a safe and efficient walking/cycling network is completed by 2015. Difficulties and challenges should not provide an escape route for neglecting or omitting active transportation in our road renewals and construction activities.
- Along with a long-term priority ranking system, also ensure that the City incorporates walking/cycling development in all upcoming projects, opportunities and renewals.
- Establish yearly measurable deliverables in terms of building an active transportation system.
- For all city infrastructure projects, have a duty to consult with the Sustainable Mobility Panel and/or others having direct experience with active transportation. This will help ensure that all options are reviewed and that projects incorporate the most practical standards achievable.
- In project designs, prioritize active transportation and neighbourhood liveability over high speed traffic movement.



- Give equitable consideration to all modes of transportation.
- Plan to dedicate more resources to active transportation as a whole.
- Review speed limit policies to allow lower speed limits where warranted. The many advantages to slowing down speeds include increased biking because roads aren't so scary, the need for less infrastructure like speed bumps, better air quality and overall improved public safety.
- Review current use of salt and sand and reduce their overall use.

An abundance of studies show that active transportation can help address many of the 21st century transportation issues; from addressing road congestion and building a cost sustainable road network to more importantly, improving our health and building active neighbourhoods for ALL citizens. Rainbow Routes had a vision for Sudbury and the City pledged to have it done by 2015. With dedication and commitment, the SCU envisions Sudbury as a leading example for all Canadian municipalities.

Sincerely,

Sudbury Cyclists Union

Attachements:

- 1 - January 11 2012
Sudbury Cyclists Union Submission
Master Transportation Plan Public Information Session no.1
- 2- January 23 2012
SCU Speech – Special Meeting
City of Greater Sudbury Official Plan
- 3- January 23 2012
SCU Presentation – Special Meeting
City of Greater Sudbury Official Plan

January 23 2012
Planning Department - City of Greater Sudbury



Re- SCU Speech – Special Meeting
City of Greater Sudbury Official Plan

I'm here speaking on behalf of the Sudbury Cyclists Union, a group of more than 250 Sudbury citizens who want to make cycling safer and accessible. Our presentation tonight highlights key items which we would like included in the OP revision to ensure that a sustainable transportation network becomes a reality for this City.

Building a complete active transportation network will require time, effort, money and commitment. But the wheels have been set in motion; the City is undertaking a Transportation Master Study with much emphasis on sustainable transportation and citizen attention to sustainability has never been stronger. The OP has to clearly state that a sustainable transportation network in Sudbury WILL happen, that the City will honour prior pledges to pedestrians and cyclists, and this in the near future, not in 20 years time.

There will be challenges... But most are surmountable with proper attention and discussion. One specific challenge will be to get citizen "buy-in", required in part because active transportation has never been prioritized in the past. The OP needs to acknowledge that sustainability will lead the way, not business interests or road luxuries which we have gotten accustomed to. We must prioritize the transportation network for future generations, the youth, the elders and the growing population of those without cars. Our current transportation system is not sustainable. Through education, citizens need to be informed that changes are inevitable.

Building an active transportation network will cost money. This inevitably happens to any public infrastructure which has, to a certain extent, been neglected and placed low on the priority list. It is, however, an investment that can no longer be delayed. We must look at progress, beyond the initial capital costs as the potential savings are limitless. An active transportation system can help solve the many traffic problems we are facing: congestion, capacity issues, land grid-locks, parking, maintenance, etc. For example, increased active transportation could potentially result in postponing the University/South End link, saving not only millions of dollars but also our natural heritage. this link will create yet additional traffic and will increase road maintenance costs, Students shouldn't be borrowing money for a car and fuel, nor should our hospital be spending limited resources on a parking lot.

So I urge this Council and City staff – Let's set our priorities straight. The OP must be strongly worded to ensure that an active and sustainable network is given immediate priority. It needs to include long-term as well as interim solutions to provide cyclists with safe and healthy bike lanes, bike paths, shared roadways, and appropriate signage. It needs to mandate the implementation of policies that will actively encourage more citizens to cycle. It needs to provide for education and information campaigns that will target the safety of cyclists, pedestrians and motorists. It needs to ensure that Sudbury citizens of all ages and all demographics have the opportunity to live in a healthy environment that includes cycling.

Investing in an active transportation network will bring concrete benefits to Sudbury, including infrastructure and health care costs savings, the attraction of ecotourism opportunities, and the ability to satisfy existing and potential citizens who demand a healthier lifestyle.

We have nothing to lose but a mere fraction of what we spend yearly on our roads. Let's see progress, past our immediate needs, and build wisely with the future in mind. This will ultimately lead to a healthy and sustainable Sudbury for ALL those who make up this City.



Municipal transportation planning has been largely focused on personal motorized vehicles in the past. However, Municipalities from all over including the City of Greater Sudbury, are realizing that the transportation system is more than just cars and trucks. The Master Transportation Study currently being undertaken by this City, which places much emphasis on active transportation, is a leading example and is worth noting.

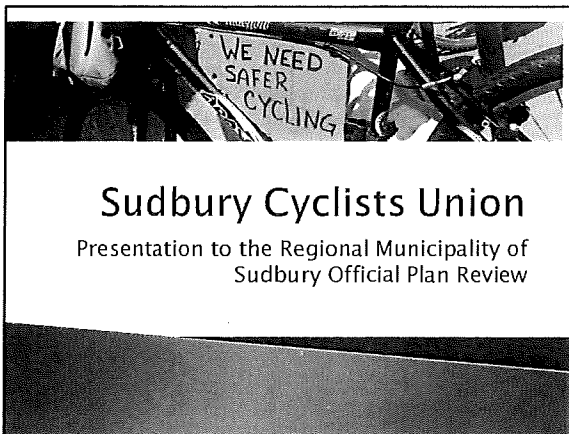
The Sudbury Cyclists Union is a group of more than 250 listed supporters who all have an interest in making cycling safer and more accessible. We would like the following goals and objectives to be included in the Master Transportation Plan:

- The Plan should establish yearly measurable deliverables, including targets, timeframes and budgets on building an active transportation system
- A safe and efficient cycling network should be completed by 2015, consistent with the City's pledge of making Sudbury the most pedestrian and cycling friendly City in Ontario
- Design of city infrastructure projects should have a duty to consult with the Sustainable Mobility Panel and/or others having direct experience with active transportation
- Commitments in developing a transportation culture that will result in healthier lifestyles and enhanced ecotourism opportunities, such as creating active transportation challenges
- A stronger commitment to the Junction Creek Waterway Park
- A complete cycling network which connects citizens to their communities and areas of interest
- Proper signage and direction for cyclists
- Citizen education campaigns that target pedestrians, cyclists and motorists alike
- Police participation in making cycling a safe activity in Sudbury
- Reviewing current use of salt and sand in order to reduce their overall use.
- Reviewing speed limit policies as to not limit posted speed reductions where they are warranted. Likewise, reviewing posted speed limits on busy streets in order to increase driver awareness of their surroundings

An abundance of studies show that active transportation can help address many of the 21st century transportation issues; from addressing road congestion and building a cost sustainable road network to more importantly improving our health and building active neighbourhoods for ALL citizens. Rainbow Routes had a vision for Sudbury to be the most pedestrian and cycling friendly City in Ontario and the City pledged to have it done by 2015. The City needs to dedicate more resources and consideration during policy reviews to active transportation as a whole in order for Sudbury to put itself on the Canadian map as being the most pedestrian and cycling friendly City to live in.

Sincerely,

Sudbury Cyclists Union



Sudbury Cyclists Union

Presentation to the Regional Municipality of
Sudbury Official Plan Review

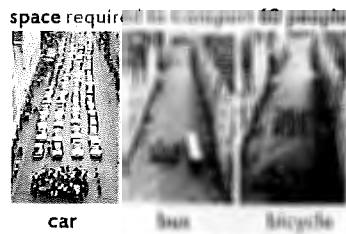
The SCU believes that

- › developing a more safe and accessible cycling infrastructure is a critical goal that must be addressed by the Official Plan
- › cycling is the most cost-effective mode of transportation, which also brings a number of economic, ecological and health-related benefits.
- › developing a quality cycling network addresses a number of objectives in all 5 sections of the Official Plan.

Our Goals for 2012-2015

- › an integrated, sustainable and safe transportation network in Sudbury by 2015
- › long-term and interim solutions, including bike lanes, bike paths, shared roadways, and appropriate signage
- › safer roads for cyclists and motorists alike
- › education campaigns to ensure safe roadways
- › healthier lifestyles for citizens of Sudbury that include a variety of cycling options

Transportation



Benefits to Sudbury

- › infrastructure cost savings to the City and therefore to taxpayers, many of whom are cyclists
- › elimination of many traffic problems
- › a healthier community of citizens with corresponding health care cost savings
- › economic growth opportunities
- › equitable distribution of city tax dollars to all citizens, including those who do not drive cars

Guiding Principles

- › Equitable consideration to all modes of transportation
- › A priority of active transportation and neighbourhood liveability over high speed traffic movement
- › Allocation of more resources to active transportation as a whole

The Official Plan Must Include

- › Concrete goals and objectives to ensure that a safe and efficient walking/cycling network is completed by 2015
- › A long-term priority ranking system AND inclusion of walking/cycling development in all upcoming projects
- › Yearly measurable deliverables
- › For all projects, consultation with the Sustainable Mobility Panel and/or others having direct experience with active transportation

Other Recommendations

- › Public relation campaigns to educate motorists and cyclists
- › Lower speed limit policies
- › Reduction of salt and sand on roads
- › Integration of cycling with public transit

Thank You!



New Sudbury Community Action Network
Ward 12

Arthemise Camirand- Peterson
Chair



Tel: _____

Email: _____

JANUARY 23, 2012 – OFFICIAL PLAN

I REPRESENT THE NEW SUDBURY C.A.N WARD 12 – I THANK YOU FOR THE OPPORTUNITY TO SPEAK THIS EVENING. C.A.N MEMBERS HAVE STRONGLY EXPRESSED THE NEED TO HAVE OUR NEIGHBOURHOODS CATCH UP WITH OTHER RESIDENTIAL AREAS BUILT AFTER THE FIRST STREETS IN THE AREA.

MANY OF OUR STREETS, REDFERN, RINFRET, KINGSLEA, NORTH PART OF ROY, LEON, LAMOTHE, SPARKS, ARVO, LINCOLN STILL HAVE DITCHES AND DO NOT HAVE CURBS AND NO ROOM FOR BIKE PATHS. WE STRONGLY HOPE THAT THE OFFICIAL PLAN WILL TAKE A SERIOUS LOOK AT THESE STREETS AND MAKE THEM MORE RESIDENTIALLY ESTETIC AND ADD BIKE LANES AT THE SAME TIME.

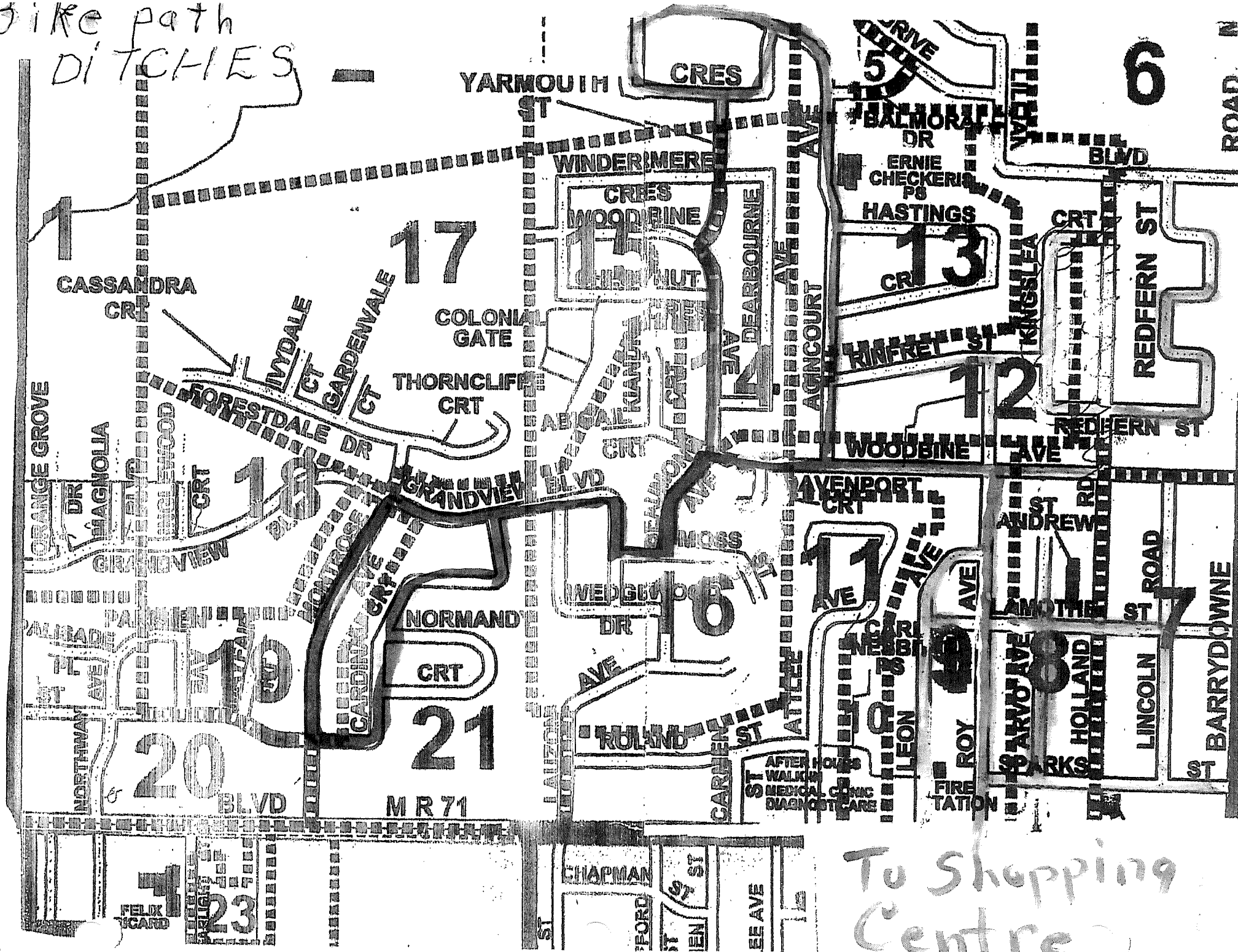
LINCOLN ROAD HAS MAJOR SPRING THAW PROBLEMS DUE TO BARRYDOWNE BEING BUILT ABOVE THIS STREET SENDING WATER DOWN THE BACK YARDS OF THE RESIDENTS. THERE IS A NEED TO HAVE THIS ROAD RECONSTRUCTED WITH CONSIDERATION TO PROPER PROPERTY DRAINAGE.

****THERE IS ALSO A NEED TO IMPROVE BICYCLE PATHS ON OUR ROADS ALONG ROY, WOODBINE, AGINCOURT, YARMOUTH CRESCENT, BEAUMONT, GRANDVIEW, MONTROSE AND CARDINAL. THESE STREETS LOOK LIKE THEY ARE WIDE ENOUGH TO ACCOMMODATE A MARKED BIKE PATH ON THE ROAD. WE NEED TO BE ABLE TO GET TO THE NEW SUDBURY SHOPPING DISTRICT BY BIKE.

ON YOUR COPY OF THE MAP OF THE AREA OF OUR C.A.N. THE DITCHES ARE MARKED IN YELLOW AND PROPOSED BIKE PATHS ARE IN BLUE.

THANK YOU,

Bike path
DITCHES



To Shopping
Centre

officialplan - Future of Sudbury

From: Howie Mende
To: , <officialplan@greatersudbury.ca>
Date: 1/23/2012 2:03 PM
Subject: Future of Sudbury
Attachments: image.png

Hello City of Sudbury Planners and CLS,

Thank you for your continued work to make Sudbury a beautiful and sustainable place to live.

I am currently in Hearst (you see i am a travelling contract teacher with no place to teach in Sudbury, because thirty years ago, no one was talking/doing anything about sustainability, but I digress), so I will not be able to make the meeting tonight.

I want to second the thought that we require food production in Sudbury. Wouldn't it be excellent to have a facility that was potentially a co-generation, off-grid building that could house vegetable grow operations or other valuable textile commodities like hemp. Sudbury could start with a goal of making enough vegetables to feed the majority of Sudburians, but could probably branch out to outlying communities as well.

We could have local people working in these factories. (we have many local farmers who would know how to do it, just need some capital to get it started).

A project like this could last many generations of people; we will always need good nutrition.

I am a bit ignorant as to how this could happen (partnering with Vale would be a good start most likely, currently their people are eating a lot of pizza and burgers, why not feed them healthy food instead.....it could still be pizza, but locally grown!). (Other ideas: federal or provincial funds to start it up and a place to build from the city).

Lets make it happen, if you want help, i will probably be able to make it for a small sustainable wage as i'm currently only ever on contract anyways haha!

I know we are traditionally a nickel ore mining outpost town, but we need to now focus on the diamond in our eye....where do we want to grow from the fire that was the last 100 years in Sudbury.....just like in the forest, when a fire comes through, new growth can begin.

Thank you,

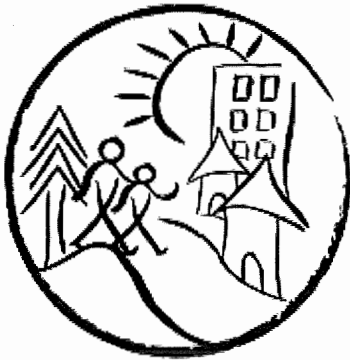
Howie Mende

Date: Mon, 23 Jan 2012 09:20:45 -0500

From:

Subject: CLS - Join us tonight to speak up for a sustainable Sudbury.

To:



Coalition for a **Liveable** Sudbury

Making connections. Working toward sustainability.

Hullo all,

Tonight is the public input session on the Official Plan review, and a great opportunity to speak up for changes that will make our city more sustainable.

Join us at 6:30 p.m. at the ERC (reThink Green, 176 Larch, back entrance) where we will be meeting ahead of time.

We will walk over to City Hall together at 7pm.

The CLS will be presenting early in the evening - please join us to show your support!

While you're there, add your own voice.

Anyone coming out to City Hall can speak if they wish.

Do you have a vision for our city that you want to share?

Do you have concerns around upcoming development, pressures on the health of a lake or waterway, bike lanes, or other issues?

Now is your chance to voice them.

Don't want to speak? There will be many excellent presentations - your applause will show support.

Can't make it? Not planning to speak tonight?

Send in your comments to: officialplan@greatersudbury.ca

<<mailto:officialplan@greatersudbury.ca>>

Not sure what to say? Read a few suggestions below - pick and choose the ones important to you, add to them, and make them your own.

Why should you send in your comments when the CLS is already putting in a detailed submission about supporting sustainability in our Official Plan? **The city will be using the public input received as a way of judging which direction the public wants to go - so the number of submissions they get on a certain topic will really matter.**

Take the time to help shape the direction of our city!

Hope to see many of you out tonight!

For those coming out, be sure to travel safe.

My vision of Greater Sudbury is...a city that I can get around safely and conveniently on

foot, on my bike, or on the bus

- When road work gets done, make sure that things like safe pedestrian crossings and bike lanes get done at the same time
- Have bike routes mapped out, and a timeline to complete a cycling network for our city
- Make roads for ALL users, and reduce the environmental impact of our roads (things like salt and pollutant run-off that get into our watersheds)
- Building and maintaining roads costs the city, and us, an awful lot of money. Let's rethink the need for new roads – it's not the solution for congestion anyways.
- Include transit in the transportation study. How can we know the capacity of our road network without looking at transit?
- We will all reach a point in our lives when we will no longer be able to drive – my vision is of a city where that doesn't mean losing independence

My vision of Greater Sudbury is...a city that values and protects nature

- Nature has a value of its own. But it is also cleans our air and water, prevents flooding, and provides us all sorts of services. Consider this information from a recent Vancouver Sun article, which provides just one example: "Faced with building a water purification plant at a cost of up to \$8 billion and a further \$250 million a year in operating expenses, New York City instead invested \$1.5 billion to protect watersheds and pay farmers to remove sensitive lands from production, according to a report by the U.S. Environmental Protection Agency."
- There should be no development in the most sensitive and important natural areas (the Green Space Advisory Panel can identify these)
- Proper studies and protective measures should be done when development is considered for other natural areas.
- Protect the urban forest – our city trees provide many services as well as making it a nicer place to be.
- One of our city's most valued green spaces – the land and trails behind Laurentian University - has a proposed road through it - take it out of the Official Plan. This green space is too important to our whole community!

My vision of Greater Sudbury is...a city of HEALTHY lakes

- It's worth taking the attitude of better safe than sorry with our lakes and our drinking water – let's do what it takes to keep them healthy!
- We need to minimize the impact of development – on the shoreline, and in the watershed
- We should have all the information we need before we make decisions about developments that will impact our lakes - make sure proper watershed studies are done before decisions are made
- Let's monitor the health of our lakes on a regular basis
- Let's keep our shorelines natural
- Let's require 5 year re-inspections of septic systems

My vision of Greater Sudbury is...a city that can grow its own food

- Let's protect our arable land and other farmland
- Let's not divide rural properties into lots that are too small to support farming. That takes away the ability of future owners to farm on the little arable soil we have –

and it takes away the community's ability to grow its own food.

- Support urban agriculture like community gardens.

My vision of Greater Sudbury is...a city of complete, walkable and green communities

- With green buildings that save energy and water – and might even produce more energy than they use
- With green neighbourhoods where you can walk to where you need to go
- Without developments that fill in wetlands or otherwise degrade the environment
- With developments that bring density and mixed use where it makes sense: in town centres, along major transit routes, where there is capacity (of water and stormwater infrastructure, of the transportation network, and of natural capacity – e.g. for lake water quality)

My vision of Greater Sudbury is...a city that values our history

- We need to properly protect our heritage buildings.
- We need to identify more of our history: heritage districts like the Flour Mill, cultural heritage landscapes that show the link between our history and the our natural landscape, heritage trees, and First Nations and archaeological sites

My vision of Greater Sudbury is...a city that involves its citizens in the decisions that affect them

- The planning process can be full of conflict and lacking in trust for many citizens.
- Let's see improvements in the way the public is notified of developments in their area, and the ways they can be meaningfully involved in shaping how their neighbourhood will change.

From: "Kristan L. Cannon-Nixon"
To: <officialplan@greatersudbury.ca>
Date: 23/01/2012 6:40 PM
Subject: An idea for transit

My idea for the transit system that could work *now*;

Expresses will be a central part of an improved system. Not only will we have an expanded downtown main hub, unfortunately moved to another area to accommodate the need for space but still in the downtown core. I'm thinking the train station to seamlessly utilize that method of getting around in more than just Sudbury, as well as... like North Bay... bring the Greyhound into a fully functioning "Grand Central".

In addition to the new Sudbury Grand Central, have other hubs in other major parts of the city. We can see Sudbury already splitting off into major areas like Toronto, why not accommodate the need ahead of time? There will be other hubs in the 4-Corners/South End, New Sudbury, Val Caron, Lively and Chelmsford, with plans for more as areas expand or as there is need. Express buses run to each of these hubs and from each hub 24/7. Yes - 24/7, including holidays.

Each hub has buses that, with some overlap with other areas so that there are other ways to link to different areas of the city. Where these overlap and have stops, to save money, make shelters for those with route maps to explain how these "links" work. As in actual maps and a map of the city for context. Maybe even get Bell or someone to put in a payphone so that it's a mini-hub, but without going too crazy unless there is enough demand, and use, to make it worthwhile.

At every stop, if not a glassed in shelter, at least a route map and schedule for the routes that stop services. Keep the numbered system and the 'mybus' for those with smartphones as they seem to be getting really popular, but also have someone make the program a bit more meaningful instead of just what it is now. Perhaps explain what it does so that new users understand it...

Use three different sizes of buses. Use longer, articulated buses on busy routes and for connecting to the hubs in expresses. Use the standard bus for everything else, but, for those routes that have lower ridership, use the smaller bus like the ones in North Bay, so that every single route is covered at all times even when they don't warrant a standard or articulated bus.

Make shorter runs that run more often using the shorter buses if necessary. Add more runs in the new hubs so that more of the city is covered and therefore it becomes a viable option for all... and then perhaps we'll see the ridership increase as it will suddenly make sense for even those who drive.

Encourage bus ridership by offering "weekend" passes for tourism so that even the tourists have a reason to use the bus.

Keep the bike rack program - and every single bus should have a bike rack on it.

Expand the "pay for parking" area and put a cap on building new lots, but make sure the bus covers it adequately so that even if there is a cap on parking, new businesses won't be discouraged from the area as the buses will literally deliver customers/clients to where they need to be, when they need to be there.

--

Kristan L. Cannon-Nixon
Insurance Broker
NFIA Financial Services
875 Notre Dame Avenue
Sudbury ON
P3A 2T2
Canada
1-705-524-5755 (office)

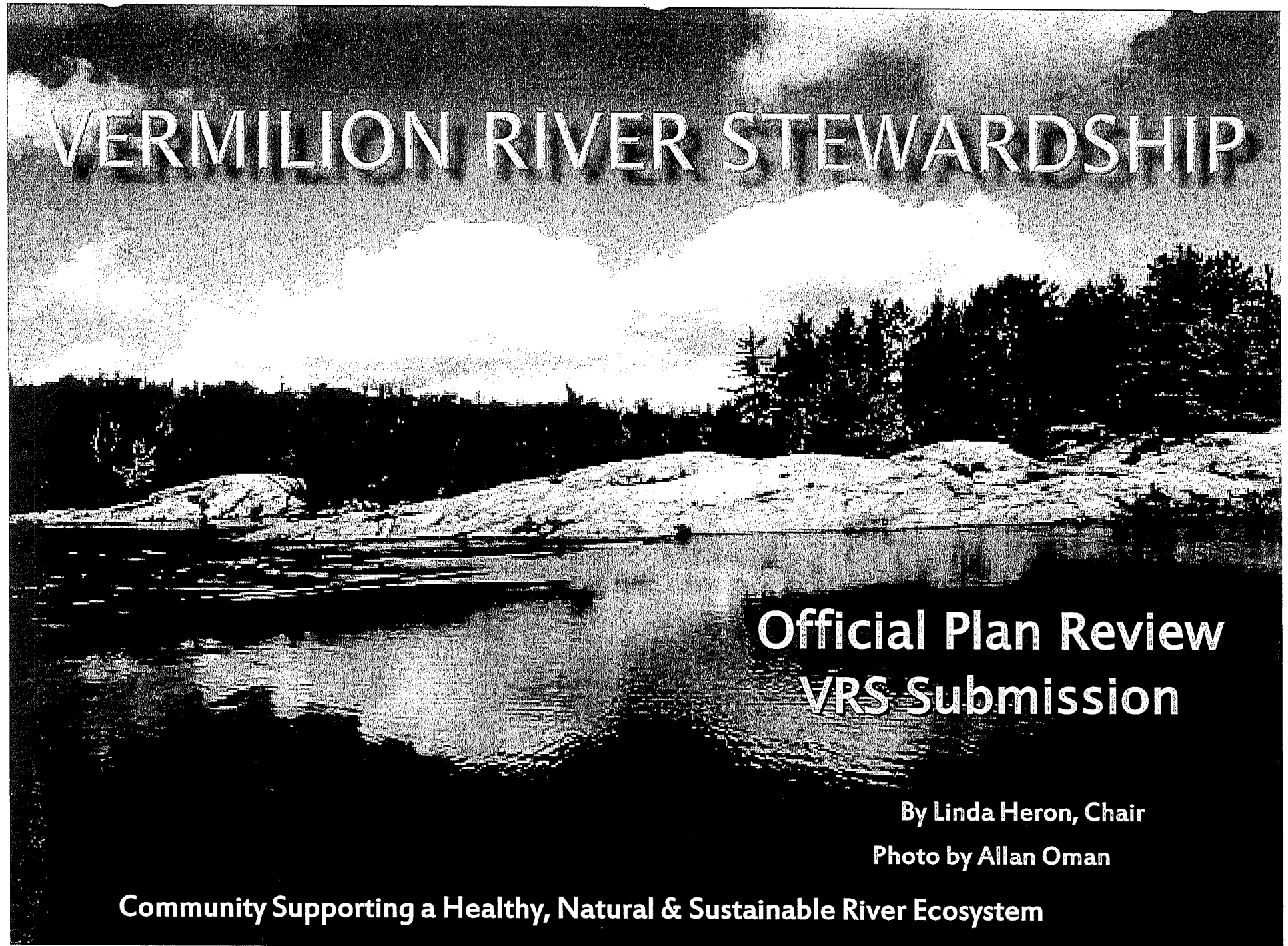
From: "Linda Heron"
To: <officialplan@greatersudbury.ca>, <clerks@greatersudbury.ca>
Date: 23/01/2012 11:48 AM
Subject: OFFICIAL PLAN - VRS PRESENTATION
Attachments: 2012-Jan23-VRS-OPReview.pptx

I am attaching Vermilion River Stewardship's PowerPoint Presentation, "2012-Jan23-VRS-OPReview" - we are #15 on the Agenda tonight.

I am still working on my written submission - so is it a problem if I don't have it to you today?

Linda Heron
Chair, Vermilion River Stewardship
<<http://vermilionriverstewards.ca/>> VermilionRiverStewards.ca

"Community Supporting a Healthy, Natural and Sustainable River System"



VERMILION RIVER STEWARDSHIP

Official Plan Review VRS Submission

By Linda Heron, Chair

Photo by Allan Oman

Community Supporting a Healthy, Natural & Sustainable River Ecosystem

Waste Water Treatment Facilities

1. All new or upgraded WWTF include Tertiary Treatment
2. WWTF & infrastructure upgraded to eliminate bypasses
3. Implement a warning protocol to shoreline residents when WWT bypasses or toxic algae events occur and water quality is compromised
 - a. Health Department response has proven to be inadequate



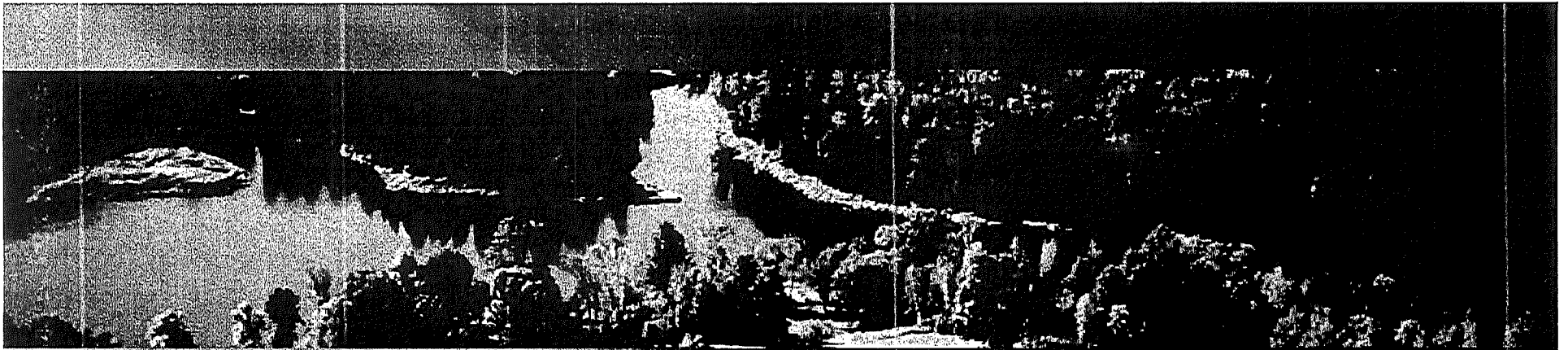
Photo by Allan Oman

Development Considerations

1. Adopt a Millennium Ecosystem Assessment approach as endorsed by the United Nations
 - a. Environmental, ecological & social costs of development must all be figured into development proposals
 - b. Valuing the broad range of benefits we and future generations would derive from these resources
 - c. A comprehensive assessment of the consequence of ecosystem change on human wellbeing
2. Create Low Impact Development Standards for Sudbury
 - a. Goal to protect and enhance water quality in the Watershed
 - b. Capacity of a waterbody must consider water quality, visual quality, and recreational quality
 - c. Policies must follow the precautionary principal & take climate change into account
 - d. Public health and safety must be given first priority
3. City Council firmly reject Hydroelectric Dam development on the Vermilion River
 - a. Numerous negative impacts on water quantity & quality

Sudbury – A City of Healthy Water

1. VRS supports all CLS & GSWA recommendations
2. Protection under the Clean Water Act for private wells and water intakes on and along waterways
 - a. Development pressures are affecting water quality
 - b. Blue Green Algae outbreaks on 9 Sudbury waterbodies in 2011
3. Inclusion of Vermilion River & Ella Lake in the Lake Water Quality Program (LWQP)
 - a. Longest/largest water body in the District of Greater Sudbury
 - b. Has a long history as a workhorse for the City of Sudbury
 - c. Receives effluent from 9 WWTF, numerous lift stations & lagoons
 - d. Drains the entire Vermilion River Watershed
 - e. Currently no sampling from Vermilion Lake to Kusk Lake
 - f. LWQP is incomplete without the Vermilion River



Stormwater Management

1. Initiate a Stormwater Master Plan for the Greater City of Sudbury
 - a. Very little Stormwater Management information available
2. Current Stormwater Management practices be reviewed and upgraded to protect receiving waters
3. Stormwater retention and treatment be mandatory before release into the Watershed
4. A Stormwater Infrastructure Map be included in the OP

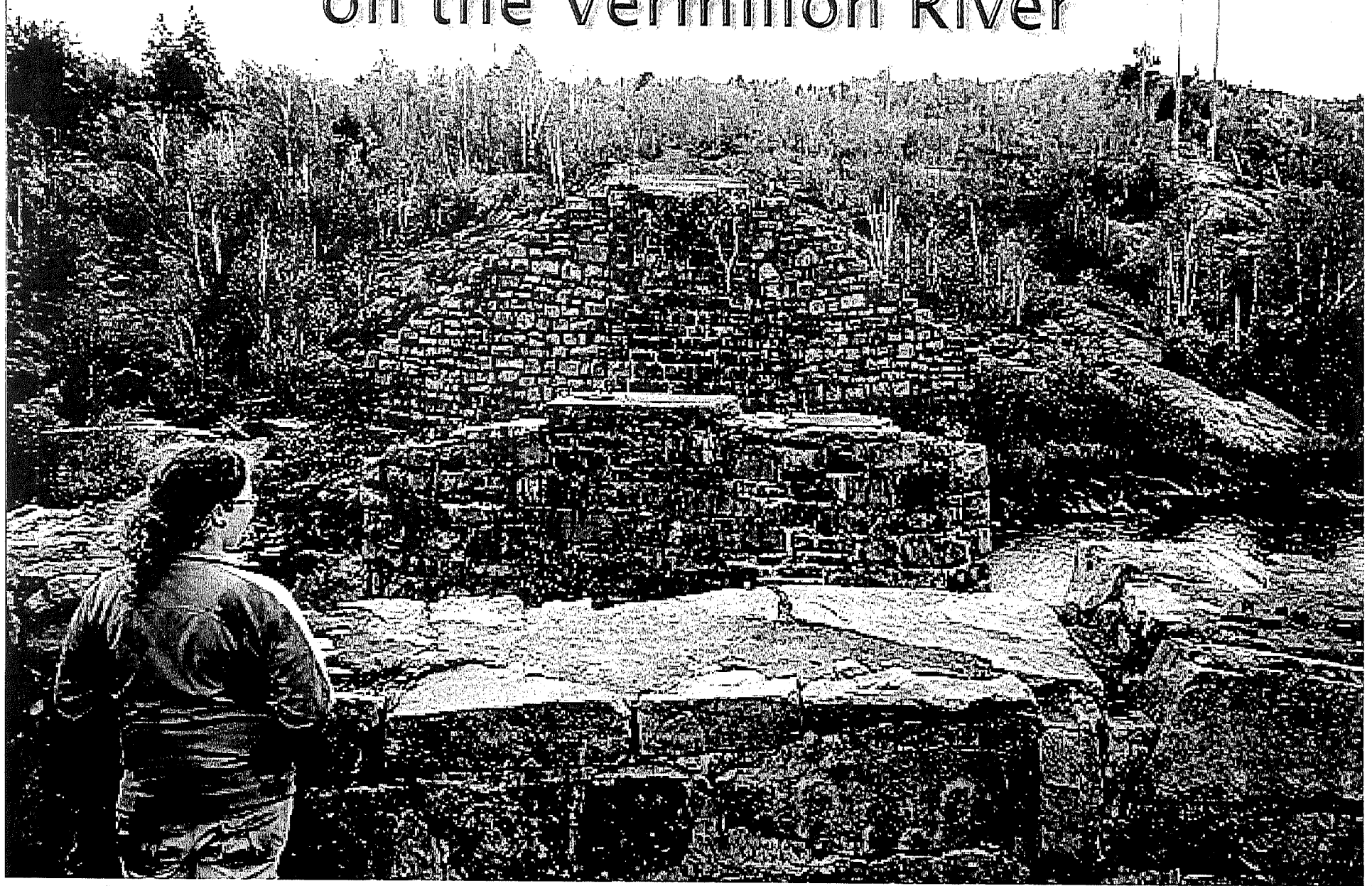
A City that Values our Natural Heritage

1. Adopt a Natural Heritage System to establish a sustainable greenspace network throughout Greater Sudbury (using Guelph OPA42 as a template)
 - a. Significant Natural Area designation to all waterways and their floodplains
2. Initiate a comprehensive study to determine & inventory heritage features and values, such as
 - a. Significant wetlands & fish & wildlife habitats
 - b. Parks and green space opportunities classified as ecological & natural park reserve
 - c. Historical, archaeological & geologically significant areas
 - d. Significant woodlots identified and preserved
 - e. Water recharge areas
 - f. Identify potential & existing Areas of Natural & Scientific Interest (ANSI) sites

Vermilion – a Natural Heritage Feature

1. Designate the Vermilion River as a Natural Heritage feature to recognize it's rich value, history and culture
 - a. First Nations culture, history and connections to the River
 - I. Whitefish Lake First Nation history & culture
 - II. Odawa & Beaver peoples' traditional territory was from MacGregor Bay to the headwaters of the Vermilion
 - III. Existing & potential archaeological sites – pre European
 - b. A rich Finnish culture & history with the River at its center
 - I. Finnish homesteaders settled on both sides of river
 - II. The river was their road
 - III. Scows were used for transport on the river until 1960
 - c. 1890 to 1930 – log drives on the Vermilion River
 - d. Provides habitat for numerous endangered species
 - e. Popular recreation destination
 - f. Builds appreciation & attention to assets of the River & Sudbury

Old Algoma Eastern Railway Bridge on the Vermilion River



Thank you!

Community Supporting a Healthy, Natural & Sustainable River Ecosystem

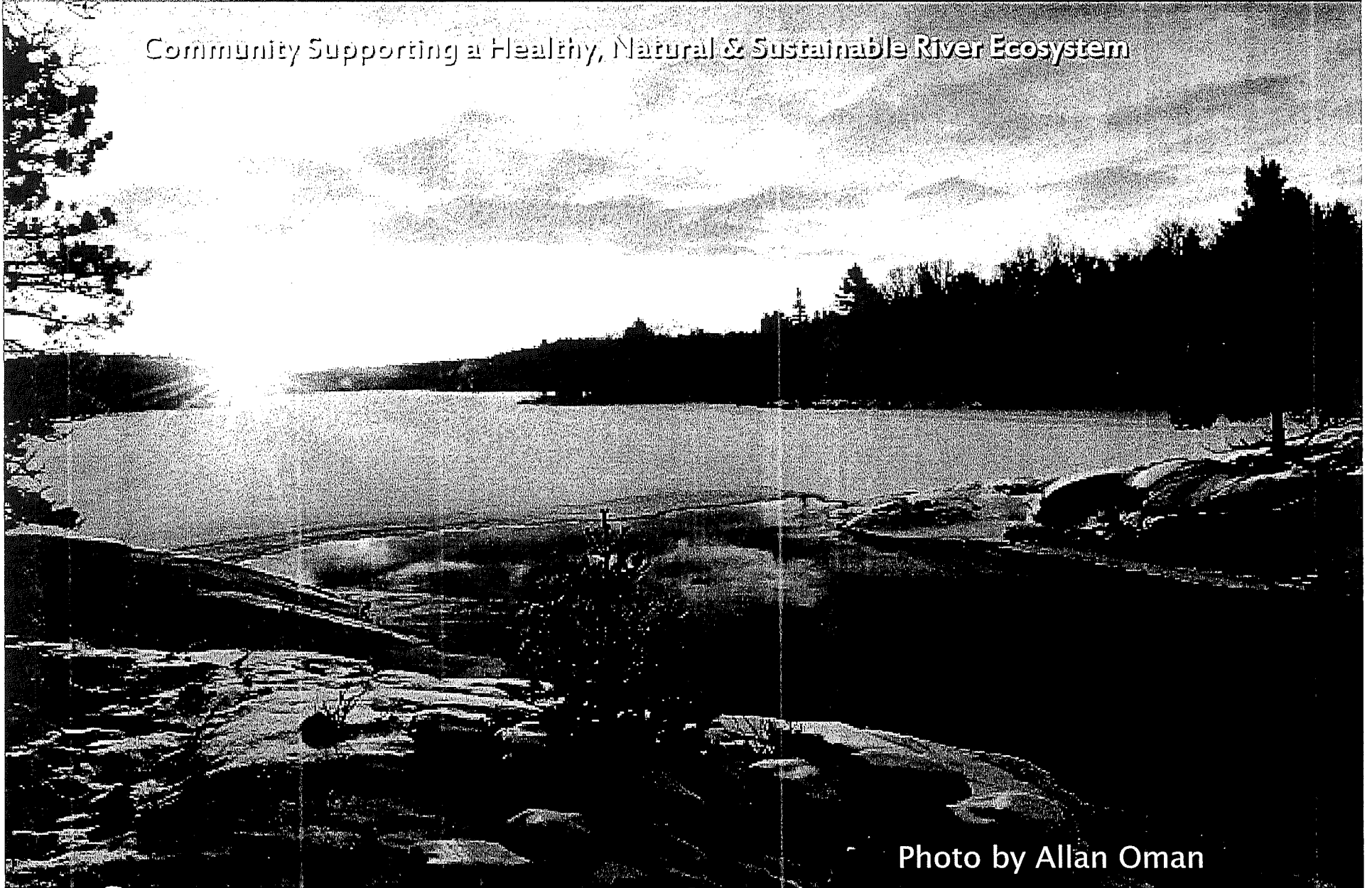


Photo by Allan Oman

Official Plan Review Input from the Ramsey Lake Stewardship Committee
January 23, 2012

We are very pleased to be able to provide input to the Official Plan, which will help protect Ramsey Lake in the future. As an urban lake, Ramsey Lake is affected by the rainfall, snowmelt and urban runoff both away from the lakefront, but within the watershed, as well as from shoreline properties.

We recommend a comprehensive watershed study of the entire Ramsey Lake watershed (including assessing ecological impacts on the lake) as a condition for any further planning application decisions within the watershed.

We recommend that when a development in the watershed is proposed that information be provided on the potential negative impacts of the proposed stormwater management techniques on the water quality of the receiving waters in terms of, but not limited to, water temperature, nutrients, salt, phosphorus, base flow, wildlife and fisheries habitat, including recommendations on how any potential impacts will be mitigated.

We recommend best stormwater management practices like the use of Low Impact Development (LID) techniques that maintain the pre-development hydrologic cycle, maintains or enhances the quantity and quality of storm water runoff discharged to receiving natural watercourses, wetlands and recharge facilities, and minimize erosion and flooding and wildlife and fisheries impacts. LID includes rainwater harvesting, green roofs, bioretention, permeable pavement, infiltration facilities and vegetated swales in the design and construction of new development and site alteration. These measures will not only filter stormwater of pollutants and nutrients but also help to cool the water before it enters Ramsey Lake. Higher water temperatures contribute to blue-green algal blooms. These LID designs can save a developer well over 50% of stormwater construction costs.

Currently in the OP: "It is the intent of this Plan to maximize the amount of natural vegetation along shorelines and stream banks. As such, Council may implement controls on the removal of vegetation by establishing limits on clearing, changes to the grade, and the placement of impervious surfaces along shorelines and stream banks."

We recommend that the OP be changed so that Council shall implement these controls and require a 12m natural shoreline buffer around Ramsey Lake.

We recommend that locally significant wetlands are identified around the Ramsey Lake watershed which should be retained as important significant recharge areas, water retention areas, wildlife habitat and green belt zones. We also recommend the acquisition of key green spaces in the watershed as defined by the Green Space Panel.

We recommend the removal, from the OP, of the link between Laurentian University and Regent, which runs through the Ramsey Lake watershed and many highly valued trails.

We recommend the protection of tree cover on private land, and during development. We recommend passing a tree-cutting by-law under the Municipal Act in order to retain trees and major woodlots especially in the Ramsey Lake watershed to prevent erosion, provide shade and to cool water which will eventually feed the lake. Plant more urban tree for the same reasons.

We look forward to seeing the revised Official Plan and what new measures will help protect Ramsey Lake over the next 20 years.

Sincerely,

Lilly Noble
Co-Chair,
Ramsey Lake Stewardship Committee

From: John Gaul
To: <officialplan@greatersudbury.ca>
Date: 23/01/2012 11:47 AM
Subject: Comments for our new Official Plan.

Sudbury's Official
Plan: Input From a Concerned Citizen

Sudbury
is at a crossroads. The world is changing rapidly and the present state
of this city will not benefit its citizens in the future. The next twenty
years will need to be a period of rapid transition to a completely different
type of city. A "Green City".

Amalgamation
has put us behind the eight ball. We have a dispersed city with low
population density and great distances between population nodes. It is
absolutely dependent on private cars and trucks. This is a recipe for disaster with rapidly rising fuel
prices. We need to do things differently or our city will be economically
and ecologically unsustainable in the new world of high fossil fuel prices and
lower wages and tax base. We have to change our ways and
quickly.

A
Green City is the answer since it is an inherently efficient city concept.
It has the bonus of being a healthier city and one that makes people feel
more connected to place and to each other. It has a high population
density but more public and green space.
It protects the environment that makes the city more attractive and
improves water quality in our rivers and lakes and improves the quality the air
that we all breathe.

To
create the city of the future we need to make significant changes to our
zoning, building codes and transportation planning. We also have to look for new supplies of energy
since fossil
fuels are no longer economically or environmentally viable.

Zoning, Building Codes and Transportation Planning

We need to build at higher densities in existing centres of population (the former towns and the old City of Sudbury) within the Greater City. We need to absolutely stop urban sprawl. We need to build well insulated, solar heated, townhouses, condos and medium rise apartment buildings and not single family homes. Within these centres of population we need to emphasize pedestrian, bike and bus over private automobile.

Every main road needs bike lanes that will mean a cycling network for each population centre. The streets must be pedestrian friendly and pedestrian pathways need to be developed so it is easier to walk to stores and services. Buses should be used to bridge the gaps between home and more distant destinations within each population centre. The goal should be a maximum of one private car per family. This will mean fewer, narrower new roads with massive savings in construction and maintenance costs. Less fossil fuel energy will be used with fewer cars, better insulated homes that are mostly solar heated will allow energy costs per family to drop.

A bonus will be a healthier population that is walking and biking more and breathing in less exhaust gas and particulates. With less space devoted to roads and parking lots we will have more public space available and can afford to avoid developing sensitive areas like wetlands and other green spaces. The reality is that we are a rapidly aging population. At some point driving a car will become impossible so we need other transportation options for those of us who can no longer drive. More buses that are friendly to those with mobility issues will become increasingly important.

Between the population centres we will need a regional transportation network to connect the centre city (Sudbury) to the outlying population centres. This will be, in the short run fuel efficient, high capacity buses. However light rail may be possible in the future using rail right of ways no longer used by the mining industry. In any case it will reduce car traffic between the city and towns of this region of Greater Sudbury reducing car traffic and the need for more and wider roads.

Protect Our Environment

We

talk a lot about the environment but we don't act on our declared intentions. We need to get serious about the health of our environment. This is new thinking – the thinking that is needed right now if we are to build a economically and environmentally viable city. A Green

City

will allow us to do things differently.

More space is available due to more people on less land per person. We can plan large green spaces, protect

existing ones and place them so that they act as natural filters for runoff

that is on of the threats to our lakes and rivers. This will be passive recreation space as well as with pathways to allow more walking in a very attractive setting within the city itself.

We

need to invest in better sewage treatment since significant nutrient loading comes from our antiquated treatment plants. We need to get tough on poor land use practices along our lakeshores. We need to stop

lakeshore development and have strict, enforceable bylaws to control negative practices on existing properties. We need to mandate a five-year septic tank inspection cycle for lakeshore properties and those within watersheds.

We

have opportunities to protect what we already have. A world-class conservation area within a city – the green

space around lake Laurentian owned by the University and continuous with the Lake Laurentian Conservation Area.

This green space and lake buffer should be protected. The plan for a future road along the shore of Lake Laurentian should be canceled. The road is old thinking preserving existing green space is new thinking.

We

need to remind the Provincial Government that they are tasked to protect our air quality from all polluters including the major mining industries. We need to pressure our MPP's to stand

up for Sudbury's air quality. We also need the Provincial Government to make the necessary changes in legislation to allow for green building codes. We also need to make sure that local mining companies pay for the damage that their heavy trucks do to our streets and roads.

New Local Energy
Sources

This

city needs to kick the fossil fuel habit for environmental and for economic reasons. Fossil fuels are threatening our survival on the planet due to the impact of CO2 on the atmosphere. We now have evidence that climate change has arrived. In fact it arrived decades ago but was too subtle to detect. Fossil fuel energy has become more costly as easily exploited sources are almost gone. There is nowhere for fossil fuel price to go but up. Sudbury needs to kick the fossil fuel habit if it is going to survive economically and ecologically in the near future.

I have mentioned active and passive solar heating for all new construction and we need to retrofit as many existing buildings as possible. The goal is to reduce fossil fuel as a heating source to as close to zero as possible. We can also study other potential electrical energy sources close at hand taking into account the increasing price of all forms of fossil fuel.

We should look at all of them – wind-power, low head hydroelectric development, and district heating from abandoned mine shafts and perhaps even electricity from the deepest shafts augmented by additional deepening and shattering. We need to generate as much green energy as possible while making sure we massively increase our efficient use of them.

Farmland

As the climate changes our growing season will increase in terms of temperature. This will enable local farmers to increase yield of existing crops and likely grow new crops. So we should be preserving our farmland and not scraping off topsoil or subdividing it into inefficient urban sprawl. If the green city approach is followed this protection will happen automatically. We face food shortages in the future and Sudbury must do what it can to grow food for local consumption.

Conclusion

What I have written is not some utopian vision for the distant future. It is absolutely essential to achieve this vision if we want to survive and prosper in the new world that is already here. We will need to pull together as a community more than ever before. It must be, however, working together to plan a city that meets future realities and making it happen and not trying to cope with a

failed urban model in a decade or two.

The good news is this is not something that we have to do alone. Much of it has been done to a greater or lesser extent in many other parts of the world. Think Copenhagen. It is one of the world's most livable city and also one of its greenest. Many cities have used it as a model to make their own cities greener and more livable. There is no reason why our council cannot authorize our planning department to make comment with and to learn from their experience.

If we have the courage and fortitude to bring a Green Sudbury into existence we will enjoy a lower cost, more people friendly and attractive city. We will enjoy a higher quality of life and have a healthier population.

We have a choice – continue on the same path as we are on now and suffer the consequences or work together to build a Green Sudbury that will allow us to live successfully in the future. The means to do so are available. We just need the will to bring this better Sudbury into being.

John Gaul (Citizen)

103 Lakeview Drive

Sudbury ON P3E2B7

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark....
Date: 1/23/2012 11:58 AM
Subject: Fwd: Official Plan Review (Official Plan Review Email)

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> > 01/23/12 11:57 >>>

Dear Mayor and Councilors:

I would like to add some input regarding the official plan review. I will try to be brief.

The Federal Government was elected with the mandate to create jobs; but I don't think the the public was well enough aware of what the costs to the environment, and whether or not we have a planet to live on in the very near and foreseeable future. In order to achieve it's mandate, the Feds have pushed public interest away from the environment by various methods that I will not discuss here.

There have been reports indicating that with new phenomena occurring, such as the massive release of green house gases from thawing permafrost, and our "increase" in emissions resulting in human activity, that Global Warming is now feeding itself and is accelerating at a rate beyond anyone's expectations, including those experts who have been "booed" over the years. There is increasing evidence that it may already be too late. You can no longer "close your eyes" or "look the other way" any more, our climate is rapidly changing and it is now impossible to ignore. We no longer need "experts" to tell us there is something seriously wrong!

And no one is going to go and "turn off the thermostat" when the temperature is just right, as most seem to think.

We need to take action NOW! And it had better be meaningful; half measures and "lip talk" will not do.

With our current situation in mind, it is up to individuals and local efforts to set the changes in motion to contribute to trying to correct these problems. We simply cannot wait for "others" to start make the changes!

Building "sustainable" communities go along way in doing our part, and such "achievable" initiatives include:

- Public education regarding the "state" of our environment and the need to change our "ways".
- Planning any further development in our cities so that travel distances are minimized; most of the population must drive many kilometers every day to do daily business.
- Providing "alternate" means of travel; i.e. public transit, bicycle paths, walking paths.
- Projects such as "Big Box Stores" have put pressure smaller businesses in neighborhood and outlying areas to close. You MUST drive great longer distances to shop now!
- A tree cutting by-law is required to stop the needless cutting of urban trees. An "urban canopy" goes a long way to lower heating and cooling costs, as well as "cleaning" the air!
- The protection of our waterways; we are blessed with some the most beautiful lakes with our city limits; yet we literally dump raw sewage, drive on, and spill gas and other pollutants in the VERY WATER WE DRINK!!
- The promotion of "eat local". It's just better in more ways than can be listed here!

Jobs won't mean much when when the planet is no longer habitable.

Our grandchildren are depending on US. Yep; That's You and Me!

What are you going to say to your grandchildren when it's too late? You could say; "Well we didn't do anything to protect your planet because _____". I'll let you fill in the blank..

Regards
Don Brisebois
441 Eva Ave
Sudbury ON

Official Plan Review Input from the Greater Sudbury Watershed Alliance
January 23, 2012

GSWA would like to reiterate our commitment to improving the watershed by asking that the following changes be made to the OP:

1. that when a development in the watershed is proposed that information be provided on the potential negative impacts of the proposed stormwater management techniques on the water quality of the receiving waters in terms of, but not limited to, water temperature, nutrients, salt, phosphorus, base flow, wildlife and fisheries habitat, including recommendations on how any potential impacts will be mitigated.
2. that there be a mandatory 5 year re-inspection of septic system field beds
3. that tertiary treatment to remove phosphorus be included on all new and planned sewage treatment plants to protect downstream waterways
4. that locally significant wetlands and floodplains be clearly identified and preserved as they provide free flood protection, filtration, wildlife habitat and other essential services.
5. that more work go to outreach for shoreline improvements and restoration of a 12m natural shoreline buffer.
6. that more green infrastructure be included in road construction to improve water quality
7. that all drinking water lakes in Greater Sudbury be included under Drinking Water Source Protection and the Clean Water Act.

Our OP states:

"It is the intent of this Plan to maximize the amount of natural vegetation along shorelines and stream banks. As such, Council may implement controls on the removal of vegetation by establishing limits on clearing, changes to the grade, and the placement of impervious surfaces along shorelines and stream banks. These regulations will be based on achieving the following targets:

For residential uses, a maximum cleared area of 25% of the shoreline or stream bank frontage or up to 23 metres, whichever is the lesser;

b. For Resort and Shoreline Commercial uses, 33% of the shoreline or stream bank; and,

c. Maintain shoreline buffer zones at a minimum of 12 metres from the high-water mark for all new and existing waterfront development. For existing properties, an educational outreach program shall be developed to encourage revegetation of shoreline buffer zones and upland areas in order to increase the amount of vegetation around

The City of Waterloo Draft Official Plan

http://www.city.waterloo.on.ca/Portals/57ad7180-c5e7-49f5-b282-c6475cdb7ee7/DS_COMMUNITYPOLICY_documents/DraftOP2_Sum.pdf

Contact:

Naomi Grant
Chair, Coalition for a Liveable Sudbury
78 Roxborough Drive
Sudbury, ON P3E 1J7

From: "Coalition for a Liveable Sudbury ."
To: <officialplan@greatersudbury.ca>
Date: 23/01/2012 1:04 PM
Subject: Coalition for a Liveable Sudbury written submission attached
Attachments: CLSWrittenSubmissionJan23-12.pdf

Attached, please find a copy of the written submission from Coalition for a Liveable Sudbury.
Thank-you,
Naomi Grant



Coalition for a
Liveable
Sudbury

Making connections. Working toward sustainability.

Official Plan Review
c/o Office of the City Clerk
City of Greater Sudbury
PO Box 5000, Stn. A
Sudbury, ON P3A 5P3

**Written submission from Coalition for a Liveable Sudbury
Official Plan Review
January 23, 2012**

The Coalition for a Liveable Sudbury (CLS) is pleased to provide this submission to the Official Plan review. This review provides many opportunities for us to improve our sustainability as a community.

The CLS submission focuses on seven key topics: transportation (pg.1), natural heritage (pg. 4), water (pg. 8), rural development and agriculture (pg.13), smart growth (pg. 15), cultural heritage (pg. 20), and public input (pg. 22).

This submission was prepared by the seven members of the CLS OP working group. In addition, community groups and members of advisory panels were consulted on their areas of expertise. We look forward to providing further comment throughout the process, as further information becomes available.

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Transportation

Making the shift to sustainable transportation has a huge positive impact on our environment, our health, and our municipal budget.

We look forward to many positive changes in this Official Plan review, supported by a Transportation Study with a focus on active transportation, and consultation with the Sustainable Mobility Advisory Panel.

It will be important to include public transit in this assessment of our transportation system. This is necessary not only in planning safe and convenient sustainable mobility in our community, but also in assessing road capacity and needs as we make the shift to sustainable transportation.

The draft Official Plans of Guelph and Waterloo were found to have many 'best practices'.

1. Give equitable consideration to all modes of transportation: pedestrians (including wheelchair and scooter users), cyclists, public transit, and private motor vehicles throughout the Official Plan.

This should include an explicit goal to increase modal share of travelers using active transportation..

G100 "Support a reduction in demand for automobile use in favour of alternative modes of travel." W61 "A multi-modal approach will be used in planning and implementing transportation improvements and in encouraging the increased use of non-auto travel mode"

The current 'transportation' section is road heavy and could be significantly improved to support sustainable transportation as a safe and convenient mode of travel.

G104 "Transportation corridors and road rights-of-way should accommodate and ensure the safety of all modes of transportation."

2. Integrate active transportation into development and road construction and repair.

G100 "i) require, provide and maintain infrastructure that maximizes safe and convenient passage for pedestrians and cyclists along streets;
 ii) ensure that bikeways and pedestrian walkways are integrated into and designed as part of new road and other infrastructure projects in the City. Special consideration will be given to matters such as bike lanes inside or outside of the roadway, and provisions for a comfortable pedestrian environment which may include shade trees, street furniture, bicycle racks, lighting, signed and safe street crossings and other traffic controls;
 iii) ensure that bicycle/pedestrian linkages and street sidewalks are provided for in all development"

- Add sustainable mobility requirements to all road types in the road classification table
- Develop and implement a complete street policy

W73 "The City will plan for .. all roads within the City to operate as:
 (a) Complete Streets – As further defined in the City of Waterloo's Complete Streets Policy, City streets will serve as "complete streets", meaning that the road network will be planned, designed, operated and maintained to enable users of all ages and abilities – pedestrians, cyclists, transit riders and motorists –to interact and move safely along and across City streets"

3. Prioritize pedestrian, cycling, and transit infrastructure for implementation with short term, medium term and long term goals.

- A fiscal review of active transportation infrastructure will set some constraints on realistic timelines. Especially in the case of cycling infrastructure, it will be imperative to include a fiscal review of both ideal, and low-cost interim options, so that functional

interim solutions can be implemented quickly for priority routes and to complete a functional network of cycling routes in a timely manner.

- Include transit **programs** such as reviews of routes and schedules, and ridership growth strategies

4. Include cycling routes on the transportation schedule, and commit to its implementation.

G100 "The Bicycle Network Plan, as illustrated on Schedule 9 will be implemented through the development process as well as City projects. The Bicycle Network Plan identifies a system of off-road, on-road dedicated and existing on-road non-dedicated bicycle travel facilities as well as other network improvements.

In addition to the bicycle network identified on Schedule 9, the City will give further consideration to the incorporation of improvements and expansions to the network when, the City is undertaking public infrastructure works or when private sector development proposals are being considered."

5. Land use planning that is supportive of active transportation and transit

Note that further information in this topic can be found in the Smart Growth section

- Strengthen the section on transit and land use planning, and integrate with other sections in the Official Plan Transit Oriented Development (TOD) is development that facilitates the provision of efficient transit service. Compact urban forms, higher density, and mixed use along major transit routes and at mobility hubs are the key to Transit Oriented Development. Walkable road networks, and provision of transit facilities (with transit stops within 400m of residences, businesses and other destinations) are also important.

Guelph's draft OP has incorporated these and other aspects of TOD, including ensuring "that the phasing of new development allows for the provision of transit service in the early phases of new development so that using transit is a viable option for the first residents". G100

- Consider implementing Transportation Demand Management policies and measures supportive of sustainable transportation

G17 "The City will implement Transportation Demand Management (TDM) policies and measures and other transportation planning documents with the objective to reduce trip distance and time, and increase the modal share of alternatives to the private automobile.

4. Public transit will be the first priority for vehicular transportation infrastructure planning.

5. The City will ensure that pedestrian and bicycle networks are integrated into transportation planning to:

- i) provide safe, comfortable travel for pedestrians and bicyclists within existing communities and new development; and
- ii) provide linkages between intensification areas, adjacent neighbourhoods, and transit stations, including dedicated lane space for bicyclists on the major street network where feasible."

G100

"plans including the degree to which it can achieve transportation objectives outlined in this section of the Plan"

Note that TDM measures can include reduced parking standards in support of sustainable transportation.

- Review and strengthen language around lower parking requirements in support of sustainable mobility goals.

6. Ensure that new development will be adequately serviced by the existing transportation network.

G99 "The timing and phasing of new developments shall be coordinated with the availability of adequate, matched transportation network capacity."

- Tighten requirements for traffic studies, and include sustainable transportation in capacity assessments.

7. Avoid and mitigate environmental impacts of new and existing transportation infrastructure

- Increasing active transportation reduces the environmental impacts of transportation
- New roads can have very significant environmental impacts, and can destroy sensitive natural areas. Give greater weight to consideration of the development impacts of new infrastructure development.
- Encourage measures such as permeable surfaces, green infrastructure, limiting salt use, etc
- Implement a Green Streets policy

W73 "The City will plan for and collaborate with the Regional Municipality of Waterloo to plan for all roads within the City to operate as:

(b) Green Streets – City streets will be planned and designed to incorporate "green" development techniques, including stormwater treatment which uses natural processes and landscaping to create visually and environmentally enhanced roads."

8. Carefully reconsider the need for new road infrastructure indicated on the transportation schedule

- Taking into account: the shift to sustainable mobility, the evidence that new roads and road widenings do not solve congestion problems, the extremely high cost to the municipality of building and maintaining roads, and the environmental cost of new road construction.

Natural Heritage

Our natural environment is an intrinsic part of a healthy community, and of our identity and lifestyle here in Greater Sudbury. A healthy natural environment has its own intrinsic value – it also contributes to a resilient community and provides essential natural

services. There are many improvements that can be made in our Official Plan to better protect natural heritage, and the natural services they provide.

The Guelph OPA42 is a good example of best practices

1. Strengthen the protection of natural heritage areas and features

Some natural heritage areas and features should be free of any development, due to their natural value, community value, sensitivity, or the natural services they provide; in others, sensitive development may be acceptable with the proper studies and measures.

Following the example in the Guelph OPA42, we recommend:

- no development in identified high value natural areas/features (called Significant Natural Areas) and associated buffers
- mitigated development may be permitted in other identified natural areas/features (called Natural Areas) and their buffers after an Environmental Impact study.
- include a mechanism to identify and protect significant natural areas that have not been previously identified
- consider future value of areas to be remediated

Key components include:

A. A Natural Heritage System with defined components:

“Pg. 9, 6.1 “The City’s Natural Heritage System (NHS) is comprised of a combination of natural heritage features, including Significant Natural Areas and established buffer, Natural Areas, Ecological Linkages, Restoration Areas and Wildlife Crossings as identified on Schedule 10.”

Pg. 10 “1. Significant Natural Areas:

Significant Areas of Natural and Scientific Interest(ANSI), Significant Habitat for Provincially Endangered and Threatened Species, Significant Wetlands, Surface Water Features and Fish Habitat, Significant Woodlands, Significant Valleylands, Significant Landform, Significant Wildlife Habitat(including Ecological Linkages), Restoration Areas

2. Natural Areas: Other Wetlands, Cultural Woodlands, Habitat for Significant Species

3. Wildlife Crossings, as identified on Schedule 10.”

N.B. All categories clearly defined, with criteria for adding new areas.

Minimum buffers also defined (pg. 13)

“Pg. 9 Purpose “the Natural Heritage System:

- i) provides permanent protection to the Significant Natural Areas, established buffers, and Ecological Linkages,
- ii) identifies Natural Areas for further study to determine the features and functions that should be incorporated into the Natural Heritage System for permanent protection or alternatively, identify the areas that may be developed; and
- iii) identifies wildlife crossings to ensure that mitigative measures are undertaken to minimize any harm to wildlife, the public and/or property.”

B. No development or site alteration in Significant Natural Areas and buffers, EIS required in adjacent land.

Pg. 11, 6.1.3 General policies:

"Significant Natural Areas

2. Development or site alteration shall not be permitted within Significant Natural Areas or their minimum buffers, as illustrated on Schedule 2. Exceptions are identified in the General Permitted Uses listed below and within the Significant Natural Areas policies.
3. Development or site alteration may be permitted within the adjacent lands to Significant Natural Areas provided it has been demonstrated through an Environmental Impact Study (EIS) or Environmental Assessment (EA) that there will be no negative impacts on the protected natural heritage features or their associated ecological functions. Exceptions are identified in the General Permitted Uses listed below and within the Significant Natural Areas policies."

C. EIS required in Natural Areas (to evaluate impact, and identify features meeting requirements for Significance).

Pg. 11, 6.1.3 General policies:

"Natural Areas

4. Development or site alteration may be permitted within all or parts of identified Natural Areas, provided it has been demonstrated through an EIS or EA that all, or parts of such areas do not meet the criteria in Section 6.1.6 that require their protection. Exceptions are identified in the General Permitted Uses listed below and within the Natural Areas policies.
5. Development or site alteration may be permitted within the adjacent lands of Natural Areas provided it has been demonstrated through an EIS or EA that there will be no negative impacts on the protected natural heritage features or their associated ecological functions. Exceptions are identified in the General Permitted Uses listed below and within the Natural Areas policies."

N.B. General permitted uses Pg. 12, 6.1.4: legally existing uses/structures, passive recreation, low impact scientific/educational, fish and wildlife management, forest management, conservation/restoration."

Greater Sudbury lacks a systematic inventory and mapping of natural heritage areas and features.

The following **programs** are recommended:

- A thorough inventory and mapping of natural heritage areas and features in Greater Sudbury, led by the Green Space Advisory Panel (provided with support needed), and including public consultation
- Seek recognized status for ANSI candidates
- Develop clear criteria to assess sites for significance as a natural area/feature.

There is, however, considerable valuable information available to provide an initial list of Significant Natural Areas to be included in this OP review:

- sites zoned 'EP': currently, only the provincially significant Vermillion wetland
- ANSI candidates
- habitat for species at risk
- locally significant wetlands (*need to be more clearly defined; rapid assessment criteria needed*)
- surface water features, fish habitat, and defined buffers: use contour lines or buffer zones around lakes
- significant woodlands: (*need to be more clearly defined*)

- significant valleylands: a starting point are identified floodplains. Where floodplains are not mapped, contour lines could be used, or a set buffer along waterways. Contour lines are more accurate if available. Anticipating the effects of climate change, additional room should be given.
- significant landform/hilltop/upland : *More discussion is needed to define this. All undeveloped urban hilltops should be included.*
- significant wildlife habitat: MNR will have information on known sightings of species at risk (although there are restrictions on making those locations public), which would be a starting point
- ecological linkages – *will be better defined with upcoming work on connectivity*
- Water recharge areas: obtain updated information/mapping from source water protection studies
- geological significant sites (as mapped on Natural Heritage map in OP schedule)
- all parks and green space opportunities classified as ecological reserve; all parks, and green space opportunities (public only?) classified as natural park.

A starting list of Natural Areas would include: other wetlands, re-greened areas (in consultation with VETAC, sites identified in the natural heritage background study, and the original listing of natural assets.

Note that a more defined starting list of Significant Natural Areas and Natural Areas will be prepared by the Green Space Advisory Panel.

2. Strengthen the protection of existing tree cover

Larger wooded areas that are included in the Natural Heritage System described above will receive appropriate protection.

The Guelph OPA42 provides further protection through requirements for Tree Inventories, Tree Preservation Plans, and Vegetation Compensation Plans.

The following **programs** are recommended:

- Pass “a tree-cutting by-law under the Municipal Act in order to prevent misuse of forest resources which can result from poor land use practices, and as a means of retaining trees and major woodlots in order to maintain visual relief and conserve natural resources.”
Strengthening an existing program in the OP, which has not yet been acted on.
- Recommend other policies to protect and enhance urban tree cover such as Tree Inventories, Tree Preservation Plans, Vegetation Compensation Plans Urban Tree Planting Programs, and the designation of Heritage Trees (in consultation with the Green Space Advisory Panel).

3. Incorporate the Final Report of the Green Space Advisory Panel, and further work of this panel

Some specific topics to include are:

- Park classification system

- Update permitted uses appropriate to park type. Update permitted uses for natural parks and ecological reserves for passive recreational use only, and defined and very limited development.
- Update direction for parkland acquisition
(Reference list/mapping of privately owned green space opportunities, and those that are a high priority for acquisition
Consider updating policy 6, to allow cash-in-lieu of parkland dedication to be used towards the acquisition of priority green spaces (where no gap exists in the area where the development is occurring; or 50/50 split as with parkland disposal?)
Update policy 8 to make consistent with the Parkland disposal policy, and to indicate that CGS owned green space opportunities not be offered for sale or disposal.
Update Program 4 to recognize existing inventory and acquisition strategy, and need for systematic inventory, implementation of acquisition strategy, and other ongoing work of GSAP (gap analysis, connectivity, etc))
- Consider appropriate changes for privately owned parks and open space

4. Incorporate protection and enhancement of natural heritage throughout the Official Plan

Some specific examples:

- Remove significant threats inherent in the current OP
 - the Ponderosa Floodplain has been recognized as an Ecological Reserve green space opportunity. Development is not appropriate in this location
 - the proposed 'LU link' road traverses one of the most highly valued green spaces in our community, and would cause unacceptable impacts. It should be removed from the OP
 - consider other potential threats or conflicts with the OP
- Avoid and mitigate infrastructure impacts (e.g. roads, and designed drainage systems).. Require and encourage using green infrastructure and low impact development measures.
- Recommended **program**: green infrastructure standards and requirements
- Use site control, and urban design standards to require and encourage green designs practices such as reduced impermeable surfaces, green roofs, etc.
- Recommended **program**: make green building and site selection standards available to local builders and developers, and adopt for municipal infrastructure/buildings/facilities

Watch for further input from the Green Space Advisory Panel.

Water

Greater Sudbury is a city of lakes. Protecting the health of our lakes and watersheds for now and the future is a responsibility that warrants the precautionary principle. It is

important to properly assess impacts and err on the side of caution to ensure that we can continue to enjoy our lakes, and have safe drinking water.

We will be watching for the upcoming lake capacity studies, and the recommendations of the Lakes Advisory Panel.

1. Minimize the impact of watershed development, with the aim to protect and enhance water quality, as well as the ecological, recreational, and aesthetic quality of Greater Sudbury's lakes and waterways.

The Seguin OP, the Guelph OPA42, and the Guelph OP draft provide some examples

The protective Natural Heritage System described above will greatly assist in reducing the impact of development in watersheds. Of particular importance are: the protection of lakes and waterways and their adjacent floodplains (or buffers); the protection of wetlands; the protection of fish habitat and spawning areas; the protection of groundwater recharge areas; the protection of tree cover and green spaces.

In addition, the use of green infrastructure suggested above will also aid in protecting water quality. E.g from G95: "landscape-based stormwater management planning and practices (also referred to as Low Impact Development) including rainwater harvesting, green roofs, bioretention, permeable pavement, infiltration facilities and vegetated swales in the design and construction of new development and site alteration".

Program: Develop Low Impact Development Standards for Greater Sudbury.

Program: mandatory septic re-inspections every 5 years

Watershed based planning, and the goal to protect and enhance water quality should be consistent throughout the OP.

G55:" Water Resource Protection and Conservation Policies

1. The City will protect, improve or restore the quality and quantity of water by using the watershed as the ecologically meaningful scale for planning; minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts.

10. The City will ensure that development activities do not impair the future ability of the area's groundwater and surface water resources to provide a quality water supply to satisfy the residential and business needs of the City and to sustain the area's natural ecosystem."

It is positive that lake capacity is being examined as part of the OP review. We will be watching for the results of the lake capacity studies and modelling.

In addition to a technical assessment of a lake's capacity for phosphorus, a more complete assessment of lake capacity is based on ecology, lake water quality, recreational capacity, and lake aesthetic and character.

Seguin:” . It is a basis of this Plan that the overall quality of the Township’s lakes is not comprised of a single element of a lakes “capacity”, but a combination of three interrelated components, water quality, visual quality, and recreational quality.

The following general policies apply to all the lakes in the Township:

- a) In no case shall any development exceed the capacity of a lake to sustain additional development as set in the policies of this Section. This policy shall not restrict development on existing lots of record occurring in accordance with the approved zoning or minor variances granted thereto.
- b) Any development within 300 linear metres of a lake or permanently inflowing stream shall be deemed to have a potential impact on the lake until it is demonstrated to the satisfaction of the Township that such lands are not part of the lake ecosystem or the development will not have an impact on the lake in accordance with the policies of this Section.
- c) Council shall consider all three components of a lake’s quality and sensitivity in concert with the other policies in this Plan when determining the capability of a lake to support new development.”

Lakes will have specific conditions and sensitivities. As such, lake specific capacity models are positive. However they must also be supported by real data.

Program: systematic data collection, analysis, and public annual reporting of lake water quality and lake health for Greater Sudbury’s lakes.

Lake Stewardship Committees should also be supported in creating and implementing lake specific plans.

Seguin “b) Council supports the preparation of Lake Plans and Strategies that assess issues such as sources of phosphorus and the remedial actions required to reduce impacts, recreational carrying capacity, shoreline development limits, lake level management, fisheries, vegetation retention and health, shoreline erosion, cottage conversion and septic system maintenance and re-inspection, and other issues important to lake communities. Such Plans are also encouraged to establish monitoring programs and/or remediation programs to be primarily implemented by local residents and stakeholders such as the Municipality and the Province.”

Program: The city will create and implement an action plan to reduce the impact of city operations on water quality (including road salt application and storage; road runoff design and management; naturalization of city owned shorelines; application of fertilizer on city owned sports fields; etc).

Waterfront development is a special case that has more direct impacts on water quality and requires specific policies to avoid and reduce these impacts.

- OP policies on waterfront development should be protective, and follow the precautionary principle:
 - development that may strain lake capacity or worsen water quality should not be permitted
 - consider raising the minimum lot size for rural waterfront lots (currently 0.8ha, as compared with 2ha for other rural lots)
 - minimum set backs from shorelines, increased as needed for site specific soil conditions and shoreline conditions and sensitivity

- naturalized shorelines – **program:** outreach and incentives to bring shorelines up to new zoning standard, followed by enforcement to maintain required naturalized buffers

Seguin: “New waterfront lots shall only be permitted where it is demonstrated to the satisfaction of Council or its delegate that the abutting waterbody can sustain the impact associated with the additional lot(s) and shall not exceed the lower, or most precautionary, of the recreational or biological capacity of the waterbody.

In addition to the Shoreline Development policies of this Plan when considering applications for lot creation Council shall require that:

- a) There is sufficient frontage on each lot to ensure that there is an appropriate waterfront amenity area outside of sensitive fish habitat, steep slopes, or other environmentally sensitive areas;
- b) The physical characteristics of the land enable the development in accordance with the policies of this Plan and the regulations of the Zoning By-law without alteration to the natural landscape through filling or blasting.
- d) A sewage system in accordance with the policies of this Plan can be accommodated on site, with all components of the system being located a minimum of 20 metres from the high water or defined flood elevation and each lot is generally a minimum lot size of 1 hectare or as approved in accordance with Section E5.2 and E.5.3 of this Plan.
- e) The water setback shall be a minimum of 20 metres for all principle buildings and the Zoning By-law will establish specific standards regarding accessory buildings and structures.
- f) The lot shall maintain all significant soil, vegetation and tree cover as part of its development.”

Stormwater management is important to water quality.

As indicated in the Natural Heritage section, conscious attention needs to be paid to protecting natural heritage areas such as wetlands that provide stormwater retention and water filtering services. In addition, natural and built infrastructure must be considered as an integral part of stormwater management, and preferable to engineered solutions (which are more expensive, require maintenance, and come with environmental costs).

G94 “Stormwater Management

5.8.1 Objectives

- a) To protect, improve or restore the quality and quantity of surface water and groundwater resources through sound stormwater management.
- b) To ensure that stormwater management practices minimize storm water volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.
- c) To implement an integrated watershed planning approach in the design of stormwater management such that watershed plans, subwatershed plans and Stormwater Management Master Plans serve to guide site-specific development.
- d) To implement a stormwater management technique that protects, maintains, enhances or restores the surface water and groundwater resources of the City.
- e) To implement stormwater management practices that maintain the pre-development hydrologic cycle, maintains or enhances the quantity and quality of storm water runoff discharged to receiving natural watercourses, wetlands and recharge facilities, and minimize erosion and flooding and wildlife and fisheries impacts.
- f) To recognize stormwater runoff as an important resource rather than a waste product.
- g) To ensure subwatershed plans for the various sub-watersheds of the City are kept up to date.”

Source water protection

The Source Water Protection Committee has identified threats to municipal drinking water sources in Greater Sudbury. Until policies are developed and approved, the precautionary principle should be applied in avoiding these threats to our drinking water.

Ramsey Lake faces considerable development pressure, but does not have a complete watershed study. Posted active subdivision plans show at least 588 lots that will drain into Ramsey Lake, and this does not include future potential stress from further properties already zoned for development. New data from Frobisher Creek also clearly shows the impact development upstream has on lake water quality measures.

As a primary drinking water source for Greater Sudbury, as a recreational 'jewel', and with blue-green algae blooms having occurred, there is even more reason to have the full information needed to assess impacts, before approving further development in the Ramsey Lake subwatershed.

We recommend that a full Ramsey Lake watershed study (including assessing ecological impacts on the lake) be required as a condition for any further planning application decisions within the watershed.

Restoration

Historically, waterways and shorelines were treated in ways that we now know are very damaging to water quality.

Program: identify waterways and shorelines in need of restoration and create restoration plans. Consult and partner with Junction Creek Stewardship Committee, Living with Lakes, Lake Stewardship Committees, and other community experts.

G94: "12. Wherever feasible, watercourses that have been enclosed or channelized should be restored as open watercourses."

2. Ensure that watershed, subwatershed, and water quality studies are completed to properly assess the impact of proposed development (before approval is given or declined). Ensure the assessment includes ecological impact.

Program: complete watershed and subwatershed plans in a timely manner (full watershed studies, including ecological aspect)

Where watershed and other studies are not available to properly assess the impact of a development, the completion of the study **at the scale required to properly assess the impact** should be a requirement for a completed application.

Rural Development, and agriculture

Local food production and local food security are an important component of community sustainability. Maintaining the character of rural areas also supports a strong rural economy, maintains a rural way of life, and reduces costs to the municipality.

We support the inclusion of two **programs** that will provide needed information, consultation, and support for local agriculture:

- (a) the City will join community partners in completing a Community Food Assessment.
- (b) a Food Policy Council (or equivalent) will be established to provide direction, resources, and consultation to support local agriculture and local food systems.

1. Increase the agricultural reserve and/or strengthen the protection of arable land and other active and potential farmland in Greater Sudbury

The current OP designates an agricultural reserve of 14,500 acres, as recommended by the province (OMAFRA). This is markedly smaller than the 77,715 acres recommended by the Agricultural Advisory Panel and the 'modified LEAR' option of 42,105 acres. Although the current agricultural reserve most likely captures the majority of highly arable soil in Greater Sudbury it does not capture other farming uses, agriculture related uses, or future potential uses with soil building, that require the larger lot sizes and have the potential land use conflict issues that come with farming. The submission "Building a Healthy Food System in the City of Greater Sudbury", estimates that 85,000 acres would be required to feed the population of Greater Sudbury. To protect the future food security of our community, it is important to protect sufficient land for farming and supportive uses.

We recommend that these additional agricultural lands be captured by expanding the agricultural reserve where and if possible, as well as designating a larger 'agricultural resource' area that will foster a wide range of agricultural activity, and agricultural supports, maintain larger lot sizes, and prevent land use conflicts with residential uses.

Examples from other communities include:

Ottawa

Agricultural Resource Areas (LEAR evaluation)

"The primary use of land in Agricultural Resource Areas will be agriculture. Additional permitted uses are forestry and those activities related to the conservation or management of the natural environment.

...

In addition to a house and accessory buildings, the City will permit further secondary uses and agriculture-related uses provided they are compatible with, and do not hinder, surrounding agricultural operations." Historical rural residential clusters are recognized:" Within Agricultural Resource Areas, clusters of non-farm houses occur at crossroads and other locations. ... They often have histories dating back to the 19th century or earlier when they originated to serve the needs of the rural population, providing not only housing but also services like a post office, school house or small cheese factory. In other locations these

clusters of lots are of more recent origin and consist only of residential uses. Limited new development will occur in these locations in the future.”

Kingston

“The Prime Agricultural Areas

This includes areas of prime agricultural lands defined as Canada Land Inventory Classes 1, 2, and 3 soils, associated Canada Land Inventory Classes 4 to 7 soils, **and additional areas where there is a local concentration of farms.”**

““Uses permitted in the Prime Agricultural Areas are limited to agricultural uses and agriculture-related uses as defined in Section 1.4 of this Plan.... Conservation, forestry, renewable energy systems in accordance with Section 6.2 of this Plan, and reforestation and low intensity outdoor recreation uses such as hiking or cross country skiing are also permitted.”

In the current OP (section 5.2.4), agriculture related businesses and value-added farming businesses are permitted in rural areas. These policies are important in supporting local food production, supporting the rural economy, and helping to make farming financially viable. We hope that these policies are further strengthened through comparisons with other rural communities, and consideration of additional appropriate permitted agriculture related businesses.

Aggregate extraction is currently permitted within the agricultural reserve. This should be reviewed, given potential threats to arable land and water sources for agriculture and other use.

2. Lessen rural lot splitting

Rural lot splitting increases costs to the municipality and often permanently removes rural properties as land available for farming or farming related activities.

Note that exceptions for non-agriculture lot severances for properties purchased prior to 1978 have led to Council approval for other lot severances in the interest of fairness, creating a precedence for even further severances. Removing this exception would clarify the issue, and better protect present and future agricultural use of agricultural land.

3. Seasonal residences.

The conversion of seasonal residences to permanent residences, and the construction of full sized houses as ‘camps’ is a problem that is difficult to regulate under the current provincial framework, but that result in negative environmental impacts, and increased costs to the municipality. A proposed solution is to permit seasonal residences **only where** permanent residences would be permitted (and is supported by lake capacity, etc).

4. Urban agriculture

Urban agriculture can take a number of forms, the most familiar being community gardens. Community gardens and other compatible urban agriculture should be listed as permitted uses in Living Areas, Commercial Areas, Institutional Areas, and Parks and

Open Space where appropriate (N.B. community gardens are listed in possible uses for neighbourhood parks, and could also be suitable in regional parks, community parks, and special purpose parks. They would not be permitted uses in natural parks or ecological reserves, or in Open Space areas included in the Natural Heritage system, or otherwise recognized for its ecological value).

- **program:** Create an inventory and GIS map of sites suitable for community gardens, with the goal of a community garden site within walking distance of every urban resident. Permitted land uses in identified sites should maintain the suitability of the site for a community garden until the opportunity can be pursued.

Smart Growth

We have already touched on many aspects of Smart Growth. In this section, we focus on complete, walkable, and green communities.

Program: In partnership with community groups and businesses, educate residents, developers, and builders on the attributes and benefits of complete, walkable, green communities and neighbourhoods.

1. Sustainable neighbourhood design and site selection

The City benefits from development that follows sustainable building practices, neighbourhood design, and site selection.

The first step is to adopt guidelines.

- Update the **program** “develop comprehensive urban design guidelines” to include sustainable design principles.

LEED and LEED-ND provide existing quantifiers for sustainable building and neighbourhood design.

The Guelph draft OP is one example where certain designated areas (termed Greenfield areas) must follow sustainable planning.

G14: “Development within Greenfield areas must be compact and occur at densities that support walkable communities, cycling and transit, and promote live/work opportunities.

2. The Greenfield Area will be planned and designed to:

- i) achieve an overall minimum density target that is not less than 50 residents and jobs combined per hectare in accordance with the Growth Plan policies. The density target will be measured in accordance with the provisions of subsection 2.2.7.3 of the Growth Plan over the entire designated Greenfield Area to be developed;
- ii) ensure that new development is designed to promote energy conservation, alternative and/or renewable energy systems, and water conservation;
- iii) create street configurations, densities, and an urban form that support walking, cycling, and the early integration and sustained viability of transit services;
- iv) provide a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;
- v) create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling;

- vi) promote, where appropriate through secondary planning, the development of identifiable, pedestrian oriented neighbourhood scale 'urban villages' through the use of medium and high density, street-related built form that contains a mix of commercial, residential and employment uses, as well as supporting live/work opportunities. These centres will be designed around active public spaces and street, and pedestrian access that is well-linked to the surrounding neighbourhood through walking, cycling and public transit; and
- vii) develop and implement policies, including phasing policies and other strategies to achieve the intensification and density targets of this Plan."

2. Intensification and mixed use where it has the best impact

A. Designate higher density areas, and mixed use areas

The current Living Area 1 designation opens up all urban living areas to higher density. However, it does not require higher density in any particular areas. Given that there is limited growth expected, it makes sense to direct that growth, and intensification in particular, to where it will most benefit the community. The designated "centres" in the Official Plan would be a natural starting point for designated intensification nodes (downtown, regional centres (4 corners, LaSalle/Barrydowne, Kingsway/Lasalle/2nd), Town Centres).

Guelph, Waterloo, and Ottawa all provide examples of designated nodes and corridors that are higher density, mixed use, walkable areas that support a high level of public transportation.

G167 "The Community Mixed Use Areas, Mixed Use Corridors and Neighbourhood Mixed Use Centres will provide a range of uses in a compact urban form that is served by transit and linked to the surrounding community by trails and sidewalks. These areas are intended to develop over time as pedestrian-oriented urban villages with centralized public spaces and provide a range of uses including, retail and office uses, live/work opportunities, and medium to high density residential uses. These designations are an important opportunity for intensification in the City."

G170" In addition to the uses permitted in Land Use Designations Permitting Residential Uses, the following uses may be permitted in all —Community Mixed Use Areas, subject to the provisions of this section and the applicable provisions of this Plan:

- i) retail and service uses, including restaurants;
- ii) medium and high density multiple unit residential buildings including apartments;
- iii) live/work uses;
- iv) small scale professional and medically related offices;
- v) entertainment and recreational commercial uses;
- vi) community services and facilities;
- vii) cultural, educational and institutional uses;
- viii) hotels; and
- ix) urban squares and open space."

W18:" This Plan identifies a hierarchy of designated Nodes and Corridors that are anticipated to accommodate a significant proportion of the City's population and employment growth over the life of this Plan. ... Planned heights and densities of designated Nodes and Corridors are shown on Schedule 'B1' ... The designated Nodes and Corridors hierarchy is outlined below...:

- (a) Primary Node, being the Uptown Waterloo Urban Growth Centre;
- (b) Major Nodes;
- (c) Major Corridors;
- (d) Minor Nodes; and,
- (e) Minor Corridors."

“Nodes are places where employment, housing, commercial land uses and services and other amenities are concentrated with different levels of activity and intensity....

Major Nodes are planned as medium high to high density mixed-use centres that accommodate a range of uses which may include residential, commercial, employment, social, cultural, recreational and institutional uses. Commercial uses that provide for the day- to-day and weekly shopping needs of several surrounding neighbourhoods will be encouraged and, where appropriate, Major Nodes shall be planned to accommodate small to medium-sized food stores, with the objective that all residents will have access to a food store within two kilometers of their residence. Employment Areas that are located within Major Nodes will be planned to support Major Nodes as a destination, and therefore are not contemplated to be converted to non-employment uses.

Major Transit Station Areas are located within Major Nodes, as shown on Schedule ‘B’ – City Structure. Policy section 3.8 of this Chapter will also apply within Major Transit Station Areas.

(3) Minor Nodes are planned as medium to medium-high density mixed-use centres that accommodate a range of uses which may include residential, commercial, employment, social, cultural, recreational and institutional uses. Minor Nodes generally include neighbourhood commercial centres that provide for the day to day and weekly shopping needs of the surrounding neighbourhood and, where appropriate, shall be planned to accommodate small to medium-sized food stores, with the objective that all residents will have access to a food store within two kilometers of their residence. Where lands within a Minor Node are adjacent to Low Density Residential areas, height and/or density will be limited as defined by this Plan and the Zoning By-Law.”

“Corridors are major streets or transit routes that link nodes and provide opportunities for intensification through the application of high, medium high and medium density land use designations. Corridors are generally located on planned or existing high frequency transit routes, and therefore are designed to support various modes of transportation by having significant population and employment densities. Corridors are also anticipated to act as key active transportation linkages between destinations.”

W22:” Intensification will be encouraged within Nodes and Corridors through the application of land use designations that permit medium to high densities. The maximum permitted heights on properties within Nodes and Corridors range from 20 metres to 81 metres (6 stories to 25 stories), as shown on Schedule ‘B1’ – Height and Density. Development within designated Nodes and Corridors shall demonstrate compatibility and integration with surrounding land uses and contribute to an animated streetscape through the utilization of appropriate height, mixing of uses, massing, architectural design, character, setbacks, siting and landscaping, parking, public spaces and conservation of cultural heritage resources through the application of the following policies:”

W165:” The residential categories allow ancillary uses, with higher density residential categories permitting a more permissive range of ancillary uses. The intent of this structure is that higher density residential projects have the ability to incorporate an appropriate range of non-residential uses, thereby facilitating mixed-use development and increasing densities. The non-residential ancillary uses support the complete community concept by providing convenient local access to day to day goods and services.

Medium to high density residential land uses are generally directed to designated Nodes and Corridors. The Nodes and Corridors are planned to have convenient access to transit, be pedestrian supportive through design, and are anticipated to accommodate a significant portion of Waterloo's growth to 2029."

O:" 3.6.2 – Mixed-Use Centres

The Mixed-Use Centre designation in this Plan applies to areas that have been identified as strategic locations on the rapid-transit network and lie adjacent to major roads. They act as focal points of activity, both within their respective communities and within the larger municipal structure. Mixed-Use Centres constitute a critical element in the City's growth management strategy, being areas with high potential to achieve compact and mixed-use development. They are limited in number and represent opportunities for substantial growth.

...

Development at Mixed-Use Centres will take advantage of the opportunities offered by transit for both internal and external commuting and ease of access on foot and by bicycle. By virtue of careful attention to design, orientation and a mix of uses, development in Mixed-Use Centres will contribute to the diversity of land use in the immediate area and foster the creation of vibrant centres of activity,"

"3.6.3 – Mainstreets

The Mainstreet designation in this Plan identifies streets that offer some of the most significant opportunities in the city for intensification through more compact forms of development, a lively mix of uses and a pedestrian-friendly environment."

B. Intensification targets

The City has met its previous intensification target of 10%. Further, more ambitious, intensification targets should be set, and, as stated above, supported by policies that direct intensification to where it will most benefit the community.

An example from Peterborough - P 2.4.4.2:" Each year, between 2015 and 2031, a minimum of 40 per cent of housing units approved in Peterborough will be targeted for sites within the Built Boundary shown on Schedule A-1. Intensification will be particularly encouraged to locate within the portion of the City's Central Area defined as the Urban Growth Centre, along identified Intensification Corridors and Major Transit Station Areas as illustrated on Schedule A-1, and in planned Intensification Areas determined by the City and identified on Schedule A-1 by amendment to this Plan."

"Annual reports of residential development will be used to monitor and enforce the minimum intensification targets."

Tightening urban boundaries to encompass expected 20 year growth is one such measure.

Another important aspect is assessing capacity for growth, where there are lands designated for larger developments, and ensuring that any approved developments have adequate traffic, water, and natural capacity to support it. It benefits the City, the private developer, and the existing neighbourhoods to have this information ahead of time and plan accordingly.

3. Support walkable neighbourhoods

Permit a wider range of compatible uses within residential neighbourhoods so that people can walk to fulfill their daily needs, and to support home employment in home offices, home businesses, and other small neighbourhood businesses.

Currently, a limited list of small scale commercial servicing neighbourhood needs is permitted to be scattered in Living Areas. The list of what is permitted should be expanded – including access to healthy food is especially important, but other additions would also contribute to neighbourhood life, without being disruptive. In addition, where allowing small neighbourhood centres (rather than only scattered commercial uses) will add to vibrant neighbourhood life, social connections, and walkability.

Guelph's Neighbourhood Mixed Use Centres provides one example. Waterloo and Kingston also provide examples.

W198" Lands designated Convenience Commercial shall be planned to accommodate one or more retail or service establishments in a small-scale centre or area and are intended to help meet the day to day needs of nearby neighbourhood and/or business areas through the provision of a range of convenience commercial goods and services. Such centres or areas may be used solely for commercial purposes or may incorporate residential uses in mixed-use buildings, provided the primary commercial function of the lands is maintained.

Areas designated Convenience Commercial will have a strong pedestrian and cyclist focus and be well connected to the surrounding local neighbourhood. Such facilities will be planned to provide opportunities for residents to obtain commercial goods and services within a reasonable walking and cycling distance, thereby reducing the need for automobile trips and fostering social interaction. To realize the pedestrian-oriented intent of Convenience Commercial facilities, such facilities should be located and designed to create a sense of place and destination within the neighbourhood, while ensuring that parking does not dominate the development.

Lands designated Convenience Commercial should be located adjacent to Primary or Collector roads, generally outside of designated Nodes, and in close proximity to areas designated Residential. Convenience Commercial designations shall only be permitted in locations where such uses are considered compatible with existing or planned development."

K78:" 3.4.F Neighbourhood Commercial

The planned function of the neighbourhood commercial land use is to provide convenience goods and services that are generally within walking distance of the market being served in the immediate residential neighbourhood. These uses are not designated on Schedule 3 of this Plan.

Goal:

To provide goods and services which cater to the immediate needs of the local neighbourhood on small-scale sites and within easy access of residents.

Policies:

Permitted Use

3.4.F.1. Neighbourhood commercial uses include a limited range of convenience retail and service uses, such as "corner" stores, food stores of less than 223 square metres, a laundromat or dry cleaners, video store, coffee shops and small take-out restaurants, personal services such as hairdressers or barbers, and similar small-scale, local retail uses or personal services intended to provide convenience goods and services to a limited market, often within walking distance.

Function

3.4.F.2. The neighbourhood commercial land use is intended to provide small-scale convenience goods and services catering to residents in the immediate area who are generally within walking distance, and for this reason, such uses are not shown on Schedule 3 of this Plan.

Section 3 Page 79

Land Use Designation & Policy

Form 3.4.F.3. Neighbourhood commercial uses are typically small plazas or freestanding establishments. In older areas of the City, neighbourhood commercial uses are also found in mixed-use buildings containing one or more residential units above the commercial floor space. A cluster of neighbourhood commercial uses will include no more than four individual uses on independent sites.

3.4.F.4. The number of locations and size of neighbourhood commercial establishments that are permitted will be strictly limited and will be sufficient only for the convenience needs of the local area.

Neighbourhood commercial uses are not intended to be used to expand any other Commercial designation of this Plan.

Location Criteria

3.4.F.5. Neighbourhood commercial uses will generally be located on the corner of a collector street. The residential amenity of the surrounding neighbourhood will be maintained through design, limited size of uses, siting of parking or service areas, landscaping, lighting, and access locations. Such matters will be regulated through site plan control review.

Outdoor Patios 3.4.F.6. Where an outdoor patio is proposed as an accessory use to a neighbourhood commercial use, the City may impose restrictions on the hours of operation in order to minimize any adverse effects on abutting sensitive uses.

Market Justification

and Impact Assessment

3.4.F.7. Where a new neighbourhood commercial use is proposed, the proponent may be required to prepare a limited or scoped market justification study and impact assessment for Council's consideration that:

- a. describes the proposed use, proposed floor area, parking and site plan arrangement;
- b. sets out the market area and population proposed to be served; and,
- c. includes an inventory of all commercial uses within, and close to, the proposed market area, including their uses and floor area."

Cultural Heritage Resources

Our cultural heritage is a link to our history and our identity as a community. In Greater Sudbury, our cultural heritage includes not only our built heritage, but the history of our links to our natural environment, and First Nations heritage.

The Guelph draft OP provides a strong example.

1. Maintain a municipal register of cultural resources in Greater Sudbury.

This public register should include: a Municipal Register of Cultural Heritage Properties, including both designated and non-designated properties; potential Heritage Districts; and cultural heritage landscapes.

Program: in consultation with the Municipal Heritage Advisory Panel, pursue designated status for built heritage resources and heritage districts that are currently non-designated but that meet the criteria of the Ontario Heritage Act.

Program: in consultation with the Municipal Heritage Advisory Panel, the Green Space Advisory Panel, and the community, identify cultural heritage landscapes, and heritage trees.

2. Conserve cultural heritage resources

For all properties on the municipal register of cultural resources:

- Require notice of any intent of development, redevelopment, or demolition, and assess cultural heritage impacts.
- Ensure cultural built heritage are protected from 'demolition by neglect', and are maintained according to prescribed standards (e.g. Standards and Guidelines for the Conservation of Historic Properties in Canada. Parks Canada. 2003), through special provisions in the property standards bylaw.

G83. "4. Non-designated built heritage resources or cultural heritage landscapes included in the Heritage Register shall not be demolished or removed without the owner providing written notice to the City of the intent to demolish in conjunction with an application for a demolition permit. Council, in consultation with Heritage Guelph, will assess requests for demolition to determine the significance of the built heritage resources and/or cultural heritage landscapes affected. The Council may refuse to issue the demolition permit and determine that the property is of sufficient cultural heritage value or interest that it should be designated under Part IV of the Ontario Heritage Act.

7. Where a non-designated built heritage resource or cultural heritage landscape is included in the Heritage Register, the City may require, as a condition of approval of a development application under the Planning Act, a building permit, a partial demolition or change of use, that the proponent enter into agreements to conserve and/or permit to be designated, by the City, in consultation with Heritage Guelph, the built heritage resource or cultural heritage landscape.

8. The City may require the proponent to prepare a Cultural Heritage Conservation Plan as a condition of approval for a development proposal, a building permit, including partial demolition, and/or a change in use that has the potential to impact a non-designated built heritage resource or a cultural heritage landscape included in the Heritage Register."

For designated properties, under the Ontario Heritage Act:

- Require written permission from the City, in consultation with the Municipal Heritage Advisory Panel for any alterations that may affect the heritage attribute. Do not permit development, redevelopment, or site alteration that do not conserve and/or appropriately integrate the heritage attributes.

G81: "2. Development, redevelopment, and/or alteration affecting a designated or other protected heritage property, where the works are likely to affect the property's heritage attributes, shall not be permitted unless written consent is received from the City.

3. Applications for any alteration affecting or likely to affect the heritage attributes of a designated property or other protected heritage property shall be required to demonstrate, to the satisfaction of the City, in consultation with Heritage Guelph, through a Cultural Heritage Impact Assessment and/or a Cultural Heritage Conservation Plan how the heritage attributes will be conserved, protected and integrated, where appropriate, into the development plans.”

- Ensure that development or site alteration adjacent to designated heritage properties do not negatively impact the heritage attributes, and are compatible.

G83: “1. Development and/or site alteration may be permitted on adjacent lands to a designated heritage property or other protected heritage property where the proposed development and/or site alteration has been evaluated and demonstrated, to the satisfaction of the City, in consultation with Heritage Guelph, that the heritage attributes of the designated heritage property or other protected property will be conserved. Mitigative measures and/or alternative development approaches may be required to conserve the heritage attributes of the designated heritage property or other protected heritage property affected by the adjacent development and/or site alteration.

2. Development and/or site alteration on adjacent lands to a designated heritage property or other protected heritage property shall require a Scoped Cultural Heritage Impact Assessment to evaluate and demonstrate, to the satisfaction of the City in consultation with Heritage Guelph, that the heritage attributes of the designated heritage property will be conserved.

3. Development and site alteration adjacent to a designated heritage property or other protected heritage property shall be designed to minimize the impact on the identified heritage attributes of the designated heritage property, and should be designed to be compatible with the immediate context on the street.”

3. Archaeological Resources

Program: in consultation with First Nations, and the community, and having regard to provincial guidelines, identify and map archaeological resources and areas of archaeological potential

Note that in order for these policies to be implemented and to meet responsibilities under the Heritage Act, the Municipal Heritage Advisory Panel must have the staff support and other support required. Reinstating a formal Municipal Heritage Committee may be most effective in this regard.

Public Input

Improvements in public notifications and public input.

Earlier and more meaningful engagement with the public leads to better outcomes for development applications – especially those that propose significant changes for residents.

Recently, social media has added a positive dimension to public input. However, for large development applications, the planning process is too often a confrontational one.

Program: work with community partners to improve outcomes for high impact development applications, and to offer solutions such as charettes early in the process.

From Waterloo's draft OP:

W297:" Public Meetings and Notification

(1) Notwithstanding any Public Involvement Guidelines that Council may approve pursuant to policy 12.4.1 (2) above, the Planning Act contains provisions regarding public meetings, notification requirements, and processing timelines for the adoption of or revisions to land use documents. In certain instances, the Planning Act allows a municipality to provide notice in a different manner than those described in the Planning Act and its regulations, provided that an alternative method is outlined in the municipality's Official Plan.

(2) The City of Waterloo will use the provision for an alternative method as outlined in policy 12.4.2 (5) below to allow for enhanced consultation during the early review process and not rely solely on the notice of public meeting as outlined in the Planning Act. This will foster communication and education of issues to people and groups early in the decisionmaking process.

(3) The City shall require signage in order to provide notification for proposed Official Plan Amendments, Zoning By-Law Amendments, Plans of Subdivision and applications to the Committee of Adjustment. Such signage shall be posted on the subject site by the applicant indicating the basic details of the application. The wording, design and placement of the sign is to be approved by the City of Waterloo.

...

... The City may use neighbourhood open houses to consult with the public over and above prescribed minimum requirements...."

Links for Official Plans cited:

City of Guelph Official Plan Amendment Number 42: Natural Heritage System
http://guelph.ca/uploads/PBS_Dept/planning/NHS/OPA%2042%20-%20consolidated.pdf

City of Guelph Draft Official Plan
http://www.guelph.ca/uploads/PBS_Dept/planning/PDF/April%202010%20-%20Official%20Plan%20Update.pdf

City of Kingston Official Plan
<http://www.cityofkingston.ca/business/development/officialplan/>

City of Ottawa Official Plan
http://www.ottawa.ca/city_hall/ottawa2020/official_plan/index_en.html

City of Peterborough Official Plan
<http://www.peterborough.ca/Assets/City+Assets/Planning/Documents/Official+Plan.pdf>

Township of Seguin Official Plan http://seguin.ca/322/official_plan.htm

RICHARD A. PHARAND, Q.C.

Barrister ♦♦ Avocat

January 23, 2012

Via Telefax – 705-673-1651 – 3 pages

City Clerk

CITY OF GREATER SUDBURY

Box 5000, Station A
SUDBURY, Ontario
P3A 5P3

Dear Sir or Madam:

**RE: Official Plan Review
 Proposed Urban Boundary Change
 Part of Lot 4, Con 3, Hanmer
 PIN 73504-2982 (the "property")**

I act on behalf of the above-noted property, which is located on Deschene Road directly behind Canadian Tire and the grocery store at the corner of Deschene Road and Regional Road #80, in Hanmer.

The property consists of approximately sixteen hectares (forty acres). The southern portion of the property is designated as commercial land in the present Official Plan.

We recently obtained severance of three parcels from this property and they were sold as residential lots.

We can advise that there is a great demand for the five-acre lots.

Our wish would be to be able to divide the forty acre lot into six five-acre residential lots and one ten-acre commercial lot.

Attached is a copy of a Sketch showing Part of Lot 4, Concession 3.

RICHARD A. PHARAND, Q.C. PROFESSIONAL CORPORATION

176 rue Elm Street, Sudbury, Ontario, P3C 1T7

Tel: (705) 670-1000 Toll Free: (877) 857-4082 Fax: (705) 671-0050

E-Mail: rapqc@bellnet.ca / cml.rapqc@bellnet.ca

I trust this is satisfactory, and remain,

Yours very truly,

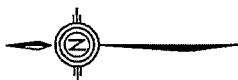
Richard A. Phara~~ns~~

RAP/cml
Enclosure

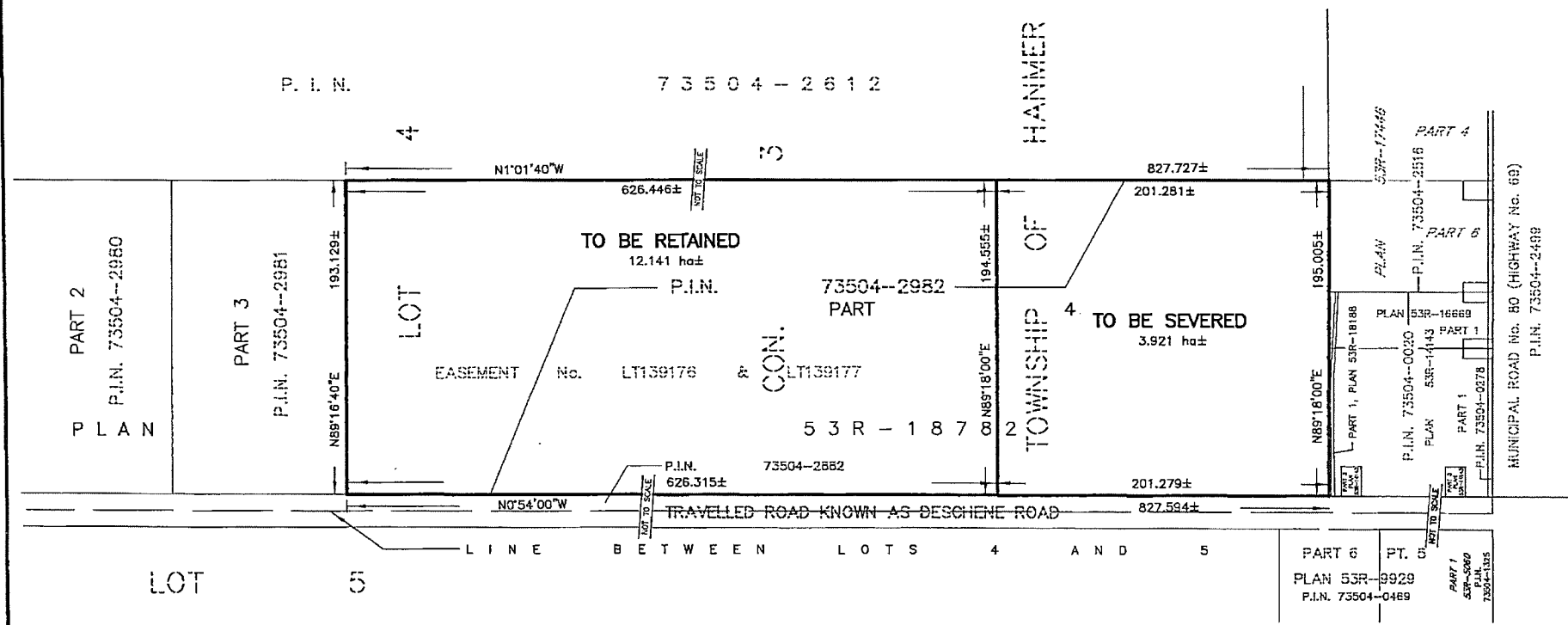
cc: Mark H. Simeoni, MCIP, RPP, Manager of Community and Strategic Planning

cc: Michelle C. Mailloux –

0 50 100 150 200 250 METRES



SKETCH SHOWING
PART OF
LOT 4, CONCESSION 3
GEOGRAPHIC TOWNSHIP OF HANMER
CITY OF GREATER SUDBURY
DISTRICT OF SUDBURY
TERRY DEL BOSCO, O.L.S.



From: Krista Carre
To: officialplan
Date: 23/01/2012 9:08 AM
Subject: Re: Official Plan comment via website

>>> 22/01/2012 7:26 PM >>>
Name: Robert Saya
Email:

Comments: This is my vision for the next 20 years.....Greater Sudbury needs lots of improvement to compete with other centres in Ontario.

First of all there are lots of little changes that need to be done. These need to be completed quickly. For instance, Have street names changed and not repeat themselves. eg. William street. There are 4-5 of them in the city.

Directional signage. Why mention the city name? (Sudbury, Chelmsford, Garson, etc) when you are already in the city. Eg, 35 East Sudbury on Nickel Mine Rd. Delete The city name. Just have 35 East, Elm. Or 17 East Lorne. Its Regional Rd. 55, not Highway 17. This signage is from the old pre 2001 City of Sudbury. Another would be to remove the word (Regional) from all Regional roads and give those roads names. Eg, Regional Rd 4 would become Fairbanks Rd. or Regional Rd.80 and give it an official name.(NOT HIGHWAY 69) These roads are in the boundries of Greater Sudbury not in the region.

As for infrasrtucture we need a mixture of modern and historical buildings. We need more highrise complex housing or condos city wide over all.

As for road infrastructure, we drastically need something done. All proposals should be looked at and completed. No more TALK!! We need these ongoing projects completed!

Greater Sudbury needs to be modernized to compete with other cities in Ontario. No more old school! This city needs drastic change!!

A few recomendations refering to roads for the future.

The Southwest bypass from the interchange at Regent St./Highway 69, to the interchange at Regional Rd.55/highway 17. This is a very busy 2 lane section of highway 17. This needs to be 4 laned with improvments at the Long Lake Rd. Exit.

The Vision of the Barrydowne

Road extension to Notre Dame in Hanmer should be implemented. Not put on the shelf.

The Mayley Drive

project must be completed.

With these projects completed,

this city would be a better more liveable and safer place to live.

Eventually highway 69 South will become Highway 400 after the year 2017. This highway project cannot be built fast enough. It's actually a 50+ year project. This will open the gates to a prosperous future for Greater Sudbury.

The bottom line is that the citizens of this city have to accept change. There is no other possible way. There are too many people who don't like change. That's why nothing gets completed. It's all talk and no action. This city needs action, not talk. Nothing gets done with talk. Just look outside....

There are many other topics that have not been mentioned that need to be changed but the ones mentioned here, are ones that I deal with every day. I am in the transportation industry. I understand that these proposals mentioned will take Millions even Billions of dollars. To become a great city of the future, We need to emphasize the word GREAT in the name of this city...Greater Sudbury.

If everything keeps going as it is now, The future of this city is in jeopardy.... Thank you.

From: Cathy Orlando
To: <officialplan@greatersudbury.ca>
Date: 23/01/2012 1:53 PM
Subject: Cathy Orlando - Submission Official Plan - Please consider how climate change is connected to everything
Attachments: Citizens Climate Lobby Sudbury Official Plan submission - January 23 2012.docx

*Please consider my submission for review for the City of Sudbury's Official Plan attached and below: *
*

Thank you for the opportunity to share my submission.

Sincerely:

Cathy Orlando, MSc BEd

Canadian Project Manager and Sudbury's Group Leader, Citizens Climate Lobby

Citizens Climate Lobby is a not-for-profit, non- partisan and volunteer organization

Thank you for the opportunity to submit the following for consideration for our City's Official Plan. The *thesis* of what I am about to say *is that when you are developing Sudbury's Official Plan please consider how climate change is connected to everything.* As examples I will link how climate change is connected to: food shortages, dark sky preservation and national and international carbon pricing policies. Then I will relate how locally we can respond to these particular issues in our Official Plan.

Food Shortages:

As the climate changes, the weather will become less predictable and it will become more difficult to grow food. Recently, Jim Cornelius, executive director of the Foodgrains Bank said, "It (climate change) is not like it's just something we need to worry about 20 years from now. It's already happening, and it's going to increase."

*<http://www.winnipegfreepress.com/local/a-hunger-for-food-137551273.html>

In May 2009, along with many Sudburians, I presented to city council the importance of preserving *our top soil.* I explained about how in January

2009, climate researchers realized global warming is worse than predicted and that we're on a different trajectory, one that will include severe droughts in the south and the rising of the oceans by one metre by the end of the century. I spoke of how topsoil acts as a sink for carbon dioxide and we need it to grow food in the near future.

Mike Soenens, chair of Sudbury's Top Soil Advisory Panel, explained that the city was advised to set aside 38,000 acres for an agricultural reserve. However, the City decided to go with just more than the bare minimum of 14,500 acres for its reserve dictated by the province. Mr. Soenens told that meeting his committee estimated that already 2,000 acres had been stripped from the area set aside and thus were lost because of a grandfather clause, leaving our city with an Agricultural reserve of only 12,500 acres .

Secondly, to protect citizens of Sudbury from food shortages, please consider how our city could better support *urban farming*. Currently, backyard chickens are not allowed under bylaws in our city. I feel this should be reconsidered especially since it has been brought to my attention recently that a backyard chicken farm that supplied eggs to one of the agencies in our city that feeds the homeless, was recently closed down. Perhaps, we don't need backyard chickens now, but please reconsider putting a clause that could backyard chickens (and pigs for that matter) could be allowed in urban settings if the food shortage impacts worsen.

To protect citizens of Sudbury from looming food shortages, when developing Sudbury's Official Plan, I strongly urge you to consider the importance of preserving top soil, and how we can better support urban farming. These actions will improve Sudbury's resilience in adapting to climate change, which is real, human-caused, happening right now and projected to become more intense in the not so distant future.

*Dark Sky Preservation:**

*Although I may be known as a climate activist, I am also an avid backyard astronomer and delight in viewing the Milkway from my backyard in the suburbs of Sudbury..

*

*Kudos to Coucillor for Ward 1, Joe Cimino and the City of Sudbury to reduce light pollution. In January 31, 2011 I submitted to City Council at the Budget Committee the benefits of reducing light pollution.

{These benefits included:

*1. **Preservation of viewing the nights skies for future generations to enjoy, which is part of our Northern Heritage and would also add to tourism dollars.

*

*2. **Re**duce the biological effects of light pollution on ecosystems, which disturbs the lifecycles of trees and animals, interfering with their reproductive cycles and preparing for winter dormancy

*3. **Reduce the biological effects of light pollution on human health**which is linked to several medical disorders in humans, including depression, insomnia, obesity, early onset diabetes, cardiovascular disease, and cancer**

*

*4. **It is a public safety issue too.** **The glare from bad lighting is a public-health hazard — especially the older you become. Glare light scattering in the eye causes loss of contrast and leads to unsafe driving conditions, much like the glare on a dirty windshield from low-angle sunlight or the high beams from an oncoming car. Difficulties seeing at night can lead to car accidents.

*5. **Reduce the city's energy needs, thus save money and the planet too. C**onversion to down directed LED lighting is potentially the most cost effective lighting and it will tackle global warming. LEDs are more than twice as efficient as fluorescent bulbs. While fluorescent bulbs contain mercury, which requires special disposal, LED bulbs contain no toxic elements, and last so long that disposal is not much of an issue.

http://www.nytimes.com/2009/05/30/science/earth/30degrees.html?_r=2**

**

<http://www.consumerenergyreport.com/2010/03/23/led-street-lights-time-to-shine-is-now/>

**

**<http://www.ledsmagazine.com/news/7/1/16>

An example of a city that converted to down-directed lighting and saved money is Calgary. Please explore the refer to Calgary's EnviroSmart Streetlight retrofit program: Since 2002, 51,493 units have been replaced with more energy-efficient bulbs and flat lenses that better focus the beam downward where it's needed, meaning less light spills into the night sky. "The city has shelled out \$4.7 million on the upgrades, but saved taxpayers \$11 million in energy costs", said Troy McLeod, a manager with the road maintenance department. Please note Calgary used high pressure sodium down-directed lights not down-directed LED's. Although not LED, which presumably would have had further energy benefits, these lights were down-directed cobra head fixtures.

<http://starrynightlights.com/blog/?p=1448>.

<http://content.calgary.ca/CCA/City+Hall/Business+Units/Roads/Streetlights/EnviroSmart+Streetlight+Retrofit/EnviroSmart+Streetlight+Retrofit.htm>

}*

There is no mention of protection from light pollution in our City's Official Plan. Thus when considering Sudbury's Official Plan, please include consideration for preserving our night skies *from light pollution *and be assured that there will be added benefits to our natural environment, human health, public safety, balancing our city budget and mitigation of climate change.

**

* *

National and International Mitigation of Climate Change

Finally, the *National Roundtable for the Environment and the Economy* predicts that by 2020 climate change will cost the Canadian economy close to \$5 billion dollars per year. The true cost of carbon dioxide pollution from the burning of fossil fuels, such as its negative impacts on human health, agriculture and our economy, is not paid by the fossil fuel companies. These externalities are impacts that are borne by the citizens of Canada through our tax dollars.

In November 2011, a very conservative agency, the International Energy Agency advised countries not to lock themselves into insecure, inefficient and high-carbon energy systems.

<http://350orbust.wordpress.com/2011/11/10/international-energy-agency-rising-fossil-energy-use-will-lead-to-irreversible-potentially-catastrophic-climate-change/>

Although cities may be doing a great job mitigating and adapting to climate change, please consider: *How will the city of Sudbury pay for adapting to climate change as the climate crisis worsens and it will worsen, even more so if we do not start reducing human made carbon dioxide?*

We need a price on carbon pollution at the national and international level if we are to avert dangerous and catastrophic climate change. The window is rapidly closing on putting a price on carbon pollution in a socially viable manner that will not have adverse impacts on the poor. The International Energy Agency is strongly recommending that as a planet we need to start reducing our CO2 production by 2015 if we are to avert irreversible and dangerous climate change.
<http://www.guardian.co.uk/environment/2011/nov/09/fossil-fuel-infrastructure-climate-change>

Climate change is a global problem which requires global solutions but we can act locally.

Cities are doing a fantastic job in mitigating climate change locally. However, we could possibly fight the good fight for nothing if we do not have a price on carbon pollution soon. We need national and international policy to start transitioning away from a fossil fuel dependent economy in a socially responsible manner.

The good news is we have economic and technological solutions. All we need is political will.

I believe the city of Sudbury could be help lead the way out of the climate crisis by being mindful of the need for a national policy for a price on carbon pollution in our City's Official Plan.

In conclusion, by bearing in mind in our Official Plan how climate change is connected to almost everything, using such examples including food shortages, light pollution and the need for a price on carbon pollution at the national level, we will be better prepared as a community for the challenges and opportunities ahead.

Thank you for the opportunity to share my submission.

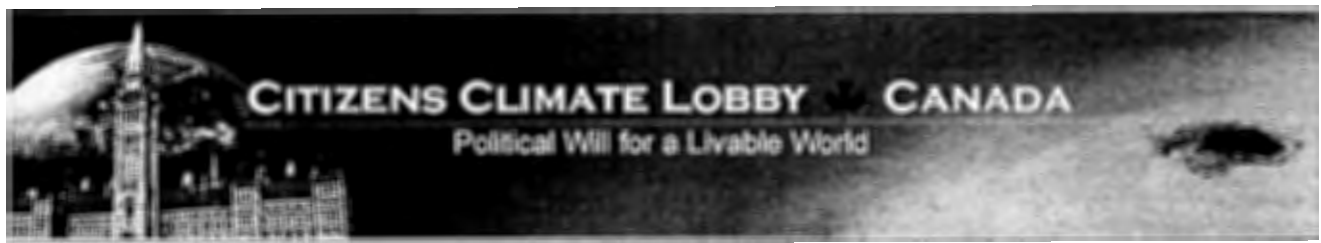
Sincerely:

Cathy Orlando, MSc BEd

Canadian Project Manager and Sudbury's Group Leader, Citizens Climate Lobby

Citizens Climate Lobby is a not-for-profit, non- partisan and volunteer organization

www.citizensclimatelobby.org and www.citizensclimatelobby.ca



When developing Sudbury's Official Plan please consider how Climate Change is Connected to Everything

by Cathy Orlando, January 23, 2012

To the Citizens and Council of the Greater City of Sudbury:

Thank you for the opportunity to submit the following for consideration for our City's Official Plan. The thesis of what I am about to say is *that when you are developing Sudbury's Official Plan please consider how climate change is connected to everything*. As examples I will link how climate change is connected to: food shortages, dark sky preservation and national and international carbon pricing policies. Then I will relate how locally we can respond to these particular issues in our Official Plan.

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To protect citizens of Sudbury from looming food shortages, when developing Sudbury's Official Plan, I strongly urge you to consider the importance of preserving top soil, and how we can better support urban farming. These actions will improve Sudbury's resilience in adapting to climate change, which is real, human-caused, happening right now and projected to become more intense in the not so distant future.

Dark Sky Preservation:

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{These benefits included:

1. *Preservation of viewing the nights skies for future generations to enjoy, which is part of our **Northern Heritage** and would also add to **tourism dollars**.*
2. *Reduce the biological effects of light pollution on **ecosystems**, which disturbs the lifecycles of trees and animals, interfering with their reproductive cycles and preparing for winter dormancy*
3. *Reduce the biological effects of light pollution on **human health** which is linked to several medical disorders in humans, including depression, insomnia, obesity, early onset diabetes, cardiovascular disease, and cancer*
4. ***It is a public safety issue too.** The glare from bad lighting is a public-health hazard — especially the older you become. Glare light scattering in the eye causes loss of contrast and leads to unsafe driving conditions, much like the glare on a dirty windshield from low-angle sunlight or the high beams from an oncoming car. Difficulties seeing at night can lead to car accidents.*
5. *Reduce the city's **energy needs, thus save money** and the **planet too**. Conversion to down directed LED lighting is potentially the most cost effective lighting and it will tackle global warming. LEDs are more than twice as efficient as fluorescent bulbs. While fluorescent bulbs contain mercury, which requires special disposal, LED bulbs contain no toxic elements, and last so long that disposal is not much of an issue.*
http://www.nytimes.com/2009/05/30/science/earth/30degrees.html?_r=2
<http://www.consumerenergyreport.com/2010/03/23/led-street-lights-time-to-shine-is-now/>
<http://www.ledsmagazine.com/news/7/1/16>

An example of a city that converted to down-directed lighting and saved money is Calgary. Please explore the refer to Calgary's EnviroSmart Streetlight retrofit program: Since 2002, 51,493 units have been replaced with more energy-efficient bulbs and flat lenses that better focus the beam downward where it's needed, meaning less light spills into the night sky. "The city has shelled out \$4.7 million on the upgrades, but saved taxpayers \$11 million in energy costs", said Troy McLeod, a manager with the road maintenance department. Please note Calgary used high pressure sodium down-directed lights not down-directed LED's. Although not LED, which presumably would have had further energy benefits, these lights were down-directed cobra head fixtures.

<http://starrynightlights.com/blog/?p=1448>.

<http://content.calgary.ca/CCA/City+Hall/Business+Units/Roads/Streetlights/EnviroSmart+Streetlight+Retrofit/EnviroSmart+Streetlight+Retrofit.htm>

There is no mention of protection from light pollution in our City's Official Plan. Thus when considering Sudbury's Official Plan, please include consideration for preserving our night skies **from light pollution** and be assured that there will be added benefits to our natural environment, human health, public safety, balancing our city budget and mitigation of climate change.

National and International Mitigation of Climate Change

Finally, the **National Roundtable for the Environment and the Economy** predicts that by 2020 climate change will cost the Canadian economy close to \$5 billion dollars per year. The true cost of carbon dioxide pollution from the burning of fossil fuels, such as its negative impacts on human health, agriculture and our economy, is not paid by the fossil fuel companies. These externalities are impacts that are borne by the citizens of Canada through our tax dollars.

In November 2011, a very conservative agency, the International Energy Agency advised countries not to lock themselves into insecure, inefficient and high-carbon energy systems.

<http://350orbust.wordpress.com/2011/11/10/international-energy-agency-rising-fossil-energy-use-will-lead-to-irreversible-potentially-catastrophic-climate-change/>

Although cities may be doing a great job mitigating and adapting to climate change, please consider:
How will the city of Sudbury pay for adapting to climate change as the climate crisis worsens and it will worsen, even more so if we do not start reducing human made carbon dioxide?

We need a price on carbon pollution at the national and international level if we are to avert dangerous and catastrophic climate change. The window is rapidly closing on putting a price on carbon pollution in a socially viable manner that will not have adverse impacts on the poor. The International Energy Agency is strongly recommending that as a planet we need to start reducing our CO2 production by 2015 if we are to avert irreversible and dangerous climate change.

<http://www.guardian.co.uk/environment/2011/nov/09/fossil-fuel-infrastructure-climate-change>

Climate change is a global problem which requires global solutions but we can act locally.

Cities are doing a fantastic job in mitigating climate change locally. However, we could possibly fight the good fight for nothing if we do not have a price on carbon pollution soon. We need national and international policy to start transitioning away from a fossil fuel dependent economy in a socially responsible manner.

The good news is we have economic and technological solutions. All we need is political will.

I believe the city of Sudbury could be help lead the way out of the climate crisis by being mindful of the need for a national policy for a price on carbon pollution in our City's Official Plan.

In conclusion, by bearing in mind in our Official Plan how climate change is connected to almost everything, using such examples including food shortages, light pollution and the need for a price on carbon pollution at the national level, we will be better prepared as a community for the challenges and opportunities ahead.

Thank you for the opportunity to share my submission.

Sincerely:

Cathy Orlando, MSc BEd

Canadian Project Manager and Sudbury's Group Leader, Citizens Climate Lobby
Citizens Climate Lobby is a not-for-profit, non- partisan and volunteer organization
ccl.sudbury@citizensclimatelobby.org ,

www.citizensclimatelobby.org and www.citizensclimatelobby.ca

January 23, 2012

Greater City of Sudbury

Ladies & Gentlemen:

My name is Raymond Bennett. I live on Randolph St in a subdivision west of Sudbury. I am requesting an open meeting on the proposed four lane by-pass in this area. There are sixty five homes and hundred and ninety-five people who live here and will be affected by the noise, dust, smell and safety of these trucks that haul ore from the four mines to the north of us.

The issues at hand are speeding down Randolph Street to get ahead of the trucks held up at the Stop sign at Highway 17. There is constant use of motor brakes on Highway 17 from Randolph St. to Regional Road 4.

Contact with Day Construction about this matter has been made with little effect.

Seniors, children and all people on Randolph St. are boxed in and no longer have anywhere to walk. Regional Road 4 provided walking, boating, swimming and has a summer day camp for children. This has been all destroyed because of the truck route.

Bass Lake on Regional Road 4 provides water for fire protection. The fire truck that haul or pump water must stay on the road. There is only one spot that can be used for this purpose. This spot is also used as a boat launch.

At the corner of Regional Road 4 and Highway 17, there is a blind hill that hides four entrances to Regional Road 4 which could become deadly: Randolph St., Richard St. and two public driveways are involved. (Pictures are provided.)

The changing of Highway 17 to a four lane in this area makes no sense. The playground that exists will be gone, prime farmland will be destroyed, more residents will be subjected to highway noise and 5.6 km of old highway 17 will be dumped on the taxpayers when we cannot afford to take care of the roads we already have.

Alternative #11 was shown to me on December 19th, 2011 in France Gélinas office in Hanmer and this is the option we should be looking at.

This option is two kilometers shorter with two farms on Regional Road 3 that are at least two thousand feet from the road and no land has to be destroyed. This road is seldom traveled and no other persons would be affected other than two homes next to the bridge.

This option, if agreed to, would provide less traffic on Regional Road 55, better access to Regional Road 10 (Panache Lake Road).

The other alternative: Refuse truck access and use the railway that now exists.
Hand drawn prints provided.

There are log trucks that come off of Highway 144, down Chicago Mine Road to Regional Road 4 and are also directed through our subdivision as the results of a meeting in Beaver Lake to close all roads leading north. We are the people most affected by this decision but were not notified of the meeting.

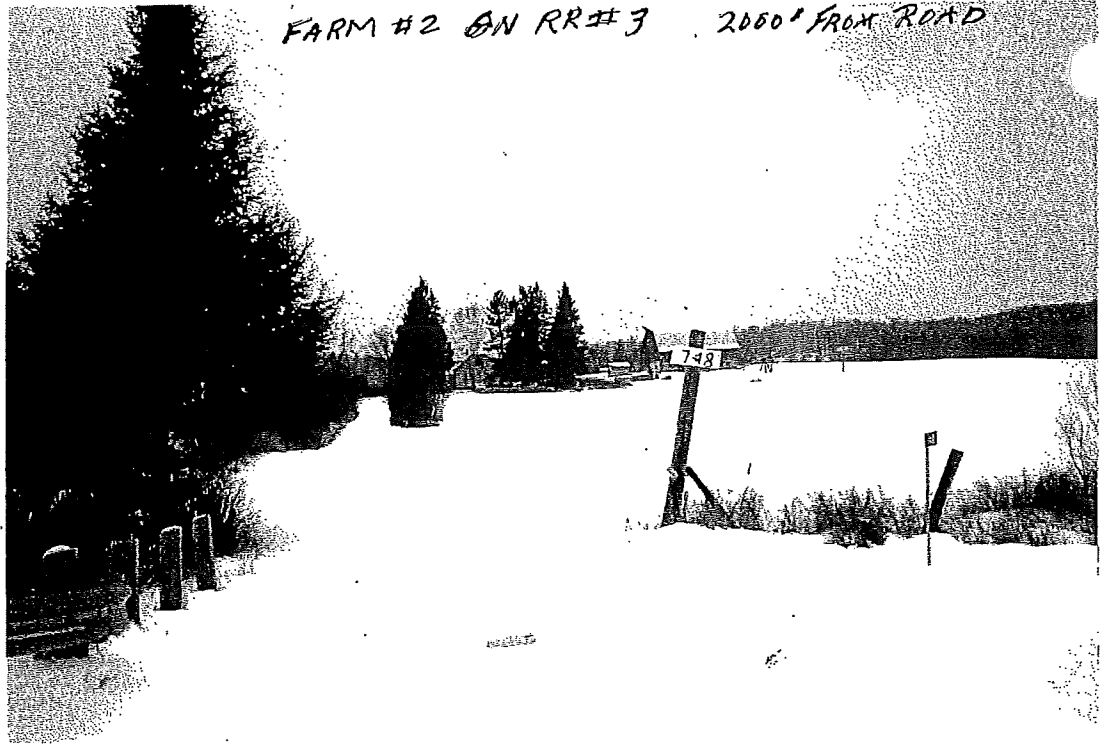
This road should be closed to trucking at the entry to the Sudbury district near Cartier and have the trucks stay on Highway 144 to Hwy 17 at the Lively by-pass.

I trust you will consider my suggestions and a public meeting we be set up in Whitefish for all residents concerned.

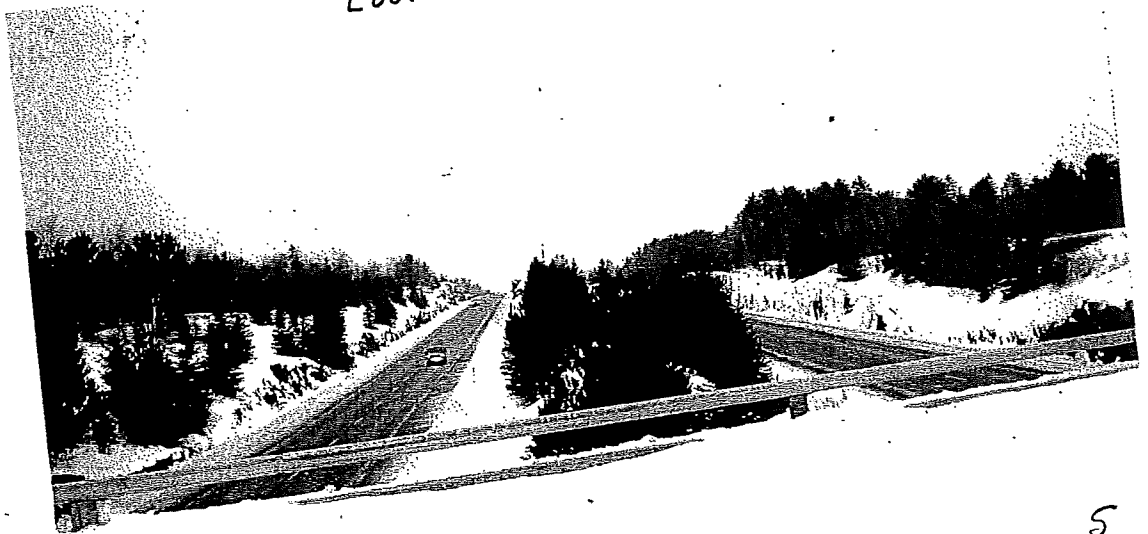
Yours truly,

Raymond Bennett
37 Randolph Street
Whitefish, Ont.
P0M 3E0

FARM #2 ON RR#3 2000' FROM ROAD



LOOKING EAST ON RR#3



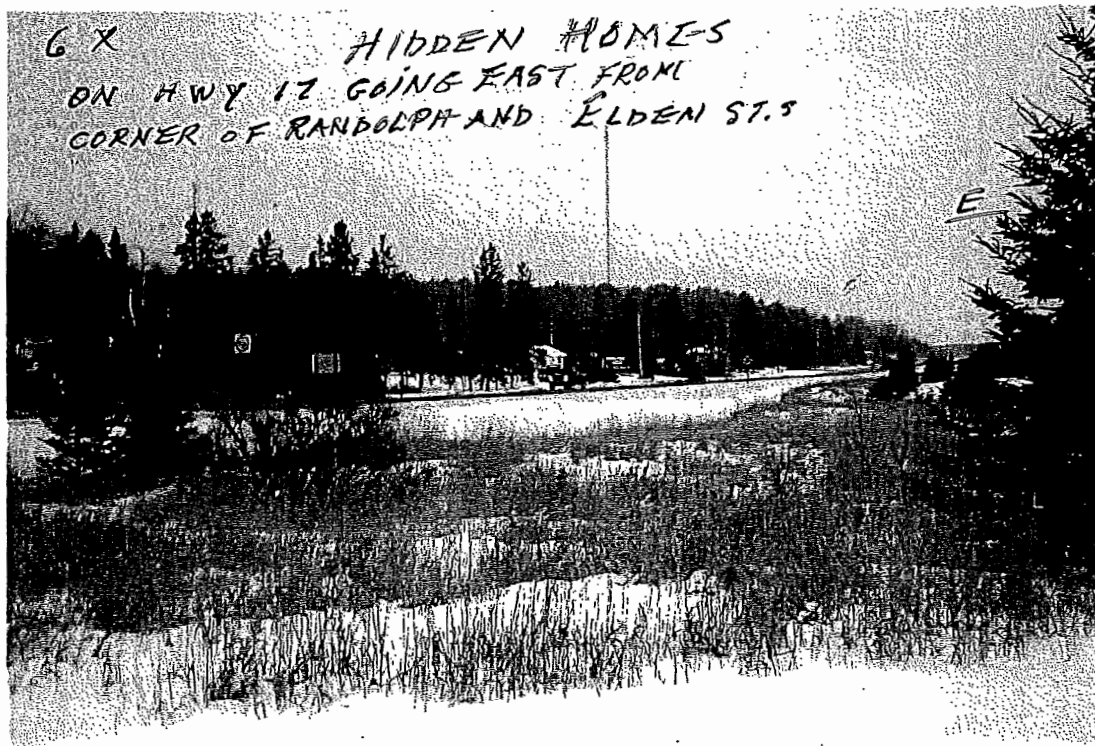
N

BRIDGE ON RR#3

5



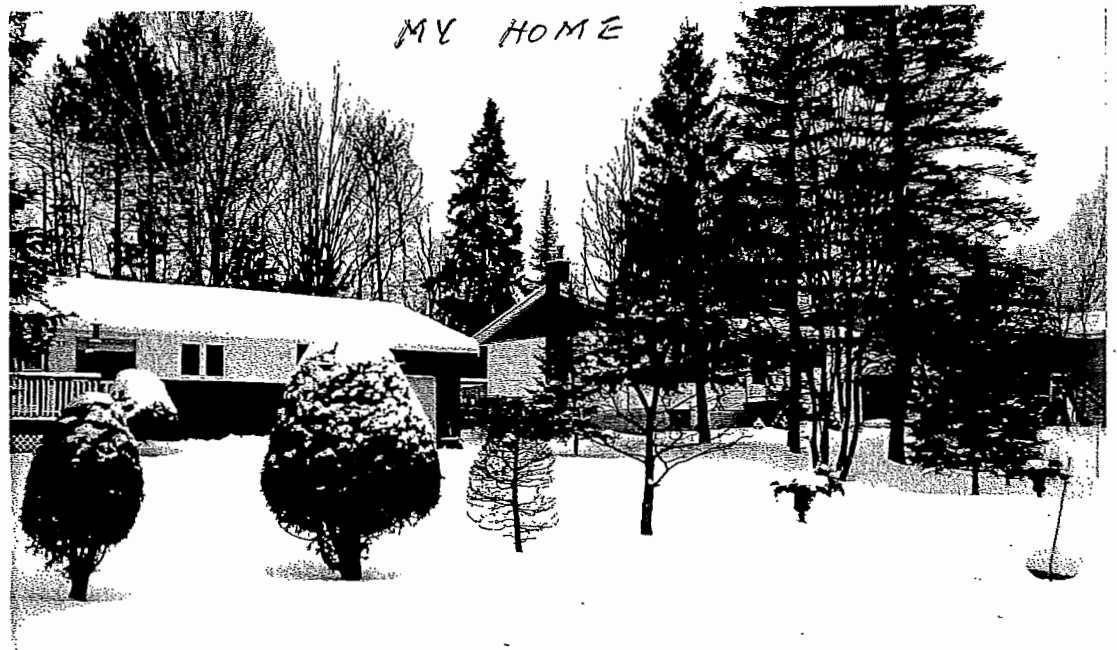
6 X HIDDEN HOMES
ON HWY 12 GOING EAST FROM
CORNER OF RANDOLPH AND ELDEN STS

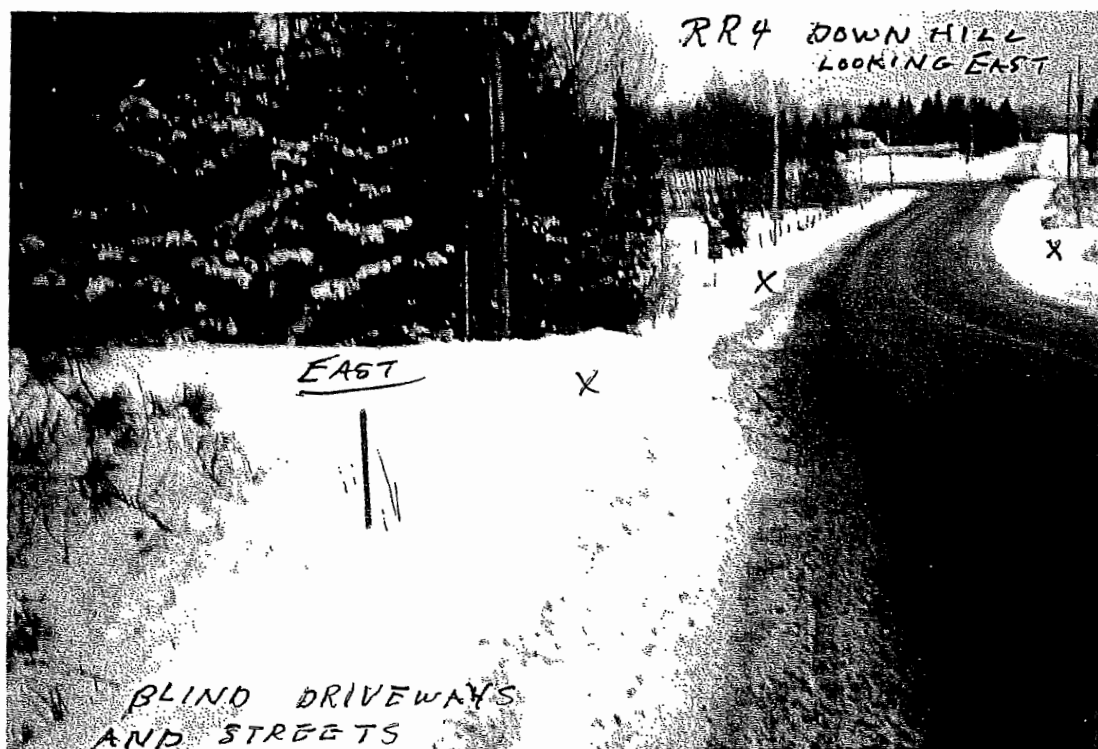


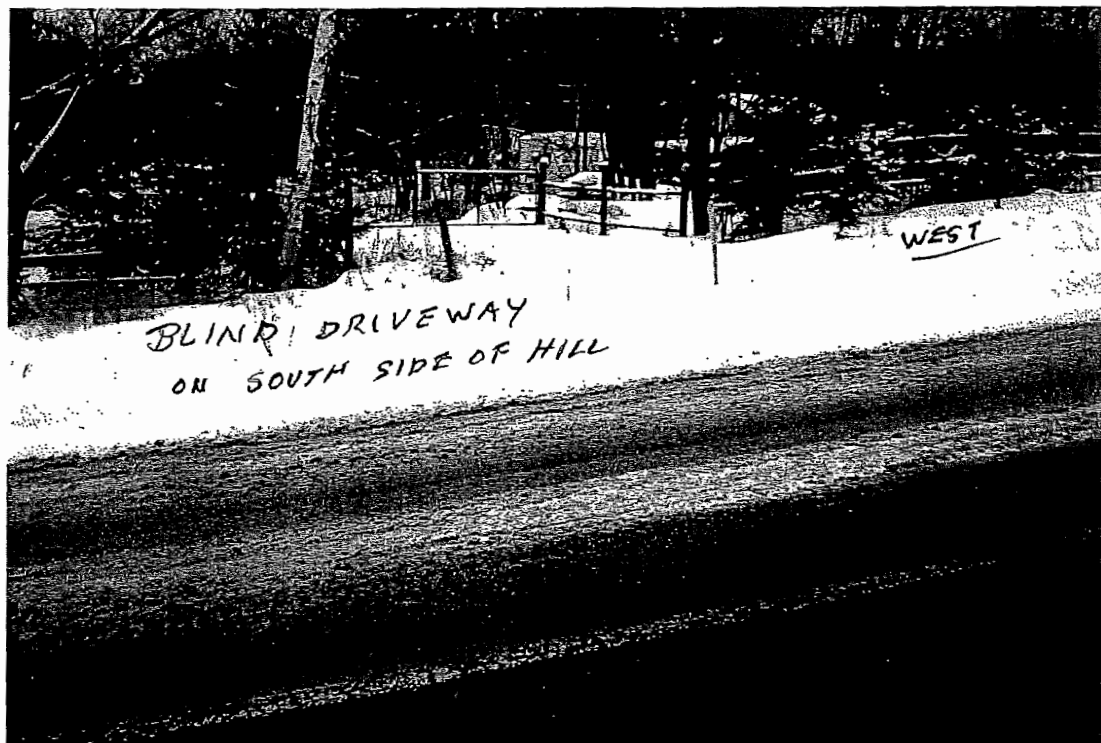
Randolph Bt





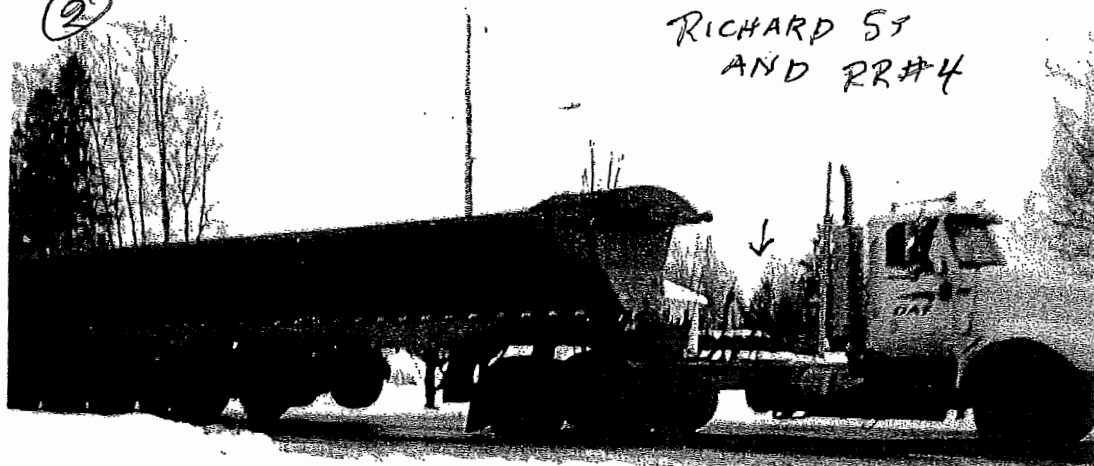






②

RICHARD ST
AND RR#4



RANDOLPH ST. WEST X
AND RR#4

LOOKING SOUTH



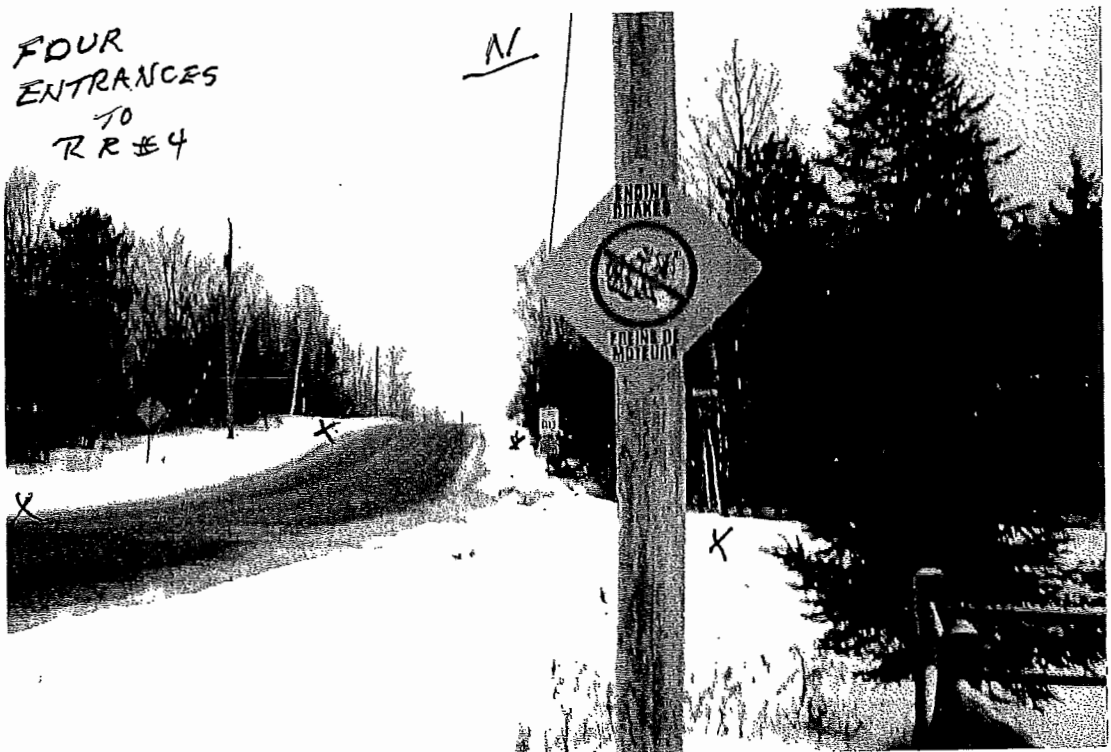
NO LOAD COVERS

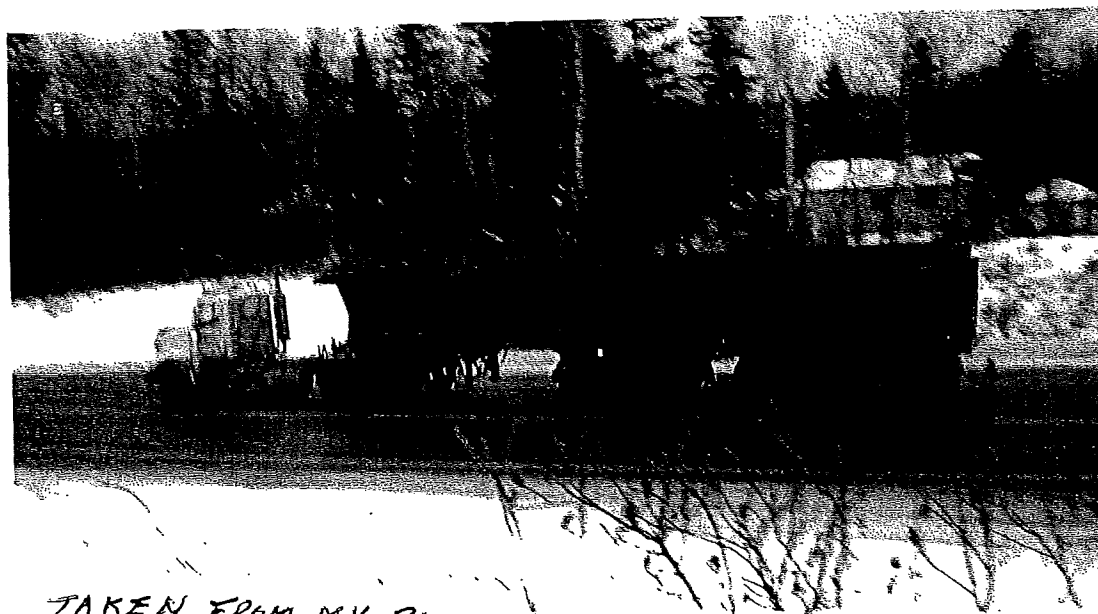
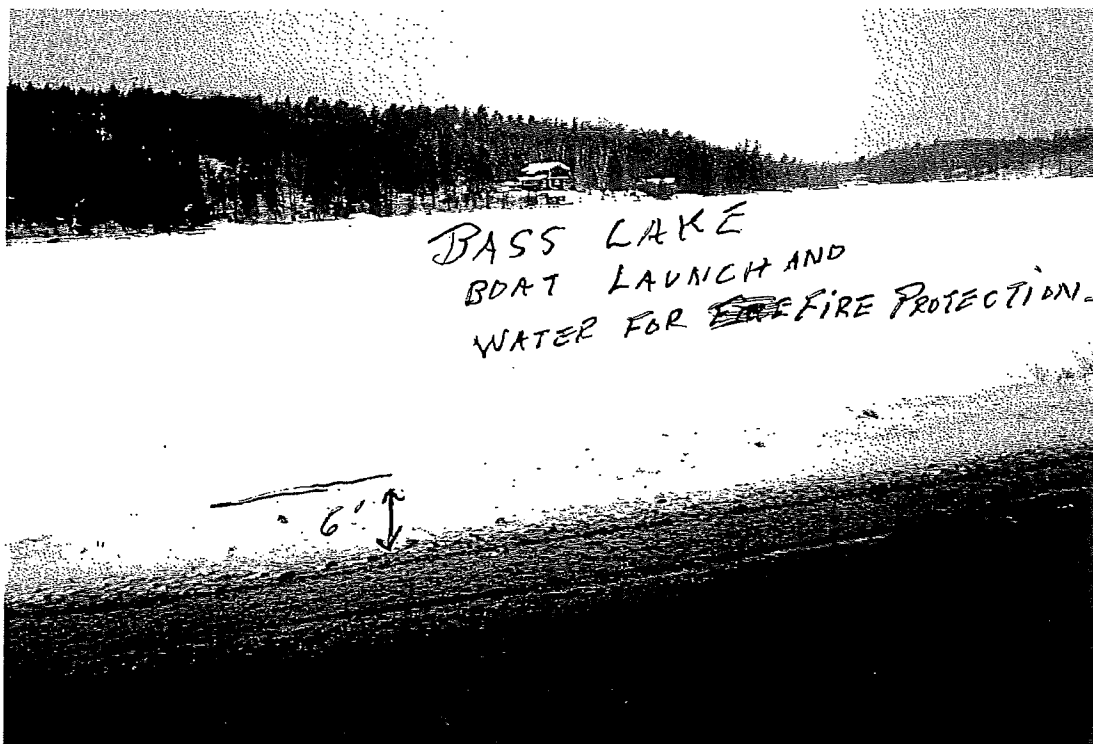
HWY. 17 EAST

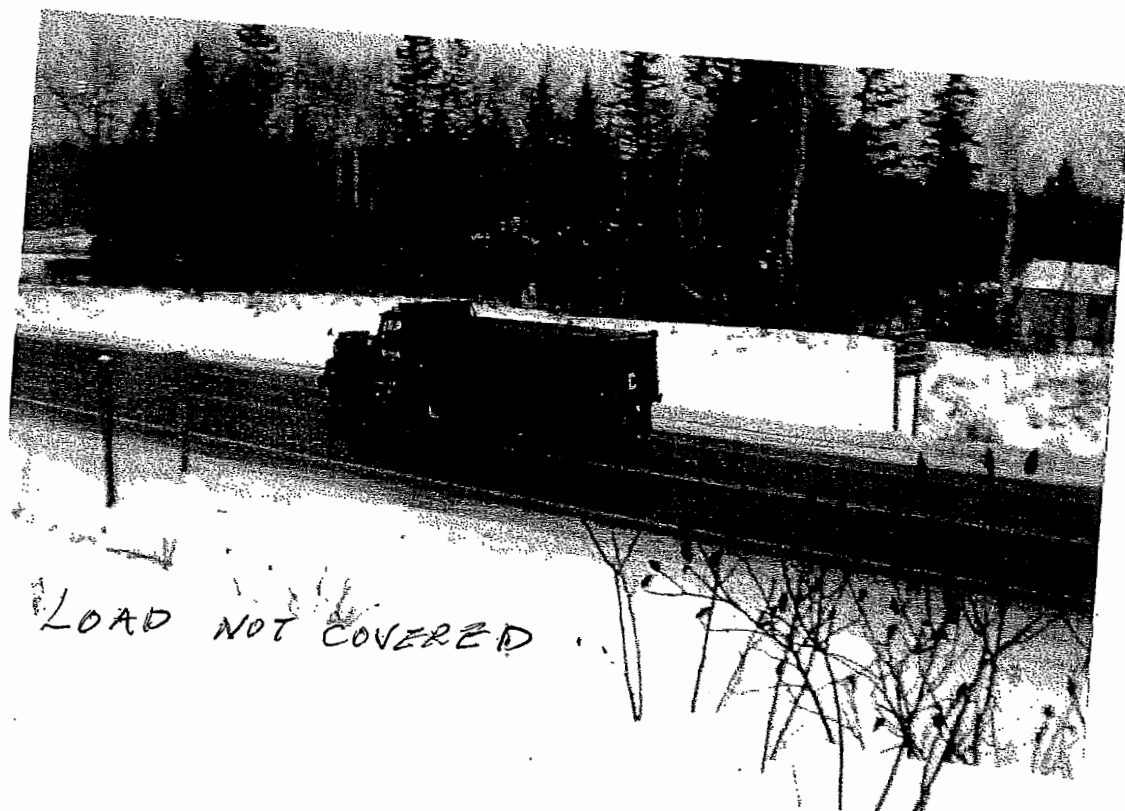
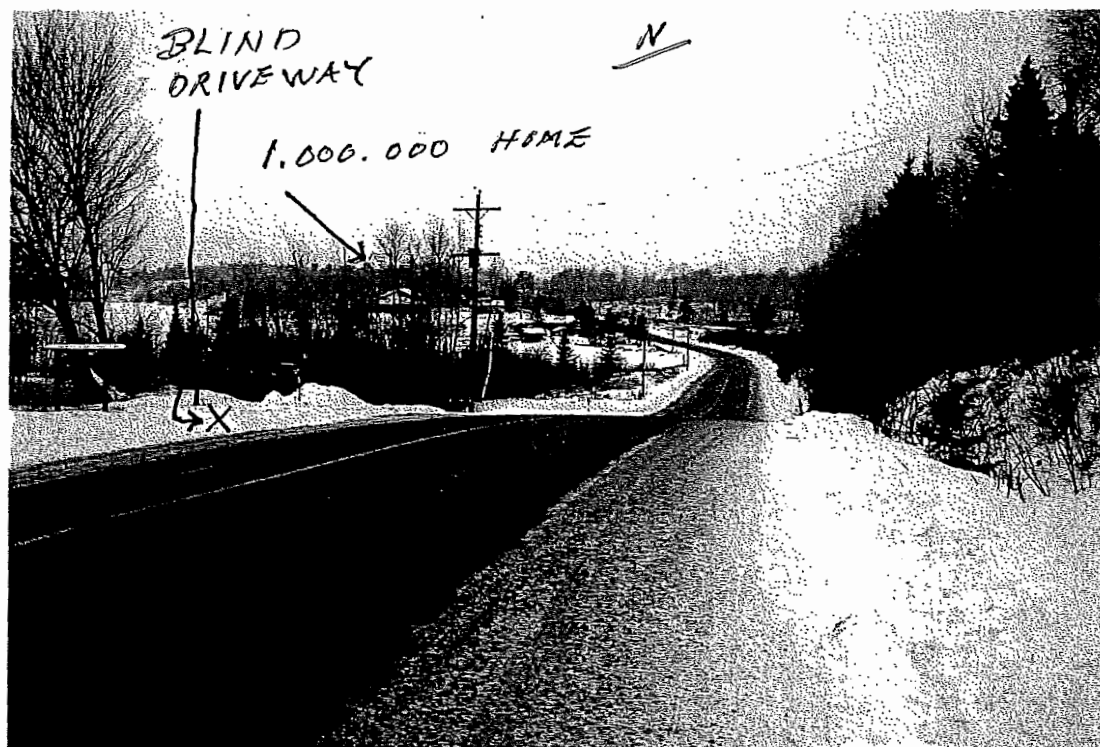


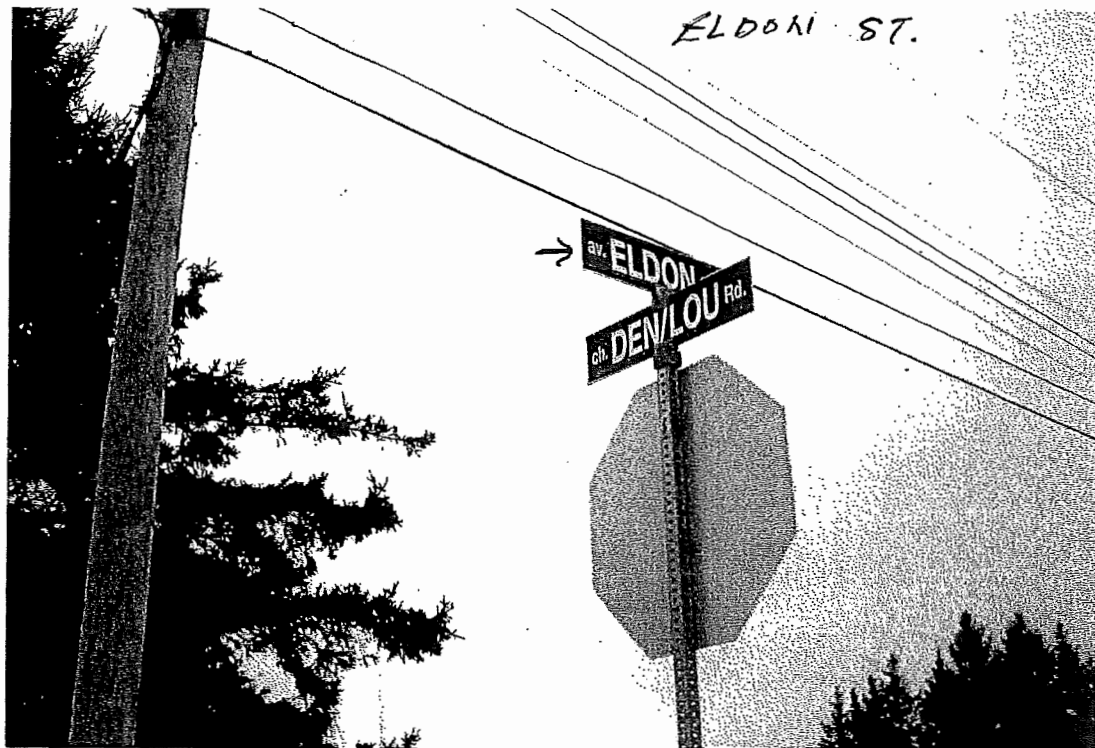
FOUR
ENTRANCES
TO
RR #4

N















Attention: Current Resident

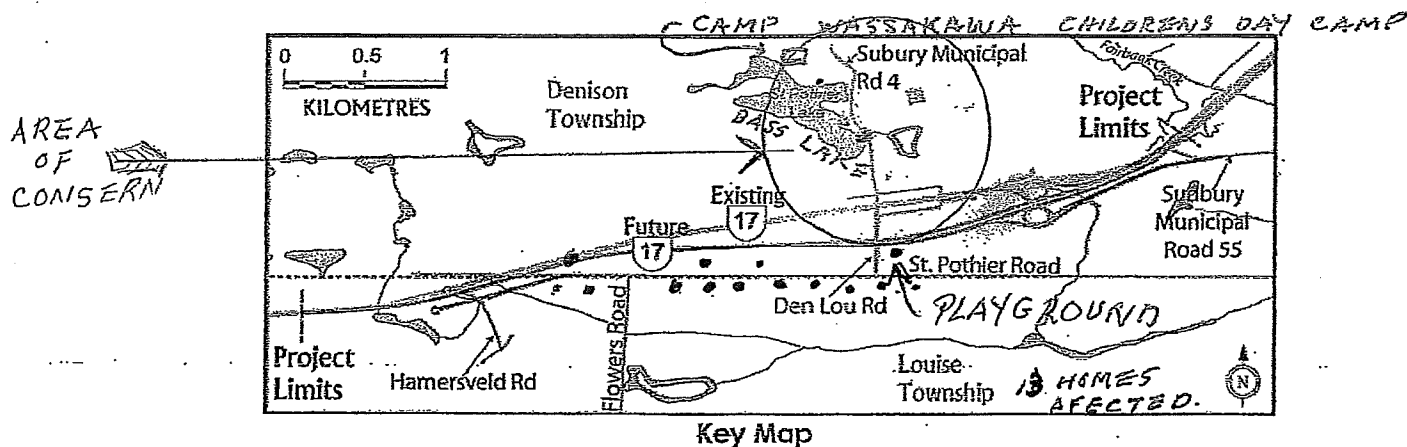
Re: **Detail Design for a New Interchange at the West Junction of Highway 17 and Sudbury Municipal Road 55 and Highway 17 Four-Laning from 20.5 km West of Highway 144, Easterly for 6.5 km.**

MTO Group Work Project 156-98-00

D.M. Wills Project No. 09-4326

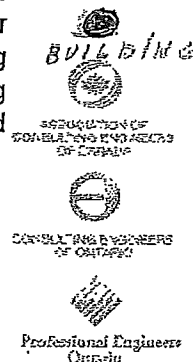
The Ministry of Transportation of Ontario (MTO) has retained D.M. Wills Associates Limited to conduct a detail design study for a new interchange at the west Junction of Sudbury Municipal Road 55 and the extension of the existing Highway 17 four-laning from 20.5 km west of Highway 144, easterly for 6.5 km (see Key Map).

This project will include the realignment and four-laning of Highway 17, as well as a Den-Lou Road Underpass and new Sudbury Municipal Road 55 Interchange. Design of associated service roads, access and connection to the affected municipal roadway network is also included as part of this assignment.



This project is classified as a Group 'B' undertaking under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*. The MTO has previously completed a Planning, Preliminary Design and Environmental Assessment Report for Highway 17 at the west junction of Sudbury Municipal Road 55, from 20.5 km west of Highway 144, easterly for 6.5 km in 2008. The current study will build upon previous work by updating the existing conditions and sensitivities within the study area, determining potential impacts/changes, giving recommendations for proposed mitigation, and outlining any commitment for future environmental work.

D.M. Wills Associates Limited
150 Jameson Drive, Peterborough, Ontario, Canada K9J 0B9
P. 705.742.2297 F. 705.741.3568 E. wills@dmwills.com



From:
To: "officialplan@greatersudbury.ca" <officialplan@greatersudbury.ca>
Date: 23/01/2012 3:38 PM
Subject: Plan

My vision of Greater Sudbury is (amongst other things) a city that can grow its own food

- Support urban agriculture like community gardens.

Regards,

Orest Solonynka

From: "Linda Heron"
To: <officialplan@greatersudbury.ca>, <clerks@greatersudbury.ca>
CC: "Mayor Marianne Matichuk" <mayor@greatersudbury.ca>, "Jacques Barbeau" <...
Date: 23/01/2012 3:59 PM
Subject: CITY OF GREATER SUDBURY - OFFICIAL PLAN REVIEW
Attachments: 2012-Jan23-VRS-Submission-OPReview.pdf

As a follow-up to submitting our VRS Presentation, I am attaching our written submission for the City of Greater Sudbury Official Plan Review. Thank you for this opportunity to comment!

Linda Heron
Chair, Vermilion River Stewardship
<<http://vermillionriverstewards.ca/>> VermilionRiverStewards.ca

"Community Supporting a Healthy, Natural and Sustainable River System"

Vermilion River Stewardship



379 Ronka Rd.
Worthington, ON
P0M 3H0

Info@VermilionRiverStewards.ca
VermilionRiverStewards.ca

23 January 2012

City of Greater Sudbury
PO Box 5000, STN 'A', 200 Brady St.
Sudbury, ON
P3A 5P3
Canada
Email: officialplan@greatersudbury.ca

Attention: City Clerk

Dear Sirs:

**Re: Official Plan Review – 23 January 2012
VRS Submission**

The Vermilion River Stewardship (VRS) was formed to act as a voice for the Vermilion River and its Watershed, and to work to build partnerships and strategic alliances with all other interested parties, communities, stewardships, organizations and industry to ensure clean and healthy water quality and a balanced and sustainable ecosystem and natural habitat.

VRS wishes to express full support for the Coalition for a Liveable Sudbury's excellent OP Review Submission, especially in the areas of Water, Natural Heritage, and Stormwater Management and Development. Rather than repeating many areas of their suggestions, please know that CLS has our full support and gratitude for such a comprehensive report!

VRS wishes to comment on several areas where we feel the Official Plan could be improved to better support healthy and clean water within its City of Water. The following are the recommendations offered by VRS:

1. Clean and Healthy Water

1. VRS is requesting protection under the Clean Water Act for private wells and water intakes on and along waterways.
 - a. Development pressures are already affecting water quality with 9 Sudbury lakes reporting Blue Green Algae, with a total of 32 in all of Ontario.
 - b. Public Health and Safety is at serious risk – many rely on the lakes and rivers for all their household water requirements.
 - c. Recommending a model similar to the Lake Simcoe Protection Act.
2. Inclusion of the Vermilion River & Ella Lake in the 2012 Lake Water Quality Program (LWQP).
 - a. It is the longest and perhaps largest water body in the District of Greater Sudbury.
 - b. Has a long history as a workhorse for the City of Sudbury.
 - c. Receives effluent from 9 WWTF, numerous lift stations & lagoons.
 - d. Drains the entire Vermilion River Watershed.
 - e. Currently no sampling from Vermilion Lake to Kusk Lake.
 - f. LWQP is incomplete without the Vermilion River.

2. Stormwater Management

1. Initiate a Stormwater Master Plan for the Greater City of Sudbury.
 - a. There is very little Stormwater Management information is available to the public.
 - b. Stormwater Management and treatment is essential to clean, healthy waterbodies.
2. Current Stormwater Management practices be reviewed and upgraded to protect receiving waters.
3. Stormwater retention and treatment be mandatory before release into the Watershed.
4. A Stormwater Infrastructure Map must be included in the OP.

3. Waste Water Treatment Facilities (WWTF)

1. All new or upgraded WWTF must have Tertiary Treatment.
2. WWTF and infrastructure upgraded to eliminate bypasses.
3. Implement a warning protocol to shoreline residents when WWT bypasses or toxic algae events occur and water quality is compromised.
 - a. Health Department response was inadequate – they only notified a few residents – many were notified by VRS, however, there are many we do not have contact information for.

4. Development Considerations

1. Adopt a Millennium Ecosystem Assessment approach as endorsed by the United Nations
 - a. Environmental, ecological & social costs of development must all be figured into development proposals.

- b. Placing a value on the broad range of benefits we and future generations would derive from these resources.
 - c. A comprehensive assessment of the consequence of ecosystem change on human wellbeing is paramount.
- 2. Create Low Impact Development Standards for Sudbury
 - a. With a goal to protect and enhance water quality in the Watershed.
 - b. Capacity of a waterbody must consider water quality, visual quality, and recreational quality.
 - c. Policies must follow the precautionary principal & take cumulative effects and climate change into account.
 - d. Public health and safety must be given first priority.
- 3. **City Council firmly reject the 4 Hydroelectric Dam proposals** on the Vermilion River:
 - a. Modified peaking operating strategy – holds water back for up to 48 hours.
 - b. Dams will be peaked several times daily when flows permit – causing frequent and extreme flow velocity and water level swings.
 - c. Stability and safety of ice conditions are in question – what affect will this have for winter activities on the river, and economic development.
 - d. Numerous negative impacts on water quantity & quality will result¹
 - e. Serious consideration must be given to heavy metals deposited in the riverbed over 100 years of mining and WWT.
 - f. Vale Public Water Intake supplying over 13,000 people their drinking water will be impacted.
 - g. Hundreds of private wells and water intakes along the River will be negatively impacted.
 - h. Due to the nature of hydroelectric, rivers do not flow at Installed Capacity for only but a few months of the year, so the amount of energy generated will be about half of the advertised amount.
 - i. Vermilion River is already under stress, and water will be held back the longest when the river is most vulnerable during the low flow summer & winter months.
 - j. The cumulative effects of all of the above impacts must be considered.
 - k. The precautionary approach must be taken.
 - l. Water quality and public health and safety are at risk.
 - m. The 3 upper dam proposals at McPherson Falls, Cascade Falls and At Soo Crossing can all be stopped by NDCA and the City of Greater Sudbury.
 - n. These hydroelectric dams will have unacceptable environmental impacts, and do not contribute in any way to *“the betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management in Ontario of the environment.”*²

¹ Environment Canada. 2001 - Threats to Sources of Drinking Water and Aquatic Ecosystem Health in Canada. National Water Research Institute, Burlington, Ontario. NWRI Scientific Assessment Report Series No. 1. 72p. Page 69 – 15. **Impacts of Dams/Diversions and Climate Change**

² Environmental Assessment Act (EAA), R.S.O. 1990, c E.18

5. A City that Values Natural Heritage

1. Adopt a Natural Heritage System to establish a sustainable greenspace network throughout Greater Sudbury (using Guelph OPA42 as a template).
 - a. Significant Natural Area designation to all waterways and their floodplains.
2. Initiate a comprehensive study to determine & inventory heritage features and values, such as
 - a. Significant wetlands & fish & wildlife habitats.
 - b. Parks and green space opportunities classified as ecological & natural park reserve.
 - c. Historical, archaeological & geologically significant areas.
 - d. Significant woodlots identified and preserved.
 - e. Water recharge areas.
 - f. Identify potential & existing Areas of Natural & Scientific Interest (ANSI) sites.

6. Vermilion River – a Natural Heritage Feature

1. Designate the Vermilion River as a Natural Heritage feature to recognize its rich value, history and culture and to generate pride and interest.
 - a. First Nations culture, history and connections to the River:
 - I. Whitefish Lake First Nation history & culture – could be a shared project.
 - II. Odawa & Beaver peoples' traditional territory was from MacGregor Bay to the headwaters of the Vermilion. The river was their road – in winter they travelled by snowshoe, and in summer by canoe.
 - III. Travellers often made camp at the top of a portage. There are existing & potential archaeological sites on the Vermilion
 - 3 archaeological sites indicating pre European contact have been detailed by Ken Buchanan.
 - Sites are located near At Soo Crossing, Cascade Falls, and another near Penage Lake Road.
 - b. Over 100 years of Finnish culture & history with the River at its center. We are very fortunate to have two history books documenting this culture and people – “Beaver Lake” and “Beaver Lake II”.
 - I. Finnish homesteaders settled on both sides of river.
 - II. The river was their road.
 - III. Scows were used for transport on the river until 1960.
 - c. 1890 to 1930 - log drives on the Vermilion River.
 - d. Provides habitat for numerous endangered species.
 - e. Popular recreation destination in both summer and winter.
 - f. Builds appreciation & attention to assets of the River and of Sudbury.

Thank you for this opportunity to submit our comments on the OP Review. VRS looks forward to your response.

Respectfully,



Linda Heron
Chair, Vermilion River Stewardship
VermilionRiverStewards.ca

Cc: Mayor Marianne Matichuk - Mayor@greatersudbury.ca
Jacques Barbeau - Jacques.Barbeau@city.greatersudbury.on.ca
Joe Cimino - Joe.Cimino@city.greatersudbury.on.ca
Terry Kett - Terry.Kett@city.greatersudbury.on.ca
Evelyn Dutrisac - Evelyn.Dutrisac@greatersudbury.ca
Joscelyne Landry-Altmann - joscelyne.landry-altmann@greatersudbury.ca
Andre Rivest, Councillor - andre.rivest@greatersudbury.ca
Claude Berthiaume, Councillor - claudio.berthiaume@greatersudbury.ca
Dave Kilgour - Councillor - dave.kilgour@greatersudbury.ca
Doug Craig - Councillor - doug.craig@greatersudbury.ca
Fabio Belli, Councillor - fabio.belli@greatersudbury.ca
Frances Caldarelli - Frances.Caldarelli@city.greatersudbury.on.ca
Ron Dupuis, Councillor - ron.dupuis@greatersudbury.ca

Name: Bob Hanson
Address: 3819 Sunvalley Avenue
Phone:
e-mail:
Re: City of Greater Sudbury Official Plan
University Access Road
Monday, January 23, 2012
Speaking Notes/Written Submission

My perspective this evening emphasizes the value of the Laurentian Nordic Ski Trails but also addresses the broader need for the Official Plan to protect the City's valuable greenspaces.

This evening I believe I also represent the hundreds of other citizens who oppose the University Access Road.

Background

The Laurentian Nordic Ski Trails were established in the '70's through support from Laurentian University and the community. They have since provided an outstanding venue for recreational and competitive cross-country (Nordic) skiing to thousands of citizens of Sudbury and skiers from across Canada. The summer season transforms these trails into a network of hiking and biking trails.

Laurentian University is renowned across Canada for its unique outdoor wilderness campus which provides an outdoor wilderness classroom to students in many programs, e.g. Outdoor Adventure Leadership, and also a venue for healthy outdoor living while students attend university.

Thousands of Bunnyrabbit, Jackrabbit, Track Attack and Junior Racers Skiers have benefited from the effects of healthy outdoor winter activity on the ski trails.

The Laurentian Nordic Ski Trails, walking and bike trails, provide a low cost alternative to high cost recreational activities, e.g. hockey, golf, thus increasing accessibility for all families regardless of income.

Concerns

The proposed University Access Road (Schedule 2b South End Natural Assets) will dissect the existing ski, hiking and walking trails in many locations thus decimating the trail network and destroying one of Sudbury's finest outdoor recreational facilities.

The City of Greater Sudbury suffers from an extremely high incidence of heart disease, cancer etc. Exercise is known to have a positive impact on incident rates. The ski, biking and walking trails provide a proactive opportunity to counter the health effects of a sedentary lifestyle.

The Children First Charter of the City of Greater Sudbury speaks to the importance of the whole community (public, private and non-profit sectors) working together to provide all children with a quality of life which includes access to recreational and leisure activities and promotes children's physical well being. As a community we need to actively preserve the opportunities provided to children at the Laurentian Trails.

The new road as it appears on the Official Plan will quickly become the chosen route into the city from the south. It will be faster to travel from highway 69 at highway 17 to Ramsay Lake Road. There are 10 traffic signals via Regent and Paris compared to 2 via the new access road. This will result in increased traffic on Ramsay Lake Road at all times of day not just rush hour.

The proposed road will not ease traffic congestion from the downtown and New Sudbury areas. Drivers will not go out of their way via Four Corners and south on Highway 69 to avoid a minor bottleneck at two peak hours of the day.

There are less expensive alternatives to alleviate rush hour traffic on Ramsay Lake Road during rush hour and the few special events at Laurentian each year.

Two thirds of the year there are no classes at Laurentian. Heavy traffic on Ramsay Lake Road at the end of the school day is an issue only 125 days a year.

Taxpayers can't afford this road with the many other needed road improvements. The roads in the City of Greater Sudbury have been identified as the poorest in the province of Ontario. The taxpayers expect a satisfactory level of road maintenance prior to the development of a new parkway which will service an exclusive and limited population.

The Official Plan for LoEllen area (24.4.10 a.) states, "as residential development occurs east and south of the LoEllen Park area, trail corridors linking this area with the Laurentian University and Lake Laurentian Conservation Area trail systems shall be provided." It is important that we preserve what exists for LoEllen residents.

Most of the drainage (salt, oil, gas, diesel and potential spills) from this road will end up in Ramsay Lake. Ramsay Lake must be protected as a municipal water supply. The proposed route crosses a wetland which is used for research by Laurentian University.

Emergency access to the university and surrounding residential areas can be provided through the emergency road access to Loach's Road. The emergency access is maintained throughout the year and has rarely if ever been required.

Capreol, Levack, Killarney, Sudbury Airport, Sudbury Algoma Hospital, Lake Wanipitae and many other towns in northern Ontario do not have emergency access parkways. This has not been identified as a problem.

There is very little undeveloped private land around the university. There is one proposed redesigned old subdivision with more smaller lots. It is my understanding that the developer has been threatened with law suits if existing wells in the Arlington, Belmont and Lakewood area, are affected by drilling and blasting.

The Access Road will compromise the visual quality of the area with the road in full view from the Laurentian track, soccer fields, athletic building and all higher areas of the university campus.

The City's commitment to building a healthy community has been reinforced through the work of the Healthy Community Cabinet. Some time ago an "Intersectoral Planning For Children: Health Success Strategies" group recommended that our community...

- Provide children with an early focus on healthy and active lifestyles;
- Create an infrastructure such as trails, bike paths...safe walking areas...;
- Provide more opportunities for children to be outside and physically active;
- Provide resources to insure participation is accessible...;
- Encourage activity other than team or other organized sports;
- Provide an integration of policies at the municipal, school board and provincial ministerial level that impact on health.

Sudbury has worked hard to develop a network of non-motorized trails (See Trails: A Guide To Non-Motorized Trails in Greater Sudbury). The goal must be to enhance not destroy the existing network.

Safety on the parkway will be compromised by high-speed drivers who will ignore the posted limits in an effort to save time. Calming traffic needs to be more important than quicker routes.

The City of Greater Sudbury cannot afford the luxury of this new 'parkway' in the face of so many other needs.

Conclusion

I have been involved in cross country skiing for the last 40 years as a recreational skier, a racer, a ski instructor, a varsity coach.

Cross-country skiing has been a huge part of my life.

However, if another snowflake never fell on Sudbury from this day forward, it wouldn't matter.

This is much bigger than skiing.

My presentation this evening is about preserving the most precious greenspace in the City as identified by the City of Greater Sudbury's Greenspace Advisory Panel. I am asking that Council recognize this and that the University Access Road be removed from the Official Plan.

MICHELLE C. MAILLOUX

BARRISTER, SOLICITOR, NOTARY PUBLIC
MICHELLE C. MAILLOUX, B.A., LL.B.

142 PARIS STREET,
SUDBURY, ONTARIO.
P3E 3E1.

January 23, 2012

City of Greater Sudbury
City Clerk
Box 5000, Station A
Sudbury, ON P3A 5P3

Dear Sir or Madam :

Re : Official Plan Review
 Proposed Urban Boundary Change
 Part of Lot 5, Con3 Hanmer – Deschene Road lying south of
 Gravel Drive and north of Regional Road 80
 PINs 73504-2964 and 73504-3006 (the “properties”)

I represent the registered owners of the properties referred to above. They are:

1. Myroc Homes Ltd. (Roch Mailloux, President) as to PIN 73504-3007 comprised of approximately 48 acres and being the remainder of Parcel 374 SES.
2. Paul Mailloux and Stefanie Mailloux as to PIN 73504-3006 comprised of approximately 12 acres depicted as Part 1 on Plan 53R19141.

This letter will serve as my clients' request that the Urban Boundary location be altered to include the properties.

My clients have received a copy of Mr. Paquette's letter to you dated January 13, 2012. Rather than reiterating them, I adopt the comments made in that letter in support of the inclusion of the area within the urban development boundary. All of the points made by Mr. Paquette apply to my clients' properties and in addition, it might be noted that municipal water and natural gas service is available for the Deschene Road properties.

We too understand that the objective is to ascertain land development requirements to supply projected needs and that population forecasts are crucial to meeting that objective. We are cognizant that the supply must not overwhelm the demand and that proper planning principles must be applied. Although we are sensitive that desirability is not the main criteria, the properties' proximity to all amenities and services and the appeal of “estate lots”, creates a high

demand for building lots in this area and there is no doubt that such lots would not remain vacant in the inventory of supply were they allowed for development.

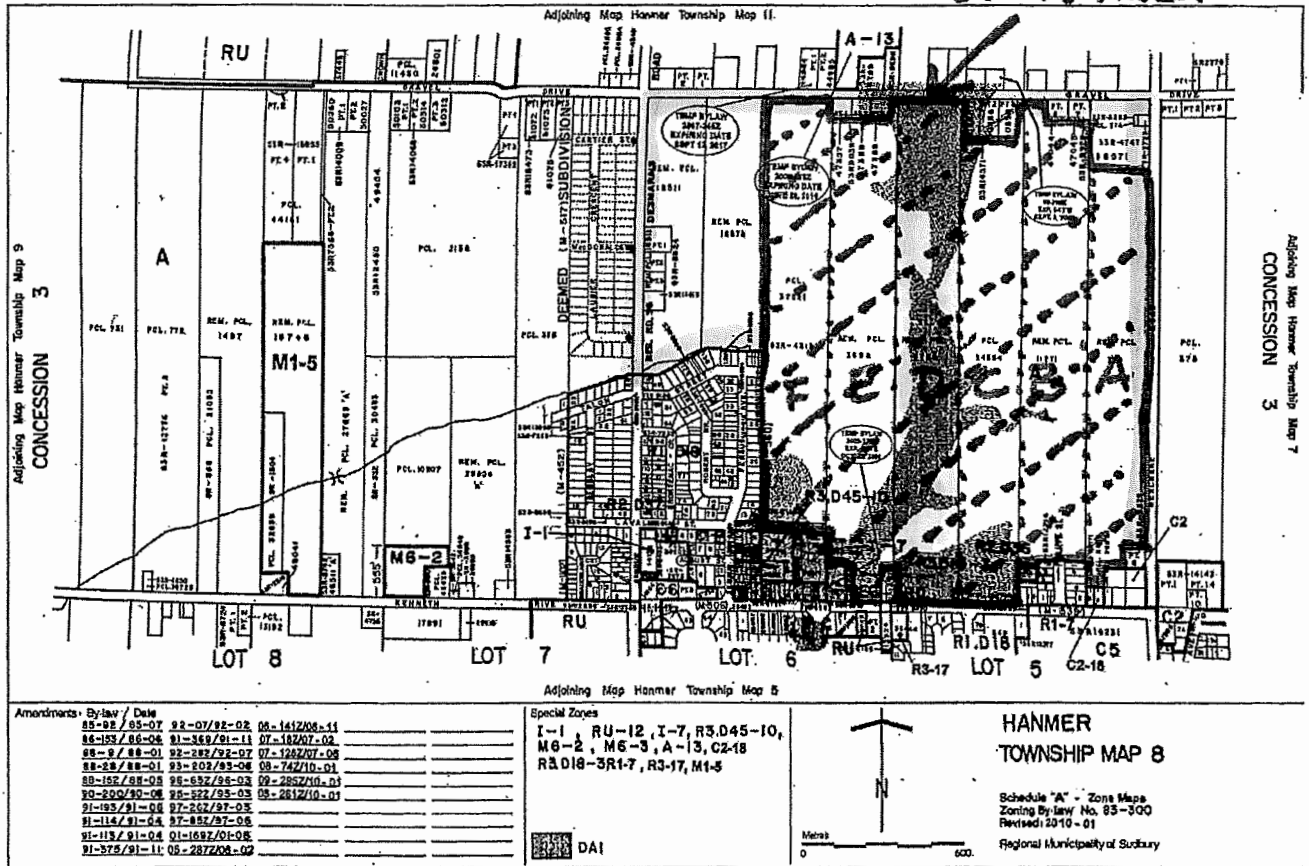
We are pleased to have become involved at the beginning of the Official Plan Review process and are eager to participate therein. To the end, please notify me of all future meetings scheduled in connection with the Official Plan Review and submit this letter at the January 23, 2012 Official Plan Review Special Meeting.

Yours truly

Michelle C. Mailloux
MCM/mm

cc. Mr. Mark H. Simeoni, MCIP, RPP, Manager of Community and Strategic Planning
Myroc Homes Ltd.
Mr. Paul & Mrs. Stefanie Mailloux
Mr. Daniel Paquette, MCIP, RPP
Mr. Richard A. Pharand

STUDY AREA





To: City of Greater Sudbury Clerk's Office
From: Rainbow Routes Association Board of Directors
Date: January 23, 2012
Attachment: Recommended wording changes to the revised Official Plan for Greater Sudbury

RE: OFFICIAL PLAN REVIEW

"The Official Plan affects... well... everything!" CGS Website

The Official Plan provides a basis for land-use decisions and affects all our lives – where we live, work, go to school, where we shop and where we play. It affects our community's health: economic health, environmental health and human health and well-being.

The Official Plan guides what our built environment will look like in the future. The built environment includes buildings, housing developments, roads, transit stops and where we put all of these pieces of infrastructure determines how and **by what means we move.**

Rainbow Routes Association believes that our community's future success and livability lies in changing the way we move.

The following measures can change the shape and nature of our community, so that active transportation can become a more attractive choice for all.

1. Connecting people and places - Impacting how we choose to move

- ✓ Council set the goal for the City to be the most walkable community in Ontario by 2015
- ✓ Sudbury Tourism recently set the goal as the best place to visit in Ontario by 2015
- ✓ Rainbow Routes Association wants Greater Sudbury to be the best place to live in Ontario.

It is the **best** cities that people want to live in and visit.

Rainbow Routes Association is dedicated to sustainable mobility through the development and promotion of active transportation routes. The best communities make active transportation easier, more convenient and more attractive for everyone including 8 year olds, 80 year olds, people with accessibility issues, people living on a low income, people in and behind a stroller.

One way this can be done is through the creation of new community environments that have improved connectivity between destinations:

- Connecting our trail network to sidewalks, crosswalks, bike lanes and transit stops
- Strengthening connections between public transit and walking and cycling routes
- Safe and convenient places to cross roadways and access transit stops.

Rainbow Routes Association
200 Brady Street, P.O. Box 5000,
Stn A, Sudbury, Ontario, P3A 5P3
Phone (705) 674-4455, ext. 4603
Fax (705) 671-6767
rainbowroutes@greatersudbury.ca

Registered Charitable Number:
87320 8136 RR0001



CGS Official Plan 11.7, Policies #7: "Barrier Free design of pedestrian facilities will be required through site plans." Closed cul de sacs create barriers permitting access to green space, schools and commercial districts.

4.6.1. The Council-endorsed Strategic Direction "A New Direction" in the Kingston Transportation Master Plan (2004), as described in Section 2.5.10 of this Plan, is intended to foster sustainability within the City and to reduce reliance on the automobile by satisfying travel demand through the efficient use of the existing infrastructure, and by **providing the facilities and services to encourage walking, cycling and transit as priority modes, before expanding the City's road infrastructure.**

2. Equitable consideration for pedestrians and cyclists

- Bike route system development
- Priority Indexing System for the Development of Complete Streets
 - Pedestrian (sidewalks and safe accessible crossings)
 - Cyclists (designated routes and infrastructure)

If all our road work gives equitable consideration to cyclists and pedestrians:

- We will have "complete streets" with sidewalks on both sides, and safe cycling infrastructure that will encourage people to walk or cycle to work, school, stores or to the transit stop.
- We will have safe places to cross the roadway at reasonable intervals.

If we set priorities for the development of non-motorized routes through our City:

- More people will commute to work or school on a bicycle
- Tourists will discover more of our beautiful city eg. by cycling from Science North to Dynamic Earth

The Official Plan should define and set parameters for the words "encourage, feasible, appropriate" with words that are more pro-active as suggested in the attached document.

3. Sustainable Mobility Impact Assessment tool for all new developments and roadwork

- Anything that affects the built environment should be filtered through a tool to review and address all transportation issues for pedestrians, cyclists, transit users and automobile users.

Ottawa Official Plan

5. The City will require a transportation impact assessment report, which may be a community transportation study, transportation impact study, or transportation brief to be submitted where the City determines that the development may have an impact on the transportation network in the surrounding area. The transportation study or brief will be undertaken in accordance with the City of Ottawa Transportation Impact Assessment Guidelines. The scope of the study or brief will vary depending on the nature of the development. Under most circumstances, a study or brief will not be required for minor infill development in areas where the road network is fully established. The transportation study or brief will, in general: [Amendment #76, OMB File #PL100206, August 18, 2011]

1. For the lands to be developed and the surrounding community, identify the required road, parking, transit, pedestrian, and cycling facilities necessary to support the proposed development, referencing the required timing or staging of such. It will also identify and address potential impacts on the local neighbourhood that would occur as a consequence of these required facilities;
2. Determine the method and means by which the development, as well as adjacent areas, can be efficiently and effectively serviced by transit;
3. Utilize the policies of this Plan as well as any applicable City design guidelines and/or practices when developing recommended modifications to transportation infrastructure;
4. Assess the impact of development traffic on the capacity of adjacent and nearby roads, accounting for the anticipated growth in levels of background traffic;
5. Take into account both the influence of anticipated future development in the surrounding area, as well as any planned infrastructure modification, e.g., future roads, road widenings;
6. Concurrent with the need for a transportation impact study, there may be a requirement to undertake a noise study as outlined in



- A "Made in Sudbury" Complete Street Policy: Community design that incorporates the needs of pedestrians and cyclists as legitimate road and development users.

"The City will plan for ... all roads within the City to operate as: (a) Complete Streets – As further defined in the City of Waterloo's Complete Streets Policy, City streets will serve as "complete streets", meaning that the road network will be planned, designed, operated and maintained to enable users of all ages and abilities – pedestrians, cyclists, transit riders and motorists –to interact and move safely along and across City streets"

Waterloo Draft Official Plan

4. Encourage mixed use development –high density connected communities

"As part the Official Plan Review, encourage mixed-use development to form clusters in neighbourhood centres."

Sustainable Mobility Plan for Greater Sudbury 2010

Neighbourhoods/communities should be designed so that basic services and facilities are located within reasonable walking distances that will encourage individuals to use active means of transportation on a regular basis. A study conducted by Cervero and Radisch (1996) determined that residents in a community featuring compact development and mixed land uses had higher rates of walking or cycling trips to and from transit, and were approximately five times more likely to walk or bike to a non-work destination than residents in a community which had automobile-oriented development and poorly connected streets.

5. Set Measurable Goals for Success:

- Set explicit goals to increase the modal share of pedestrians, cyclists and transit users over the next five, ten and 15 years.
- Set realistic goals like the Cities of London and Ottawa have done to increase the modal share of pedestrians, cyclists and transit users.

The Official Plan affects the way we move and we need to move to get to work and school and to secure our future good health.

Rainbow Routes Association would like the revised Official Plan to significantly impact how we move and by what means. We would like to see an Official Plan that will change the way we move so that we can and will get out of our cars for some of our trips and so that our children can get to school safely by foot or bike.

We would love to see a vast network of trails in the city for the "slower" traffic, however this not practical. The reality is pedestrians and cyclists need to safely interact with vehicles. This revised Official Plan can make a difference by strongly encouraging active transportation and by providing adequate safeguards and facilities for pedestrian and cyclists. This will ultimately build towards a healthier community.

Rainbow Routes Association Board of Directors

Ursula Sauve

Pete Levan

Carol Craig

Leslie McDermid

Jouko Rantala

Stanley Koren

Peter Beckett

Kevin Chisholm

Jeff MacIntyre

Russell Hanson

Samantha Baulch

OP Section # and Topic	OP Page #	Suggested amendments/additions (in bold type)
1.2 Vision	4	Greater Sudbury views itself as a Northern city within a park in which the people/inhabitants/citizens of all ages and abilities can live, work and play in a healthy, safe and sustainable environment.
1.3 Principles of the Plan	7	The Plan also recognizes the importance of energy conservation by facilitating alternative and active modes of transportation (such as walking and cycling)...
1.4 Context	9	The City's infrastructure...specific areas; it should encourage active and safe modes of transportation (such as walking, cycling and transit services).
2.0 Urban Structure	16	Designing and planning Greater Sudbury as a park with a city in it – and doing it as a collective effort – could serve as a prototype of a sustainable Northern city.
2.2.1 Communities	19	Greater Sudbury strives to be a complete community that meets people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of employment, local services, a full range of housing choices and community infrastructure including affordable housing, schools, parks and open space. Convenient access to public transit and options for safe, non-motorized travel is also provided for in complete communities.
3.1 Objectives	22	h. ensure that the principles of physical (linking of space both built and natural) and non-physical (interaction, sharing of decision making) connectivity is the basis of planning and development.
3.2.2 Living Area 1	27	1. New development...public service facilities and physical connectivity between and within communities.
3.2.2 Ibid.	28	c. facilities and providing physical connectivity between these; and
4.2.1 Employment areas – downtown policies	35	d. promote and implement secure bicycle parking.
4.2.1.2 Downtown Urban Environment - policies	37	1....and other desirable elements of the built environment such as complete streets.

4.2.1.2 Ibid.	38	5.To ensure pedestrian safety...drive-throughs are not permitted in the <i>Downtown</i> . The City will prohibit installation of drive-through infrastructure at new developments, when adjacent to high pedestrian traffic intersections and/or transit stops.
4.2.1.2 Programs	38	1. ...and Living Areas. This program shall be based on the principles of complete streets.
4.2.2. Regional Centres	39	d. Pedestrian walkways will be included, with linkages to transit stops and other modes of active transportation including sidewalks, cycling paths, sharrows and trails
4.2.3 Town Centres	40	6. promote and implement secure bicycle parking.
4.4 Institutional Areas – policy	43	c. adequate parking (including secure bicycle parking) for the public...
11.0 Transportation	117	Sidewalks, bike lanes, bike paths and walking trails will be fully integrated components of the overall active transportation system...
11.1 Objectives	117	b. ...convenient and efficient movement for all people including pedestrians, cyclists, motorists and public transport users of all ages and abilities and goods in Greater Sudbury;
11.1 Ibid.	118	e. promote and develop all travel modes...
11.2.2.1 Road Network Improvements	123	c. cycling and pedestrian infrastructure.
11.4 Parking	127	Parking includes metered and unmetered spaces, secure bicycle parking spaces , private off-street...
11.4 Ibid.	127	1. New developments generally must provide an adequate supply of parking , including secure bicycle parking , to meet anticipated demand.
11.7 Active Transportation	132	Trails promote healthy lifestyles and provide an alternative and active transportation network.
11.7 Ibid.	132	c. Wherever possible, the provision of adequate bicycle facilities will be provided .
11.7 Ibid.	133	3. Bicycle facilities for all new road links and road widening projects will be implemented/provided based on an...
11.7 Ibid.	133	5. It is policy of this Plan to provide the following on new and reconstructed roads (drop when feasible):
11.7 Ibid.	133	Develop a Priority Index System to help set priorities for pedestrian and cyclist infrastructure improvements, installations, traffic calming and

		<p>maintenance.</p> <ul style="list-style-type: none"> a) Develop a Sidewalk Priority Index to identify gaps in the sidewalk and pathway networks in order to set priorities for construction, improvements and maintenance; b) Develop a Pedestrian Crossing Priority Index to identify gaps in crosswalk infrastructure and to set priorities for installation, improvements and maintenance; c) Using the Priority Index System for pedestrians and cyclists, determine where traffic calming measures are required on residential and local streets in high pedestrian and cyclist traffic areas; d) Using the Priority Indexing System develop an action plan for the implementation of the Bicycle Route network. This plan will include detailed timelines for completion, the anticipated costs and will be in consideration of planned road work.
11.9 Programs	135	4. Create bicycle-friendly infrastructure...bike paths and trails including secure bicycle parking facilities throughout the City.
14.1 Community Design	156	h. promote the principles of connectivity, complete streets and communities.
14.1 Ibid.	156	i. Ensure that connections between neighborhoods and adjacent commercial, education and employment centres, such as pedestrian walkways and bicycle trails be identified and secured during the development process. Provision for these connections shall be included in the design of the development in order to ensure connectivity for pedestrians and cyclists.
14.5 Design Features, Views and Corridors – Policies	160	<p>1. New land uses and designs that would detract from the enhancement of major focal points areas within the City, such as Science North...will be discouraged.</p> <p>2. Viewpoints to landmark features will be preserved.</p> <p>...New landmark features will be developed and integrated....</p>
15.3 Issues to Address in CIPs	168	Community Improvement projects will include, but are not limited to:
16.2.2	174	2. Provide leisure and...construction of public facilities

Accessible recreation programs and facilities		including buildings, outdoor activity centres and streets.
16.2.6 Sound Municipal Infrastructure	177	2. Provide transportation infrastructure throughout the City for people of all ages and abilities.
16.2.6 Ibid.	177	3 ...to support safe alternative and active transportation...
17.6 Developing Quality of Place - Programs	187	vi. promoting and developing cycling and walking paths and trails including proper signage.

From: blaire flynn
To: <officialplan@greatersudbury.ca>
Date: 23/01/2012 12:48 PM
Subject: Public Input for the Official Plan Review

To whom it may concern,

As a member of the City of Greater Sudbury, I would like to provide my input for the Official Plan Review.

I want to live in a city that is walkable and pedestrian friendly, has public transit that is good and affordable and a city that follows sustainable environmental practices.

Walkability:

Intersections should be pedestrian friendly.
The sidewalks should be on the same side of the road as the walk lights.
Crosswalks should be clearly defined and respected by drivers.
We need downtown development that encourages walkability.

Transportation:

Transit must be included in the Transportation Study in order to accurately reflect our road capacity.
The smart phone app is great but the bus schedule should be posted inside the bus shelters.

*

*

Environment:

Let's keep our wetlands and lakes healthy and intact.
Wetlands; authorization to build on them must stop.
Loss of wetlands creates unnecessary flooding problems and native species loss.
Lakes should be regularly monitored.
Shorelines should be kept free of unnecessary development.
The city should implement a rule that septic system are checked every five years.

Thank you kindly,

Blaire Flynn
City of Greater Sudbury

From: DON MCCULLOUGH
To: Official Plan Review <officialplan@greatersudbury.ca>
Date: 23/01/2012 1:47 PM
Subject: Canadian Tire Real Estate Address Correction

In a letter dated January 23, 2012 sent by email to the "Official Plan Review" (c/o Office of the City Clerk) I incorrectly stated the mailing address for Sophie Malcangi at Canadian Tire Real Estate in Toronto. The correct address is as follows:

Sophie Malcangi, MCIP, RPP
Canadian Tire Real Estate
2180 Yonge Street
15th Floor P.O. Box 770 STN K
Toronto, Ontario
M4P 2V8

Thank You.

Donald McCullough
Planning Consultant

From: DON MCCULLOUGH
To: <officialplan@greatersudbury.ca>
Date: 23/01/2012 1:05 PM
Subject: Official Plan Review
Attachments: 21202 January 23, 2012 Sudbury Official Plan Review and Notice.doc

This is to advise that the persons named in the attached letter wish to be notified of the decision of the City of Greater Sudbury in respect of an official plan review amendment.

Donald McCullough
Planning Consultant
1231 Drummond Avenue
Sudbury, Ontario
P3A2Y2

DONALD McCULLOUGH

PLANNING CONSULTANT

1231 Drummond Avenue

Sudbury, Ontario

P3A 2Y2

Tel./Fax: (705) 566-7883

mcculloughd@sympatico.ca

VIA EMAIL

January 23, 2012

21202

Official Plan Review
c/o Office of the City Clerk
City of Greater Sudbury
200 Brady Street
Sudbury, Ontario
P3A 5P3

Attention: City Clerk

Subject: Official Plan Review

This is to advise that I am the agent for Canadian Tire Real Estate with respect to matters related to the proposed Official Plan Review for the City of Greater Sudbury.

Canadian Tire Real Estate has no specific comments to offer at this time, however, we reserve the right to make oral submissions at a public meeting or to make written submissions to the City of Greater Sudbury before the official plan review amendment is adopted.

We wish to be notified of the decision of the City of Greater Sudbury in respect of an official plan review amendment. Please send such notice to the following:

Donald McCullough
Planning Consultant
1231 Drummond Avenue
Sudbury, Ontario
P3A2Y2

- and -

Sophie Malcangi
Canadian Tire Real Estate
2300 Yonge Street
Toronto, Ontario
M4P 2V8

Yours truly,

Donald McCullough

Building a Healthy Food System in the City of Greater Sudbury

Submitted by:

Allison Muckle

Farmer, Rowantree Farms, Sudbury

Co-ordinator, Northern Region, FarmON Alliance, www.farmlink.net/en/farmon

Women's Advisor, Northern Ontario Chapter, National Farmers' Union

This submission was prepared by a small group of stakeholders within our food system and has the support of the following community groups: Eat Local Sudbury Co-operative, the Foodshed Project and Coalition for a Liveable Sudbury. An oral presentation will be made (including Power Point: Building a Healthy Food System in Greater Sudbury.pptx) on Monday the 23rd of January by Allison Muckle.

Goal

A variety of health, social and environmental problems demonstrate serious problems with our current food system. For example, almost 10% of households in northern Ontario are food insecure (Vogt et al., 2007), rates of obesity are higher for residents in the Sudbury and Manitoulin district compared to the provincial rate (CCHS, 2007/2008) and farmers continue to struggle to make ends meet. To help address some of these issues we need to create a healthy sustainable food system in the City of Greater Sudbury. **A healthy sustainable food system** is defined as one in which all residents have access to, and can afford to buy, safe, nutritious, and culturally-acceptable food that has been produced in an environmentally sustainable way and that sustains our rural communities. Good land use policies are an essential part of the path to achieve this goal.

Tools

The following tools will help to implement and support the Future Opportunities outlined below.

1. Food Charter – We applaud the City of Greater Sudbury for endorsing the City of Greater Sudbury Food Charter in 2004. This document provides a vision for creating a healthy sustainable food system in our City.

- We encourage the City to actively work towards the vision outlined in the Food Charter.

2. Community Food Assessment - A community food assessment is a participatory and collaborative process that examines a broad range of food-related issues and resources in order to inform actions to improve community food security. Areas for consideration may include using Geographic Information System (GIS) to map various components of our food system including creating an inventory of agriculturally suitable lands, mapping out where food outlets are located and identifying percentage of residents within walking distance of a food outlet (thus identify 'food deserts' within the community). According to the LEED for Neighbourhood Development system, considered a best practice guide for neighbourhood planning, a walkable distance is approximately 1km.

- We encourage the City to work in partnership with individual and group community members to carry out a Community Food Assessment.

municipal surface water drains (with landowner co-operation), and designing drains in new developments so they do not impede on farm productivity.

- Consider whether the current municipal sign bylaw can be revised to provide for certain exemptions for businesses in rural or agricultural areas in order to reduce a potential barrier to on-farm value-added or retail developments.

Urban Agriculture

Community gardens are recognized as valuable community resources that provide open space and a local food source, offer recreational and educational opportunities, and build social connections. Many residents of the City of Greater Sudbury who live in single family homes, duplexes and some townhouses use portions of their property to grow food, including vegetables and fruits. For those residents who do not have access to land on which to grow food, the City is encouraged to identify land use designations appropriate for community gardens, with consideration being given to compatibility, prior land use and lot area.

Official Plan Recommendations

The City is encouraged to support community gardens through initiatives which may include:

- Incorporating opportunities for community gardening and permaculture (edible landscaping) in the community wide 'Parks Plan' or other related plans.
- Ensuring the Zoning Bylaw enables the community to integrate opportunities for community/urban agriculture by developing land use designations that permit community gardens and agriculture as accessory uses for community facilities such as places of worship, schools and healthy, cultural or recreation institutions.
- Support the raising of chickens in backyards of residential areas in appropriate areas by revising the current municipal bylaw prohibiting them.

Future Opportunities

- Promote the benefits of and opportunities for community gardening.
- Where appropriate, offer City-owned lands as new community garden sites, such as undeveloped parcels, closed road right of ways and brownfields.
- Encourage backyard or workplace gardening, front of building, as well as permaculture (edible landscaping and fruit-bearing trees) to complement community gardens.
- Create/modify an open space bylaw for private development that requires or provides incentives (e.g. permits approved more quickly) to developers who set aside additional open space for community gardening and ensure access to healthy food.
- To support community gardens the City is encouraged to provide rain barrels, composting bins, compost, wood mulch or other forms of in-kind support

2. Make It (Processing Sector)

We applaud the current Official Plan section for 5.2.4 for allowing the development of value-added agri-related businesses in rural areas, and encourage the City to continue to ensure there are no barriers to such on-farm processing ventures. This may include reviewing other examples of official plans which include more detailed lists of permitted processing ventures.

Future Opportunities

- Support for a Community Food Hub with satellite locations throughout the City. A Community Food Hub provides a space where community members can access healthy food and learn about growing and preparing food. A Community Food Hub will provide economic opportunities for food processing social enterprises to develop in an incubator kitchen and local food-related businesses will have access to a commercial kitchen.
- Support the development of local agricultural infrastructure and amenities by local entrepreneurs such as collaboratively or individually operated processing facilities, including egg grading stations, abattoirs, etc. Support can be the form of facilitation or grants from the Greater Sudbury Development Corporation, or reducing barriers arising from restrictive land use planning designations on rural or agricultural land.

3. Sell It (Marketing and Distribution Sector)

Farmers' Markets are a community asset which cannot be operated simply on a break-even basis, much like other cultural or recreational infrastructure. The benefits they provide to the community include economic development, health, environment, downtown beautification, and community building ones that together far outweigh the direct operating cost of farmers' market to the municipality.

Future Opportunities

- Encourage residential/urban development that supports mixed use of space. For example neighbourhoods that have convenient access to farmers markets, corner stores, community gardens, and community kitchens within walking distance. Ensure communities are walkable and have transit stops near to stores/markets.
- Consider the introduction of urban land use policies and tax incentives that will attract supermarkets to low-income neighbourhoods.
- Support the development of local agricultural infrastructure and amenities by local entrepreneurs such as collaboratively or individually operated storage and distribution facilities, including grain silos, warehouses, etc. Support can be in the form of facilitation or grants from the Greater Sudbury Development Corporation, or reducing barriers arising from restrictive land use planning designations on rural or agricultural land

4. Eat It (Service & Consumption)

Official Plan Recommendations

- Consider revising land use designations of Residential, Commercial and Institutional areas to allow for retailers of healthy foods such as supermarkets, small and mid-size grocers, and farmer's markets, as well as community/urban agriculture initiatives such as community gardens, and edible landscaping.

Future Opportunities

Promote the service and purchase of healthy and/or local food options through:

- Developing local food procurement policies for food offered and sold in city owned facilities (e.g. recreation centres, parks, childcare centres and senior's homes) or city-run programs (e.g. summer camps).
- Developing healthy eating guidelines for food and beverages sold in snack bars, cafeterias, and served at meetings, special functions and community events.
- Considering pricing policies and strategies within municipal facilities that put the cost of healthier and local food and beverage choices (e.g. vegetables, fruit, and milk) lower than the cost of those food and beverages low in nutritional value/low nutrient density.
- Eliminating the advertising and marketing of food and beverages of low nutritional value/low nutrient density on menus, menu boards, vending machines, scoreboards, etc.
- Support the creation of a universal school healthy meal program in partnership with provincial and federal governments.

5. Return It (Waste Use and Disposal)

Based on the importance of allowing and promoting the return of crucial nutrients to farm land for the purposes of soil health and sustainable agricultural production, ensure that barriers are removed and systems in place to allow the return of organic waste (whether from production, processing or consumption) to the community's farmland. This includes commercial and residential organic waste collected by private companies or the municipality itself. Understanding that some of the relevant policies are not under municipal control, the municipality can advocate for changes to facilitate sustainable nutrient cycling in provincial policies either actively or as the opportunity arises.

References

Canadian Community Health Survey (CCHS), Statistics Canada. 2007/2008.

Fairlie, Simon. Meat: A Benign Extravagance (2010). Chelsea Green Publishing.

Vogt, J., Tarasuk, T. 2007. Analysis of Ontario sample in Cycle 2.2 of the Canadian Community Health Survey (2004). PHRED.

<http://www.phred-redsp.on.ca/CCHSReport.htm>

Resources

Community Food Assessments

<http://www.phsa.ca/NR/rdonlyres/A359DCB6-2D22-46F7-A0FD-57C4FA8C25E7/0/CommunityFoodSystemAssessmentACompanionToolfortheGuide.pdf>

Food Policy Councils

Harper, A., Shttuck, A., Holt-Gimenez, A., Lambrick, F. 2009. Food Policy Councils: Lessons Learned. Food First.

<http://www.foodfirst.org/files/pdf/Food%20Policy%20Councils%20Report%20small.pdf>

Roberts, W. Chapter 10 - Food policy encounters of a third kind: How the Toronto Food Policy Council socializes for sustain-ability in Blay-Palmer, A. 2010. Imagining Sustainable Food Systems. Ashgate.

Halton Food Council

<http://www.haltonfoodcouncil.ca/>

Just Food Ottawa

<http://www.justfood.ca/>

Waterloo Food Roundtable

<http://www.wrfoodsystem.ca/>

Kamloops Food Policy Council

<http://kamloopsfoodpolicycouncil.com/history/>

Vancouver Food Policy Council

<http://vancouver.ca/commsvcs/socialplanning/initiatives/foodpolicy/tools/links.htm>

Toronto Food Policy Council

<http://tfpc.to/>

Food Systems Resources

Bringing people to good food and good food to people; Enhancing food access through transportation and land use

<http://departments.oxy.edu/uepi/publications/foodandtransportation.pdf>

Principles of a Healthy Sustainable Food System

<http://www.planning.org/nationalcenters/health/pdf/HealthySustainableFoodSystemsPrinciples.pdf>

Official Plans/Policy Documents

Kamloops Sustainability Strategy 2009

<http://www.scribd.com/doc/29993175/Sustainable-Kamloops-Plan-Land-Info-Package>

Healthy Communities Design – Policy Statements for Official Plans

From: Julien Bonin
To: <officialplan@greatersudbury.ca>
Date: 24/01/2012 12:34 PM

My vision of Greater Sudbury is a city that I can get around safely and conveniently on foot, on my bike, or on the bus

- When road work gets done, make sure that things like safe pedestrian crossings and bike lanes get done at the same time
- Have bike routes mapped out, and a timeline to complete a cycling network for our city
- Building and maintaining roads costs the city, and us, an awful lot of money. Let's rethink the need for new roads – it's not the solution for congestion anyways. Plan roads with an eye to the future. Think of the traffic impact of secondary roads. So in the future roads in residential neighbourhoods don't become key transportation corridors such as Attlee, Jeanne D'arc or Elmview.

- Include transit in the transportation study. How can we know the capacity of our road network without looking at transit? Look the option of rail to improve the connections the outlying community.

- We will all reach a point in our lives when we will no longer be able to drive – my vision is of a city where that doesn't mean losing independence

From: John Bujold
To: <officialplan@greatersudbury.ca>
Date: 25/01/2012 6:55 PM
Subject: FW: Tom Davies public input session Jan 23rd

Sorry for the date error as the chronology should be 2011 and not 2012 for the public input session
Corrected and in parentheses

From:
To: officialplan@greatersudbury.ca
Subject: Tom Davies public input session Jan 23rd
Date: Wed, 25 Jan 2012 18:47:43 -0500

Having attended a portion of the public input session and having listened to a few of the proposal presented that evening I must offer the following observation. Many have commented on health issues surrounding our city and the vast array of opportunities which we should tap into as to promote not only our physical but also our city's healthy resource well-being . Be it our over 300 lakes, our re- greening efforts, our rejuvenating of our creeks or any other activities we engage in there will be cost involved and yes the well can run dry. What if the way we do things can be altered to bring about positive and constructive benefits to our city with little or no cost should we not embrace this? Let me bring about an example and subsequent observation which over the course of 2 yrs I have noted and brought forth. Two years ago as a concerned citizen I submitted to the Water Protection group the following observation that was that in the spring of the year, sweeping of salt sand around our lakes should take precedence over all other areas within our city. It was noted that sidewalks and boulevards along Paris street had been swept onto the road base quite early and that these areas did not get sand removal along the curb line for quite some time after this (A few solid rain days later. app. one month) Well anyone knows that the lowest points are our lakes and therefor these are the receptors to all types of pollutants. This is also the source of our drinking water. To the Water Source Protection's credit that year, they did follow-up with a letter of recommendation to the appropriate entity responsible for this scheduled sand removal that very same year (i have a copy of this well drafted letter and commend this group for their action) One would assume that such a commonsensical observation would have prompted a modification to scheduling of this work. Lo and behold the following year 2011 I noted that the same sad situation had repeated itself. (I have these dates available as again I presented these to the Water Protection group in 2012 (2011) at their public information session at Tom Davies.)

It is not the intention to fault anyone as to why this repeated itself. That accomplishes nothing. It is just an observation as to the disconnect that seems to exist with many who could effect change and those who want to see change. If we want people to buy into our growth and well-being plans and seek their input we must lead by example, we must be willing to not only accept but also produce concrete tangible proof of our own commitment to the betterment of our community and the protection of its finite resources. Open mindedness and actions go a lot further than just lending an ear.

J-Y Bujold

January 26, 2012

To: Mark Simeoni
Planning Department
City of Greater Sudbury

There is an air of urgency with respect to protecting one of Sudbury's most precious natural assets, the old growth red pine forest located at Wolf Lake. This ancient forest is the largest intact red pine habitat left in North America and is found within the city limits of Sudbury.

Some years ago it was afforded a tentative protection by the MNR status of 'Forest Reserve'. However in recent years the Ontario Government is contemplating removing that status due to the pressures of mining exploration. Such removal would offer no protection for the old growth forest.

The Wolf Lake Old Growth should be protected for future generations because of its scientific and cultural significance.

Today, old growth red pine forest in Ontario makes up only 1.2 % of its former range. Of the Sudbury forest only 0.3% of the total forested area is composed of old growth red pine dominated stands (2,342 ha). However, four out of five hectares of this rare forest is not protected in a park or conservation reserve.

The Wolf Lake Red Pines have various age ranges. Some of these trees are 300 years old. One of the most interesting features is that these older pines show 5 past/historic fire scars. These scars are evidence that this habitat has survived successive natural catastrophes and are naturally self regenerating.

Sudbury was born in the heart of the largest Red and White Pine forest in North America. We were first a logging community but when minerals were discovered in the Sudbury area the landscape was reduced to a moonscape. Regreening efforts and scientifically based ecosystem restoration projects are returning the biodiversity that once was. Most Sudburians, however, have never seen an old Red Pine. The Wolf Lake Pine stand is a cultural jewel that connects today's generation to the very resources that created Sudbury in the past. To not protect the Wolf Lake old growth site is to deny future generations of this truly unique natural asset. It would be a denial of our historic past and a short -sighted vision of our future.

We, the members of the City of Greater Sudbury Greenspace Panel, urge you to recognize the unique features of the Wolf Lake Old growth site as one of Sudbury's great natural assets by offering permanent protection as the city's newest Nature Reserve.

Sincerely,

The Panel

From: Krista Carre
To: officialplan
Date: 26/01/2012 10:10 AM
Subject: Fwd: Official Plan comment via website

>>> 26/01/2012 8:57 AM >>>

Name: Tim Ruthenberg
Email:
Telephone:
Address: 2718 Greenvally Drive
Sudbury ON P3E 5B8

Comments: I heard discussion on local news about pressure to scrap new construction of a road to Laurentian University. Some kind of a link should be constructed to provide alternative emergency access, and to difuse traffic off Ramsey Lake Road and Paris Street. Concerns about protecting Laurentian Lake Conservation area are unrealistic, considering we are a city in the middle of a wilderness. The road could even be a "parkway" with no exits other than links to Regent Street or the SE By-pass. Traffic studies would likely verify that volume is an issue, despite emotional cries to stop a much need road. Traffic patters have changed since the one-site hospital has become active, and public safety is at risk. Also, accommodations for LU students increases, but services aren't offered in the immediate vicinity - why is this, and when will it stop? All of the student population has to leave the area for basic necessities such as groceries, entertainment, haircuts, shopping, etc.



SINCE 1969

130 Elm St., Sudbury, ON P3C 1T6 Tel:

Fax:

City of Greater Sudbury
PO Box 5000 Stn A
200 Brady Street
Sudbury Ontario
P3A 5P3

To: David Shelsted
Mark Simeoni

Re: Transportation Study – Official Plan Review
Laurentian University 2nd Access

It is our understanding that the City of Greater Sudbury has retained the services of MMM Group Ltd. to conduct a review of the City's Transportation Plan as part of the Official Plan Review. As part of this endeavour, we would request that the review include a re-examination of the need for a four lane divided right-of-way, with a cross section of 61 metres (200 feet), for the new roadway proposed to provide a second access to the South Peninsula of Lake Ramsey from Highway 69 South.

It is Dalron's intention to seek subdivision approval for lands owned by Dalron consisting of Parcels 15951, 47429, 11480 & 2132 S.E.S., in Lot 3, Concession 6, Township of Broder and Lot 4, Concession 1, Township of McKim. Schedule 7, Road Right of Way Widths, of the City Official Plan shows a proposed new road crossing these lands and extending through Laurentian University owned lands (Parcel 30769), ultimately connecting to South Bay Road. Schedule 7 indicates that the right of way width for this road will be "Up to 61 metres", and staff advise that it is intended to be a four lane divided roadway.

Dalron shares the City's view that a second access to the South Peninsula is certainly warranted to accommodate existing traffic which is currently restricted exclusively to Ramsey Lake Road, as well as future growth on lands designated under the Official Plan for development within the South Peninsula. Further, recent expansions at the University as well as anticipated future development on the University campus would benefit from a second access to the South Peninsula. However, the issue which we feel must be re-examined is the need for a four lane divided roadway.

The length of this roadway traversing Dalron lands will be approximately 1.6 kilometres, and will sterilize approximately 10 hectares (24 acres) of the site. When compared to a standard 20 metre right-of-way, the impact will be 3 times greater, resulting in a significant loss of lands for development purposes. Further, since access to the new roadway will be seriously restricted by the City, the usefulness of the road for Dalron's purposes will be minimal.

While we certainly cannot speak for the University, the City must keep in mind that the University has previously indicated that it does not support the construction of the road through University lands. We understand that this position will be re-evaluated as part of

the University's Master Campus Plan which is currently underway. The most significant impact on University lands will be environmental. Placing a roadway of some 2.4 kilometres in length, with a footprint covering some 15 hectares (36 acres), is difficult to justify given the current use of these lands which in effect form the backbone of the University ski trail system. As such, they play a significant role related to the University's academic programs in Physical and Health Education, as well as the overall "outdoor wilderness experience" associated with the University.

We also question the financial feasibility of construction of a four lane divided roadway, largely at public cost, at a time when there is no shortage of major road projects that warrant the City's attention. Since no direct access from abutting properties would be allowed onto the four lane divided roadway, the majority of the construction costs would be assumed by the City, as Dalron would not be allowed to benefit from the road. We would also assume that the City would assume the majority of the cost of the road through University lands. Depending on the final position of the University with respect to this roadway, this may also include the cost of expropriation of University lands.

As originally indicated, Dalron understands the need for a second access to the South Peninsula, and we would hope that the University also comes to the same conclusion through their review of their Campus Master Plan. However, we feel that the City's desire for a 61 metre right-of-way is cost prohibitive, both to Dalron and the City, is environmentally unsound, and cannot be justified based on low traffic volumes that have been identified through this corridor. We would therefore propose that a more "modest" roadway is more appropriate under the circumstances. A 26 metre right-of-way, providing sufficient space for a two lane road together with sidewalks and a bike path, would serve the needs of providing the second access and would be more than sufficient to accommodate the projected traffic volumes anticipated. Further, allowing some limited access from abutting properties for development such as condominiums would in turn place the financial responsibility for road construction with Dalron rather than the City, since Dalron would then be in a position to benefit from the road construction. Such a road may also be more palatable to the University, whose cooperation is integral in achieving this second access.

Dalron is anxious to proceed with the development of their lands in this area. The major deterrent to this project has been the City's position with respect to this roadway which brings the feasibility of this development into question. Our proposal would see construction of the second access to the South Peninsula begin, at little to no cost to the City based on the current cost sharing policy. We would submit that adherence to the present objective of the Official Plan with respect to this roadway will jeopardize any chance of this access being constructed without significant public funding.

We would therefore respectfully request that this position be considered by City staff and its consultants during the Transportation Plan and Official Plan review.

Yours Truly,

Kristi Arnold

Cc: Carol McAulay - Vice-President, Administration

Kristina Lang - Fwd: Fw: Ward 1 Submission to Official plan

From: Mark Simeoni
To: Joyce Lafantaisie
Date: 1/27/2012 1:27 PM
Subject: Fwd: Fw: Ward 1 Submission to Official plan
Attachments: Official_plan_Ward_1_.pdf; Part.002

>>> Sherri Moroso 1/27/2012 12:30 PM >>>
Hi Mark

Are you the right person to send this to.

>>> Colleen Zilio 27/01/2012 12:23:39 PM >>>

Hi Sherri

Here is our submission. Can you please forward to the appropriate person?

Thanks

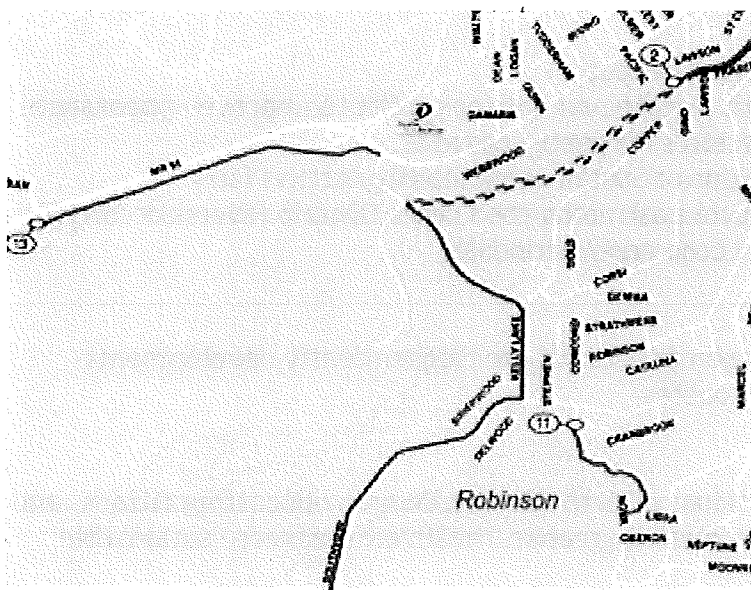
Ward 1 Community Action Network (CAN) initial submission to Official Plan

The Ward 1 CAN, representing the neighbourhoods of West End, Gatchell, Robinson and Moonglow are pleased to present the issues relating to the City of Greater Sudbury Official Plan as raised by our residents. Our residents are working at the grassroots level to improve our city project by project. We recognize and support the work of the many individuals, groups and committees working toward developing a flourishing, healthy and sustainable community.

We support the goal of making Sudbury as Canada's most walkable City

Unquestionably, walking is a low cost accessible health activity. Walking trail development is a priority for our residents. Pursue the goal of making Sudbury Canada's most walkable city through continued trail development and establishment of connections to existing Rainbow Routes trails. In Ward 1 Martindale to Kelly Lake Road is a priority for our residents with further connection to Copper Cliff Path.

New developments we are proposing are the creation of multi use path from Delki Dozzi Park to Dynamic Earth as well as further development of trails along the North and South shore of Robinson Lake.



Ward 1 Trails - == in development

The protection and creation of Green Spaces is a priority

In Ward 1 we support the completion of Junction Creek Waterway Park. We also seek to implement the protection and acquisition recommendations of the Green Spaces Advisory Committee including :

- Summit of Corsi Hill
- CPR lands along Junction Creek at Martindale Road

Ward 1 Community Action Network (CAN) initial submission to Official Plan

- Robinson Lake North Shore - Walking Trail
- Robinson Lake South Shore
- Walking Trail
- Devil's Falls Creek
- Junction Creek/ Lily Creek Delta/ Kelley Lake Wetlands and extensions to Robinson Lake
- Beverly Street to Martindale Road

We also seek further recognition and protection of the Lily Creek watershed.

Community Gardens - Grow Green Sudbury!

Having established a Community Garden in Ward 1, we seek to encourage further development of Community gardens -

Support the Engagement of at risk neighbourhoods in gardening activities

Support the development of gardens and green spaces on under utilized City property

School Closures: Encourage public use of facilities and properties.

Lorne St. Corridor to the Downtown Core (see attached graphic)

We support the vision of transitioning Lorne St to a "Complete Street", through the following developments:

Participation in the 2012 transportation study

Continued work in partnership with private and not for profits to improve appearance of Lorne St Corridor example - Weston's Property Lorne St.

Implementation of recommendations of Sustainable Mobility Action Plan

The establishment of a walking/cycle path along the Lorne, Ontario Riverside corridor

Implement pedestrian crossing at Lorne and Martindale

Affordable Housing

Reassess zoning to provide increased opportunity for higher density developments along transit and walking/cycling routes

Environment

We support the objectives and actions of Earth Care Sudbury in educating citizens and developing programs supporting a cleaner, greener, healthier and more sustainable community.

Ward 1 Community Action Network (CAN) initial submission to Official Plan



From: Krista Carre
To: officialplan
Date: 27/01/2012 3:06 PM
Subject: Fwd: Official Plan comment via website

>>> 27/01/2012 2:54 PM >>>

Name: Mary Ann Armstrong
Email:
Telephone:
Address: 29 Shappert Ave. Sudbury P3B 3H9

Comments: It would be great if we had a good department store like Hudson's Bay Company. Ever since we lost Eaton's Dept. store 20 years aprox. we had to put up with Sears. We have a lot of people coming to Sudury to go to Costco and the other big box stores. Hudson's Bay would be another store to shop at. I am in my 50's and am finding it difficult to shop for clothes, shoes, household items. Surely we are a big enough city to support them. Hopefully, somehow they could come to our beautiful city. I am sure many would welcome them with open arms. Thank You

From: Krista Carre
To: officialplan
Date: 30/01/2012 4:31 PM
Subject: Fwd: Official Plan comment via website

>>> sarah.timm@greatersudbury.ca 30/01/2012 4:27 PM >>>

Name: Sarah Timm
Email: sarah.timm@greatersudbury.ca
Telephone: ex 3862

Comments: i have already sent in a suggestion to increase or change the route of the bus services in Val Caron.

I suggested that the bus that runs from Blezard Valley does not back track after circling the neighbourhood around Michelle St and that it continues toward Cote and runs down to Bodson and Kalamo and then along Main St again to reach Main St and HWY 69N. There are so many neighbourhoods who are no where near a bus route, thus not allowing people to get to grocery and other stores, or to make their way to Howard Armstrong if they are not able to walk to the HWY. I will be moving to Durham Ave, and because i frequent the area i will be moving to, i see young teens walking for kms just to make it out to HWY 69N to catch the city bus. From Durham Ave to HWY 69N it is 2.5kms. Businesses need the bus services to bring customers to them, and young people need the independence to get around their towns and neighbourhoods safely, not walking on secondary highways in -20 degree weather.

Thanks, if you want the details of the proposed route i worked on, i can re-write it out on the map.

thanks
Sarah

Feb 2 / 2012

to: Guy Bazinet
1688 Richard st
val d'aron, P3N1H2

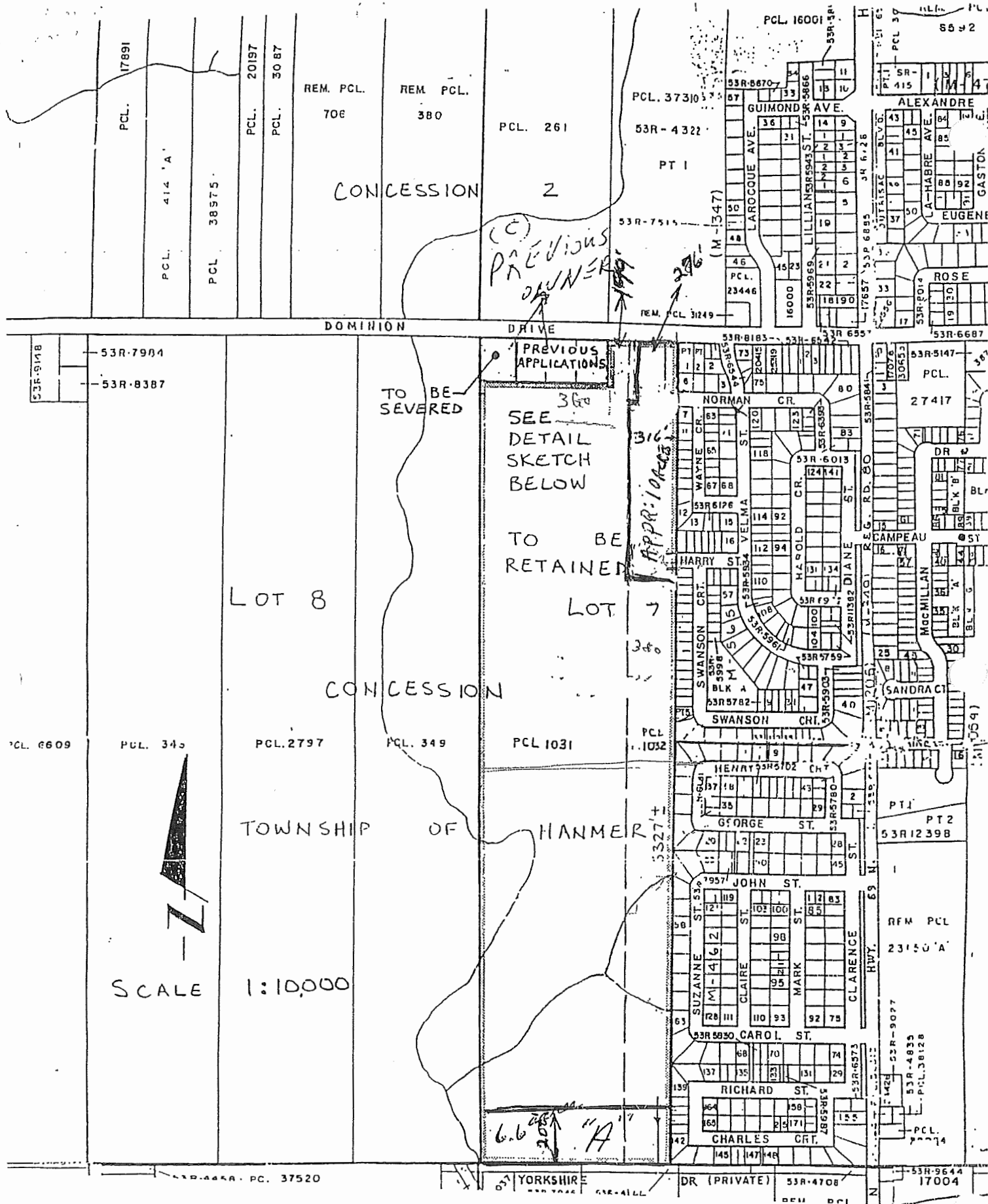
to: Planning Services Division

Due to the review of the official plan, I would like to take this opportunity to meet with a member of the planning dept. to consider a re-designation of the portion of my property that was taken out of the Valley East plan. Together we could move forward. Also thank you to Eric Taylor and Kris Longston for returning my calls.

Facts: Property section in C5 was in the Valley East secondary Plan and therefore removed in the draft. I was never contacted on this removal and neither was the previous owner.

- A draft plan was made in 1989 with drawings etc... - was not fully implemented acc. market condition at that time.
- on Harry st - 4 lots in C5 were divided and sold in about 2002 and a turn around was included
- on Norman Crescent - 2 lots were sold and a turn around made in between - also in C5 These lots were fully serviced.
- There's sewer, water, hydro & gas on Harry and Norman on section C5 also services are close by - on Dominion St.
- Is there a possibility to return C5 or there about the section of land to a living area for approx. 50 lots - it would enhance and make good use of the land in question plus it could add value to existing subdivision giving more choice to people wanting to locate in this area...

Unusual trails Guy Bazinet



VYTIS LANDS (KAGAWONG) LTD.

100 Radisson Ave
Chelmsford, Ontario
P0M 1L0

T: 705-855-4555
F: 705-855-3014

February 7, 2012

City of Greater Sudbury
P.O. Box 5000, Station A
Sudbury, ON. P3A 5P3

Attention: Mark H. Simeoni, MCIP, RPP, Manager of Community & Strategic Planning

Re: City of Greater Sudbury - Official Plan Review 2012 - Vytis Lands Property in Chelmsford

Dear Mr. Simeoni:

Vytis Lands (Kagawong) Ltd. (Vytis) is a land development company based in Greater Sudbury. Vytis has completed a number of development projects in the Sudbury area, and has projects currently underway such as Redwood Subdivision in Sudbury and Trotter Subdivision in Chelmsford. In light of the City's current review of the Official Plan, we wish to submit this letter regarding our intentions to develop land in the Chelmsford area.

Vytis has recently acquired land in Chelmsford between Hwy 144 and Lavallée Road. We have enclosed two figures illustrating the approximate location and extent of this parcel. A representative from our consulting engineer, R.V. Anderson Associates Ltd., has had recent discussions with staff from the Planning department regarding the possible development of this parcel of land. This parcel is cut approximately in half by the community boundary in Chelmsford. The City's Official Plan presently designates the northern portion of this parcel Living Area 1, and the southern portion rural.

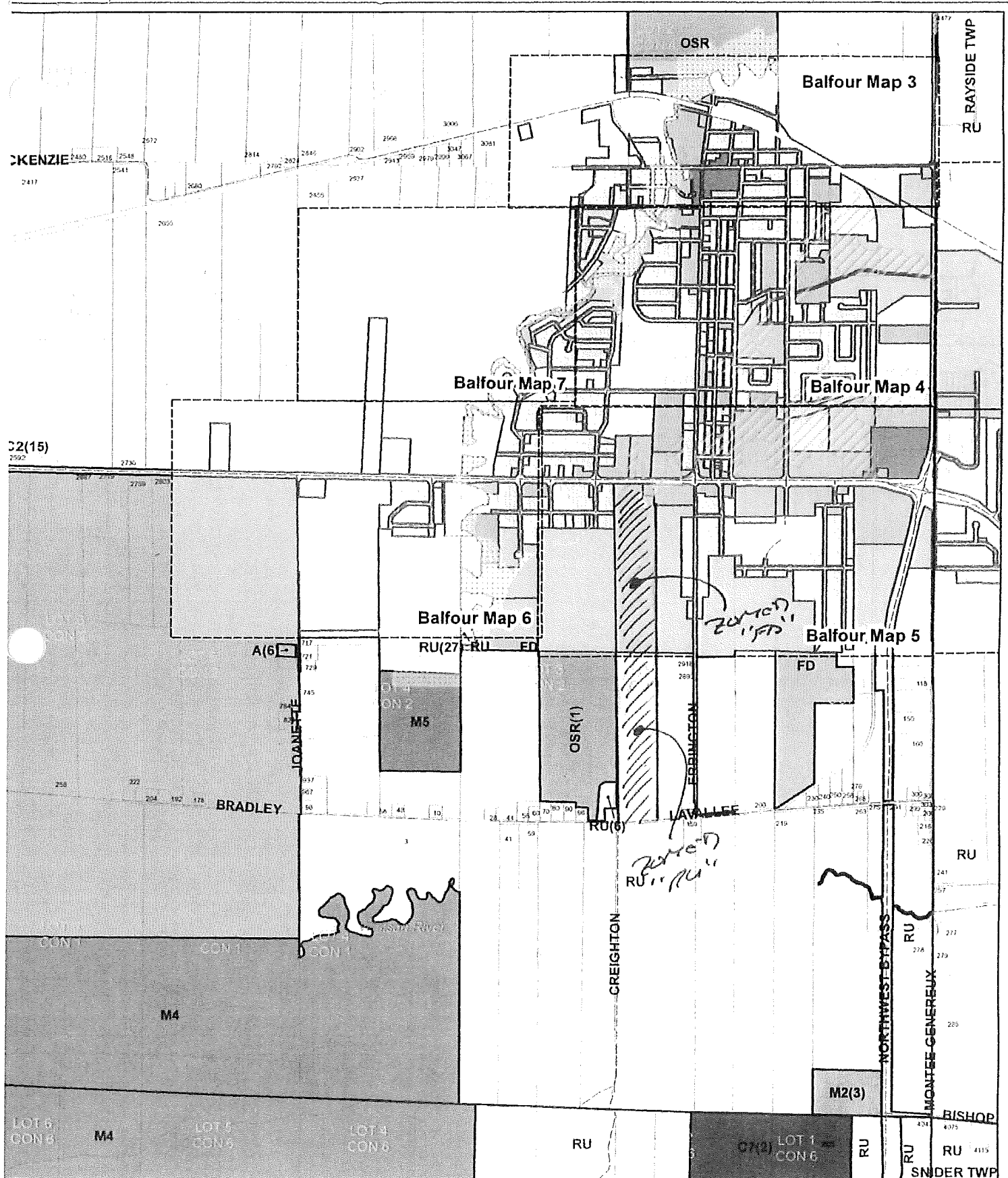
The feedback we have received from Planning regarding the possible development of the northern portion of this property has been positive. Planning had indicated they would review any submissions of Application of Subdivision for this area and likely support the applications. However, we have been informed that development of a residential subdivision in the southern portion of this parcel will likely not be permitted to proceed as it is beyond the community boundary.

In light of the ongoing review of the Official Plan, which may or may not include a revision of the community boundaries within the Greater City, the intent of this letter is twofold. Firstly, we wish to express our intent to develop this entire parcel of land to the extent permitted by the City's Official Plan and Zoning By-Law. We are presently preparing a conceptual servicing plan and applications to Planning for the northern portion of this parcel, and request that the City not make any changes to the community boundary in Chelmsford that would see the boundary move north. Secondly, it is our intention in the future to develop the southern portion of this parcel, possibly with a residential subdivision development, to a degree that is presently not permitted by the City's Official Plan. We would be interested in seeing the existing community boundary in Chelmsford move to the south to accommodate this development.

Should you have any questions or require any clarification, please contact the undersigned.



Vytis Lands (Kagawong) Ltd.

Martin Bélanger



2
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-100Z
Sudbury

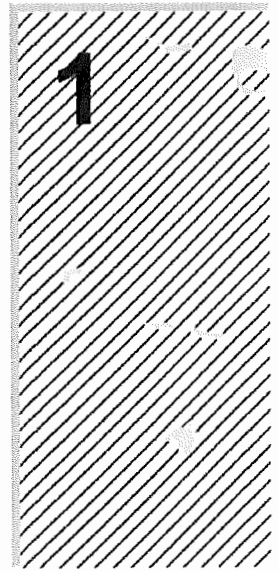
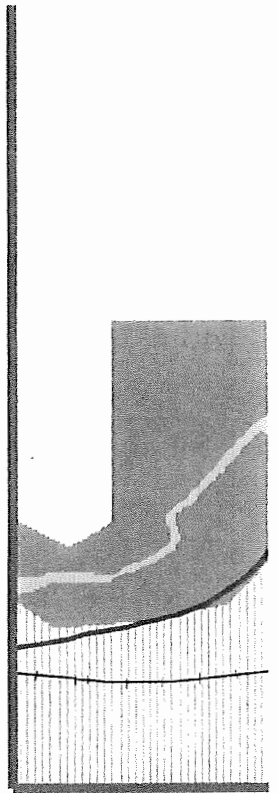
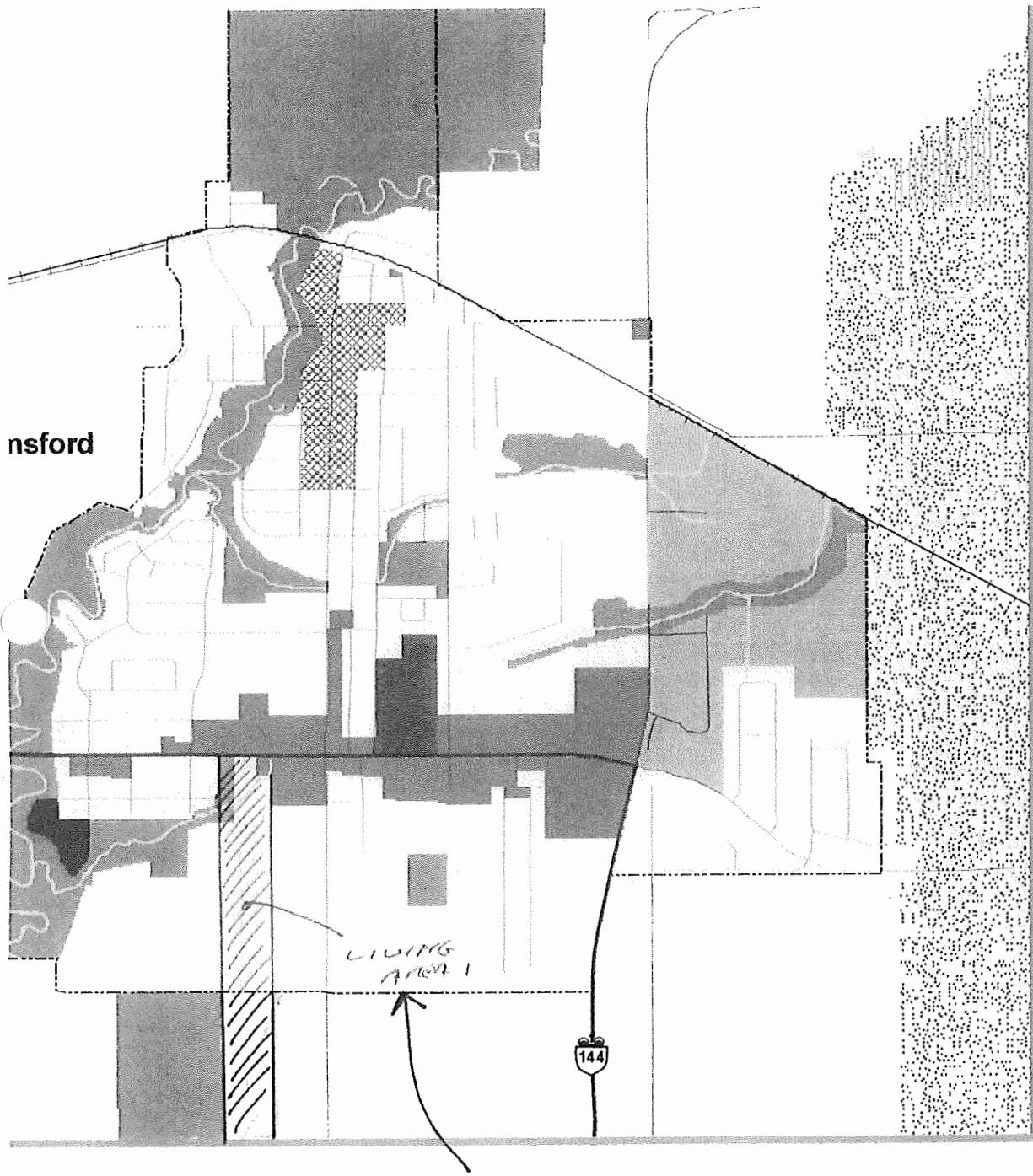
Airport Height Restriction Overlays

-  Transitional Surface (AHR2)
-  Take-off Approach Surface (AHR1)

1:25,000



Sep 14, 2010



From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 10/02/2012 10:30 AM
Subject: Fwd: Official Plan comment via website

Name: Gordon Drysdale
Email:
Telephone:
Address: 61 Ravina Ave.,
Garson P3L1C2

Comments: Bell Park should remain a quiet serene place for families to saunter, enjoy the swimming, picnics, and a little playground equipment. What it SHOULD NOT morph into is an event centre. This was NOT the intention of the Bell's, as clearly spelled out in the Bell Park covenant. More buildings means less park and more parking lot requirements which also means less park.

If the city and a few self interested citizen groups want an event centre, it should be built anywhere EXCEPT Bell Park. These events tend to make an unsightly mess of the landscape and cause damage to the area. There are hundreds of city owned acres at the east end of Ramsey Lake, which are better suited for such development, before that property is sold off to residential developers.

The old St. Joseph hospital parking lot should be TOTALLY removed (ASAP) and returned to green areas with , perhaps, a scenic lookout, pathways bordered with flowers, and other environmentally pleasing things like a maze and clusters of indigenous trees with open grassy and floral display areas to expose a beautiful lake view.

NO additional building development should be encouraged within Bell Park. An aerial view of the park reveals the ugly intrusion of parking lots on land that should be devoted to green space as the Bell's had envisioned and bequeathed with that intention. Lets enhance the green quality of this central jewel instead of depleting its boundries and beauty.

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 10/02/2012 10:29 AM
Subject: Fwd: Official Plan comment via website

Name: Gordon Drysdale
Email:
Telephone:
Address: 61 Ravina Ave., Garson P3L1C2

Comments: To attention of Jason Ferrigan, City of Greater Sudbury planning department: I have a concern about the proposed official plan use of the brownfields west of Elgin

street to Lorne Street, between Elm Street Brady Street.

The official plan proposal shows industrial use and a parking garage, with no mention of housing. First of all, more light industry in this area means more people commuting from the suburbs at peak traffic times, exasperating that already critical problem. That creates an environmental issue related to exhaust pollution with additional travel time, expense, inconvenience, and less family time.

The city has identified the top three problems with downtown being Image, parking, and getting people downtown for commerce there. Light industry will do nothing for the downtown. Workers in the proposed new buildings will come to work in the morning and go home in the afternoon and contribute very little to the existing and growth of the downtown business economy. This is a transient workforce who are there for work only.

The official plan proposal shows a number of residential housing opportunities within the existing downtown core. I believe this is the wrong approach. First of all, it adds to the already taxed parking problem. Unless there is sufficient underground parking at these sites, there will be a need for adjacent parking, which eliminates more retail and other commerce opportunities in the downtown core. The original downtown should remain primarily a centre of commerce and retail, including restaurants, medical buildings, banks, retail outlets, otherwise locations where people will do business. The space available is finite. If you replace commerce locations with residential applications, this eliminates one more reason for people to come downtown.

With a large number of people living within walking distance, these commerce opportunities will increase. The HIGHEST and BEST use for the former CPR brownfields is obviously high density residential housing. This will beautify an age old eyesore and create an entirely "new neighbourhood" within the downtown core, without disturbing opportunities to enhance retail and commerce in the downtown core. One of the benefits of this approach is that it could house thousands of people within a two minute walk to the centre of downtown without the need to provide additional parking to accommodate such an influx of population.

The historical built form in the downtown should be protected. Many of these older businesses and buildings are what originally created the charm and lure to downtown. There have been many incentives in the past to recapture the historical architectural and original detail of these building facades, which are timeless and snapshots of our history. We should value our historic architecture and learn from the Europeans that these are the details that attract tourists and create civic pride. An incentive to return the street scape to it's original form should be encouraged and possibly subsidized.

Creating a NEW neighbourhood will decrease the potentiality of less desirable social presence in the downtown core. People are more likely to want to live in a fresh new neighbourhood, than move into a new building amongst older ones, in an area perceived as attracting a questionable social element (homelessness, panhandlers etc.). High rise apartments, condominiums and a component of low rental housing in the existing CPR brownfields area will create an ideal mix of integrated housing. It will boost the overall appearance and perceived image of downtown. The Dumas's Supermarket is conveniently located on the doorstep of such a development and the entire area lends itself to convenient traffic flow in and out. The connecting of Larch Street to this area is a smart move and doing that via an underpass makes even better sense than a level crossing or an overhead walkway which creates problems for mobility challenged pedestrians.

The biggest advantage to housing in this area is the close proximity to the downtown core. These residents will impact the shopping and commerce patterns to downtown far more than any other opportunity, by the strategic location alone. I strongly urge the City of Greater Sudbury planning department to re-think this aspect of the official plan proposal. Developers will be more inclined to be attracted to an open and new development proposal than trying to build in a confined and already developed downtown. There are less risks and logistical complications. The visual dynamic will be inspiring and inviting!

If there is a need for high-tech light industrial developments, these should be more strategically located in corridor areas within short distance of suburban growth and our satellite communities. There are plenty of open areas which fall within this potential use and this will help infilling as well as limit traffic flow during peak times. Lets use some common sense in getting this done right, it affects the future of our great city.

Thank you, Gordon Drysdale

Gordon
Drysdale
61 Ravina Ave.,

Garson, Ontario
P3L1C2

Kristina Lang - Fwd:

From: Mark Simeoni
To: Joyce Lafantaisie
Date: 2/14/2012 8:25 AM
Subject: Fwd:
Attachments: The City of Greater Sudbury Official Plan review.pdf

>>> Raymond Hortness
Mark H. Simeoni, MCIP, RPP (ext. 4292),
Manager of Community & Strategic Planning
City of Greater Sudbury

> 2/13/2012 2:24 PM >>>

Dear Mark,

As I promised, or threatened, I have reviewed the existing OP and transportation report 2005 and made comments on these since I have no access to the documents that you are now working on. At best these comments will give you things to think about at worst will prove to you that the quality of my previous work was the result of a great secretary.

Good luck and kindly keep me informed of the results of your work, 30 years worrying about a municipality is hard to shake.

Ray Hortness
310 - 79 Washington Crescent.,
Elliot Lake Ontario
P5SA 2L6

The City of Greater Sudbury Official Plan

The Official Plan and supporting documents reviewed consists of the City of Greater Sudbury Transportation Study Report published in Sept 2005 and the City of Greater Sudbury Official Plan as found on the City's web site and adopted by Council in June of 2006 and the Traffic and Parking By-law.

The following comments will be directed first to the Official Plan document and then to the Transportation Study Report.

CITY OF GREATER SUDBURY OFFICIAL PLAN

The purpose of the document is outlined in its opening lines.

"The purpose of the Official Plan is to establish goals, objectives, and policies to manage and direct physical change and its effects on the social, economic and natural environment for the twenty-year planning period."

The document then goes on to expound its role to one that has a voice a vision of how the municipality should evolve.

"The Official Plan functions as much more than a land use planning document - it also encompasses our objectives related to social, economic and environmental matters."

The document's vision is stated in ideals that are or should be strived for by all municipalities but will always be difficult to be obtained due to the various and often competing demands of the divers sectors of the community. The

vision(s) of any organization should be narrow and easily defined. The visions that have been expounded by the City of Greater Sudbury's Official Plan can be viewed as supporting every, and often conflicting desires. Corporate visions and official plans should be a touch stone from which those interpreting by-laws and processes including Council can fall back on for guidance.

"The City's economic development strategy focuses on five engines for growth:

- **The best mining and supply services in the world;**
- **A city of the creative, curious and adventuresome (providing a quality of life to attract a diverse population);**
- **One of Ontario's top four destinations (capitalizing on our natural assets and history to attract residents and visitors);**
- **A leader in health innovation and biotechnology; and,**
- **A model for eco-industry and renewable energy. "**

The Official Plan should not only blue sky possibilities but build on the existing strengths. As an example of this failing the document does not address how the resource extraction industry will be supported as an engine for growth in the official plan.

Strategies should be actionable not idealized as in **"A city of the creative, curious and adventuresome"**. It is neither actionable nor definable and in itself not a strategy. Some

municipalities that focused improvements in the “quality of life” worked at changing their municipality through actively supporting literacy through libraries and internet access, or supporting live theater (Stratford Ontario). What are the plans that are imbedded in the City of Greater Sudbury Official Plan that support this “ideal”?

The old City of Sudbury’s central business district has seen its role as the major central shopping area evolve into what the Official Plan describes as;

“The heart of Greater Sudbury, its most urban place, is and will be the *Downtown*. With the changing role of downtowns, there is a continuing need for appropriate policies and programs to enhance the *Downtown* as a location of government, commerce, cultural and entertainment facilities. Residential development in and around the *Downtown* is needed to support new and expanded facilities and amenities.”

And to support this the Official Plan proposes to **“promote the development of the *Downtown* as an employment and business centre for the City;”** The city in the past has allowed government agencies such as The Sudbury Regional Health unit and the allowed services such as Employment Canada to locate in areas outside of the central core. To support the two statements in the Official Plan it is suggested that through zoning the municipality promote the centralizing of municipal, provincial and federal government offices that are geared to offering services directly to the

public within the “Downtown”. The “Downtown” is the locus of the existing transportation system.

The following is an overview of the transportation section of the Official Plan and prior to the review of the City of Greater Sudbury Transportation Study Report. The Official Plan has in its vision statements regarding safe communities and family friendly environment. Yet the transportation section of the official plan does not address roadway design such as traffic calming elements along residential streets or on residential collectors that have and are being retrofitted in many municipalities in Ontario.

Subdivision designs have traditionally been based on the simple rectangular grid that maximises residential units and promotes ease of maintenance. Subdivision road designs such as that in Elliot Lake have “T” intersections as opposed to cross street intersections resulting in reduced intersection conflicts. Other design elements as circuitous roadways, cul-de-sacs’ and crescents not only increases safety from a vehicle but encourages the sense of community. Roadway designs are often based on an operational desire to maximize the effectiveness in supplying services and maintenance and maximizing return on investment as opposed to the quality of life.

The Official Plan states that **“Greater Sudbury also values raising children in a child-friendly city...”** and promotes as a vision a safer and health promoting community. The transportation sections, roadway design elements does not indicate a need for pedestrian facilities since there is no

inclusion of sidewalks as a design requirement on arterial, secondary, tertiary, or collector roadways. On these higher volume and higher design speed roadways (50 to 100 km/hr) pedestrian safety should be a significant factor. Section 11.7 ACTIVE TRANSPORTATION: PEDESTRIAN AND BICYCLE NETWORK articulates these desires but the design section has not incorporated these ideals.

Sidewalks and walkways that interconnect neighbourhoods to services should be promoted maintained and where lacking developed. As one of many examples, there was a narrow lot that was dedicated for a walkway that would join Ascot Street to Southview Drive and thereby the public park on Cranbrook Crescent. It was never developed. The municipality failed to develop this public pedestrian corridor thereby removing the benefit of increasing accessibility to the public park, connecting neighborhoods, and promoting walking and the healthy lifestyle that the Official Plan promotes. Many of these corridors have been closed in the past through the demands of abutting land owners. By including these non right-of-way walkways as parkland or open space, it will allow all those affected not only the petitioning abutting land owners to have input in any dialog regarding the closure of these public accesses and thereby fulfilling the goal or section 1.3.1 of the vision of a healthy community “• **citizen engagement in community decision-making processes;**”.

As a point of comparison Elliot Lake was a planned community that included a walkways that connected

neighbourhoods ease access to services as well as promote healthier lifestyle through walking. The walkways were developed in conjunction with the construction of the community and are still being actively used. The city of Greater Sudbury has developed and evolved and there has (to my limited knowledge) not been an overall review of the existing pedestrian networks, the undeveloped lands set aside for pedestrian facilities and proposals for development in support of those goals stipulated in the Official Plan.

Section 11.5 of the Official Plan does not address a major commercial opportunity for the City of Greater Sudbury. Airports in most if not all major municipalities are commercial hubs and Google map search around Dorval, Pearson and other airports will support this contention. The City of Sudbury was previously constrained in developing the airport property as a commercial entity due the Federal involvement. The transfer in management that occurred in the late 20th century has given the local municipalities the ability to develop the commercial potential of the airport. As stated in the Official Plan the north and Sudbury is a resource extraction community and with the development of new mines in the north, cities of Greater Sudbury, Sault St. Mary, Thunder Bay, and North Bay could become the service and maintenance centres for this growth. When De Beers were looking for a processing plant they attempted to find a location as close to, if not on the airport property. The nearest suitable structure available processing was within the old City of Sudbury.

When the airport was constructed by the Federal Government they used as design criteria an airport on the east coast. This exemplar is the air hub, cleaning and servicing of airplanes, for eastern Canada and as such the sewer and water facilities exceed what is required in for the operations at the Sudbury airport. Most commercial enterprises have low water and sewer demand and as in the De Beers operation. The service load on the airport based commercial developments is minimal. The airport facility could be developed as a municipal services hub for commercial developments within the area, outside of the airport property. The Official Plan should look at promoting the airport and the land in the immediate area as a commercial hub.

The City of Greater Sudbury has within its boundaries all the trans-Canadian transportation networks. Access to rail is essential to promote commercial growth. The section on transfer facilities **“The establishment of transload facilities is encouraged in appropriate locations as a means of expanding the transportation sector.”** becomes important to those who are too small to create carloads or don’t have access to sidings but would benefit by being able to pack and unpack, load or unload rail and ship cargo containers.

City of Greater Sudbury Transportation Study Report

The transportation study (2005) was reviewed and the following addresses question and observations regarding the report.

The figure 2.2.1 is in error in that old Highway 537 was transferred from the provincial highway system and was transferred to the Regional Municipality. Section 2.6 "Pedestrian and Bicycle Network" has little if no comments regarding walking as a mode of transportation nor the need to address this area. The City's Official Plan voices concerns regarding walking and the Transportation Report may be viewed as tipping it's hat toward the subject but the reality is that the section in question makes no mention of sidewalks and the necessity to address the desirability or need for these facilities.

Traditionally transportation studies carried out in the former Region of Sudbury dealt with overarching goals and demands. The lower tier municipalities did not see the need to have their own transportation studies, since the major concerns were at the upper tier level. With the creation of the City of Greater Sudbury the transportation study should have been expanded to address all the concerns regarding the movement of people, which includes sidewalks. A review of transportation studies and official plans of other municipalities will see that pedestrian needs and desires are addressed more fully than in this document.

Section 2.6 deals with transit and one of the recommendations that came out of the 2005 Transportation study was the recommendation that the municipality

"Institute a program of bus bay construction in view of the new legislation giving right-of-way to buses at intersections." Sudbury Transit looked at the design and use of bus bays in urban settings. In areas where busses layover the use of bus bays are functional. Along high traffic volume bus routes bus bays are a boon to the movement of vehicular traffic but are the bane for transit systems. Once ensconced in a bus bay drivers have difficulty in re-entering the traffic flow. Sudbury Transit recommended what was then known as the Chicago bus bay, one of sufficient indentation that the a stopped buss would still encroach into the traffic lane and reduce the lanes working width to about 9ft, approximately 2.7m. Once the bus driver starts to enter the lane he constricts traffic flow thus allowing for easier access to the traffic lane. Headways for transit systems are important aspect in the delivery of service.

Section 2.7, "Trucking" addresses some of the concerns raised in previous transportation studies. The municipal act does not allow local municipalities to designate dangerous goods corridors. I realize that any politician that raises this issue can see this issue evolve as a tar baby. The mining industry requires a lot of explosive and toxic chemicals. The explosion of the truck on Highway 17 in the community of Walden is an example of what could happen in the municipal core. The old City of Sudbury still obtains much of its drinking water from Ramsey Lake. An overturned fuel oil tanker on Paris Street resulted in a spill into the lake. The creation of a designated hazardous goods route is a truck

related concern that is not addressed in the Transportation Report and should be developed in successor report.

The designation of a truck routes is a legislative way of preventing an incursion of heavy vehicles onto roadways that have not been designed for heavy loads. (Historically the province of Ontario permitted higher axel loads than any jurisdiction in Canada.) It also allows the municipality to exclude commercial through traffic from residential areas. The truck routes indicated in the document indicates that some routes created for historical reasons are now not required, Sellwood north of Capreol as an example.

The 2005 transportation model has a few deficiencies. The choice of screen lines and their interpretation as to volume to capacity ratios is wrong. The choice of many if not most screen lines such as the Rayside-Balfour screen line produces data that cannot be used in volume to capacity ratios. Much of the V/C data is not constructive. I presume that the new transportation study would address the failings of the 2005 study.

The section entitled "Evaluation of Options" should, in any future transportation study be expanded. The City of Greater Sudbury's major transportation road network is basically a radial system, constrained in part due to topography. A cursory review of figure 5.5.2, is out of line with capacity information supplied in the document. Looking at the daily travel demand matrix and the claim of capacity problems on certain sections raises questions of validity regarding results.

The 2005 study has done what most local area transportation study do, failed to look at other options to address problems in one area by addressing, in this case, overall demand. There is a demand for additional capacity on the Paris/Notre Dame corridor. The results of this demand are capacity constraints resulting in the recommendations of widening of 4 lane roadways to 6 along with intersection improvements.

In the east west corridors the last 20th century report recommended the construction of the LaSalle/Maley connection which would add additional east west capacity to LaSalle Kingsway and Howey/Bancroft east west corridors. These corridors benefited greatly from the South/East highway connection and effectively gave an additional 10 to 15 years of additional capacity to the east west connection.

Retail market gravity model analysis placed the centre of market demand for the north east as 300ft along Falconbridge Road and so the development of an external income generator, the big box franchises along Barry Downe South. This development has turned the City of Greater Sudbury into the shopping hub for the north and exasperated the need for additional capacity on Kingsway and the provincial highway system.

Now we have, according to this document a capacity problem that will be addressed by spot improvements along the Notre Dame Paris Corridor. An analysis should be carried out as to the effect carrying out improvements along Regent/Frood road corridor and seeing what improvements,

grade crossing improvements at Kathleen and Lorne, adding two additional lanes on Regent/Frood corridor moving traffic away from Notre Dame Paris Street corridor. Congestion may still occur on what was once Municipal Road 80 but by supplying a more functioning parallel corridor would allow the diversion of this through traffic. Simply adding lanes on an arterial and creating more of a barrier in the core of the old City of Sudbury community may not be desirable. It should be an option that the new study should evaluate. I must reiterate that analysis that was produced should have looked at addressing the problems as opposed addressing the symptoms, north south capacity verses insufficient individual deficiencies.

I have concerns regarding the proposed alignment of the roadway joining Bancroft Drive to the big box retail area. To be effective in addressing pent up demand the roadway should join the intersection of municipal road 67 and 70 as opposed to "T"-ing into Bancroft. Kingsway is at capacity and to relieve pressure along Kingsway the model should look placing the connecting link at the present signalized intersection. Running two models will evaluate which scenario is the most effective in reducing traffic along Kingsway. I do realize that developers would like to reduce their costs in producing the presently recommended scenario but what is proposed will have less of an effect that the original alignment proposal of early 2000.

Section 10.2 comments on Kingsway, Notre Dame Ave. and Regent Street indicates that though the author has a concept of the idealized definitions of Primary to Collector roadways

the emphasis should be on the roadways role connecting the municipality. The present side friction, access to abutting properties, does not redefine its primary role. As well the designation of a roadway such as Regent Street as secondary arterial roadway was to designate to the existing and future use as well inform land owners how the abutting roadway will evolve.

Section 10.2 recommends only two roadways for new or altered reclassifications. It has failed to review the existing roadway classifications for corrections or to address changes in the roadway network.

Long Lake Road was prior to 2003 designated a secondary arterial when in fact it designation should have been altered to a Primary Arterial with the construction of the southwest by-pass. I note that in figure 10.2.1 of the 2005 Transportation Study it has a new designation of Primary. I have not had the opportunity of verifying this change in the zoning map.

Old Highway 537, now a municipal roadway is still designated as a provincial highway thought its designation should at best be Secondary or Tertiary arterial.

Garson Coniston Road changes designation from Secondary to Collector roadway with no obvious rational. The designation should be that of a Secondary since it connects the communities of Garson and Falconbridge with the most direct route to the provincial highway.

The new Transportation Study should also deal with the re-designations of those sections provincial Highway 69 South transferred to the City of Greater Sudbury.

With the expansion of the Region during amalgamation to include areas to the north and east of Lake Wahnapiatae consideration should be given to reviewing the designation of main roadway into the area as a collector roadway.

Sellwood Avenue north of Capreol now designated as tertiary would normally have its designation altered to that of collector at best. Since it is a connection to Aboriginal lands within the municipality, it's designation as well as Reserve Road, the access to the Whitefish reserve should be a point of discussion.

It is interesting to note that the Hunter Street designation has been changed in the Transportation Study to that of residential.

The remainder of the 2005 Transportation Study was reviewed but this section addressed recommendations and basically a rehash of wish list of ideals. I would like to see the new transportation study report that does not use words such as "consider", "emphasise", "focus on" but use actionable terms in a recommendation.

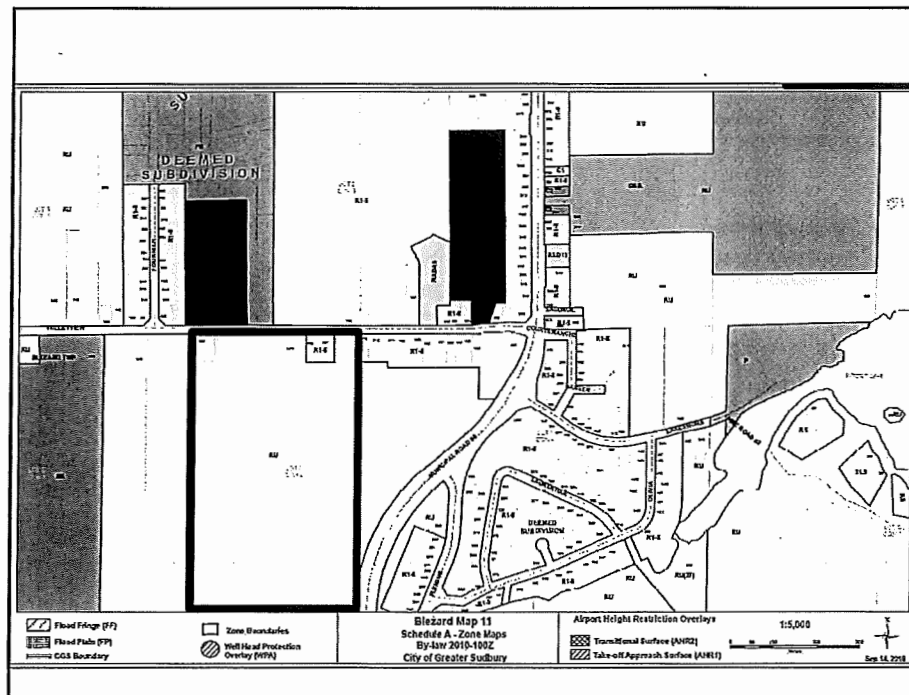
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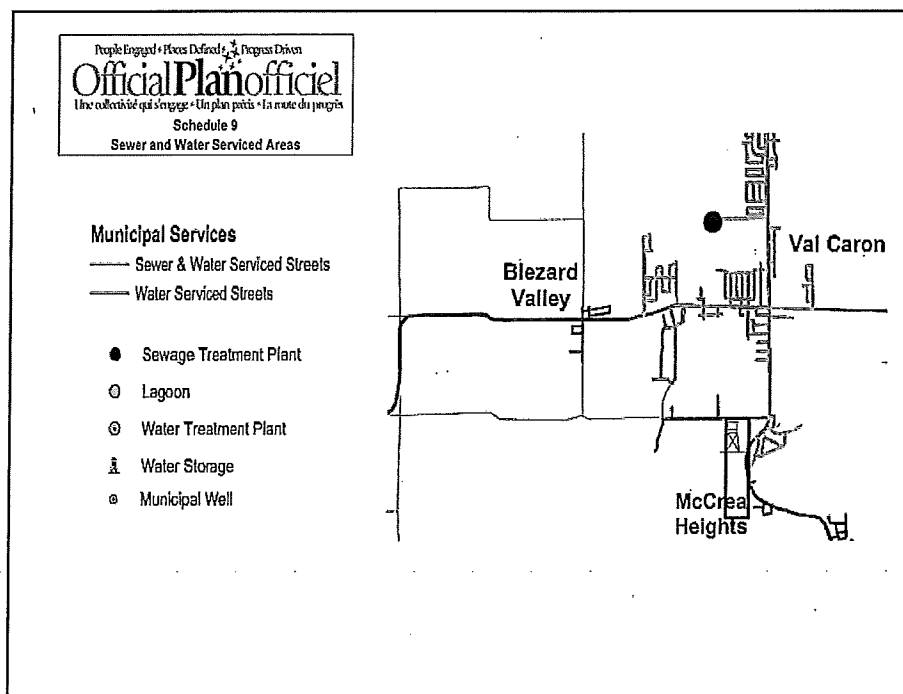
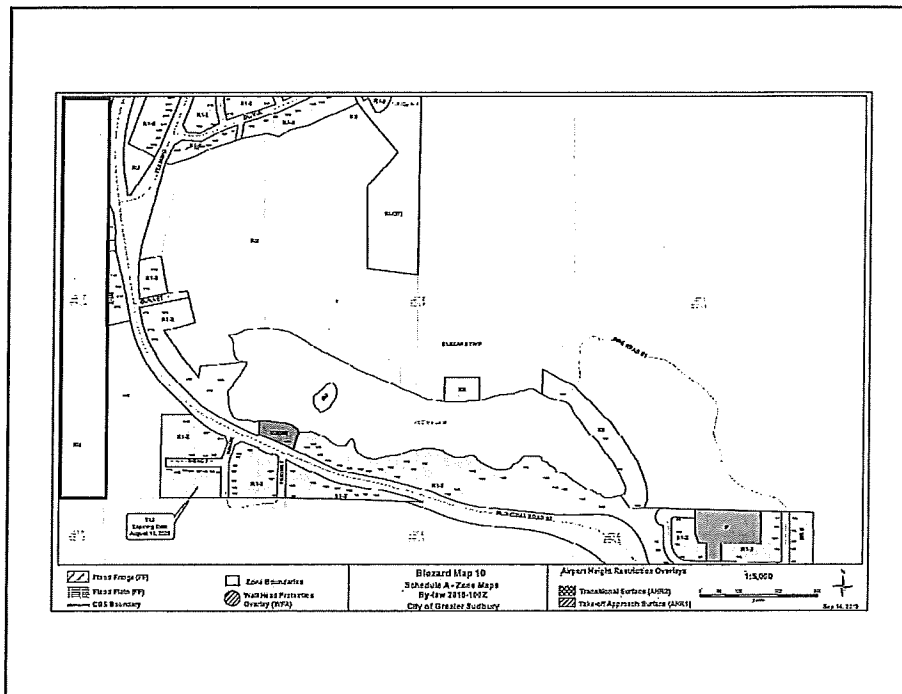
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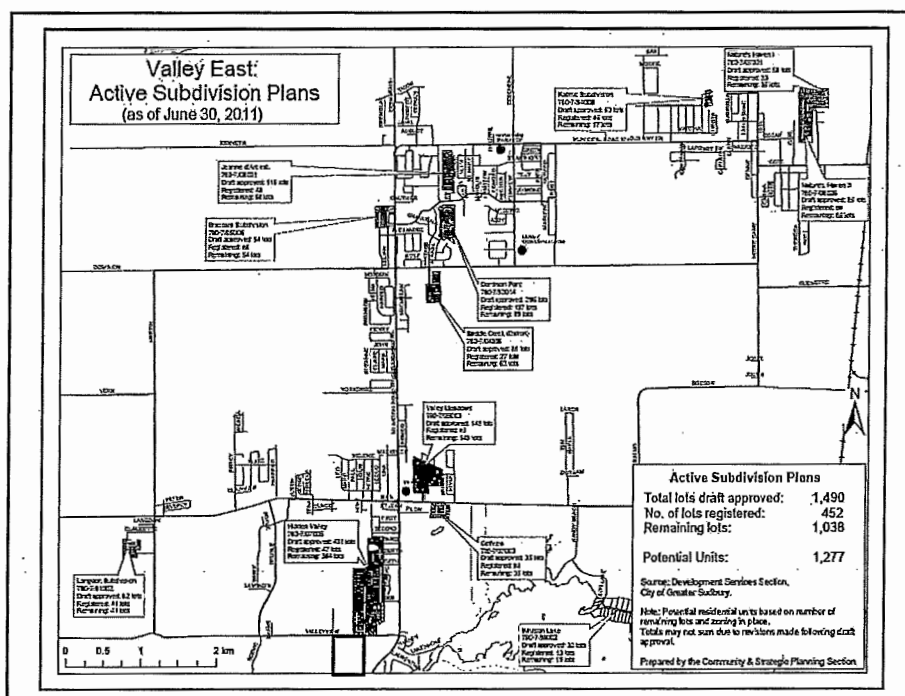
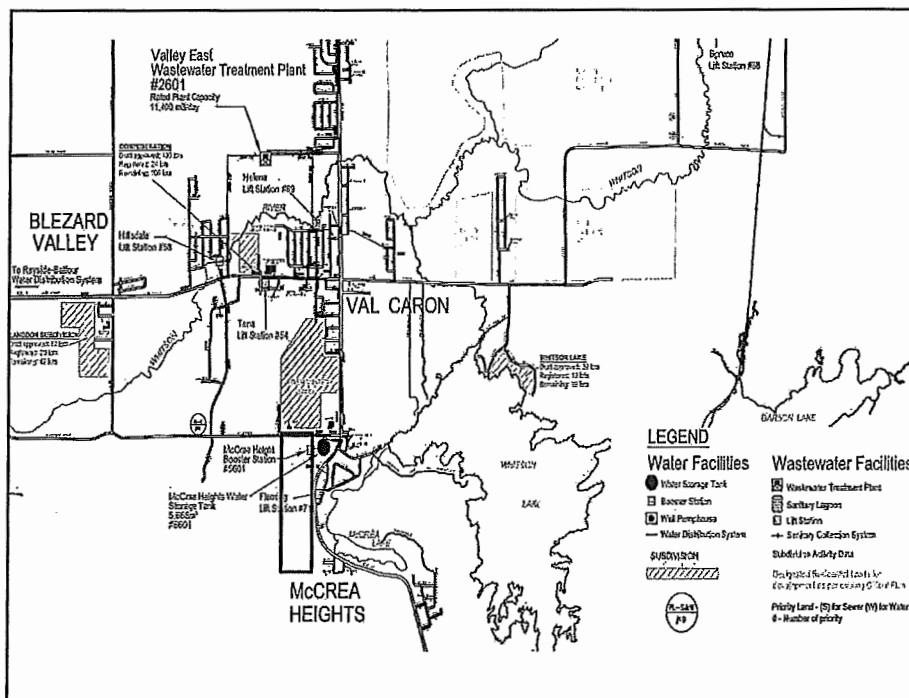
BLAZARD TOWNSHIP MAP II

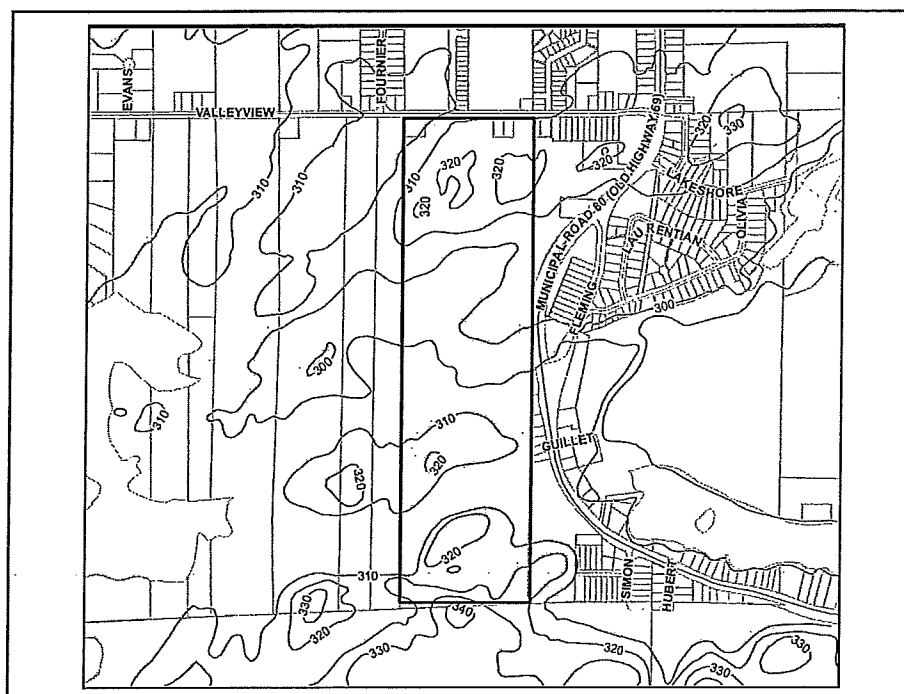
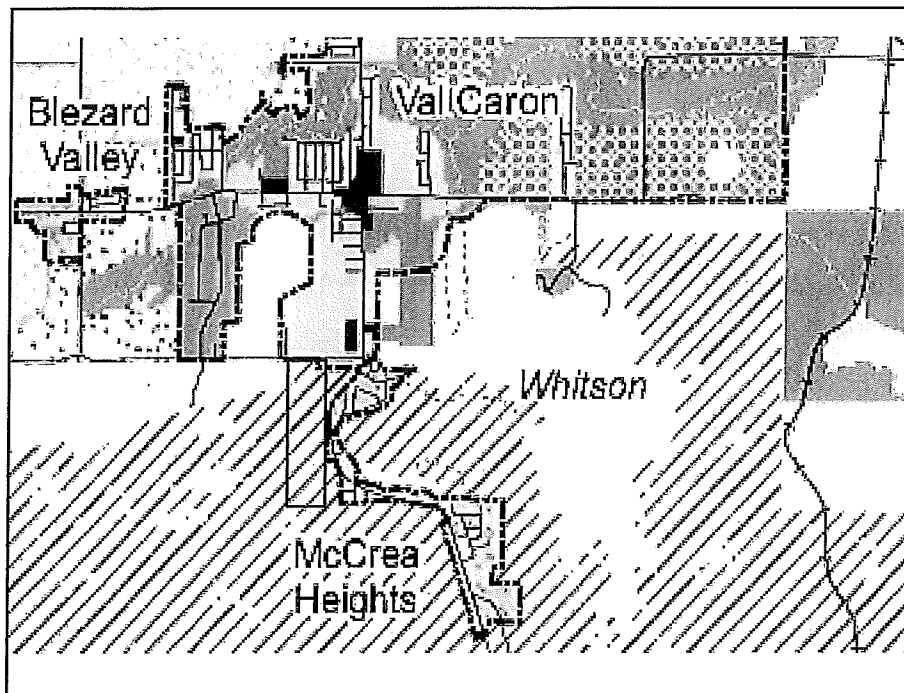
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130 Elm St., Sudbury, ON P3C 1T6 Tel: (705) 560-9770 Fax: (705) 560-9800

March 12, 2012

City of Greater Sudbury
Planning Department
200 Brady Street
Sudbury, ON
P3A 5P3
Attention: Mr. Eric Taylor

Re: Official Plan Review – Remington Site

Dear Eric,

Thank you for the opportunity to provide you with our formal request and comments regarding our future commercial lands currently known as Remington Arms.

The purpose of this request is to begin the dialogue about the future of commercial development in the South End. Currently there are lands in the South End designated as the Retail Centre that have been undeveloped for many years. It is our understanding that the main reason for that is the lack of visibility and accessibility the site provides. In today's retail climate Tenant's are looking for full exposure to traffic, our Remington site provides this exposure and we are hearing this from them and their agents.

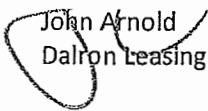
Therefore, our request is that the City of Greater Sudbury consider expanding the Retail Centre designation along the South West side of Regent Street up and to the residential development Mallard's Landing. The intention is to provide the desired lands with the designation that will allow us to rezone to accommodate the proper zoning to attract the investment.

We believe this will not only bring much needed additional retail development to the South End but will also bring the necessary commercial base to also allow the currently designated Retail Centre area to grow.

We must create the proper environment for these companies or they may not choose to develop in the South End. This sentiment has been communicated to us.

I sincerely appreciate your consideration and would look forward to speaking with you if you have any questions.

Yours truly,


John Arnold
Dalron Leasing Limited



Laurentian Nordic

April 3, 2012

Official Plan Review
c/o Office of the City Clerk
City of Greater Sudbury
PO Box 5000
Station A
Sudbury ON P3A 5P3

To Whom It May Concern:

It has been with interest that the Laurentian Nordic Ski Club has observed a significant number of presentations to the Planning Committee requesting that the University access road be removed from the Official Plan for the City of Greater Sudbury. The Club wishes to endorse these requests and the submission made to the Planning Committee on January 23rd, 2012 by Bob Hanson (presented by Jean Hanson). Mr. Hanson's presentation clarifies the many reasons why the University access road has no merit in the context of our City's efforts to build an active, healthy, green community.

The Laurentian Nordic Ski Club has been active for almost 40 years. Club volunteers have invested thousands of hours to establish ski trails which are the envy of cities across the province. The Club has introduced hundreds of children to cross country skiing through Bunyrabbit, Jackrabbit, Track Attack, Challenge and Junior Racing programs. Given the grave concern that exists around the health of our community, the Club is hoping that the City will at all costs avoid building a road which would destroy the ski trails and surrounding greenspace.

The following are just a few of many references which reflect the need to protect the ski and walking trails at the University:

"According to newly released data from the Canadian Health Measures Survey, only 9% of boys and 4% of girls meet the new Canadian Physical Activity Guidelines. The Guidelines state that for health benefits, children and youth should accumulate at least 60 minutes of moderate-to-vigorous intensity physical activity daily."

-2011 Active Healthy Kids Canada Report Card on Physical Activity
for Children and Youth

"In 2009/10, the obesity rate for the population aged 18+ in the Sudbury & District Health Unit area was 24.9%, up from 19.3% in 2007/08. The 2009/10 obesity rate is above the provincial (18.0%) and national (18.0%) obesity rates."

-Canadian Community Health Survey, Statistics Canada

"The term green infrastructure is gaining popularity in urban development, land-use planning and conservation dialogues. ...green infrastructure is defined as natural vegetative systems and green technologies that collectively provide society with a multitude of environmental, social and economic benefits."

-Health, Prosperity and Sustainability: The Case for Green
Infrastructure In Ontario, Green Infrastructure Ontario Coalition

Further reasons for eliminating the University access road from the Official Plan are outlined in Mr. Hanson's submission which is enclosed for your consideration.

In this day and age, forward thinking communities do everything possible to protect their treasured green infrastructure. It is hoped that the City of Greater Sudbury will be such a forward thinking community and remove the University access road from the Official Plan.

Yours truly,

Perry Sakki
President
Laurentian Nordic Ski Club
62 Crater Crescent
Sudbury ON P3E 5Y6

cc Mayor Marianne Matichuk
Council Members

Name: Bob Hanson
Address: 3819 Sunvalley Avenue
Phone:
e-mail:
Re: City of Greater Sudbury Official Plan
University Access Road
Monday, January 23, 2012
Speaking Notes/Written Submission

My perspective this evening emphasizes the value of the Laurentian Nordic Ski Trails but also addresses the broader need for the Official Plan to protect the City's valuable greenspaces.

This evening I believe I also represent the hundreds of other citizens who oppose the University Access Road.

Background

The Laurentian Nordic Ski Trails were established in the '70's through support from Laurentian University and the community. They have since provided an outstanding venue for recreational and competitive cross-country (Nordic) skiing to thousands of citizens of Sudbury and skiers from across Canada. The summer season transforms these trails into a network of hiking and biking trails.

Laurentian University is renowned across Canada for its unique outdoor wilderness campus which provides an outdoor wilderness classroom to students in many programs, e.g. Outdoor Adventure Leadership, and also a venue for healthy outdoor living while students attend university.

Thousands of Bunyrabbit, Jackrabbit, Track Attack and Junior Racers Skiers have benefited from the effects of healthy outdoor winter activity on the ski trails.

The Laurentian Nordic Ski Trails, walking and bike trails, provide a low cost alternative to high cost recreational activities, e.g. hockey, golf, thus increasing accessibility for all families regardless of income.

Concerns

The proposed University Access Road (Schedule 2b South End Natural Assets) will dissect the existing ski, hiking and walking trails in many locations thus decimating the trail network and destroying one of Sudbury's finest outdoor recreational facilities.

The City of Greater Sudbury suffers from an extremely high incidence of heart disease, cancer etc. Exercise is known to have a positive impact on incident rates. The ski, biking and walking trails provide a proactive opportunity to counter the health effects of a sedentary lifestyle.

The Children First Charter of the City of Greater Sudbury speaks to the importance of the whole community (public, private and non-profit sectors) working together to provide all children with a quality of life which includes access to recreational and leisure activities and promotes children's physical well being. As a community we need to actively preserve the opportunities provided to children at the Laurentian Trails.

The new road as it appears on the Official Plan will quickly become the chosen route into the city from the south. It will be faster to travel from highway 69 at highway 17 to Ramsay Lake Road. There are 10 traffic signals via Regent and Paris compared to 2 via the new access road. This will result in increased traffic on Ramsay Lake Road at all times of day not just rush hour.

The proposed road will not ease traffic congestion from the downtown and New Sudbury areas. Drivers will not go out of their way via Four Corners and south on Highway 69 to avoid a minor bottleneck at two peak hours of the day.

There are less expensive alternatives to alleviate rush hour traffic on Ramsay Lake Road during rush hour and the few special events at Laurentian each year.

Two thirds of the year there are no classes at Laurentian. Heavy traffic on Ramsay Lake Road at the end of the school day is an issue only 125 days a year.

Taxpayers can't afford this road with the many other needed road improvements. The roads in the City of Greater Sudbury have been identified as the poorest in the province of Ontario. The taxpayers expect a satisfactory level of road maintenance prior to the development of a new parkway which will service an exclusive and limited population.

The Official Plan for LoEllen area (24.4.10 a.) states, "as residential development occurs east and south of the LoEllen Park area, trail corridors linking this area with the Laurentian University and Lake Laurentian Conservation Area trail systems shall be provided." It is important that we preserve what exists for LoEllen residents.

Most of the drainage (salt, oil, gas, diesel and potential spills) from this road will end up in Ramsay Lake. Ramsay Lake must be protected as a municipal water supply. The proposed route crosses a wetland which is used for research by Laurentian University.

Emergency access to the university and surrounding residential areas can be provided through the emergency road access to Loach's Road. The emergency access is maintained throughout the year and has rarely if ever been required.

Capreol, Levack, Killarney, Sudbury Airport, Sudbury Algoma Hospital, Lake Wanipitae and many other towns in northern Ontario do not have emergency access parkways. This has not been identified as a problem.

There is very little undeveloped private land around the university. There is one proposed redesigned old subdivision with more smaller lots. It is my understanding that the developer has been threatened with law suits if existing wells in the Arlington, Belmont and Lakewood area, are affected by drilling and blasting.

The Access Road will compromise the visual quality of the area with the road in full view from the Laurentian track, soccer fields, athletic building and all higher areas of the university campus.

The City's commitment to building a healthy community has been reinforced through the work of the Healthy Community Cabinet. Some time ago an "Intersectoral Planning For Children: Health Success Strategies" group recommended that our community...

- Provide children with an early focus on healthy and active lifestyles;
- Create an infrastructure such as trails, bike paths...safe walking areas...;
- Provide more opportunities for children to be outside and physically active;
- Provide resources to insure participation is accessible...;
- Encourage activity other than team or other organized sports;
- Provide an integration of policies at the municipal, school board and provincial ministerial level that impact on health.

Sudbury has worked hard to develop a network of non-motorized trails (See Trails: A Guide To Non-Motorized Trails in Greater Sudbury). The goal must be to enhance not destroy the existing network.

Safety on the parkway will be compromised by high-speed drivers who will ignore the posted limits in an effort to save time. Calming traffic needs to be more important than quicker routes.

The City of Greater Sudbury cannot afford the luxury of this new 'parkway' in the face of so many other needs.

Conclusion

I have been involved in cross country skiing for the last 40 years as a recreational skier, a racer, a ski instructor, a varsity coach.

Cross-country skiing has been a huge part of my life.

However, if another snowflake never fell on Sudbury from this day forward, it wouldn't matter.

This is much bigger than skiing.

My presentation this evening is about preserving the most precious greenspace in the City as identified by the City of Greater Sudbury's Greenspace Advisory Panel. I am asking that Council recognize this and that the University Access Road be removed from the Official Plan.

officialplan - Official Plan comment via website

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 4/5/2012 8:42 AM
Subject: Official Plan comment via website

Name: Mike Potter
Email:

Comments: I like to cycle, but the main thing holding me back from cycling more are the roads, I find it dangerous to cycle on roads when there isn't enough room. I believe we need to slightly widen roads and add a bike lane.

From: Tim Worton
To: Kris.Longston@greatersudbury.ca
Date: 4/5/2012 1:53 PM
Subject: summary of public input session for the OP Jan 23/2012
Attachments: 1 Good evening.doc

Hello Kris:

When I read the summary of the presentations for the OP I noted that mine had been shortened & is incorrect. To that end I have attached my speaking notes from my presentation. I hope you can correct the summary. No doubt you would have gotten the correct sentiment into the official plan regardless.

Thank you
Paula Worton

PS. This is what was hoped: to identify the Lily Creek waterway from the Ramsey Lake outflow to & including Kelly Lake as a cultural heritage landscape (in the City of Greater Sudbury Official Plan)

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1. Good evening. I would like to thank the Mayor & council for this opportunity to provide input. Thank you for the assistance of councillors & city staff especially in the planning department. A special thank you to the community groups, scientists, researchers and others who provided support in a multitude of ways.

Heritage Resources is the description used in the Official Plan for both the built heritage & natural heritage features within our city. Consider the following as an addition to the heritage section of the city's Official Plan.

2. Greater Sudbury's most significant historical event was the meteor impact 1.85 billion years ago.

3. This impact gave the region rich mineral deposits & land depressions which eventually became our lakes. The resulting geological land changes made us who we are today.

4. The Kelly Lake shatter cones & the Ramsey lake-Robinson Lake Pectors formations are natural heritage features that speak to the force of the meteor impact.

5. Magnetic anomalies, suggestive of mineral deposits, were noted in 1856 by Provincial Land Surveyor Albert Salter. This discovery of mineral deposits aroused little interest because the area was so remote. A demand for lumber from the

United States drew the first explorers to Sudbury. Upon their arrival at the Spanish River Harbour they travelled up the Spanish & Vermillion Rivers. Some canoed north to Onaping, Biscotasi, Ramsey, Indian &

Mozhabong Lakes. Others used the Junction Creek system to travel to Kelly Lake, Robinson Lake, Lily Creek & Sudbury's Ramsey Lake.

6. The main streams & tributaries were used for log driving & acted as natural "highways" for the area. (Dept. Of Lands & Forests 1967- A History of Sudbury Forest District)

7. Our history books confirm this as sawmills were found on Minnow Lake, Ramsey Lake, & Junction Creek. (Gunn et al.) This is a rich chapter in our city's history. The official plan can be enhanced through identifying the Lily Creek waterway from the Ramsey Lake outflow to & including Kelly Lake as a cultural heritage landscape.

8. These waterways inspired our first settlers to explore the area. Inspiration is found here still as seen by this award winning pastel by local artist Sue Lampinen.

Recognize the value of this cultural heritage landscape. Thank you

officialplan - Official Plan Submission

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 4/10/2012 9:19 AM
Subject: Official Plan Submission

Name: John Lindsay
Email:
Telephone:
Address: 1439 Bancroft Drive
Sudbury, P3B 1R6

Comments: The Minnow Lake Community Action Network and the Minnow Lake Restoration Group submit the following proposed revisions to the Official Plan

Proposed revisions to
present Official Plan:

In order that any new developments, regardless of size, are in the words of the Official Plan "compatible with the existing character of the neighbourhood" and important environmental concerns are respected, the following suggested revisions to the City of Greater Sudbury Official Plan are suggested. Changes are noted in brackets or in comments.

3.2.1 Living Area 1 - Communities - Policy 6 b.

"the proposed development is compatible with the surrounding neighbourhood (in a radius of 500 metres in each direction) in terms of scale, massing, height, siting, setbacks and the location of parking and amenity areas (in relation to a minimum of 75 per cent of the properties within this area)"
Rational: This specifically defines the extent of the "neighbourhood" and the comparison to other properties.
3.3 Intensification - Policy 1.b

Opportunities for
intensification will be supported on lands:
"where the
present use is maintained but the addition of residential
uses can be accomplished in a complementary manner (in
consideration of 3.2.1 6b)

8.5.1 Environmental Constraints on Development

Keep all policies in place
but change "may" to "shall" for Environmental Impact
Studies for all new development in lakes under 50 ha, trout
lakes, unique natural feature etc as described in Policy 3.
Rational: remove the possibility of the city to
arbitrarily determine if studies are necessary.

8.2 Watershed Approach - The Link between Land and Water: Source Water Protection - Policy 1.i

change "may" to
"shall" with respect to "a site plan control agreement

required prior to the enactment of an amending by-law".
Rational: remove possibility of city arbitrarily
determining if site plan required.

20.6 Site Plan Control Areas.

Change "may" to "shall" with respect to
"waterfront properties subject to site plan control in
order to implement policies and programs related to the
protection of water resources.

Rational: remove the
possibility of city arbitrarily determining if site plan
required.

Site Plan Requirements for development:
That site plans be required for all residential development
beginning with duplex (R2) developments.
Rational: All revenue properties, other than single family
units be required to have a site plan as part of the
development approval, to limit potential development abuse
and to protect neighbourhood interests.

John Lindsay,
Chair
www.minnowlake.ca

Kris Longston - GSAP OP input

From: Naomi Grant
To: Mark.Simeoni@greatersudbury.ca; Paul.Baskcomb@greatersudbury.ca; Kris.Lo...
Date: 5/1/2012 12:49 PM
Subject: GSAP OP input
Attachments: GSAP-OPinputApril-12.doc

Hi,
Please find attached a summary of the GSAP recommendations for the OP review to date.
You'll have seen quite a bit of it already, but it is all in one place and there is new material from on-going work.

I'm sorry not to have gotten this to you earlier. Earth month is a very busy time.

See you tomorrow morning,
Naomi

April 2012

Recommendations from the Green Space Advisory Panel for the Official Plan Review

Green space encompasses everything from parks for neighbourhood and community use, to features and areas with a high natural heritage value. Protecting natural heritage addresses many planning concerns including parks and recreation services, landscape fragmentation, biodiversity, climate change, lake water quality and protection of drinking water sources, ecosystem health, and the healthy community model.

The Green Space Advisory Panel recommendations focus primarily on two sections of the Official Plan: Section 7.0 Parks and Open Space, and Section 9.0 Natural Environment.

A. Section 7.0 Parks and Open Space

Incorporate the Final Report of the Green Space Advisory Panel, and further work of the panel, into the Official Plan

In its first term, the Green Space Advisory Panel fulfilled several objectives in the 2006 Official Plan, and the Parks, Open Space and Leisure Background Report and Master Plan, and contributed further green space work. Much of this work can be found in the Final Report of the Green Space Advisory Panel, which included some specific items adopted by Council. Additional work has been done by the current panel, and the most up to date information available should be used where applicable.

Here are some specific items that should be brought into Section 7.0 Parks and Open Space of the Official Plan:

- Incorporate the vision: “The Greater Sudbury parkland system meets local, community and city-wide needs for accessible and safe outdoor recreation and education, contributes to a high quality of life for present and future residents, and preserves significant natural features and functions in perpetuity”.
- Incorporate the **Park Classification System** (completing program 7.2.1.2)
- Update **permitted uses** appropriate to park type. It is especially important to update permitted uses for natural parks and ecological reserves for passive recreational use only, and defined and very limited development (see Parks Classification System table).
- Include further details in **service standards** by park type (see Parks Classification System table). It may not be possible to meet service standards in non-urban areas, which also have different expectations. It is recommended that alternative standards be set for non-urban settlements (e.g. 1 neighbourhood, natural, and linear park per settlement), and rural and waterfront areas (e.g. no set service standard?)

- Incorporate the **mapping and inventory of existing parks and other recreational lands** (*note that current work has added to this list*)
- Include the **Surplus Parkland Disposal Policy**. Update policy 7.2.1.8 to make it consistent with the Parkland disposal policy, and to indicate that **CGS owned green space opportunities not be offered for sale or disposal** (if ranked 2-5).
- Incorporate the **rating structure for potential acquisitions**. (*Note that current work is adding further 'flags' to consider priority for acquisition such as filling a gap in service standards, contributing to connectivity, and being located in a sensitive source water zone*)
- Incorporate the **mapping and inventory (including acquisition priority ranking) of green space opportunities, as a living list** (contributing to program 7.2.1.4; *note that current work has added new green space opportunities, has updated information for some green space opportunities, and has a working list of high priority sites*)
- Update **direction for parkland acquisition** according to the list/mapping of privately owned green space opportunities, and their priority for acquisition (*update with current work*)
- Consider updating policy 7.2.1.6, to allow cash-in-lieu of parkland dedication to be used towards the acquisition of priority green spaces (e.g. where no gap exists in the area where the development is occurring; or specify a 50/50 split as with parkland disposal)
- Incorporate **gap analysis information** in regards to the objective of 4 ha per 1000 residents, and distance service standards (by service area). (*note that current work will include 2011 census data, and a gap analysis for distance service standards*)
- Incorporate **connectivity analysis** (or reference future inclusion if not completed before the OP review is complete) (*update with current work*)
- Reference the special value of shorelines and urban hilltops . Green spaces with these features are a priority. Refer back to the vision of natural hilltop parks connected with trails.

B. Section 9.0, Natural Environment

Taking the next step: a Natural Heritage System

Section 3 of the Planning Act requires that decisions affecting planning matters 'shall be consistent with' policy statement issued under the Act. Planning for the long-term

protection of natural heritage features and areas is a fundamental natural heritage policy of the PPS.

In the Provincial Policy Statement (PPS), Section 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 – 2.1.7 provide specific policies limiting development and site alteration for specific features/areas. For Ecoregion 5E, policies in regard to significant habitat of endangered species and threatened species, significant wetlands, significant wildlife habitat, significant areas of natural and scientific interest, fish habitat, and areas adjacent, apply.

Note that “natural features and areas” has a particular definition in the PPS. Specific features (such as provincially significant wetlands) are listed explicitly, but may not be the only features and areas “important for their environmental and social values as a legacy of the landscape of an area.” Other features may be significant at a watershed, regional, or local scale.

This is addressed in PPS policy 4.6 which clarifies that the PPS represents minimum standards which can be built upon at the local level (without conflicting with other PPS policies.) For example, locally significant wetlands could be given protection, in addition to those that the MNR has identified as provincially significant.

Section 2.3.1 of the PPS, Water, is also extremely pertinent to natural heritage features and areas, and the elements of a natural heritage system.:

“Planning authorities shall protect, improve or restore the quality and quantity of water by...

(c) identifying surface water features, ground water features, hydrological functions and natural heritage features and areas which are necessary for the ecological and hydrological integrity of the watershed...

(e) maintaining linkages and related functions among surface water features, ground water features, hydrological functions and natural heritage features and areas...”

As such, natural features and areas, and their linkages, are best considered in terms of both their ecological and hydrological importance (which of course are very much interrelated.)

The Natural Heritage Reference Manual (NHRM) provides further guidance and represents the Province’s recommended approach for consistency with the PPS in protecting natural heritage features and areas, and natural heritage systems. This manual

is also an excellent source of primary references for the scientific basis of the approaches recommended.

Policy 4.5 of the PPS recognizes the official plan as the most important vehicle for implementation of the PPS.

To implement the natural heritage policies of the PPS, it is recommended that policies in the official plan:

- identify natural heritage systems and ways in which the biodiversity, connectivity and ecological functions of the system will be maintained, restored or improved;
 - identify and protect natural heritage features and areas and their ecological functions;
 - protect these features, areas and ecological functions from incompatible land uses and activities; and
 - provide a clear and reasonable mechanism for assessing the impact of applications for land use changes on these features, areas, their adjacent lands and ecological functions.”
- (NHRM, pg. 12)

The Guelph OPA42 was identified as an example of ‘best practice’ and provides a model for the basic format, and planning language to do so.

Some of the key features include:

- Identification and mapping of a **Natural Heritage System**
- **No development permitted in identified high value natural areas/features** (called **Significant Natural Areas**) and associated buffers
- **Mitigated development may be permitted in other identified natural areas/features** (called **Natural Areas**) and their buffers after an Environmental Impact study.
- A clear **mechanism to identify and protect significant natural areas** that have not been previously identified
- Rigorous criteria for EIS’s

Here are some examples of some of the specific language in the Guelph OPA42:

- Pg. 9, 6.1 “The City’s Natural Heritage System (NHS) is comprised of a combination of natural heritage features, including Significant Natural Areas and established buffer, Natural Areas, Ecological Linkages, Restoration Areas and Wildlife Crossings as identified on Schedule 10.”

- “Pg. 9 Purpose “the Natural Heritage System:

- i) provides permanent protection to the Significant Natural Areas, established buffers, and Ecological Linkages,
- ii) identifies Natural Areas for further study to determine the features and functions that should be incorporated into the Natural Heritage System for permanent protection or alternatively, identify the areas that may be developed; and
- iii) identifies wildlife crossings to ensure that mitigative measures are undertaken to minimize any harm to wildlife, the public and/or property.”

- Pg. 11, 6.1.3 General policies:
“**Significant Natural Areas**

2. Development or site alteration shall not be permitted within Significant Natural Areas or their minimum buffers, as illustrated on Schedule 2. Exceptions are identified in the General Permitted Uses listed below and within the Significant Natural Areas policies.

3. Development or site alteration may be permitted within the adjacent lands to Significant Natural Areas provided it has been demonstrated through an Environmental Impact Study (EIS) or Environmental Assessment (EA) that there will be no negative impacts on the protected natural heritage features or their associated ecological functions. Exceptions are identified in the General Permitted Uses listed below and within the Significant Natural Areas policies.

Natural Areas

4. Development or site alteration may be permitted within all or parts of identified Natural Areas, provided it has been demonstrated through an EIS or EA that all, or parts of such areas do not meet the criteria in Section 6.1.6 that require their protection. Exceptions are identified in the General Permitted Uses listed below and within the Natural Areas policies.

5. Development or site alteration may be permitted within the adjacent lands of Natural Areas provided it has been demonstrated through an EIS or EA that there will be no negative impacts on the protected natural heritage features or their associated ecological functions. Exceptions are identified in the General Permitted Uses listed below and within the Natural Areas policies.”

N.B. General permitted uses Pg. 12, 6.1.4: legally existing uses/structures, passive recreation, low impact scientific/educational, fish and wildlife management, forest management, conservation/restoration.”

In the current OP, schedule 3 identifies known Natural Heritage for CGS. Identifying a Natural Heritage System is the natural next step for CGS, to be consistent with the PPS, and to most effectively protect significant natural areas, features and functions for the long-term. A Natural Heritage System also complements and supports watershed based planning.

As defined in the PPS, a “Natural heritage system: means a system made up of natural heritage features and areas, linked by natural corridors which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems. These systems can include lands that have been restored and areas with the potential to be restored to a natural state.”

Some of the fundamental characteristics of a natural heritage system include diversity and connectivity, long term ecological function and biodiversity, and linkages among natural heritage and water features (NHRM, pg. 16).

With the layout of CGS, it is worth noting that natural heritage systems can differ in urban and non-urban areas. In an urban/developed landscape, a connected natural system may be maintained or developed from remnant features. In a wilderness landscape, the objective may be protecting and maintaining a connected system of high quality habitat. (NHRM, pg. 22).

Generally, the components of a Natural Heritage System are:

- Core areas: capable of providing and sustaining ecological functions. Attributes such as size, integrity and shape will help to evaluate core areas. Hydrological areas such as wetlands, headwaters, recharge and discharge areas are very important. Interior habitat (>100m from edge) are also important.

- Linkages/corridors: accommodating the natural movement patterns of plants and animals. Ideally, these should be ecologically functional. Positive attributes include sufficient width, appropriate habitat, leading/connecting to desirable habitat, and redundancy. Water features are particularly valuable, generally supporting a high level of biodiversity and meeting the needs of multiple species. (NRHM, pg.24-25).

Once a natural heritage system has been identified, it should be designated and zoned in municipal documents. Permitted uses should be limited to low-impact activities (e.g. hiking, conservation). (NHRM, pg. 36).

A natural heritage system for CGS

It is recommended that the revised Official Plan define and map a **Natural Heritage System**. This would update Schedule 3 'Natural Heritage', as well as language and supportive policies in Section 9.0 Natural Environment. "Natural Heritage System" would be a new land use designation that is more protective than "Parks and Open Space"

The Guelph OPA42 is a good model, for the basic format, and the language.

- No development will be permitted in identified high value natural areas/features (called **Significant Natural Areas**) and associated buffers
- Mitigated development may be permitted in other identified natural areas/features (called **Natural Areas**) and their buffers after an Environmental Impact Study.
- A mechanism to identify and protect significant natural areas that have not been previously identified, should be included.

The GSAP will provide a **list and mapping of Significant Natural Areas and Natural Areas that will make up the Natural Heritage System**. This will incorporate information from: natural heritage identified in the current Official Plan, identification and evaluation of green spaces by GSAP, VETAC, Greater Sudbury Source Water Protection Committee, knowledge from the scientific and wider community, and basic ecological principles and best practices for Natural Heritage Systems. It is understood that the components of the Natural Heritage System is a living list, that will be added to with further work.

Public and expert input is important in this process. There will be opportunities for public input during the Official Plan Review. Some outreach has been done with the CAN's, and the fall CAN Summit is another opportunity for focused input. The Source Water Protection Committee and VETAC presented to GSAP at the April 26 meeting. Outreach to the local scientific community is ongoing. Outreach to the MNR and NDCA will also be important, as sources of further information, and bodies with regulatory responsibilities regarding natural heritage.

The information available is best suited for a feature-based analysis, one of two recommended comprehensive approaches to establishing a natural heritage system (NHRM, pg. 16). A feature based analysis establishes a natural heritage system that builds connections between known features.

Core areas identified are intended to capture ecologically sensitive and important features and areas, as well the representative diversity of vegetation and landforms in CGS. Linkages are focused on waterways, which are also significant features in their own right. Water features are especially valuable as linkages as they generally support a high level of diversity and meet the needs of multiple species. Further linkages should be added as needed to connect core habitat areas.

Below is a working list of the Significant Natural Areas and Natural Areas that make up the proposed Natural Heritage System:

Working list of Significant Natural Areas

(1) **sites zoned 'EP'** (*currently, only the provincially significant Vermillion wetland*)
Rationale: these sites are already recognized as ecologically sensitive and important

(2) **ANSI candidates** (*schedule 3*)
Rationale: although these sites have not been evaluated for provincial significance, they are recognized as regionally or locally significant

(3) **Habitat for species at risk.** A 100m buffer is suggested for wildlife habitat. However, criteria for endangered and threatened species may be more stringent.
(*information from MNR, shared with City*)
Rationale: consistency with PPS policy 2.1.3; protection of vulnerable species

(4) **Locally significant wetlands.** A good starting point is consistency with NDCA criteria. On this basis, new development would not be permitted in "areas within 120 metres of all provincially significant wetlands and wetlands greater than 2 hectares in size, and areas within 30 metres of wetlands less than 2 hectares in size". Further work can better define locally significant wetlands, based on criteria such as ecological value, hydrological value, ecological function (including contributing to lake water quality), remaining wetland cover on a watershed/subwatershed level. It is possible that on-going lake capacity modelling will incorporate information that would provide a measure of the importance of specific wetlands. The Lakes Advisory Panel may also have some recommendations.

Rationale: Wetlands are vitally important ecologically and hydrologically. Wetlands are among the most productive and biologically diverse habitats. Protection of wetlands protects these diverse plant and animal species, while also protecting groundwater and surfacewater resources. Wetlands improve water quality and may be areas of groundwater recharge and discharge. Protecting wetlands can contribute to water quality and quantity goals (consistent with PPS policy 2.2)

(5) **Surface water features, and fish habitat.** Mapped floodplain lines +15m, or a 15m buffer (whichever is larger) should define the Significant Natural Area around surface water features. Fifteen metres is consistent with the current OP, and is considered the minimum buffer for chemical functions. Consideration should be made to increase the minimum buffer to 30m (which is considered the minimum for natural functions) or

more, especially outside of urban areas/pre-existing lots. Adjustments for slope (e.g 0.5m/1% slope) would also be helpful. Lake capacity is also a factor in determining the required buffer.

A buffer of 120m is generally required for fish habitat (which could also include some wetlands), with a buffer of 300m required for trout lakes on the Canadian shield.

Rationale: Consistency with PPS policy 2.1.5. and PPS policy 2.2. Water features have important ecological and hydrological functions. They also have a high social value. Protecting lake water quality is a very high priority for the community, which identifies as a City of Lakes, and with growing concern over incidences of blue-green algae and invasive species.

(6) Locally significant woodlands: Local scientific and other knowledge is being gathered to identify significant woodlands, and the diversity of woodlands that should be captured within the Natural Heritage System. A buffer of 10m beyond the drip line has been recommended. However, a buffer of 100m is required for wildlife habitat values. *(Further work will more clearly define this category)*

(7) Locally significant valleylands: Identified floodplains +15m, as consistent with the current OP (schedule 4) where available. Where floodplains are not mapped, a 30m buffer was mapped on urban rivers, and an 120m buffer was mapped on rural rivers. Buffers are on both sides of the river/waterway.

The 30m buffer is derived from MOE standards— the smaller buffer is used in urban areas recognizing that there is less space available.

The 120m buffer is derived from MNR standards. This larger buffer is highly effective in protecting water quality, can act as a functioning linkage, and provides fair to good general wildlife and avian habitat (NHRM, pg. 141).

Rationale: Valleylands are the 'backbone' of the watershed, a natural drainage system that also supports a high diversity of plant and animal species at the junction of land and water. Waterways are effective linkages, and will serve as the primary linkages for the proposed Natural Heritage System.

(8) Locally significant landform/hilltop/upland: All publicly owned urban hilltops. More work is needed to identify significant landforms/hilltops/uplands outside of urban areas. Headwater areas would be logical candidates. Access to upland habitat from wetlands can be very important for nesting turtles and wildfowl (NHRM, pg. 62)

Rationale: Hilltops are an essential characteristic of CGS's landscape. Because they were slower to be developed, they also often provide an island of nature for older neighbourhoods. At least as far back as the formation of the Healthy Community Cabinet, the vision of preserving urban hilltops as natural parks has been a strong vision in the community.

Outside of urban areas, hilltops/uplands can also be important landmarks and green spaces. In addition, upland habitat is important to wildlife.

(9) Locally significant wildlife habitat: Local scientific and other knowledge is being gathered to identify locally significant wildlife habitat. Because of the ecological significance of many of the other features, it is anticipated that many of these areas will

already be captured within the Natural Heritage System. Even where this is the case, this additional information will be valuable in considering appropriate linkages which meet the needs of particular species. A 100m buffer is suggested for wildlife habitat.

Rationale: Protect valuable habitat for locally significant wildlife.

(10) **Ecological linkages.** As already stated, valleylands/waterways are proposed as the primary linkages, acting as they do as natural corridors for a diversity of species. Further linkages will be defined as connectivity work continues. The provincial Natural Heritage Reference Manual gives some recommendations for width of linkages. These range from 300m (or even 1.6km for corridors greater than 16km long), to Environment Canada's suggestion of >50m for generalists and 500m in rural areas for species that require interior forest habitat.

Rationale: Linkages are a fundamental component of a Natural Heritage System. They allow the natural movement of plants and animals.

(11) **Water recharge areas:** *(Source Water Protection Committee mapping)*

Rationale: Water recharge areas are essential to maintaining water quality and quantity.

(12) **Geological significant sites** *(schedule 3)*

Rationale: CGS has many geologically unique sites. These sites have cultural and historical significance, as well as geological significance, and should be maintained for public education, and scientific study.

(13) **Natural parks and ecological reserves.** All parks and green space opportunities classified as ecological reserve; all parks, and publicly owned green space opportunities classified as natural park.

Rationale: the importance of these natural areas have been identified by GSAP

Working list of Natural Areas

(1) All other areas with water features, including seeps, areas with shallow ground water, and sensitive ground water features.

(2) Re-greened areas *(information from VETAC)*

(3) Further sites identified in the natural heritage background study and on schedule 3, and in the original listing of natural assets

(4) Private green space opportunities classified as natural parks

Criteria for assessing new areas for inclusion in the Natural Heritage System

When a development proposal comes forward, it is important to have clear triggers for the need of an EIS, and to assess the significance of any natural areas or features on the site, as some will only be identified at the time of individual development proposals. GSAP will provide preliminary **criteria for assessing new areas** for inclusion in the Natural Heritage, however, more work may be needed.

It is also important that the EIS requirements are appropriately rigorous, applying the precautionary principle.

It is recommended that current EIS and watershed study requirements be reviewed to be strengthened as appropriate. GSAP may make further recommendations on EIS.

Adjacent land and buffers

PPS policy 2.1.6 state that development and site alteration shall not be permitted on lands adjacent to specified natural heritage features and areas unless the ecological function has been evaluated and it has been demonstrated there will be no negative impacts. The proposed Natural Heritage system has similar policies for lands adjacent to Significant Natural Areas.

'Adjacent land' is generally considered to be within 120m.

Significant Natural Areas and Natural Areas include an appropriate buffer, which should be specified as part of the Natural Heritage System. A summary of current scientific literature can be found on pages 136-139 of the Natural Heritage Reference Manual. Page 141 provides an excellent table of pollutant removal effectiveness and wildlife habitat value as a function of buffer width. Some buffer recommendations have been included above.

On publicly owned land a minimum 120m natural buffer should always be left along waterways (including wetlands) for minimal integrity. It is understood that this may not always be possible in urban parks with shoreline, where a smaller buffer may be required (minimum 15m).

Programs

N.B. The Programs to be incorporated in the OP can be adjusted depending on how much is completed beforehand.

(1) A **systematic inventory and mapping of natural heritage areas and features** in Greater Sudbury, led by the Green Space Advisory Panel (provided with support needed), and including public consultation – for inclusion in the Natural Heritage System
Although much work has been done, there has never been a systematic inventory of natural heritage areas and features for CGS.

(2) Seek recognized **status for ANSI** candidates
ANSI candidates have not yet been evaluated for provincial significance

(3) Develop clear **criteria to assess new sites for significance** as a natural area/feature, and define buffers (if not completed).

(4) "a tree-cutting by-law under the Municipal Act in order to prevent misuse of forest resources which can result from poor land use practices, and as a means of retaining trees and major woodlots in order to maintain visual relief and conserve natural resources."

(5) *GSAP is considering recommendations for programs to quantify the benefits of Sudbury's forests and urban trees, and to further protect urban trees.*

(6) Acquire or otherwise provide long-term protection to high priority private green space opportunities. Support this program with funding strategy.

(7) Identify and recognize Heritage Trees

(8) Incentives for private owners to restore shorelines and bring them up to current standards for natural buffers.

Supporting natural heritage throughout the Official Plan

GSAP recommends that the OP review is a good opportunity to ensure that natural heritage goals are well supported throughout the Official Plan.

- Goals for water quality and quantity are strongly interrelated with natural heritage protection

- Support the use of green infrastructure, especially for stormwater management.

Natural catchments such as wetlands are preferable, since natural conditions cannot all be accurately duplicated in engineered systems. (NHRM, pg. 32). Green infrastructure is also a more financially sustainable choice for municipalities.

- Support green urban design standards

- Address existing threats. The proposed LU link and the special plan for the Ponderosa floodplain are two examples of threats to significant natural areas.

- Here are three further examples from the Guelph OPA that provide further protection to Natural Heritage through policies regarding degradation of natural areas, a program for environmental monitoring, and urban forest policies:

- Pg. 14, Under Existing use – protection from degradation: “Development, site alteration or activities carried out within the Natural Heritage System, without prior approval by the City, which result in reduction in the extent of the natural heritage features or the associated ecological function will not be recognized as a new existing condition. Restoration of the disturbed area shall be required to the satisfaction of the City. If the unapproved development or site alteration is carried out in conjunction with a development application, restoration will be required prior to or as a condition of approval of any permitted development.”

- Pg. 34 Section on stewardship and monitoring, including the program: “1. A City-wide environmental monitoring program will be developed and implemented to assess the effectiveness of the policies, decisions and programs

in meeting the objectives of the Natural Heritage System and the Urban Forest.”

- Pg. 31 Urban Forest Policies, include: identification of plantations and hedgerows, City Tree bylaw, Tree Inventory and Tree Protection Plan required with development/site alteration in a plantation, Vegetation Compensation Plan required for replacement of health non-invasive trees over 10cm dbh proposed to be removed, Heritage trees may be identified.

Links to references:

- Provincial Policy Statement: <http://www.mah.gov.on.ca/Page1485.aspx>

- Natural Heritage Reference Manual for Natural Heritage Policies of the PPS:

<http://www.mnr.gov.on.ca/stdprodconsume/groups/lr/@mnr/@lueps/documents/document/t289522.pdf>

- Guelph OPA42: http://guelph.ca/uploads/PBS_Dept/planning/NHS/OPA%2042%20-%20consolidated.pdf
- CGS Official Plan:
http://www.greatersudbury.ca/cms/index.cfm?app=div_planning&lang=en&currID=4741
- NDCA O-Reg 156/06: http://www.e-laws.gov.on.ca/html/regs/english/elaws_regs_060156_e.htm
- Green Infrastructure
http://greeninfrastructureontario.org/sites/greeninfrastructureontario.org/files/Health,%20Prosperity%20and%20Sustainability_The%20Case%20for%20Green%20Infrastructure%20in%20Ontario.pdf
- http://www.asla.org/uploadedFiles/CMS/Government_Affairs/Federal_Government_Affairs/Banking%20on%20Green%20April%202012%20DRAFT.pdf

Mark Simeoni - Official Plan review

From: Mark Simeoni
To:
Date: 5/11/2012 10:48 AM
Subject: Official Plan review
CC: Bill Lautenbach; David Shelsted; Greg Clausen; joscelyn.landry-altmann@greatersudbury.ca; Paul Baskcomb

Hello, Terry, my name is Mark Simeoni. I am the Manager of Community and Strategic Planning with the City of Greater Sudbury. I am responding to an email which you had written, that was forwarded to me regarding City's Official Plan review. As I understand your specific concern it relates to the potential to expand Notre Dame Avenue to 6 lanes in the Flour mill area.

David Shelsted, who is the City's roads engineer is currently leading a transportation background study in support of the City's Official Plan review. My section, being Community and Strategic Planning, is currently undertaking the review of the City's Official Plan. Although separate in terms of their scope, both projects are very much linked. The technical work and public consultations being undertaken in the transportation background study will be incorporated into the Official Plan, where appropriate, once the study is complete.

I suggest you contact David Shelsted for any specific information regarding this aspect of the Plan review. David can be reached at david.shelsted@greatersudbury.ca

With respect to the Official Plan as a whole you can contact me directly to discuss any aspect of this project. I am including a link to the City Official Plan project website for your information.
www.greatersudbury.ca/officialplan

I look forward to hearing from you.

Kind regards, Mark

Mark H. Simeoni, MCIP, RPP
Manager of Community and Strategic Planning
Planning Services Division
Growth and Development Department
City of Greater Sudbury
P.O. Box 5000, Station "A"
200 Brady Street
Sudbury ON P3A 5P3
705-674-4455 ext.4292

Mark Simeoni - Re: Flour Mill BIA would like to comment on Official Plan Review

From: Greg Clausen
To: Joscelyne Landry-Altmann
Date: 5/10/2012 4:06 PM
Subject: Re: Flour Mill BIA would like to comment on Official Plan Review
CC: Bill Lautenbach; David Shelsted; Terry McMahon; Viv Gibbons

Thank you for your email .

I will ask **Dave Shelsted** to explain where the Six Laning of Notre Dame (ND) Project is in the updated Transportation Plan which will form part of the New OP being developed .

I believe that the ND project is independent of the Maley Drive project .

I will ask **Bill Lautenbach** to answer T. McMahon's question re the OP Review process and input opportunities .

Regards

R.G. (Greg) Clausen, P. Eng.
General Manager of Infrastructure Services
City of Greater Sudbury
P.O. 5000 , Station "A"
200 Brady Street
Sudbury, Ontario P3A 5P3
Phone: (705) 674-4455 x 2523
email: greg.clausen@greatersudbury.ca

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>>> Joscelyne Landry-Altmann 5/10/12 2:17 PM >>>

Thank you for your email Terry,

I have included the motion which was passed in 2007 concerning this very situation.,The motion is quite clear.I am forwarding your email to our general mgr of Infrastructure -Greg Clausen for his response.

thank you

Joscelyne

The following resolution was presented by Councillors Landry-Altmann and Dupuis:

2007-346 Landry-Altmann-Dupuis: WHEREAS the Council of the City of Greater Sudbury adopted the International Charter for Walking, has accepted the challenge to become the most pedestrian friendly city in Ontario by 2015 and has resolved that the Charter and challenge be considered in future planning, transportation, infrastructure and leisure decisions;

WHEREAS Recommendation #6 of the Constellation City Report recommends Transit Services explore the potential for expanded intra-community transit, park and rides, express buses during peak periods and transfer stations;

WHEREAS the reconfiguration of the Lasalle and Notre Dame intersection is a high priority and will address some of the traffic congestion;

WHEREAS the Maley Drive Extension is recognized as Council's #1 priority;

WHEREAS the Barrydowne Extension is recognized in the Official Plan as a possible alternative to Highway 69 North;

THEREFORE BE IT RESOLVED THAT the six-laning of Notre Dame Avenue not commence until the above projects have been completed.

CARRIED

Joscelyne Landry-Altmann
Mairesse adjointe
Conseillère du quartier 12
Deputy Mayor, Councillor Ward 12
705-674-1212
joscelyne.landry-altmann@grandsudbury.ca
joscelyne.landry-altmann@greatersudbury.ca

>>> Terry McMahon
Hi Joscelyne,

5/10/2012 1:48 PM >>>

as Chairman of the Flour Mill BIA, it came to my attention during a recent Sudbury Star article that the 6-laning of Notre Dame Avenue is back on the table as part of the Maley Drive Extension Project. It reminded me that the Flour Mill BIA wants to comment on this issue as part of the Official Plan Review going on in 2013.

When does the BIA have an opportunity to voice its concerns? I did not see or hear about public forums for the Official Review. Also, was there not a Official Motion tabled at Past Council to delay such a project? Where do things stand?

Looking forward to your comment.

Sincerely,

Terry McMahon
Chairman, Flour Mill BIA

From: Official Plan website comment form (Krista Carre)
To: officialplan
Date: 18/05/2012 10:52 AM
Subject: Fwd: Official Plan Review,CMS > Official Plan comment via website

>>> <webmaster@greatersudbury.ca> 18/05/2012 10:43 AM >>>

Name: Lisette Prudhomme

Email:

Telephone:

Address: 3912 Del Street

Chelmsford ON P0M 1L0

Comments: The city needs to reconsider designating peoples private islands on Ramsey Lake as open space/park land unless the property owners consent to it first. I paid lots of money + interest + taxes for Berry island (which the city sold to me in 2003) and the city will strip me of my rights to do anything with my land if they continue to designate my island property as park land. Personal consultations should occur with the island owners rather than public consultations and exemptions should be considered where property owners do not consent. I surely didn't spend my hard earn money purchasing this island just to give it away as green space for the city's public use. I wonder what the Premier of Ontario would think about Sudbury doing this to the people of their community?

From: Manon Tessier <tessiern@sdhu.com>
To: "greg.clausen@greatersudbury.ca" <greg.clausen@greatersudbury.ca>, "b...
CC: "officialplan@greatersudbury.ca" <officialplan@greatersudbury.ca>, San...
Date: 23/05/2012 3:41 PM
Subject: City of Greater Sudbury Official Plan: Public Health Recommendations
Attachments: Letter_City of Greater Sudbury Official Plan Review Public Health Recommendations
May 2012.docx.pdf; Report_City of Greater Sudbury Official Plan Review Public Health Recommendations
May 2012.pdf

Dear Ms. Matheson, Mr. Clausen and Mr. Lautenbach,

Attached, please find a covering letter and public health's recommendations on the City of Greater Sudbury Official Plan.

The Sudbury & District Health Unit appreciates the opportunity to provide input to the City of Greater Sudbury's Official Plan and encourages additional dialogue on the concepts of healthy communities.

Respectfully submitted,

Manon Tessier
Divisional Administrative Assistant for Sandra Laclé, Director
Adjointe administrative de la division pour Sandra Laclé, directrice
Health Promotion Division/Division de la promotion de la santé
Sudbury & District Health Unit | 1300 Paris Street, Sudbury ON, P3E 3A3
tessiern@sdhu.com<mailto:tessiern@sdhu.com> | 705.522.9200, ext. 392 | 7 705.677.9612

[cid:image001.jpg@01CD38D1.F6A8A460]

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Sudbury & District

Health Unit

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santé publique

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Main Office/Bureau principal:

1300 rue Paris Street
Sudbury ON P3E 3A3
(705) 522-9200
(705) 522-5182

Branch Offices/Succursales:

101 rue Pine Street E
Box/Boîte 485
Chapleau ON P0M 1K0
(705) 864-1610
(705) 864-0820

Espanola Mall
800 rue Centre Street
Unit/Unité 100 C
Espanola ON P5E 1J3
(705) 222-9202
(705) 869-5583

6163 Highway/Route 542
Box/Boîte 87
Mindemoya ON P0P 1S0
(705) 377-4774
(705) 377-5580

1 rue King Street
Box/Boîte 58
St.-Charles ON P0M 2W0
(705) 222-9201
(705) 867-0474

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1-866-522-9200

www.sdhu.com

May 22, 2012

Ms. Catherine Matheson
General Manager, Community Development

Mr. Greg Clausen
General Manager, Infrastructure Services

Mr. Bill Lautenbach
General Manager, Growth and Development

City of Greater Sudbury
P.O. Box 5000, Station A
Sudbury, ON P3A 5P3

Dear Ms. Matheson, Mr. Clausen and Mr. Lautenbach;

Re: Public Health Feedback on the City of Greater Sudbury Official Plan

The appreciation that place matters for health is not new but today's issues are different from those of the past. Municipalities face many challenges in planning for growth and development while protecting the health and well-being of their citizens.

Land use decisions have multiple impacts on people's lives and an array of health conditions have now been linked to those decisions: chronic diseases and deaths that are associated with physical inactivity, obesity, and unhealthy eating patterns; injuries, hospital admissions, and deaths associated with falls and vehicle-related collisions; acute and chronic respiratory and cardiovascular conditions associated with poor air quality; infections and disease resulting from contaminated water; heat stress, water-borne infections and insect-borne diseases associated with climate change; and mental health issues, stress and social isolation associated with built form and long commutes.

The Sudbury & District Health Unit (SDHU) appreciates the opportunity to provide input to the City of Greater Sudbury's Official Plan and encourages additional dialogue on the concepts of healthy communities. The attached table outlines specific comments to the current Official Plan.

Thank you for considering these comments to ensure that a healthy community solution is achieved for all.

Sincerely,

P. Sutcliffe, M.D., M.H.Sc., F.R.C.P.C.
Medical Officer of Health and Chief Executive Officer

cc: Office of the City Clerk, Official Plan Review, City of Greater Sudbury
Sandra Laclé, Director, Health Promotion Division, SDHU
Bruce Fortin, Director, Environmental Health Division, SDHU

Enclosure

*An Accredited Teaching Health Unit
Centre agréé d'enseignement en santé*

City of Greater Sudbury Official Plan Public Health Recommendations

Sudbury & District Health Unit
May 22, 2012



Sudbury & District

Health Unit

Service de
santé publique

Author

Sudbury & District Health Unit

Acknowledgements

The following public health staff are acknowledged for their contribution to these recommendations:

- April Jalbert, Sun Safety
- Brenda Stankiewicz, Substance Misuse
- Bridget King, Nutrition Promotion
- Bruce Fortin, Director, Environmental Health Division
- Burgess Hawkins, Environmental Health
- Carol Craig, Physical Activity and Sustainable Mobility
- Dr. Na-Koshie Lamptey, Associate Medical Officer of Health
- Francine Brunet-Fechner, Tobacco Use Prevention
- Gisele Henderson, Injury Prevention
- Ido Vettoretti, Environmental Health
- Jane Bulloch, Environmental Health
- Jonathan Groulx, Environmental Health and Health Equity Office
- Marc Lefebvre, Resources, Research, Evaluation and Development
- Richard Auld, Environmental Health
- Roland Dutrisac, Family Health
- Sandra Laclé, Director, Health Promotion Division

Contact for More Information

Carol Craig, Health Promotion Division

Jane Bulloch, Environmental Health Division

Sudbury & District Health Unit

1300 Paris Street

Sudbury, ON P3E 3A3

Telephone Number: 705.522.9200

Email: craigc@sdhu.com or bullochj@sdhu.com

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Preamble

The appreciation that place matters for health is not new but today's issues are different from those of the past. Municipalities face many challenges in planning for growth and development while protecting the health and well-being of their citizens.

By making a clear link between public health and land use planning policies, the Provincial Policy Statement provides health professionals direction for addressing health concerns through the land use planning processes. "Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support strong, livable and healthy communities, protect the environment and public health and safety, and facilitate economic growth" (Provincial Policy Statement, 2005).

Land use decisions have multiple impacts on people's lives and an array of health conditions have now been linked to those decisions: chronic diseases and deaths that are associated with physical inactivity, obesity, and unhealthy eating patterns; injuries, hospital admissions, and deaths associated with falls and vehicle-related collisions; acute and chronic respiratory and cardiovascular conditions associated with poor air quality; infections and disease resulting from contaminated water; heat stress, water-borne infections and insect-borne diseases associated with climate change; and mental health issues, stress and social isolation associated with built form and long commutes.

The complexity of the relationship between built environment and health encompass a broad range of health related topics including:

- **Environment** – The quality of our air and water affects our health. Community design and transportation planning can impact both of these critical requirements for health. Vehicle use and distances travelled all influence the amount of vehicle emissions, which are prime sources of air pollution affecting air quality and health. The design and layout of the built environment is critical in preserving water supplies and watersheds and ensuring enough greenspace to allow for a natural and safe hydrological system. Environmental factors such as contaminated land/brownfields, appropriate design and management of sewage, and impacts of a broad range of industrial and other emissions also impact health.
- **Injury and Safety** – The incidence of fatal and non-fatal injuries as a result of traffic crashes is closely related to vehicle miles traveled, automobile speed and traffic volumes. These characteristics of travel have been linked in research to the design of the roadway and street network and to the distribution of land uses.
- **Physical Activity** – The built environment can either facilitate or constrain our ability to be physically active for either recreational or utilitarian purposes. For example, neighbourhoods that are designed for the automobile can reduce the viability of active transportation, thus decreasing people's activity levels. This may contribute to increased rates of overweight, obesity and chronic disease in the population.
- **Sun Safety** – Skin cancer from sun exposure is increasing. Many communities are not designed with sun safety in mind and thus do not provide residents with natural and manmade structures for shelter from the sun.
- **Food Access** – The availability of fresh and affordable healthy foods at neighbourhood grocery stores and farmer's markets increases the chance that a person's nutritional intake will be healthier. However, many residential areas are not located within

reasonable distance to a grocery store. Accessibility and availability of healthy, high quality, and affordable food is important for supporting healthy eating and reducing the incidence of non-communicable diseases. Land use planning must also consider the protection and preservation of local food production capacity for the long-term health of the local food system. Refer to Appendix A for further details on a Food System Approach.

- **Social Cohesion and Well-being** – Certain characteristics of the built environment can influence how one feels about themselves and their connection to the community. These characteristics can also have a profound impact on the cohesiveness of a community and the creation of social capital.¹

¹ Derived from *Healthy Community Design: Policy Statements for Official Plans*. Simcoe Muskoka District Health Unit, 2010.

Specific Recommendations by Official Plan Section and Topic

Official Plan Section and Topic	Recommended Amendments/Additions
1.2 Vision	ADD/REVISE Greater Sudbury is a healthy and sustainable community which recognizes that the quality of life of our citizens is directly related to environmental, economic and social determinants. In making land use choices in our community, there is an opportunity to ensure that the natural and built environments support an excellent quality of life for City residents of all ages and abilities . Greater Sudbury also values raising children in a child-friendly city, so that they in turn may choose to be educated, live and work here.
1.3.1 A Healthy Community	ADD bullet points: <ul style="list-style-type: none"> • Accessible, environmentally-friendly transportation options; • Access to healthy, affordable food; Revise this bullet point: <ul style="list-style-type: none"> • A child, older adult and family-friendly city;
1.3.3 Sustainable Development	ADD The integration of climate change adaptation and mitigation strategies into planning in all areas is a priority component in a green, sustainable, city. ADD/REVISE Becoming a sustainable community involves adopting a long-term view in assessing options and making choices. It also means recognizing the value of healthy eco-systems, using resources efficiently, and enhancing a locally based economy including goods, services and food .
1.3.3 Sustainable Development	General Comment: A future OP could include a formal integrated climate change adaptation strategy to consider the potential impact of climate change and adaptation strategies on infrastructure and social services.
1.4 Context	ADD/REVISE The transportation network should also be sufficient to serve new growth with prioritized improvements targeted to specific areas, and include sustainable transportation options .
1.4 Context	ADD/REVISE The heart of Greater Sudbury, its most urban place, is and will be the Downtown. With the changing role of downtowns, there is a continuing need for appropriate policies and programs to enhance the Downtown as a location of government, commerce, cultural and entertainment facilities. Residential development in and around the Downtown is needed to support new and expanded facilities and amenities. Town Centres will continue to serve the needs of local communities including access to healthy, affordable food (e.g. food retail, farmer's markets, community gardens, and community kitchens), affordable housing and sustainable transportation options .

Official Plan Section and Topic	Recommended Amendments/Additions
2.2.1 Communities	ADD/REVISE 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. Community development will be guided by principles of healthy design, including ensuring affordable housing, attractive greenspaces, sustainable transportation choices, principles of complete streets, access to affordable and healthy food, and safety for citizens of all ages and capabilities.
2.2.2 Non-Urban Settlements	ADD/REVISE While some areas are partially serviced by municipal water, most households rely on private sewer and water systems. Newly proposed development should take into account the capacity of existing sewage disposal sites to accept additional wastes. Similarly development should consider available septic pump out services where lots are inaccessible by road (e.g. lake access only). Where new subdivisions are proposed and municipal water and sewer are readily available, septic tank and field beds should not be allowed.
3.1 Living Areas Objectives	ADD/REVISE a. Meet Greater Sudbury's housing needs, including the special needs of the elderly older adults, handicapped those with disabilities, individuals and families living with low-income , and students, by encouraging the provision of an adequate supply of safe , affordable, ownership, rental, and special needs housing in Living Areas. ADD h. Ensure that the principle of connectivity is a priority in planning and development. i. Ensure that communities and Non-Urban Settlements are designed to promote universal accessibility for all residents with consideration given to low income groups and people with special needs.
3.2.1 Living Area I - Communities Policies	ADD/REVISE 4. Medium and high density housing must be designed to support sustainable transportation through physical connectivity and accessibility to should be located on sites in close proximity Arterial Roads, public transit, main employment and commercial areas, open space areas, food retail and community/recreational services. 6.c. adequate on-site parking (motor vehicles and bicycles), lighting, landscaping (including shade provision) and amenity areas are provided; 6.e. physical connectivity and provision of sustainable mobility options between and within communities and developments is a priority.

Official Plan Section and Topic	Recommended Amendments/Additions
<p>3.2.2 Living Area I: Phasing Policies</p>	<p>ADD/REVISE</p> <p>1. New development in <i>Living Area I</i> will occur adjacent to existing built-up urban areas. Emphasis shall be placed on achieving a mix of uses and densities that allow for the efficient use of land, infrastructure, public service facilities and physical connectivity between and within communities/neighbourhoods. Pedestrian walkways will be included, with linkages to transit stops and other modes of active transportation including sidewalks, cycling paths, sharrows and trails. This shall be based on the principles of complete streets.</p> <p>2.c. the proposed development completes or rounds out existing neighbourhood plans with respect to road connections, waterline looping, public service facilities such as schools and recreation facilities, and physical connectivity between these. Pedestrian walkways will be included, with linkages to transit stops and other modes of active transportation including sidewalks, cycling paths, sharrows and trails. This shall be based on the principles of complete streets.</p>
<p>3.3 Intensification</p>	<p>ADD/REVISE</p> <p>Industrialized lands and/or brownfields planned for infilling or intensification should be developed so they do not pose a future health and safety risk for residents, businesses or institutions over the long term.</p>
<p>4.1 Employment Areas Objectives</p>	<p>ADD/REVISE</p> <p>d. ensure adequate institutional facilities, such as educational, health care and social service facilities and services, are provided at suitable appropriately located to meet the evolving needs of residents of all ages and physical capabilities in the City; promote equitable access for residents of all ages, income groups, and physical capabilities.</p> <p>f. ensure that existing industrial lands are used efficiently and promote the development and redevelopment of existing, underutilized, or unused sites. Intensification and revitalization of industrial areas and/or brownfields should not compromise the future health and safety of people and the environment and should be remediated to meet or exceed current provincial standards.</p>
<p>4.2.1 Downtown Policies</p>	<p>ADD/REVISE</p> <p>2.d. promote and implement secure bicycle parking.</p>
<p>4.2.1.1 Downtown Residential Development Programs</p>	<p>ADD/REVISE</p> <p>Amenities such as the Farmers' Market, Sudbury Theatre Centre, Greater Sudbury Public Library, Sudbury Arena, and the Centre for Life contribute to the appeal of the Downtown. In order to make it more attractive as a place of residence, additional amenities necessary to enhance the livability of the Downtown will be identified. Priority considerations include lighting, safety, attractive landscaping, sustainable mobility and access to affordable, healthy food.</p>

Official Plan Section and Topic	Recommended Amendments/Additions
4.2.1.2 Downtown Urban Environment Policies	<p>ADD/REVISE</p> <p>2. High quality urban design in the Downtown will be promoted, compatible with the existing character and scale. A special focus on public spaces is intended, utilizing such design elements as street trees, landscaping, community gardens, bicycle parking, street lighting and furnishings, public art, gateway entrances and playgrounds that are wheelchair and stroller accessible. Additional policies on Urban Design are found in Chapter 14.0.</p> <p>4. In order to protect the existing built form, the rehabilitation and reuse of existing buildings that are well-suited and economically viable to adaptive reuse will be encouraged. This may include design elements such as community gardens.</p>
4.2.1.2 Downtown Urban Environment Programs	<p>ADD/REVISE</p> <p>1. The City shall continue its program of streetscape improvements and work towards improving pedestrian linkages to surrounding urban amenities and <i>Living Areas</i>. This program shall be based on the principles of complete streets.</p>
4.2.2 Regional Centres Policies	<p>ADD/REVISE</p> <p>2.d. Pedestrian walkways will be included, with linkages to transit stops and other modes of active transportation including sidewalks, cycling paths, sharrows and trails.</p>
4.2.3 Town Centres	<p>ADD/REVISE</p> <p>3. When considering rezoning applications for new or expanded uses in <i>Town Centres</i>, Council will ensure that the proposed use preserves the character of the area and is harmonious with adjacent uses and their buildings. Council shall also have regard to parking (motor vehicle and bicycle) requirements if applicable, traffic impacts, connectivity and road access. Sewer and water services must be adequate for the site.</p> <p>6. Promote and implement secure bicycle parking.</p>
4.4 Institutional Areas Policies	<p>ADD/REVISE</p> <p>2.c. adequate parking (motor vehicle and bicycle) for the public is provided on-site;</p>
4.5.2 Heavy Industrial Policies	<p>ADD/REVISE</p> <p>5. Any use which may impact the surrounding areas natural environment, watercourses/waterbodies, or groundwater must be designed in a way that prevents environmental impacts and meets or exceeds current provincial standards.</p>
4.6.2 Aggregate Reserve	<p>ADD/REVISE</p> <p>3. In areas designated <i>Agricultural Reserve</i>, extraction of mineral aggregate resources is permitted as an interim use provided that rehabilitation of the site meets or exceeds provincial standards and soil quality for agriculture is restored.</p>
5.2.1 Rural Residential	<p>ADD/REVISE</p> <p>Seasonal residential uses are permitted on waterbodies that have public water access with adequate off-street parking and boat docking facilities. Further, seasonal residential uses with water access must</p>

Official Plan Section and Topic	Recommended Amendments/Additions
	address sewage disposal into an approved septic system including material for septic construction and pump out services to lots not accessible by road.
5.2.2 Rural and Waterfront Lot Creation	<p>2. For new lots not on a lake or watercourse, the following lot creation policies apply:</p> <p>ADD</p> <p>c. The lot must have the capability to accommodate an on-site sewage disposal system in compliance with applicable regulations/codes under the appropriate regulatory body, and water supply with both quantity and quality suitable for domestic uses.</p> <p>3. For new lots located on a lake or watercourse, the following lot creation policies apply:</p> <p>ADD</p> <p>e. The lot must have the capability to accommodate an individual on-site sewage disposal system in compliance with applicable regulations/codes under the appropriate regulatory body, and water supply with both quantity and quality suitable for domestic use.</p>
5.2.3 Mobile Home Parks	<p>ADD/REVISE</p> <p>The majority of existing mobile home parks in the City are located in unserviced, rural areas. Due to servicing concerns, no new mobile home parks are permitted. Existing mobile home parks that are already zoned will continue to be recognized in the Zoning By-law. The expansion of existing mobile home parks will be restricted due to environmental concerns unless such expansion can be shown not to impact natural resources, watercourses/waterbodies, or groundwater in a negative manner, and meet or exceed provincial guidelines for septic and water requirements.</p>
5.2.5 Rural Industrial/Commercial	<p>ADD/REVISE</p> <p>6. Hunting and fishing camp lot sizes will be of sufficient size and possess terrain suitable to accommodate the proposed use. The lot must have the capability to accommodate an individual on-site sewage disposal system in compliance with applicable regulations/codes under the appropriate regulatory body, and water supply with both quantity and quality suitable for the proposed use.</p>
6.0 Agriculture	<p>ADD/REVISE</p> <p>Almost as important as farmland protection, though more difficult to achieve through a land use plan, is to help make it economically viable for farmers to stay in the business of farming, and to reduce the barriers to entrepreneurs who want to make a living selling local foods in our city. For example, development of the infrastructure required to establish distribution and/or processing centres for local foods, agricultural product warehouses, abattoirs, and other agriculturally-related commercial, industrial and/or institutional facilities and activities that build local food self-sufficiency should be a priority for any land use</p>

Official Plan Section and Topic	Recommended Amendments/Additions
	<p>planning activities.</p> <p>Further, to ensure our local food system can provide our population with adequate healthy food, the Agricultural Reserve should be an appropriate size. While estimates differ in the amount of land required for a population the size of Greater Sudbury's; one moderate calculation estimates 85,000 acres and amount significantly greater than the current agricultural reserve (Fairlie, 2010).</p> <p>Also, consider how barriers to the establishment of small mixed production farms (less than 10 acres) can be reduced while still preserving the Agricultural Reserve. For example through a careful exception to the current minimum lot size limit for severances.</p>
<p>6.1 Agriculture</p>	<p>ADD/REVISE</p> <p>a. encourage the retention of prime agricultural land with a good capability for agricultural purposes. Existing and new farm operations should use best agricultural practices to protect human and environmental health.</p>
<p>7.0 Parks and Open Space</p>	<p>ADD/REVISE</p> <p>As a City known for its diversity....enhance quality of life by providing places where families and people of all ages can gather for special events, participate in sporting activities, learn about our natural environment, exercise, play, or simply relax.</p>
<p>7.1 Parks and Open Space Objectives</p>	<p>ADD/REVISE</p> <p>a. Develop and maintain a balanced distribution of parks, recreation facilities, open space and Conservation Areas that are conveniently accessible and safe and located and serviced to promote equitable access for all residents with careful consideration given to low income groups and people with special needs.</p> <p>b. Recognize the importance of these areas to the ecosystem and assist in protecting areas comprised of unique or environmentally sensitive natural heritage features, including shade trees;</p> <p>e. Provide parks, trails and leisure facilities that are aesthetically pleasing, multipurpose, multi-season, well connected and maintained and appeal to all ages and skill levels in order to attract and retain residents, especially young adults and families, and to enhance local tourism development;</p> <p>f. Promote the naturalization of City-owned open spaces by replacing decayed or dangerous trees with native species that will provide adequate shade canopies. Should natural shade be unavailable, promote protection from damaging UV radiation by provision of structures such as a gazebo or pergola;</p> <p>h. Capitalize on the location and number of lakes within the City by retaining and acquiring waterfront property to provide public access to</p>

Official Plan Section and Topic	Recommended Amendments/Additions
	<p>area lakes. Encourage shoreline controls /improvements in waterfront development proposals that provide for vegetation as part of water quality sustainability efforts;</p> <p>ADD</p> <p>i) protect users from environmental tobacco smoke by designating parks and open spaces as smoke free spaces;</p> <p>j) Incorporate opportunities for community gardens in parks and open spaces. Community gardens are assets to the community for recreation, learning, and access to healthy, affordable food.</p>
<p>7.2.1 Parks and Open Space Public Ownership Policies</p>	<p>ADD/REVISE</p> <p>2. Development is generally prohibited in public <i>Parks and Open Space</i> areas except for accessory buildings and other compatible structures. Where development is proposed for new public parks and open spaces that include accessory buildings and compatible structures municipal water and sewage service hook up should be required if available.</p> <p>6.b. ...In lieu of accepting the conveyance, the City may require the payment of money by the owner of land based on the value of the land otherwise required to be conveyed. This option may only be considered in situations where ample land for parks or other recreational purposes and/or existing parks and open spaces exist and will be protected for use as a park.</p> <p>9. Where privately owned <i>Parks and Open Space</i>, provide or allow for public access and use, the municipality will designate these as smoke free spaces.</p>
<p>8.1 General Protection of Water Resources</p>	<p>ADD/REVISE</p> <p>3. Where activities or events have the potential to negatively impact sensitive surface water and/or groundwater features mitigative measures and/or alternative development approaches may will be required to protect, improve and restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.</p>
<p>8.2 Watershed Approach – The Link Between Land and Water</p>	<p>ADD/REVISE</p> <p>While watershed-based plans may differ in scope and issues, these plans will provide the necessary level of detail to identify and assess sensitive environmental features and functions critical to the health of our natural water systems. It is the intent that all agencies, and stakeholders involved with water regulation, stewardship groups, and the area residents, may be cooperatively involved in the development of watershed-based plans.</p>
<p>8.4.1 Sensitive Groundwater Features – Municipal Wellhead Protection</p>	<p>General Comment:</p> <p>Municipal staff should be aware of siting new wells in areas that are not prone to flooding, salt contamination and/or other risks that may impact on future quality of the water.</p>

Official Plan Section and Topic	Recommended Amendments/Additions
Areas and Sensitive Areas for Groundwater Protection	
8.4.1 Sensitive Groundwater Features – Municipal Wellhead Protection Areas and Sensitive Areas for Groundwater Protection Policies	<p>ADD/REVISE 2. Council shall work cooperatively with appropriate agencies to ensure that all abandoned, unused or 'dry' wells are properly decommissioned. This should include the protection of municipally treated water sources from cross contamination, especially in areas with new municipal water hook ups that require existing residential well decommissioning.</p> <p>ADD 10. Intensive animal production operations (i.e. "factory farming") must not impact local water supplies and watershed features.</p>
8.4.1.2 Hydrogeological Assessments	<p>ADD/REVISE A hydrogeological assessment is required where a proposed development includes Category B or C activities that could pose a risk to the municipal aquifer in a WHPA, and for Category A, B or C uses proposed in Sensitive Areas for Groundwater Protection. Where a development proposal includes a Category A land use and where a public groundwater aquifer/ or recharge area for a public water supply is put at risk the proposal should be rejected.</p>
8.5.1. Environmental Constraints on Development	<p>ADD/REVISE 1. No new lots *or land use changes which result in a more intensive use* will be permitted on lakes that are considered 'at capacity' where subsurface sewage disposal tile beds Class 4 on-site septic systems are closer than 300 metres from the shoreline of the lake or any watercourse flowing into the lake. Lakes considered 'at capacity' include, but are not limited to, the following: Bethel, McCharles, McFarlane, Minnow, Mud, Robinson, Simon, and Whitewater.</p> <p>ADD 4. Drinking water surface source lakes and watersheds should be protected where there is concern for increased storm water entry/road salt management issues.</p>
9.0 Natural Environment	<p>ADD/REVISE 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 local wild foods and fish, clean air, soil, water, and to our overall well-being...</p>
9.4 Ecosystem Recovery: Land Reclamation and the Urban Tree Canopy	<p>ADD/REVISE In the City's urban areas, trees provide environmental benefits including air quality improvement, storm water retention, summer cooling of the built environment, wildlife habitat, shade canopy, and beautification of our streets and neighbourhoods. Progress in this area will be made through efforts such as the creation of green spaces with permeable surfaces and trees and by implementation of green building concepts such as green</p>

Official Plan Section and Topic	Recommended Amendments/Additions
	<p>roofs, living walls and light coloured building materials. To specifically enhance the urban tree canopy, this Plan supports the development of a municipal tree planting initiative to increase the tree cover in the City's <i>Living Areas</i> and <i>Employment Areas</i>.</p> <p>Re-greening efforts require an investment on the part of all citizens.</p> <p>ADD 6. Continue to support creation of green space within walking distance of residential areas.</p> <p>7. Regulate tree-cutting and preserve woodlands in CGS core.</p>
10.0 Protecting Public Health and Safety	<p>Specific Suggestion: Support development and maintenance of a publicly available database which will provide ready access to groundwater data and water quality information. This suggestion is made In recognition of the dependence of the rural population on these resources for drinking water and food production.</p> <p>ADD/REVISE It is the intent of this Plan to monitor and manage development in areas that are susceptible to these hazards. New development will only be permitted on such lands if the City is satisfied that there will not be any risk to public health and safety, including risks posed by changing weather and flooding patterns related to climate change.</p>
10.1 Protecting Public Health and Safety Objectives	<p>ADD/REVISE b. protect residents from natural and human-made hazards, including risks posed by changing weather and flooding patterns related to climate change;</p>
10.2 Flooding Hazards	<p>ADD/REVISE It is the goal of this Plan to minimize and eliminate risks to water quality, life and property resulting from flooding. Run-off containing contaminants can be transported into water bodies during rain events and floods. Environmentally-friendly landscaping and stormwater management decisions will mitigate and protect water resources from such contamination.</p>
11.0 Transportation	<p>ADD/REVISE Sidewalks, bike lanes, bike paths and walking trails need to with consideration to tree shade canopy will be fully integrated components of the overall transportation system, providing safe, convenient and efficient movement for all people including pedestrians, cyclists, motorists and public transport users of all ages and abilities in Greater Sudbury safe access for pedestrians and cyclists supported by good urban design principles. These components are also essential in promoting access to and from schools, workplaces and many other areas people commute to. Opportunities to move goods and engage in recreational and leisure</p>

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	activities are also tied to the transportation network.
11.1 Transportation Objectives	<p>ADD/REVISE e. promote and develop all travel modes, including public transit, walking and cycling;</p> <p>f. provide affordable, convenient and reliable public transit service that enhances mobility and equitable access to community and recreational services, major employment, community centres, and neighbourhoods;</p> <p>g. ensure consider the needs of the physically challenged in the planning and design of all aspects of the transportation network;</p> <p>ADD i. involve the public in the planning and design process of all aspects of the transportation network.</p>
11.2.2 Road improvements	<p>ADD/REVISE d. bike lanes, sharrows and paths</p>
11.2.2.1 Road Network Improvements: Implementation Priorities	<p>ADD c. cycling and pedestrian infrastructure</p>
11.2.2.1 Short-Term Roadway Improvements	<p>ADD/REVISE Recognize the importance of University land for health including physical, mental and spiritual e.g. skiing, running, hiking, accessing peaceful environment close to urban area/workplace/place of study and remove 'Short –Term Roadway Improvements: #3 – “construct the new University link between LU and Regent Street.</p>
11.3.1 Public Transit Programs	<p>ADD/REVISE c. development of transportation solutions and fare systems that entice students and workers;</p> <p>e. the improvement of bus stops with shaded structures integrated into bus shelters, route information displays, bus bay construction, and the addition of bike racks on buses, smoke free designation at all bus stops, and safe access from stops to pedestrian cross walks;</p>
11.3.2 Land Use Policies to Support Transit Needs Policies	<p>ADD/REVISE 2. Development proposals will be reviewed to ensure efficient and safe transit routing so that all dwellings in the development are ideally within 500 metres walking distance of a bus stop.</p> <p>ADD 8. To facilitate use of public transportation and convenient access to healthy food, routes should stop as close as possible to grocery stores. Healthy food retail, including grocery stores and healthy corner stores, should be encouraged at transit hubs.</p>

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11.4 Parking	ADD/REVISE Parking includes metered and unmetered spaces, secure bicycle parking , 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 <i>Downtown</i> core...
11.4 Parking Policies	ADD/REVISE 1. New developments generally must provide an adequate supply of parking, including secure bicycle parking , to meet anticipated demand. 5. Standards for the provision of accessible parking will be reviewed to ensure an adequate supply of parking spaces for pregnant women and persons with disabilities, including additional on-street barrier-free parking in the <i>Downtown</i> .
11.5 Greater Sudbury Airport and Airfields	ADD 5. All land and building within the Greater Sudbury Airport Zone shall be designated Municipal Smoke Free Space.
11.7 Active Transportation: Pedestrian and Bicycle Network	ADD/REVISE Trails promote healthy lifestyles and provide an alternative and active transportation network. 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 provided 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 community services and major employment, educational, or and recreational centres. 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, and people of all ages and capabilities . It is policy of this Plan to provide the following on new and reconstructed roads (remove when feasible): 6. Sidewalks are to be built and maintained to a standard that facilitates the mobility of older adults and persons with disabilities. ADD 7. Walkways, trails, and bikeways, (with no encroachment on roadways and municipal sidewalks), should be designated Municipal Smoke Free Space.

Official Plan Section and Topic	Recommended Amendments/Additions
	<p>ADD Develop a Priority Index System to help set priorities for pedestrian and cyclist infrastructure improvements, installations, traffic calming and maintenance. The Index would have the following components:</p> <ul style="list-style-type: none"> a) Sidewalk Priority Index to identify gaps in the sidewalk and pathway networks in order to set priorities for construction, improvements and maintenance; b) Pedestrian Crossing Priority Index to identify gaps in crosswalk infrastructure and to set priorities for installation, improvements and maintenance; c) Using the Priority Index System for pedestrians and cyclists, determine where traffic calming measures are required on residential and local streets in high pedestrian and cyclist traffic areas; d) Using the Priority Indexing System develop an action plan for the implementation of the Bicycle Route network. This plan will include detailed timelines for completion, the anticipated costs and will be in consideration of planned road work.
11.7 Active Transportation: Pedestrian and Bicycle Network Programs	<p>ADD/REVISE 2. The existing bicycle and pedestrian network will be expanded, with special emphasis on major generators such as community centres and educational institutions, as well as enhanced linkages between communities, neighbourhoods, and schools and healthy food retail.</p>
12.2.3 Individual Systems	<p>ADD/REVISE Individual systems are privately owned water and wastewater systems, usually taking the form of a well and on-site septic system. Many households also draw water from area lakes. While new development is primarily directed by this Plan to fully serviced areas of the City, developments in the Agricultural Reserve, Rural Areas and certain parts of Living Areas that are either partially serviced or un-serviced are permitted to use individual systems subject to the policies of this Plan. The jurisdiction for regulating the installation, repair, upgrade, and maintenance of on-site septic systems serving single family dwellings under the Ontario Building Code is that of The Sudbury & District Health Unit. The City will continue to work with the Sudbury & District Health Unit to ensure that all on-site septic system installations, repairs, or upgrades are carried out according to Ontario Building Code requirements and the Sudbury & District Health Units policies, procedures, and approval process.</p>
12.2.3 Individual Systems Policies	<p>ADD/REVISE 1. Where development is proposed outside fully serviced areas, the proponent must prove that the soil conditions of the proposed site are suitable for an waste onsite sewage disposal system following the approval process and procedures outlined by the Sudbury & District Health Unit or Ministry of Environment as applicable. The proponent must also show and that there is a proven source of</p>

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	<p>potable water available with appropriate quality and quantity. A hydro-geological assessment is required where the minimum lot size is less than 0.8 hectare (2 acres).</p> <p>In general, subdivision development outside fully-serviced areas is not encouraged.</p> <p>2. The City will ensure that a regular system of inspection of individually operated water and wastewater systems is carried out throughout the City and that faulty systems are repaired, maintained and upgraded to meet health and environmental standards. Note: This policy is inaccurate given the re-inspection program is not ensured through the CGS but through the SDHU and the re-inspection program isn't going to be carried out throughout the city as a whole, but focusing on source protection areas.</p>
12.2.4 Communal Systems	<p>ADD</p> <p>4. The creation or expansion of communal systems may be permitted only through the approval process required by the Ministry of Environment or Sudbury & District Health Unit as applicable.</p>
14.1 Urban Design Objectives	<p>ADD</p> <p>h. promote the principles of connectivity, complete streets and communities.</p> <p>i. Ensure that connections between neighbourhoods and adjacent commercial, education and employment centres, such as pedestrian walkways and bicycle trails be identified and secured during the development process. Provision for these connections shall be included in the design of the development in order to ensure connectivity for pedestrians and cyclists.</p>
14.2 Community Design	<p>ADD/REVISE</p> <p>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 and safety of these neighbourhoods, including the integration of natural features. The following policies are established in order to promote a higher standard of community design.</p>
14.2 Community Design Policies	<p>ADD/REVISE</p> <p>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. These open spaces shall be designated Smoke Free Environments.</p>
14.2 Community Design Policies	<p>ADD/REVISE</p> <p>8.c. investigating the feasibility of smoke-free covered sidewalks at key locations;</p>

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14.2 Community Design Policies	ADD 12. Opportunities for community and urban agriculture will be promoted by developing land use designations that permit community gardens and agriculture as accessory uses for community facilities such as places of worship, schools and cultural or recreation institutions.
14.5 Design Features	ADD/REVISE 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 will be discouraged... 2. Those aspects of the <i>Downtown</i> that contribute to the image, character and quality of life in the City will be identified and preserved. Viewpoints to landmark features should will be preserved as a means of guiding movement through the core and enhancing the visual appeal of the <i>Downtown</i> . New landmark features should will be developed and integrated into the <i>Downtown</i> landscape, including the completion of the Farmers' Market.
14.5 Design Features, Views and Corridors	ADD/REVISE 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. Descriptive signage should be installed to educate citizens and visitors of the value of the vantage points, views and vistas where appropriate.
15.2 Community Improvement Identification	ADD/REVISE c. improvement within this area would have a significant fiscal, social, or economic, or health impact; ADD q. The area has been identified as lacking access to healthy, affordable food, including but not limited to food retail locations, community gardens, community kitchens, community bake ovens, and access to local food.
16.0 Healthy Community	General Comment: A healthy City of Greater Sudbury requires that all parts of the food system be addressed. To do this adequately the City of Greater Sudbury must strive for food security for all of its population.
16.1 Healthy Community Determinants	ADD bullet points: <ul style="list-style-type: none">• Accessible, environmentally-friendly transportation options;• Access to healthy, affordable food; Revise this bullet point: <ul style="list-style-type: none">• A child, senior, and family-friendly city;
16.2.2 Accessible Recreation Programs and Facilities	ADD/REVISE 1. Strive to provide a network of parks, community gardens , and recreation facilities and open space areas that serve all communities in

Official Plan Section and Topic	Recommended Amendments/Additions
	<p>the City.</p> <p>2. Provide leisure and recreation facilities and programs with equitable access to all citizens. The access needs of low income groups, older adults and persons with disabilities shall be considered in the design and construction of public facilities including buildings and outdoor activity centres and streets.</p>
<p>16.2.3 A Prosperous Community with Employment Opportunities</p>	<p>ADD/REVISE</p> <p>5. Natural resources such as minerals, aggregate, forests, water, wetlands and agricultural land should will be protected from rapid, unsustainable development. The footprint of projects that are allowed will not contaminate or degrade natural land and water resources for current and future generations. from other development so as to be available for future utilization.</p>
<p>16.2.4 Accessible Health Care and Fitness Facilities</p>	<p>ADD/REVISE</p> <p>1. Encourage residents to lead active lifestyles by promoting appropriate programs and infrastructure. Free or low cost, accessible recreational opportunities, and safe, convenient, and accessible infrastructure will be prioritized.</p>
<p>16.2.5 Protected Natural Areas</p>	<p>ADD/REVISE</p> <p>3. Recognize the uniqueness of our "City of Lakes" and provide good excellent environmental stewardship of area lakes and rivers. Protect water quality against contamination from development, including natural resource industries, by requiring the highest standards for protection, mitigation and rehabilitation.</p>
<p>16.2.6 Sound Municipal Infrastructure</p>	<p>ADD/REVISE</p> <p>2. Provide transportation infrastructure that provides convenient and safe access throughout the City for people of all ages and abilities, encompassing the concepts of Complete Streets.</p> <p>3. Provide and maintain the infrastructure to support safe, convenient and accessible alternative transportation active transportation options such as walking and bicycling.</p> <p>ADD</p> <p>5. Infrastructure and community design will support access to sustainable, local, healthy and affordable food for all citizens.</p>
<p>16.2.7 An Inclusive, Diverse and Tolerant Community</p>	<p>ADD/REVISE</p> <p>2. Encourage policies and programs that meet the needs and requirements of all age groups, including youth and older adults, and that are accessible to those of all incomes.</p>
<p>16.2.10 A Safe City</p>	<p>ADD/REVISE</p> <p>1. Design streets, buildings, and public places with due regard to public safety and injury prevention. Consideration shall be given to such matters as visibility, lighting and pedestrian/bicycle/vehicle conflicts.</p> <p>2. Provide a safe walking and cycling environment for all citizens with linkages and corridors between neighbourhoods, commercial areas,</p>

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	institutions, recreation areas, and others.
16.2.11 Educational Opportunities	<p>ADD/REVISE</p> <p>1. Work with the City's post-secondary institutions to facilitate new construction and ongoing expansion of facilities and buildings in both on-campus and off-campus locations. New construction and expansion will be consistent with environmentally-friendly and sustainable practices, and will protect the City's natural spaces including green areas, forests and wetlands.</p> <p>2. Recognize the need to work cooperatively with major educational and health-care, health and social welfare institutions to forge common strategic visions and develop policies to support a Healthy Community.</p>
17.1 Economic Development Objectives	<p>ADD/REVISE</p> <p>f. strive for the development of the City as a Centre of Excellence for selected fields of knowledge and skills;</p> <p>h. facilitate and assist the development of economic development projects, particularly those that support a healthy community in the area of local food, environmental leadership, accessible housing, culture and tourism.</p>
17.2 A Culture of Continuous Learning	<p>ADD/REVISE</p> <p>With its three post-secondary institutions, Greater Sudbury has a strong base from which to develop a competitive workforce. Our educational resources are a key enabler for each strategic engine and are directly linked to the City's future prosperity. Local young people and job seekers need to know current and projected employment demands to inform their educational paths and ensure that good, local jobs are available for them after graduation. This strategy supports youth, employment of local people, and the continued prosperity of the City. Applied research opportunities, increased enrolment and recruitment activities, and partnerships with private and public sector organizations will collectively harness the potential presented by the educational sector.</p> <p>ADD</p> <p>3. Ensure that young people entering secondary and post-secondary institutions are aware of the current and future employment needs of the City, including trades, services, and specialties, so that new graduates can stay in Greater Sudbury and meet the labour demands of local employers.</p>
17.5 Developing Quality of Place Policies	<p>ADD/REVISE</p> <p>1. Recognizing that quality of life is a key component of its economic development strategy, Council will strive to protect the community's natural environment, to improve its built from form, and to enhance social environments and support health.</p>
17.6 Economic Development Programs	<p>ADD</p> <p>h.vi. promoting and developing cycling and walking paths and trails including proper signage.</p>

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	h.vii. implementing a food systems approach to support local food, affordable food, local health and 'food destination' tourism qualities for Greater Sudbury
17.3 Technology Readiness	ADD/REVISE Greater Sudbury has been at the forefront of technological integration. Our advanced telecommunications network allows us to share knowledge and resources, access business opportunities, participate in global markets, and create efficiencies in day-to-day business. The promotion and use of information and communication technology also saves energy, resulting in a reduced environmental footprint.
18.1 Housing Objectives	ADD j. engage community partners in the planning and decision making process for policies related to housing in general, with careful consideration to given to policies/planning around homelessness and affordable housing. k. support and encourage 100% smoke free housing units for all.
18.2.5 Maintenance of Housing Stock	ADD c. engage in cooperative efforts with agencies that enforce safe housing requirements including but not limited to The Sudbury & District Health Unit, the Electrical Safety Authority, Fire Services, etc., in order address cross cutting issues related to un-safe housing in an effective manner.
20.8 Maintenance of Property	ADD/REVISE Council will use whatever means are within its jurisdiction, including the enforcement of the Maintenance and Occupancy Standards By-law under the Ontario Building Code Act, to ensure the good maintenance of property. The City of Greater Sudbury will engage in cooperative efforts with agencies that enforce safe housing requirements in order to effectively address unsafe housing conditions.
20.10 Monitoring and Review	ADD/REVISE In order to ensure the continued relevancy of this Plan, a comprehensive review of the Plan will take place in five years. The appropriateness and relevance of the plan is informed by many things, including community data, statistics and evidence reflecting economic, social, and environmental and health status of the community. The five-year review will take into account...
20.11 Citizen Participation and Public Meetings - 20.11.3 Subsequent Meetings	ADD/REVISE Notice of a public meeting will be given by first class mail or by newspaper notice. Further, the CGS acknowledges continually evolving media/information outlets and will consider additional methods of notification such as social media, and others.
21.0 Specific Areas	General Comment for Section 21.0 Specific Areas: In specific areas, opportunities for street and trail connectivity and sustainable mobility should be supported to complement healthy design principles.
21.2.1 Special Waterfront	ADD/REVISE iii. approval is obtained through the appropriate regulatory agencies,

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Development District	The Sudbury & District Health unit or Ministry of Environment as applicable , for a private on-site sewage disposal system appropriate for the proposed development pursuant to the Ontario Building Code Act or Environmental Protection Act as applicable .
21.3.1 Valley East Policies	ADD/REVISE c. a hydro-geological assessment establishes that soil conditions are suitable for a private sewage disposal system and the requirements of the Ontario Building Code Act or Environmental Protection Act as applicable regarding private sewage disposal systems are met through the appropriate regulatory bodies, namely the Sudbury & District Health Unit or the Ministry of Environment .
21.3.3 Whitson Lake Policies	ADD/REVISE a. a hydro-geological assessment establishes that soil conditions are suitable for a private sewage disposal system and the requirements of the Ontario Building Code Act or Environmental Protection Act as applicable regarding private sewage disposal systems are met through the appropriate regulatory bodies, namely the Sudbury & District Health Unit or the Ministry of Environment .
21.6.2 Waterfront Developments Policies	ADD/REVISE 1b. approval is obtained from the appropriate regulatory authorities for the location and operation of a private sewage disposal system pursuant to regulations of the Ontario Building Code Act or the Environmental Protection Act as applicable prior to the issuance of a building permit, and all new or replacement field beds shall have a minimum setback of 30 metres from the high-water mark; 2c. approval is obtained from the appropriate regulatory authorities for the location and operation of a private sewage disposal system pursuant to regulations of the Ontario Building Code Act or the Environmental Protection Act as applicable prior to the issuance of a final certificate by the Consent Official or final approval of a plan of subdivision;
21.7.2 The Community of Dowling Policies	ADD/REVISE 1b.(i) municipal water and sewer are available or, the appropriate regulatory authorities in consultation with the Nickel District Conservation Authority have determined that there is sufficient lot area outside of the Flood plain to support a Class 4 sewage system, in accordance with the requirements of the Ontario Building Code Act or the Environmental Protection Act as applicable ;
22.4 Site Specific Policies	ADD/REVISE b) The lands shall be placed in an "h" Holding Zone to permit a detached dwelling. The "H" Holding symbol shall only be removed by City Council upon the issuance of a Certificate of Approval sewage system permit to be acquired from the Sudbury & District Health Unit Ministry of Environment or its agent to support the installation of a private sewage disposal system on the lot to the satisfaction of the Sudbury & District Health Unit Ministry of the Environment or its agent ; and,

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22.18 Site Specific Policies	ADD/REVISE b) The lands shall be placed in an "h" Holding Zone to permit a detached dwelling. The "H" Holding symbol shall only be removed by City Council upon the issuance of a Certificate of Approval sewage system permit to be acquired from the Sudbury & District Health Unit Ministry of Environment or its agent to support the installation of a private sewage disposal system on the lot to the satisfaction of the Sudbury & District Health Unit Ministry of the Environment or its agent ; and,
22.25 Site Specific Policies	ADD/REVISE h) Has soil conditions suitable for a private sewage disposal system and the regulation of the Ministry of Environment regarding private sewage systems are met; and the requirements of the Ontario Building Code Act or Environmental Protection Act as applicable through the appropriate regulatory body establishes that soil conditions are suitable for a private sewage disposal system.
22.26 Site Specific Policies	ADD/REVISE ... The lot to be severed may be serviced by a municipal water supply and a private sewage disposal system, it if can be demonstrated that the private sewage disposal system will satisfy the requirements of the <i>Environmental Protection Act</i> or Ontario Building Code Act as applicable . Further...
22.33 Site Specific Policies	ADD/REVISE b) has soil conditions suitable for a private sewage disposal system and the regulations of the Ministry of the Environment are met or Ontario Building Code Act as applicable ;

Appendix A – Food System Approach

A healthy community food system is one in which all residents have access to and can afford to buy, safe, nutritious and culturally-acceptable food that sustains the local environment, economy and rural communities. Food systems are complex and operate simultaneously and at multiple scales including production, processing, marketing and distribution, service and consumption and waste use and disposal. Supportive planning principles can lead and foster the development of solutions to problems and challenges within the food system. The following is an outline of key planning opportunities for an effective food system in our community:

Grow It (Production Sector)

Urban Agriculture Community gardens are recognized as valuable community resources that provide open space and a local food source, offer recreational and educational opportunities, and build social connections. Many residents of the City of Greater Sudbury who live in single family homes, duplexes and some townhouses use portions of their property to grow food, including vegetables and fruits. For those residents who do not have access to land on which to grow food, the City is encouraged to identify land use designations appropriate for community gardens, with consideration being given to compatibility, prior land use and lot area.

Future Opportunities:

- Promote the benefits of and opportunities for community gardening.
- Where appropriate, offer City-owned lands as new community garden sites, such as undeveloped parcels, closed road right of ways and brownfields.
- Encourage backyard or workplace gardening, front of building, as well as permaculture (edible landscaping and fruit-bearing trees) to complement community gardens.
- Create/modify an open space bylaw for private development that requires or provides incentives (e.g. permits approved more quickly) to developers who set aside additional open space for community gardening and ensure access to healthy food.
- To support community gardens the City is encouraged to provide rain barrels, composting bins, compost, wood mulch or other forms of in-kind support

Make It (Processing Sector)

We applaud the current Official Plan section for 5.2.4 for allowing the development of value-added agri-related businesses in rural areas, and encourage the City to continue to ensure there are no barriers to such on farm processing ventures. This may include reviewing other examples of official plans which include more detailed lists of permitted processing ventures.

Future Opportunities

- Support for a Community Food Centre with satellite locations throughout the City. A Community Food Centre provides a space where community members can access healthy food and learn about growing and preparing food. A Community Food Centre will provide economic opportunities for food processing social enterprises to develop in an incubator kitchen and local food-related businesses will have access to a commercial kitchen.
- Support the development of local agricultural infrastructure and amenities by local entrepreneurs such as collaboratively or individually operated processing facilities, including egg grading stations, abattoirs, etc. Support can be the form of facilitation or grants from the Greater Sudbury Development Corporation, or reducing barriers arising from restrictive land use planning designations on rural or agricultural land.

Sell It (Marketing and Distribution Sector)

Farmers Markets are a community asset which cannot be operated simply on a break-even basis, much like other cultural or recreational infrastructure. The economic development, health, environmental, downtown beautification, and community building benefits they provide far outweigh their direct operating cost to the City.

Future Opportunities

- Encourage residential/urban development that supports mixed use of space. For example neighbourhoods that have convenient access to farmers markets, corner stores, community gardens, and community kitchens within walking distance. Ensure communities are walkable and have transit stops near to stores/markets.
- Consider the introduction of urban land use policies and tax incentives that will attract supermarkets to low-income neighbourhoods.
- Support the development of local agricultural infrastructure and amenities by local entrepreneurs such as collaboratively or individually operated storage and distribution facilities, including grain silos, warehouses, etc. Support can be in the form of facilitation or grants from the Greater Sudbury Development Corporation, or reducing barriers arising from restrictive land use planning designations on rural or agricultural land

Eat It (Service & Consumption)

Future Opportunities

- Promote the service and purchase of healthy and/or local food options through:
- Developing local food procurement policies for food offered and sold in city owned facilities (e.g. recreation centres, parks, childcare centres and senior's homes) or city-run programs (e.g. summer camps).
- Developing healthy eating guidelines for food and beverages sold in snack bars, cafeterias, and served at meetings, special functions and community events.
- Consider pricing policies and strategies within municipal facilities that put the cost of healthier and local food and beverage choices (e.g. vegetables, fruit, and lower fat milk and alternatives) lower than the cost of those food and beverages low in nutritional value.
- Eliminating the advertising and marketing of food and beverages of low nutritional value/low nutrient density on menus, menu boards, vending machines, scoreboards, etc.
- Support the creation of a universal school healthy meal program in partnership with provincial and federal governments.
- Consider revising land use designations of Residential, Commercial and Institutional areas to allow for retailers of healthy foods such as supermarkets, small and mid-size grocers, and farmer's markets, as well as community/urban agriculture initiatives such as community gardens, and edible landscaping.

Return It (Waste Use and Disposal)

Based on the importance of allowing and promoting the return of crucial nutrients to farm land for the purposes of soil health and sustainable agricultural production, ensure that barriers are removed and systems in place to allow the return of organic waste (whether from production, processing or consumption) to the community's farmland. This includes commercial and residential organic waste collected by private companies or the municipality itself.

Understanding that some of the relevant policies are not under municipal control, the municipality can advocate for changes to facilitate sustainable nutrient cycling in provincial policies either actively or as the opportunity arises.

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark....
Date: 5/30/2012 12:03 PM
Subject: Fwd: Official Plan Review, CMS > Official Plan comment via website (Official Plan Review Email)

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> Official Plan comment form on website (Krista Carre) 05/30/12 12:03 >>>

Name: Larry Duval
Email:

Comments: A few things that would help drag Sudbury into the new century:

1. Proper convention centre
2. All new road construction within city limits MUST include bike lanes
3. Multi-use ice pads in strategic locations
4. Implement regulations (zoning areas) regarding the construction of new commercial properties to ensure they meet some kind of architectural standard. Nothing too onerous or expensive for business, but any new commercial construction should be adding to the visual appeal of the city, not be eyesores. Just look at the Princess Auto building on Lasalle: it's a big brick wall 15 feet from a main artery in our city. I couldn't believe it when I saw it. With the school of architecture coming in, it would be a great opportunity for students, business and the city to work together to begin transforming Sudbury's look and feel. I know we're still considered just a mining town by outsiders, but we know we can do better.
5. Deregulate store hours.

Connect the Creek

Junction Creek Waterway Park

June 2012

To: City of Greater Sudbury Official Plan Review Committee
Re: Junction Creek Waterway Park

The Connect the Creek Partnership has developed a 4-Year Action Strategy to complete the Junction Creek Waterway Park (JCWP) by 2015. The project began in 1991, and the end result for this vital route will follow 18 km of Junction Creek through the heart of our city. Once completed, it will provide the citizens of our community with a safe, attractive and accessible linear park that connects the City from Maley Drive to Kelly Lake. More importantly, it will become a major arterial trail system that connects other trails extending to all four corners of this vast community.

In February 2011, City Council approved our Action Strategy and directed staff to work in partnership with our Committee to connect the remaining 40% of this linear trail. Council also committed to contributing one-third of the projected \$856,000 towards capital construction over four years. It is expected that other sources of funding from both public and private sources will be leveraged by the City's capital investment. In 2011, our partnership added 400 metres of completed trail to the JCWP, totaling 12.2 km of completed trail, with 6.8 km left to complete by 2015.

Greater Sudbury's Official Plan is set in place for the future of our community development and sustainability. **Our partnership is requesting that the completion of the Junction Creek Waterway Park be identified as a priority within the Official Plan.**

The Sustainable Mobility Plan recommends that City Council's goal of making Greater Sudbury the most pedestrian friendly City in Ontario by 2015 would require a shift in capital funding allocations and priority. Towards this end, our partnership supports the recommendations of the Sustainable Mobility Plan and the Coalition for a Liveable Sudbury which proposes that an adequate percentage of the long-term capital infrastructure plan be allocated to the ongoing development of active transportation networks across the Greater Sudbury. Noting the completion of the JCWP as a priority in the Official Plan for our city, would only further support our endeavor and extend community support for this project.

To become more pedestrian friendly, non-motorized transportation systems should be treated the same as capital road construction and maintenance. To achieve this goal, the JCWP must be considered a priority project in the eyes of our community, and more important, the Official Plan.

Respectfully

✓ David Courtemanche, Co-Chair

Franco Mariotti, Co-Chair

PAQUETTE & PAQUETTE

PROFESSIONAL CORPORATION

Barristers and Solicitors

Avocats, Notaires et Procureurs

NORMAN N. PAQUETTE B.A., LL.B.
EDMOND J. PAQUETTE B.A., LL.B.
JOSEE J. PAQUETTE B.A., LL.B.
CHRISTOPHER McINNIS B.A., LL.B.
TERRY P. WALTEMBURY B.A., LL.B.

REPLY TO: NORMAN N. PAQUETTE
VAL CARON OFFICE

1196 NOTRE DAME AVENUE
SUDBURY, ONTARIO
P3A 2T9

TELEPHONE (705) 560-3333
FACSIMILE (705) 560-6666

SUITE 203
2945 HWY. 69 NORTH
VAL CARON, ONTARIO
P3N 1N3

TELEPHONE (705) 897-7272
FACSIMILE (705) 897-7270

E-MAIL- edpaquette@on.aibn.com

June 5th, 2012

VIA FACSIMILE

City of Greater Sudbury
200 Brady Street, P.O. Box 5555, Station "A"
Sudbury, Ontario
P3A 4S2

Attention: Mr. Mark Simeoni, Senior Planner

Dear Sir:

RE: P.I.N. #73505-0311
Parcel 402, Sudbury East Section
Lot 7, Concession 2, Township of Hanmer
Kenneth Drive, Val Therese, Ontario

This will confirm our earlier attendance at your office in relation to the above noted lands.

I understand that a review of the Official Plan is being conducted by your office.

The above captioned lands are currently zoned agricultural reserve. I request that the lands be re-zoned for Future Development as they are adjoining lands to p.i.n. #73505-0780, Parcel 1636, Sudbury East Section, Lot 7, Concession 2, RP 53R-5645, 20 acres, Hanmer, and p.i.n. #73505-0340, Parcel 39498, Concession 2, Lot 7, RP 53R-5645, 36.25 acres, Hanmer which lands are zoned for future residential development.

As a further expression of my interest, I enclose two (2) proposed draft plans which were previously reviewed by the Planning Dept. but were not proceeded with. I confirm that a planner is reviewing both plans with a view to preparing a modified and more current composite plan.

I would appreciate receiving notice of any public hearing relative to the amendments to the Official Plan and I thank you for your attention in this matter.

Yours very truly,

PAQUETTE & PAQUETTE
PROFESSIONAL CORPORATION PAQUETTE

NORMAN N. PAQUETTE

NNP:aml
encl.



June 18, 2012

City of Greater Sudbury
P.O. Box 5000, Station 'A'
200 Brady Street
Sudbury, Ontario
P3A 5P3

Attention: Mark H. Simeoni, MCIP, RPP
Manager of Community & Strategic Planning

Dear Mr. Simeoni:

Re: City of Greater Sudbury: Official Plan Review
Novatech File Nos. 110108-144

Further to our letter of September 29, 2011, Novatech Engineering Consultants Ltd. represents the interests of A & W Food Services of Canada Inc., McDonalds Restaurants of Canada Limited, the TDL Group Corp. (operators and licensors of Tim Horton's restaurants), Wendy's Restaurants of Canada Inc. as well as their industry association, the Ontario Restaurant Hotel and Motel Association (ORHMA).

It has come to our attention that the City of Greater Sudbury has scheduled a number of open houses through June and July 2012 as part of the Official Plan Review Process. We wish to note that Novatech, on behalf of the above-noted clients, provided a request for notification of all public meetings and the release of draft documents on September 29, 2011. Novatech has not been provided with notice of the public open houses.

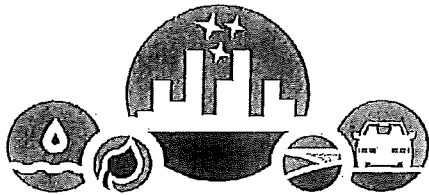
We wish to reiterate our request to be formally notified of all project notices, public meeting notices, draft documents for public review and/or any related reports or studies related to the Official Plan Review process. We would request confirmation that we have been added to the notification list for the above-noted projects.

If you have any questions or comments, please do not hesitate to contact the undersigned. We appreciate your assistance in this matter.

Yours truly,
NOVATECH ENGINEERING CONSULTANTS LTD.

Adam Thompson, MCIP RPP
Planner

cc. Caroline Hallsworth, Executive Director, Administrative Services/City Clerk



Revisit. Review. Revise.
Revisitez. Réexaminez. Révissez.

Official Plan Review / Révision du Plan officiel

**Comment Form- Official
Plan Review
Growth and Settlement Background
Report and Issues Paper**

**The City of Greater Sudbury is reviewing its Official Plan and we want
to hear from you!**

We invite you to review the information presented on the boards around the room and provide us with your thoughts.

Planning staff are on hand to answer any questions that you might have.

Comments may be left at any of the open houses or

Mail to:

Planning Services Division
City of Greater Sudbury
P.O. Box 5000, Station "A"
200 Brady Street,
Sudbury, ON, P3A 593

or

Drop off: The Planning Services Counter, 3rd Floor at Tom Davies Square

or

Fax to: 705- 673-2200 - Planning Services Department

or

Email to:

Name: GARY GRAY

Address: 32 BIRCH ST
CAPREOL

Telephone: _____ Email: _____

Municipal Freedom of Information and Protection of Privacy Act:

The personal information collected on this form is for the purpose of the Official Plan – Growth and Settlement Study and is subject to the provision of the Municipal Freedom of Information and Protection of Privacy Act.

.../2

**Comment Form- Official Plan Review
Growth and Settlement Background
Report and Issues Paper**

1) OPEN HANNA TO MALSAMSI ~~CA~~ AS RESIDENTIAL LOTS
AVAILABLE

2) POSSIBLE BUILDING HOSPITAL WITHIN THE VALLEY.

SINCLAIR & SINCLAIR

BARRISTERS & SOLICITORS

M.D. SINCLAIR, Q.C. IAN M.G. SINCLAIR
J.S. HINDS, Q.C. (1958-2006)

214 Alder Street
Sudbury, Ontario, P3C 4J2
TELEPHONE: (705) 674-7597
FACSIMILE: (705) 674-4916
EMAIL ADDRESS:
thefirm@sinclairandsinclair.ca

June 19, 2012

DELIVERED

Mr. Mark H. Simeoni, MCIP, RPP
Manager of Community and Strategic Planning
Planning Services Division
Growth and Development Department
3rd Floor, City Hall
200 Brady Street
Sudbury, Ontario
P3A 5P3

Dear Mr. Simeoni:

Re: BARON HOTELS SUDBURY LIMITED
 and
 A. V. GANCHER INC.
 Part of Lot 10, Conc.5
 Capreol Township
 PIN 73507-0594(LT)
 Our Reference No. B-44 (R-B-996)

We have been consulted by Baron Hotels Sudbury Limited and A. V. Gancher Inc. (herein called "Baron/Gancher") the owner of the lands entered in the Land Title Office at Sudbury under PIN 73507-0594(LT), formerly Parcel 4432 Sudbury East Section. The lands are shown coloured in GREEN on the sketch attached. The lands are zoned RURAL and a portion thereof is designated in the Official Plan as part of the Aggregate Reserve.

These lands you will note are in close proximity to the present southern limits of the built-up area of the Capreol Townsite and in our opinion given such proximity the likelihood of such lands being developed for aggregate purposes is quite remote.

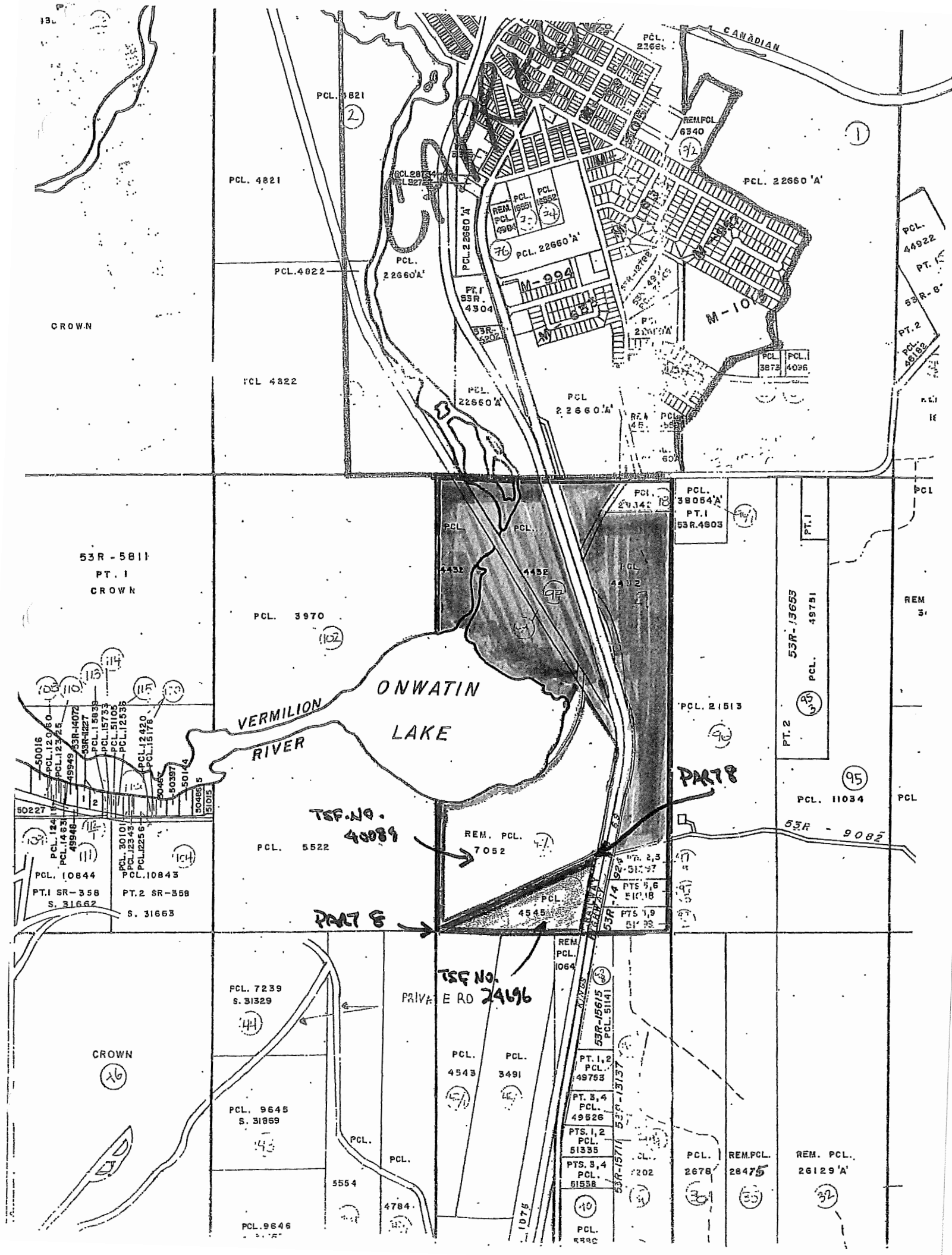
Accordingly, we have been requested by Baron/Gancher to request that as part of the present Official Plan review these lands be removed from the Aggregate Reserve and redesignated LIVING AREA 1.

May we ask you to review this matter and we would be pleased to meet with you if you wish.

Thank you.

Yours, very truly,

MDS/pd
Enclosure



RECEIVED

JUN 28 2012

PLANNING SERVICES

Minnow Lake

Community Action Network

www.minnowlake.ca - can.minnowlake@gmail.com

June 26th 2012

To: Sudbury Planning Committee Members – Other City Councillors - Developer - Media

Re: Planning Committee Meeting – June 25th 2012 – Applicant 1232252 Ontario Inc. (Interpaving)
Comment and Official Plan Review Suggestion:

Due to the nature of the Planning Committee process there was no opportunity for comment or rebuttal with respect to the closing statement of the developer, which the undersigned believes contained several inaccuracies and supposition. This letter will serve to provide this opportunity.

The developer stated wrongly that our CAN executive did not discuss storm water management during our meetings. Among a number of matters discussed were the location of storm water retention ponds and area topography. In particular on each occasion we expressed our concern with regards to the north south connecting corridor, and specifically during our last meeting the possibility of a roundabout at the Bellevue Bancroft intersection, a suggestion of the city traffic dept. The developer recognized the challenges inherent by constructing the road through to this intersection and indicated his willingness to consider alternate exit points. In this regard the CAN executive and ward councillor Terry Kett spoke with an adjoining land owner (Health Sciences North) with the possibility of exit to the west. This initiative was known to the developer who expressed interest in any lower cost and more convenient alternative.

It was indicated very clearly to the developer that the CAN executive could not speak for the membership or the community, and when we were informed during our last meeting with the developer in May that the planned date for public consultation was June 13th and an appearance before the Planning Committee on June 25th, that we included the matter of the development on the agenda of our CAN meeting of May 29th so that the CAN membership and the community at large could be informed of the development and of the CAN executive meetings with the developer.

At the Minnow Lake CAN meeting of May 29th at which both a representative of the developer (Cecile Teale) and the city (Erik Taylor) attended, the matter of the north/south road through the property was presented and discussed in detail with several options considered, if the city could not be persuaded to exit north to the Kingsway and Barrydown Road (and Second Avenue to Falconbridge Road through Donna Drive. The most favored option would be a signaled intersection at Shappert Street which would allow controlled access to a significant number of residents in streets south of Bancroft Drive.

At a subsequent CAN meeting following the public meeting held by the developer specific motions were passed to determine the course of action to be taken with respect to this development and the Planning Committee meeting on June 25th. The Chair of the CAN did not move or second any motion and did not vote on any motion. The minutes of these meetings are on the website and as well an audio recording is available of both meetings.

The developer's assertion that the CAN chair or executive "high-jacked" the process and orchestrated citizen intervention through the media and at the Planning Committee meeting is without foundation and is offensive to the democratic process, however, it does underline what we described in our presentation to the Planning Committee on June 25th of the systemic fault in the process that precludes meaningful citizen input into the development process, a situation which we describe below and a solution which we will present for inclusion in the new official plan.

At present there is no official process whereby the community (citizens) can have formal input into the development of the planning document to be presented for decision to the Planning Committee with respect to any development application. The only avenue for input is at a public meeting (not specifically required) held by the developer, an informal process and also at the Planning Committee meeting itself. Obviously these avenues are inadequate and imperfect. The planning department solicits input from all relevant and applicable city departments and other agencies and organizations, but not from the general public either individually or through representative organizations. Only once the document has been prepared and published, generally only days before the Planning Committee meeting, does the public have access and only a very limited time to prepare comment before the Planning Committee.

Therefore the following revision to the official plan will be submitted to the review process:

That the general public (citizens and residents) be informed of any development applications through local Community Action Group(s) in those wards where the development is to take place, and that these organizations be invited to contribute to the creation of the staff planning document to go before the Planning Committee. This is in consideration of City Council's stated "terms of engagement" with respect to Community Action Networks to "promote democracy and inclusiveness by giving participants (Community Council, City Staff) a unique vehicle to work in harmony towards common goals" and to "enhance the overall quality of life in Greater Sudbury in social, environmental and economic sectors" The CAN is also to "represent the broad interests of the community or neighbourhood represented and to be open and transparent and to encourage participation from all residents" Also other relevant community groups such as Lake Stewardship committees should be invited to participate in the planning document process.

We encourage your support of this revision to the official plan that will ensure a greater degree of inclusiveness in the planning process for the benefit of all parties involved and of the City of Greater Sudbury.



John Lindsay
Chair
Minnow Lake Community Action Network.

Date. June 27th/2012

To: **Kris Longston**

The City of Greater Sudbury; Planning Department, (Notice of a Special Meeting concerning a review of the City's Official Plan)

1. Recommendation: Husaine Property, Hanmer

A recommendation be made to the Husaine Lands located in Hammer.

Address: CON 1 L-4 PCL 958
Fronting: South side of Dominion Drive
Approx. 1 Mile in depth

Our recommendation is to request a change of designation from Rural to Living Area 1 (Schedule 1c Land Use - Community insets Map). Upon this request, the area is located with "*1. Proven with water, sewer, and storm capacity adjacent to developed land; 2. Located within major transportation nodes, ie arterial and secondary arterial roads; 3. Expansion occur nearby 'Town Center' (Section 21.3.2, O.P) which permits medium residential development for meeting the needs of 55+ population*". I would appreciate that the planning department review and make recommendations for our request upon the rezoning of Saddle Creek Lands.

Attached is a Zoning By-law map depicting the property.

Best Regards,

Junior Planner, Matthew Dumont
Dalron Construction Limited
130 Elm Street, Sudbury Ont.
Contact:
Email.

From: Official Plan (Krista Carre)
To: officialplan
Date: 03/07/2012 8:45 AM
Subject: Official Plan comment via website

Good morning everyone, this OP comment came in yesterday.

Krista

>>> <webmaster@greatersudbury.ca> 02/07/2012 10:59 PM >>>

Name: Chris Carr

Email:

Address: sudbury

Comments: I would like to see the by-law prohibiting keeping small flocks of chickens and other small livestock on non-rural/agricultural zoned property.

I would also like to see the plan allow offer incentives/assistance and remove barriers for small start up farms.

Thank you

From: james mcbane
To: <officialplan@greatersudbury.ca>
Date: 06/07/2012 6:54 AM
Subject: RE: Official Plan Review

After reading (Legal Requirements) as you suggested in your attached email, I understand, that my written comments and suggestions below dated 04/7/12 @ 8;36am is my written submission ! If this does not qualify as such, please advise ? James, L. McBane Sr.

James L. McBane Sr.

Date: Wed, 4 Jul 2012 08:39:08 -0400
From: officialplan@greatersudbury.ca
To:
Subject: Re: Official Plan Review

Thank you for your e-mail regarding the City of Greater Sudbury's Official Plan Review. Public input is important to the success of this process!

As you participate in this review, we recommend you take a few minutes to review the "Legal Requirements" information found at www.greatersudbury.ca/officialplan . If you have any questions, please do not hesitate to let us know.

Nous vous remercions pour votre courriel concernant l'examen du Plan officiel de la Ville du Grand Sudbury. La réussite du processus dépend de la participation du public! Lorsque vous participez à l'examen du plan, nous vous recommandons de prendre quelques minutes pour examiner les renseignements ayant trait aux « Exigences légales » dans le site Web www.grandsudbury.ca/planofficiel. N'hésitez pas de communiquer avec nous si vous avez des questions.

>>>

04/07/2012 8:36 AM >>>

Name: James McBane
Email:
Telephone:
Address: 9050 Hwy 6, Little Current, Ont P0P1K0

Comments: Although I do no longer live in Sudbury, we own a number of properties, that we pay tax on, with an interest in Sudbury,s Future.

I believe it is time for the politicians of Greater Sudbury to, within it,s Official Plan, plan for a Transportation Hub !

This Hub, would

accomodate:

- Both Rail Lines, CN & CPR, for Passengers

-

Taxis & Limousine Service

- Sudbury Transit Buses

-

Travel Agency Depot

- Greyhound & Other Long Haul Buses

-

Direct Route to the Sudbury Airport

- One Single Ticket

Office & Info Center for all the above.

This Hub would

be the envy of all Northern Cities and be very accomodating to the existing Traffic Flow of By-Passes in all directions, direct route to City,s core and the Airport.

For more discussion, I have had the experience in Sudbury, through ownership & operations, of:

- Taxi

Business, Queen,s Taxi

- Transit Business, Northway

Transit

- School Buses, Northway Bus Lines

- Travel

Agency, AirSea Travel

- Tour Comany, Northway Tour & Travel

- Air Charters & School, Manitou Airways

- Airport

Bus Service, Northway Charters.

I will make myself

available for discussion if contacted for same ?

JLM,

July 3rd, 2012.

August 9, 2012

**Official Plan Review
c/o Office of the City Clerk
City of Greater Sudbury
PO Box 5000, Stn. A
Sudbury, ON P3A 5P3**

TO WHOM IT MAY CONCERN;

We, the undersigned, own the property at 2240 Hudson St., east of Don Lita Subdivision, Parcel 3147, in New Sudbury. This property is currently zoned for industrial use, but has no commercial road access except through a residential subdivision.

In consultation with City Staff and our councillor Mr Belli, it is our understanding the official plan is currently under review and changes can still be submitted for consideration.

We, therefore, request the zoning of Parcel 3147 be changed from industrial to residential, to allow for development of the property. This would resolve the access issue, and in addition, finish off Don Lita subdivision in the same manner as the west end of Tulane.

Respectfully submitted for your consideration.

Yours Truly,

**Kal Pitkanen
1776 Graywood Dr
Sudbury Ont.
P3A 5S4**

**Pirkko Lewis
Finlandia Koti Unit 1
202-233 Fourth Ave
Sudbury Ont.
P3B 4C3**

LORIS CECCHETTO CONSTRUCTION LTD.
1478 CLEMENTINE BLVD
OTTAWA ON. K1H 8E9

RE: CORRECTIONS OF PLANNING BYLAW NO. OF -
AMENDMENTS OVERMENTIONED BY LAW OF CITY OF GREATER
SUDBURY.

DUE TO CAPACITY OF THE EXISTING SEWAGE LIFTING STATION
AND WATER CAPACITY, LORIS CECCHETTO CONSTRUCTION LIMITED,
IS ASKING ^{CITY COUNCIL OR} THE D.M.B. THAT THE RESIDENTIAL ZONING BE EXTE-
NDED TO 800 FEET FROM BROOKFIELD EXISTING LIMITED.

ACCORDING TO THE STATEMENT THAT H. ENGELKEER OF THE
CITY OF GREATER SUDBURY STATED TO HALLIDAY SURVEYING.

LORIS CECCHETTO CONSTRUCTION LIMITED
PER (PRESIDENT
LORIS CECCHETTO

City Of Greater Sudbury
P.O.Box 5000, Station A
Sudbury, On.P3A 5P3

August 29, 2012

Attention Mark H Simeoni, MCIP, RPP
Manager of Community & Strategic Planning

Dear Mr. Simeoni

Re: City of Greater Sudbury,
Official Plan Review 2012
Ruttan Development Corporation - Garson Property

Ruttan Development Corporation is a land development company based in the City of Greater Sudbury.

We have completed a number of development projects in the Sudbury area, and currently have a parcel of land that we wish to make developable. In the light of the City's current review of the official plan we are submitting this letter regarding our intentions to develop land in the Garson area.

The parcel of land is located west of Garson-Coniston Road and connects to Maureen Street, Thomas Street and Paul Street. We have enclosed a figure illustrating the approximate location and extent of this parcel. The parcel is situated between existing residences to the East and North; in addition, the lands to the West of the property are currently zoned as Residential. The Parcel is currently zoned as RU(rural) and has no frontage on Garson-Coniston Road to allow for the development of Rural lots. As such development of this land can only proceed from Maureen Street, Thomas Street and Paul Street.

In light of the ongoing review of the Official Plan which may or may not include a revision of the community boundaries within the City of Greater Sudbury, the intent of this letter is to make aware an interest to develop this parcel of land, possibly with a residential subdivision development, to a degree that is presently not permitted by the City's Official Plan. We would be interested in seeing the existing community boundary in Garson moved to accommodate this Development.

Should you have any questions or require any clarification, please contact the undersigned

Ruttan Development Corporation

President-----
William Ruttan

Kristina Lang - Fwd: GSAP: OP input

From: Mark Simeoni
To: Kristina Lang
Date: 5/2/2013 1:45 PM
Subject: Fwd: GSAP: OP input
Attachments: GSAP-OPinputSept-12[4].pdf

>>> Naomi Grant

> 10/4/2012 11:49 AM >>>

Hullo,

Please find attached the Green Space Advisory Panel's input to the Official Plan review, which include some minor revisions agreed to at our last meeting.

Robert Hanson would also like to pass on his comment that larger shoreline buffers should be required not only on city land, but all government land (I do not know if that can set up in regards to ownership by the provincial/federal government, or by land use designation - Institutional and Open Space for example). He also brought up that the required set backs for insitutions are currently 9m, rather than 12m, and that that should be rectified - requiring even larger buffers for institions, as they set an example. He would like public institutions and parks to set an example for best practices (the upcoming canoe club building was a concern he brought up).

The working group very much appreciates your offer to hear staff's recommendations before they are presented to the Planning Committee, and have a conversation about them in relation to this input. We look forward to hearing from you at that time.

Regards,
Naomi

September 2012

Official Plan Review Recommendations of the Green Space Advisory Panel

Green space encompasses everything from parks for neighborhood and community use, to features and areas with a high natural heritage value. Protecting natural heritage addresses many planning concerns including parks and recreation services, landscape fragmentation, biodiversity, climate change, lake water quality and protection of drinking water sources, ecosystem health, and the healthy community model.

With recent news of large scale projects in Greater Sudbury that will drive growth and new housing development, there will be increased pressure on our green spaces. This makes it even more timely to plan wisely for the future and act with vision and foresight. Anticipated growth and development from Vale's 2 billion dollar 'Clean AER Project', and the proposed smelter near Capreol will increase the demands on our City's green spaces. It is a crucial time for the City to be pro-active in its vision for the future. This makes the Green Space Advisory Panel's input to the Official Plan especially timely and important.

The Green Space Advisory Panel recommendations focus primarily on two sections of the Official Plan: Section 7.0 Parks and Open Space, and Section 9.0 Natural Environment.

References can be found on page 12; relevant examples from other communities can be found on page 15.

Parks and Open Space

The Final Report of the Green Space Advisory Panel, and further work of the panel, provides new material to be incorporated into this section of the Official Plan.

Specific items include the park classification system, the surplus parkland disposal policy, and reference to green space inventories, mapping, priority rankings, and gap analysis results.

See Appendix A for more detail.

Natural Environment

The Green Space Advisory Panel's recommendations for this section of the Official Plan focus on moving forward in most effectively protecting significant natural areas, features and functions for the long-term. This builds on current Official Plan policies, schedule 3 (mapping of known Natural Heritage for CGS), and the Natural Heritage Background Study.

GSAP strongly supports a Natural Heritage System (NHS) to be included in our Official Plan. A Natural Heritage System complements and supports watershed based planning and the City's biodiversity objectives. Mapping of the NHS should be included in the Official Plan.

See Appendix B for further information on the rationale for a Natural Heritage System for Greater Sudbury.

Here we focus on recommendations for individual components of the NHS, as natural features and areas.

Overall objectives for the proposed NHS are to:

- maintain a functioning natural landscape
- recognize that the natural features and areas are not isolated, but act as an interconnected system
- protect representative landforms and vegetation
- protect especially unique and sensitive areas

Natural Features and Areas – recommended policies for Official Plan review

1. Provincially significant wetlands

Maintain current policy: “OP 9.2.3.4: Development and site alteration are not permitted in a provincially significant wetland.”

P.P.S. 2.1.3. Development and site alteration shall not be permitted in significant wetlands in Ecoregion 5E.

2. Other wetlands

Proposed:	<p>Update wetland buffer distances to be consistent with O.Reg. 156/06 (Conservations Authorities Act, Nickel District Conservation Authority)</p> <ul style="list-style-type: none"> Currently, development/site alteration is not permitted within 50m of a sensitive wetland. Update to “and within 120m of a sensitive wetland greater than 2 hectares.” Where a watershed study (or other appropriate study) has not determined the sensitivity of the wetland, a policy consistent with O.Reg. 156/06 (Conservations Authorities Act) should apply. That is, new development would not be permitted in “areas within 120 metres of all provincially significant wetlands and wetlands greater than 2 hectares in size, and areas within 30 metres of wetlands less than 2 hectares in size”. <i>Criteria should be developed to assess local significance of wetlands</i>
Objective:	Protect locally significant, and sensitive, wetland features and functions. These include habitat value, high biodiversity, water storage and filtration, and key watershed functions.
Rationale:	<p>Wetlands have high biodiversity and are important habitat. Wetlands protect water quality, contribute to the quantity and quality of linked water features, and prevent shoreline erosion. Wetlands store water, preventing flooding and mitigating the impact of dry spells. The precautionary principle should be applied in regards to these important features and functions. Recent research has shown the special importance of wetlands on the landscape to the protection and restoration of Sudbury lakes (references 6-7). <i>Note that a buffer of 300m has been recommended for wetlands within the Lake Simcoe watershed, which is considered the ‘gold standard’ for planning and watershed protection (reference 5).</i></p>
Basis:	Consistency with O.Reg. 156/06 (Conservations Authorities Act) http://www.e-laws.gov.on.ca/html/regis/english/elaws_regs_060156_e.htm
OP:	Section 9.2.3 (pg. 96)

3. Surface water resources: lakes, rivers, and streams

Lakes

Proposed:	<p>Extend the vegetative buffer on lakes to a minimum of 15m within urban areas, and a minimum of 30m outside of urban settlement areas</p> <ul style="list-style-type: none"> Currently, there is a shoreline buffer zone of 12m. This should be updated to be consistent with O. Reg 156/06 (Conservation Authorities Act, specific to NDCA). That is, within urban areas, the vegetated buffer zone should be 15m inland, or 15m from the maximum extent of the floodplain where the floodplain has been mapped (See O.Reg 156/06 for detailed criteria). Set a minimum buffer of 30m outside of urban settlement areas. This is considered the minimum buffer zone to maintain natural functions (references 1-5). Adjust for slope (add an additional 0.5m/1% slope, for slopes greater than 15%), and soil characteristics Use planning tools such as CPUD and site plan control to encourage larger natural buffers. Set wider buffers on city owned land. In regards to lake capacity and lakes with recognized environmental constraints, the precautionary principle should be used. These policies should also apply to capacity and sensitivity of waterways. Require an EIS for any proposed development that may impact a waterbody at capacity or with a recognized environmental constraint.
Objective:	To protect the hydrological and ecological functions of Greater Sudbury's many lakes
Rationale:	Water features have important ecological and hydrological functions, as well as a high social value. Vegetated shorelines and adjacent areas improve water quality, and have high habitat value. When left in their natural state, floodplains store water and prevent flooding elsewhere.
Basis:	<ul style="list-style-type: none"> Consistency with O.Reg. 156/06 (Conservations Authorities Act) http://www.e-laws.gov.on.ca/html/regs/english/elaws_regs_060156_e.htm Environment Canada and MNR recommendations (references 1-4) <i>E.g. Kingston OP: set-back from lakes/rivers generally set at 30m from the high water mark</i>
OP:	Section 8.5 (pg.84)

 N.B. The Zoning By-law defines a shoreline buffer area as: An area of open land, abutting a shoreline, maintained in a naturally vegetated self-sustaining state including natural rock formations and for purposes of clarity does not include an area which is maintained as a lawn.

Zoning By-law 2010-100Z: 4.41.3 Shoreline Buffer Areas

Notwithstanding any other provision of this By-law to the contrary, a shoreline buffer area is to remain in a natural vegetated state to a depth of 12.0 metres from the high water mark of a navigable waterbody.

Notwithstanding the above, the following areas adjacent to the high water mark of a navigable waterbody are permitted to be cleared of natural vegetation:

a) On any residential lot,

i) a maximum of 25 % of the required shoreline buffer area, but in no case shall exceed a maximum of 276m², and

ii) The maximum length of the cleared area measured at the high water mark shall be 25 % of the length of the shoreline of the lot but in no case shall the maximum length of cleared area measured at the high water mark exceed 23 metres in length.

b) In any Commercial (C) Zone, 33 % of the area of the required shoreline buffer area of the lot. (By-law 2011-49Z)

Valleylands (streams and rivers)

Proposed:	<p>Extend the vegetative buffer on waterways to a standard of 30m (minimum of 15m) within urban areas, and a standard of 120m (minimum of 30m) outside of urban settlement areas</p> <ul style="list-style-type: none"> Currently, there is a shoreline buffer zone of 12m. The buffer zone should be expanded to a standard of 30m within urban areas with 15 m as a minimum (where lot size does not allow a 30m buffer), and a standard of 120m outside of urban areas with 30m as a minimum. The 30m buffer is derived from MOE recommendations. This is considered the minimum buffer zone to maintain natural functions (references 1-5). The 120m buffer is derived from MNR standards. This larger buffer is highly effective in protecting water quality, can act as a functioning linkage, and provides fair to good general wildlife and avian habitat (NHRM, pg. 141). The 15m minimum is consistent with O. Reg 156/06 (Conservation Act, specific to NDCA). See O.Reg 156/06 for detailed criteria for this buffer. Adjust for slope (add an additional 0.5m/1% slope, for slopes greater than 15%), and soil characteristics Use planning tools such as CPUD and site plan control to encourage larger natural buffers. Set wider buffers on city owned land.
Objective:	<p>To protect water quality of local waterways and waterbodies.</p> <p>To protect the ecological and habitat value of valleylands (riparian zone).</p> <p>To provide linkages for plant and animal movement along waterways.</p>
Rationale:	<p>Valleylands are the ‘backbone’ of the watershed, a natural drainage system that also supports a high diversity of plant and animal species at the junction of land and water. Waterways and riparian areas have been shown to be effective linkages. Maintaining natural riparian zones is protective of water quality.</p>
Basis:	<ul style="list-style-type: none"> Consistency with O.Reg. 156/06 (Conservations Authorities Act) http://www.e-laws.gov.on.ca/html/regs/english/elaws_regs_060156_e.htm Environment Canada, MNR recommendations, and scientific review of vegetative buffers (references 1-4)
OP:	Section 8.5.2 (pg. 86)

4. Fish Habitat

Proposed:	<ul style="list-style-type: none"> Continue consistency with provincial and federal regulations. Currently, development within 30m of fish habitat is required to demonstrate ‘no negative impacts’. This area can be modified if justified by a study.
Objective:	To avoid negative impacts on fish habitat from development or site alteration
Rationale:	Negative impacts to fish spawning areas and other key habitat can reduce fish populations.
Basis:	<p>Federal regulations (Department of Fisheries and Oceans)</p> <p><i>PPS 2.1.5. Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.</i></p>
OP:	Section 9.2.4 (pg. 98)
	QUESTION: Do staff anticipate that changes to the Fisheries Act will impact OP policies?

5. Water Recharge Areas

Proposed:	<ul style="list-style-type: none"> • Require a watershed study to carefully assess the impact on water quality and quantity of any proposed development in known water recharge areas (e.g. as mapped by Source Water Protection, and in current Official Plan). • Where development is considered appropriate, carefully consider appropriate use, and require a landscape plan to minimize vegetation loss.
Objective:	To maintain the function of water recharge areas.
Rationale:	Water recharge areas are essential to maintaining water quality and quantity. Retaining natural vegetation within water recharge areas is protective of water quality.
Basis:	Precedence - examples from other communities (e.g. York, Waterloo)
OP:	Section 8.4 (pg. 79)

6. Urban Hilltops

Proposed:	Retain all city owned urban hilltops, and give special consideration to all urban hilltops <ul style="list-style-type: none"> • All CGS owned hilltops in and near settlement areas will be retained as natural parks. • For other hilltops identified as a private green space opportunity: require additional neighbourhood notice and consultation, require an EIS to accommodate valued feature, use site plan controls and consider CPUD to maintain hilltops as natural parks within new development.
Objective:	To maintain urban hilltops as publicly accessible natural parks.
Rationale:	Hilltops are an essential characteristic of CGS's landscape. Because they were slower to be developed, they often provide an island of nature for neighbourhoods. At least as far back as the formation of the Healthy Community Cabinet, the vision of preserving urban hilltops as natural parks has been a strong vision in the community.
Basis:	Healthy Community Cabinet, Green Space Advisory Panel recommendations. Precedent E.g. Locally significant landforms are recognized in other Ontario OP's (e.g. North Bay, York, Ottawa)
OP:	Section 7

7. Habitat for Species at Risk

Proposed:	Update for consistency with Endangered Species Act.
Objective:	To protect species at risk by protecting their habitat.
Rationale:	Species at Risk, including endangered and threatened species, are species whose numbers are in decline, often due to habitat loss. By protecting their habitat, we can help to maintain or improve these species' populations.
Basis:	Endangered Species Act 2007 http://www.e-laws.gov.on.ca/html/statutes/english/elaws_statutes_07e06_e.htm <i>PPS Development and site alteration shall not be permitted in significant habitat of endangered species and threatened species.</i>
OP:	Section 9.2.2 (pg. 95)
	QUESTION: What policy updates are planned to achieve consistency with the Endangered Species Act?

8. Significant ANSI's, and ANSI candidates (Provincial candidate ANSI; candidate local or regional ANSI)

Proposed:	<ul style="list-style-type: none"> • Precautionary principle Using the precautionary principle, no new development should be permitted until ANSI candidates have been evaluated for provincial significance • No new development for provincially significant ANSI's No new development to be permitted in or adjacent to provincially significant ANSI sites (where adjacent is within 50m, or whatever distance is required to avoid negative impact) • Avoid and/or mitigate development impacts on local or regional ANSI's ANSI candidates that are not found to be provincially significant to be declared locally significant ANSI's. An EIS and consultation with community experts (e.g. GSAP technical experts) required to evaluate whether development is appropriate, and if so, to mitigate the impacts of any proposed development • Public access and educational signage encouraged, where there will be no negative impact
Objective:	To protect locally and provincially significant Areas of Natural and Scientific Interest from negative impacts.
Rationale:	These areas have been recognized as having unique scientific and/or natural value.
Basis:	<ul style="list-style-type: none"> • Provincially significant ANSI's: provincially recognized status. • Locally significant ANSI: work documented in Natural Heritage Background Study
OP:	9.2.6 (pg. 100)

Note: Work is currently taking place on assessment of Earth Science ANSI candidates. It is possible that some assessments may be complete during the Official Plan review.

9. Sites of Geological Interest

Proposed:	Avoid and/or mitigate development impacts on "sites of geological interest" <ul style="list-style-type: none"> • Recognize "sites of geological interest" as locally significant geological sites. • Require an impact study, and consultation with community experts, to evaluate whether development is appropriate, and if so, to mitigate the impact of any proposed development. • Public access and educational signage encouraged, where there will be no negative impact
Objective:	To protect sites of geological interest from incompatible development, including infrastructure
Rationale:	CGS has many geologically unique sites. These sites have cultural and historical significance, as well as geological significance, and should be maintained for public education, and scientific study.
Basis:	Builds on existing policy. Precedence from other communities for defining locally significant features.
OP:	9.2.7 (pg. 101)

Note: sites of geological interest and ANSIs will merge as provincially significant Earth Science ANSIs if MNR's confirmation procedure can be coordinated with the OP timeline.

10. Reclaimed areas

Proposed:	<p>Mitigate development impacts on significant reclaimed sites (as identified by VETAC), and give priority reclaimed sites local ANSI status</p> <ul style="list-style-type: none"> • Require an EIS and consultation with VETAC to mitigate impacts of any proposed development on significant reclaimed sites, as identified by VETAC. • Priority sites identified by VETAC should be given local ANSI status. (<i>VETAC is currently in the process of identifying key priority sites</i>) <p><i>N.B. VETAC will have further recommendations in regards to reclaimed areas.</i></p>
Objective:	<p>To mitigate impact to reclaimed sites.</p> <p>To maintain a variety of base-line sites.</p>
Rationale:	<p>Regreening efforts have now been going on for several decades. VETAC has identified some sites that are especially important. In order to study the success of regreened areas and learn what is needed for the long-term reclamation of these and other areas, it is important to have a variety of baseline sites.</p> <p>Protecting reclaimed sites from incompatible development also protects the community's investment of time and resources.</p>
Basis:	<p>Builds on existing policy.</p> <p>VETAC work.</p>
OP:	Section 9.4 (pg. 102)

11. Natural Parks and Ecological Reserves

Proposed:	<p>Recognize the natural value of Natural Parks and Ecological Reserves, and specify land-use consistent with Parks Classification System</p> <ul style="list-style-type: none"> • Recognize Natural Parks and Ecological Reserves (and CGS green space opportunities classified as such) as natural heritage areas • Land use limited to passive recreational use in Natural Parks • Require a management plan for all Ecological Reserves • An EIS may be required for adjacent development (50m) to demonstrate no negative impact
Objective:	<p>To ensure appropriate land use in natural parks and ecological reserves (as per the parks classification system adopted by Council).</p> <p>To avoid impacts of development in adjacent sites.</p>
Rationale:	<p>The primary value of Natural Parks and Ecological Reserves is their natural value, and this must be maintained.</p>
Basis:	<p>The natural value of Ecological Reserves and Natural Parks has been recognized by GSAP.</p> <p>The classification system (including appropriate use) has been adopted by Council.</p>
OP:	Section 7 and Section 9

12. Private Green Space Opportunities classified as Ecological Reserves

Proposed:	Avoid/mitigate development impacts on Private Green Space Opportunities classified as Ecological Reserve <ul style="list-style-type: none"> • Explore opportunity to acquire the site, or otherwise maintain its natural value (e.g. conservation easement) • Require an EIS for any proposed development in privately owned sites classified as Ecological Reserve to determine whether any compatible development is possible, and if so, how its impacts must be mitigated.
Objective:	To avoid development impacts in areas recognized as ecologically important.
Rationale:	A small number of green space opportunities have been classified as Ecological Reserves due to their sensitivity or ecological importance. Their ecological value should be protected.
Basis:	The natural value of sites classified as Ecological Reserves has been recognized by GSAP.
OP:	Section 7 and Section 9

13. Private Green Space Opportunities classified as Natural Parks

Proposed:	Avoid/mitigate development impacts on Private Green Space Opportunities classified as Natural Park <ul style="list-style-type: none"> • Explore opportunities to acquire the site, or otherwise maintain its natural value (e.g. conservation easement), according to priorities identified by GSAP • Require additional neighbourhood notice and consultation, and consultation with GSAP • An EIS may be required
Objective:	To avoid or mitigate development impacts in areas recognized as having a natural and recreational value to the community.
Rationale:	Passive recreation and enjoyment of natural areas are the leading uses of parks by Sudbury residents. This growing need is met by Natural Parks. At the same time, there are many gaps in access to natural parks for residents. Green space opportunities identified as Natural Parks flag areas that are already valued by the community as Natural Parks for the recreational and conservation values.
Basis:	GSAP has identified these sites as having a significant natural and recreational value to the community.
OP:	Section 7 and Section 9

Additional natural heritage areas/features that need to be better defined for inclusion in the Official Plan (and as components of the Natural Heritage System):

- Criteria for **Locally Significant Wetlands**
- Criteria for **Locally Significant Woodlands**
- Criteria for **Locally Significant Landform/upland/hilltop** (outside of settlement areas)
- Identification/definition of **Locally Significant Wildlife Habitat**

- Identification/definition of **Ecological Linkages** (in addition to waterways)
- Criteria for **other water features**, including springs, seeps, areas with shallow ground water, recharge areas, and sensitive ground water features. Possibly best done through a watershed study.

Recommendation: include these as a program(s) in the Official Plan. (See Program suggestion #3 below).

Programs

1. A **systematic inventory and mapping of natural heritage areas and features** in Greater Sudbury, led by the Green Space Advisory Panel (provided with support needed), and including public consultation – for inclusion in the Natural Heritage System
Although much work has been done, there has never been a systematic inventory of natural heritage areas and features for CGS.
2. Seek recognized **status for ANSI** candidates
ANSI candidates have not yet been evaluated for provincial significance. Note that assessment work is being undertaken.
3. Develop clear **criteria to assess new sites for significance** as a natural area/feature, and define buffers. Specific recommendations include: Criteria for Locally significant wetlands; Criteria for Locally significant woodlands; Criteria for Locally significant landform/upland/hilltop (outside of settlement areas); Identification/definition of Locally Significant Wildlife Habitat; Identification/definition of Ecological linkages (in addition to waterways); Criteria for other water features.
4. “a tree-cutting by-law under the Municipal Act in order to prevent misuse of forest resources which can result from poor land use practices, and as a means of retaining trees and major woodlots in order to maintain visual relief and conserve natural resources.”
5. Acquire or otherwise provide long-term protection to high priority private green space opportunities. Support this program with a funding strategy and timeline.
6. Identify and recognize Heritage Trees.
7. Incentives for private owners to restore shorelines and bring them up to current standards for natural buffers.
8. Incentives for private owners to protect natural heritage and contribute to community green space: e.g. rebate program or other reward for natural values on private property (E.g. M.N.R.’s Conservation Land Tax Incentive Program); recognition for ‘green developments’ (e.g. see Pickering: <http://sustainablepickering.com/sustainabledevelopmentguidelinesc553.php>.)
9. Develop Urban Forest Policies, supporting and enhancing the urban tree canopy. (See Thunder Bay for examples)

General Recommendations

GSAP recommends that additional neighbourhood consultation and consultation with GSAP should be required when development is proposed for an identified green space opportunity.

In addition, **management plans should be prepared for all city owned green spaces.**

Supporting natural heritage throughout the Official Plan

GSAP recommends that the OP review is a good opportunity to ensure that natural heritage goals are well supported throughout the Official Plan.

- Goals for water quality and quantity are strongly interrelated with natural heritage protection
- Support the use of green infrastructure, especially for stormwater management. Natural catchments such as wetlands are preferable, since natural conditions cannot all be accurately duplicated in engineered systems. (NHRM, pg. 32). Green infrastructure is also a more financially sustainable choice for municipalities.
- Support green urban design standards
- Address existing threats. The proposed LU link and the special plan for the Ponderosa floodplain are two examples of threats to significant natural areas.

Here are three further examples from the Guelph OPA that provide further protection to Natural Heritage through policies regarding degradation of natural areas, a program for environmental monitoring, and urban forest policies:

- Pg. 14, Under Existing use – protection from degradation: “Development, site alteration or activities carried out within the Natural Heritage System, without prior approval by the City, which result in reduction in the extent of the natural heritage features or the associated ecological function will not be recognized as a new existing condition. Restoration of the disturbed area shall be required to the satisfaction of the City. If the unapproved development or site alteration is carried out in conjunction with a development application, restoration will be required prior to or as a condition of approval of any permitted development.”
- Pg. 34, Section on stewardship and monitoring, including the program: “1. A City-wide environmental monitoring program will be developed and implemented to assess the effectiveness of the policies, decisions and programs in meeting the objectives of the Natural Heritage System and the Urban Forest.”
- Pg. 31, Urban Forest Policies, include: identification of plantations and hedgerows, City Tree bylaw, Tree Inventory and Tree Protection Plan required with development/site alteration in a plantation, Vegetation Compensation Plan required for replacement of health non-invasive trees over 10cm dbh proposed to be removed, Heritage trees may be identified.

References

Some references with representative literature reviews regarding vegetative buffers along waterbodies and waterways.

1. Castelle, A.J., A.W. Johnson and C. Conolloy (1994). Wetland and stream buffer requirements: a review. *Journal of Environmental Quality* 23:878-882.
Minimum buffer width of 15-30m. Lower widths maintain physical and chemical characteristics only. Larger widths needed to maintain biological components.
2. Natural Heritage Reference Manual for Natural Heritage Policies of the Provincial Policy Statement, 2005. 2nd edition. 2010. Ontario Ministry of Natural Resources.
<http://www.mnr.gov.on.ca/stdprodconsume/groups/lr/@mnr/@lueps/documents/document/289522.pdf>
pg. 136 – annotated bibliography on Adjacent Lands and Buffers research.
See summary table on page 141. The value of the buffer in removing pollutants and as habitat value increase with buffer width.
3. “Shoreline Vegetative Buffers”. 2003. Prepared by the District of Muskoka Planning and Economic Department.
<http://muskoka.fileprosite.com/content/pdfstorage/242E1CAE790B44909DA3DE98C8D79462-ShorelineVegetationBuffers.pdf>
From literature review: 30m buffer is the generally accepted buffer width.
Maintaining water quality requires a buffer of 30m – 122m. Maintaining habitat requires a buffer of 30m – 200m
Buffer widths need to increase with slope (suggest 2ft per 1% increase from literature review) and with less porosity. Slopes steeper than 25% should not be counted towards the buffer width, as they do not remove contaminants.
“Where the proposed land use adjacent to a waterbody is residential, the Ministry of Natural Resources recommends a minimum 15-metre buffer for water quality protection around lakes and streams supporting warm water species of aquatic life and a 30-metre buffer where the waterbody supports coldwater species (OMNR, 1994). Where the proposed adjacent land use is forestry, the Ministry has established 120-metre area of concern with a minimum 30-metre no cut zone and a 90-metre modified cut zone depending on slope (Operational Prescriptions for Areas of Concern, Forest Management Plan 1999-2003).”
4. “How Much Habitat is Enough” 2004. Environment Canada.
<http://www.ec.gc.ca/Publications/1B5F659B-B931-4F37-A988-3DD73DF656B7%5CCWSHowMuchHabitatisEnoughAFramework.pdf>
Riparian natural vegetative buffer : minimum 30m. There is increasing evidence that this guideline should be expanded to 50m.
5. Lake Simcoe and its Watershed - Report to The Minister of the Environment
Prepared by the Lake Simcoe Science Advisory Committee. 2008.
http://www.ene.gov.on.ca/stdprodconsume/groups/lr/@ene/@resources/documents/resource/stdprod_078249.pdf
Generally, a naturally vegetated buffer of 30 m will reduce nutrients and sediments reaching the water, but corridors should be at least 100 m wide for the purposes of conserving habitats for native

biodiversity and further protecting water quality (ELI 2003). Even wider buffer zones >500 m are necessary to maintain complete faunal communities (Kilgo et al. 1998; Burbrink et al. 1998). Connectivity between the natural areas within the watershed and adjacent areas outside is critical for the conservation of animal populations, with riparian zones naturally serving such a function. Existing wetlands should be buffered from adjacent converted areas by at least 300 m wherever possible.

Recommendations: No new or expanded development or site alteration and mandatory vegetated buffer zones along the lake shoreline and all watercourses are recommended throughout the watershed as follows:

- *within 100 m of undeveloped Lake Simcoe shoreline, and other shorelines in the watershed known to serve connectivity functions, coldwater or headwater streams, or other riparian zones requiring enhanced water quality protection,*
- *within 30 m along other parts of the Lake Simcoe shoreline and other intermittent or perennial water courses in the watershed,*
- *in those intensively developed areas (e.g. urban, agricultural and recreational) where a 30 m zone is not feasible, rehabilitate shorelines of the lake and its watershed to at least 15 m by restoring native vegetation where ever possible and avoiding the use of chemicals (e.g. fertilizers, pesticides),*
- *no new shoreline developments or shoreline activities on land or in the water that disrupt natural shoreline processes or that otherwise damage riparian or littoral zone habitats.*

Until studies are completed, it is suggested that 40% of land area within the watershed be maintained as high quality habitat.

Also note: Houlahan, Jeff. E, and Scott Findlay (2004). Estimating the “critical” distance at which adjacent land-use degrades wetland water and sediment quality. *Landscape Ecology* 19: 677-690. *Effects of adjacent land use detected at least up to 4000m. Buffers alone are insufficient to protect water quality. Recommend that it is necessary to maintain a landscape with significant proportions of natural areas, and maintain large forested wetland buffers.*

Recent local research demonstrating the special importance of local wetlands, and the importance of forest cover and revegetation to lake health

1. Erik J. Szkokan-Emilson , Brian E. Wesolek , and John M. Gunn (2011). Terrestrial organic matter as subsidies that aid in the recovery of macroinvertebrates in industrially damaged lakes. *Ecological Applications*, 21(6): 2082–2093
2. Brian E. Wesolek, Erik J. Szkokan-Emilson, and John M. Gunn (2010). Assessment of Littoral Benthic Invertebrate Communities at the Land–Water Interface in Lakes Recovering from Severe Acid- and Metal-Damage. *Human and Ecological Risk Assessment*, 16: 536–559
3. Jennifer Davidson, and John M. Gunn. *In Press*. Effects of Land Cover Disturbance on Stream Invertebrate Diversity and Metal Concentrations in a Small Urban Industrial Watershed. *Human and Ecological Risk Assessment*.

General references

- Provincial Policy Statement: <http://www.mah.gov.on.ca/Page1485.aspx>
- Natural Heritage Reference Manual for Natural Heritage Policies of the PPS:
<http://www.mnr.gov.on.ca/stdprodconsume/groups/lr/@mnr/@lueps/documents/document/289522.pdf>
- Guelph OPA42: http://guelph.ca/uploads/PBS_Dept/planning/NHS/OPA%2042%20-%20consolidated.pdf
- CGS Official Plan:
http://www.greatersudbury.ca/cms/index.cfm?app=div_planning&lang=en&currID=4741
- Natural Heritage Background Study:
http://www.city.greatersudbury.on.ca/content/div_planning/documents/Natural_Heritage_Background_Study.pdf
- NDCA O-Reg 156/06: http://www.e-laws.gov.on.ca/html/regs/english/elaws_regs_060156_e.htm
- Green Infrastructure
http://greeninfrastructureontario.org/sites/greeninfrastructureontario.org/files/Health,%20Prosperity%20and%20Sustainability_The%20Case%20for%20Green%20Infrastructure%20in%20Ontario.pdf
http://www.asla.org/uploadedFiles/CMS/Government_Affairs/Federal_Government_Affairs/Banking%20on%20Green%20April%202012%20DRAFT.pdf

Some examples and precedents from other Ontario communities:

Going beyond the Provincial Policy Statement

“Natural Heritage Planning Policy In Ontario: A Review of County and Regional Official Plans” (1999) Prepared for WWF-Canada by: The Community Development Group Ltd.

<http://s.cela.ca/files/uploads/SimcoeNHRReportAugust1999.pdf>

This reference documents many examples of Official Plan policies that go beyond PPS requirements and that have been upheld in OMB appeals.

Recognizing Local Significance and Requiring Additional Consultation with Community Experts

Many Ontario communities, including northern communities, identify natural features or areas that have local significance, above and beyond those specified in the PPS. It is also not uncommon to specify consultation with local volunteer experts in regards to proposed land use changes or developments that could impact natural heritage.

Here are some specific examples:

North Bay recognizes the North Bay Escarpment as a locally significant Natural Feature/Area in its Official Plan. Development is not permitted within lands designated Escarpments, and restrictive policies also apply within a buffer area of 150m.

N.B. The North Bay Official Plan specifically references the Natural Heritage Reference Manual to be used as a resource for ensuring consistency with the Provincial Policy Statement in regards to Natural Heritage.

<http://www.city.north-bay.on.ca/common/pdf/Combined-Official-Plan-Jan-31-2012.pdf>

Thunder Bay designates Environmental Protection Areas which encompass both Natural Heritage and Natural Hazard lands. "Natural Corridor" designation applies to rivers, streams and adjacent lands throughout the City

Environmental protection area mapping (waterway corridors and wetlands):

<http://www.thunderbay.ca/Assets/thunderbayassets/docs/planning/1706.pdf>

Official Plan (2002, updates to April 2005):

<http://www.thunderbay.ca/Assets/thunderbayassets/docs/planning/1721.pdf>

Sault Sainte Marie identifies Natural Features and Areas (NFA's; including Forested Areas-woodlands, and Precambrian uplands), and Environmental constraints areas (including wetlands that are not provincially significant). No development is permitted with Category 1 NFA's; EIS may be required for category 2 NFA's (if EIS concludes the overall impact would be negative, the application will not be approved)

<http://www.cityssm.on.ca/contentadmin/UserFiles/File/CityDepartments/Engineering/Planning/Planning%20Documents/officialplanconsolidation.pdf> (1996 OP; currently under review)

Hamilton designates Environmentally Significant Areas (ESAs). These are natural areas that have been identified as unique because they serve important ecological functions, contain rare plant or animal species, contain rare or unique topography or geologic features, or have been designated as an Area of Natural or Scientific Interest or a Provincially Significant Wetland. They range from wetlands and swamps to prairie, alvar, and escarpment habitat – most of which have been locally defined as having local significance (with some features having provincial significance as well).

Proposed land use changes in or adjacent to ESAs are referred to the Environmentally Significant Areas Impact Evaluation Group (ESAIEG) for review. ESAIG is a voluntary group of local people with technical expertise that advises Community Planning staff on the impacts of land use changes in or adjacent to ESAs and provide recommendations based on the review of an Environmental Impact Statement (EIS).”

N.B. Hamilton also has a Natural Heritage System.

<http://www.hamilton.ca/CityDepartments/PlanningEcDev/Divisions/Planning/CommunityPlanning/NaturalHeritage/>

London designated Environmentally Significant Areas (city/regional/provincial significance). There are criteria to identify ESA's, including locally significant ESA's. (See Natural Heritage System section of the Official Plan)

ESA criteria can be viewed at:

http://www.london.ca/Planning_and_Development/Land_Use_Planning/Parks_Planning/PDFs/EM-Jan2007-EMGuidelines.pdf (N.B. these criteria are fairly general)

Ottawa includes locally significant areas as defined by the City. Categories include Natural Environmental Areas, Urban Natural Features (including natural areas valued by residents) and Rural Natural Areas. These areas make up most of the Natural Heritage System.

http://ottawa.ca/en/city_hall/planningprojectsreports/ottawa2020/official_plan/vol_1/03_design_land_use/environment/index.htm

Waterloo's Greenlands Network includes: Areas designated as Environmentally Sensitive Landscapes (ESLs) or Environmentally Sensitive Policy Areas (ESPAs), Woodlands, Wetlands, Significant wildlife habitats, Valleylands, Environmental corridors, and Groundwater recharge areas. (N.B. includes features beyond what is required by the PPS, including regionally significant). Significance can be established by a watershed study, a provincial study, or any other appropriate natural heritage review. Where such a review has not been done, an EIS is required.

Development applications are reviewed by Environmental Advisory Committee

http://www.regionofwaterloo.ca/en/regionalGovernment/resources/CHAPTER_7_FINAL_MODIFICATIONS.pdf

Environmental Advisory Committees are listed for 33 Ontario municipalities

Roles vary by municipality (terms of reference approved by Council), but include: advice on environmental policies for the Official Plan; advice on new candidates for environmentally significant areas (ESAs) or other natural areas to be recognized in the Official Plan; **comments or advice on particular development proposals that may have environmental impacts** (e.g., developments adjacent to designated natural areas, water bodies, etc.) <http://www.eacs.ca/whatdo.php>

Natural Heritage Systems

Many Ontario communities include a Natural Heritage System in their Official Plan. In almost all cases, this is done alongside watershed based planning (including for all the examples given below).

Examples include:

Guelph OPA42

http://guelph.ca/uploads/PBS_Dept/planning/NHS/OPA%2042%20-%20consolidated.pdf

Hamilton

<http://www.hamilton.ca/CityDepartments/PlanningEcDev/Divisions/StrategicServicesSpecialProjects/Policy+Planning/HamiltonNewOfficialPlan/Rural-Hamilton-Official-Plan.htm>

<http://www.hamilton.ca/CityDepartments/PlanningEcDev/Divisions/Planning/CommunityPlanning/NaturalHeritage/>

York

<http://www.york.ca/NR/rdonlyres/pnzvguynrousdkawz7xt5laiojrjeilkufdatg2y5ltsi6zumlho3z2e6fmjqsan7etnwtv2yojvqyfafvtur52u4e/Dec+09+Adopted+ROP+-+for+web.pdf>

City of Welland

<http://www.welland.ca/development/opa.asp>

London

http://www.london.ca/Official_Plan/PDFs/Chapter-15.pdf

Ottawa OPA76

http://www.ottawa.ca/en/city_hall/planningprojectsreports/planning/op/opa/index.htm

Kingston

<http://www.cityofkingston.ca/business/development/officialplan/>

Norfolk County

<http://www.norfolkofficialplan.ca/>

Appendix A

Section 7.0 Parks and Open Space

Incorporate the Final Report of the Green Space Advisory Panel, and further work of the panel, into the Official Plan

In its first term, the Green Space Advisory Panel fulfilled several objectives in the 2006 Official Plan, and the Parks, Open Space and Leisure Background Report and Master Plan, and contributed further green space work. Much of this work can be found in the Final Report of the Green Space Advisory Panel, which included some specific items adopted by Council. Additional work has been done by the current panel, and the most up to date information available should be used where applicable.

Here are some specific items that should be brought into Section 7.0 Parks and Open Space of the Official Plan:

- Incorporate the vision: “The Greater Sudbury parkland system meets local, community and city-wide needs for accessible and safe outdoor recreation and education, contributes to a high quality of life for present and future residents, and preserves significant natural features and functions in perpetuity”.
- Incorporate the **Park Classification System** (completing program 7.2.1.2)
- Update **permitted uses** appropriate to park type. It is especially important to update permitted uses for natural parks and ecological reserves for passive recreational use only, and defined and very limited development (see Parks Classification System table).
- Include further details in **service standards** by park type (see Parks Classification System table). It may not be possible to meet service standards in non-urban areas, which also have different expectations. It is recommended that alternative standards be set for non-urban settlements (e.g. 1 neighbourhood, natural, and linear park per settlement), and rural areas (e.g. no set service standard)
- Incorporate the **mapping and inventory of existing parks and other recreational lands** (*note that current work has added to this list*)
- Include the **Surplus Parkland Disposal Policy**. Update policy 7.2.1.8 to make it consistent with the Parkland disposal policy, and to indicate that **CGS owned green space opportunities not be offered for sale or disposal** (if ranked 2-5).
- Incorporate the **rating structure for potential acquisitions**. (*Note that current work is adding further ‘flags’ to consider priority for acquisition such as filling a gap in service standards, contributing to connectivity, and being located in a sensitive source water zone*)
- Incorporate the **mapping and inventory (including acquisition priority ranking) of green space opportunities, as a living list** (contributing to program 7.2.1.4; *note that current work has added new green space opportunities, has updated information for some green space opportunities, and has a working list of high priority sites*)

- Update **direction for parkland acquisition** according to the list/mapping of privately owned green space opportunities, and their priority for acquisition (*update with current work*)
- Consider updating policy 7.2.1.6, to allow cash-in-lieu of parkland dedication to be used towards the acquisition of priority green spaces (e.g. where no gap exists in the area where the development is occurring; or specify a 50/50 split as with parkland disposal)
- Incorporate **gap analysis information** in regards to the objective of 4 ha per 1000 residents, and distance service standards (by service area). (*note that current work will include 2011 census data, and a gap analysis for distance service standards*)
- Incorporate **connectivity analysis** (or reference future inclusion if not completed before the OP review is complete) (*update with current work*)
- Reference the special value of shorelines and urban hilltops. Green spaces with these features are a priority. Refer back to the vision of natural hilltop parks connected with trails.

Note that in some cases, very detailed information and mapping might not be included directly in the Official Plan. In these cases, they should be referenced as guiding documents and material.

Appendix B

Taking the next step: a Natural Heritage System

In the current OP, schedule 3 identifies known Natural Heritage for CGS. Identifying a Natural Heritage System is the natural next step for CGS.

As defined in the PPS, a “Natural heritage system: means a system made up of natural heritage features and areas, linked by natural corridors which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems. These systems can include lands that have been restored and areas with the potential to be restored to a natural state.”

With the layout of CGS, it is worth noting that natural heritage systems can differ in urban and non-urban areas. In an urban/developed landscape, a connected natural system may be maintained or developed from remnant features. In a wilderness landscape, the objective may be protecting and maintaining a connected system of high quality habitat. (NHRM, pg. 22).

Basis for a Natural Heritage System for Greater Sudbury:

- a) Basic ecological principles
The natural form, functions and ecological health of natural features and areas are not isolated, but instead act as an interconnected system that support ecological and recreational services for all citizens. A natural heritage system is the desired approach because it is based on the interconnected nature of our natural environment.
- b) Provincial Policy Statement
The Provincial Policy Statement provides a policy framework that supports and gives direction for a natural heritage system.

From the Provincial Policy Statement (PPS), Section 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.”

PPS policy 4.6 clarifies that the PPS represents minimum standards which can be built upon at the local level (without conflicting with other PPS policies.)

The Natural Heritage Reference Manual (NHRM) provides further guidance and represents the Province’s recommended approach for consistency with the PPS in protecting natural heritage features and areas, and natural heritage systems. To implement the natural heritage policies of the PPS, it is recommended that policies in the official plan “identify natural heritage systems and ways in which the biodiversity, connectivity and ecological functions of the system will be maintained, restored or improved.” (NHRM, pg. 12)

- c) Precedence

As already noted, there are many examples of Ontario communities with Natural Heritage Systems in their Official Plan, approved by the province and upheld by the Ontario Municipal Board.

For example, in upholding Oakville's natural Heritage System, the Ontario Municipal Board decision stated:

"...not only is a systems approach an appropriate approach to determining the boundaries of a[sic] NHS in a developing urban area, it is the best approach. It is clearly the best approach given what experts now understand about environmental biology. No longer can society afford to look at the "natural environment" as isolated pockets of green which have been fortunate enough to have survived in an urban landscape. The Board is convinced by the evidence adduced in this hearing, that for the natural environment to have a chance of sustainability in developing urban areas, a systems approach must be taken to delineating boundaries...the use of a systems approach substantially increases sustainability of the natural environment in an urban context, by supporting the diversity of species and making the natural area more resilient to the effects of urbanization." (Ontario Municipal Board Decision by S.B. Campbell, 2008)

The OMB has also supported the precautionary principle in relation to Natural Heritage System Planning (e.g. OMB decision pl100206-jul-21-2011.pdf re Ottawa OPA 76)

It is recommended that the revised Official Plan define and map a **Natural Heritage System**. This would update Schedule 3 'Natural Heritage', as well as language and supportive policies in Section 9.0 Natural Environment.

GSAP has identified the Guelph OPA42 as an example of 'best practice' and provides a model for basic format, and planning language.

A black and white photograph of a misty lake. In the background, a dense forest of evergreen trees rises from the shoreline. A single bird is captured in flight, its wings spread, moving across the middle ground. The foreground shows the calm surface of the lake, which reflects the trees and the bird. The overall atmosphere is serene and quiet.

A Proposed Natural Heritage System Input into Official Plan Review

By the Green Space Advisory Panel
September 2012

Rationale:



- ▣ New large scale development drives growth & increases pressure on green spaces.
- ▣ The Official Plan - A blueprint for growth & development:
 - ▣ GSAP input into the Official Plan Review
 - ▣ a unique opportunity to influence policies that will affect the future of our green spaces & local natural environment.

Why?



Official Plan - Green Spaces:



- ▣ Section 7.0 Parks and Open Space
 - Park classification system
 - Surplus parkland disposal policy
 - Green space inventories, mapping, priority rankings, & gap analysis results.

- ▣ Section 9.0 Natural Environment
 - Strengthen protection of green spaces
 - Next step: a Natural Heritage System.

- ▣ Build on existing Natural Heritage Background Study.



What do we want a Natural Heritage System to do?

- ▣ Support a functioning natural landscape.
- ▣ Recognize the natural environment as an interconnected system.
- ▣ Protect representative landforms & vegetation.
- ▣ Protect significant & sensitive areas.



Natural Features & Areas Recommended Policies for Official Plan Review

1.	Provincially Significant Wetlands
2.	Other Wetlands
3.	Surface Water Resources – Lakes, Rivers & Streams
4.	Fish Habitat
5. *	Water Recharge Areas
6. *	Urban Hilltops
7.	Habitat for Species at Risk
8.	ANSI Site – Provincial & Local/Regional ANSI Candidates
9.	Sites of Geological Interest
10.	Reclaimed Areas
11.*	Natural Parks & Ecological Reserves
12.*	Private Green Space Opportunities – Classified as Ecological Reserves
13.*	Private Green Space Opportunities – Classified as Natural Parks
	An * indicates not covered in the Natural Heritage Background Study (NHBS).

1. Provincially Significant Wetlands

Proposed: Maintain Current Policy.

Current: Development and site alteration are not permitted in a provincially significant wetland, or within 120m unless it is shown there will be no negative impact.



Other Wetlands



2.

Other Wetlands

Proposed:

Update wetland buffer distances – consistent with CAA, O.Reg.156/6:

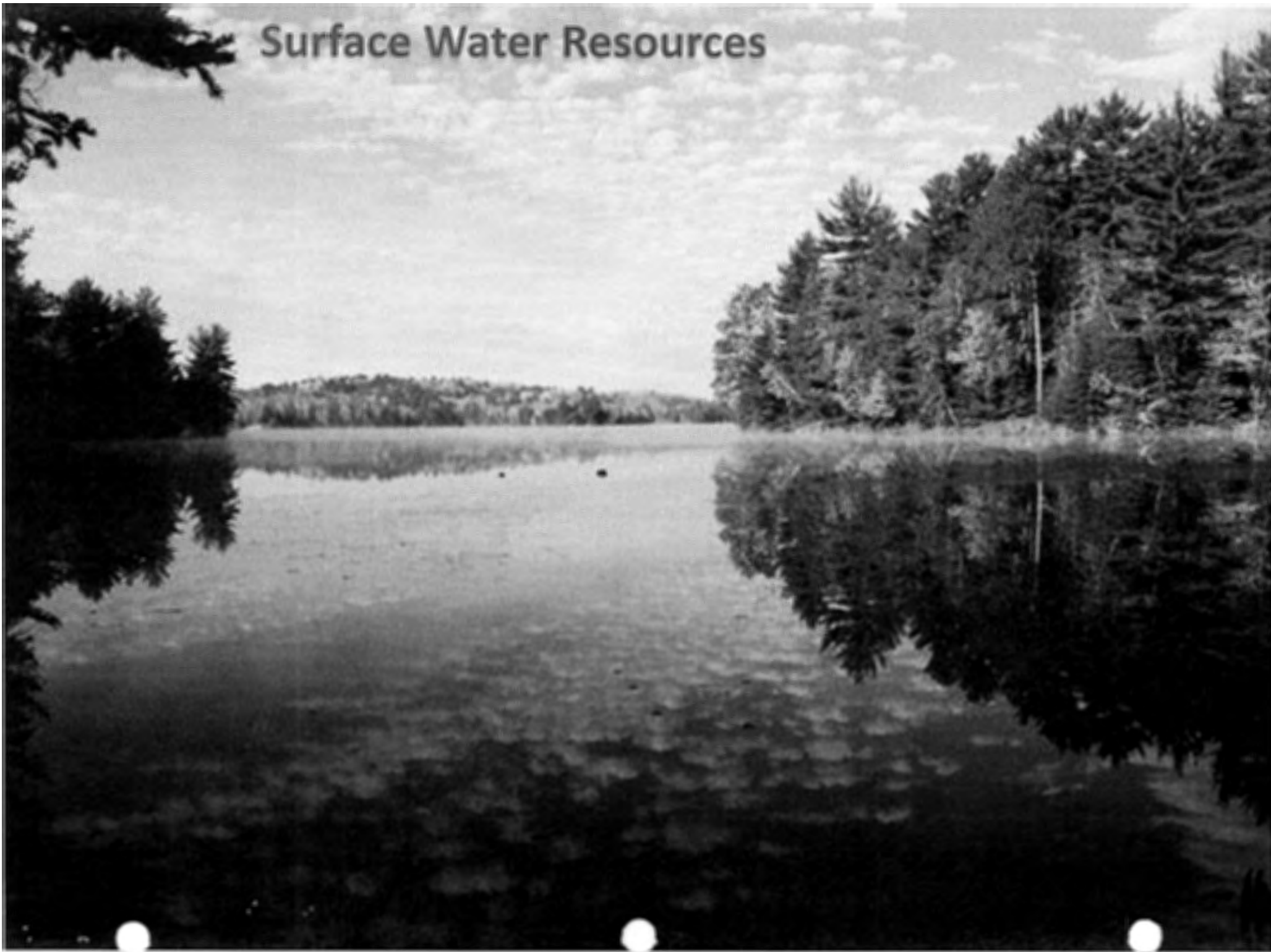
- No new development or site alteration within:
 - 120m of a sensitive wetland greater than 2 hectares
 - 120m of unassessed wetlands greater than 2 hectares
 - 30m of unassessed wetlands less than 2 hectares

Current:

Site alteration not permitted within 50m of sensitive wetland where a watershed study has found wetland to be sensitive.



Surface Water Resources



3. Surface Water Resources – Lakes, Rivers & Streams

Proposed:

Lakes

- Extend vegetative buffer on lakes to a minimum of
 - 15m within urban areas
 - 30m outside urban areas
- Require an Environmental Impact Study (EIS) for development
 - That may impact a waterbody at capacity, or
 - With recognized constraints

Streams & Rivers

Extend vegetative buffer on waterways to

- 30m (minimum 15m) within urban areas
- 120m (minimum 30m) outside urban areas

All

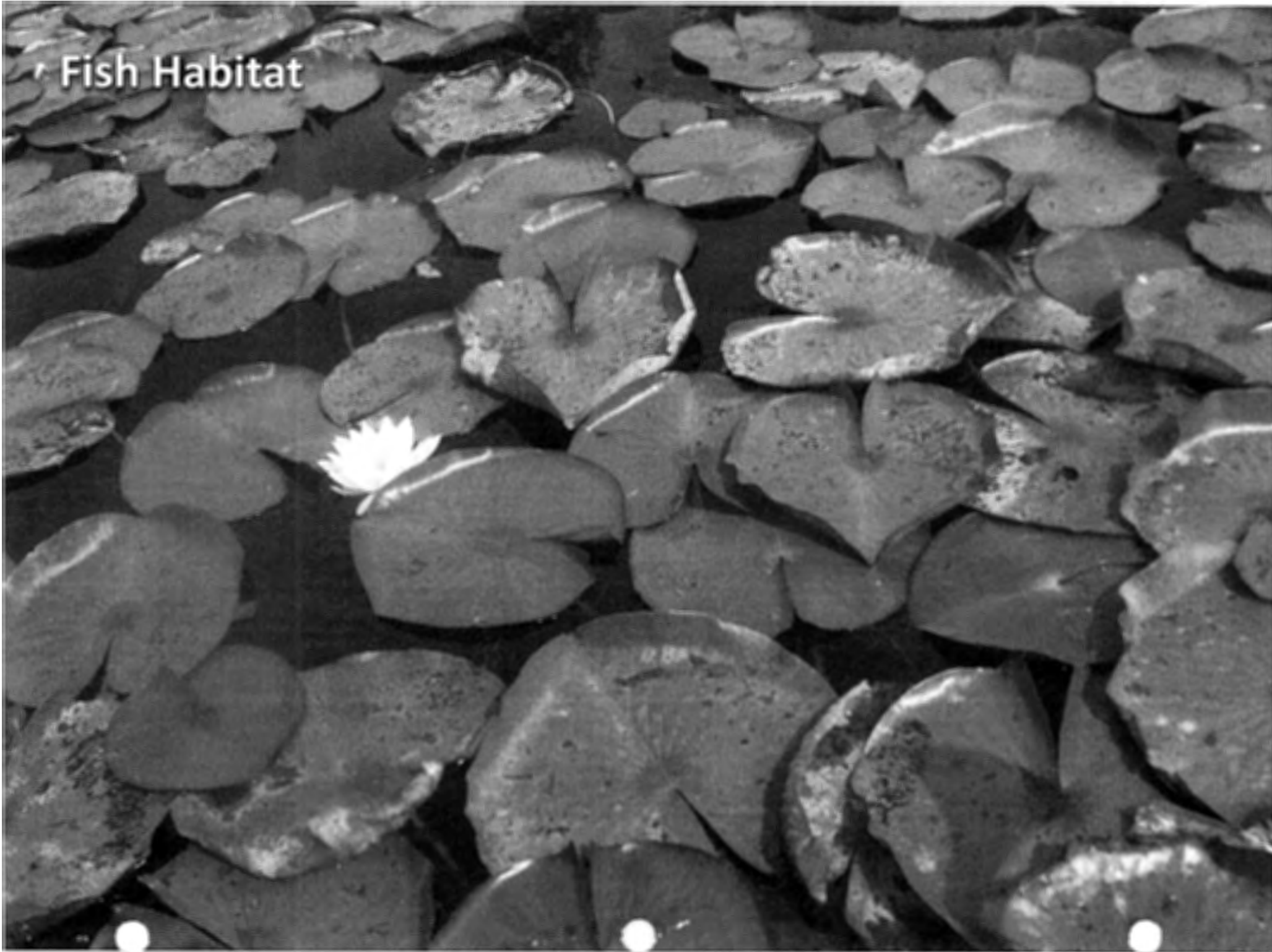
- Adjust for slopes greater than 15% – 0.5m every 1% slope
- Set wider buffers on City owned land
- Use planning tools/site plan control to encourage larger natural buffers

Current:

Shoreline buffer zone of 12m.



• Fish Habitat

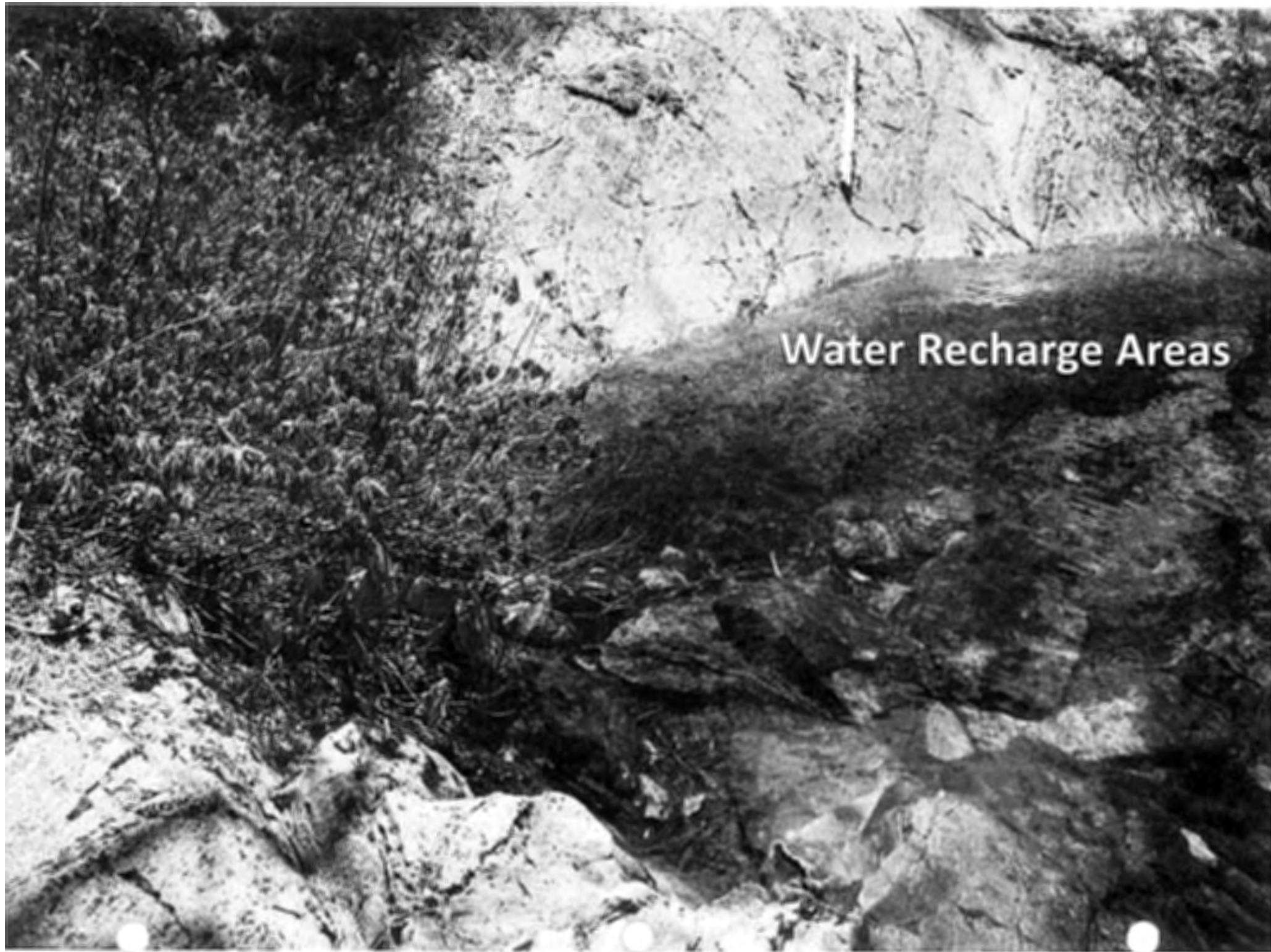


4. Fish Habitat

Proposed: Maintain current policy.

Current: No negative impacts within 30m of fish habitat.





Water Recharge Areas

5.

Water Recharge Areas

Proposed:

- New development in a known recharge area will require a watershed study.
- Require a landscape plan to minimize loss of vegetation.

Current:

No comparable policy.



Urban Hilltops



6. Urban Hilltops

Proposed:

- Retain all City owned urban hilltops as natural parks.
- Hilltops identified as private green space opportunity:
 - Require neighbourhood consultation
 - Require EIS
 - Use site plan controls & consider CPUD to maintain as natural parks within new development.

Current:

None.



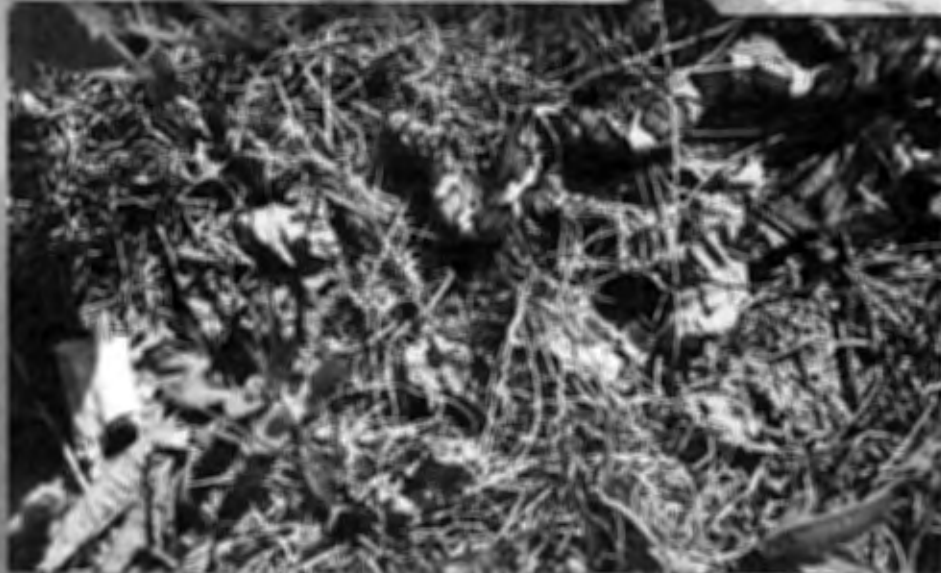
Habitat for Species at Risk



7. Habitat for Species at Risk

Proposed: Incorporate requirements of the Endangered Species Act.

Current: Development and site alteration shall not be permitted in significant habitat of endangered species and threatened species.



Area of Natural & Scientific Interest (ANSI)

Sudbury Airport

Greater Sudbury Airport

Kettle Lakes

Image © 2012 DigitalGlobe
© 2012 Ches/SpotImage

Google earth

46°37'27.93" N 80°46'50.95" W elev. 14735 ft

alt 14735 ft

8. ANSI Site – Provincial & Local/Regional ANSI Candidates

Proposed:

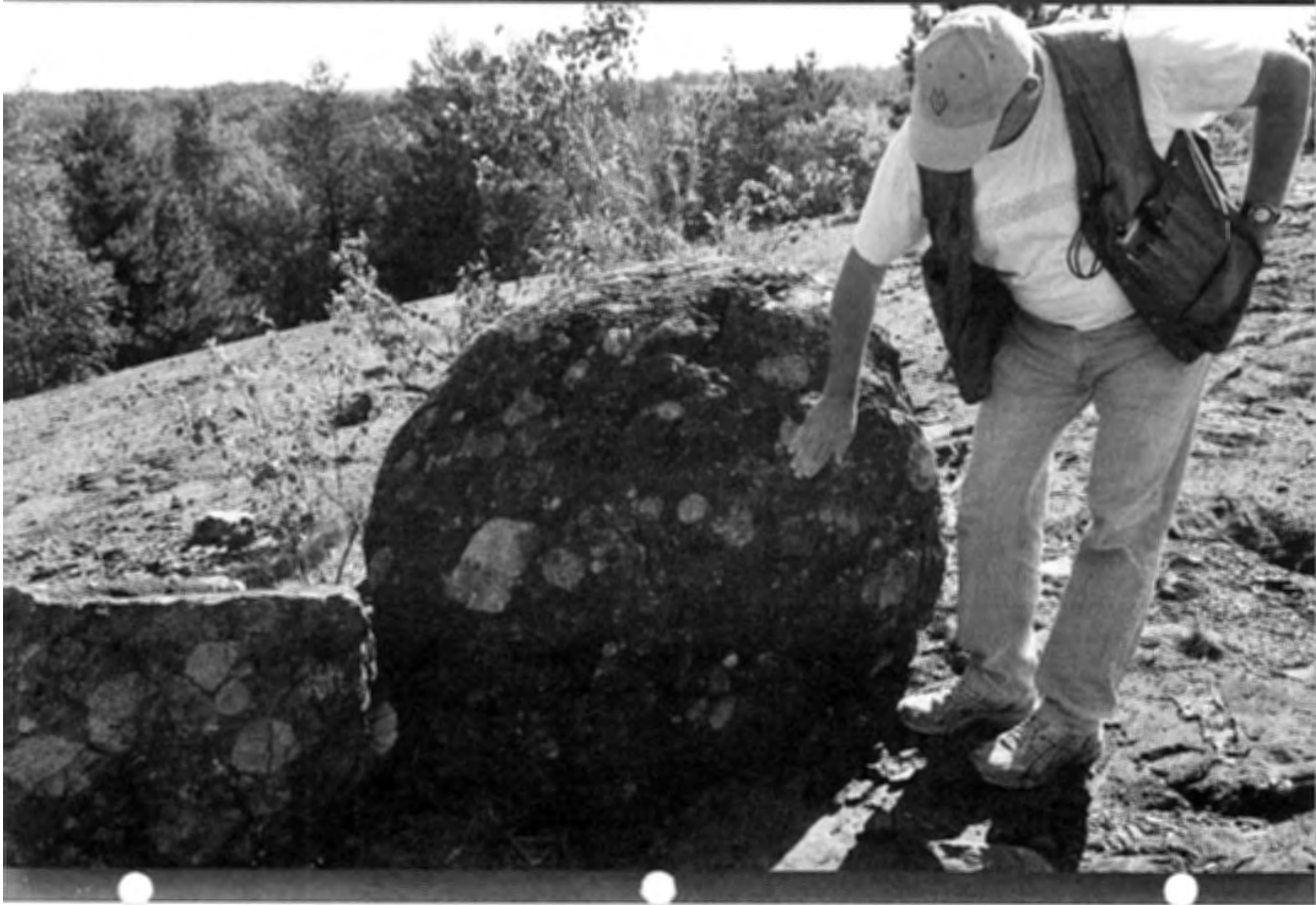
- Provincially significant ANSI
 - No new development within 50m
- ANSI Candidate - no new development
 - Until evaluated for provincial significance
- Local or regional ANSI – no new development until
 - EIS and consultation with community experts to avoid and/or mitigate impacts.

Current:

Provincial ANSI – new development & site alteration not permitted on site or within 50m unless can demonstrate no negative impacts.



Sites of Geological Interest



9. Sites of Geological Interest

Proposed:

- Avoid and/or mitigate development impacts.
- Recognize sites of geological interest as locally significant
 - Require EIS & consultation with community experts
 - Avoid & mitigate negative impacts
 - Public access & educational signage

Current:

Mitigation measures may be required. Public access encouraged.



Priority Reclaimed Area



10. Reclaimed Areas

Proposed:

- Significant reclaimed sites as identified by VETAC:
 - Mitigate development impacts
 - Require an EIS & consultation with VETAC to mitigate impacts
- Give priority reclaimed local sites ANSI status.

Current:

Intent to mitigate impacts on previously reclaimed land where possible.



A black and white photograph of a river flowing through a forested area. The river is in the foreground, with ripples on its surface. To the left, there is a steep, rocky bank with some sparse vegetation. The background is filled with a dense forest of tall, thin trees, likely pines or firs. The sky is visible through the canopy of the trees.

Natural Parks & Ecological Reserves

11. Natural Parks & Ecological Reserves

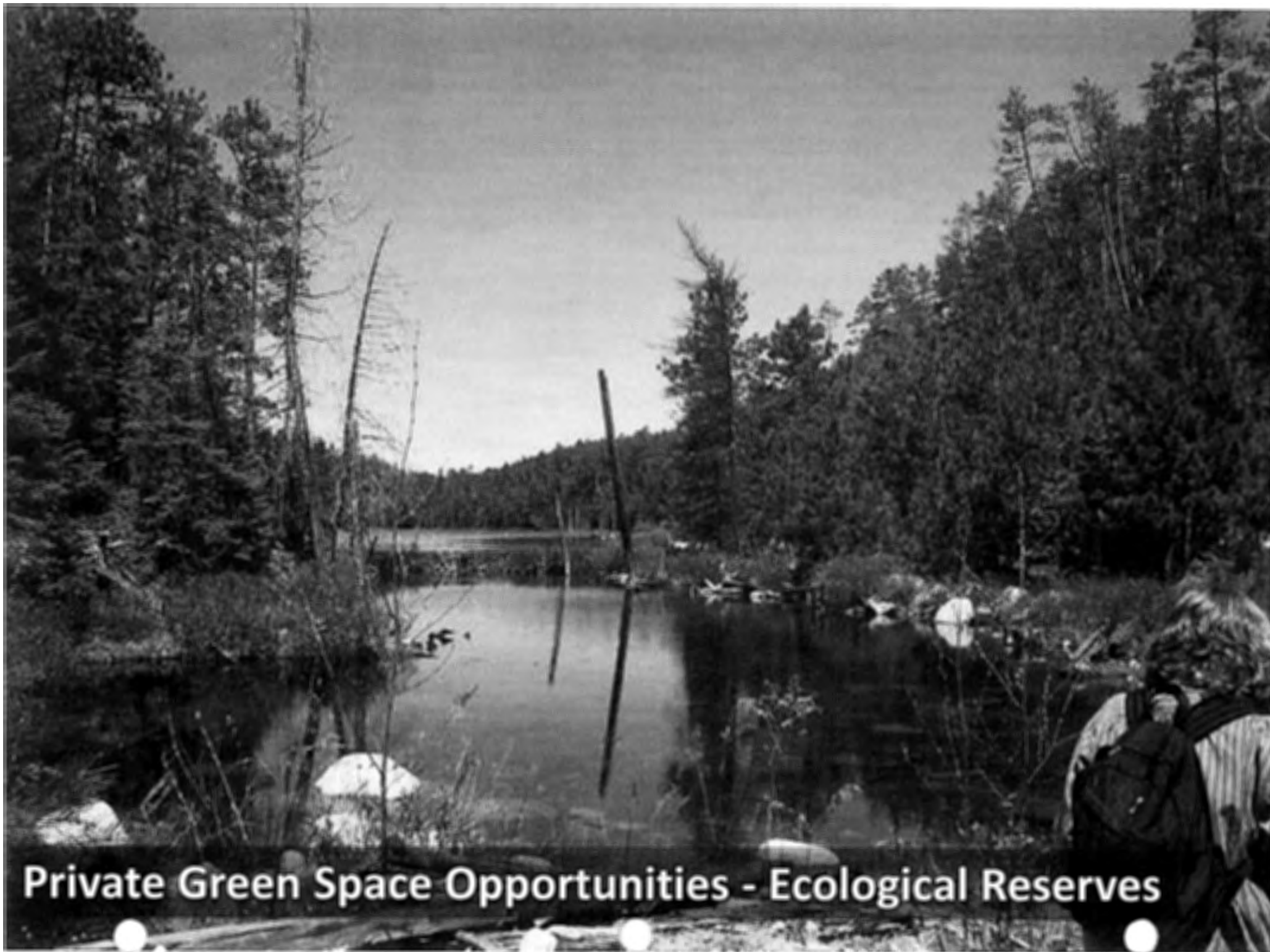
Proposed:

- Specify land-use consistent with Parks Classification System:
 - Land use limited to passive recreational use
 - Require a management plan for all Ecological Reserves
 - An EIS may be required for development within 50m to avoid negative impact

Current:

None.





Private Green Space Opportunities - Ecological Reserves

12. Private Green Space Opportunities - Ecological Reserves

Proposed:

- Recognize GSAP recommended green space opportunities.
- To avoid/mitigate development impacts:
 - Explore opportunity to acquire site
 - Maintain its natural value – e.g. conservation easement
 - Require an EIS for any new development

Current:

None.



Private Green Space Opportunities – Natural Parks



13. Private Green Space Opportunities – Natural Parks

Proposed:

To avoid/mitigate development impacts:

- Explore opportunities to acquire site
- Otherwise, maintain its natural value (conservation easement)
- Require additional neighbourhood notice & consultation & consult with GSAP
- An EIS may be required

Current:

None.



Recommended Programs for the Official Plan:

Studies to identify locally significant:

- Wetlands & Woodlands
- Landform/upland/hilltop (outside settlement areas)
- Wildlife Habitat & Ecological linkages (in addition to waterways)
- Water features, including springs, seeps, shallow ground water & sensitive ground water features



Recommended Programs for the Official Plan:

- ▣ Provide a funding strategy for long-term protection of high priority private green space opportunities.
- ▣ Identify & recognize Heritage Trees.
- ▣ Provide incentives for private owners to:
 - Restore natural shoreline buffers
 - Protect components of the natural heritage system
 - Contribute to community green space.



Two General Recommendations:

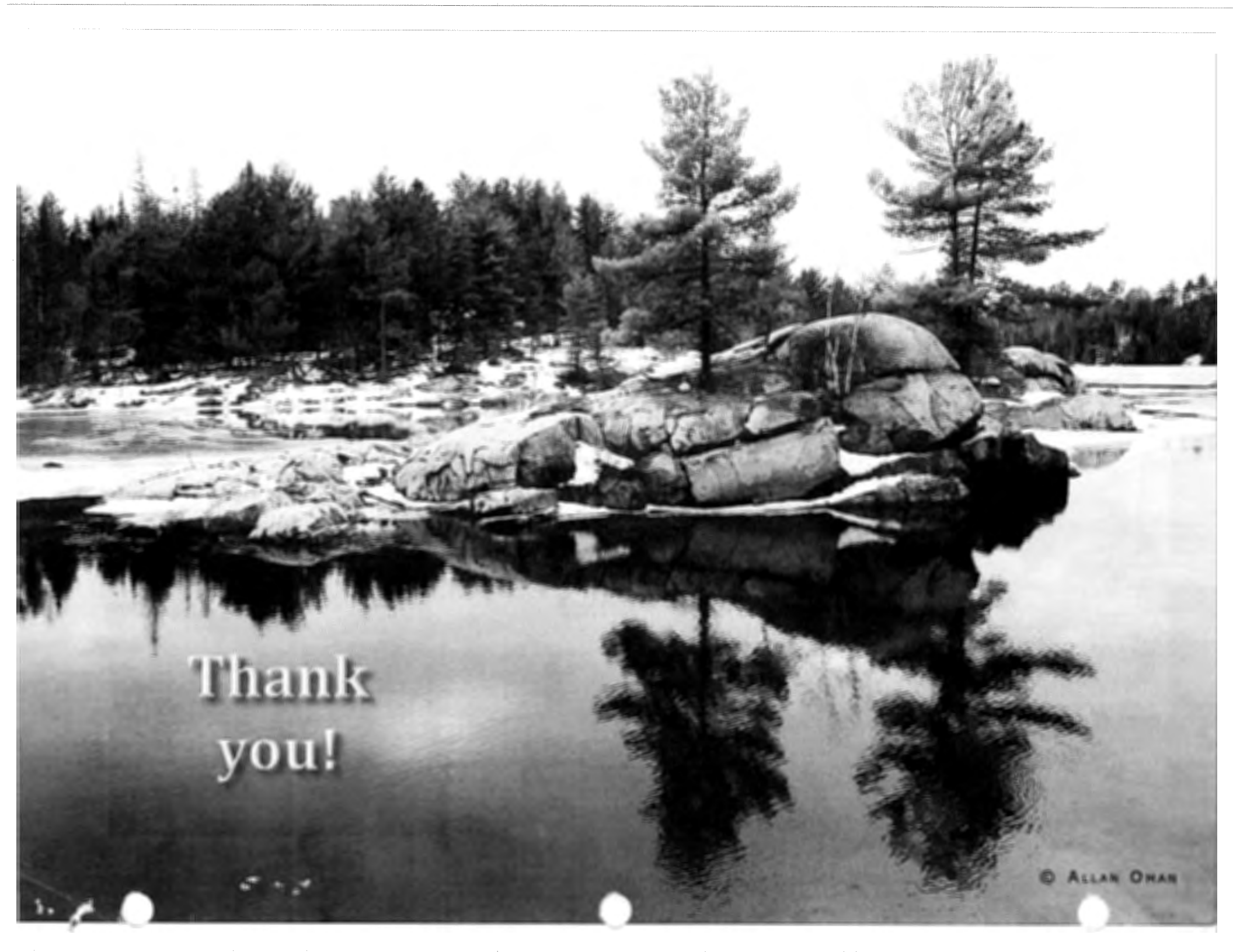
- ▣ For development proposed for an identified green space opportunity, require:
 - Consultation with GSAP
 - Additional neighbourhood consultation.

- ▣ Prepare management plans for all city green space.



Other Examples from Ontario:



A black and white photograph of a serene landscape. In the foreground, a calm body of water reflects the sky and the surrounding environment. A large, dark rock formation sits in the middle of the water, with a single evergreen tree growing from it. The rock's reflection is clearly visible in the water. In the background, a dense forest of evergreen trees lines the shore. The overall mood is peaceful and natural.

Thank
you!

© ALLAN OHAN



NICKEL DISTRICT CONSERVATION AUTHORITY
OFFICE DE PROTECTION DE LA NATURE DU DISTRICT DU NICKEL

200, rue Brady Street, Sudbury, Ontario P3E 5K3
Tel: (705) 674-5249 Fax: (705) 674-7939
www.nickeldistrict.ca

September 21, 2012

Mr. Bill Lautenbach
General Manager, Growth and Development
City of Greater Sudbury
200 Brady Street
Sudbury, ON

Dear Mr. Lautenbach:

Re: Conservation Sudbury-N.D.C.A. Feedback on Official Plan Review

Please find attached comments from Conservation Sudbury-Nickel District Conservation Authority in relation to specific sections of the current Official Plan. Our General Board met on September 13, 2012 and approved the submission of these comments. We hope that these comments will assist the municipality in updating the Official Plan.

Thank you for considering these comments in order to ensure a healthy and sustainable community. Should you require any clarification in relation to the comments, please contact me at your convenience.

Yours truly,

Paul N. Sajatovic
General Manager/Secretary-Treasurer

cc. Chairperson Lin Gibson and Members of the General Board



200, rue Brady Street, Tom Davies Square
Sudbury, ON P3E 5K3
☎ (705) 674-5249 📠 (705) 674-7939
www.nickeldistrict.ca

"Think and Plan Like A Watershed"

Introduction

Water flows without regard for maps, and natural watershed boundaries rarely align with artificial boundaries.

Greater Sudbury is a "City of Lakes";
Greater Sudbury strives to be a healthy and sustainable community;
Greater Sudbury has made remarkable progress in becoming a 'green' community.

However as the impacts of changing climate and the inevitable changes to the terrestrial and aquatic environments begin to manifest, the realities and significant challenges we face are increasingly revealed. Even in the "City of Lakes" where the majority of watershed residents may still believe in the myth of water abundance, realization of the crucial role watersheds and water plays for social, economic and ecological prosperity is fostering new ideas and approaches. Mounting concern about the sustainability of our water future, coupled with the growing interest from our watershed residents, is driving the demand for more local engagement in planning and decision-making.

Conservation Sudbury-Nickel District Conservation Authority is hereby submitting comments as part of the City of Greater Sudbury's Official Plan review within the context of a **Collaborative Watershed Management** approach and framework. This is a framework, a structure that would allow the Greater Sudbury community as a whole to have a say in decisions that will impact our watersheds. Ongoing financial stability will be a critical long-term priority. The ability to build and sustain effective expertise to formally engage in planning and decision-making is the foundation of this approach. This includes source water protection, water allocations, flood control and storm water management, and the sensitive balancing of development priorities to ensure that valuable watershed functions are protected and sustained.

The comments from Conservation Sudbury-NDCA focus on three sections in the existing City of Greater Sudbury Official Plan and include recommendations to be considered for incorporation into the updated Official Plan. Some of the actions recommended can happen immediately while other will take time and a long term vision to implement.

Section 7--- Parks and Open Space

Greater Sudbury has abundant green space for both formal and informal use. Conservation Sudbury-N.D.C.A. appreciates that the City of Greater Sudbury recognizes the importance of all these areas as they enhance quality of life for our residents; protect our watersheds and ecosystems; conserve sensitive natural heritage features, etc. Two (2) specific recommendations are hereby made related to Section 7 of the Official Plan.

Recommendation #1

Recognizing the importance of our community green space, Conservation Sudbury-N.D.C.A. is hereby suggesting that serious consideration be given to including in the Official Plan designation of the **'Ramsey Lake Greenbelt Project.'** The south shore of Lake Ramsey has extensive green space ringing the lake and is a critically important part of the Lake Ramsey watershed as it protects one of the City's major municipal drinking water supply sources. Much of the land is owned by public agencies which includes Conservation Sudbury-N.D.C.A., the City of Greater Sudbury, Laurentian University, Health Sciences North, Science North, etc. The Greenbelt Project concept has been discussed for many years and now is the time for ACTION. Such action is not the end; it is the necessary beginning. All those involved must come together and commit to this project. It is recognized that this will be a long, extended journey through a comprehensive and continuous planning/implementation process. The City has plans for the east end of Lake Ramsey; Conservation Sudbury-N.D.C.A. has a management plan for the Lake Laurentian Conservation Area; Laurentian University is currently developing a masterplan for its complete landholdings; Bell Park is a community asset that has to be enjoyed but properly protected, etc. The time is right! The Official Plan can provide the framework to move forward with a sustainable, community driven and supported process to make this a reality within the five year time frame of the updated Official Plan.

Recommendation #2

Recognizing the importance of this community greenbelt for all the reasons outlined above and many more, Conservation Sudbury-N.D.C.A. hereby recommends that the inclusion of the **'Short-term Roadway Improvements #3- Construction of a new University link road'** be removed from the Transportation section in the updated Official Plan. Conservation Sudbury-N.D.C.A. plans to complete a Watershed Report Card and Natural Assets Value Study by early 2013, which includes portions of the natural environment that would be negatively impacted by such a project. We will share this information with the municipality and community as soon as the work is complete.

Section 8--- Protection of Water Resources

Conservation Sudbury-N.D.C.A. has a definite role to play in protecting the cherished water resources in our community. We have a role in protecting drinking water sources through the *Clean Water Act*; in implementing local actions and strategies through watershed based science and local partnerships to protect our shorelines and waterbodies; to engage, support and influence community groups, landowners and others to take actions as responsible stewards of our natural environment, etc. Three (3) specific recommendations are hereby made related to Section 8 of the Official Plan.

Recommendation #1

The Official Plan currently contains many policies and actions related to water, wastewater and stormwater management. Conservation Sudbury-N.D.C.A. hereby recommends that the Official Plan and related policies must include and promote Low Impact Development (LID) approaches that minimize stormwater runoff and increased infiltration. The emphasis on LID must strongly reinforce the importance of Green Infrastructure and Low Impact Development practices in both new development and retrofit contexts. This will protect residents in the municipality and with emphasis on urban forests, stormwater ponds, and green roofs, etc., will help to reduce development and maintenance costs. It is vitally important to keep our rivers and lakes healthy, both quality and quantity wise.

Recommendation #2

Conservation Sudbury-N.D.C.A. supports the implementation of sustainable stormwater management practices. Much of what the City can do at this time is based on the Ministry of the Environment's 2003 Guide to Stormwater Management. Updating the manual to provide greater direction and clarity on LID would greatly benefit our community. Given that the Official Plan is designed to guide growth and development in our watersheds for at least the next five years, Conservation Sudbury-N.D.C.A. recommends that the municipality press the Province to update the Stormwater Management Planning and Design Manual (2003.) This will allow the municipality to utilize a wider range of tools in considering development proposals and will address emerging trends such as changing climate and adaptation needs to protect human life and property.

Recommendation #3

Conservation Sudbury-N.D.C.A. through the Greater Sudbury Source Protection Authority (GSSPA) has submitted the first Source Protection Plan for our watersheds to the Province of Ontario. This plan focuses on municipal sources of drinking water in the municipality. However

there is a significant portion of the population, estimated at 10 to 15%, in the City that does not have nor will they ever receive municipal water and sanitary services. The GSSPA/N.D.C.A. hereby recommend that the City include in the Official Plan policy statements that reinforce the need to apply source water protection policies for those residents who are on private supply/systems. The Province must fund this work 100% and the GSSPA/NDCA is prepared to support the City in pursuing this as it is necessary not only for the citizens but to ensure we protect our natural environment. The GSSPA/N.D.C.A. also recommends that the City move forward with a mandatory private septic system inspection program which we can assist with subject to necessary funding and capacity being made available.

Section 10--- Protecting Public Health and Safety

Conservation Sudbury-N.D.C.A. has a mandated responsibility under the *Conservation Authorities Act* to protect our residents from the impacts of flooding, development in hazard land areas, to connect with Healthy Places/Healthy Communities determinants, contribute to human wellness through community based environmental stewardship, etc. Watershed Management deals with the interaction of dynamic natural systems, processes and emerging issues. One of the most critically important emerging issues is the impact of our changing climate and building adaptation capacity to deal with the human and environmental impacts. Conservation Sudbury-N.D.C.A. has an approved Position Paper which outlines eight (8) key action items needed to protect our watershed resources and citizens from the changing climate. Municipal leaders and community partners must look for opportunities to grow the community while at the same time protecting the natural environment, Investing in our infrastructure and adaptation capacity to deal with the impacts of climate change will make Greater Sudbury a leader on the international stage much like the leadership shown in through the environmental restoration work over the last 30 plus years. Three (3) specific recommendations are hereby made related to Section 10 of the Official Plan.

Recommendation #1

Conservation Sudbury-N.D.C.A. along with many community partners formalized the Greater Sudbury Climate Change Consortium (GSCCC) in early 2009 based on the above referenced Position Paper. The Climate Change Consortium was formally endorsed by City Council in November, 2009 and City Council formally signed the GSCCC Covenant for the safety and well-being of all Greater Sudbury residents. Conservation Sudbury-N.D.C.A. and the GSCCC strongly recommend that the City include policies and strategic actions in the Official Plan in order to make our community safe from disaster due to the impacts of our changing climate.

Recommendation #2

The City of Greater Sudbury's 2012-2014 Strategic Plan further endorses and supports the work of the Climate Change Consortium by making specific reference under the Healthy Community section of the Plan (Page 17.) Conservation Sudbury-N.D.C.A. and the GSCCC strongly recommend that the City include policies and strategic actions in the Official Plan which support and advance the building of adaptation capacity within the community with focus on the following adaptive strategies at a minimum:

- Organizing people of more vulnerable groups so their voice is heard by governments
- Developing adaptation measures that ensure equitable access to water, healthy food, housing and access to health care (including public and mental health services)
- Developing a community-based planning process for adaptation to climate change that is systemic and not just event driven (proactive instead of being reactive.)

Recommendation #3

Low Impact Development (LID) techniques offer an effective and affordable option to mitigate the environmental and human impacts of development and to address issues such as our changing climate and the need to adapt. The imperative to adopt LID techniques is ever increasing due to multiple pressures. Further although the impacts of climate change are not yet fully realized, it is clear that LID techniques offer the potential to mitigate some of the risks it poses by mimicking the natural water cycle and other environmental and human impacts more closely. The use of more resilient systems (such as LID) for this purpose is supported by the Ontario Ministry of the Environment *Policy Review of Municipal Stormwater Management in Light of Climate Change*, which identified that municipalities need better tools to manage stormwater and to build or have built systems that are more resilient and adaptive to climate change to better protect the natural environment. Conservation Sudbury-N.D.C.A. and the GSCCC strongly recommends that the City include policies and strategic actions in the Official Plan that will build the resilience and support all the partners who are working together to build the necessary capacity.

From: Official Plan comment via website (Krista Carre)
To: officialplan
Date: 24/09/2012 8:39 AM
Subject: Fwd: Official Plan Review,CMS > Official Plan comment via website

>>> <webmaster@greatersudbury.ca> 23/09/2012 12:52 PM >>>

Name: Suzanne & Denis Daoust

Email:

Telephone:

Address: 367 Montee Principale

Azilda, ON P0M 1B0

Comments: To Whom it may concern,

As property owners of a rural property in Greater Sudbury. We are requesting that rural properties be reduced from 5 acres to 1 or 2 acres as is the case in other communities. We are also requesting that the official plan also reduce the minimum lot frontage to 120 ft or less. Not everyone wants to live downtown. People like living in the rural areas. By letting the rural property owners create more rural lots will give the people a better chance of moving into rural areas and not to mention creating more income for the city with property taxes and levies. The majority of rural properties are on septic systems and this would not impact the problems with the sewers services.

We ask that the new official plan accept these changes to rural properties.

Thank You
Suzanne & Denis Daoust

From: "Richard L. Paquette"
To: <officialplan@greatersudbury.ca>
Date: 25/09/2012 12:09 PM
Subject: Public Input on Rural Residential Consents

I am not able to attend the meeting on Thursday, please note my concerns as follows:

There are lots of problems with allowing more residential lots in unserviced, rural areas.

- Increasing residential development in rural areas threatens the future of farming by: decreasing the amount of land available for farming, fragmenting farmland, making farmland more unaffordable, and causing nuisance complaints against farmers.
- The agricultural advisory panel recommended doubling the minimum rural lot area to 10 acres NOT reducing it to 2 acres.
- Increasing residential development in rural areas adds to rural sprawl resulting in: habitat fragmentation, increased pollution, high infrastructure costs that are unaffordable for our City (like for transit, police, fire, ambulance), less ability to revitalize existing town centres.
- The current supply of residential rural lots is more than sufficient to meet demand BUT the current supply of protected farmland is insufficient to feed our community -- we need MORE protected farmland, not less! Sudbury needs food security!
- This change goes against provincial policy and good planning principles.

I attended the debate over this "Greenfield" development policy and while it was deferred to the upcoming first statutory review of the Official Plan which is now underway when council passed this issue off they left the proponents with hope of future changes.

The debate at the March 31st 2010 council meeting was interesting and informative, however it was clear a more informed discussion on this topic must take place. Councillor Dutrisac on recommendation of the planning committee moved to change a rule to reduce the minimum requirement for rural lots from 5 acres to 2 acres to allow for some new developments. While this change is envisioned to accommodate a few land owners, it is contrary to the one of the overarching goals of the Official Plan, which looks to discourage new development on rural lands.

While those on the side of the land owners made some good points, one of the most important points they highlighted, (while downplaying the potential environmental costs) was there were very few who had these desires. The rule change ended up being defeated; but not because council found it was necessarily a bad idea. The most moving argument for those on the council was that it would never pass Ontario Municipal Board Approval, and it would be better to move this forward during the upcoming review.

While significant time and effort has been invested to try to relax this rule, it was clear from the debate that the idea of "Site Specific Official Plan Amendments" had not been fully explored. There needs to be

exceptions to broad rules as they may not always be best to uphold them in every circumstance. There is a clear avenue for this in "Site Specific Official Plan Amendments." The proponents repeatedly asserted they did not think there would be many applications; however it did not seem they have ever encouraged or supported site specific amendments. Council did make it clear they would be willing to look at these amendments. In fact Councillor Rivest, the only one who voted at the planning committee against the initiative repeatedly offered to help with these applications.

Debaters seemed to bring up a few examples of where there was a good arguments for allowances. For instance at least one of the applicants would like to sever their expansive 5 acre lot and built a second home for their extended family. This may be a case where an exception is warranted as there are positive benefits to consider. First of all families would need to travel less to see each other, parents and children alike can benefit from mutual care opportunities. One way to ensure that these would remain in family however may be not to sever the parcel but to instead allow further dwelling units. The land would remain as part of an estate or in the family and not be easily flipped.

Some councillors and many in the crowd scoffed at the idea that services delivered over vast territories cost more. Some on the council seemed to believe this would constitute infilling in the traditional use of the term. There were even those who denied the theory of urban sprawl, however those councillors did not talk much about transportation, besides mentioning they did not think these new lots would want transit services.

Discouraging development in rural areas is one of the most important overarching principles in the Official Plan. It was clear to those attending the meeting that this issue will not go away. Proponents of the rule change did not seem to understand the broader implications, or at least were willing to downplay them as being insignificant or unlikely. There are real potential negative effects for the environment and real potential increased costs for the municipality if the rules are simply loosened. It would make more sense to proceed with a few "Site Specific Official Plan Amendment" applications than it would be to change a rule seen as fundamental to the overarching goals of the provincial policy on land use. Those concerned with this issue need to start a discussion on how the needs and concerns of rural landowners can be accommodated without swinging the door wide open for Greenfield development.

Sincerely,
Richard L. Paquette
409 St Agnes St W.
Azilda ON
P0M 1B0

From: Official Plan Website (Krista Carre)
To: officialplan
Date: 26/09/2012 12:32 PM
Subject: Official Plan comment via website

Name: Kelly Champaigne
Email:
Telephone:
Address: 3237 Lammi's Rd
Sudbury P3G 1M7

Comments: Regarding the reduction of rural lot sizes in the Greater Sudbury area.

We have lived on Lammi's road since 1990.

Our taxes have increased from to per year
even without city sewer and water services, or bus service.

It was previously stated that reducing urban sprawl was one of the reasons for the rejection of the proposed change. We are already within 10 kilometers of the cities' rapidly expanding south end. We have also seen substantial growth in our own area, yet our road conditions continue to deteriorate. By allowing the proposed change, there would be an increase in the tax base for use in the maintenance of our roads. An increase in population could possibly create a rider base for much needed public transportation. We would like to see the proposed change approved by the city planning committee.

From: james mcbane
To: Jason Ferrigan
Date: 9/26/2012 7:26:52 PM
Subject: RE: Official Plan Amendmants - Coniston

Jason Ferrigan
2012.
Senior Planner,
Planning Services Division,
City of Greater Sudbury
200 Brady Street, SUDBURY, Ontario
P3A5P3

Sept 26th,

In speaking to you recently, please consider this my formal request, of a Designation Change in the Zoning of my Lands (Approximately 21 Acres) located in what is called Old Coniston, off of Government Road, with an entrance off Bryce Street.

This property in the Official Plan is Parks/Open land and was zoned for the purpose of (Light Industrial.School Bus Special) for it,s original planned use at the time, back in the 70,s. This use has never come about !

Understanding, it has in the past been considered part of a FloodPlain, as is other lands surrounding it, such as residential uses , sewer stations etc. I have approached the City numerous times to have the land changed to, Light Industrial-General, but always discouraged from doing so !

I must say, during the Official Plan, comencment, I was never approached by Planers at that time, to have any input from an owner?

I can not understand, the difference between the allowed use, School Bus, Mtce Shop and Parking, and other uses simular to that type of activity ?

Please consider change in the Offical Plan Ammendments, in the near future.

Thank You,

Regards,

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark....
Date: 9/27/2012 2:31 PM
Subject: Fwd: Official Plan Public Input Session Rural Consent Policies (Official Plan Review Email)
Attachments: OfficialPlanPublicInputSessionRuralConsentPolicies_Sept27_12.doc

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> "Coalition for a Liveable Sudbury ."

> 09/27/12 14:31 >>>

Hullo,

Please find attached a written submission from the Coalition for a Liveable Sudbury in regards to tonight's Official Plan Public Input Session on Rural Consent Policies.

Regards,

Naomi Grant



Coalition for a
Liveable
Sudbury

Making connections. Working toward sustainability.

Official Plan Public Input Session on rural consent policies
September 27, 2012

Input from Coalition for a Liveable Sudbury

The Coalition for a Liveable Sudbury is opposed to the proposed change to reduce the minimum lot area and minimum lot frontage requirements for non-waterfront rural residential severances. The proposed change is contrary to fundamental principles in our Official Plan, and is not consistent with provincial policy.

Supporting local food and agriculture

Support for local food has been consistently growing in Greater Sudbury. To meet this community demand, and to improve community food security, it is imperative to maintain Greater Sudbury's limited supply of farmland. A large majority of active farmland is outside of the agricultural reserve, in 'RU' lands.

Farming is also a growing business in northern Ontario and Sudbury. According to the 2011 Agricultural Census, farm revenues in Greater Sudbury were over ten million dollars last year. Official Plan policies should support this growing rural economy.

Reducing rural lots sizes and allowing further rural residential growth is detrimental to farming and a strong rural economy. The amount of land available for farming is decreased. Farmland is fragmented and farming is further restricted by distance requirements and nuisance complaints. Rural land also becomes more expensive, making it more difficult for farmers to start or expand their business.

The former agricultural advisory panel recommended doubling the minimum rural lot area to 10 acres, contrary to the proposed change.

Supporting a rural lifestyle

Greater Sudbury is fortunate in having both urban and rural areas. Those residents living in rural areas value the rural life style they are able to enjoy. The proposed change will erode the rural character of some rural areas.

It is important to note that the existing supply of rural residential lots is more than sufficient for anticipated demands.

Supporting town centres

Encouraging residential growth in rural areas directs growth away from town centres, contrary to core principles of our Official Plan and provincial policy. Focussing growth in urban centres uses existing infrastructure and helps to support improvement in services, such as improved public transit. Meeting goals around sustainable mobility and walkability are not served by directing residential development to sparsely populated areas.

Fiscal sustainability

The proposed change will increase demand for infrastructure in thinly populated areas, at a time when maintaining existing infrastructure is already a serious challenge for Greater Sudbury. Studies in other communities have shown that rural residential lots are a net cost to municipalities (comparing cost of services provided to taxes received). 'Rural sprawl' can come with other costs as well, such as water quality concerns from septic systems, and fragmentation of wildlife habitat.

Individual circumstances are best addressed through other means

Official Plan policies should support broad, overarching goals for the community. The proposed change goes against several of these core principles and values. Where individual circumstances provide reasonable grounds for an exception, this can be addressed through applying for a site specific Official Plan Amendment.

Other tools may also be used to address a recurring issue (e.g. additional residences on farmland where adult children are assisting with farming or running their own farm). Creating tools that address these issues directly, while remaining protective of farmland, are a much better solution than a broad brush policy that will have an overall negative impact.

Thank-you for the opportunity to provide input.

Contact:

Naomi Grant, Chair
Coalition for a Liveable Sudbury
78 Roxborough Drive
Sudbury, Ontario
P3E 1J7

From: Arik Theijsmeijer
To: <officialplan@greatersudbury.ca>
Date: 28/09/2012 9:34 AM
Subject: Rural Consent submission
Attachments: Submission to the Official Plan Public Input Session on Rural Consent Policy.doc

Attached is a written submission, longer version of my comments at the public meeting last night. With particular emphasis on the possible compromise solutions offered at the end of the document.

Arik Theijsmeijer
120 Roxborough Drive
Sudbury

Submission to the Official Plan Public Input Session on Rural Consent Policy
September 27, 2012
Arik Theijsmeyer, concerned citizen, 120 Roxborough Drive, Sudbury

As a concerned citizen I've been researching this issue, and I've seen how the change has been put off many times over the past few years. This is understandable as it's complicated and appears on the surface to pit rural people against each other. Meaning rural residents against rural businesses: people like farmers, tourist operators and mining companies. It also appears to split urban and rural interests, but I don't believe it does if we all look at the big picture.

First of all, I believe that we are fortunate that we live in a world where we've agreed to limit our personal freedoms for the sake of the community in many ways, on everything from paying taxes, to the rules of the road for driving our cars, to what ingredients are allowed in our food, and to how we educate our kids. While we have to be careful about limiting personal freedom, in this case I believe it is in everyone's long term interests (including rural residents) to continue to have this limit on how our community develops.

I think that rural residents understand that paving and plowing roads in rural areas will still be more expensive than doing so in urban areas even if this policy change happened, so we'll all have to pay more taxes with more rural lots. I think rural residents understand that gas prices are increasing, and that there are environmental problems if too many people are commuting into the city every day. I think they understand that the pleasure of living in the country is to be able to see wildlife because the land isn't so split up with rural sprawl, and that you don't have too many neighbours demanding the roads be paved and widened, or too many driveways along their main roads they have to watch out for. I also think they understand that their forward thinking farmer neighbours don't want reasonable agriculture land split up just for houses.

We face a lot of challenges these days in the world, and a lot of uncertainty about the future of basic things like water, energy and food. Many experts have calculated that we don't have near enough reasonable land in the agriculture reserve to feed ourselves in Sudbury. The mayor herself has long talked about the importance of food security. While we have a few less farms every year right now, those that are still here are doing better than ever, finding new niche products, new ways to sell their products to us right here in Sudbury, and planting new crops that could never survive in Sudbury's climate before. The city's 141 farms broke \$10 million in total sales for the first time ever last year.

In terms of water, we may have lots of it but the more we sprawl out our development, the harder it is to avoid polluting these proud lakes, and the more costly it is to properly maintain our water treatment infrastructure, including septic systems.

Farmers don't want this change to happen, in fact they want to the opposite according to the city's own agricultural advisory panel. City planners don't want this change, they've outlined many times and in detail all the concerns that myself and others have laid out. The provincial government doesn't want this change, as they see the big picture of infrastructure costs and pollution. We also don't need this to happen, as there are more than enough lots available now for the next decade, and many more that could be created under the existing policy. I encourage city council to avoid this policy change and continue to be leaders on environmental protection, support our hard working farmers, protect rural resource businesses from the complaints of too many neighbours, and keep our infrastructure deficit from getting further out of control.

Finally, I suggest that there could be creative policies that allow both sides concerns to be met to a greater degree. Something more flexible than boiling the debate down to just one or two numbers (# of acres & frontage). A new policy that limits smaller lots by only allowing them in rare circumstances, to avoid official plan amendment battles while at the same time prescribing criteria to guide staff in those situations. Perhaps allowing one small severance every 25 years, and only on certain roads in certain proximity to settlement areas, or already have other small lots in close proximity. At the same time, mitigate the environmental and resource impacts of all lots by requiring soil tests to determine the agricultural capacity of lands prior to allowing a severance, pushing for more oversight of septic system performance to ensure they aren't causing damage to our lakes and drinking water.

From: Official Plan Comment Form (Krista Carre)
To: officialplan
Date: 10/04/2012 9:19 AM
Subject: Official Plan Submission

Name: John Lindsay
Email:
Telephone:
Address: 1439 Bancroft Drive
Sudbury, P3B 1R6

Comments: The Minnow Lake Community Action Network and the Minnow Lake Restoration Group submit the following proposed revisions to the Official Plan

Proposed revisions to
present Official Plan:

In order that any new developments, regardless of size, are in the words of the Official Plan "compatible with the existing character of the neighbourhood" and important environmental concerns are respected, the following suggested revisions to the City of Greater Sudbury Official Plan are suggested. Changes are noted in brackets or in comments.

3.2.1 Living Area 1 – Communities – Policy 6 b.

"the proposed development is compatible with the surrounding neighbourhood (in a radius of 500 metres in each direction) in terms of scale, massing, height, siting, setbacks and the location of parking and amenity areas (in relation to a minimum of 75 per cent of the properties within this area)"

Rational: This specifically defines the extent of the "neighbourhood" and the comparison to other properties.

3.3 Intensification – Policy 1.b

Opportunities for intensification will be supported on lands:
"where the present use is maintained but the addition of residential uses can be accomplished in a complementary manner (in consideration of 3.2.1 6b)

8.5.1 Environmental Constraints on Development

Keep all policies in place but change "may" to "shall" for Environmental Impact Studies for all new development in lakes under 50 ha, trout lakes, unique natural feature etc as described in Policy 3.

Rational: remove the possibility of the city to arbitrarily determine if studies are necessary.

8.2

Watershed Approach – The Link between Land and Water:
Source Water Protection
- Policy 1.i

change "may" to
"shall" with respect to "a site plan control agreement
required prior to the enactment of an amending by-law".
Rational: remove possibility of city arbitrarily
determining if site plan required.

20.6 Site Plan Control Areas.

Change "may" to "shall" with respect to
"waterfront properties subject to site plan control in
order to implement policies and programs related to the
protection of water resources.

Rational: remove the
possibility of city arbitrarily determining if site plan
required.

Site Plan Requirements for development:
That site plans be required for all residential development
beginning with duplex (R2) developments.
Rational: All revenue properties, other than single family
units be required to have a site plan as part of the
development approval, to limit potential development abuse
and to protect neighbourhood interests.

John Lindsay,
Chair
www.minnowlake.ca

From: Arik Theijsmeijer
To: <frances.caldarelli@greatersudbury.ca>, <officialplan@greatersudbury.ca>
Date: 22/10/2012 11:19 AM
Subject: Protecting our lakes

I'm writing to add my support to calls by local citizens to ensure sufficient processes and planning are in place to protect the health and quality of our lakes, for ecological and recreational needs. Sufficient buffer zones, watershed based plans, mandatory septic inspections, and innovative infrastructure designs that have low impact, are all required going forward as development intensifies and public awareness grows. Climate change is introducing new concerns as well, as water levels drop and waters warm, creating an increased likelihood of toxic algae blooms.

As a young father I love Sudbury because of its lakes. I love to swim in them with my kids every summer, and so I ask you to be a leader in protecting them from human impacts like stormwater runoff, poor land-use planning, and pollution from waste treatment systems.

Arik Theijsmeijer
120 Roxborough Drive, Sudbury

1558782 Ontario Inc.
90 National Street
Garson, Ontario
P3L 1M5

October 25, 2012

Mr. Bill Lautenbach
General Manager, Growth and Development
City of Greater Sudbury
P.O. Box 5000, Stn A, 200 Brady St.
Sudbury, ON P3A 5P3

Dear Sir:

**Re: Request for Zoning Designation Change Under the Official Plan Review – 53R18601, Parts 5 to 8,
PCL 43385, O'Neil Drive West, Garson**

This letter is further to the one we sent on this subject, dated November 7, 2011.

The owners of 1558782 Ontario Inc. are requesting that part of our property fronting on O'Neil Drive West in Garson, be designated as Rural, instead of General Industrial. In meetings with city staff, we were advised that the Official Plan Review process was an option for getting consideration of this request, and we wish to pursue that now.

Rationale

The subject property is approximately 22 acres in size, with 964' of frontage and 920' of depth (map attached). It is currently zoned M3 General Industrial by Zoning by-law 2010-100Z and is designated General Industrial in the Official Plan. Our reason for requesting the designation change to Rural is to obtain permission to sever the property, and create three lots on O'Neil for the development of a Single Detached Dwelling on each one. The three severed lots would meet the standards for the RU Rural Zone, with more than 2.0 ha of area and 90.0 m of frontage. We have buyers interested in purchasing the new lots as soon as possible.

The property is located on the south side of O'Neil Drive West in Garson, approximately 1 kilometre west of Donnelly Drive. There are eight single detached dwellings on O'Neil, between our property and Donnelly Drive, five of which have been built in the last seven years. The north side of the street in this area is zoned Mining Industrial and is undeveloped.

The property was acquired from the Nickel District Conservation Authority a few years ago with the intention of developing it for General Industrial uses. At the time, the City of Greater Sudbury reserved a one foot strip along O'Neil Drive to prevent road access and avoid possible disturbance from industrial traffic to the residents on O'Neil. Road access would have to go through our industrial land which fronts on National Street to the south. The north portion of the property is high usable land, however, it is

separated from the southern portion by designated flood plain. It is uneconomically feasible to provide road access to National Street. Because of that, we have been unsuccessful at attracting interest in the property for industrial purposes. However, with road access to O'Neil for residential use, buyers are interested. We have been in contact with many of the owners of the residential properties on O'Neil and they have indicated they would prefer to see three more single detached dwellings developed on our property, rather than an industrial development.

Limited residential development on the property, as we propose, is consistent with what has occurred in recent years, and would maintain the character of that part of O'Neil Drive West. There has been no industrial development in the area.

Residential development on the property is an economic benefit to the City of Greater Sudbury. Construction of three residences would create jobs. The average assessed value of the eight homes already there, is approximately \$500,000. Three new residences would add at least \$1.5 million in assessment to support the municipal tax base.

A review of MPAC records shows that the Property Code on file for this property is number 125, Residential Development Land.

And finally, the Provincial Policy Statement (PPS) will be referred to when considering zoning designation changes in the Official Plan Review. We believe our request is consistent with the PPS, and in keeping with good planning principles.

Communication

We have authorized Rob Skelly to act on our behalf in this matter, and would appreciate you adding his and my coordinates to the Official Plan mailing list.

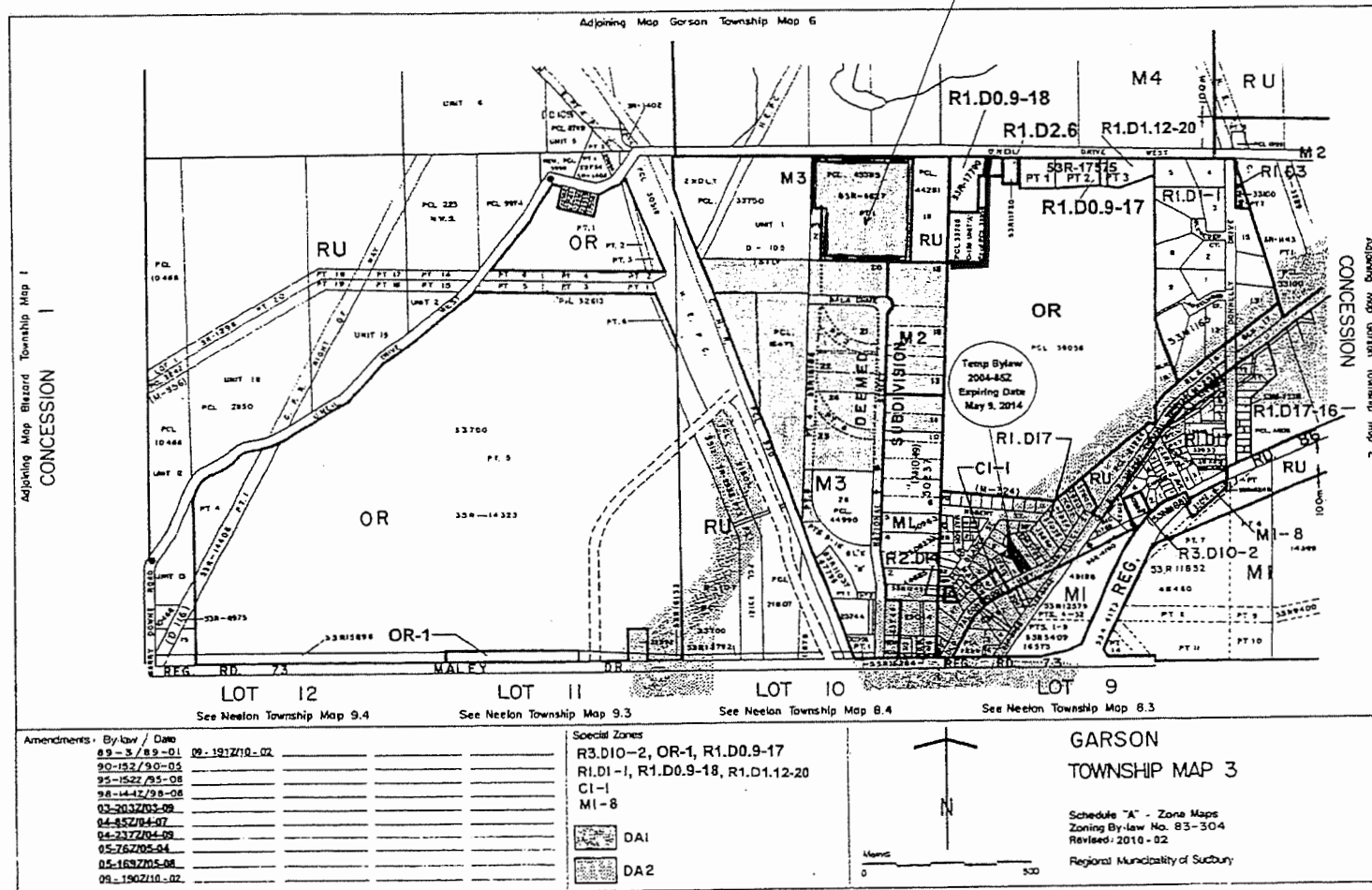
Rob Skelly	Dale Harnden
ROCS Consulting Ltd.	1558782 Ontario Inc.
2039 Overbrook Cres.	90 National Street
Sudbury, ON P3A 5J5	Garson, ON P3L 1M5
	tel. 705-560-7210

Please bring this request forward for consideration in the Official Plan Review currently underway. If you have any questions or require additional information, please do not hesitate to contact me.

Yours truly, 

Dale Harnden
1558782 Ontario Inc.

SUBJECT PROPERTY
53R 18601, PARTS 5 to 8, PCL 43385



From: anton smolski
To: <officialplan@greatersudbury.ca>
Date: 27/10/2012 12:46 PM
Subject: Proposal to the Official Plan from Occupy Sudbury
Attachments: Occupy Sudbury Proposal to the Sudbury Official Plan.doc

Occupy Sudbury Proposal to the Sudbury Official Plan.

October 27, 2012

1.1 We ask that when the city plants new trees that the trees be fruit trees so that anyone in the city who needs extra nutrition can have a supplement. The aesthetics of fruit trees are astounding when in bloom and no added cost to the city budget should be incurred by changing species.

1.2 We also ask that the city commit itself to an increased support for community gardens and urban farming. These initiatives not only provide affordable, organic, local alternative to the produce found in supermarkets, but it also promotes local, small scale economy. Crucially, the most important aspect of community gardens is fostering local ties and a sense of community between people.

2.1 We believe that promoting cooperative ownership of commercial enterprises is an important step in creating conditions for a participatory economics. Co-ops strengthen bonds within communities, promote entrepreneurship and responsibility among community members, and promote local economic growth.

We ask that the city develop programs that would support community cooperatives. We ask that the city help such self-managed ventures with "incubator opportunities" and consulting services. The City can include initiatives to bring local co-operatives together with the provincial and national co-op organizations to begin collaboration between these entities and the city government. Fostering such cooperation and long distance networking is crucial towards enabling growth of participatory economy.

2.2 We also propose that the city establish a fund that would provide loans or grants or other forms of financial assistance to home businesses and community members interested in establishing co-ops. This proposal should be viewed as a supplement to the small business development strategy already included in the Plan.

2.3 We also ask that the city consider by-laws that would mandate any company or corporation, operating within the city jurisdiction, and that makes a decision to relocate its production and/or commercial site out of the city, to allow its local employees sufficient and fair opportunity to purchase the local site from the company. We also ask that in such cases the city provide the workers with legal and/or financial aid. This we believe will strengthen local ties between community, unions, none-unionized workers and various civil organizations and direct their social and political activity into the economic sphere.

3.1 We ask the city to encourage the development of sustainable energy and to make every effort to transition from our dependency on fossil fuels. However, we have concerns over the city's plans to build wind farms. There is much evidence for health risks associated with wind turbines. We ask that the city evaluate such evidence carefully, and if the city decides to go ahead with the project we implore the city to build the wind farms away from residential areas and individual rural homes. We ask the city to promote solar energy and, crucially, the solar energy generation co-op that is currently in development by members of the community.

4.1 We ask the city to consider refurbishing abandon buildings to create housing for low income families and the homeless. The city faces a terrible homeless problem that must be addressed. We propose that the city promote co-operative ownership of such refurbished properties by the tenants, instead of selling the properties off to privet owners as is being planned, for example, by the Toronto Community Housing Council.

5.1 The biggest economic engine in our community is Vale Inco – the world's 2nd biggest mining company and the world's largest iron ore producer. Right here, among our communities, Vale is developing one of the world's richest nickel deposits. The City of Greater Sudbury shares in Vale's economic success, and Vale has helped the City with infrastructure development in the past. But the city and the community also provide Vale with services that socialize its costs to the community and increase Vale's profitability.

Because the City of Greater Sudbury continues to face daunting social challenges, such as homelessness and high health risks to its residents, we

ask the City to push for provincial legislation that would increase Vale's financial contribution to the community. It is intolerable that there should be so much poverty amidst plenty.

From: Jessica Bruggess
To: <officialplan@greatersudbury.ca>
Date: 02/11/2012 7:53 AM
Subject: "LU" Parkway

Please, no. Do not ruin yet another network of precious lakes and marshland for "progress". One more voice against it.

Jessica

From: Sasha Boone
To: <officialplan@greatersudbury.ca>
Date: 05/11/2012 3:33 PM
Subject: Input into the official plan

To whom it may concern,

I am e-mailing this afternoon to express my opinion towards the City of Sudbury's treatment of their beautiful lakes. I have recently moved to Sudbury from Southern Ontario and am disgusted at how backward the City's planning is on this issue.

For example, when it comes to stormwater management I have not heard of or seen any new green infrastructure technologies implemented in the area. Low Impact Development is a new technology that focuses on volume reduction rather than peak flow reduction. In the current Official Plan, there is a small and I mean very small paragraph of "Blue/Green Technologies" recognizing the shift that the City needs to look into. This paragraph should be a whole Section in itself!

If the City is really intent on making promises to improve water quality of its lakes a more in-depth rational discussion should be implemented between developers, engineers, city planning staff and contractors. Although I am unsure and have no evidence to support this claim, it's possible that contractors within this city have no experience in constructing green technology for stormwater management. They can probably construct a pond but if they were to say build a permeable pavement parking lot (which is becoming an increasingly popular technology) I would put money on that they are inept and ill-equipped to do so.

I know Sudbury is a much cooler climate than Southern Ontario but a lot of research recently has been undertaken in performance of permeable pavers. Type in google: evaluation of permeable pavements in Cold Climates. The University of Guelph and Toronto Region Conservation Authority has taken the initiative and constructed different permeable pavements at the Kortright Conservation Authority. Results so far have been very positive and the City of Sudbury should look into what other Cities have been doing to combat this issue.

If you have any questions or concerns, let me know.

Sasha Boone

November 9th, 2012

Christina Dumont, Robert Temelini
Luciano Temelini, Lorenzo Temelini, Leonardo Temelini
Italo Polano, Mary Hicks

City of Greater Sudbury
Planning Committee

Attention: Jason Ferrigan
Planner

Re: City Official Plan Review
Re: 891-911 Lasalle Blvd.

Per our conversation on Thursday September 27, 2012, we understand that the City is reviewing the Official Plan for the City of Greater Sudbury. We were advised to submit a letter to the Planning Department to request a change to the Official Plan for the above mentioned property. The Official Plan currently states that a portion of our property is designated Living Area I. Under the Official Plan Review, we would like to request expanding the Living Area 1 portion of our lands southward to the CP Rail. Currently, Sudbury's By-law 2010-100z states the entirety of the lands as Future Development.

Thank you for your consideration.

Yours truly;

Christina Dumont

officialplan - re LU parkway

From: Jacques Savard
To: <officialplan@greatersudbury.ca>
Date: 12/11/2012 6:37 PM
Subject: re LU parkway

As one amongst the many who value the green space which is the Lake Laurentian Conservation Area, I am **adamantly opposed** to the LU parkway which would cut through this precious local resource. Please, please, please go there, do the hikes and see for yourselves what a great asset this region is for the citizenry of the City.

A road through this area would be a step backwards and a disappointment for many.

I can assure you that many citizens are opposed to this project and are willing to boycott it.

Do what's right and SCRAP IT. PLEASE.

jacques savard
Hanmer

officialplan - Fwd: Official Plan Review,CMS > Official Plan comment via website

From: Official Plan website (Krista Carre)
To: officialplan
Date: 13/11/2012 9:15 AM
Subject: Fwd: Official Plan Review,CMS > Official Plan comment via website

Name: Jean Hanson
Email:
Telephone:
Address: 3819 Sunvalley Avenue
Sudbury ON P3G 1K#

Comments: Hi there Markus
I have been listening to David Shelstead, the City's Roads Director speak about a \$15 million dollar investment in a road across the precious greenspace at Laurentian University. I wonder if the residents who live on Ramsey Lake Road realize that their homes will be the new road out of town...in other words do they know they are living on the proposed new highway to Toronto. To destroy our precious greenspace with a \$15 million dollar road investment would be an irresponsible way to spend our city road dollars... in my humble opinion.

South End strain

There never seems to be enough money for roads — a reality that will only be augmented in the future as traffic in the south end will become so bad that the Four Corners could one day look like a highway interchange, staff said.

Roads

director David Shelstead noted the intersection is becoming the main way out-of-town traffic comes into Sudbury. He also said new subdivisions and retail stores planned for the south end will only make it worse.

"The four

corners will need improvements, especially if all this development goes ahead — commercial and residential," he said. "And it's going to cost a lot of money."

Shelstead said a proposed \$15 million road linking Regent Street with Laurentian University would ease the strain on south end streets.

But that Laurentian parkway has been controversial and some community groups have called for it to be dropped from the city's long-range plans. Sudbury councillors sound off on road repairs



Neil Tarlton, Member Service Representative
The Ontario Federation of Agriculture.
81 Laura Ave,
Lively ON.
P3Y 1A4

Saturday, November 17, 2012

To:-- The planning staff of the Greater City of Sudbury.

Agricultural land in the Greater City of Sudbury is a finite, non-renewable resource. It generates off farm sales from Sudbury's farms of approximately 10 million dollars per annum. Planning policies must clearly and unequivocally protect the farms within our limited prime agricultural areas from incompatible non-farm development.

The presence of incompatible non-farm development adjacent to viable farm operations, within our limited prime agricultural areas, limits the options for farmers to change the type of livestock they raise, increase the number of livestock they house, or the type of crops they produce. The pressure to increase the number of severances in agricultural and rural areas or reciprocally to reduce the parcel size in these areas is clearly counter to the operation of agricultural businesses.

The Ontario Federation of Agriculture believes that society places too little value on our agricultural lands, the finite resource we depend upon for our existence. People claim to care where their food comes from, and how it is produced. But they do not follow through by supporting and advocating for the protection of domestic agricultural land, and the siting of urban uses away from our prime agricultural lands.

There is a critical need to apply the Minimum Distance Separation (MDS) formulae to new or expanding settlement areas (MDS 1) plus mitigating the impacts of these intrusions into prime agricultural areas. Note that agricultural operations are required to follow a balanced protocol if they expand close to existing residential areas (MDS 2)

We cannot diminish the critical role played by primary agriculture, i.e. farmers, in the production of our food. As a city, we must minimize activities that lead to a loss of our agricultural lands and the depletion of the quality of those lands by top soil removal and endeavour to strike a more appropriate balance between the need to protect agricultural land and the need for urban uses and the expansion of housing.

The OFA recommends the following principles be enshrined in the official plan for the Greater City of Sudbury.

- Protection of prime agricultural land and soils takes precedence over all other

uses including housing, the expansion of which is better placed in an urban location of which Sudbury is amply provided. The areas designated for protection are not limited by the minimum acreage requirements made by the Ontario Ministry of Agriculture and Food, those are a minimum. If the Greater City of Sudbury shows the initiative to increase the agricultural reserve it has the freedom to do so.

- The OFA has recommended to OMAFRA that the definition of prime agricultural land be expanded to encompass Canada Land Inventory Classes 1-4 soils, this is most relevant in the Greater City of Sudbury which has large areas of class three land. With global warming this is becoming potential or actual class 2 land.
- The tax rate for agricultural land, because it requires minimal municipal services, is capped at a 25% rate of the residential land in a comparable location. Given this and to provide a balanced fiscal base for the agricultural industry it is recommended that the city examine the setting of a lower percentage base for agricultural land. For example the tax rate of agricultural land in North Bay has been established at 15% of the residential rate. This is not to suggest that the City operate with less revenue, but that revenue be obtained but balanced more to taxation on residential parcels, those that have high demands on municipal services.
- It is recommended that the City be cognizant of the ever changing picture of today's agricultural production. For example the land base for a potato producer needs to be relatively large. Firstly for sustainable production potato, farmers undergo a crop rotation having a potato crop in a particular field location only once every four years. This maximizes maintaining soil fertility and minimizes the unwanted development of potato diseases.

A further example of the requirement for large unimpeded agricultural lots is the increased need for irrigation. (hotter summers etc). The current irrigation systems are small, static and are very labour intensive to move around. Future directions will see the use of centre pivot systems which move automatically. They cannot be used on small lots, especially if they are fragmented by ribbon residential housing along the concession roads of an agricultural area.

We thank you for the opportunity to make these points to enhance agriculture, which is a most relevant and decidedly sustainable industry in the Greater City of Sudbury.

Despite all his accomplishments, man owes his entire existence to six inches of topsoil and the fact that it rains.

Thanks

Neil R. Tarlton

Neil Tarlton. Local staff person with the Ontario Federation of Agriculture

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark....
Date: 11/19/2012 8:32 PM
Subject: Fwd: smart growth (Official Plan Review Email)

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> Raymond and Tracy Jacques

11/19/12 20:32 >>>

Hello,

I greatly support the work by the Coalition for a Liveable Sudbury.
They have many good ideas and their vision is where we should go.

Also;

We need a set percentage of the annual budget set aside for Quality of Life improvement projects.
We need a lot more money put aside for buying private land that is designated priority by the Green space advisory panel.

We need to revamp the traffic designation of our roads. There needs to be more information surrounding Residential Collector roads.

There needs more definition to what is Acceptable/Useable 5% green space.

The whole planning process needs to Engage the Citizens a lot more than it does now.

regards,

Raymond Jacques
Sudbury

Kris Longston - Fwd: Letter to Dominic Giroux from Greater Sudbury Watershed Alliance

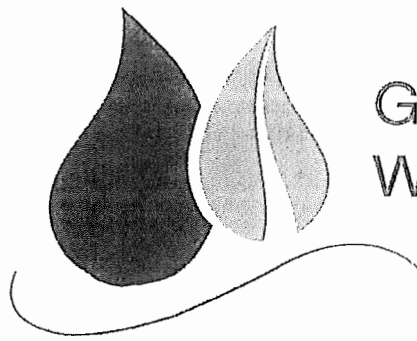
From: Mark Simeoni
To: Jason Ferrigan; Kris Longston
Date: 11/27/2012 1:19 PM
Subject: Fwd: Letter to Dominic Giroux from Greater Sudbury Watershed Alliance
Attachments: gswaletterdgirouxlaurentiannov12.doc

fyi

>>> 11/27/2012 8:53 AM >>>
Hello,

Please find a letter from the Greater Sudbury Watershed Alliance to Dr. Giroux.
Thank you

Lesley Flowers
403 Flowers Rd.
Whitefish ON P0M 3E0



Greater Sudbury Watershed Alliance

Lesley Flowers, Chair
Greater Sudbury Watershed Alliance Inc.
403 Flowers Rd.
Whitefish ON P0M3E0

Dominic Giroux, President and Vice-Chancellor
Laurentian University
President's Office
935 Ramsey Lake Road
Sudbury ON P3E 2C6

November 26, 2012

Dear Dr. Giroux,

As Chair of the Greater Sudbury Watershed Alliance (GSWA), I am writing to inform you of a motion that was unanimously passed at our last general meeting on November 19, 2012.

The GSWA wishes to express our opposition to plans for a road and development on Laurentian land that is bordered by the Lake Laurentian Conservation area.

Laurentian University has been a wonderful benefit to Greater Sudbury in many ways, not the least of which has been preservation of an area of streams, wetlands, rocks and vegetation that make up part of the extended Laurentian Campus. As an organization of 16 lake, river and creek stewardship groups dedicated to healthy, dynamic and sustainable watersheds in the City of Greater Sudbury, GSWA strongly urges you to protect this area and continue to let it develop naturally as an example of a healing landscape and watershed.

Sincerely,

Lesley Flowers

Cc; Paul Sajatovic, Conservation Sudbury
Eric Taylor, Manager of Development Approvals, City of Greater Sudbury

1937 Dominion Drive
Hanmer, ON
P3P 1W2

December 14, 2012

Mark Simeoni
Manager of Community and Strategic Planning
P O Box 5000, Station A
200 Brady St.
Sudbury, ON
P3A 5P3

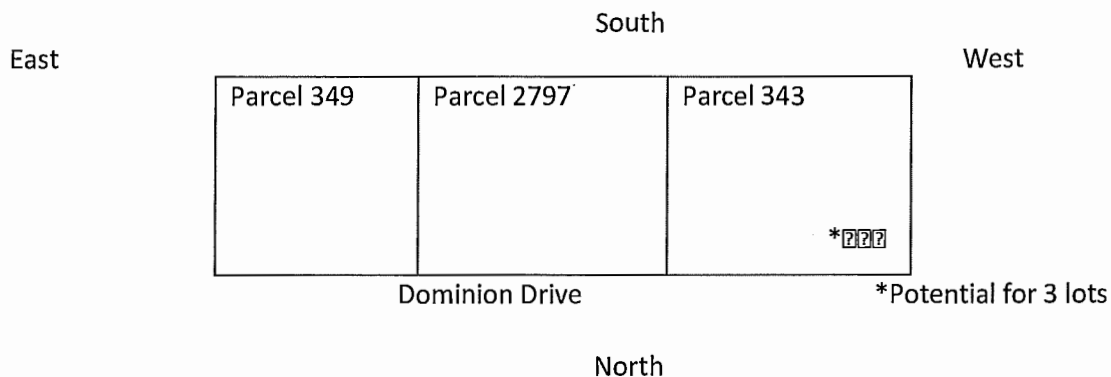
Dear Mr. Simeoni

Re: Parcel 343 Request for Severance

As the Official Plan is currently under review, I am submitting my request for severance of three one acre lots on agricultural property. The following paragraphs detail property size and dimensions as compared to other lots in this area, utilities already available and tax advantage to the city by creating three additional lots. Please take note that my property is the largest, being three times the size of any other property in this area. Consequently I am requesting permission to sever it in accordance with the size of neighbouring lots.

The actual request to sever is for three one acre lots on the north west corner of Parcel 343, Lot 8, Concession 1, Hanmer, ON presently zoned agricultural.

The total farm is approximately 322 acres with a frontage of 2587.84 feet or approximately ½ mile and a depth of 5363.70 feet or approximately 1 mile. It is made up of 3 parcels being Parcel 349, Parcel 2797 and Parcel 343 each being 107.33 acres. Parcel 343 is the outer west side of the total farm and is of interest here.



The creation of these lots would be in conformity with the other farms along Dominion Drive west in the Valley. Prior to the Official Plan, there were many one or two acre lots created while the remaining acreage around the lots continued to be farmed either alongside and/or behind at the back. For example:

#1 Bozilov family, my neighbours on the east side, severed four one acre lots and retained the rest as a farm

#2 Vis family, my neighbours across the road, severed three two acre lots leaving the side and back for farming and horse racing

#3 Labelle family to my west split two two acre lots for their children and a commercial lot. The back of the property is still farmed

#4 Paquette family, farther across the road, severed two one acre lots for their children. The rest of the land remains as farmland.

#5 Wagner family severed two lots for their children yet the remaining land is still being worked as a farm

#6 Pierbon , Cusinato, Kratyk families also severed one or more lots leaving the remainder acreage as farms

Therefore as you see, creating three one acre lots would be in keeping with the existing farm properties. In addition, three new homes would provide the city with more tax funds. The services already exist to support such severances. There is gas, hydro, snow removal, garbage pick-up, school bus service, community mail box, fire and ambulance services. Another advantage is the land is higher ground with no flood plain.

On the farm, we grow crops alternating with oats, wheat, canola and hay and we would continue to grow these around the lots if severance was granted. It has been a family farm since the year 1946 and would have qualified for severance prior to the Official Plan because of its large size and wide frontage. Unfortunately, we were not aware of the Official Plan changes until it was too late.

Once again, since this is the year of the Official Plan Review, I am requesting from the city planners or planning department and the City of Greater Sudbury Council to review and permit the severance of three one acre lots on Parcel 343, Hanmer, ON.

Yours Truly,

Donna Chudczak

Kristina Lang - Re: Fw: Official Plan

From: Kris Longston
To: Mark Steklasa
Date: 9/26/2013 8:50 AM
Subject: Re: Fw: Official Plan
CC: Kristina Lang

Hi Mark,

This is to acknowledge that I've received your email.

Thanks,
Kris

Kris Longston, MES, MCIP, RPP
Senior Planner, Community and Strategic Planning,
Department of Growth and Development
City of Greater Sudbury,
PO Box 5000, Stn. A,
200 Brady Street,
Sudbury, ON
P3A 5P3

Tel : (705) 671-2489, Ext. 4353
Fax: (705) 673-2200
Email : kris.longston@greatersudbury.ca
>>> Mark Steklasa

> 9/25/2013 4:18 PM >>>

----- Forwarded Message -----

From: Mark Steklasa
To: "clerks@greatersudbury.ca" <clerks@greatersudbury.ca>
Cc: "mark.simeoni@greatersudbury.ca" <mark.simeoni@greatersudbury.ca>
Sent: Tuesday, January 22, 2013 2:34:03 PM
Subject: Official Plan

To whom it may concern,

With the Official Plan Review in progress I would like to formally request that my property at 263 Notre Dame Street, Azilda, be re-zoned from Open Space Reserve to Residential. This property is 4.64 acres with over 370 feet of frontage on the main street with water, sewer and natural gas at the lot line. The original house sit on the north east corner on Notre Dame Street and is occupied. This property has been in our family for over 60 years and is the remnant's of

the original farm.

Legal description of this property is Rayside CON 1 LOT4 RP 53R13613 PT PART 1 and RP 53R14770 PART 1 PCL 29709 SWS

Should you require further information feel to contact myself by e-mail or phone

Regards,

Mark Steklasa

Kris Longston - Fwd: Official Plan Review - Environmental Constraints on Development

From: Mark Simeoni
To: Jason Ferrigan; Kris Longston
Date: 1/31/2013 9:17 AM
Subject: Fwd: Official Plan Review - Environmental Constraints on Development

>>> Manon Depatie 1/31/2013 9:14 AM >>>
Good morning,

Councillor Cimino has requested that I forward the following text from Section 8.5.1 of the Official Plan, with a request that this provision remain in the Official Plan as part of and following its review.

8.5.1 Environmental Constraints on Development

Even when not used for drinking water, our lakes, streams and rivers are strongly identifiable with the City's quality of life. As such, it is important to maintain and enhance the water quality of these features by controlling not only water-based and shoreline activities, but also activities and land uses occurring within the watershed.

Policies

- 1. No new lots *or land use changes which result in a more intensive use* will be permitted on lakes that are considered 'at capacity' where on-site subsurface sewage disposal tile beds are closer than 300 metres from the shoreline of the lake or any watercourse flowing into the lake. Lakes considered 'at capacity' include, but are not limited to, the following: Bethel, McCharles, McFarlane, Minnow, Mud, Robinson, Simon, and Whitewater. (2007 MMAH Mod #10)**
- 2. New development that fronts on a lake or watercourse which has recognized environmental constraints is prohibited unless detailed studies demonstrate that the problems associated with development in these situations can and will be mitigated. The onus for demonstrating that environmental constraints will be mitigated shall lie with the proponent of the development.**
- 3. Recognized environmental constraints include, among others, some lake trout lakes, sensitive fish spawning areas, unique natural features, and lakes under 50 ha (120 acres) in size. Some but not all environmental constraints are indicated on Schedule 3, Natural Heritage. Additional constraints will be identified as part of the watershed planning process. An Environmental Impact Study may be required for new development proposed in or adjacent to these features.**

Thank you.

Manon Depatie
Executive Assistant to Councillors
Adjointe exécutive aux conseillers
200, rue Brady Street
Sudbury, Ontario
P3A 5P3
Tel: (705) 674-4455 ext. 4208

Kristina Lang - Fwd: Re: Official Plan Review and Living Areas

From: Mark Simeoni
To: Kristina Lang
Date: 2/7/2013 11:25 AM
Subject: Fwd: Re: Official Plan Review and Living Areas
CC: Jason Ferrigan; Kris Longston

Hi kristina for Official Plan file please

>>> Andre Rivest 2/6/2013 7:08 PM >>>

Yes, I agree as well. Not a surprise from here, I'm sure. Seems to be the better planning consideration for any population. Joe I think this e-mail is sufficient for the OP consideration. I am copying Bill Lautenback as well. Many thanks for your thoughts.
A.

>>> Frances Caldarelli 06/02/2013 5:03:18 PM >>>

I agree Joe. While densification makes sense in some instances, that theory does not mean that we have to line our lakes and nicer subdivisions with town homes and condo apartments. There are still people who want to live in R1 neighbourhoods and are quite willing to pay a premium price to do so. We should be careful making everything mixed residential because that is not always what people want.

Fran

>>> Joe Cimino 2/6/2013 4:06 pm >>>

I request that during the OP Review, stronger criteria for medium and high density development be established such as found in other communities (ie. the Sault). We have the authority to put in a higher regard, the character of R1 neighbourhoods. I am of the strong notion that if we continue the way we are going, we will see the demise of R1 neighbourhoods which are an attraction to existing and new residents in Greater Sudbury. Do I need a motion for this request, or does this email suffice?
Thank you.
Joe

Sent from my Blackberry

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark....
Date: 2/7/2013 8:32 AM
Subject: Fwd: CLS submission to OP review re water quality (Official Plan Review Email)
Attachments: CLSWaterOPinput.pdf

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> "Coalition for a Liveable Sudbury ."

02/07/13 08:32 >>>

Please find attached additional input to the Official Plan Review from Coalition for a Liveable Sudbury. This submission is specific to water quality, based on research as well as consultation with local groups and experts. We would like to acknowledge members of Greater Sudbury Watershed Alliance, Minnow Lake Restoration Group, Dr. John Gunn, and others for sharing their experience and expertise.

Regards,
Naomi Grant



Coalition for a
Liveable
Sudbury

Making connections. Working toward sustainability.

Official Plan Review
c/o Office of the City Clerk
City of Greater Sudbury
PO Box 5000, Stn. A
Sudbury, ON P3A 5P3

**Written submission from Coalition for a Liveable Sudbury
February 5, 2013**

Input to the Official Plan Review Re: Water quality

General points

Greater Sudbury is a city of lakes

Greater Sudbury is a city of lakes. Lake water quality is a top priority and concern for residents. Protecting the health of our lakes and watersheds for now and the future is a responsibility that demands the precautionary principle, as well as management practices that protect and improve water quality. It is important to properly assess impacts and err on the side of caution to ensure that we can continue to enjoy our lakes, and have safe drinking water.

Local solutions for local conditions

A long history of mining and smelting has resulted in soil contamination and erosion into receiving water bodies. In addition to the usual impacts, development in Sudbury also results in increased toxic metal levels and decreased biodiversity in receiving water (10). The natural assets (dense vegetation cover that protects the soil from rain and runoff and further reduces erosion by strengthening the soil with roots, extensive wetlands that reduce flow rates and allow nutrients and contaminants to settle before reaching lakes) that buffer contaminant movement and help make "normal protection" for storm water management adequate have been lost. Sudbury is an industrial city with much enhanced sensitivity to nutrients and other contaminant inputs. These conditions mean we need more stringent standards than most cities. We also need to continue to revegetate and to increase the area of vegetated and permeable surfaces in our watersheds, even with development. The results of the Sudbury Soil Study showed that Sudbury soils are still heavily contaminated with metals, lack the necessary organic matter to stimulate rich

vegetation cover and so still have excessive amounts of erosion of nutrient rich soil particles (plus contaminants) into our lakes (13).

Planning for climate change

Climate impacts include higher temperatures, more extreme weather events, lower water levels, and lower average wind speeds. More extreme weather events and heavy rainfalls will result in flooding, increased stress on stormwater infrastructure, and higher levels of contaminants and phosphorus entering water. Higher temperatures, reduced wind speeds, reduced water levels, and increased contaminant loads will result in increased risks to water quality such as blue-green algae blooms, e-coli, and toxic metal contamination.

The Official Plan must plan for these future conditions which will require us to be even more protective of water quality and flooding hazards.

Protecting water quality through better stormwater management

Traditional stormwater management focuses on piping water off-site. Modern storm water management takes a more holistic approach, grounded in watershed planning. To maintain healthy lakes and protect residents from flooding, Greater Sudbury needs to update its approach to stormwater management to current best practices.

Here are two salient quotes from stormwater management guidelines from the Ontario Ministry of the Environment, and the E.P.A:

“Historically, the goal of stormwater planning has been to prevent localized flooding by moving large amounts of water offsite as quickly as possible. However, experience has shown that traditional stormwater management has many limitations.

Expensive, ever-expanding storm sewer systems strain municipal budgets. Fast moving stormwater discharges cause downstream flooding, erode stream banks, and contribute to water quality violations. Bacteria and other pathogens carried in stormwater contaminate coastal waters, often requiring beach closures. Rainwater diverted or otherwise unable to soak into the soil cannot recharge aquifers. ... Stormwater that collects in detention basins or flows over impervious surfaces is often much warmer than the streams into which it flows. This is a problem because a temperature increase of just one or two degrees can stress fish and other aquatic organisms.” (9)

“In most watersheds or subwatersheds, there is a limit to which urban development and growth can proceed without causing irreparable damage to natural systems which support the watershed ecosystem..”

“New approaches are needed, based on a holistic watershed approach that includes conservation of wetlands and green spaces, low impact development standards, minimizing cut and fill, and green infrastructure.” (1)

The gold standard

Lake Simcoe is considered the gold standard in policies protective of water quality. Refer to reference 8 for this detailed example of best practices.

Making informed decisions

Healthy watersheds mean healthy lakes. Good decisions require good information. Watershed studies provide that information – without them we are taking a gamble on the health of our lakes. The Ontario Ministry of the Environment, in their stormwater management design guidelines, includes watershed studies as an essential part of stormwater management (see Appendix A).

“Urban development without watershed/subwatershed planning is discouraged because of the difficulty in addressing many environmental impacts at a plan of subdivision or site plan level. Where guidance from a watershed/subwatershed plan is not available, approvals may be delayed due to incomplete information..”(1)

Recommendation: A watershed study and subwatershed study should be required as a part of a complete development application, for any proposed development greater than 3 lots (i.e. large enough to require a plan of subdivision).

Recommendation: Development decisions should take into account all available information. For example, if wetland assessments or other relevant studies have been completed, these should act as policy triggers to ensure protective policies come into effect when they are needed.

Recommendation: Require an EIS for any proposed development that may impact a waterbody at capacity or with a recognized environmental constraint.
Any development within 300m will be deemed to have a potential impact (Seguin OP 2007)

Program: systematic data collection, analysis, and public annual reporting of lake water quality and lake health for Greater Sudbury's lakes.

Vegetative buffers

The most important thing we can do to keep our lakes healthy is to maintain the wetlands and natural shoreline vegetation that filter out contaminants before they end up in the water.

“Throughout the Precambrian Shield soil cover is typically thin and fractured bedrock is common. For lakes in this environment, irrespective of whether or not they are at capacity for shoreline development, **MOE and MNR recommends a minimum of 30 metre setback or a 30 metre nondevelopment zone from water bodies. If natural heritage features are identified on or adjacent to a lot then additional appropriate setbacks or restrictive development zones might be required..**”

Recommendation: Require a minimum shoreline vegetative buffer of 30m.
Larger vegetative buffers should be encouraged, or set through site plans, where possible
Requirements for vegetative buffers should be extended as needed according to slope

(add an additional 0.5m/1% slope, for slopes greater than 15%), and soil characteristics.
(3)

Program: identify waterways and shorelines in need of restoration and create restoration plans. Consult and partner with Junction Creek Stewardship Committee, Living with Lakes, Lake Stewardship Committees, and other community experts.

Maintaining wetlands and green space

As stated above, maintaining wetlands and natural vegetative cover is vital to water quality. Local conditions makes this even more fundamental in Greater Sudbury. Recent studies have shown the heightened importance of wetlands in Greater Sudbury (11,12). Historical devegetation is another reason that maintaining remaining and restored vegetation is of heightened importance to local water quality. Natural areas are part of holistic stormwater management, and the natural services they provide cannot be fully replaced by man-made solutions.

“Community scale solution (for storm water management).. includes (an) open space system” (1)

“LID management strategies such as environmental site design, porous pavement, and filtration/infiltration practices provide important hydrologic benefits but do not replace the ecological value of greenspace.” (4)

Recommendation: Require a 120m buffer for sensitive wetlands, a 120m buffer for unevaluated wetlands > 2ha, and a 30m buffer for unevaluated wetlands <2ha, as consistent with O. Reg. 156/06 (6)

Recommendation: Require a watershed study to carefully assess the impact on water quality and quantity of any proposed development in known water recharge areas. Where development is considered appropriate, carefully consider appropriate use, and require a landscape plan to minimize vegetation loss.

Recommendation: Prohibit the removal or placing of fill in flood plain areas and wetlands. Increase set backs to flood plain areas, recognizing that larger storm events will be more frequent.

It is important to reiterate again that water quality is intrinsically linked with wider ecological health. Therefore, in recognition that protecting green spaces is also key to protecting water quality, support is given to the recommendations of the Green Space Advisory Panel. Support is also given to any policies protective of wetlands or enhancing wetland health and function.

Using low impact development standards

Low impact development absorbs rainwater where it falls, reducing run-off. This means less risk of flooding, less contaminants entering our lakes and waterways, and less maintenance costs and stress on our storm water systems

“LID is widely recognized as a highly effective strategy for the protection of water quality and watershed health.”

“LID principles include:

- Resource conservation (watershed and site)
- Minimize cut and fill and reduce effective impervious cover (site level)
- Strategic timing and decentralization of runoff (watershed and site level)
- Integrated management practices (site level)

(4)

“.. LID devices .. are much more effective at controlling sediments and the range of other associated contaminants from non-point source pollution.” Low Impact Development techniques removed greater than 90% of suspended solids, compared to 50-65% for conventional storm water treatments such as retention ponds. (5)

Low Impact Development standards have also been shown to have economic benefits:

“• Whole project cost savings for new development by reduction of drainage infrastructure

- Land development savings from a reduced amount of disturbance
- Higher property values of 12 to 16 percent
- Reduction in home cooling by 33 to 50 percent from the use of natural vegetation and reduced pavement area.”

“In the vast majority of cases .. implementing well-chosen LID practices saves money for developers, property owners, and communities while also protecting and restoring water quality”(4)

Please refer to the Low Impact Development Stormwater Management Planning and Design Guide 2010, developed by the Credit Valley Conservation and the Toronto and Region Conservation Authority, and intended to be used in conjunction with the MOE’s Stormwater Management Planning and Design Manual

http://www.sustainabletechnologies.ca/Portals/_Rainbow/Documents/LID%20SWM%20Guide%20-%20v1.0_2010_1_no%20appendices.pdf

Recommendation: Require Low Impact Development standards in urban watersheds, for all shoreline developments, and for any development greater than 3 lots.

Requiring more protective storm water management standards

What goes down the storm drains goes into our water. Stringent stormwater treatment standards are needed to remove more contaminants before they get into our lakes.

“Normal protection” is insufficient with our local conditions that mean enhanced sensitivity to nutrients and other contaminant inputs.

“Urban stormwater runoff may contain elevated levels of suspended solids, nutrients, bacteria, heavy metals, oil and grease, and pesticides, as well as sodium and chloride from roadsalt.”

“Good planning which has regard for the need for stormwater management at the outset, combined with a recognition of the ecological attributes and functions of the watershed, provides the fundamental basis for achieving stormwater quality and quantity improvement efficiently and cost effectively.”

“The levels of protection correspond to the following ‘long-term average suspended solids removals’ which refer to the removal by the SWM facility of suspended solids from the site runoff for the entire range of rainfall events on that site for a long period of time, at least 10 years. The use of a long-term average is to account for the variability in characteristics of rainfall events.

- Enhanced protection corresponds to the end-of-pipe storage volumes required for the long-term average removal of 80% of suspended solids.
- Normal protection corresponds to the end-of-pipe storage volumes required for the long-term average removal of 70% of suspended solids.
- Basic protection corresponds to the end-of-pipe storage volumes required for the long-term average removal of 60% of suspended solids.”

“The results of performance studies indicate a fair consistency for most end-of-pipe SWMP types (typically 60-80% suspended solids (SS) removal and 40-50% total phosphorus (TP) removal);” (1)

Enhanced Protection will remove 80% of suspended solids, compared with 70% under Normal Protection, and will thus remove more phosphorus from stormwater. An Enhanced Level wetland, wet pond or hybrid pond has the potential to remove 80% of phosphorus (7). Local conditions dictate that Greater Sudbury should be using the most stringent stormwater management standards possible.

Recommendation: At a minimum, Enhanced Protection stormwater management standards (as specified by the MOE’s “Stormwater Management Planning and Design Manual 2003”, Chapter 3) should be required, and consideration should be given to requiring more stringent and updated standards (e.g. see ref. 8).

Recommendation: Upgrade stormwater management standards with on-going repairs, prioritizing the Ramsey Lake Issue Contributing Area, and other vulnerable areas.

Best practices for shoreline development

Residents with shoreline lots have a special responsibility to protect water quality, as well as special enjoyment of a healthy lake or waterway.

“Cottagers and lake residents are encouraged to provide as great a setback as possible to minimize the impact of development on lakes.”

Best practices for shoreline development include: maintaining a minimum 30m vegetative shoreline buffer, maintaining vegetative cover on the property, water conservation, and good septic system operation and maintenance. (2)

Recommendation: all shoreline development be subject to site plan control, to ensure implementation of best practices.

Consider raising the minimum lot size for rural waterfront lots (currently 0.8ha, as compared with 2ha for other rural lots).

A lake capacity study is currently being undertaken for Greater Sudbury as part of the Official Plan Review. We look forward to responding to this study.

The most precautionary interpretation of ‘capacity’ should be used. The goal should be to stay **below** capacity leaving a reasonable buffer for variation and taking into account the anticipated impacts of climate change. Average behaviour should be modelled versus best practices that may or may not be followed by shoreline residents. Modelling should be grounded in actual data measuring lake health (including biological indicators).

Minimizing the impacts of sewage treatment

The Greater Sudbury Watershed Alliance recommends tertiary treatment of sewage, and mandatory septic re-inspections every 3 years to minimize the impact of sewage treatment on water quality. They also emphasize that when assessing impacts, **cumulative** impacts of treatment facilities must be assessed.

Best management practices during development (site alteration and building).

The recommendations above outline measures that will reduce the long term impacts of development on water quality. It is also important to reduce impacts **during** development through stringent erosion and sediment control practices.

Recommendation: adopt requirements for best practices for erosion and sediment control in conjunction with N.D.C.A. (For an example of current best practices, see ref. 14)

The City should lead by example with its own practices, and should engage and reward the construction industry for meeting and exceeding these standards.

1. "Stormwater Management Planning and Design Manual". 2003. Ontario Ministry of the Environment
http://www.ene.gov.on.ca/stdprodconsume/groups/lr/@ene/@resources/documents/resource/std01_079721.pdf
2. "Lakeshore Capacity Assessment Handbook: Protecting Water Quality in Inland Lakes on Ontario's Precambrian Shield". 2010. Ministry of the Environment, Ministry of Natural Resources, Ministry of Municipal Affairs and Housing
http://www.ene.gov.on.ca/stdprodconsume/groups/lr/@ene/@resources/documents/resource/std01_079878.pdf
3. "Shoreline Vegetative Buffers". 2003. Prepared by the District of Muskoka Planning and Economic Department.
<http://muskoka.fileprosite.com/content/pdfstorage/242E1CAE790B44909DA3DE98C8D79462-ShorelineVegetationBuffers.pdf>
4. "FORGING THE LINK: Linking the Economic Benefits of Low Impact Development and Community Decisions". 2011. This study was conducted by the University of New Hampshire Stormwater Center, the Virginia Commonwealth University, and Antioch University New England.
http://www.unh.edu/unhsc/sites/unh.edu.unhsc/files/docs/FTL_Resource%20Manual_LR.pdf
5. UNHSC, Houle, J., Roseen, R., and Ballestero, T. (2010). "UNH Stormwater Center 2009 Annual Report." University of New Hampshire Stormwater Center, Cooperative Institute for Coastal and Estuarine Environmental Technology, Durham, NH.
6. O.Reg. 156/06 (Conservations Authorities Act) http://www.e-laws.gov.on.ca/html/regs/english/elaws_regs_060156_e.htm
7. "LSRCA Technical Guidelines for Stormwater Management Submissions" 2010. Lake Simcoe Region Conservation Authority.
http://www.lsrca.on.ca/pdf/swm_guidelines.pdf
8. Lake Simcoe and its Watershed - Report to The Minister of the Environment Prepared by the Lake Simcoe Science Advisory Committee. 2008.
http://www.ene.gov.on.ca/stdprodconsume/groups/lr/@ene/@resources/documents/resource/stdprod_078249.pdf
9. "Low Impact Development (LID) and Other Green Design Strategies" U.S. Environmental Protection Agency on-line fact sheet.
http://cfpub.epa.gov/npdes/stormwater/menuofbmps/index.cfm?action=factsheet_results&view=specific&bmp=124

10. Jennifer Davidson, and John M. Gunn. (2012). Effects of Land Cover Disturbance on Stream Invertebrate Diversity and Metal Concentrations in a Small Urban Industrial Watershed. *Human and Ecological Risk Assessment*, 18: 1078-1095.
11. Erik J. Szkokan-Emilson , Brian E. Wesolek , and John M. Gunn (2011). Terrestrial organic matter as subsidies that aid in the recovery of macroinvertebrates in industrially damaged lakes. *Ecological Applications*, 21(6): 2082–2093
12. Brian E. Wesolek, Erik J. Szkokan-Emilson, and John M. Gunn (2010). Assessment of Littoral Benthic Invertebrate Communities at the Land–Water Interface in Lakes Recovering from Severe Acid- and Metal-Damage. *Human and Ecological Risk Assessment*, 16: 536–559
13. Sudbury Soils Study. Summary of Volume III: Ecological Risk Assessment. 2009. Prepared by SARA group.
http://www.sudburysoilsstudy.com/EN/media/Volume_III/Volume_III_SummaryReport/SARA_ERA_Summary_Report_ENG_Final.pdf
14. “Stormwater Pollution Prevention Plans for Construction Activities”. U.S. Environmental Protection Agency website
<http://cfpub.epa.gov/npdes/stormwater/swppp.cfm>

Appendix A: Excerpt from MOE Stormwater Design Guidelines outlining the process of stormwater management from watershed study down to subdivision plans. (1)

“The intent of watershed and subwatershed plans is to prepare goal-oriented strategic plans which will allow urban development to occur while protecting the natural ecosystem functions. Watershed-wide policies or management programs are proposed which are mainly oriented towards conservation and preservation such as agricultural restrictions, buffer strips, salt management, topsoil preservation, wildlife linkages, wetland preservation, natural areas preservation, and forest preservation. Watershed and subwatershed plans look at the cumulative effect of development and do not go down to the level of detail needed for design. The subwatershed plan evaluates the integrated effect of land use scenarios (development, terrestrial linkages preservation, stream buffer preservation, environmentally sensitive/significant area preservation), and urban SWMPs on objectives related to water balance, stream erosion, water quality, temperature, baseflow, flooding, fisheries habitat and aquatic life. For example, a subwatershed plan may set tributary-based targets for peak flows, baseflow and water quality and specify the aggregate levels of stormwater control. Decisions made at the subwatershed plan have direct bearing on the type of development and acceptable SWMP types and performance level at the stormwater management plan level. The results will govern SWMP selection and design for urban development.

An environmental management plan summarizes the findings of the previous plans and is done on a tributary subcatchment boundary or Secondary Plan boundary or a portion thereof. The smaller scale analysis done for an EMP allows for more refined and specific deliverables than a subwatershed plan. EMPs should be of sufficient detail such that all remaining environmental and/or SWM work may be completed as conditions of the Draft or Site Plan stage. Preliminary SWM designs are done at this stage.

The more detailed SWM plan is prepared at the urban subdivision level to meet the conditions and targets set at the Draft or Site Plan stage. The SWM plan is carried out under private proponentcy and submitted to the review agencies for comment and approval. The SWM planning is integrated with environmental site planning which includes subdivision planning, site planning and engineering, landscape design, architectural and building design, and local street design. It includes the detailed design of SWMPs

Subdivision/site planning extends the ecosystem approach from watershed planning to the actual layout of the development. Site planning techniques refer to the layout of development and development standards imposed by the local municipalities. It is a fundamental determinant of the overall change in the hydrologic cycle for a given development. The way a development is planned, and the specific design criteria adopted by the planner or engineer, can have a great impact on the level of success achieved by the stormwater management measures which are implemented.”

Mr. Mark Simeoni
Manager of Community and Strategic Planning
City of Greater Sudbury
PO BOX 5000
200 Brady Street
Sudbury ON P3A 5P3.

Marty Kivistik
1349 Drummond Avenue
Sudbury, ON
P3A 4Y9

February 7, 2013

Dear Mr. Simeoni:

Re: Parcel 20075, Lot 6, Con. 1, Township of Hanmer
Mr. A. Cusinato

Mr. Angelo Cusinato, the owner of the above referenced parcel has asked me to request the City of Greater Sudbury through its current Official Plan process to redesignate his property as LIVING AREA to enable the property to be developed for low density residential purposes. The property is outlined in yellow on the attached plan being part of the consultants' report on the PAQUETTE-WHITSON DRAIN. Please note the residential development to the west and north of this property while the lands to the east and south of Dominion Drive are not developed and are designated as URBAN EXPANSION RESERVE. The supporting planning rationale for this request is provided as follows.

The PROVINCIAL POLICY STATEMENT under Section 1.1.3.7 states that new development should be adjacent to the existing built up area and shall have compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities. The PPS also encourages growth through the redesignation of lands within settlement boundaries and has strict policies governing the expansion of settlement boundaries. The Cusinato property abuts an existing residential subdivision to its west while the lands to the north across Dominion Drive are developed for residential uses and are known as the DOMINION PARK SUBDIVISION. Its development for residential purposes is the logical extension of the urban form and would optimize the use of public infrastructure. It would also be consistent with the PPS.

Section 1.1.3.8 of the PROVINCIAL POLICY STATEMENT directs planning authorities to establish and implement phasing policies to ensure the orderly progression of the infrastructure and public service facilities required to meet current and projected needs. The development of the Cusinato property will meet this infrastructure direction by facilitating the municipality to construct the drain on Cusinato's property which is necessary to allow for the development of other lands to the west of Cusinato. This is also the orderly eastern progression of the community and its infrastructure as directed by this PPS statement.

The construction of the PAQUETTE-WHITSON DRAIN will eliminate much of the constraint to development in Valley East by removing large areas from the flood plain, including some of the Cusinato property. This drain south of Dominion Drive will be 41 metres in width and is to be constructed on the east side of Mr. Cusinato's property, running southerly for some distance, then turning west to cross Mr. Cusinato's property and then turn south again to the pond. On this last section half of the drain width will be on the Cusinato property and the westerly half on the neighbouring property. This municipal drain project has been approved by By-law 2012 -192 of the Council of the City of Greater Sudbury and a component of the design, location and approval of the drain on the Cusinato property was the implied development of his property for residential purposes which requires its redesignation to LIVING AREA as the first step.

The designation of the Cusinato property as LIVING AREA is also consistent with the policies in the existing Official Plan which states that lands adjacent to the urban area will be considered for redesignation first. As indicated earlier this property abuts existing residential development to the west and north. The URBAN EXPANSION RESERVE abuts to the east and south and redesignation of those lands cannot occur until after the Cusinato property is included in the urban area. It is a fundamental planning principle that leapfrogging development should be avoided and that contiguous development should occur for the logical and cost effective expansion of urban infrastructure. The development of the Cusinato lands will do that.

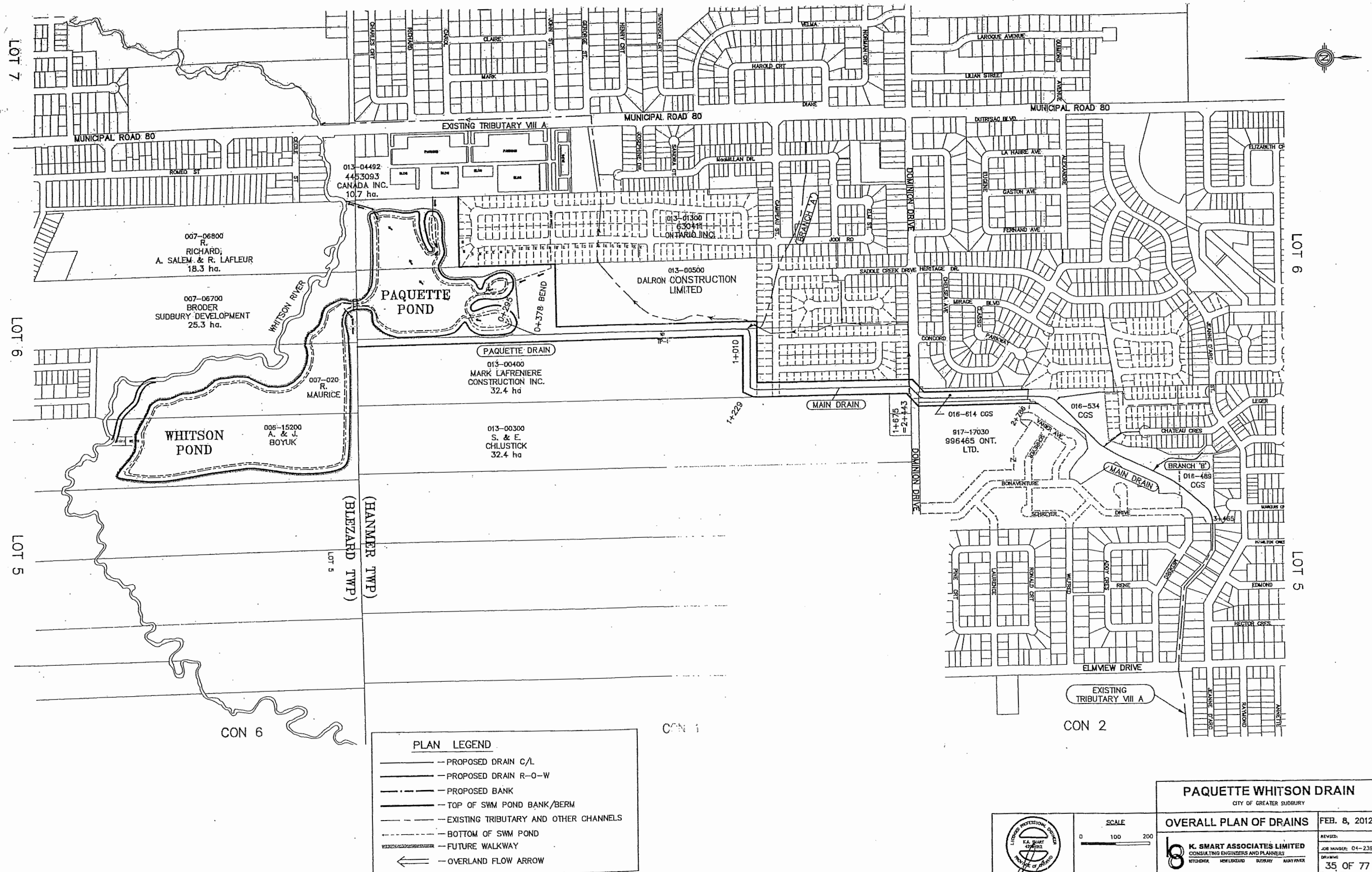
The reality of Greater Sudbury is that long term growth will not continue to take place in the City of Sudbury as there are major constraints to urban expansion and an ever decreasing supply of lands suitable for development within its boundaries. These constraints do not exist in Valley East and the planning visionaries must be cognisant of this and guide the long term urbanization of Valley East accordingly. This is based on the observation that Valley East has grown proportionately more than the City of Sudbury since the inception of the former Regional Municipality of Sudbury in 1973 and this trend is continuing. Planners cannot predict or regulate the marketplace but they can provide the opportunities for the development industry to react to the ever changing market by having land readily available for development without the need for unnecessary plan amendments, thereby also removing some of the monopolistic possibilities with limited land availability.

It is for all of the above reasons why Planning Committee and Council should redesignate the Cusinato property to LIVING AREA as part of the current Official Plan review. Mr. Cusinato would welcome the opportunity to make a presentation to Planning Committee to support his request and we would be happy to provide any additional information that may be required. Please advise us of the progress of this request and when your draft recommendations will be presented to planning Committee.

Yours truly,

Mart Kivistik MCIP RPP

cc: Mr. Angelo Cusinato
Mr. J. Longstreet
Chair and members of Planning Committee



PAQUETTE WHITSON DRAIN CITY OF GREATER SUDBURY

OVERALL PLAN OF DRAINS

FEB. 8, 2012

K. SMART ASSOCIATES LIMITED
CONSULTING ENGINEERS AND PLANNERS
KITCHENER NEW LONDON SUDBURY MARKHAM

REVISION:
JOB NUMBER: 04-238
DRAWING
35 OF 77



Teranorth Construction & Engineering Limited

799 Luoma Road, Sudbury, Ontario, P3G 1J4

Phone (705) 523-1540, Fax (705) 522-4328

www.teranorth.com

March 12, 2013

Mr. Mark H. Simeoni,
Manager, Community & Strategic Planning
City of Greater Sudbury
P.O. Box.5000.
200 Brady St.
Sudbury, ON.
P3 A 5P3

As a representative of the property owner and developer I write this letter to provide information and input as it relates to The City of Greater Sudbury's review of the City of Greater Sudbury's Official Plan.

We recognize the importance and value of the Official Plan as a resource document for planning and growth for the City of Greater Sudbury, and, specifically as it relates to the lands along highway 17 and Regional Rd 80.

We feel it essential at this time that we share our vision and development plans for this location.

It is our goal to request a change to our current zoning designation, in order to enable the site to become catalyst for growth and development for the city of Greater Sudbury..

Specifically, parts 2-5 Plan 53R-18999 our 395 acre site located on Regional Rd 80 (note attachments)

This site is currently designated as .Rural, in the City Of Greater Sudbury's Official Plan.

As developers we envision this site as being an economic engine for development along the Long Lake Rd corridor.

As we plan to bring infrastructure services to our Business Park which borders this site, it is logical and prudent from both a planning and developmental perspective to request a re-designation of the lands in as outlined in the City of Greater Sudbury's Official Plan.

It is our intention to work toward developing a residential subdivision which could provide potential purchasers with premium, larger than average building lots.

We Build Your Way

We envision the average residential lot to be in the 1 acre size range.

Based upon our market research, and discussions with local realtors, we believe there exists a demand for Estate Style residences in the South end of the city.

The development of this site would naturally be in phases based upon demand and market conditions.

We request at this time that the City of Greater Sudbury designate the lands identified as Living Area 1. This is a designation that we feel will foster and facilitate growth and development in the near future.

Should you require additional information relating to this submission, please feel free to contact me.

Sincerely,

Phil Pagnutti

Teranorth Construction & Engineering Limited

PHIL PAGNUTTI

360 Laura Ave. Sudbury, ON P3E 3R9



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799 Luoma Road, Sudbury, Ontario, P3G 1J4

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We recognize the importance and value of the Official Plan as a resource document for planning and growth for the City of Greater Sudbury, and, specifically as it relates to the lands along highway 17 and Regional Rd 80.

We feel it essential at this time that we share our vision and development plans for this location.

It is our goal to redefine and expand the current zoning designation of our holdings, in order to become catalyst for growth and development for the city of Greater Sudbury..

Specifically, our 395 acre site located on Municipal Rd 80 (note attachments: R.V. Anderson most recent plan, and survey of site) consists of 2 main designations in the official plan. The first site of approx.60 acres is designated in the Official Plan as Mixed Use Commercial. It is our view that this current designation is an appropriate planning designation; in fact, we ask to expand the size of this designation to spur development in this area.

As developers we envision our current Mixed Use Commercial site as being an economic engine for development along the Long Lake Rd corridor.

A perfect example of this can be found in North Bay, where a bypass has laid the foundation for economic development on behalf of the city and businesses alike.

It is clear that sound planning policy can facilitate economic growth, and in fact sound planning is an essential component of economic growth..

We envision a 100 acre Business Park that will generate revenue for the City of Sudbury through a variety of sources... including property tax revenue, building permits, a magnet for out of town businesses, employment opportunities as well as providing a stimulus for infrastructure along the Long Lake corridor.

In developing our plans, we have worked with the MTO and City of Sudbury officials to ensure that the necessary casings for sewer and water services were installed as part to the upgrading of the Highway 17 Bypass in 2008.

To this end, as a result of preliminary discussions with City of Greater Sudbury planning officials we have also commissioned a sewer and water capacity review by a local engineering firm.

In real estate circles, the axiom states "Location, Location, Location".

We believe this to be the case for this site. Strategically located on the Highway 17 Bypass and Municipal Rd 80, Long Lake Rd, this site is truly a strategic and attractive Southern gateway to the City of Sudbury.

Located on a major highway between Toronto and Sault Ste Marie, the site offers a striking first impression of the City of Greater Sudbury. With the Countryside Arena Complex, with its proposed soccer fields, to the North, and Silver Lake to the West visitors view a very pleasing first impression of the City.

With this mind, it is our intention to develop an esthetically pleasing, strategically located Business Park.

As a main entry point to our city, it is our goal to develop a high quality business development one that encourages investment and innovation for our city.

Upon reviewing the development in the City's southend, one finds that the Algonquin Rd area is reaching its limits of growth. It is our belief that geographic and market conditions favor expansion to the South of Municipal Rd 80 Long Lake Rd.

Based upon current costs analysis of infrastructure (sewer&water installation), we have determined that in order to be financially viable, the proposed Business Park must be enlarged to a minimum of 100 acres in size.

These economies of scale would provide catalyst for site development as well as providing an economic engine for other activities, including the relocating of various businesses i.e. distribution center, engineering firms etc.

Again, location and visibility make this site an ideal venue for such businesses.



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Costs related to the business park are significant, along with the cost of providing services, road work, entrances, turning lanes, engineering and other site development costs necessitate the increase in size to make the project financially viable.

Significant resources have been invested in this site to date, including working in tandem with various development agencies including the NDCA, City of Greater Sudbury Building Controls, City of Greater Sudbury Planning Dept, the MTO, and the MNR.

We are working toward an innovative site that embraces and highlights natural drainage and environmental features. Road linkages and circulation will be designed to maximize the natural beauty of the site.

Thoughtful building design and orientation will be considered as an essential component of this development.

It is our goal to maintain open space elements that make it an environmentally pleasing business park.

Although the project will develop in stages, based upon market conditions, it is essential that the "footprint" be of the appropriate size to make it financially feasible.


It is our goal to provide both the City and businesses alike an opportunity for planned orderly economic growth for the City's south end.

In reality we are not requesting an amendment to the Official Plan, we are in fact requesting that the existing designation in the official plan be enlarged to encourage planned development and economic growth.

We ask that City Planning consider enlarging the current size to a minimum of 100 acres in order to facilitate and foster orderly economic growth in the City's south end.

Should you require additional information relating to this submission, please contact me.

Sincerely, 

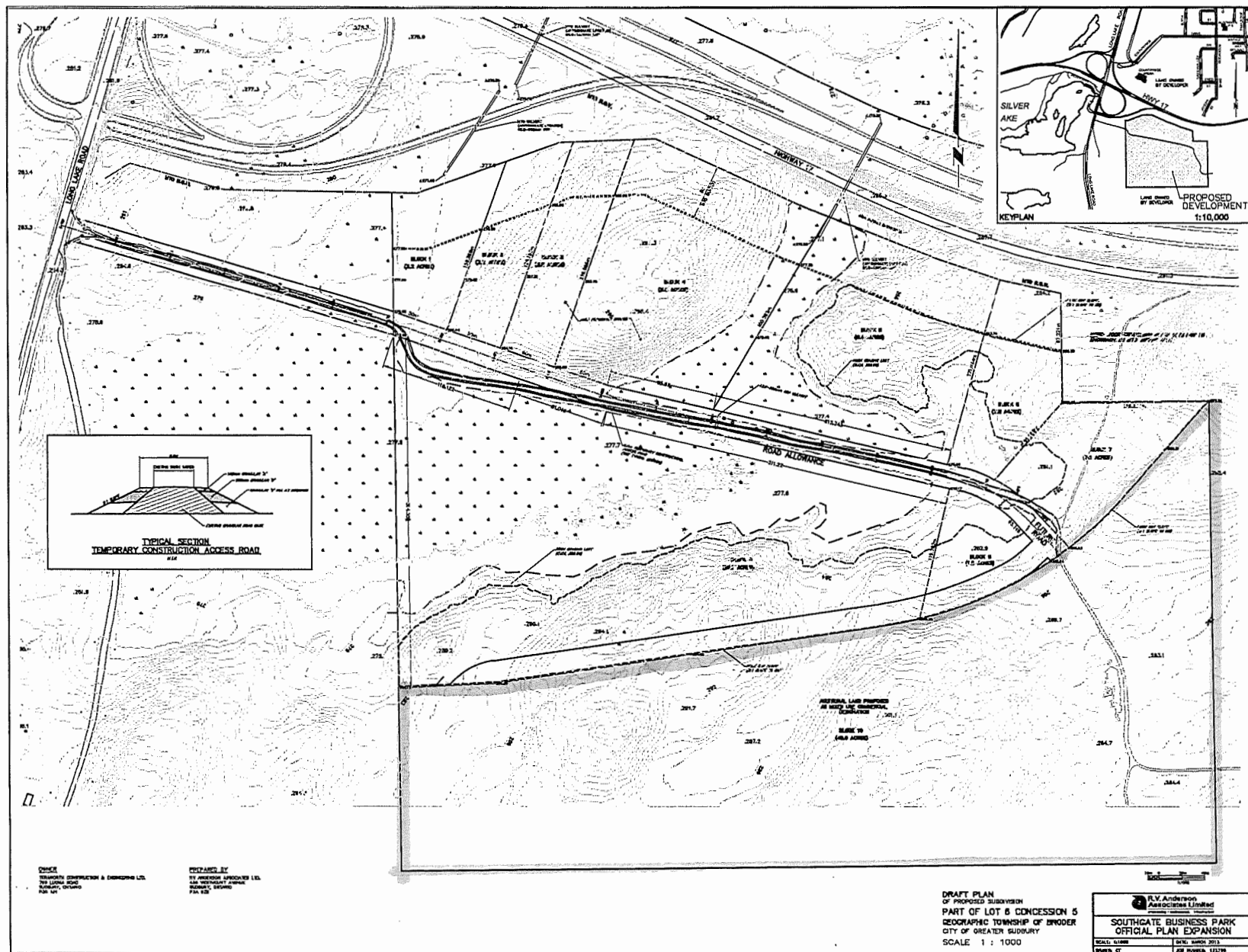
Phil Pagnutti, 

Teranorth Construction & Engineering Limited

PHIL PAGNUTTI

360 Laura Ave. Sudbury, ON P3E 3R9

We Build Your Way



Kristina Lang - Fwd: Thank-you for opportunity to meet; digital copies of handouts

From: Mark Simeoni
To: Kristina Lang
Date: 3/25/2013 2:23 PM
Subject: Fwd: Thank-you for opportunity to meet; digital copies of handouts
Attachments: MinnowLakeWatershedSpring2013newsletter.pdf; March21-13CLSInfoSheet.pdf; OPreviewInfoLeaflet.pdf; CANhandout.pdf

Hi Kristina, can you put a copy of this in the Official Plan correspondence file, please.

m

Mark H. Simeoni, MCIP, RPP
 Manager of Community and Strategic Planning
 Planning Services Division
 Growth and Development Department
 City of Greater Sudbury
 P.O. Box 5000, Station "A"
 200 Brady Street
 Sudbury ON P3A 5P3
 705-674-4455 ext.4292

>>> Mayor 3/25/2013 10:01 AM >>>
 Hello,

Here is some additional information that was received from the meeting last week. The Mayor thought you would be interested in this.

Jessica Bertrand
 Office of the Mayor

>>> "Coalition for a Liveable Sudbury ." 3/22/2013 12:25 PM >>>
 Hullo,

Thank-you again for the opportunity to meet. We very much appreciate the time taken, and the positive discussion. The baking was a special treat, and my son sends his thank-you also!

I have attached digital copies of the material I gave you, with a little more information on rain gardens as well.

The files attached are:

- 1) A newsletter on the Rain Garden and Rain Barrel project that we will be walking out to residents in the Minnow Lake subwatershed next month. There is information on steps residents can take at home, including some good information on rain gardens. You can also see a full listing of partners for the project - the response has been great, and we are grateful for all the wonderful support from our community partners.
- 2) The information sheet on the three main steps we hope the City will take in regards to water quality.
- 3) A review of the key points we will be looking for in the draft of the Official Plan in moving forward as a sustainable community. We hope that you will also be looking for these key points and that Sudbury will continue to be a leader for the environment.
- 4) The handout we have been sharing with Community Action Networks sharing some ideas and resources for community projects that also contribute to a sustainable community. The photos included are all from wonderful projects that have already been completed in our community.

Regards,
 Naomi

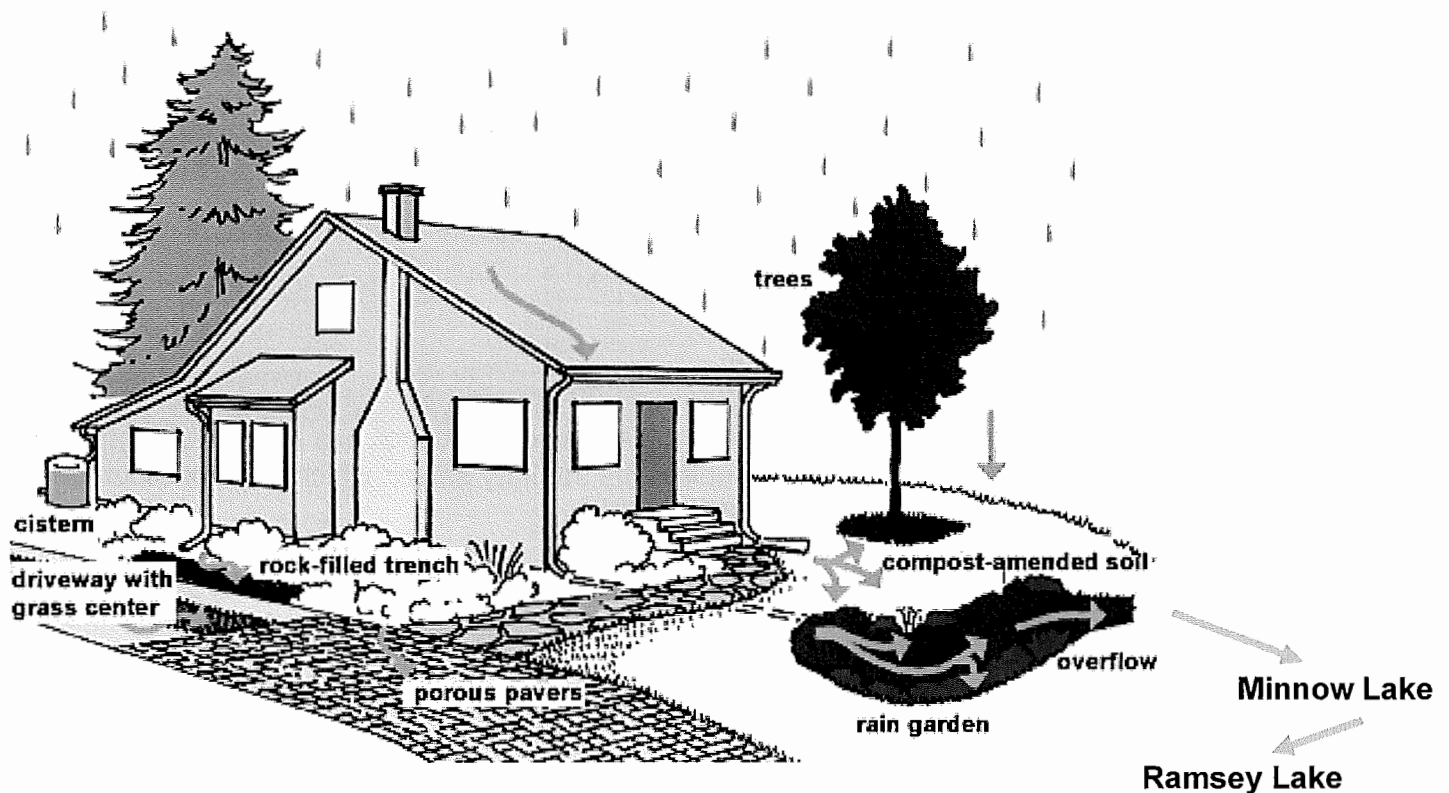
A 'Rain Gardens and Rain barrels' project is happening in your neighbourhood

We hope you'll join in!

You and your neighbours can do a lot to help keep our lakes clean and healthy AND reduce the risk of flooding in your area.

The more people that join in, the bigger the impact!

There are lots of things you can do at your own home.

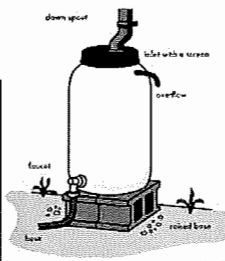


Did you know? You live in the Minnow Lake subwatershed. Any water running off your property goes into Minnow Lake, and then into Ramsey Lake – the same lake your drinking water comes from.

Lots of new development in the Minnow Lake area means more stormwater run-off going into these lakes, which is a big stress on water quality.

Stormwater run-off picks up debris and pollutants which flow into storm sewer systems and end up in our lakes. This contributes to blue-green algae blooms, E. coli growth, beach closures, and other problems.

You can help!



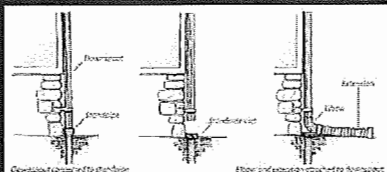
Install rain barrels

Rain barrels hold rain water collected from roofs through downspouts. This helps keep our lakes clean, and reduces the risk of flooding during storms. Water from rain barrels is great for your garden and helps save on your water bill.

Pre- order your rain barrels at www.RainBarrel.ca/LiveableSudbury or by calling

Rain barrels can be picked up Saturday, May 11 at Minnow Lake Place (1127 Bancroft Drive) from 10:30 AM to 1:00 PM. Deliveries can be arranged for those without a vehicle. Orders must be placed in advance.

Rain barrels are \$55 each. Funds raised will support the Rain Gardens and Rain Barrels project, including the creation of a rain garden at Adamsdale Public School.



Disconnect your downspout

Have a look at the downspouts of your eaves troughs. Do any of them look like they go straight into the ground? This means they are heading straight into the sanitary sewer, which can contribute to sewage back-ups and increased wastewater treatment costs..

Direct connections of downspouts to the sanitary sewer system are prohibited under by-law. You can direct water away from foundations by using a downspout extension or by putting rain barrels under downspouts.



Put in a rain garden

A rain garden holds, absorbs, and filters rain water, while also looking beautiful.

Rain gardens filter out pollutants before they reach our lakes, reduce flooding, help recharge groundwater. Bees, birds and butterflies love them too.

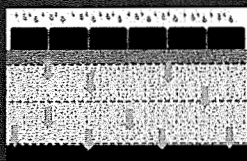
Turn the page to find out more about how to put in a rain garden.



Plant trees and shrubs

Trees absorb lots of rainwater. They also: cool our homes in summer and slow cold winds in winter, clean our air, and beautify our neighbourhood.

Consider planting native species. They are best suited to local conditions and provide habitat.



Reduce impervious surfaces.

When rain hits waterproof surfaces like asphalt or concrete, it runs straight into the storm drain, carrying contaminants along with it, and contributing to flooding during storms or big snow melts.

You can help by absorbing more rainwater in your yard.

Replace unnecessary pavement with planted areas. Use materials like gravel or permeable pavers for driveways, walkways, and patios. Consider a driveway with two strips of paving spaced for the wheels of your vehicle, and grass or a low groundcover planted between

There are lots of great options!



Coalition for a
Liveable
Sudbury

Coalition for a Liveable Sudbury is leading this "Rain Gardens and Rain Barrels" project in the Minnow Lake subwatershed, along with many community partners: Adamsdale P.S., Our Children Our Future, Ramsey Lake Stewardship Committee, Minnow Lake CAN Restoration Group, Sudbury Horticultural Society; Master Gardeners, Greater Sudbury Watershed Alliance, and Planet Earth Landscaping.

Coalition for a Liveable Sudbury is a grassroots network of citizen groups and individuals who share a vision of Sudbury as a green, healthy and engaged community. To find out more, contact us at

, or visit www.liveablesudbury.org.

We'd love to hear from you – tell us what steps you're taking! Send your stories and photos to clsudbury@live.com

If we hear from you about how you've taken some of these steps, your name will be entered in a draw for some great prizes.

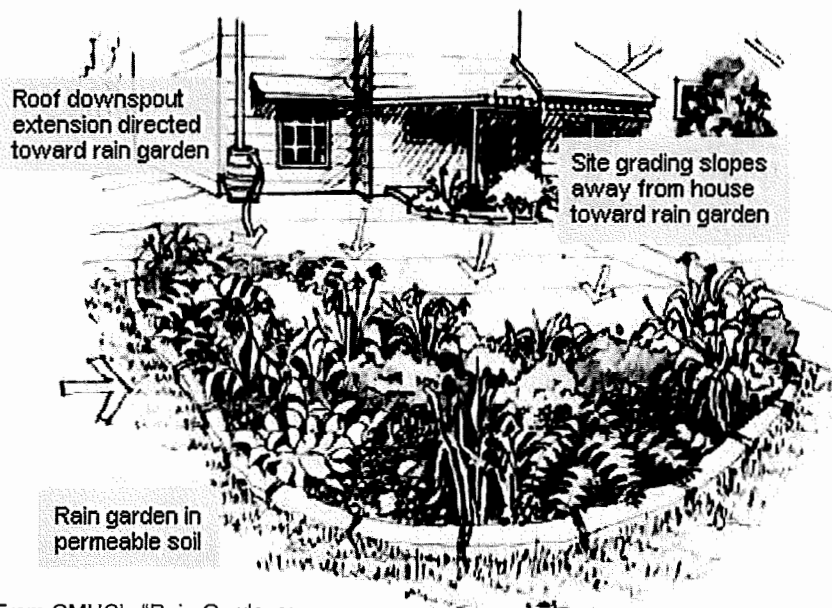
There are many things you can do to reduce storm water run-off from your property. If you have a fairly level yard, enough room, and fairly permeable soil, a rain garden might be right for you.

How to build a rain garden.

A small, shallow rain garden is an easy garden project for anyone.

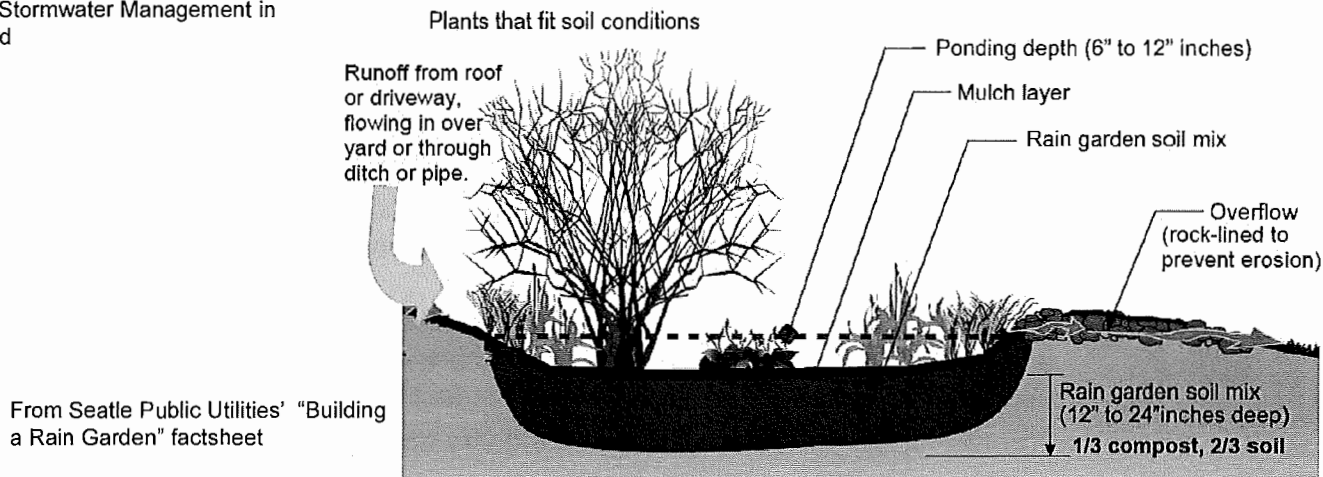
A good location is:

- A low point, along the natural flow of water in your yard, or any level area where rain water can be directed
- At least 10 – 15 ft away from any foundations, and avoiding steep slopes; gas, water and other service lines
- Full sun to partial shade, and loose, permeable soil are best



From CMHC's "Rain Gardens: Improve Stormwater Management in Your Yard"

- **Dig** and amend the soil so that it is loose and permeable to a depth of about two feet. Leave a depression of around six inches. The garden should be longer on the side facing the flow of water.
- **Choose plants** that do well either wet or dry. Native species are a great choice. A nursery can help you select plants.
- There is lots of room for choice in plants and garden style!
- **Mulch well.** Help the plants get established by weeding and watering well the first year or two, and maintain a good layer of mulch. Do not add fertilizers, as they will run into the lake.



From Seattle Public Utilities' "Building a Rain Garden" factsheet

A larger rain garden, intended to capture a large amount of run-off takes more planning. For this type of project, please take the time to calculate the size of garden you need for the amount of run-off it will receive, do some careful planning, or hire a landscaper to help out.

A simple guide can be requested free of charge from the Canada Mortgage and Housing Corporation (1 800 668-2642; request "Rain Gardens: Improve Stormwater Management in Your Yard").

Come out to a free workshop on rain gardens, Saturday, May 25, 11:00 a.m., in the Parkside Centre, during the Sudbury Gardening Festival.



Coalition for a
Liveable
Sudbury

Making connections. Working toward sustainability.

March 21, 2013

Keeping our lakes and waterways clean and healthy in the City of Lakes

Stormwater management and lake water quality – three important actions Greater Sudbury can take.

1. Take the lead with policies that protect lake water quality for now and into the future.

The Official Plan Review is the perfect opportunity to put the best policies in place, based on current science and local conditions.

2. Lead by example

Use best practices during city operations, and educate developers, builders and the public about best practices.

3. Provide incentives and information for residents to make a difference on their own property

Residents can make a big difference in already developed areas by retaining and filtering rainwater on-site. Measures can include rain barrels, rain gardens and other plantings, and permeable pavers.

- Kitchener Waterloo has an incentive program for residents to take these measures at home. For more information, see: <http://www.waterloo.ca/en/living/creditprogram.asp>
- Seattle has another good example of an incentive plan, targeting a specific problem area. The more residents that participate, the more impact that can be made, and the more the city saves. <http://www.seattle.gov/util/MyServices/DrainageSewer/Projects/GreenStormwaterInfrastructure/ResidentialRainWise/index.htm>

Greater Sudbury would benefit from this type of program.

Coalition for a Liveable Sudbury is empowering residents to make a difference

We are excited to be leading a "rain gardens and rain barrels" project in the Minnow Lake subwatershed, with many community partners. Thank-you to Adamsdale P.S., Our Children Our Future, Ramsey Lake Stewardship Committee, Minnow Lake CAN Restoration Group, Sudbury Horticultural Society, Master Gardeners, Greater Sudbury Watershed Alliance, and Planet Earth Landscaping for their partnership.

Using rain gardens, rain barrels, and other rain water retention techniques is a positive step any property owner can take that will help improve lake and river water quality, and reduce the risk of flooding. The more property owners participate, the bigger the effect will be. We are focussing on the Minnow Lake subwatershed of the Ramsey Lake watershed because of growing concerns over lake water quality in this area. However, we hope that this initiative grows to many other areas and subwatersheds, and we will be sharing resources with our partners and other water stewards throughout Greater Sudbury.

Thank-you for your interest.

Contact Naomi Grant

or Lilly Noble

www.liveablesudbury.org





The Official Plan is the roadmap of how our city will grow and develop.

Walking, cycling, and taking the bus should be safe, convenient, and accessible.

Here are some key things to look for:

Give equitable consideration for all modes of transportation - walking, cycling, public transit, and driving:

Whatever our way of getting around, we should all be able to do so safely and conveniently. All forms of transportation should be recognized and supported in the Official Plan.

Include cycling routes on the transportation schedule:

The transportation schedule is a map of existing and planned roads. Including cycling routes on this map means those bike lanes and cycling routes get built as part of regular road building and maintenance.

A complete streets policy:

What is a complete street? It's a street that works well for pedestrians, cyclists, public transit, and private vehicles. More than that, it recognizes that a street is not just for getting from A to B – it's a public space where we shop, chat with friends, and experience our community.

Include transit in transportation planning:

Planning for a great transit system is essential to planning for the future of our transportation system. Assessing road capacity and needs must be done in the context of a shift to sustainable transportation – a future where more and more people are taking the bus, and using other modes of active transportation – whether by choice or by need.



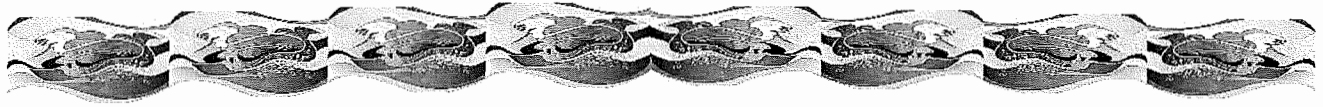


The Official Plan is the roadmap of how our city will grow and develop.

A healthy natural environment means healthy people and resilient communities
Here are some key things to look for:

Protect locally significant areas:	Sudbury has many special natural areas, special places we value and to which we are attached. These are unique habitats with sensitive ecologies, and areas of special scientific and community interest. These are the areas that make up our home – a landscape of lakes, hills, rocks and trees. We need policies to protect these special places.
Fund the acquisition of high priority green spaces:	The Green Space Advisory Panel, with the help of the community, has identified green spaces that are valuable to the community, but are privately owned and at risk of being lost. Once they are gone, there is no way to get them back. We need to move forward in acquiring these green spaces as parks, so that the next generations can also enjoy them.
Designate a Natural Heritage System:	A natural ecosystem is an interconnected web of life, not a collection of separate parts. Using a Natural Heritage System approach recognizes these connections, and protects our natural environment in a holistic way.





The Official Plan is the roadmap of how our city will grow and develop.

Keeping our lakes clean and healthy

Here are some key things to look for:

Require watershed studies	Healthy watersheds mean healthy lakes. When a new development is proposed that could impact lake water quality, Council needs to have good information to make a good decision. Watershed studies provide that information – without them we are taking a gamble on the health of our lakes.
Increase natural vegetative buffers along shorelines and wetlands.	The most important thing we can do to keep our lakes healthy is to maintain the wetlands and natural shoreline vegetation that filter out contaminants before they end up in the water. Natural buffers should be at least 30 metres.
Require Low Impact Development standards	Low impact development absorbs rainwater where it falls, reducing run-off. This means less contaminants entering our lakes and waterways, less stress on our storm water systems, and less risk of flooding.
Require more stringent stormwater treatment	What goes down the storm drains goes into our water. We need more stringent stormwater treatment to remove more contaminants before they get into our lakes. At a minimum, we should have “Enhanced Stormwater Protection” as specified by the Ministry of the Environment.





The Official Plan is the roadmap of how our city will grow and develop.

*Building the city we want to live in –
making the most of growth*

Here are some key things to look for:

Implement sustainable neighbourhood design and site selection

When a new development goes in, its 'greenness' is determined by a lot more than the energy efficiency of the building. One of the most important factors is the site: does it support active transportation? Does it avoid impacts to wetlands and other important natural areas? Once a good site has been chosen, the design of the development is also very important, determining things like walkability, water quality, and energy needs.

Direct intensification to where it will have the most positive impact, and can be best supported.

Where will intensification bring the most benefit? In existing town centres, along arterial roads, where it contributes to the needs of the community and supports improved transit services and cycling infrastructure.

Where shouldn't intensification be directed? Where it will unacceptably damage lake water quality or ecosystem health, where built infrastructure cannot support it and cannot realistically be upgraded, where it detracts rather than contributes to the community.

Directing intensification to where our City will most benefit, means we can get the most out of anticipated growth and invest on infrastructure upgrades where they are needed, making the best use of limited resources. By knowing in advance where intensification will happen and the types of advantages it will bring, it becomes much easier to know where increased capacity will be needed, whether for wastewater, traffic, or transit frequency. By involving the community in the decision of where intensification is a big positive, you also go a long ways towards avoiding conflict at the planning stage, when development is ready to proceed.



Mr. Mark Simeoni
Manager of Community and Strategic Planning
City of Greater Sudbury
PO BOX 5000
200 Brady Street
Sudbury, ON, P3A 5P3

Marty Kivistik
1349 Drummond Avenue
Sudbury, Ontario
P3A 4Y9

April 8, 2013

Dear Mr. Simeoni:

Re: PIN 73501-2148 and PIN 73501-6370, Lot 8, Con 5
Township of Blezard, Mr. Angelo Cusinato

Mr. Angelo Cusinato, the owner of the above referenced properties, has asked me to request the City of Greater Sudbury through its current Official Plan review process to change the land use designation and applicable policies from their current designation to Industrial together with an amendment to the Settlement boundary to include them within the settlement. The subject property is shown in yellow on the attached excerpt of the Official Plan land use map which identifies, in grey, the only lands designated for Industrial uses in Valley East which are also zoned either M1. Light Industrial or Light Industrial Special. The planning rationale for designating these lands as Industrial is provided hereafter.

As Planning Committee is aware, decisions affecting planning matters "shall be consistent with" the Provincial Policy Statement. The following policy statements are relevant to these lands:

"1.1.1b) accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreation and open space uses to meet long term needs
"1.1.1e) promoting cost-effective development standards to minimize land consumption and servicing costs;"

Policy 1.3.1 states that Planning authorities shall promote economic development and competitiveness by providing an appropriate mix and range of employment (including industrial, commercial and institutional uses) to meet long-term needs and by providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses, and take into account of the needs of existing and future businesses.

In addition to the Provincial Policy Statement, the City Official Plan has placed a great emphasis on economic development and without providing a laundry list of Council's policies and objectives the following policies from Section 17.1 of the Official Plan are indicative of the focus of the Plan.

"d. ensure that a full range of infrastructure is in place to support economic development;"

"e. enhance the conditions that encourage economic development by fostering a culture of entrepreneurship, encouraging lifelong learning and innovation, establishing a standard of excellence in all endeavours, nurturing human capital, and constantly improving the quality of life in the community;"

"g. achieve sufficient job creation for the desired growth in the labour force and expand the type and number of employment opportunities, especially for younger persons;"

"i. continue the development of Greater Sudbury as the Centre for Northeastern Ontario;"

The building block to be consistent with the Provincial policy Statement and to achieve the OP objectives begins with an adequate supply of designated land for industrial and commercial purposes

and their distribution among the many settlements making up the City of Greater Sudbury.

The Valley East Industrial Park is located just west of the subject property and the amount of land available for development is rapidly being depleted as acknowledged by the City's purchase of abutting industrial lands to offset this diminishing supply. The designation of the Cusinato property to industrial will ensure many years of supply of these lands as the community continues to grow. It is important to provide these lands in the Valley East area to service this part of the City.

The current Official Plan eliminated a large area of lands previously designated for industrial purposes in the south part of the City and placed that area in a living area designation. This has significantly reduced the amount of Industrial lands in the City and the designation of the Cusinato lands to Industrial would help offset this loss.

The lands neighbouring the Cusinato property are industrial to the west and north-west and there are existing industrial uses on the south side side of Valley View Road. There would not be any land use conflicts created by the industrial designation of these lands.

Bringing raw undeveloped land to a stage where building permits may be issued is a long process governed by the Planning Act. The first step is to have such lands appropriately designated in the Official Plan. Accordingly we are asking Planning Committee and Council to take the first step with the Cusinato property by designating these land as Industrial as part of your Official Plan review. Subsequent steps would follow the planning process with applications to rezone the lands for industrial uses and subdivision plans to make lots available for development. Such applications would include all necessary engineering and environmental studies to meet both provincial and city requirements.

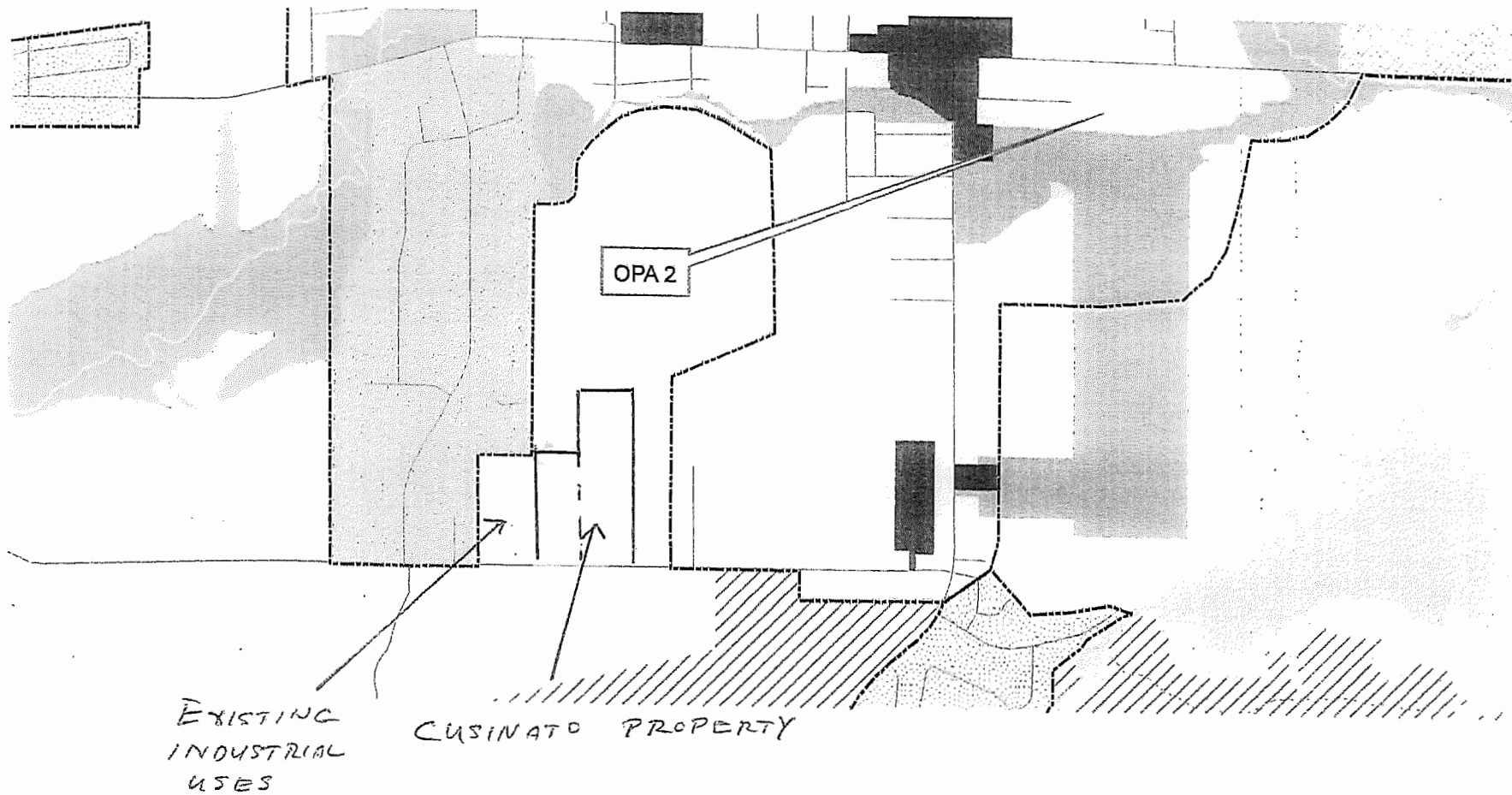
It is imperative that City Council ensures that sufficient amounts of industrial lands are designated throughout the City of Greater Sudbury to respond to needs and meet the objectives of the Official Plan and be consistent with the Provincial Policy Statement.

Please advise when this matter comes before Planning Committee so we make a further presentation at that time.

Yours truly,

Mart Kivistik MCIP RPP

cc. Mr. Angelo Cusinato
Mr. Jim Longstreet
Chair and Members of Planning Committee
Councillor Ron Dupuis



RICHARD A. PHARAND, Q.C.

Barrister ♦♦ Avocat

April 9, 2013

Via e-mail – mark.simeoni@greatersudbury.ca

Mark H. Simeoni, MCIP, RPP
Manager of Community
and Strategic Planning
CITY OF GREATER SUDBURY
Box 5000, Station A
SUDBURY, Ontario
P3A 5P3

Dear Sir:

**RE: Part of Lot 4, Con 3, Hanmer, being Part 4 on Plan 53R-18782
PIN 73504-2982 (the "property")**

Further to my meeting with you in the fall of 2012, I wish to advise that I, along with Robert Lamoureux, Rene Guenette and the Estate of Diane Marleau, are the owners of the above-noted property.

I enclose a sketch showing that land. At one time, we had thought that we would like to sever 3.921 acres on the southern portion of the land and to retain the remainder, however, after our meeting, it was determined that it would not be wise to proceed with that severance at this time.

I also enclose other maps that you provided to me, one showing the zoning at Deschenes Road and Municipal Road 80, which indicates that our property is zoned rural, and the other showing land use at Deschenes Road and Municipal Road 80, where it appears that the southern block of approximately 3 acres is shown in the Official Plan as being mixed use/commercial.

It was thought that it would not be wise to proceed with an amendment to the Official Plan and a re-zoning of any portion of the southern part of these lands until we were able to provide the City with a firm proposal from a purchaser who would be interested in buying a portion of that parcel or all of the parcel for commercial use.

RICHARD A. PHARAND, Q.C. PROFESSIONAL CORPORATION

176 rue Elm Street, Sudbury, Ontario, P3C 1T7

Tel: (705) 670-1000 Toll Free: (877) 857-4082 Fax: (705) 671-0050

E-Mail: rapqc@bellnet.ca / cml.rapqc@bellnet.ca

It appears that there is a proposal that rural properties be split into 2.5 acre parcels for residential use. You will see from the history of our land that we have already severed six parcels on the north portion of our property, most recently we severed three parts and those parts were sold.

I can advise you that there is a high demand for residential properties in that area. We did have requests from many parties who wished to purchase 5 acre plots or 2.5 acre plots. I think that if we had ten 2.5 acre lots to sell, they would be sold immediately.

I am writing this letter to you so that the planners have a record of our request to be involved in any discussions with regard to severing and re-zoning the 40 acre plot or 16 hectare plot that we own.

If you have any further questions, please contact me.

I trust this is satisfactory, and remain,

Yours very truly.

Richard A. Pharand

RAP/cml

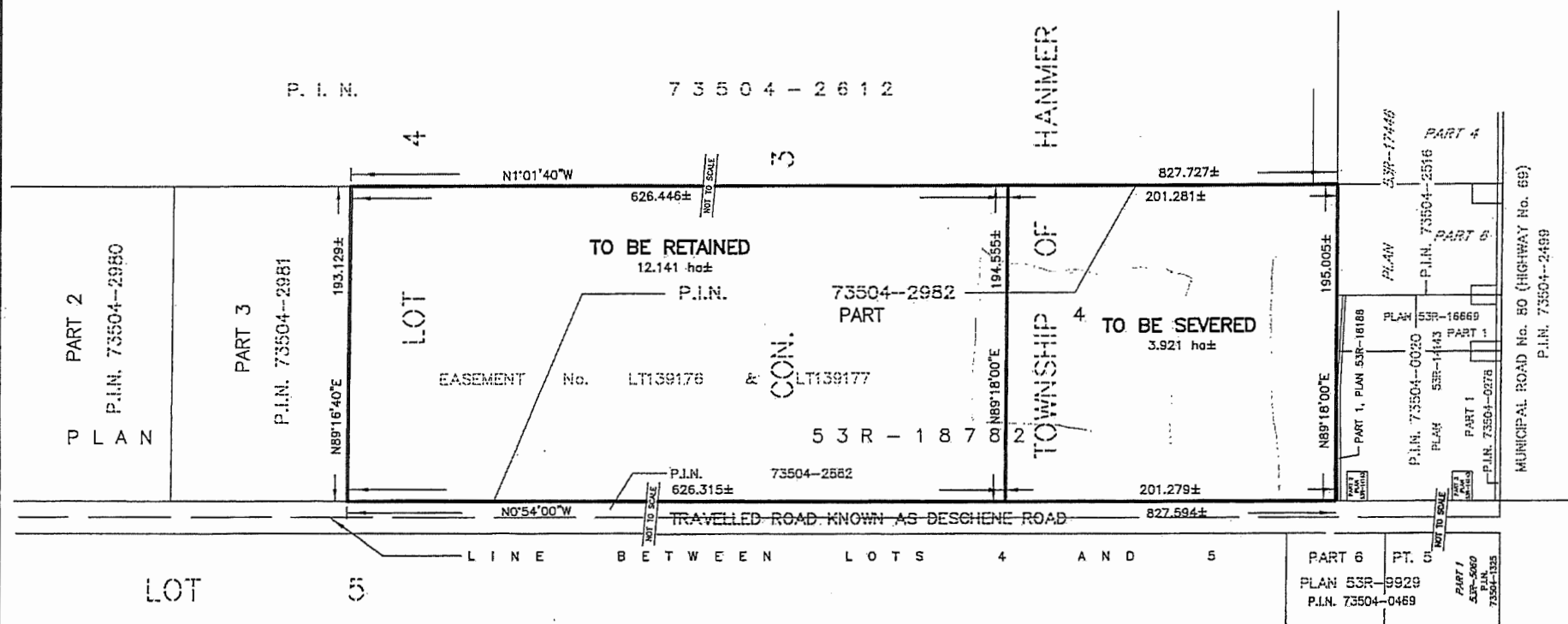
Enclosures

cc: Paul Marleau, Rene Guenette, Bob Lamoureux

Age Group	Percentage
18-24	100
25-34	150
35-44	180
45-54	200
55-64	220
65-74	240
75-84	260
85-94	280
95-104	300



SKETCH SHOWING
PART OF
LOT 4, CONCESSION 3
GEOGRAPHIC TOWNSHIP OF HANMER
CITY OF GREATER SUDBURY
DISTRICT OF SUDBURY
TERRY DEL BOSCO, O.L.S.



Zoning at Deschenes/Municipal Rd 80

Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.

The City of Greater Sudbury assumes no liability either for any errors, omissions, or inaccuracies in the information provided regardless of the cause of such or for any decision made, action taken, or action not taken by the user in reliance upon any maps or information provided herein.

Subject Property

RU

RU(48)

C2

MUNICIPAL ROAD 80 (OLD HIGHWAY 69)

SERVICE

R1-5

R2-2







GRETA R1-5

GERARD

Land Use at Deschenes/Municipal Rd 80



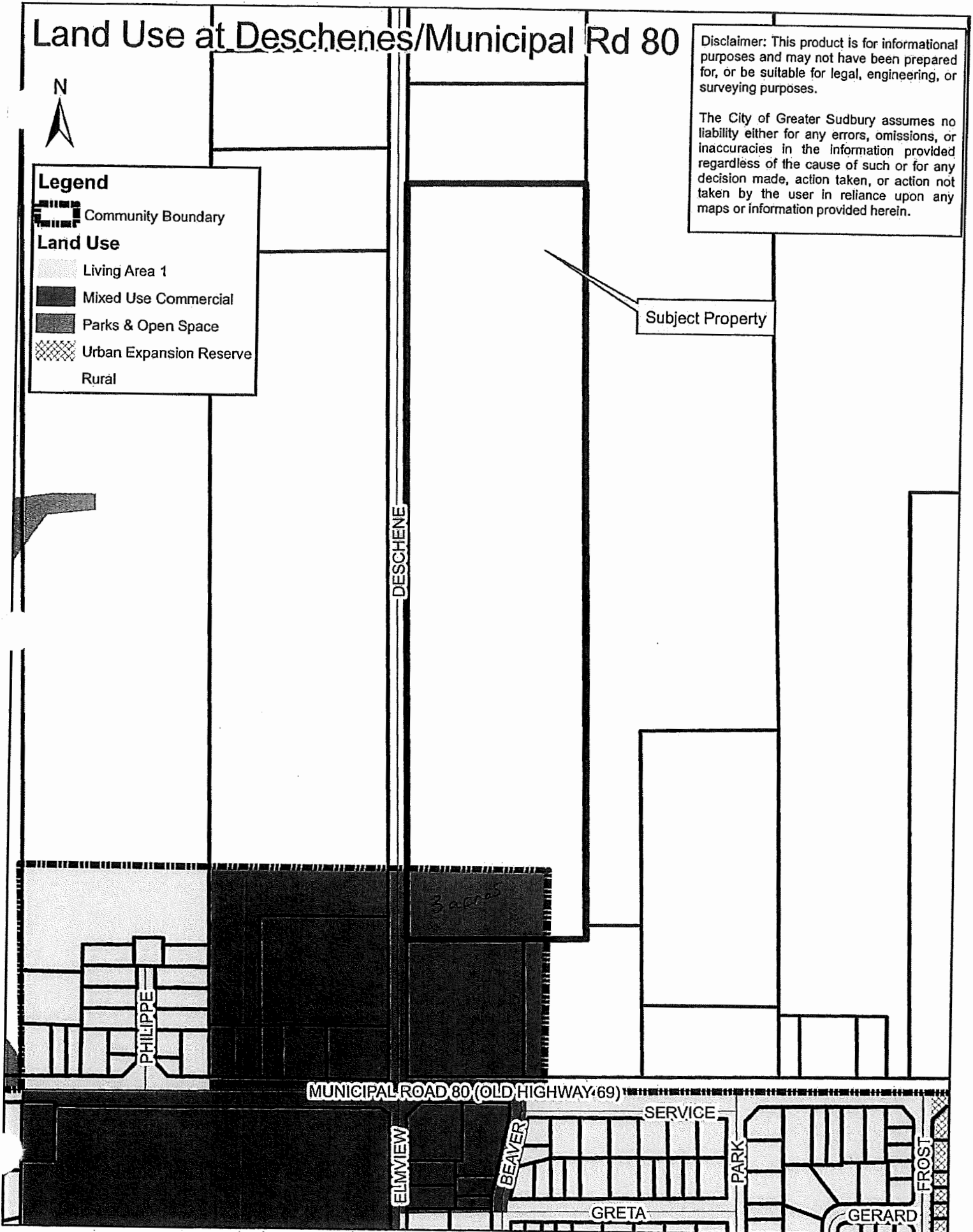
Legend

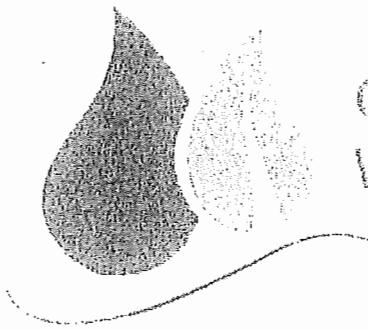
-  Community Boundary
- Land Use**
-  Living Area 1
-  Mixed Use Commercial
-  Parks & Open Space
-  Urban Expansion Reserve
-  Rural

Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.

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Subject Property





Greater Sudbury Watershed Alliance

403 Flowers Rd.
Whitefish ON P0M 3E0

Official Plan Review

c/o Office of the City Clerk
City of Greater Sudbury
PO Box 5000, Stn. A
Sudbury ON P3A 5P3

April 15, 2013

Input to Official Plan Review from Greater Sudbury Watershed Alliance

The Greater Sudbury Watershed Alliance (GSWA) is an association of 17 lake, creek, and river stewardships who have come together to work on common goals. We are joining with the Coalition for a Liveable Sudbury to endorse the submission they made to the Official Plan Review. We carefully considered their rationale and recommendations and find that GSWA can fully support their contribution. We list below the recommendations for inclusion in the Official Plan and we omit the support documentation that is available on the CLS submission. We believe that the CLS support documentation makes very clear the importance of the listed recommendations.

We recommend:

Re: Urban Development

A watershed study and sub-watershed study should be required as part of a complete development application for any proposed development greater than three lots.

Development decisions should take into account all available information. For example, if wetland assessments or other relevant studies have been completed, these should act as policy triggers to ensure protective policies come into effect when they are needed.

Require an Environmental Impact Study for any proposed development that may impact a water body at capacity or with any environmental constraints. Any development within 300m will be deemed to have a potential impact. (Seguin OP 2007)

Re: Vegetative Buffers

Require a minimum shoreline vegetative buffer of 30m. Larger vegetative buffers should be encouraged or set through site plans, where possible. Requirements for vegetative buffers should be extended as needed according to slope, (as an additional 0.5, /1% slope, for slopes greater than 15%) and soil characteristics.

Initiate a program to identify waterways and shorelines in need of restoration and create restoration plans. Consult and partner with Junction Creek Stewardship Committee, Living with Lakes, Lake Stewardship Committees and other community experts.

Re: Maintaining Wetlands and Green space

Require a 120 m buffer for sensitive wetlands, a 120 m buffer for unevaluated wetlands greater than 2 ha and a 30 m buffer for unevaluated wetlands less than 2 ha.

Require a watershed study to carefully assess the impact on water quality and quantity of any proposed development in known water recharge areas. Where development is considered appropriate, carefully consider appropriate use and require a landscape plan to minimize vegetation loss.

Prohibit the removal or placing of fill in flood plain areas and wetlands. Increase setbacks to flood plain areas, recognizing that larger storm events are likely to be more frequent.

Re: Low Impact Development

Require Low Impact Development standards in urban watersheds for all shoreline developments and for any developments greater than 3 lots.

Re: Storm water Management standards

Require at a minimum Enhanced Protection Storm water management as specified by the MOE's Storm water Management Planning and Design Manual 2003, Chapter 3.

Upgrade storm water management standards with on –going repairs, prioritizing the Ramsey Lake Issue Contributing Area and other vulnerable areas.

Re: Shoreline Development

Ensure all shoreline development is subject to site plan control, so implementation of best practices occurs.

Re: Site Alteration and Building

Adopt requirements for best practices for erosion and sediment control in conjunction with Conservation Sudbury.

Re: Impact of Sewage Treatment

Initiate Tertiary treatment in all sewage treatment plants over the life of this Official Plan.

Take jurisdiction over private septic systems so that mandatory septic re-inspections occur every three years.

As a final statement the GSWA would like to note that some very worthy environmental protections including planning for watershed studies have been part of the present Official Plan. We also noted that the watershed studies were contingent on funds being available. We strongly recommend that no such statement be part of the Official Plan. The Official Plan should drive budget allotment so that the Plan can actually be carried out.

As well it is noted that as stated in the Minnow Lake Community Action Network and the Minnow Lake Restoration Group's submission that many environmental items use the verb "may". The word "shall" would mean that action will be taken rather than just considered.

Thank you for the opportunity to have input to the Official Plan Review.

Sincerely,

Lesley Flowers
Chair, Greater Sudbury Watershed Alliance Inc.

Kristina Lang - Fwd: Sudbury 2013 Official Plan Submission

From: Mark Simeoni
To: Kristina Lang
Date: 4/18/2013 2:40 PM
Subject: Fwd: Sudbury 2013 Official Plan Submission
Attachments: SDHBA submission 2013 Official Plan.pdf; SDHBA OP LTR Submission.pdf

Hi Kristina, copy to file please and Jason, Paul, Kris an my binder

>>> "Laura Higgs" 4/18/2013 2:30 PM >>>
Mark Simeoni,

Attached please find our submission to the official plan review.

Thank you,
Laura.

Laura Higgs, Executive Officer
705 671 6099

www.sudburyhomebuilders.com

Hire a Member first, Recommend Membership second

1942 Regent St.
Unit C
Sudbury ON
P3E 5V5

T. (705) 671 6099
F. (705) 671 9590
E. sudburyhomebuilders@vianet.ca
W. www.sudburyhomebuilders.com

**Sudbury & District
Home Builders'
Association**



**Association des
constructeurs d'habitations
du district de Sudbury**

Thursday, April 18, 2013

City of Greater Sudbury
P.O. Box 5000, Stn A
Sudbury, ON P3A 5P3

ATT: Mr. Mark Simeoni - Manager of Community & Strategic Planning

Dear Mr. Simeoni,

Attached please find the Sudbury & District Home Builders' Association's submission to the City of Greater Sudbury's Official Plan review.

The Official Plan is a very important building block for our community and we are pleased to provide our comments.

Should you have any questions or would like more information, please contact our Executive Officer Laura Higgs at 705 671 6099.

In closing, we would like to thank everyone who has worked so hard in soliciting feedback on the Official Plan.

Sincerely,

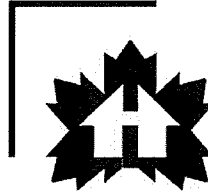
Marcel G. Levasseur, President

cc: SDHBA Board of Directors and Members
Ontario Home Builders' Association

1942 Regent St.
Unit C
Sudbury ON
P3E 5V5

T. (705) 671 6099
F. (705) 671 9590
E. sudburyhomebuilders@vianet.ca
W. www.sudburyhomebuilders.com

**Sudbury & District
Home Builders'
Association**



**Association des
constructeurs d'habitations
du district de Sudbury**

SUDBURY & DISTRICT HOME BUILDERS' ASSOCIATION
SUBMISSION TO
CITY OF GREATER SUDBURY'S OFFICIAL PLAN REVIEW

The residential construction industry is a key factor to economic growth in our community.

2011 economic indicators are listed:

- 595 new housing starts
- 3,450 Jobs in new home construction, renovation and related fields... one of the largest employers in the Sudbury region
- \$180 Million in wages... show up as purchases across the whole local economy
- \$33 Million in investment value... largest single wealth-builder for many families

Notes: Impacts were calculated for Canadian Home Builders' Association by Will Dunning Inc. Economic Research based on data from Canada Mortgage and Housing Corporation

The City of Greater Sudbury's Official Plan is an important tool and legal document approved by City Council and used to guide investment plans in the residential construction industry.

The residential construction industry- as with other business sectors – must be able to work within a strong policy framework. The Provincial Policy Statement, the Northern Growth Plan and the City's Official Plan provide the basis of this framework.

The Provincial Policy Statement recognizes the complex inter-relationships among economic, environmental and social factors in planning and embodies good planning principles. It provides clear policy directions on land use planning to promote strong communities, a clean and healthy environment and a strong economy. It includes policies on key issues that affect our communities, such as: the efficient use and management of land and infrastructure; protection of the environment and resources; and ensuring appropriate opportunities for employment and residential development, including support for a mix of uses. The Official Plan must be consistent with the Provincial Policy Statement and thus it echoes broader principles endorsed by the Province.

One of the key changes in urban development is the move to denser zoning such as semi-detached homes, apartments, condominiums and assisted living facilities. The Official Plan must continue to embrace the public's desire for this type of development and that mixed residential zoning is desirable. The key to this is that development does not dictate housing styles it is the need of the populace being met. The current Official Plan allows for mixed zoning and this should be maintained in the proposed Official Plan. The Official Plan echoes the Provincial Policy Statement in the endorsing of infill developments that take advantage of existing services and infrastructure.

The Northern Growth Plan and our City's Official Plan provide further guidance on recognized principles and goals as they relate to the North and the City of Greater Sudbury.

The Sudbury & District Home Builders' Association (SDHBA) supports the City's official plan "People Engaged * Placed Defined * Progress Driven" and further add that our members rely on the Official Plan to provide them with guidance through the development approvals process.

The purpose of the Official Plan is to establish goals, objectives and policies to manage and direct land use change and its effects on the social, economic and natural environment for a twenty year planning period.

The Official Plan is more than a land use planning document and the objectives therein are those which members of the SDHBA can embrace.

- Modern, diverse and vibrant community
- City of Lakes
- A green community
- Healthy and sustainable community
- Open to business
- Downtown developed as a vibrant hub of a dynamic city
- Support for a mixture of housing types and infill development

Greater Sudbury has many communities and non-urban settlements that have developed their own unique character. Our housing needs to include the development of a mix of residential uses in all communities. One of the themes woven through the Official Plan is one of efficient use of existing infrastructure (water and sewer, roads and community services, etc.). This objective is articulated in the focus on infill development.

Infill development allows for an efficient use of existing infrastructure which equates to a more cost efficient delivery of services for the City of Greater Sudbury. Furthermore, many infill developments incorporate a mixture of housing types that can meet the various housing needs within our community.

City staff, Planning Committee and Council all need to be 'on board' when infill development is proposed.

The Official Plan is a critical document that addresses key goals the City wants to achieve. Citizens as well as politicians need to recognize the fundamental role Official Plan policy plays in the decision making process.

The SDHBA endorses the current Official Plan and would recommend stronger communication strategies regarding the role of the Official Plan in highlighting and directing investment in our community. It is only through Official Plan policy that the fundamental goals established for our City can be achieved. The current Official Plan strikes a balance between development and the needs of interest groups.

Through the development process, professional staff review planning applications and make recommendations based on Official Plan policy. These recommendations are made after a lengthy review by professionals and are based on strong planning principles. Often these well thought out recommendations are not adhered to by politicians who are often swayed to make decisions based on the resistance of existing residents rather than on the principles founded in Official Plan policy, which benefit the community as a whole. As mentioned, Greater Sudbury's Official Plan is an important tool used to write short and long-term investment plans for the residential construction industry. Developers and Homebuilders recognize the important role the Official Plan plays in directing growth within our Community.

Decision makers and residents need to better understand the fundamental role the Official Plan plays in shaping our community. It is only through understanding and endorsing the policy framework within the Official Plan that we can ensure the efficient and effective use of our City's financial and human resources.

The SDHBA was founded in 1959, to become a voice for builders and renovators who play a strong economic role within our Community. The SDHBA works tirelessly to improve the quality of our residential housing developments and to provide resources to the public enabling them to hire reputable builders, renovators and other services. As a founding member of Council's Development Liaison Advisory Committee we continue to work in conjunction with city staff to ensure that Council and the development industry are kept informed of issues that may impact economic growth and development within the City.

The Official Plan is a very important building block for our community and we are pleased to provide our comments. In closing we would like to thank everyone who has worked so hard in soliciting feedback on the Official Plan.

Kristina Lang - Fwd: LAP input to OP review

From: Mark Simeoni
To: Kristina Lang
Date: 4/25/2013 11:01 AM
Subject: Fwd: LAP input to OP review
Attachments: Fwd: LAP input to OP review

Hi Kristina copy of this to OP file please ,and copies to Paul, Kris and Jason and me for our binders

Thanks, Mark

>>> Lana Haslam 4/25/2013 10:49 AM >>>

On behalf of the Chair of the Lakes Advisory Panel, I am sending the Official Plan review comments from the Lakes Advisory Panel.

Lana Haslam
Lake Water Quality Program Co-ordinator
Environmental Planning Services
City of Greater Sudbury
Phone: 705-674-4455, ext. 4604
Fax: 705-673-2200
<http://www.greatersudbury.ca/living/lakes-facts/>

Input to the Official Plan Review from the Lakes Advisory Panel 2013

Below is input from the Lakes Advisory Panel for the Official Plan Review for the City of Greater Sudbury. Small font is existing wording from the CGS OP. The larger blue font is LAP input to each section.

1.2 Vision

Greater Sudbury is a “City of Lakes,” with 330 lakes within its municipal boundaries. The lakes and surrounding watersheds provide a striking natural backdrop for the City, sources of drinking water for residents, natural habitat for wildlife and a wealth of summer and winter, active and passive recreational activities.

Add importance of healthy lakes, rivers and wetlands to the City and its residents.

A goal of the City should be to preserve, enhance and restore lakes and rivers.

1.3.1 A Healthy Community

It is a Council priority for Greater Sudbury to be a Healthy Community offering a high quality of life to its residents. The healthy community model recognizes that the quality of life of citizens is a product of the economic, social and natural environments in our City. Some of the determinants of a healthy community identified through a public consultation process include:

- citizen engagement in community decision-making processes;
- employment opportunities;
- accessible recreation programs and facilities;
- accessible health care and fitness facilities;
- protected natural areas;
- sound municipal infrastructure;
- an inclusive, diverse and tolerant community;
- social supports;
- a unified city;
- a safe city;
- a child and family-friendly city;
- educational opportunities

Add healthy lakes and rivers

8.2 WATERSHED APPROACH – THE LINK BETWEEN LAND AND WATER

1. Regardless of the particular focus of the three types of watershed-based plans outlined above, all should fulfill the following requirements in a manner and scope appropriate to the type of plan:

- a. identify the boundaries of the watershed and, where appropriate, those of its subwatersheds;
- b. identify and assess human activities in the watershed, surface water features, hydrologic functions, natural heritage features and areas and, where possible and appropriate, groundwater features, which are necessary for the ecological and hydrological integrity of the watershed; and,
- c. propose recommendations for protecting, improving or restoring vulnerable surface water and groundwater, sensitive surface water features and, where possible and appropriate, sensitive groundwater features, and their hydrologic functions.
- d. include the importance of wetlands as per the recommendations of Dr. John Gunn
- e. include ‘It is a basis of this Plan that the overall quality of the City’s lakes is not comprised of a single element of a lakes “capacity”, but a combination of three interrelated components, water quality, visual quality, and recreational quality.’

Include “aesthetic quality (i.e. visual, scenic, noise, crowding)”, fish & wildlife habitat.

Program

1. Council will work with key stakeholders to establish a Living With Lakes - Centre of Excellence in Freshwater Restoration in Greater Sudbury whose mission would complement and support City water quality initiatives and provide further recognition to Greater Sudbury as a City of Lakes.

Change wording to “Council and Staff will work with key stakeholders at the Vale Living With Lakes Centre of Excellence in Freshwater Restoration in Greater Sudbury to gain up to date knowledge about our watershed, support City water quality initiatives and provide further recognition of Greater Sudbury as a City of Lakes.”

Part VI: Healthy People, Healthy Places

The Healthy Community approach is rooted in the belief that social, environmental and economic factors are important

determinants of our health. Economic Development initiatives and adequate access to Housing are identified as the necessary foundation to help us achieve Healthy Community objectives.

Add "All land use and transportation planning and development should seek to conserve and protect ecosystems by recognizing the interconnectedness of air, land, water, climate, ecosystems, habitat and the health of citizens"

The City should include policies and strategic actions to ensure citizens and property are protected from extreme weather events and climate change.

8.5.1 Environmental Constraints on Development

3. Recognized environmental constraints include, among others, *some lake trout lakes*, sensitive fish spawning areas, unique natural features, and lakes under 50 ha (120 acres) in size. Some but not all environmental constraints are indicated on Schedule 3, Natural Heritage. Additional constraints will be identified as part of the watershed planning process. An Environmental Impact Study **may** be required for new development proposed in or adjacent to these features.

Trout and cold-water lake fisheries are important and valuable resources in the City. Protection is needed for both of them.

Include the importance of leaving wetlands and floodplains intact since extreme weather events will be more frequent.

Require Environmental Impact Studies, Site Plan Control and Stormwater Management Plans for proposed developments in or adjacent to these features BEFORE planning approval is granted.

The phosphorus concentration of a lake is one measure of the desirable attributes we wish to protect as the lake's shoreline is developed. These attributes include clear water for recreation and a well-oxygenated habitat for coldwater fish.

8.5.2 Vegetative Buffers

1. It is the intent of this Plan to maximize the amount of natural vegetation along shorelines and stream banks. As such, *Council may implement controls* on the removal of vegetation by establishing limits on clearing, changes to the grade, and the placement of impervious surfaces along shorelines and stream banks. *These regulations will be based on achieving the following targets:*

- a. For residential uses, a maximum cleared area of 25% of the shoreline or stream bank frontage or up to 23 metres, whichever is the lesser;
 - b. For Resort and Shoreline Commercial uses, 33% of the shoreline or stream bank; and,
 - c. Maintain shoreline buffer zones at a minimum of 12 metres from the high-water mark for all new and existing waterfront development. For existing properties, an educational outreach program shall be developed to encourage re-vegetation of shoreline buffer zones and upland areas in order to increase the amount of vegetation around shorelines.
- Change above wording so that Council WILL implement controls on removal of vegetation
Increase shoreline buffer to 15m as per Conservation Act.

8.6 STORMWATER

Stormwater management in the City is needed to:

- a. ensure that the constraints and opportunities associated with urban drainage are properly recognized and are integrated into community plans and designs;
- b. reduce, to acceptable levels, the potential risk of health hazards, loss of life and property damage from flooding;
- c. reduce, to acceptable levels, the incidence of inconvenience caused by surface ponding and flooding;
- d. ensure that the quality of stormwater reaching outlet-receiving lakes and rivers meets provincially accepted criteria;
- e. ensure that any development or redevelopment minimizes the impact of change to the groundwater regime, increased pollution, increased erosion or increased sediment transport, especially during construction; and,
- f. maintain the natural stream channel geometry, insofar as it is feasible while achieving the above objectives.
- g. require Low Impact Development (LID) techniques be used in urban watersheds to deal with runoff
- h. require Enhanced Level of Protection for lakes with recognized environmental constraints or which are drinking water sources.

Calgary OP - Reducing the mean impervious cover by directing runoff from impervious areas using appropriate stormwater source control best management practices; reducing the amount of effective impervious areas by incorporating site level and neighbourhood level stormwater source control practices.

Lake Simcoe Plan - 3.3.10. Stormwater management works that are established to serve new major development in the Lake Simcoe watershed shall not be permitted unless the works have been designed to satisfy the **Enhanced Protection** level specified in Chapter 3 of the MOE's "Stormwater Management Planning and Design Manual 2003", as amended from time to time. The results of performance studies indicate a fair consistency for most end-of-pipe SWMP types (typically 60-80% suspended solids (SS) removal and 40-50% total phosphorus (TP) removal).

8.6.2 Subwatershed Plans

Policies

1. Priority for subwatershed plan development will be based on existing stormwater problems, sensitivity of the receiving waterbody, and/or development pressure.

2. *Subwatershed plans will be developed as funding permits for the following subwatersheds, which are ranked in their order of priority:*

- | | | |
|-----------------------|--------------------------|-----------------------------|
| a. Nepahwin/Robinson; | f. Junction Creek; | k. Garson; |
| b. Ramsey Lake; | g. Mud Lake; | l. Meatbird Creek – Lively; |
| c. Whitson River; | h. Simon/McCharles Lake; | m. Coniston; |
| d. Azilda; | i. Chelmsford; | n. Wanapitei; |
| e. Richard Lake; | j. Whitson Lake; | |

Require that Council fund complete subwatershed studies of top priority watersheds before proposed developments are approved as per MOE guidelines for urban development

Include Green Lake/Onwatin Lake

Include Vermilion River

Include St. Charles, Middle, Hannah lakes system

Include MacFarlane, Long lakes with Richard Lake study

Require an EIS for any proposed development that may impact a waterbody at capacity or with a recognized environmental constraint before approval is granted.

Consider "nearing or approaching" capacity, not just waiting until it is "at" capacity

Seguin OP - Any development within 300m will be deemed to have a potential impact.

3. All subwatershed plans will incorporate the primary objective of no net increase in peak flow rates, unless a more stringent criterion has been identified. *Subwatershed plans will also assess means of stormwater quality control to ensure the protection of urban subwatersheds and provide opportunities to improve the quality of receiving waterbodies.*

Reducing the amount of effective impervious areas by incorporating site level and neighbourhood level stormwater source control practices.

Require Enhanced Level of Protection for lakes with recognized environmental constraints or which are drinking water sources.

8.6.3 Site-specific Policies

5. A Stormwater Management Report shall contain the following:

d. A description of the measures proposed to control stormwater quality on-site.

Require a reduction in the amount of effective impervious areas by incorporating site level and neighbourhood level stormwater source control practices (LID).

9.2.3 Wetlands

Policies

1. Watershed and subwatershed plans will determine the sensitivity of wetlands and establish appropriate land use policies.

2. *In areas without a watershed or subwatershed plan, site-specific wetland occurrence and Environmental Impact*

Study requirements will be determined by municipal staff prior to or at the time of application.

3. In areas without a watershed or subwatershed plan, development and site alteration are not permitted in a wetland unless it can be demonstrated that there will be no impacts to the quality and quantity of surface water features that are hydrologically linked to the wetland and that losses of significant wetland features and functions will not occur.

Require no net loss of wetlands like in the Calgary OP.

Include the importance of wetlands as per the recommendations of Dr. John Gunn.

Identify Locally Significant Wetlands like Kawartha, Guelph, Seguin and Muskoka OP have.

We currently describe our wetlands as 'sensitive' or Provincially Significant.

Identify "hydrologically critical" wetlands

watershed significant or regionally significant

Salt is damaging to waterways and infrastructure. Reportable levels of sodium have already been reached in Ramsey Lake, some municipal and private wells. Identify these vulnerable lakes and wells and create education programs.

Encourage the city to look at alternatives.

Identify Still, Nepahwin and Minnow lakes as "sensitive" or "vulnerable" since they have chloride concentrations above aquatic protection guidelines.

Suggest that LAP be consulted when large, controversial watershed developments are proposed.

Mandatory 5-year septic system inspection within 300m of watercourse.

Identify and protect the south shore of Ramsey Lake from development including the removal of the Laurentian Parkway from the OP to protect water quality.

Kristina Lang - Fwd: 2349 MAPLE STREET, AZILDA

From: Mark Simeoni
To: Kristina Lang
Date: 4/26/2013 3:02 PM
Subject: Fwd: 2349 MAPLE STREET, AZILDA
CC: Paul Baskcomb
Attachments: Letter of Authorization.pdf

Hi kristina could you give a copy to jason and Kris and one to the OP file. This is an urban expansion request.

>>> 4/26/2013 2:08 PM >>>

Dear Mark Simeoni,

**RE: 2349 MAPLE STREET, AZILDA, ON, P0M 1B0
CON 1, LOT 3, RAYSIDE TWP, RP 53R10629, PART 3, PLAN M545, BLK B, PCL 13659,
S.W.S.**

Thank you for meeting with Sylvio and I on April 23, 2013.

Attached with this email is a "Letter of Authorization" from land owners, Lotte Lautenschlager and Peter Lautenschlager appointing us, Sylvio Vachon & Colette Aubin to take care of the land.

We are asking for an expansion of settlement boundary for the land described above as part of the **Official Plan Review** held on May 27th, 2013.

With having this land re-zoned, we would like to build a Retirement Complex for our Seniors which is in very high demand here in Azilda.

If you have any questions, we can be reached at

Greatly appreciated,

Sylvio Vachon & Colette Aubin

LETTER OF AUTHORIZATION

I/WE, IT

Lotte Lautenschlager & Peter Lautenschlager
Name of Registered Owner
2349 Maple St. Azilda Pom 1B0
No. Street City/Town Postal Code
705-
Telephone Number

BEING THE REGISTERED OWNER OF THE BUILDING/LAND LOCATED AT:

ADDRESS 2349 Maple St Azilda Pom 1B0
No. Street City/Town Postal Code
LEGAL DESCRIPTION Rayside 3 1 13659 S.W. 5.
Township Lot Conc Parcel
m545, BLK B 53R10629 3
Plan Lot Reference Plan Part

GIVE MY PERMISSION TO:

Sylvio Vachon & Colette Aubin
Name of Business/Individual Applying on Behalf of Registered Owner
12-291 Montée Principale Azilda Pom 1B0
No. Street City/Town Postal Code
Telephone number _____

TO APPLY FOR A BUILDING PERMIT, ON MY BEHALF, TO CONSTRUCT/DEMOLISH:

TO SEND A LETTER TO OFFICIAL PLAN REVIEW
Brief Description of Work
AT THE CITY OF GREATER CITY SUDBURY.

DECLARATION

I/WE, Lotte Lautenschlager & Peter Lautenschlager, solemnly declare that the information
Registered Owner(s)
above-stated is to the best of my knowledge and believe true, and acknowledge that the building permit could
be revoked if certain procedures of the Building Code Act are contravened.

*I further agree to assume responsibility for the construction unless the agent is performing work as a
registered builder under the Ontario New Home Warranty Program.*

IF YOU ARE DEMOLISHING A STRUCTURE, PLEASE NOTE THE FOLLOWING:

I acknowledge I am aware that pursuant to Section 357 of the Municipal Act, in order to obtain a tax
adjustment, a separate application is to be filed at the City of Greater Sudbury, Tax Department, 200 Brady
Street, 2nd Floor, Sudbury, ON P3A 5W5, 705-674-4455, extension 2601.

[Signature]
Signature of Owner

[Signature]
Signature of Witness

April 26, 2013
Date

Kris Longston - Fwd: Petition for 2349 Maple St. Azilda - Official Plan Review

From: Mark Simeoni
To: Jason Ferrigan; Kris Longston
Date: 5/15/2013 2:25 PM
Subject: Fwd: Petition for 2349 Maple St. Azilda - Official Plan Review
Attachments: Petition.pdf

>>> 5/15/2013 9:50 AM >>>
Dear Mark Simeoni, Paul Baskcom & Evelyn Dutrisac

**RE: 2349 MAPLE STREET, AZILDA, ON, P0M 1B0
CON 1, LOT 3, RAYSIDE TWP, RP 53R10629, PART 3, PLAN M545, BLK B, PCL 13659, S.W.S.**

We wanted to bring out seniors from Azilda who have signed the attached petition to the meeting of May 27th of the "Official Review Plan" but found it much easier to have them sign a Petition instead.

We would like to have the property 2349 Maple Street, Azilda, ON to be added to the Official Plan Review and rezoned so that we can plan a future development for a Retirement Living Complex in Azilda where it is much needed. There are many seniors that have been born and raised in Azilda and would like to have the option to stay in Azilda.

The people that have signed this petition have seen and/or want and/or are on our waiting list for an apartment with us.

Please accept this property to be rezoned from Rural to Residential. Attached is a plan of the future development of the property in question.

If you have any questions, we can be reached at

Greatly appreciated,

Sylvio Vachon & Colette Aubin

Kris Longston - Fwd: Official Plan Amendment

From: Mark Simeoni
To: Eric Taylor; Jason Ferrigan; Kris Longston; Paul Baskcomb
Date: 5/23/2013 1:34 PM
Subject: Fwd: Official Plan Amendment
Attachments: 4325_001.pdf

hello , here is the revised settlement boundary extension request . Kris/Jason please lets use this version of the request for the purposes of the public information package

Mark

>>> Candice Green 5/23/2013 1:10 PM >>>
Hello Mark,

We are working with a client who is considering developing their property which is currently within the Official Plan boundary, and the land use is considered Rural, please see the attached plans.

Under the current Zoning By-Law their property is designated Open Space Recreational, and the description is as follows:

(c) OSR(3) (TOURIST COMPLEX) Broder Township Maps 1 and 6

Notwithstanding any other provision hereof to the contrary, within any area designated OSR(3) on the *Zone Maps*, all provisions of this By-law applicable to OSR *Zones* shall apply subject to the following modifications:

(i) The only permitted *uses* shall be a tourist *commercial* complex to contain the following:

- (a) *amusement park* including but not restricted to rides, games, retail concessions and *restaurants*;
- (b) *camping ground*;
- (c) recreational facilities including but not restricted to miniature golf, playground, paddle boats, food and retail concessions;
- (d) cultural and convention facility including but not restricted to a concert hall, *theatre*, exhibition space, *art gallery*, *restaurants* and retail shops;
- (e) *uses accessory* to the above.

(ii) No *buildings, structures*, activities or features other than entrance features, landscaping and permitted signs shall be permitted nearer than 30 metres from the easterly property limits or from *Provincial Highway 17*.

(iii) All parking generated by the *development* shall be provided on the site.

We do not feel that the current land use designation under the Official Plan, Rural, reflects the current zoning of the property, Open Space Recreational. We are requesting that the settlement boundary be expanded to allow for mixed commercial uses on the subject lands.

Please let me know if you have any questions, or require any additional information.

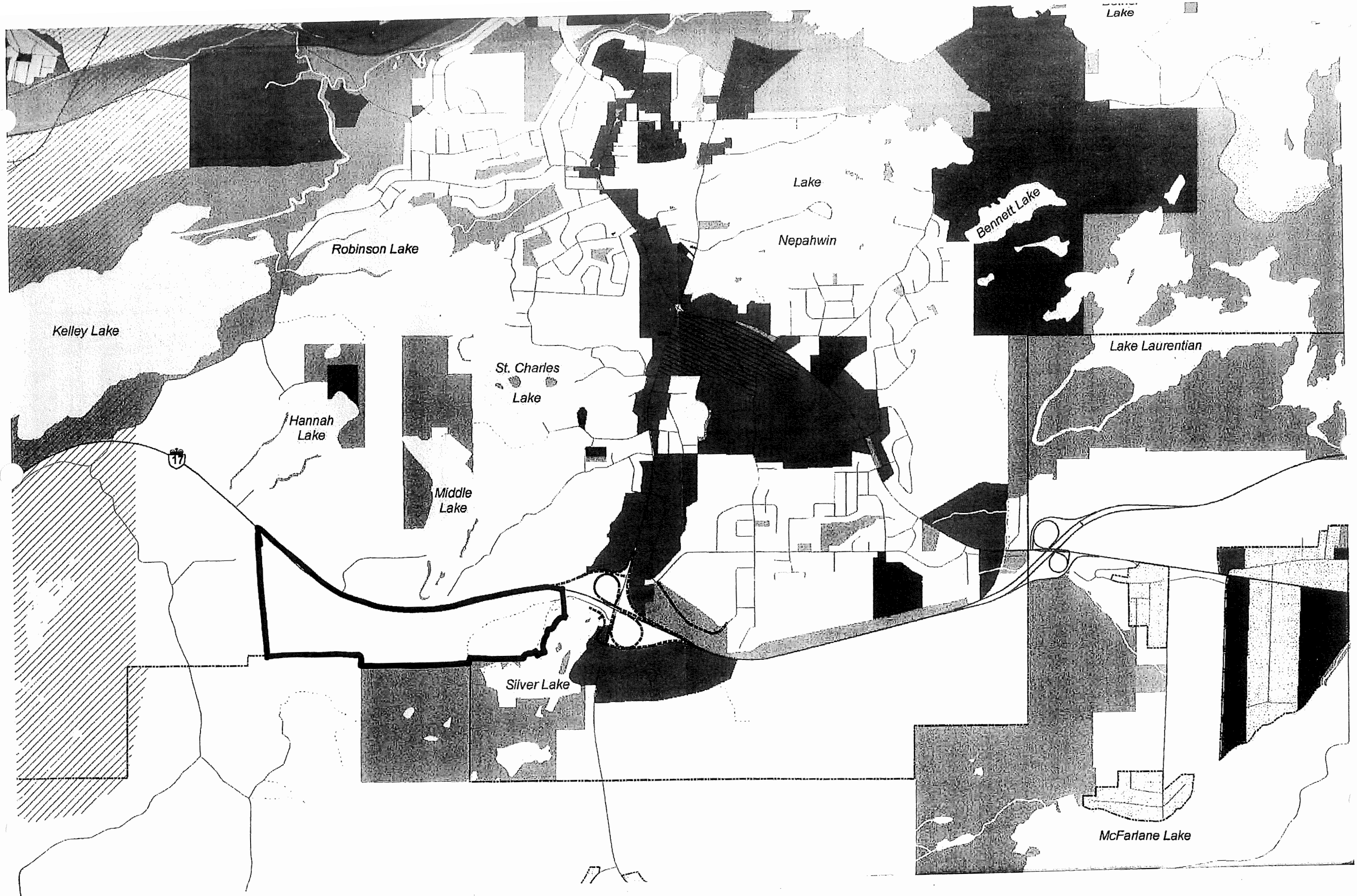
Thank you,
Candice

Candice Green, P.Eng., LEED AP
Project Manager



436 Westmount Avenue Unit 6 Sudbury ON P3A 5Z8
Tel 705 560 5555 Ext 209 Fax 705 560 5822
www.rvanderson.com

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Kristina Lang - Fwd: RE: Angelo Cusinato Property - Dominion Drive - Parcel 20075

From: Mark Simeoni
To: Jason Ferrigan; Kris Longston
Date: 6/20/2013 8:59 AM
Subject: Fwd: RE: Angelo Cusinato Property - Dominion Drive - Parcel 20075
CC: Kristina Lang

FYI, Hi kristina can you please put a copy in the OP file?

>>> Lis Kivistik > 6/19/2013 4:08 PM >>>
Hi Mark:

Further to our conversation to-day wherein you explained the unknowns in the OPA approval process and confirmed that the City would undertake the amendment process as per your e-mail of June 18th, I am, on behalf of Angelo Cusinato, withdrawing his request to include his property as "Living Area" as part of the current Official Plan review which was contained in my letter to you dated February 7, 2013.

Thanks

Marty

Date: Tue, 18 Jun 2013 15:53:28 -0400
From: mark.simeoni@greatersudbury.ca
To:
CC: paul.baskcomb@greatersudbury.ca
Subject: Re: Angelo Cusinato Property - Dominion Drive - Parcel 20075

Hi Marty, I am writing in response to your email of June 17, which is contained below. As discussed with you, in recognition of a pending realignment of the flood plain boundaries on your clients lands we undertake to pursue an Amendment to the Official Plan from "Hazard lands" and "Parks and Open Space" to "Living Area 1". This is of course contingent on the final determination of where the new flood plain boundaries will be as determined by the MNR and NDCA. I am further advising you that although we are undertaking to pursue this Amendment, the Official Plan Amendment process will determine the final designation of your clients lands. Your client will still be required to submit an application for subdivision and zoning to facilitate the proposed development of his lands.

It is important to note that this change in designation only applies to the northerly portion of your clients lands, which are shown on the attachment to this email. To be clear this undertaking does not apply to any of your clients lands currently designated "Urban Expansion reserve".

I trust that this is satisfactory,

kind regards, Mark

Mark H. Simeoni, MCIP, RPP
Manager of Community and Strategic Planning
Planning Services Division
Growth and Development Department

City of Greater Sudbury
P.O. Box 5000, Station "A"
200 Brady Street
Sudbury ON P3A 5P3
705-674-4455 ext.4292

>>> Lis Kivistik
Hi Mark:

6/17/2013 4:21 PM >>>

This is in reply to our phone conversation on Friday, June 7th wherein you stated the Planning Department would make an administrative amendment to the Official Plan to designate the Cusinato property lying north of the proposed east-west municipal drain crossing Cusinato's property as Living Area once the new flood plain has been established by the NDCA and approved by the province. You also stated that in that scenario we should withdraw my letter of February 7th, 2013 to you.

We had a meeting this afternoon with Mr. Longstreet, Angelo and his son Paolo to discuss your proposal and we are in agreement with it and would appreciate receiving written confirmation of the process and details as per the above referenced phone conversation. I am also withdrawing my letter pending the receipt of your written confirmation.

I am also sending this e-mail to Paolo Cusinato.

Thanks

Marty

Kristina Lang - Fwd: Transportation and Urban Planning

From: Mark Simeoni
To: Jason Ferrigan; Kris Longston
Date: 6/20/2013 8:39 AM
Subject: Fwd: Transportation and Urban Planning
CC: Kristina Lang
Attachments: why-no-city-can-afford-to-forget-seniors.pdf; Seniors Info.pdf

fyi, and Kristina can you please put a copy on file

>>> John Lindsay

6/19/2013 6:37 PM >>>

Good seeing and taking to you today at the Traffic Study Public Input Session. Thought you might be interested in the attached in case you had not seen it already. Although American it seems to confirm what our Friendly to Seniors organization has learned from our survey work...older adults and seniors want the "convenience" that comes from being closer to amenities. We have long thought that the city should be more actively promoting more residential development in the downtown that would reduce the need and time consumed in excess travel activity. It would appear that many of our seniors are not "condo" ready regardless of those now under construction or planned. Cost is a major factor..why leave a three bedroom home you can only sell for around \$200,000 and go to at \$300,000 plus condo with condo fees, less space, no yard etc. etc....What those we surveyed suggested is shown on the attached plus other senior "challenge" suggestions including a proposed community guide we presented to council with what seemed like a favorable response.

With respect to many of our traffic concerns it would seem like we have to spread the rush hour portions over a longer period with more staggered start and end work times or other less expense solutions rather than building more roads which it would seem we can not afford like the widening of the Howey, Bellevue, Bancroft Corridor

John

PS: It would still be appreciated if the painting of the bike lanes on the Howey, Bellevue, Bancroft Corridor be moved up more in the priority list. These are still our only bike lanes and on the many curves on this route the lines have been completely erased making for a potentially dangerous and liability situation



Why No City Can Afford to Forget About Seniors

By Richard Florida

June 6th, 2013



Traditionally, mayors and economic developers have focused their efforts on making their communities great places for families, emphasizing good schools, up-to-date infrastructure, and low crime rates. Over the past decade or so, increasing attention has been paid to attracting younger talent. But one age group has factored much less in the conversation: older Americans.

10,000 baby boomers turn 65 every day.

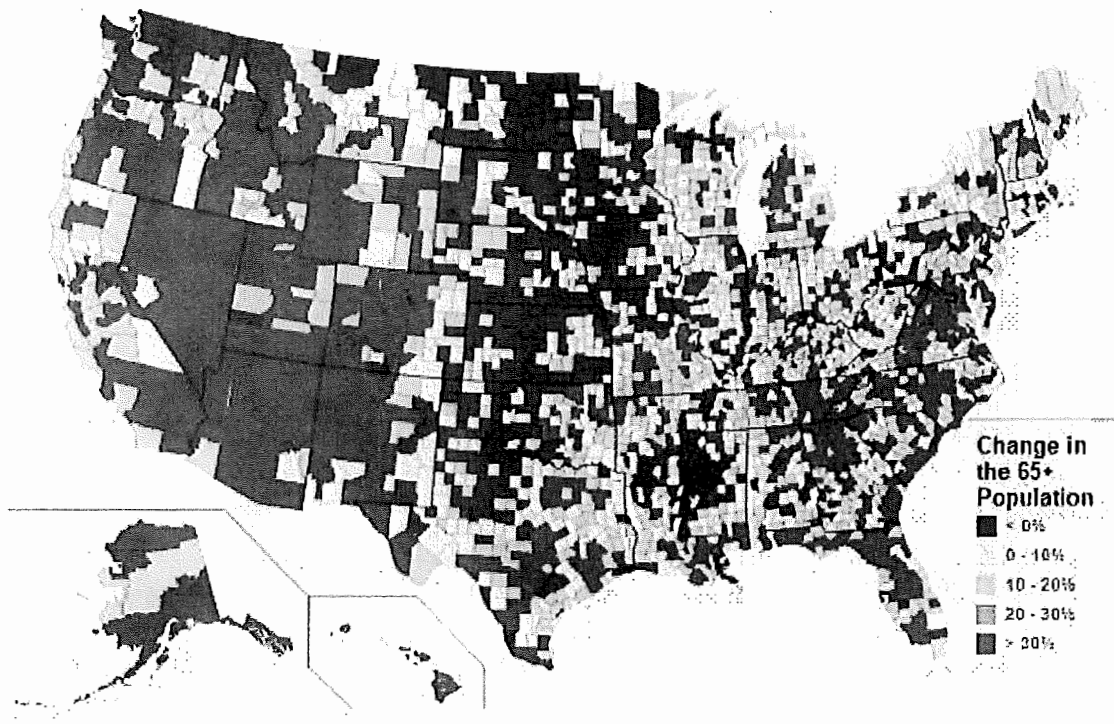
That makes little sense, especially given the size and wealth of this age cohort. America's median age is getting higher, fueled by the aging of its biggest demographic group, the baby boomers. Today, over a quarter of the American population, 81.5 million people, is between 45 and 65 years old, and 13 percent (40.2 million people) are 65 years or older. Ten thousand baby boomers will turn 65 every day through 2031.

This leads to several crucial lines of inquiry, many of which I'll be talking about in more depth this afternoon at the The Atlantic's "Generations" forum at the Newseum in Washington, D.C. But the most obvious question planners and community builders must now answer is: Where are today's older Americans going to be living? Here's one hint: fewer of them are moving to golf resorts in Florida, Arizona, and other Sun Belt centers than you might think. While many seniors prefer to, or are forced to, retire in place, significant numbers of them are mobile. They move

less frequently than their younger counterparts, but Americans over the age of 65 are the most likely to move the farthest distances.

Last summer here on *Cities*, I wrote about a great map that charted this shift. As I noted at the time:

The biggest losses are in the Great Plains states of Kansas, Nebraska, South Dakota, North Dakota, western Oklahoma, and northern Texas, though people 65 and older are moving to metros like Kansas City, Oklahoma City, Houston, Austin, and Dallas. The East and West coasts are also attracting the 65 and older crowd.



Source: U.S. Census Bureau

[Click on map for interactive version](#)

In my book *Who's Your City?*, I divided our life-course into three big moves. The first occurs after college; the second not at the point of marriage, but when kids come into the picture. The third happens between ages of 45 and 65, when the kids leave home and we begin to approach the traditional age of retirement.

Baby boomers aren't drawn to the same sorts of retirement communities their parents were. With their greater wealth, higher levels of education, and more active lifestyles, many of them are attracted to big cities, and for many of the same reasons that young people are: opportunity and the benefits that come along with density.

Whether by choice or necessity, many baby boomers are still working, and many will continue to work into their so-called golden years. According to the Bureau of Labor Statistics, workers 55

and older will make up almost a quarter of the labor force by 2018. The number of workers 75 and older has skyrocketed by 76.7 percent in the past two decades, according to research by the AARP Public Policy Institute.

Urban centers have grown substantially in appeal. "After years of raising kids and taking care of large houses, an increasing share of this demographic is interested in downsizing and returning to the hustle and bustle of urban neighborhoods," I wrote in *Who's Your City?*. Cities provide spaces where they can also indulge post-work passions — a second career, perhaps, or a newly-adopted sport or hobby. An increasing trend is to follow kids and grandkids to bigger city locations. Some have been recently re-singled, and are hoping to find new communities and opportunities for re-partnering.

Big cities provide access to work, amenities, and great medical care, walkable proximity to restaurants, museums, concert halls, parks, and universities with adult education courses. All are tremendous inducements to relocate from the comparative isolation of sprawl-oriented suburbs.

College towns are another increasingly popular choice, with their access to both health-care and diverse, intellectually-stimulating communities, often on a smaller and more affordable scale than in a major city.

Livability matters for quality of life and healthy aging.

Livability matters for quality of life and healthy aging. In a recent AARP report on the subject, Nancy LeaMond wrote that "residents of all ages benefit from safer, barrier-free buildings and streets; as well as from better access to local businesses and more greenspaces. A curb-cut designed for a wheelchair user also benefits a parent pushing a baby stroller. A crosswalk safe for a senior is a crosswalk safe for a child. A community that is friendly for an 80 year-old can be friendly for an 8 year-old—and everyone else in between."

In *Who's Your City?*, I rated and ranked destinations for the third big move, both for younger empty-nesters and retirees aged 65 and above. These rankings, developed by my colleague Kevin Stolarick, were based on a number of factors: the share of people in these age groups; local economic conditions; amenities such as golf courses, marinas and arts and culture; crime rate; access to and cost of high-quality health-care; and weather conditions. Stolarick compiled these rankings for 167 metropolitan regions across the United States: the 49 metros with more than a million people; the 46 with 500,000 to 1 million people; and the 72 regions with 250,000 to 500,000 people.

The top-ranked locations for empty nesters in the 45 to 64 age group were San Francisco, Seattle, Boston, Minneapolis, and Hartford among large metros. Among medium-sized metros, Stamford, Connecticut; Portland, Maine; Madison, Wisconsin; Honolulu, Hawaii; and Rochester, New York ranked highest. The top-ranked locations among small metros were Boulder and Fort Collins, Colorado; Trenton, New Jersey (which includes Princeton), Santa Rosa, California; and Norwich, Connecticut.

The best locations for retirees age 65 and over were San Francisco, New York, Boston, San Jose, and Miami among large metros. Among medium-sized metros, Stamford, Palm Bay, Sarasota, Honolulu, and Ventura, California rank highest. Santa Barbara, Santa Rosa, Trenton, Port St. Lucie and Naples, Florida were the best smaller metros for this group.

Later today, I'll join my colleague Steve Clemons to discuss these demographic shifts, and much more, at *The Atlantic's* "Conversation on Generations."

Top image: [yamix / Shutterstock.com](#)

<http://m.theatlanticcities.com/neighborhoods/2013/06/why-no-city-can-afford-forget-about-seniors/5789/#.UbcLuDy43Gs.email>

Greater Sudbury

Challenges of Aging

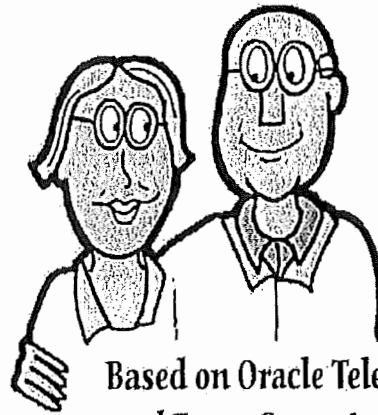


Report and Recommendations

Ages- Sex of those surveyed:

- Older Seniors (75 plus) 24.4 %
- Younger Seniors (65-74) 34.7 %
- Older Adults (55 to 64) 41 %
- Mean age was 67.5 years
- 70 % women - 30 % men

Full Report: www.friendlytoseniors.ca



Based on Oracle Telephone Survey
and Focus Group Interviews

What Seniors Want and Need:

Development of **reasonably priced** independent living, detached, duplex, town house, condos, co-operative seniors type housing. **Govt. assistance** plan to help seniors access equity in their homes. **Tax relief** for apartment renters as well as home owners. **Tax freeze** to inflation for those on fixed income. **Tax credit** for volunteer work.

Improved **home care** (health and practical) to help seniors stay in their own homes longer. City license private home care businesses (lawn care, renovations etc.).

Free **bus service** for seniors in off peak times (9 to 4) daily and all day weekends. More responsive handi-transit for short notice needs. Free **sampling program** of city run activities and non-profit organization programs to introduce and encourage participation.

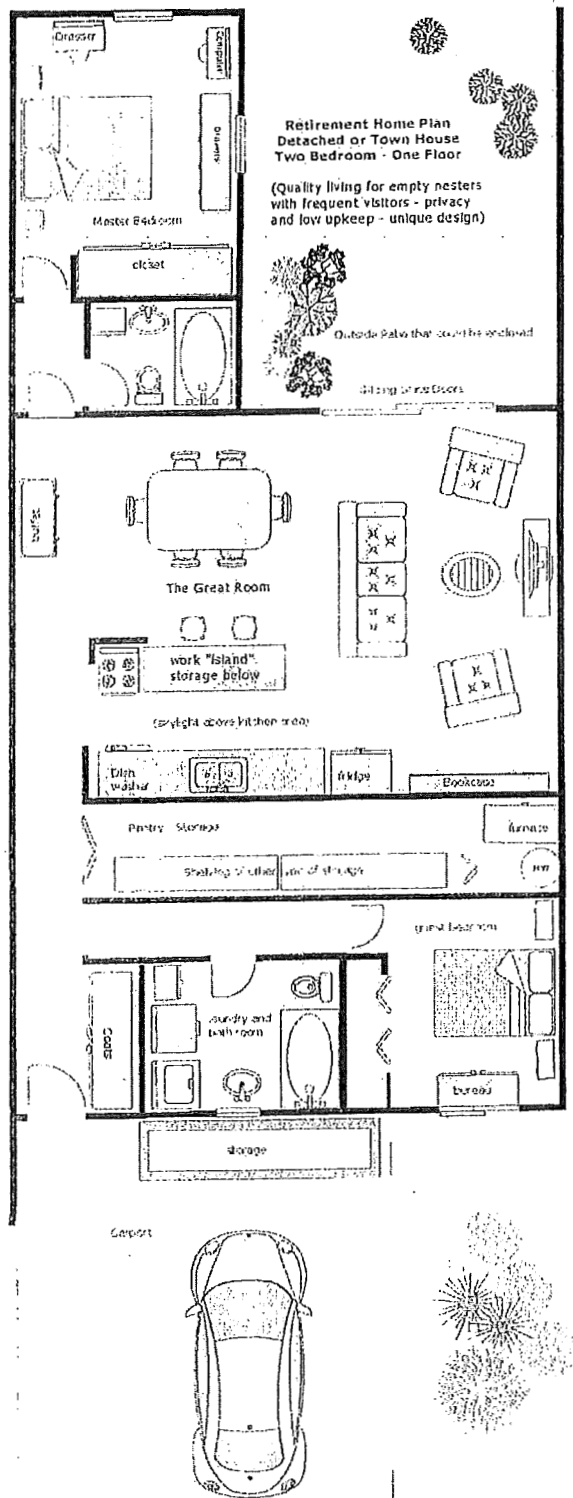
Membership sharing and **guest privilege** arrangements between seniors groups and clubs. All city seniors' groups to have guest privileges at Parkside Older Adult Centre

Safer walking downtown by moving parking meters to remove snow banks. More traffic law enforcement - stop light and speeding cameras. **Health unit** restaurant notices posted on public eating premises and retirement and nursing home dining rooms. More walking and bike trails. **Preserve environment**, lakes, green spaces.

Publish **Community Guide** with all civic, leisure, arts, tourist information etc.

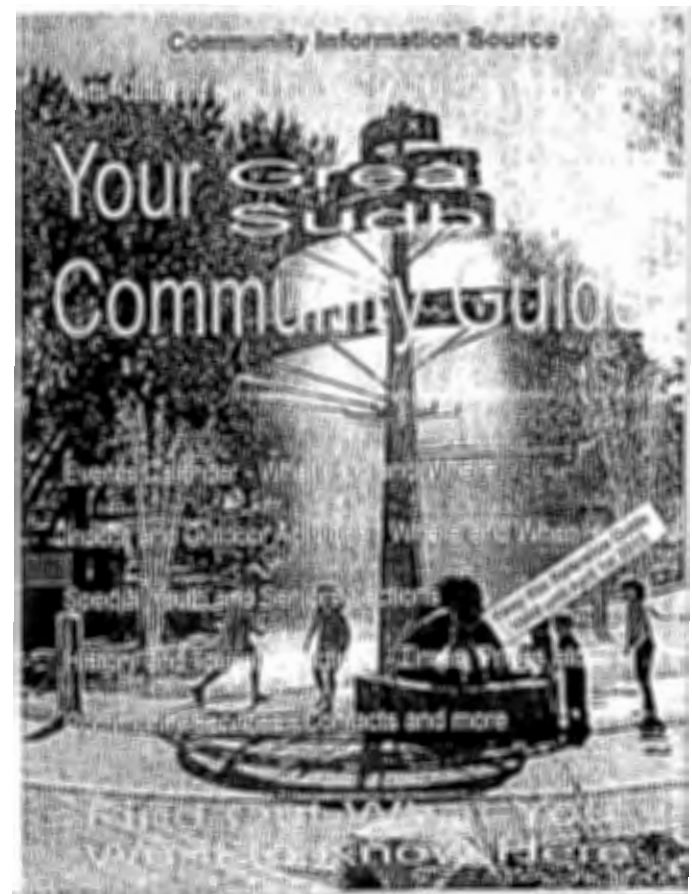
See reverse for two mayor recommendations:

Retirement Home Design - 2 Bedroom



Economical approx 900 sq foot duplex or town house on one floor with "great room" and private patio. Master bedroom with ensuite bathroom - guest bedroom or den. Inside and outside storage. Carport. In a townhouse development all units could have the outside patio face a common courtyard park area.

Community Guide

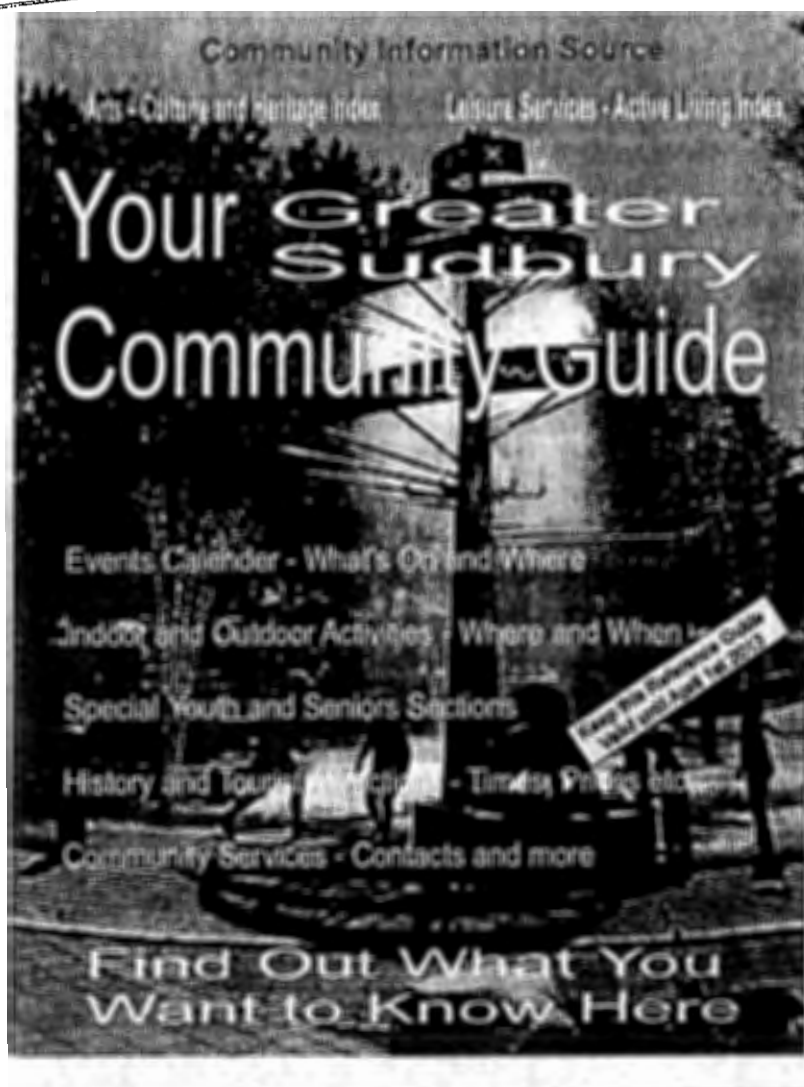


There is a recognized need for **more citizen access to community information** published twice yearly in **hard copy print format as well as "on line"**. A comprehensive community guide to all activities of interest including information on government and other community services available with contact references. **A valuable asset** for all citizens, contributing to the quality of life for everyone.

A number of community groups including the City Seniors Advisory Panel, The Social Planning Council, Friendly to Seniors and the Sudbury Arts Council have suggested that the current leisure guide be expanded to include Arts, Civic and Tourist information. Advertising revenue could help offset publication costs.

Contents:

Civic Information and Services
Leisure Services - Active Living Information
Arts - Culture and Heritage Information
Tourist and Visitor Information



Community Guide

There is a recognized need for more citizen access to community information published twice yearly. A comprehensive community guide to all activities of interest including information on government and other community services available with contact references would be a valuable asset for all citizens, contributing to the quality of life for everyone. This guide would incorporate other city "flyer" publications and newspaper notices and reference to additional website information.

A number of community groups including the City Seniors Advisory Panel, The Social Planning Council, Friendly to Seniors and the Sudbury Arts Council have suggested that the current leisure guide be expanded to include Arts, Civic and Tourist information as outlined below in a proposed table of contents index. Advertising revenue in the expanded guide would help to offset production costs.

It is suggested that resources presently available including "my Sudbury" be used to produce this guide together with community partners.

Arts - Culture and Heritage Index

Listing of Events - organizations etc.
Theater - Music - Shows etc.
(advertising space available)
Arts Groups - Galleries etc.
Individuals - Artists - Musicians etc.
Heritage Groups - sites web-links etc.

Civic Information - Services Index

Citizen Service Centre Locations
City Services - Bus Schedules
Waste Management and "green" information
CAN and Neighborhood Group Listings
Youth and Seniors Sections
Emergency Numbers - Council Contacts etc.

Leisure Services - Active Living Index

Recreational Listings
Outdoor and Indoor facilities
Activities - Schedules and Events
Sport and Recreational Organizations
Older Adult and Youth Group Activities
Links to related websites

Tourist and Visitor Information Index

Attractions - Dates and Times Open
Festivals - Dates and Times
Museums - Location - Dates and Times
Special Events etc.
(advertising space available)
Maps of the City

Kristina Lang - Re: Fwd: McKim Con 1, Pt Lot 9, PCL 7443

From: Kris Longston
To:
Date: 6/21/2013 11:16 AM
Subject: Re: Fwd: McKim Con 1, Pt Lot 9, PCL 7443
CC: Eric Taylor; Simeoni, Mark

Hi Shirley,

I'm responding to an email you had sent to Mark Simeoni, regarding the above property. The property you are referring to was one of approximately 18 similar requests to expand the settlement boundaries that have been received as part of the Official Plan Review process.

The Growth and Settlement Policy Discussion Paper that will be presented to Planning Committee on June 24th addresses these requests. Please find a link to the report below.

<http://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=1&id=608>

If you would like to discuss any of the matters in the discussion paper, please do not hesitate to contact me.

Thanks,
Kris

Re Official Plan Review and Parcel of Land 7443 on south side of Robinson Lake

Dear Mr. Simeoni,

This Parcel of Land is owned by the Holditch family.

Last year my cousin, Dwight Holditch, communicated with you in regards to a possible change in zoning. The letter (copy attached) was sent to the City, which was to have been reviewed at the Official Plan Review meeting on January 23rd, 2012. As yet, we have not heard anything back in regards to a change in the designated zoning of this parcel.

We have recently heard that a report on settlement boundary expansion requests is tentatively scheduled to be considered by the Planning Committee on the 24th of this month, June. We are wondering if designations may be changed for this property (parcel 7443) in the context of the Official Plan review? Could you please let us know if another letter from us is needed or is this one dated January 20th, 2012 still under review?

Thanking you, in advance, for your attention to this matter,

Yours sincerely,

Shirley A Kuz
Email:
Phone:

Copy to:

Eric Taylor, MCIP, RRP
Manager Development Approvals Section
Growth & Development Department
City of Greater Sudbury

Kris Longston, MES, MCIP, RPP
Senior Planner, Community and Strategic Planning,
Department of Growth and Development
City of Greater Sudbury,
PO Box 5000, Stn. A,
200 Brady Street,
Sudbury, ON
P3A 5P3

Tel : (705) 671-2489, Ext. 4353
Fax: (705) 673-2200
Email : kris.longston@greatersudbury.ca

Kristina Lang - Fwd: Re: Hi Bill

From: Mark Simeoni
To: Kristina Lang
Date: 6/26/2013 10:26 AM
Subject: Fwd: Re: Hi Bill

>>> dr karen pappin 6/26/2013 10:15 AM >>>

Thanks Mark...to clarify my concern was about any changes to the OP that would affect changes to the current zoning/use/draft plan on Raft Lake property.

I take from your comments that there are none.

Glad to hear you are on this file with Bill leaving.

Best regards

Karen

Karen Pappin Communication Resources
Mediation, Consulting - General Practice
Conflict Resolution Training
Dr. Karen Pappin

This e-mail is intended only for the named recipient(s) above and may contain information that is privileged, confidential and/or exempt from disclosure under applicable law. If you have received this message in error, or are not the named recipient(s), please immediately notify the sender and delete this e-mail message.

From: Mark Simeoni
Sent: Tuesday, June 25, 2013 8:15 PM
To: .
Subject: Re: Hi Bill

Hi Karen and bill, I have you email regarding raft lake. We do not anticipate any changes to your approval. However, I can keep you informed.

Regards, mark

Sent from my BlackBerry 10 smartphone.

From: Bill Lautenbach
Sent: Tuesday, June 25, 2013 6:59 PM
To: Dr. Karen Pappin

Cc: Mark Simeoni
Subject: Re: Hi Bill

Karen,

We are remaining in Sudbury and retiring August 2nd.

I do not believe that we are seeing any modification of your Raft Lake approvals. However I will forward this to Mark Simeoni who will be bringing a draft OP back to Council in late fall. Karen, I am asking that Mark confirm this with you by way of this e-mail

Bill

Bill Lautenbach
Director of Planning Services
Growth and Development Department

>>> "Dr. Karen Pappin" <[redacted]> 6/25/2013 3:32 PM >>>

First I didn't know you were retiring....so soon!

I wish you well and hope you are staying in town.

Secondly, I understand the final version of the OP is coming forward in September. In any way have changes made or recommended to be made affect the Raft Lake property in any manner or will its current zoning and use ten Main as status quo?

Karen

Karen Pappin Communication Resources
Mediation & Consulting General Practice
Conflict Resolution Training
p.

Evelyn Dutrisac - Re: Meeting of Official Plan Review

From:

To: Evelyn Dutrisac <evelyn.dutrisac@greatersudbury.ca>

Date: 6/27/2013 10:32 AM

Subject: Re: Meeting of Official Plan Review

Attachments: Maple Lot.JPG; Maple st. Lot.jpg; Plan.JPG

Dear Mme Dutrisac,

Attached are the drawings for 2349 Maple Street in Azilda that we want to purchase and also the drawing of the Deemed Subdivision that is not being developed. We also attached the draft copy of the Retirement Complex we want to develop. The City owns the Deemed Subdivision in back of Maple Street (Zoned R1-5). Nothing is being developed now for years. We have put our names on the list to purchase that Deemed Subdivision but it is not for sale as per Keith Forrester (Real Estate Co-Ordinator). So now we are asking to have the zoning from that property to be transferred to 2349 Maple Street instead and have the Deemed Subdivision changed to Rural. We would like to develop 2349 Maple Street and that property is for sale to us. We have been trying to buy property in Azilda for the past 3 years to develop a Private Retirement Complex. We finally found the perfect property but it's Rural and can't do anything with it. The Complex will be maintained by the owner and not by the City. As for the meeting we attended on Monday June 24th, 2013, the City doesn't want to add any other property to the Official Plan in the Greater City of Sudbury. Please help us!

Best regards,

Sylvio Vachon & Colette Aubin

From:

Sent: Tuesday, June 25, 2013 12:01 PM

To: Evelyn Dutrisac

Subject: Meeting of Official Plan Review

Bonjour Mme Dutrisac,

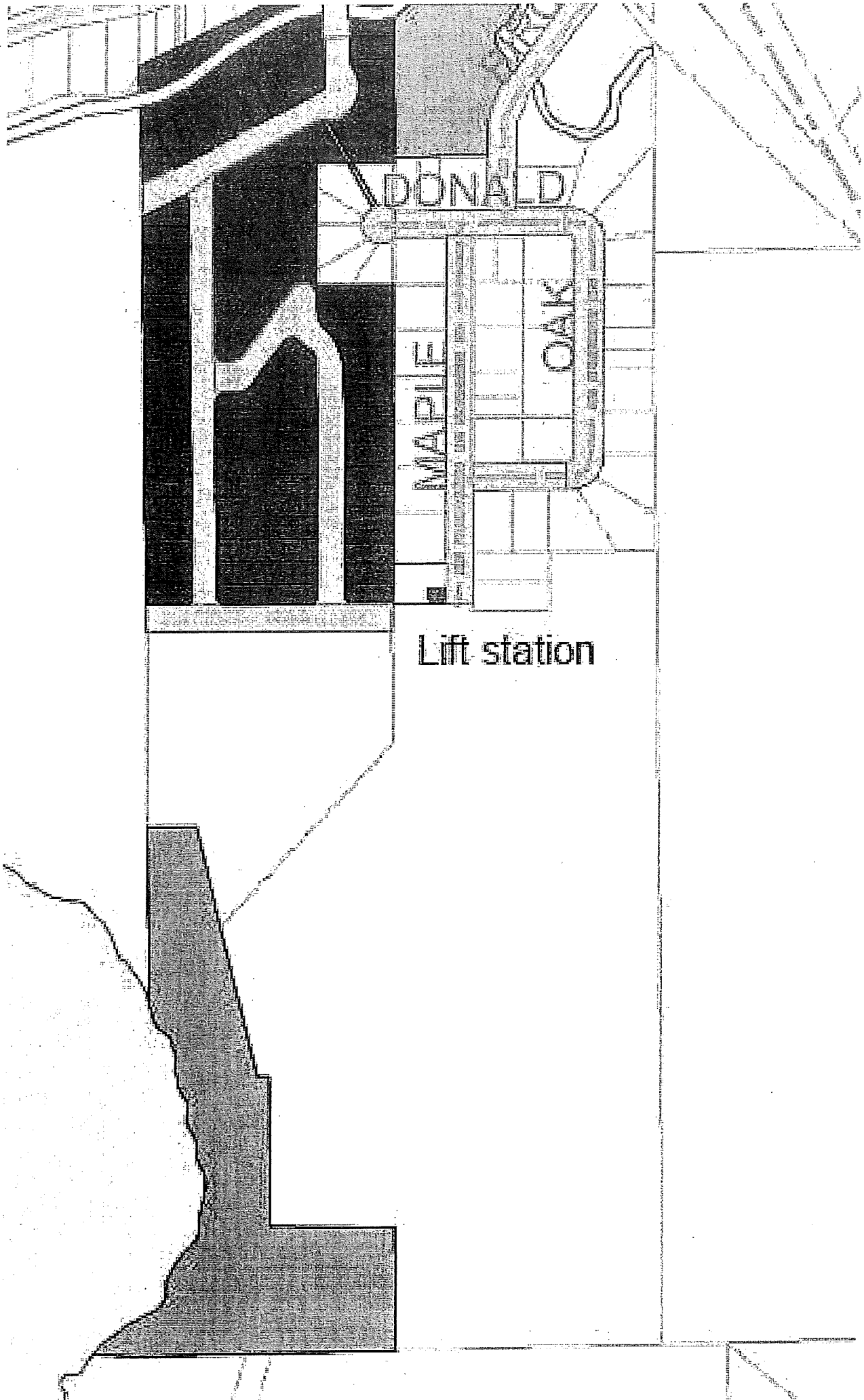
I want to congratulate and thank you for your speech last night to defend all of us wanting to develop land. We wanted to give you a standing ovation. You deserved it!

When you get a chance maybe today or tomorrow, can you call Sylvio
ask a few questions to help us decide on how to move forward.

? We would like to

Greatly appreciated,

Colette Aubin & Sylvio Vachon



DONALD

MAPLE

OAK

Lift station

Airport Height Restriction Overlays

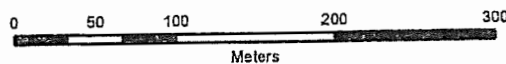
1:5,000



Transitional Surface (AHR2)



Take-off Approach Surface (AHR1)



Sep 14, 2010



June 28, 2013

Mayor and Council
City of Greater Sudbury
200 Brady Street
Stn A, Box 5000
Sudbury, Ontario
P3A 5P3

Mayor and Council,

The Greater Sudbury Chamber of Commerce is pleased to be able to contribute its views as part of the public consultation period of the City of Greater Sudbury's Official Plan development process.

As an organization representing over 1,000 businesses in the city, we feel that it is not only necessary but prudent to offer our perspective as part of the Official Plan Review. This is because this document will update the planning principles and policies that will determine how our city grows and develops over the next 20 years.

This important document provides a long-term comprehensive framework for land use decision-making in our community and ultimately will guide Council and staff as they make decisions affecting the future prosperity of our community, our work and social activities.

Whether you live or work in the city, the Official Plan affects just about every aspect of our business and personal activities.

From where new subdivisions, stores, industries, schools, cultural facilities, parks, trails, and other land uses will be built, to how to protect our natural environment while guiding the construction of new infrastructure such as sewers, water mains, transit and roads, we feel very strongly that in the time since the last review process, we've witnessed a strong representation in the community aimed at achieving an alignment of our environmental and economic interests. From local food development and the Livable City Initiative, to public transit and mixed-use developments, our city has a very different and encouraging feel to it. Much of the credit for this rests with City Council.

Having said that, we believe the time has now come to lend some balance to the recent phenomena surrounding development and growth in the city; specifically, we refer to the seemingly increasing frequency of Not in My Backyard (NIMBY) objections that are encroaching on the municipalities' ability to satisfy the current gap in accommodations for business and residential development.

At Issue

With respect to the NIMBY issue, we feel that due to Greater Sudbury's inherent geography and the ever-increasing costs associated with expanded services, there has been a lack of pressure to aggressively pursue planned, in-fill properties with mix-use development - particularly as it relates to adjacent transportation assets. Our municipality's large geography, while beneficial in the abundance of lakes and green space, seems to inhibit any significant consideration of the pressures that unchecked, knee-jerk growth can place on the City. To this end, we are less concerned that residents are allowed to challenge a development issue, and more concerned that Council is repeatedly deferring to this minority voice and ignoring the recommendations of municipal staff and the Council approved Official Plan.



While we appreciate and encourage citizen-led approaches to challenge decision-making, we believe it has to come to pass whereby the City is unnecessarily being asked to subvert long-term municipal planning initiatives that often go well beyond the mandated precepts to capture compromise.

The previous twelve months has demonstrated this fact.

While we do not object to the use of graduating the construction of new developments that may affect existing areas, the Greater Sudbury Chamber of Commerce believes it is imperative to respect the legitimacy of the long-term principles of the Official Plan; failure to do so erodes the efficacy of the document and renders any future preparation of development policies to be, ineffectual.

Our experience has shown - and the new recommendations components in the draft Official Plan reflects this point - that in providing opportunities for employment growth, a broad range of residential choices and options must be made available to the marketplace. As we see it, it is not appropriate to use a "planning-by-politics" approach that condemns development proposals in spite of planning studies and urban boundary review mechanisms that demonstrate the need and benefit of the development.

Secondly, with respect to recent Ontario Municipal Board (OMB) appeals, we would question Council's choice to overrule Planning Committee decisions and to get involved in site-specific applications. For instance, in 2012, there were nine OMB appeals alone. Our research into these cases uncovered a *partial* (i.e., the amount is much higher) cost to the taxpayers of \$138,000. This unnecessary cost, both in time and in money on the taxpayers and developers, is made further provoking when you consider that in some of these cases, City staff appeared as witnesses for the appellant (developer) because Council overturned Official Plan policy.

If it is recognized and accepted that the Province establishes broad parameters for the conversion of land, and that from those, a municipality follows through with a comprehensive framework, Council should not undermine the process by ignoring the Official Plan. We feel this is contrary to the intent of Provincial and municipal policy documents which are established to provide broad level policies and allow local decision-making to take place within that context.

The Greater Sudbury Chamber of Commerce believes that the local municipality – through the input of staff, citizens and ultimately, the Official Plan - is the best formula to achieve solutions with respect to appeals to site-specific intensification development proposals.

Improving the Official Plan

While we acknowledge the overall aims outlined in the Official Plan, we are concerned that community groups and an enthusiastic citizenry are suggesting amendments that, in essence, contain language that would diminish the business climate for commercial development in our city.

As such, we want to emphasize our opposition to any new restrictions to business and object to any proposed additional restrictions borne out of a vocal minority submission. Fundamentally, City Council must agree that any Official Plan Review must provide incentives for commercial development in areas where there is perceived value or deficiency in such development. Ultimately, the Official Plan should improve the business climate throughout the city to ensure fairness and continuity of the free enterprise principle as the best way to attract new businesses.

Provide Incentives

The Chamber opposes restrictions but is very much in favour of incentives that will make certain areas in the City more attractive to potential investors and developers.

Easing or phasing in development charges or other fees for development related services are within the purview of the municipal government. Improving the building permit process and providing property tax incentives can be valuable in attracting commercial development throughout the city.

Economic Development

Incentives are needed by organizations to attract and retain businesses in our region. The City should partner with the organizations, including the Chamber, in creating or obtaining and employing economic development tools whenever possible that endorse and champion our community. The City must seek out and adopt best practices from neighbouring jurisdictions so that we may quell those who too often spend time pointing to other jurisdictions and holding them up as the ideal while disparaging their own community.

The City can also strengthen their economic development capacity by continuing to utilize existing structures such as the Greater Sudbury Development Corporation, the Chamber, Downtown Sudbury, Downtown Village Development Corporation, Greater Sudbury Airport Corporation, and similar regional organizations including the Northern Ontario Heritage Fund Corporation and the Federal Economic Development Initiative for Northern Ontario. In each instance, they all share a mandate to strengthen the city and broader region for business.

In previous years, the local economy was able to sustain economic growth, largely uninhibited by municipal influence, good or bad. However, the current economic climate in the region is such that perceived or real restrictions to economic development, growth and image may prove to be detrimental to any future growth and weaken the City's stature as a place that welcomes and encourages development and business expansion.

As a consequence, the Official Plan should do its utmost to ensure that no unnecessary restrictions exist. An Official Plan should remain a positive and progressive document outlining opportunities for growth and allowing business enterprise to flourish in the long term. Any limitations on growth should only be allowed if there are provisions for a fair application process to assess the suitability of the desired enterprise where every reasonable plan should be treated fairly. More importantly, there should not be any speculation after the fact; the Official Plan is in place to screen applications for development and questioning its formula calls into question the complete legitimacy of the process.

Finally, the Chamber is in favour of improving the City's long term plan by including incentives to steer growth in desired commercial/industrial locations, improving its overall economic development programs, and allowing for a business-friendly municipal process in assessing development related applications.

Incorporating the Downtown Master Plan

The Official Plan must not forget the important work of the Downtown Master Plan project.

The City can and should develop initiatives that leverage and build on the projects identified in the Downtown Master Plan and broaden the downtown residential base in order to ensure conditions that ensure businesses in the downtown can be viable.

Conclusion

We welcome any opportunity to have dialogue with the City on matters pertaining to development and economic growth. We fully believe in the need to have a well thought out local planning policy document and see how it exists within the context of broader Provincial planning documents aimed at lending certainty to future growth in our community.

It is important that municipalities make decisions according to planning policies.

While we certainly appreciate and value the ability and flexibility of Council – through their constituents' requests - to deal with individual development applications, it is critically important that this occurs through the lens of the Official Plan.

As for specific aspects that we wish to promote, they are as follows:

- Consider a possible Industrial Lands Strategy for future development;

Official Plan policies
and Zoning By-law regulations should provide flexibility to designate residential areas as
employment areas where offices and businesses are located).

- Provide a clear and non-prejudicial way of assessing all development plans regardless of desired location;
- Where more commercial development is desirable, the City should encourage and make available a specific list of incentives for such development to occur.

The Greater Sudbury Chamber of Commerce appreciates the opportunity to share our views on the city's
Official Plan Review with you.

Yours truly,

Debbi M. Nicholson
PRESIDENT & CEO

cc: Bill Lautenbach
Paul Baskcomb
Doug Nadorozny

July-2-13

City of Greater Sudbury
PO Box 5000 Stn A
200 Brady Street
Sudbury, Ontario
P3A 5P3

To: David Shelsted
Mark Simeoni

Re: Transportation Study – Official Plan Review
Martila/Timber Ridge Connection

Thank you for the opportunity to preview and comment on the proposed City's Transportation Plan for the upcoming Official Plan.

Please see attached [schedule A] the proposed new transportation network as presented at the public meeting on June 19th, 2013. There is an additional road being proposed off the future Martila Drive extension to Timber Ridge Court and Scenic Way. This connection has been eliminated is a past council decision [file # 701-6-0/05-2 & 751-6/04-30 – attached schedule C].

Dalron Construction Limited does not support an additional connection to Timber Ridge/Scenic Way, should the extension of Martila Drive be required.

Thanks in advance and please do not hesitate to call if you would like to discuss.

Yours truly,

Kristi Arnold

COPPER CLIFF

2013 Proposed Transportation Network

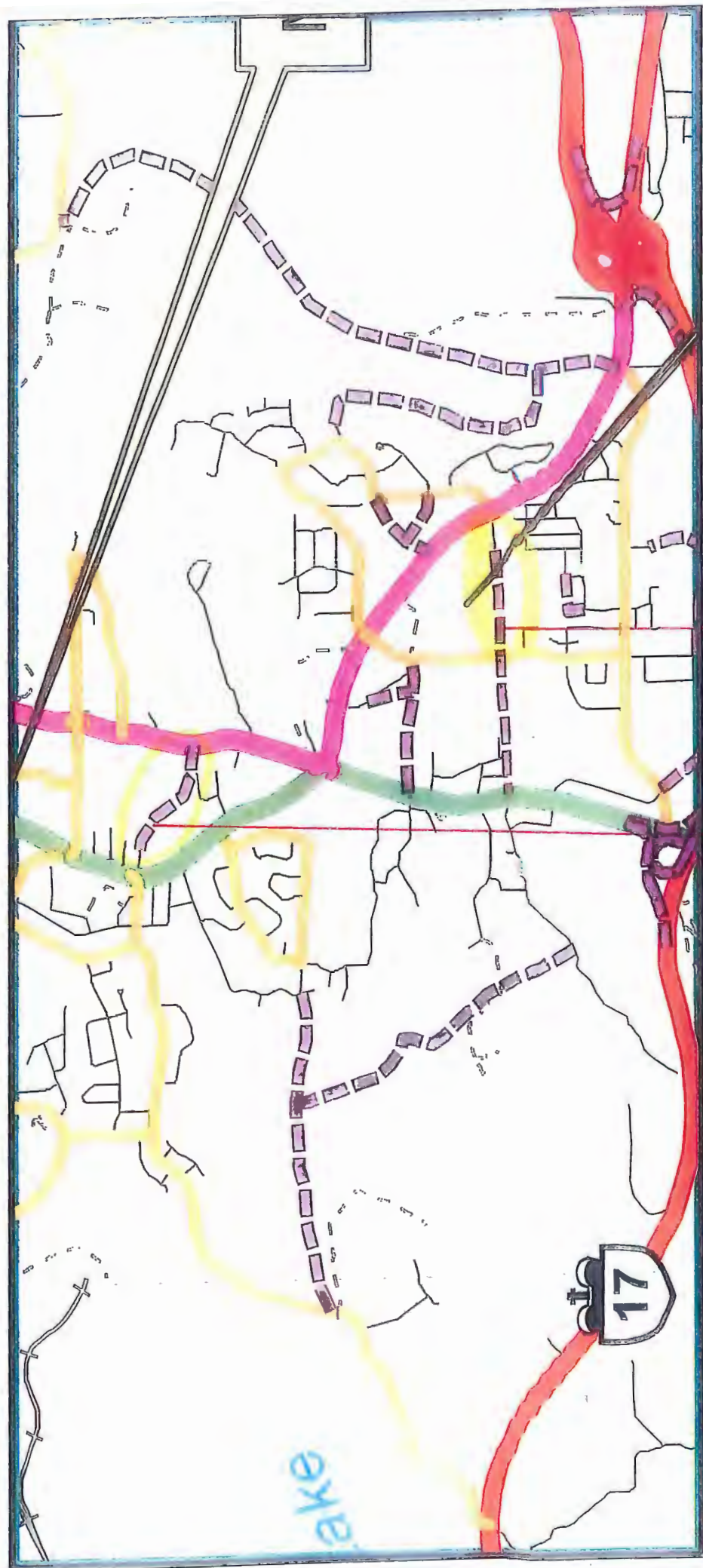


New proposed connection to Timber Ridge Ct | Scenic Way

Proposed Martila Drive Connection

Schedule "B"

2006 Official Plan



Proposed Martilla Drive
Connection (2006) - Note:
No additional connection
to Timber Ridge / Scenic Way

Future Remington Rd.

Schedule C?
Transportation
Network

Our File: 751-6/04-30

June 20th, 2005

PO BOX 5000 STN A
200 BRADY STREET
SUDBURY ON P3A 5P3

CP 5000 SUCCA
200, RUE BRADY
SUDBURY ON P3A 5P3

705.671.2489

www.greatersudbury.ca
www.grandsudbury.ca

Mr. Ron Arnold &
Ms. Dawn Morissette
Dalron Construction Ltd.
130 Elm Street
Sudbury, Ontario
P3C 1T6

Dear Mr. Arnold & Ms. Morissette:

**Re: Applications for Official Plan Amendment
& Rezoning, West of Paris Street, Sudbury**

The following recommendation #2005-114 was passed by the Planning Committee on June 7th, 2005 and ratified by City Council on June 16th, 2005:

- A. THAT the application by Dalron Construction Limited to amend the Sudbury Secondary Plan on a site specific basis from "Low Density Residential District" to "Medium Density Residential District" in order to permit development which among other housing types may be comprised of multiple dwellings up to six storeys in height with respect to those lands described as being P.I.N. 73595-0051, being Parcel 45795 S.E.S. in Lot 6, Concession 1, Township of McKim be recommended for approval subject to the following condition:

1. Prior to the adoption of this official plan amendment the owner shall provide evidence that municipal sanitary sewer, municipal water pressure and fire flow exists in the City infrastructure to service the subject lands to the satisfaction of the General Manager of Infrastructure and Emergency Services.

and further,

- B. THAT the application by Dalron Construction Limited to amend the Sudbury Secondary Plan on a site specific basis with respect to "Conceptual Road Linkages in the South End - Map G" by eliminating the conceptual roads linkage for Caswell Drive, which traverses the subject property, being those lands described as P.I.N. 73595-0051, being Parcel 45795 S.E.S. in Lot 6, Concession 1, Township of McKim be approved.

and further,

- C. That the application by Dalron Construction Limited to amend By-law 95-500Z being the Comprehensive Zoning By-law for the (former) City of Sudbury from "FD", Future Development to "R4-Special", Special Multiple Residential in order to permit, in addition to the uses permitted in an "R4" zone, semi-detached or duplex dwellings, and further to permit a maximum residential building height of six (6) storeys with respect to those lands described as P.I.N. 73595-0051, being Parcel 45795 S.E.S. in Lot 6, Concession 1, be deferred pending the submission of an application for a draft plan of subdivision in conformity with the Sudbury Secondary Plan as amended with regard to Recommendations A. and B. above.

The draft plan of subdivision which is to be prepared for these lands shall provide for the westerly construction of Marttila Drive, as a collector roadway, from Paris Street to the westerly limit of the first phase of this development, described as Site Plan Southwind Condominiums in the staff report of May 9, 2005. Provisions shall be made for the signalization of Marttila Drive at Paris Street on a cost shared basis, and the establishment of an appropriate roadway turn-around at the west limit Phase One. Further, this draft plan of subdivision will provide for the dedication of Marttila Drive, as a public road right-of-way, from Phase One of this development to the westerly limits of the subject property. The balance of these lands shall be developed as a single phase of subdivision, and will require the construction of Marttila Drive as a public collector road to the west limits of the subject property.

Please note that conditional approval regarding the official plan amendment shall lapse on June 16th, 2007 unless the imposed condition has been granted by the Planning Committee where circumstances beyond the control of the applicant require more time for the satisfactory fulfillment of the conditions. A request to extend the approval period should be submitted to Planning Services at least two months prior to the lapsing date.

Yours truly,

Angie Haché
Deputy City Clerk

/fb

cc: B. Lautenbach
R. Swiddle
G. Mazza
A. Stephen
G. Clausen

July-2-13

City of Greater Sudbury
PO Box 5000 Stn A
200 Brady Street
Sudbury, Ontario
P3A 5P3

To: David Shelsted
Mark Simeoni

Re: Transportation Study – Official Plan Review
Remington Road

Thank you for the opportunity to preview and comment on the proposed City's Transportation Plan for the upcoming Official Plan.

Please see attached [schedule A] the proposed new transportation network as presented at the public meeting on June 19th, 2013. There is an additional road being proposed connecting Regent Street to Algonquin Road through the North portion of Dalron's property known as Remington Arms. It is my understanding that this northern road had been the original proposed connection but was abandoned in favour of the more direct connection as exists today in the current official plan [schedule B].

Dalron Construction Limited does not support a second connection through the north portion of the property. It is our understanding that this matter had been dealt with in prior reviews.

Thanks in advance and please do not hesitate to call if you would like to discuss.

Yours truly,

Kristi Arnold

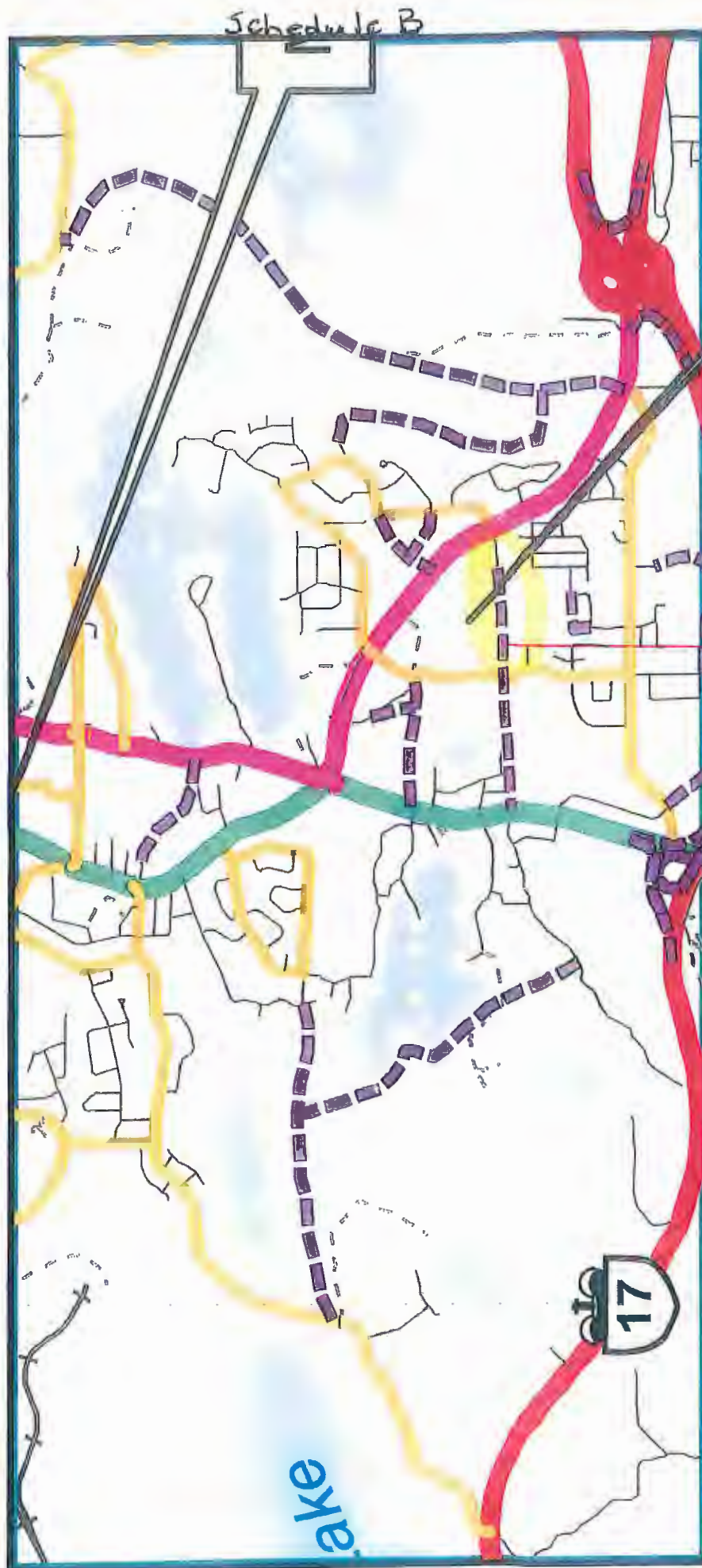
2013 Proposed Transportation Network



Current Proposed
Remington Rd in
2006 Transportation
Network

Proposed additional Connection (2013)

2006 Official Plan



Future Remington Rd.
Schedule G:
Transportation
Network

Kristina Lang - RE: Fwd: McKim Con 1, Pt Lot 9, PCL 7443

From: Kris Longston
To: Herb & Shirley
Date: 8/1/2013 10:19 AM
Subject: RE: Fwd: McKim Con 1, Pt Lot 9, PCL 7443
CC: Kristina Lang; Mark Simeoni

Hi Shirley,

You are correct. At the end of the Official Plan review process, there will be a final amendment brought before Council for them to vote on. Prior to this, there will be additional open houses to present the contents of the proposed amendment to the public and receive feedback.

We don't have a firm date for this final process at this time, but anticipate that it will take place in early 2014.

If you could provide me with your mailing address, we will ensure that you receive notice of any upcoming meetings or open houses.

If you have any other questions, please contact me.

Thanks,
Kris

Kris Longston, MES, MCIP, RPP
Senior Planner, Community and Strategic Planning,
Department of Growth and Development
City of Greater Sudbury,
PO Box 5000, Stn. A,
200 Brady Street,
Sudbury, ON
P3A 5P3

Tel : (705) 671-2489, Ext. 4353
Fax: (705) 673-2200
Email : kris.longston@greatersudbury.ca
>>> "Herb & Shirley"

7/30/2013 9:38 AM >>>

Hi Kris,

There was no mention of settlement boundary expansion in the minutes of the meeting on June 24th, 2013.

Judging from your letter below, are we right in assuming that these requests (including ours) for expansion of the settlement boundary will not be announced until the end of the Official Plan review process?

If so, could someone please give us an approximate time when this review process will be completed?

Thanks,

Shirley

From: Kris Longston [mailto:Kris.Longston@greatersudbury.ca]
Sent: July-10-13 8:26 AM
To: Herb & Shirley
Cc: Mark Simeoni
Subject: RE: Fwd: McKim Con 1, Pt Lot 9, PCL 7443

Hi Shirley,

On June 24th, staff presented the "Growth and Settlement Policy Discussion Paper" to Planning Committee. The report was for information only and dealt with a number of Growth and Settlement issues related to the Official Plan review, including requests to expand the settlement boundary. Since the report was for the information of Planning Committee, no decisions were made. At the end of the Official Plan review process, there will be a proposed amendment to the Official Plan that will be presented to and voted on by Council.

When the minutes from the June 24th Planning Committee meeting are available, they will be posted online here:

<http://agendasonline.greatersudbury.ca/?lang=en>

I hope this addresses your questions, but if you need additional information, please don't hesitate to contact me.

Thanks,
Kris

Kris Longston, MES, MCIP, RPP
Senior Planner, Community and Strategic Planning,
Department of Growth and Development
City of Greater Sudbury,
PO Box 5000, Stn. A,
200 Brady Street,
Sudbury, ON
P3A 5P3

Tel : (705) 671-2489, Ext. 4353

Fax: (705) 673-2200

Email : kris.longston@greatersudbury.ca

>>> "Herb & Shirley"

> 7/7/2013 9:04 PM >>>

Hi again Kris,

I would really appreciate an update on the outcome of the June 24th meeting in regards to our parcel 7443 (#5 in Appendix E). Is there somewhere on the website where this result or info can be found?

I think settlement expansion in this area would be good for the south end of the city. All support systems are already in place around the 4 corners (roads, shopping, restaurants, pharmacies, medical offices etc.). I think my cousin, Dwight, mentioned this in his letter (sent January 2012) to Mark Simeoni.

Hoping to hear back from you soon.

Thanks,

Shirley Kuz

From: Kris Longston [<mailto:Kris.Longston@greatersudbury.ca>]
Sent: June-24-13 9:02 AM
To: Herb & Shirley
Subject: RE: Fwd: McKim Con 1, Pt Lot 9, PCL 7443

Hi Shirley,

I didn't realize that the online version of the report had separate links for the Appendices, sorry about that. The link to Appendix E is below. The property in question is identified as #5.

<http://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&attachment=10382.pdf>

Please let me know if you have any further questions.

Thanks,
Kris

Kris Longston, MES, MCIP, RPP
Senior Planner, Community and Strategic Planning,
Department of Growth and Development
City of Greater Sudbury,
PO Box 5000, Stn. A,
200 Brady Street,
Sudbury, ON
P3A 5P3

Tel : (705) 671-2489, Ext. 4353
Fax: (705) 673-2200
Email : kris.longston@greatersudbury.ca

>>> "Herb & Shirley"

6/23/2013 9:14 PM >>>

Thank you for your reply, Kris.

I have gone over all 33 pages of this paper – **'Growth and Settlement Policy Discussion Paper'**

Very impressive!! The Greater City of Sudbury's future (growth wise) without a doubt is in good hands!!

On page 21 it was written:
"The locations of the Settlement Boundary Expansion Requests are shown in Appendix E".

How does one locate this Appendix E?

Thanks,

Shirley

From: Kris Longston [<mailto:Kris.Longston@greatersudbury.ca>]
Sent: June-21-13 11:16 AM
To: .
Cc: Eric Taylor; Mark Simeoni
Subject: Re: Fwd: McKim Con 1, Pt Lot 9, PCL 7443

Hi Shirley,

I'm responding to an email you had sent to Mark Simeoni, regarding the above property. The property you are referring to was one of approximately 18 similar that have requests to expand the settlement boundaries been

received as part of the Official Plan Review process.

The Growth and Settlement Policy Discussion Paper that will be presented to Planning Committee on June 24th addresses these requests. Please find a link to the report below.

<http://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=1&id=608>

If you would like to discuss any of the matters in the discussion paper, please do not hesitate to contact me.

Thanks,
Kris

Re Official Plan Review and Parcel of Land 7443 on south side of Robinson Lake

Dear Mr. Simeoni,

This Parcel of Land is owned by the Holditch family.

Last year my cousin, Dwight Holditch, communicated with you in regards to a possible change in zoning. The letter (copy attached) was sent to the City, which was to have been reviewed at the Official Plan Review meeting on January 23rd, 2012. As yet, we have not heard anything back in regards to a change in the designated zoning of this parcel.

We have recently heard that a report on settlement boundary expansion requests is tentatively scheduled to be considered by the Planning Committee on the 24th of this month, June. We are wondering if designations may be changed for this property (parcel 7443) in the context of the Official Plan review? Could you please let us know if another letter from us is needed or is this one dated January 20th, 2012 still under review?

Thanking you, in advance, for your attention to this matter,

Yours sincerely,

Shirley A Kuz
Email: |
Phone:

Copy to:

Eric Taylor, MCIP, RRP
Manager Development Approvals Section
Growth & Development Department
City of Greater Sudbury

Kris Longston, MES, MCIP, RPP
Senior Planner, Community and Strategic Planning,
Department of Growth and Development
City of Greater Sudbury,
PO Box 5000, Stn. A,
200 Brady Street,
Sudbury, ON
P3A 5P3

Tel : (705) 671-2489, Ext. 4353

Fax: (705) 673-2200

Email : kris.longston@greatersudbury.ca

Kristina Lang - Re: Helen Martin

From: Kris Longston
To: Kristina Lang
Date: 7/16/2013 3:19 PM
Subject: Re: Helen Martin

I returned Helen's call and spoke to her about how there would be a report coming forward in the fall regarding options. I also told her that I couldn't contemplate what may happen as a result of that report and meeting. I advised her to send a letter into the Clerk outlining her concerns and asking to be notified about the decision. I also suggested that she speak to her Councilors about the issue.

Please put a copy of this in the OP file.

Thanks,
Kris

Kris Longston, MES, MCIP, RPP
Senior Planner, Community and Strategic Planning,
Department of Growth and Development
City of Greater Sudbury,
PO Box 5000, Stn. A,
200 Brady Street,
Sudbury, ON
P3A 5P3

Tel : (705) 671-2489, Ext. 4353
Fax: (705) 673-2200
Email : kris.longston@greatersudbury.ca
>>> Kristina Lang 7/16/2013 1:34 PM >>>

Helen would like to speak with you about the Official Plan Review, specifically the rural consent components. She understands that there is an opportunity to voice her opinion about splitting acreage and she would like to know when the final decision will be in terms of the revised version. She is interested in splitting a rural lot but heard that she cannot because of current policy.

We had a bit of a chat and I provided her with information that can be found on the city's website and the email address to provide feedback. She would like to speak with you further to understand more about the process and when it will be finalized.

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark....
Date: 7/25/2013 7:16 AM
Subject: Fwd: add our name to your mailing list (Official Plan Review Email)

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> Claire 07/25/13 07:15 >>>

We would like to be part of the official plan process as it pertains to property lots. Can you please add our name to your mailing list when there are meetings regarding lot separation / lot size.

Thank you,

Claire & Fern Viau

4339 Regional Road 35,

Box 5035

Chelmsford, ON P0M 1L0

1942 Regent St.
Unit C
Sudbury ON
P3E 5V5

T. (705) 671 6099
F. (705) 671 9590
E. sudburyhomebuilders@vianet.ca
W. www.sudburyhomebuilders.com

Sudbury & District
Home Builders'
Association



Association des
constructeurs d'habitations
du district de Sudbury

*Development charges are collected by municipalities to recover a portion of the growth-re.
costs associated with the capital infrastructure needed to service new development.*¹

August 30, 2013

City of Greater Sudbury
200 Brady Street
Box 3700, STN A
Sudbury ON P3A 5W5
ATT: Marc H. Simeoni, MCIP, RPP
Manager of Community and Strategic Planning

Dear Mr. Simeoni,

The Government Relations & Advocacy Committee of the Sudbury & District Home Builders' Association has reviewed the second Public Information Centre documentation for the City of Greater Sudbury's Transportation Master Plan.

In light of the interwoven relationship and links between the Official Plan, Transportation Master Plan, Environmental Assessment process and Development Charges and Cost Sharing Agreements we are submitting our observations and comments.

The following areas of the City were not shown accurately in the presentation:

- **Fred / Maurice (not named)** -The connection of Fred to Maurice is being completed through the construction of Tawny Port Drive.
- **Old Burwash Road / St. Charles Lake Road** - the City PIC shows various connections through the area. Old Burwash Road is to have a cul de sac - currently built, while the road east of Long Lake Road is already built but not illustrated as such.
- **Moonrock Avenue (not named) (westerly)**- Moonrock has been constructed further west than is shown.
- **Marttila Drive (not named)** - shown as extending to Paris Street. There is also a second street extending to Scenic Way. We understand this connection is no longer required.
- **Second Avenue extension** -should likely be Second Avenue widening.
- **RioCan Centre** - appears to be shown inaccurately. There are a number of private site bus routes shown and these should likely be labelled.
- **Four Corners** -No improvements have been identified for the four corners, yet development charge funds have been allocated for improvements to the four corners intersection.

¹ City of Greater Sudbury Development Charges Brochure January 2013

Perhaps most concerning is the City's desire to widen Howey Drive and Bellevue. The 2006 Transportation Master Plan notes that this does not make sense, quoting a number of documents that also arrived at this conclusion. We stand in agreement with the 2006 Transportation Master Plan.

The City has long understood that traffic would migrate north once the following improvements are made to:

- Kingsway, including the completion of 5 laning and potentially 7 laning from Elm / Brady to Laking Toyota,
- Lasalle, especially the current intersection improvements
- Lasalle/Notre Dame and Maley including its extension

Traffic counts on the Kingsway show average daily traffic at 45,000 with minimal increases. Additional traffic can no longer use the Kingsway during rush hour time periods.

People who travel over a period of time in one direction will take the route that keeps moving. The City has allowed Howey Drive - Bellevue - Bancroft Drive to be that route as there are virtually no lights or stop signs along this route. As a result, during rush hour, Howey Drive / Bellevue experience heavy traffic. Traffic on Howey Drive Drive during the off peak hours is minimal; whereas, the Kingsway does not experience a lull in traffic at all.

If Howey Drive is five laned, as proposed, the entire residential character of the neighbourhood will be changed. The Official Plan designates lands along the Howey Drive corridor for residential development. If Howey Drive is five laned residential developments will no longer be desirable. How would this proposal fair in the environmental assessment process which includes; impact on natural habitat, social impact, economic environment and technical merit?

We think this proposal would still need to see the Kingsway widen to 5 and 7 lanes as well as the completion of Maley Drive.

Other alternatives should also be considered such as strategies to increase transit and bicycle use to and from the Downtown during rush hours.

Again, the interwoven relationship and links between the Official Plan, Transportation Master Plan, Environmental Assessment process and Development Charges / Cost Sharing Agreements should be a priority in this process.

We request that a third Public Information Centre be held showing an accurate representation of the proposed road networks. Should you require more information please contact our Executive Officer, Laura Higgs at 705 671 6099.

Thank you for the opportunity to submit our views.

Sincerely,

Marc G. Levasseur
President, SDBHA

Cc:

Mr. Paul Baskcomb, Acting GM Growth & Development
Mr. Tony Cecutti, GM Infrastructure Services
Mr. Dave Shelsted, Director of Roads and Transportation
SDHBA Members



**D.S.
DORLAND
LIMITED**

D.S. DORLAND,
B.Sc., O.L.S.

D.R. BRUCE,
O.L.S.

D.E. ARNOLD,
C.L.S.

BUS: (705) 673-2556
1 - 800 - 461-2593
FAX: (705) 673-1051
E-MAIL: info@dsdorlandlimited.ca
INTERNET: http://www.dsdorlandlimited.ca

ONTARIO LAND SURVEYORS
CANADA LANDS SURVEYORS
GEOMATICS PROFESSIONALS

298 LARCH STREET
SUDBURY, ONTARIO
P3B 1M1

September 3, 2013

City of Greater Sudbury
Box 5000, Station A
200 Brady Street
Sudbury, ON P3A 5P3

File No. 15303

Attention: Jason Ferrigan
Senior Planner

Dear Jason:

**RE: Centennial Enterprises Ltd.
Part of Lots 4 & 5, Concession 3
Geographic Township of McKim
City of Greater Sudbury
Van Horne, Lourdes, St. Raphael & St. Michael Streets**

Further to our earlier meetings, this letter is to formally request your assistance in dealing with the above noted property in the Official Plan Review process.

The Centennial Development property is legally described as Part of Lot 4, Concession 3, Geographic Township of McKim, being Parts 1 to 8 inclusive and Part 10, Plan 53R-19988, and was subject of Rezoning Application (File. 751-6/10-10) and Zoning by-law amendment 2013-76Z.

The subject property is both inside and outside the existing downtown CIP boundary.

I would like to request that you include our entire property within the downtown CIP boundary. Given the proposed extensive development plans for the whole of the property, the request is logical and reasonable, considering the difficulties that would arise from a split designation of the site.

The same thinking should apply to the B.I.A. boundaries, as well, of course. It would be greatly appreciated if you could confirm the necessary actions, if any are required, to insure that this is, or will be the case in respect of these limits, as well.

Yours truly,
D.S. DORLAND LIMITED

D.S. Dorland, B.Sc.,
Ontario Land Surveyor

DSD/lb
Encl.

cc: Bryan Wolofsky (letter)

H:\15303\CORRESPONDENCE\2013\15303 CITY FORRESTER SEPT 3 2013.docx

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark....
Date: 9/11/2013 3:59 PM
Subject: Fwd: Official plan review comments (Official Plan Review Email)
Attachments: Lively.pdf

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> "Keith Laframboise" <keith.laframboise@tulloch.ca> 09/11/13 15:58 >>>

Comment

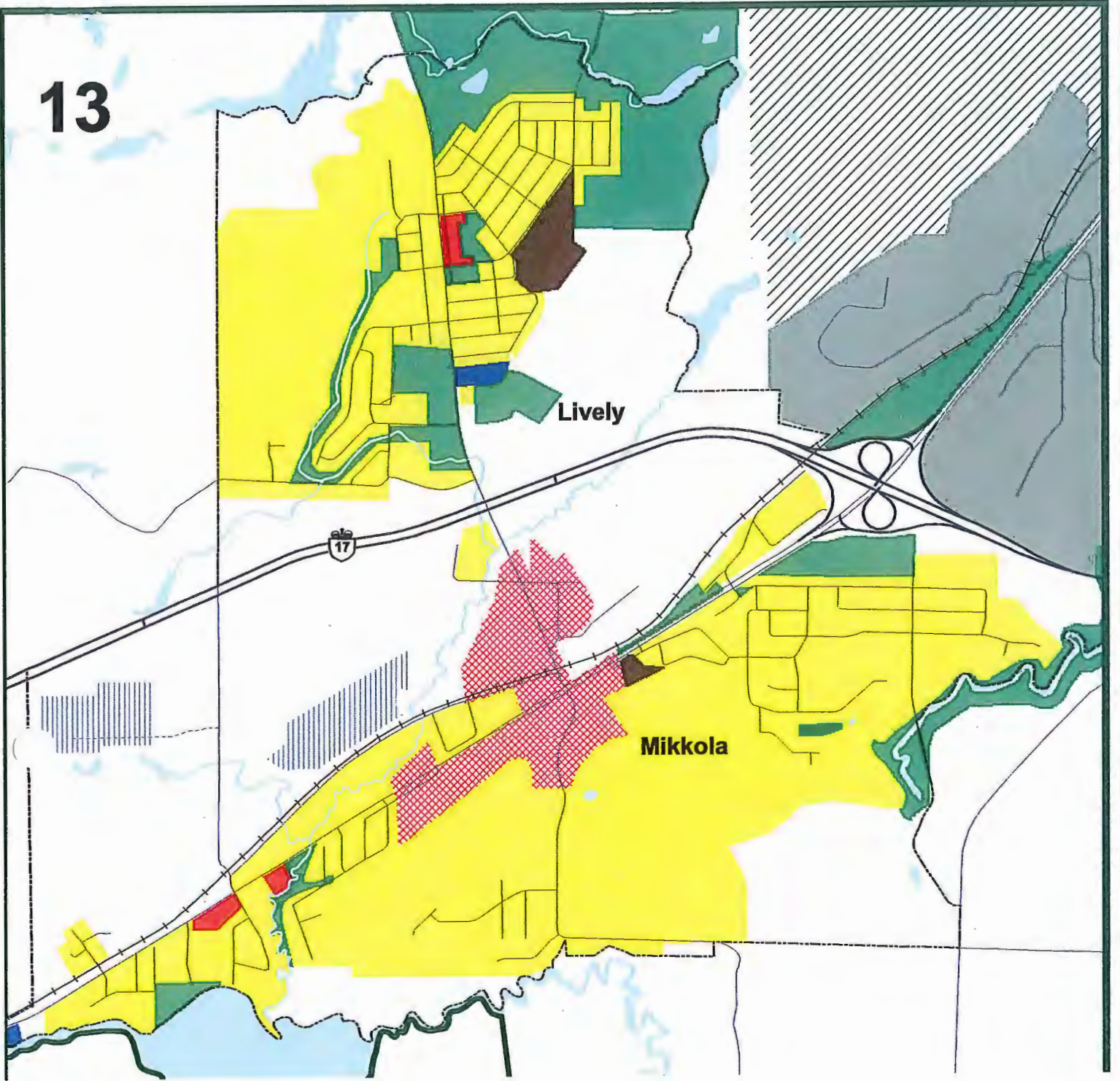
As strip of land directly west of the Lively settlement area and north of Niemi road should be added to the area designated for development within the OP to allow a lot to be created fronting Niemi Road with an area and frontage less than is required under Rural Zoning as the potential lot would be able to access municipal water and sewer services currently along Niemi Road.

Keith Laframboise
Project Manager

Tel: 705 671 2295
Fax: 705 671 9477

Tulloch Geomatics Inc.
1942 Regent Street - Unit L, Sudbury, ON P3E 5V5
<mailto:keith.laframboise@tulloch.ca> keith.laframboise@tulloch.ca |
<<http://www.tulloch.ca/>> tulloch.ca |
<<http://www.tulloch.ca/legal-disclaimer>> legal disclaimer

13



Mr. Mark Simeoni
Manager of Community and Strategic Planning
City of Greater Sudbury
PO BOX 5000
200 Brady Street
Sudbury, ON P3A 5P3

Marty Kivistik
1349 Drummond Avenue
Sudbury, Ontario
P3A 4Y9

September 20, 2013

Dear Mr. Simeoni:

Re: Anita and Robert Thomson Property
Parcel 11505, Lot 9, Concession 3, Township of Lorne

You will recall that several months ago we had a meeting with yourself, Eric Taylor, Terry Del Bosco and myself to seek your positive interpretation of the existing Official Plan policies regarding severances for properties on waterbodies as it pertains to the Thomson property. The Thomsons own substantial acreage with substantial frontage on Vermillion River and are seeking to sever this land in accordance with the area requirements of the Official Plan. Unfortunately the Planning Department concluded that the Thomson situation was not in conformity with the Official Plan and we were offered an option of seeking a remedy by applying for a site specific policy to be included in the new Official Plan as part of your review process.

Although Wabagishik Road provides access and boat launching to the Vermillion River and has been used by the public for over 80 years we are proposing a site specific policy which will not use this facility but provide private docking and parking for the owners of the new lots to be created on private property. Mrs. Thomson's cousin owns the property abutting both Wabagishik Road and the Vermillion River and she has consented to grant permanent boat launch and off-street parking to the future owners of any lots to be severed. This is Parcel 6073 S.W.S. Being PIN 73395-0036. The specific details of ensuring the continuance of such an arrangement would be determined at the consent stage and would be imposed as condition's to such consent. Some of the options may include an easement or right-of-way registered on title or may include a transfer of sufficient lands to the new owners to provide for said off-street parking. In any case the City's concern about on street parking would be taken care of.

This proposal protects the City's interests and provides a site specific solution while still maintaining the general intent and purpose of the Official Plan.

Please advise when this matter will be brought forward to the Planning Committee for a public hearing.

Yours truly,

Marty Kivistik MCIP RPP

cc: Anita and Robert Thomson
Terry Del Bosco

Kristina Lang - Re: Fw: Official Plan

From: Kris Longston
To: Mark Steklasa
Date: 9/26/2013 8:50 AM
Subject: Re: Fw: Official Plan
CC: Kristina Lang

Hi Mark,

This is to acknowledge that I've received your email.

Thanks,
Kris

Kris Longston, MES, MCIP, RPP
Senior Planner, Community and Strategic Planning,
Department of Growth and Development
City of Greater Sudbury,
PO Box 5000, Stn. A,
200 Brady Street,
Sudbury, ON
P3A 5P3

Tel : (705) 671-2489, Ext. 4353

Fax: (705) 673-2200

Email : kris.longston@greatersudbury.ca

>>> Mark Steklasa

9/25/2013 4:18 PM >>>

----- Forwarded Message -----

From: Mark Steklasa
To: "clerks@greatersudbury.ca" <clerks@greatersudbury.ca>
Cc: "mark.simeoni@greatersudbury.ca" <mark.simeoni@greatersudbury.ca>
Sent: Tuesday, January 22, 2013 2:34:03 PM
Subject: Official Plan

To whom it may concern,

With the Official Plan Review in progress I would like to formally request that my property at 263 Notre Dame Street, Azilda, be re-zoned from Open Space Reserve to Residential. This property is 4.64 acres with over 370 feet of frontage on the main street with water, sewer and natural gas at the lot line. The original house sit on the north east corner on Notre Dame Street and is occupied. This property has been in our family for over 60 years and is the remnant's of

the original farm.

Legal description of this property is Rayside CON 1 LOT4 RP 53R13613 PT PART 1 and RP 53R14770 PART 1 PCL 29709 SWS

Should you require further information feel to contact myself by e-mail or phone

Regards,

Mark Steklasa

**Ministry of
Municipal Affairs
and Housing**

Municipal Services Office
North (Sudbury)
159 Cedar Street, Suite 401
Sudbury ON P3E 6A5
Telephone: 705 564-0120
Toll Free: 1 800-461-1193
Fax: 705 564-6863

**Ministère des
Affaires municipales
et du Logement**

Bureau des services aux municipalités
du Nord (Sudbury)
159, rue Cedar, bureau 401
Sudbury ON P3E 6A5
Téléphone : 705 564-0120
Sans frais : 1 800 461-1193
Télécopieur : 705 564-6863



October 16, 2013

VIA EMAIL AND REGULAR MAIL

Mark Simeoni, MCIP, RPP
Manager of Community and Strategic Planning
City of Greater Sudbury
P.O. Box 5000 Stn A
200 Brady Street
Sudbury ON P3A 5P3

Eric Taylor, MCIP, RPP
Manager of Development Approvals
City of Greater Sudbury
P.O. Box 5000 Stn A
200 Brady Street
Sudbury ON P3A 5P3

Stephen Monet, MCIP, RPP
Manager, Environmental Planning Initiatives
City of Greater Sudbury
P.O. Box 5000 Stn A
200 Brady Street
Sudbury ON P3A 5P3

Dear Mr. Simeoni, Mr. Monet, and Mr. Taylor:

**Re: City of Greater Sudbury Official Plan Review
Growth and Settlement Policy Discussion Paper
Natural Heritage Report and Natural Heritage Background Study
MAH File 53-DP-130012**

During the preconsultation meeting for the City's review of its official plan, it was discussed that provincial staff would endeavour to review the City's background studies as they became available. The goal is to provide comments and suggestions in advance of the draft official plan update being formally circulated to the province. The City has recently prepared the two above-noted reports, which have been screened and circulated to provincial ministries for comment as per the provincial One Window Planning Service. Comments included herein are based on comments received from the Ministry of Infrastructure, Ministry of Natural Resources, Ministry of the Environment, and the Ministry of Municipal Affairs and Housing. It is not expected that these comments will result in revisions to the background studies, but will be considered in future analysis and preparation of the updated official plan.

This report is effective in providing a clear explanation of the planning issues, and provides clear rationale for policy recommendations.

1. The report refers to economic and service hubs as per the Growth Plan for Northern Ontario, and states that the City of Greater Sudbury can be considered as an economic and service hub for the purpose of the official plan review. The preference would be for the official plan policy to state that the City may be identified as an economic and service hub, and in anticipation of being identified, it is recommended that the Growth Plan policies for economic and service hubs be applied.
2. Page 3, Land Supply Summary (Servicing Capacity): We support the preparation of a Water and Waste Water Master Plan, and the suggestion that this will lead to a more robust assessment of the current land supply in the City. The background report indicates that this study will examine and/or support the refinement of land currently designated for development, separate from the current 5-year review. Any resulting official plan amendment which proposes major changes to the settlement area boundaries or conversion of lands from employment to non-employment uses should be adopted under s. 26 of the Planning Act and be subject to provincial approval.

The preference would be for the Water and Waste Water Master Plan to be completed as part of the current official plan review. There are numerous references to the important link between planning for infrastructure and land use planning in Provincial Policy Statement sections 1.1, 1.4.3, 1.6, 1.7.1, and the definition of a comprehensive review.

While the current official plan has some general references to adequate servicing capacity, there is an opportunity to refine the policies to support decision-making. Since the original official plan was adopted and approved, several projects related to municipal sewer and water facilities have proceeded through the Environmental Assessment (EA) process under the Municipal Engineers Association Class EA. We are aware of two projects which have identified constraints that may impact on development approvals: Lively/Walden wastewater plants and the Valley East Wells. The Lively/Walden Wastewater Class EA was conducted to address issues with effluent quality entering receiving waterbodies. In the case of the Valley East Wells, there have also been constraints identified as part of the Source Protection Planning process as the complex of wells draws drinking water from a shallow aquifer reaching its ability to recharge. There may be other relevant Class EA work underway or completed. This work should be reviewed to determine if the results present barriers to the City in making decisions that are consistent with the Provincial Policy Statement.

In terms of calculating uncommitted reserve capacity, we understand that the City's practise is to commit capacity to development projects at the final approval stage. This approach is inconsistent with MOE's D-5 series guidelines, more specifically D-5-1 "Calculating and Reporting Uncommitted Reserve Capacity at Sewage and Water Treatment Plants". Under Section 51(57) of the *Planning Act*, developers may proceed to lay out roads and lots (or units) once draft approval is given, which is an expense borne by the developer. Please see attached a copy of the D-5-1 Guideline with relevant sections highlighted. It is recommended that the City review its current practise.

It is also recommended that the City consider using approved Environmental Compliance Approvals and MOE inspection reports as an assessment tool when considering whether there is capacity in any given facility to service proposed developments.

Finally, it is recommended that information regarding water and wastewater capacity be considered in the context of the proposed conversion of lands from employment to non-employment (page 22). In particular, are the lands proposed to be converted currently serviced or easily serviceable, and how does that compare with the ability to service other employment lands in the City?

3. Page 4, fourth paragraph: It is recommended that the boundary of the Downtown and Town Centre boundaries shown in the Official Plan be harmonized with the boundaries shown in applicable community improvement areas. Alignment of these planning documents will provide a strong foundation for a nodes and corridors strategy for the City.
4. Page 18, The 2005 Provincial Policy Statement: the first bullet in this section paraphrases the 3-year supply of lands required as per Section 1.4.1.b of the PPS, but does not reflect the PPS reference to servicing capacity.
5. On page 20 Existing Vacant Legal Lots of Record and Registered Lots, second paragraph, the last sentence states 'This supply meets provincial requirements'. Similar statements are made in other sections of the Discussion Paper. For greater clarity, it would be helpful if these types of statements included a section reference from the Provincial Policy Statement.
6. It is not clear how the outcome of 43 years total supply of residential lands was arrived at, as reported in the Land Supply Summary in the third paragraph on page 3 (is it the result of adding the supply available in 'Existing Vacant Legal Lots of Recorded and Registered Lots', 'Draft Approved Lots', and 'Living Area 1 Designated?').
7. Page 26, Supply, third paragraph: Given the number of amendments to the official plan that have been approved to permit the creation of rural non-waterfront lots, it is expected that the official plan review will result in refined criteria by which to assess whether a proposed severance meets the PPS in terms of limiting residential development in Rural areas.

It is suggested that the current official plan policy mechanism which establishes a large lot size and frontage for new lots (policy 5.2.2.2(a)) is a straightforward policy mechanism which serves to reduce the potential for rural sprawl and limit residential development in Rural areas. However, the reported number of lots that could be created under this policy (1,913) far exceeds the projected demand (300 - 878), and there may be other policy mechanisms that could be used which have the effect of limiting residential development in Rural areas.

Natural Heritage Report and Natural Heritage Background Study

The comments below are based on the materials presented to Council on June 24, 2013, which included the Natural Heritage Background Study dated 2005. We are pleased to see the linkages being made between natural heritage and water quality and quantity, as well as recommended policy direction to prepare watershed plans.

1. There may be areas where the City should consider how the coordination policies of section 1.2 of the PPS would apply in the protection of water quality and natural heritage systems, such as areas adjacent to the Atikameksheng Anishnawbek First Nation and neighbouring municipalities.
2. Section 4.3 Fish Habitat: MNR's criterion for 7 ppm (or more) of dissolved oxygen represents the fish habitat requirements of lake trout and could be incorporated into the recommended policy direction for lake trout lakes.

The Lake Partner Program also has information on total phosphorus which influences dissolved oxygen levels and should be used as a source of information for making decisions.

3. Section 4.7 Environmental Impact Studies (second paragraph): This section includes that an EIS is also known as an Environmental Assessment, which suggests that it would be prepared under the *Environmental Assessment Act*. Private developments would not normally be subject to the *Environmental Assessment Act*.
4. Black Lake (Makada Lake) in Waters Township is managed for lake trout and is a cold water fishery. This lake should be subject to any policies that apply to cold water fish habitat.
5. It is recommended that the City review the portions of the MNR's Natural Heritage Reference Manual (2010) <http://www.mnr.gov.on.ca/en/Business/LUEPS/Publication/249081.html> regarding lands adjacent to natural heritage features and areas, and recommendations for the identification of natural heritage features and areas where mapping or studies have not been completed. In addition to the update items included in the Natural Heritage Report, review of these sections of the Natural Heritage Reference Manual may result in additional recommended changes to the current official plan. These sections include:
 - recommended adjacent lands distances from natural heritage features and areas including significant habitat of endangered and threatened species, fish habitat and Areas of Natural and Scientific Interest (Section 4.4.1);
 - recommended minimum natural vegetated cover adjacent to fish habitat (Section 11.4.1);
 - recommendations regarding unevaluated wetlands (Section 6.3.1);
 - the recommended process for identifying and confirming significant wildlife habitat (Section 9.3.2); and
 - recommendations for identifying fish habitat (Section 11.3).

Thank you very much for the opportunity to comment. Should you have any questions, please contact me directly at 705-564-6802..

Sincerely,

Wendy Kaufman, MCIP, RPP
Community Planning & Development

c.c. Scott Dingwall, MNR
Kathryn Mills, MOI
Laurie Brownlee, MOE

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark....
Date: 10/31/2013 6:46 AM
Subject: Fwd: Official Plan Review Comment Form (Official Plan Review Email)

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> Official Plan Review Comment Form <webmaster@greatersudbury.ca> 10/31/13 06:45 >>>

This form was sent at: 31-Oct-2013 6:45 AM

FIRSTNAME: David

LASTNAME: Young

PHONE:

EMAIL:

ADDRESS: 957 Leadale Ave., Sudbury, ON, P3G 1B9

QUESTION: Concerning the proposed construction of the new road link between Laurentian University and Regent Street [Section 11.2.2.1 of the Official Plan]

I request that this road not be built.

Therefore, my position is that this this road should be removed from this planning section. In fact, if possible, the new plan should explicitly state that this road link will not be built.

I oppose this road because it would destroy and disrupt the valuable natural area and walking/skiing trails in the Lo-ellen and Laurentian University area.

Kristina Lang - Fwd: Notification of future meetings/discussions/new developments

From: Glen Ferguson
To: Lang, Kristina
Date: 11/5/2013 12:01 PM
Subject: Fwd: Notification of future meetings/discussions/new developments

Hi Kristina.

Can you take care of this?

Not sure if Jason has a notification list on the go.

Glen

>>> Donna VENDRAMIN
Hi Glen:

> 11/5/2013 11:44 AM >>>

I was reading the Sudbury Star just now and read about last night's meeting affecting rural land and situations like ours. I had not heard or read of this meeting and was disappointed that I did not attend. Is there some kind of mailing list that I can be put on to receive notification of future meetings/developments? If so, could I please be added or, alternately, would you or someone else in your office be willing to notify me?

Many thanks.
Donna



200, rue Brady Street, Tom Davies Square
Sudbury, ON P3E 5K3
☎ (705) 674-5249 📠 (705) 674-7939
www.nickeldistrict.ca

November 21, 2013

Chris Longston
Department of Planning & Development
City of Greater Sudbury

Dear Sir:

Re: OP Designation - 263 Notre Dame Street, Azilda

Further to our meeting on November 20th, this letter will summarize our discussions.

The property is located in a designated floodplain. The flood elevation is 270.50 metres and the property could be subject to .5 to 2.5 metres of flood water in the event of a Regional Design Storm. Our policy is not to permit lot splits in a designated floodplain.

The Nickel District Conservation Authority indicated we have concerns with changing the OP designation.

In addition to the floodplain issue, we have a recent study (July, 2010) by S. A. Kirchhefer Ltd. which examined the erosion problems in the Junction Avenue, downstream of the subject property. The study also looked at the stream on the subject property as well. In this study the engineer determined that bank failure, slope instability, and flood damage was being experienced along with loss of property. The conclusion of this report (attached) indicated that any further development in this area should be discouraged unless property stormwater management is implemented and the use of available undeveloped land abutting the creek for a stormwater management pond, would be helpful in reducing the rate of erosion of Landry Creek outside the limit of the study area. Any proposed development upstream of this area would essentially cause more damage to the existing properties downstream.

Therefore, the Nickel District Conservation Authority would oppose a change in designation of this property as there isn't enough land outside the floodplain to implement any solutions to these issues. If the applicant wishes to discuss this with the Authority they can do so.

I trust this is the information you require.

Yours truly,

Dennis Lenz
Regulations Officer

Enc..

c.c. Mark Simeoni, Planning

**Ministry of Tourism,
Culture and Sport**

Culture Services Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel: 416 314 7265
Fax: 416 314 7175

**Ministère du Tourisme,
de la Culture et du Sport**

Unité des services culturels
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416 314 7265
Télééc: 416 314 7175



December 30, 2013

Ed Landry
Team Lead - Planning

Ministry of Municipal Affairs and Housing
MSO – North (Sudbury)
159 Cedar Street, Floor 4
Sudbury, Ontario
P3E 6A5

Dear Mr. Ed Landry:

Your File No. : 53-DP-110010
Out File No. : 0000426
Proponent : City of Greater Sudbury
Subject: OP 5-year Review – Cultural Heritage Policy Discussion Paper
Location : City of Greater Sudbury

The Ministry of Tourism, Culture and Sport (MTCS) has an interest in the conservation of cultural heritage resources including archaeological resources, built heritage resources and cultural heritage landscapes.

MTCS has reviewed the Cultural Heritage Policy Discussion Paper dated November 4th 2013 (the Discussion Paper), which is intended to provide recommendations for enhancements to the existing cultural heritage resource policies in the in-force City of Greater Sudbury Official Plan (the Sudbury OP) as part of its' five year review. We can offer the following comments and recommendations.

General Comments

Cultural Heritage Resources: Legislation, Policy and Guidelines

The discussion paper outlines the following major changes to legislation and policy that should influence the enhanced cultural heritage resource policies developed through the 5 year review:

- The 2005 Provincial Policy Statement (PPS); and,
- The *Ontario Heritage Act*.

We wish to point out that the MTCS *Standards and Guidelines for Consultant Archaeologists* was approved in 2011 (the "Standards and Guidelines"). Archaeological assessment reports prepared by licensed consultant archaeologists are to be in compliance with the Standards and Guidelines as set out by MTCS, as well as the terms and conditions of an archaeological licence under the *Ontario Heritage Act*.

Please note that Council may adopt further measures and procedures available for cultural heritage resource conservation with planning legislation other than the *Ontario Heritage Act*. These could include heritage conservation measures and procedures pursuant of the *Municipal*

Act, the Environmental Assessment Act, the Aggregate Resources Act, and the Niagara Escarpment Planning and Development Act. We have provided several examples herein.

Scope of the Discussion Paper

We note that the Discussion Paper addresses Section 13 of the Sudbury OP primarily; however, cultural heritage resource policies are found within various sections of the Sudbury OP. We trust that cultural heritage resource policies will be strengthened in all applicable policy sections as part of the 5-year review, including but not limited to the following:

- Waterfront development policies;
- New and expanded aggregate and mineral extraction areas;
- Community Improvement Plans;
- Implementation tools – Plans of Subdivision;
- Implementation Tools – Zoning;
- Implementation Tools – Site Plan Control; and,
- Implementation Tools – Property Maintenance By-laws.

Archaeological Resources

The Discussion Paper does not provide recommendations with respect to enhancing land-based archaeological resource policies. For example, the following policies could be added, consistent with direction in the *Ontario Heritage Act*, and employing tools under the *Planning Act*.

- Any alterations to known archaeological sites shall only be performed by licensed archaeologists as per Section 48 of the *Ontario Heritage Act*.
- Archaeological assessment reports prepared by a licensed consultant archaeologist are to be in compliance with the 2011 Standards and Guidelines for Consultant Archaeologists as set out by the Ministry of Tourism, Culture and Sport, as well as the terms and conditions of an archaeological license under the *Ontario Heritage Act*.
- Council may maintain the integrity of archaeological resources by adopting zoning by-laws under section 34(1) 3.3 of the *Planning Act* R.S.O. 1996, to prohibit any land use activities or the erection of buildings or structures on land which is a site of a significant archaeological resource.

Marine Archaeology

The Discussion Paper does not address marine archaeology. The PPS defines archaeological resources as follows: “[Archaeological resources] includes artifacts, archaeological sites, and *marine* archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act*.”

Underwater cultural heritage is increasing in importance, both as a source of education and a source of economic development, particularly for the diving industry. MTCS recommends adding a statement that acknowledges the importance of this segment of archaeological resources when enhancing the cultural heritage resource policies of the Sudbury OP.

Archaeological Resource Mapping and Management

The Discussion Paper describes an existing policy in the Sudbury OP with respect to mapping archaeological potential, in addition to developing specific guidelines to assist in cultural heritage conservation. We recommend expanding on this policy area to include a commitment to create an *archaeological management plan* and to continually update archaeological mapping. We can provide the following sample wording:

- Council, with the advice of the Ministry of Tourism, Culture and Sport, may undertake the preparation of an Archaeological Management Plan. The Plan will identify and map known archaeological sites registered with the Ontario Archaeological Sites Database, as well as areas within the municipality having archaeological potential. The Plan may also outline policies, programs and strategies for the conservation of archaeological resources; and,
- Council or the Municipality will regularly update municipal archaeological resource mapping as new archaeological sites are identified and entered into the Ontario Archaeological Sites Database.

Built Heritage Resources

The Discussion Paper does not address Council's ability to control demolition through powers available under the *Planning Act*. We can provide the following sample wording:

- Council shall exercise its legislative authority to control the demolition of heritage structures. Where Council has, through by-law, established an area of demolition control under Section 33 of the *Planning Act* no person shall demolish the whole or any part of a designated property or property in a designated area without first receiving a demolition permit from Council.

The Discussion Paper does not speak to retrofits of heritage buildings and structures and related opportunities for cultural heritage resource conservation. MTCS recommend addressing this policy area in the Sudbury OP and can offer the following sample wording:

- Retrofits for achieving energy efficiency will only be undertaken in a heritage building where it is demonstrated that retrofitting can be accomplished without compromising the heritage integrity of the building; and,
- In attaining accessibility goals, the City shall endeavor to provide access solutions in a manner that respects the cultural heritage value or interest of a protected property. Council recognizes that standardized designs may not always suffice and that each heritage property will require unique accessibility plans to ensure that alterations do not adversely affect the heritage attributes. Council encourages this practice for privately-owned heritage buildings that are open to and used by the public.

In addition, we wish to point out that cultural heritage resource conservation can also contribute to goals of waste management. We can provide the following sample policy wording:

- Council shall support the reduction of waste from construction debris as a result of the demolition of buildings by promoting and encouraging adaptive reuse of older and existing building stock.

Built Heritage Resource Conservation Options

The Discussion Paper recommends that, in the event that a cultural heritage resource is altered or removed, the proponent must undertake archival documentation of the resource and provide it to the City for archival purposes. We wish to point out that there are a number of different ways of conserving cultural heritage resources and that removal or demolition should be considered a last resort, subject to heritage impact assessment and public engagement as well as recording and documentation. These conservation options include, but are not limited to:

- Repairing or conserving (rather than replacing) building materials and finishes and other components that are part of a property's heritage attributes.

- Retaining and maintaining the visual settings and other physical relationships that contribute to the cultural heritage value of the property.
- Retention of a built heritage resource as a heritage monument for viewing purposes only; and,
- Salvaging elements of the resource for incorporation into a new building or structure for future conservation work or displays.

The above conservation options are consistent with current principles in the conservation of historic properties, namely: respect for original location; respect for historic material; respect for original fabric; respect for the building's history; reversibility; legibility and maintenance.

Cultural Heritage Resource Conservation: Public Works Projects

The Discussion Paper does not address cultural heritage resource conservation in undertaking municipal public works such as roads and infrastructure projects, carried out under the Municipal Class Environmental Assessment process. We recommend emphasizing Council's commitment to the conservation of Greater Sudbury's cultural heritage resources by addressing this policy area. We can provide the following sample wording:

- Council shall make every effort to conserve and protect known cultural heritage resources and areas of archaeological potential when undertaking municipal public works, such as roads and infrastructure projects, carried out under the Municipal Class environmental assessment process. When necessary, Council will require heritage impact assessments and satisfactory measures to mitigate any negative impacts affecting identified significant heritage resources; and,
- Council shall encourage local utility companies to place equipment and devices in locations which do not detract from the visual character of cultural heritage resources and do not have a negative impact on the architectural integrity of those resources.

Section-specific Comments

Page 4 ("City of Greater Sudbury Official Plan")

This section of the discussion paper emphasizes the importance of preserving Greater Sudbury's Heritage as these "highly visible" cultural assets will enhance quality of place. We wish to point out that not all cultural heritage resources are "highly visible", such as archaeological resources, but still may provide a valuable contribution to our understanding of the history of a place, an event, or a people.

Page 10 ("Conclusion and Recommendations")

The Discussion Paper recommends a policy requirement for a Heritage Impact Assessment whenever a development proposal includes or is adjacent to a property *listed* on the Register of Cultural Heritage Resources. We note that there is currently no policy in the Sudbury OP requiring a Heritage Impact Assessment for development proposals adjacent to properties which have been *designated* under the *Ontario Heritage Act*. This policy must be added, consistent with the Provincial Policy Statement (2.6.3).

Concluding Remarks

Thank you for the opportunity to provide input and if you have any questions, please do not hesitate to contact me.

Sincerely,
Amy Didrikson, MCIP, RPP
Heritage Planner
416.212.7420
amy.didrikson@ontario.ca

Greater Sudbury Food Policy Council
Sudbury, ON
www.sudburyfoodpolicy.com

Official Plan Review
c/o Office of the City Clerk
City of Greater Sudbury
PO Box 5000, Stn. A
Sudbury, ON P3A 5P3

January 8, 2014

Planning Committee and Planning Departmental Staff
City of Greater Sudbury

Re: Official Plan Renewal and Position Paper on Local Food Systems

This letter is intended to express the appreciation and support of the new Greater Sudbury Food Policy Council (GSFPC) for the policy options identified in the "Position Paper on Local Food Systems and the Official Plan" presented by municipal staff at the March 4, 2013 Planning Committee meeting. Based on an increasing understanding of the importance of local food systems in supporting economic development, promoting health, and conserving the environment, we have updated a previous submission that was presented to the Planning Committee in January of 2012 by some of the founding members of the GSFPC (see attached). This current submission also provides recommendations for further options which would expand municipal policy and programs in support of local agriculture and food.

About the Greater Sudbury Food Policy Council

The GSFPC was formed in March 2013, with a vision that:

- all Greater Sudbury residents have access to sufficient healthy food;
- the food production and distribution system is adequately strengthened; and
- citizens are knowledgeable about the food system and its importance.

The mandate of the GSFPC is to facilitate networking, coordination and communication amongst food system stakeholders in Greater Sudbury, as well as promote policy change and program development within the City and beyond. As the largest economic sector in Ontario, agri-food continues to garner interest from municipalities concerned about important issues such as economic development, urban planning, health care costs, stormwater management, waste disposal, community building, and poverty.ⁱ Agricultural sales broke \$10 million in Greater Sudbury for the first time in 2011ⁱⁱ, and the local food movement continues to see demand outpace supply, yet Ontario loses the equivalent of 100 acres of farmland each dayⁱⁱⁱ, diet-related illnesses cost taxpayers billions of dollars each year in Ontario, and globally \$750 billion in food is wasted each year.^{iv} These developments, along with the recently passed Local Food Act (Bill 36), highlight the importance of municipalities engaging in food system initiatives.

Overview of Supported Policy Options

The GSFPC appreciates the involvement and support of City staff in the Council's work to date, as the council has undertaken a Community Food Assessment and strategic planning process. The City's work on the new Downtown Market and in supporting community gardens has also been noted in recent years. We look forward to working with City representatives on such priority projects such as: utilizing mapping tools for improved planning, business promotion and investment attraction; and the development of a Local Food Action Plan. The Local Food Action Plan could be an excellent opportunity to create an interdepartmental food working group within the City to review how City policies and programs can contribute to implementing the Greater Sudbury Food Charter adopted by City Council almost 10 years ago, as well as the EarthCare Local Action Plan (2010).

There are many laudable statements and policy options in the "Position Paper on Local Food Systems and the Official Plan", particularly the overall recognition of the importance of the food system in shaping the individual and economic health of the community. This type of thinking is also consistent with the draft Provincial Policy Statement, in regards to protecting agricultural land and mitigating competing land uses.⁹ We value the attention of planning staff to this topic in general, and specifically to:

- increasing access to and understanding of healthy food amongst Sudbury citizens;
- preserving agricultural land;
- avoiding and reducing incompatible land uses near agricultural operations; and
- removing land use impediments to community gardens and other urban food production.

The attached table outlines recommendations for enhancing or expanding the policy options presented in the Position Paper. We look forward to further discussing these recommendations with you, and thank you for your work to date in supporting the further development of the food system in Greater Sudbury.

Sincerely,

Aaron Dent
GSFPC Co-Chair
www.sudburyfoodpolicy.com

Peggy Baillie
GSFPC Co-Chair

cc. Kris Longston, Senior Planner
Mark Simeoni, Manager of Community and Strategic Planning

References:

ⁱ See for example the recent Association of Municipalities of Ontario (AMO) "Best Practices in Local Food", available at: <http://www.amo.on.ca/AMO-Content/Policy-Updates/2013/AMO-and-OMKN-Receive-Report-on-Best-Practices-in-L.aspx>

ⁱⁱ Statistics Canada, "Census of Agriculture", Sudbury Gross Farm Sales available at: <http://www29.statcan.gc.ca/ceag-web/eng/community-agriculture-profile-profil-agricole.action?geoId=350553005&selectedVarIds=295%2C>

ⁱⁱⁱ Ontario Farmland Trust report, available at: <http://www.ontariofarmlandtrust.ca/policy>

^{iv} United Nations "Food Wastage Footprint: Impacts on Natural Resources", available at: <http://www.un.org/apps/news/story.asp?NewsID=45816>

^v As per Municipal Affairs and Housing consultation information available at: <http://www.mah.gov.on.ca/Page9990.aspx>

**Building a Healthy Sustainable Food System in the City of Greater Sudbury
Recommendations for Consideration as Policy Options for the Official Plan**

Sector	Policy Options Included in <i>Position Paper on Local Food Systems and the Official Plan</i>	Further Recommendations for Consideration as Policy Options for the Official Plan
Whole Food System	<ul style="list-style-type: none"> • Base new section in OP on Local Food Systems on the concept of: <ul style="list-style-type: none"> ○ Grow it (production sector) ○ Make it (processing sector) ○ Sell it (marketing and distribution sector) ○ Eat it (service and consumption sectors) ○ Return in (waste use and disposal sectors) • Recognize the important role that local food plays in the physical and economic health of the city. • Develop a Local Food Action Strategy 	<ul style="list-style-type: none"> • Consider freshwater and forest foods within the Greater Sudbury food system
Grow It (Production Sector)	<ul style="list-style-type: none"> • Continue to identify and protect agricultural land from development and incompatible uses, while considering innovative approaches to engaging small scale farming. • Encourage and support increased urban food production through the establishment of community gardens, roof top gardens and greenhouses in residential areas. • Work with community partners and other levels of government to strengthen and expand the local food system, including identifying and removing barriers to local food systems (e.g. sign by-laws and zoning restrictions). • Work with local partners to educate the public on the benefits of local food systems and to promote agriculture as a career choice and to attract new farmers to the area. • Consider a by-law that would permit the raising of backyard chickens in an urban environment. 	<p><u>Rural Agriculture</u></p> <p>Agriculture Reserve</p> <ul style="list-style-type: none"> • Research and implement an expansion to the current Agricultural Reserve, given the challenges of preserving agricultural land from the stripping of sod, more lenient rural lot splitting policies, competing or incompatible adjacent land uses, and the real opportunity to attract new agricultural production to the City • Consider how barriers to the establishment of small mixed production farms (less than 10 acres) can be reduced while still preserving the agricultural reserve. For example through a careful exception to the current minimum lot size limit for severances. • Promote how landowners can add their own land to the Agricultural Reserve, as recommended in the EarthCare Local Action Plan. <p>Rural Lands</p> <ul style="list-style-type: none"> • Ensure changes to rural lot splitting policies are designed to minimize the loss of potential or current farmland. • Ensure municipal staff understand and take up the municipality's opportunities and responsibilities arising from the Ontario Drainage Act, including maintaining existing municipal surface water drains (with landowner co-operation), and designing drains in new developments so they do not impede on farm productivity. • Provide training to bylaw enforcement staff to ensure knowledge of the provincial Farm Practices Protection Act, which overrides some local bylaws when normal farm practices are involved. Consider opportunities to make connections through the Greater Sudbury Food Policy

Sector	Policy Options Included in <i>Position Paper on Local Food Systems and the Official Plan</i>	Further Recommendations for Consideration as Policy Options for the Official Plan
		<p>Council.</p> <ul style="list-style-type: none"> • Take into account the preservation of sufficient access for producers to abutting farmland when reviewing consent applications or new development applications. • Ensure that provincial Minimum Distance Separation (MDS) guidelines for agricultural operations are respected in reviewing consent applications or new development applications. • Assist in maintaining local water quality by including intensive animal production operations (i.e. “factory farming”) in section 8.4.1 Sensitive Groundwater Features - Municipal Wellhead Protection Areas and Sensitive Areas for Groundwater Protection of the OP as a type of facility generating high levels of waste that may impact local water supplies and watershed features. <p>Freshwater and Forest Foods</p> <ul style="list-style-type: none"> • Consider and remove barriers (such as in bylaws) to wild harvesting of plants or berries on public land within the city. <p><u>Urban Agriculture</u></p> <p>Community Gardens</p> <ul style="list-style-type: none"> • Incorporate opportunities for community gardening and permaculture (edible landscaping) in all land use zones by ensuring the zoning bylaw enables the community to integrate opportunities for community/urban agriculture as accessory uses for community facilities such as places of worship, schools and healthy, cultural or recreation institutions. • Provide community garden support staff. • Consider collaborating with developers to ensure that adequate green space for community gardening is allocated in all residential development applications. • Set targets for increasing garden sites e.g. a community garden in every ward. • Create and inventory or system of identifying city-owned lands available for garden sites. • Provide access to water for community gardens. When a water source is unavailable provide rain barrels. • Promote the benefits of and opportunities for community gardening. • Encourage backyard or workplace gardening, front of building, as well as permaculture (edible landscaping and fruit-bearing trees) to complement community gardens.

Sector	Policy Options Included in <i>Position Paper on Local Food Systems and the Official Plan</i>	Further Recommendations for Consideration as Policy Options for the Official Plan
		<ul style="list-style-type: none"> • Provide composting bins, compost, wood mulch and other forms of in-kind support to community gardens. • Integrate edible plants into existing and new public landscaping and tree planting. <p>Allotment Gardens</p> <ul style="list-style-type: none"> • Consider developing allotment gardens. Allotment gardens are managed by municipalities and provide larger spaces than community garden plots.
Make It (Processing Sector)	<ul style="list-style-type: none"> • Consider programs to create and support commercial and community kitchens in strategic areas. • Look to establish a community food hub in a central location to provide a community meeting place where people of all incomes can access nutritious food. 	<ul style="list-style-type: none"> • Support a Community Food Centre with satellite locations throughout the City. A Community Food Centre provides a space where community members can access healthy food and develop food literacy. A Community Food Centre will provide economic opportunities for food processing social enterprises to develop in an incubator kitchen and local food-related businesses will have access to a commercial kitchen. • A Community Food Centre could be linked with a Local Food Hub (see definition). • Support the development of local agricultural infrastructure and amenities by local entrepreneurs such as collaboratively or individually operated processing facilities, including egg grading stations, abattoirs, etc. Support can be the form of facilitation or grants from the Greater Sudbury Development Corporation, or reducing barriers arising from restrictive land use planning designations on rural or agricultural land.
Sell It (Marketing and Distribution Sectors)	<ul style="list-style-type: none"> • Support for a permanent farmers market in downtown Sudbury. • Policies permitting temporary farmers' markets and produce stands. • Develop programming to identify: <ul style="list-style-type: none"> ○ local farms and food processors ○ food deserts in the City ○ Food assets ○ Public lands with a capacity for food production • Foster connections with regional agricultural producers. • Examine existing zoning by-laws to ensure that they provide for a mix of land uses including food destinations, within close proximity of each other. 	<p>Farmers' Markets</p> <ul style="list-style-type: none"> • Ensure the needs of local agriculture producers are strongly considered in designing policies for municipally owned Markets, given these producers are the primary draw for the customers of these facilities • Consider reducing or waiving fees for local farmers for The Downtown Market. <p>Temporary Farmers' Markets/Mobile Good Food Markets</p> <ul style="list-style-type: none"> • To encourage temporary farmers' markets/mobile good food markets allow them in all land use zones. • In collaboration with other partners develop a guide to help potential temporary farmers' market operators establish themselves. • Consider reducing or waiving fees for temporary farmers' markets/mobile good food markets. <p>Food Friendly Neighbourhoods</p> <ul style="list-style-type: none"> • Encourage residential/urban development that supports mixed use of space and food friendly communities. For example neighbourhoods that have convenient access to farmers markets, corner stores, community gardens, and community kitchens within walking distance. Ensure

Sector	Policy Options Included in <i>Position Paper on Local Food Systems and the Official Plan</i>	Further Recommendations for Consideration as Policy Options for the Official Plan
		<p>communities are walkable and have transit stops near to stores/markets.</p> <p>Local Food Hub</p> <ul style="list-style-type: none"> Support the development of a local food hub. A local food hub is a centrally located facility with a business management structure facilitating the aggregation, storage, processing, distribution and/or marketing of locally/regionally sourced food products (USDA-AMS working definition). Support can be in the form of facilitation or grants from the Greater Sudbury Development Corporation, or reducing barriers arising from restrictive land use planning designations on rural or agricultural land.
Eat It (Service and Consumption Sectors)		<ul style="list-style-type: none"> Develop local food procurement policies for food offered and sold in city owned facilities (e.g. recreation facilities, parks, libraries, childcare centres and senior's homes) or city-run programs (e.g. summer camps). Support the implementation of healthy eating guidelines for food and beverages sold in municipal facilities snack bars, cafeterias, and served at meetings, special functions and community events. Consider pricing policies and strategies within municipal facilities that put the cost of healthier and local food and beverage choices (e.g. vegetables, fruit, and milk) lower than the cost of those food and beverages low in nutritional value/low nutrient density. Eliminate advertising and marketing of food and beverages of low nutritional value/low nutrient density on menus, menu boards, vending machines, scoreboards, etc. Support the creation of a universal school healthy meal program in partnership with provincial and federal governments.
Return It (Waste Use and Disposal Sectors)		<ul style="list-style-type: none"> Based on the importance of allowing and promoting the return of crucial nutrients to farm land for the purposes of soil health and sustainable agricultural production, ensure that barriers are removed and systems in place to allow the return of organic waste (whether from production, processing or consumption) to the community's farmland. This includes commercial and residential organic waste collected by private companies or the municipality itself. Understanding that some of the relevant policies are not under municipal control, the municipality can advocate for changes to facilitate sustainable nutrient cycling in provincial policies either actively or as the opportunity arises.

Glossary of Terms

Community Food Centre-A Community Food Centre (CFC) is a welcoming space where people come together to grow, cook, share and advocate for good food. CFCs provide people with emergency access to high-quality food in a dignified setting that doesn't compromise their self-worth. People learn cooking and gardening skills there, and kids get their hands dirty in the garden and kitchen in ways that expand their taste buds and help them make healthier food choices. Community members find their voices on the issues that matter to them, and people find friends and support. CFCs offer multifaceted, integrated and responsive programming in a shared space where food builds health, hope, skills and community (CFC Canada, 2013). A Community Food Centre can provide economic opportunities for food processing social enterprises to develop in an incubator kitchen and local food-related businesses will have access to a commercial kitchen.

Community Food Security—Exists when all community residents obtain a safe, personally acceptable, nutritious diet through a sustainable food system that maximizes healthy choices, community self-reliance and equal access for everyone (Dietitians of Canada, 2007).

Community gardens - are areas of publicly or privately owned land, rooftop, or other space managed and maintained by individuals and/or non-profit organizations, to grow and harvest food crops and/or non-food ornamental crops, such as flowers for personal or group use, consumption or donation. Community gardens may be divided into separate plots or may be farmed collectively and may include common areas maintained and used by community garden members.

Community gardens help to:

- build community and improve social inclusion;
- mitigate mental and emotional stress;
- increase food literacy;
- preserve cultural traditions;
- increase access to and consumption of healthier foods; and
- provide opportunities for physical activity (Long, 2013)

Food Security - Food security exists when all people, at all times have physical and economic access to sufficient, safe and nutritious food to meet their dietary needs and food preferences for an active and healthy life (Canada's Action Plan for Food Security, 1998).

Food Insecurity— Indicates deprivation in terms of a basic human need: access to nutritious food in sufficient quantities and of sufficient quality to maintain good health (Tarasuk et al., 2013).

Healthy sustainable food system is defined as one in which all residents have access to, and can afford to buy, safe, nutritious, and culturally diverse food that has been produced in an environmentally sustainable way and that sustains our rural communities (Miedema, et al., 2007)

Local Food is defined by most community stakeholders in Sudbury as food that is grown (or includes major ingredients grown) within a 150 mile radius of the City of Greater Sudbury. Official definitions under provincial and federal legislation vary and are currently under review.

Local food hub is a centrally located facility with a business management structure facilitating the aggregation, storage, processing, distribution or marketing of locally/regionally sourced food products (USDA-AMS 2013).

Temporary Farmers' Markets/Mobile Good Food Markets are markets on wheels that go to different neighbourhoods every week selling fresh vegetables and fruit (often locally produced). The markets are located in neighbourhoods that do not have easy access to good quality, affordable fresh produce. Not only do they improve access to fresh, culturally diverse, affordable and often locally and sustainably produced fresh vegetables and fruit, they support the local economy, local farm viability and provide a range of public health benefits including:

- increased physical activity (walking to access food);
- increased consumption of vegetables and fruit;
- Increased geographic access to fresh healthy foods; and
- Increase social connectivity (Long, 2013).

Further Resources

Food Policy and Municipalities

Municipal Food Policy Entrepreneurs: A preliminary analysis of how Canadian cities and regional districts are involved with food system change
<http://tfpc.to/wordpress/wp-content/uploads/2013/05/Report-May30-FINAL.pdf>

Planning for Food-Friendly Municipalities in Waterloo Region
<http://chd.region.waterloo.on.ca/en/researchResourcesPublications/resources/FoodFriendlyMunicipalities.pdf>

Best practices in local food – A guide for municipalities
<http://www.amo.on.ca/AMO-PDFs/Reports/2013/2013BestPracticesinLocalFoodAGuideforMunicipalities.aspx>

Harper, A., Shttuck, A., Holt-Gimenez, A., Lambrick, F. 2009. Food Policy Councils: Lessons Learned. Food First.
<http://www.foodfirst.org/files/pdf/Food%20Policy%20Councils%20Report%20small.pdf>

Roberts, Wayne. Chapter 10 - Food policy encounters of a third kind: How the Toronto Food Policy Council socializes for sustainability in Blay-Palmer, A. 2010. Imagining Sustainable Food Systems. Ashgate.

Household Food Insecurity in Canada 2011
<http://nutritionalsciences.lamp.utoronto.ca/wp-content/uploads/2013/07/Household-Food-Insecurity-in-Canada-2011.pdf>

Local Food Procurement

Local Food Recipes: http://www.toronto.ca/livegreen/greenlife_localfood_recipes.htm

Toronto City Council's Adoption of Local Food Procurement Policy: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.GM5.13> (link to report on this page).

Thunder Bay Report - "Making the Connections for Public Sector Local Food Procurement": <http://www.tbdhu.com/NR/rdonlyres/D4130A05-74A9-4A9D-9553-EE82240A6E52/0/FinalReport.pdf>

Mobile Good Food Markets

<http://www.foodshare.net/mobilegoodfoodmarket>

References

Canada's Action Plan for Food Security In Response to the World Food Summit Plan of Action (1998)
http://www.agr.gc.ca/misb/fsec-seca/pdf/action_e.pdf

Community Food Centres Canada
http://cfccanada.ca/what_is_a_community_food_centre

Dietitians of Canada. 2007. Community Food Security – Position of Dietitians of Canada.

Long, K. Planning for Food-Friendly Municipalities in Waterloo Region
<http://chd.region.waterloo.on.ca/en/researchResourcesPublications/resources/FoodFriendlyMunicipalities.pdf>

Tarask, V., Mitchell, A., Dachner, N. Research to identify policy options to reduce food insecurity (PROOF). (2013). *Household food insecurity in Canada 2011*. Retrieved from <http://nutritionalsciences.lamp.utoronto.ca/>

United States Department of Agriculture, Agricultural Marketing Service <http://www.ams.usda.gov/AMSV1.0/foodhubs>
Miedema, M., and Pigott, K. 2007. A Healthy Community Food System Plan.
http://chd.region.waterloo.on.ca/en/researchResourcesPublications/resources/FoodSystem_Plan.pdf

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark....
Date: 1/28/2014 12:15 PM
Subject: Fwd: Official Plan Review Comment Form (Official Plan Review Email)

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> Official Plan Review Comment Form <webmaster@greatersudbury.ca> 01/28/14 12:14 >>>

This form was sent at: 28-Jan-2014 12:14 PM

FIRSTNAME: Marc

LASTNAME: Dumencu

PHONE:

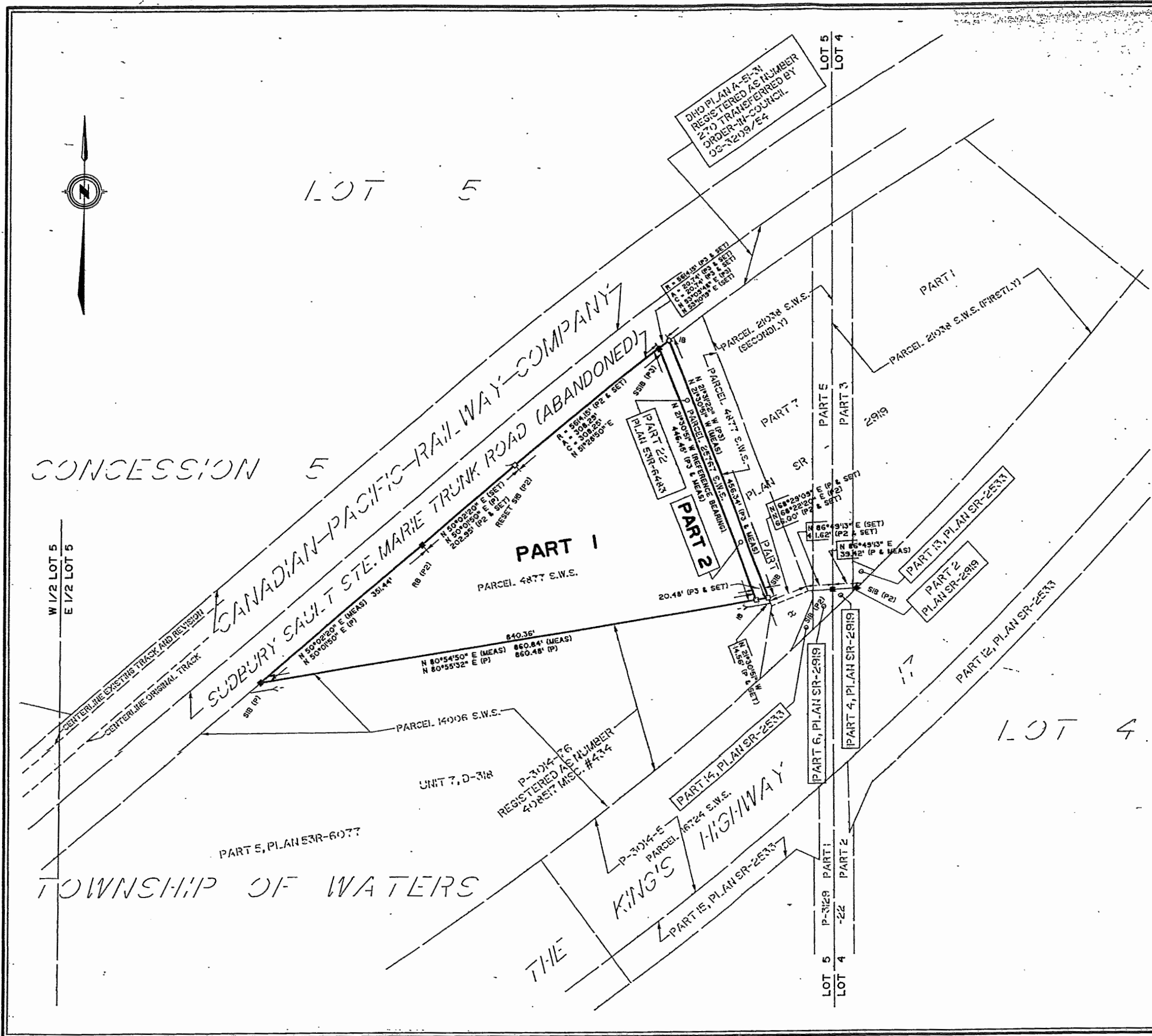
EMAIL:

ADDRESS: 141 North Shore Black Lake Road

QUESTION: The current official plan designates Parts 1 and 2 of plan 53r-13309 as parks and open space.

This property is located within the existing Walden Industrial Park and given there is very limited land availability within the industrial park should be designated for light industrial use.

Thank you.



PLAN 53R-13309

RECEIVED AND DEPOSITED

91-04-05 *RPW*

DATE *Dep.* LAND REGISTRAR FOR THE LAND TITLES DIVISION OF SUDBURY.

I REQUIRE THIS PLAN TO BE RECORDED UNDER THE LAND TITLES ACT.

DECEMBER 27, 1990 *Peter M. Bull*

DATE PETER M. BULL, OLS

PART 1 IS PART OF PARCEL 4877 S.W.S.
PART 2 IS ALL OF PARCEL 25767 S.W.S.

NOTE

BEARINGS ARE ASTRONOMIC AND ARE REFERRED TO THE CENTERLINE OF PART 8, PLAN SR-2919 LIMIT OF PART 22 AS SHOWN ON PLAN 53R-6077 HAVING A BEARING OF N 21°30'51" W.

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

1) THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE THEREUNDER;

2) THE FIELD SURVEY REPRESENTED ON THIS PLAN WAS COMPLETED ON THE 22nd DAY OF NOVEMBER, 1990.

DECEMBER 27, 1990 *Peter M. Bull*

DATE PETER M. BULL, OLS

CAUTION: THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT.

SCALE 1" = 100'

LEGEND

■	DENOTES SURVEY MONUMENT FOUND.
□	DENOTES SURVEY MONUMENT PLANTED.
SB	DENOTES STANDARD IRON BAR.
SSB	DENOTES SHORT STANDARD IRON BAR.
RB	DENOTES ROCK BAR.
MEAS	DENOTES MEASURED.
P	DENOTES PLAN SR-6077.
P2	DENOTES PLAN SR-2919.
P3	DENOTES PLAN 53R-6483.

PLAN OF SURVEY OF

PART OF LOT 5, CONCESSION 5

TOWNSHIP OF WATERS

TOWN OF WALDEN

REGIONAL MUNICIPALITY OF SUDBURY

DISTRICT OF SUDBURY

DATE: DEC. 27, 1990 PL BY: S. SCHERZINGER

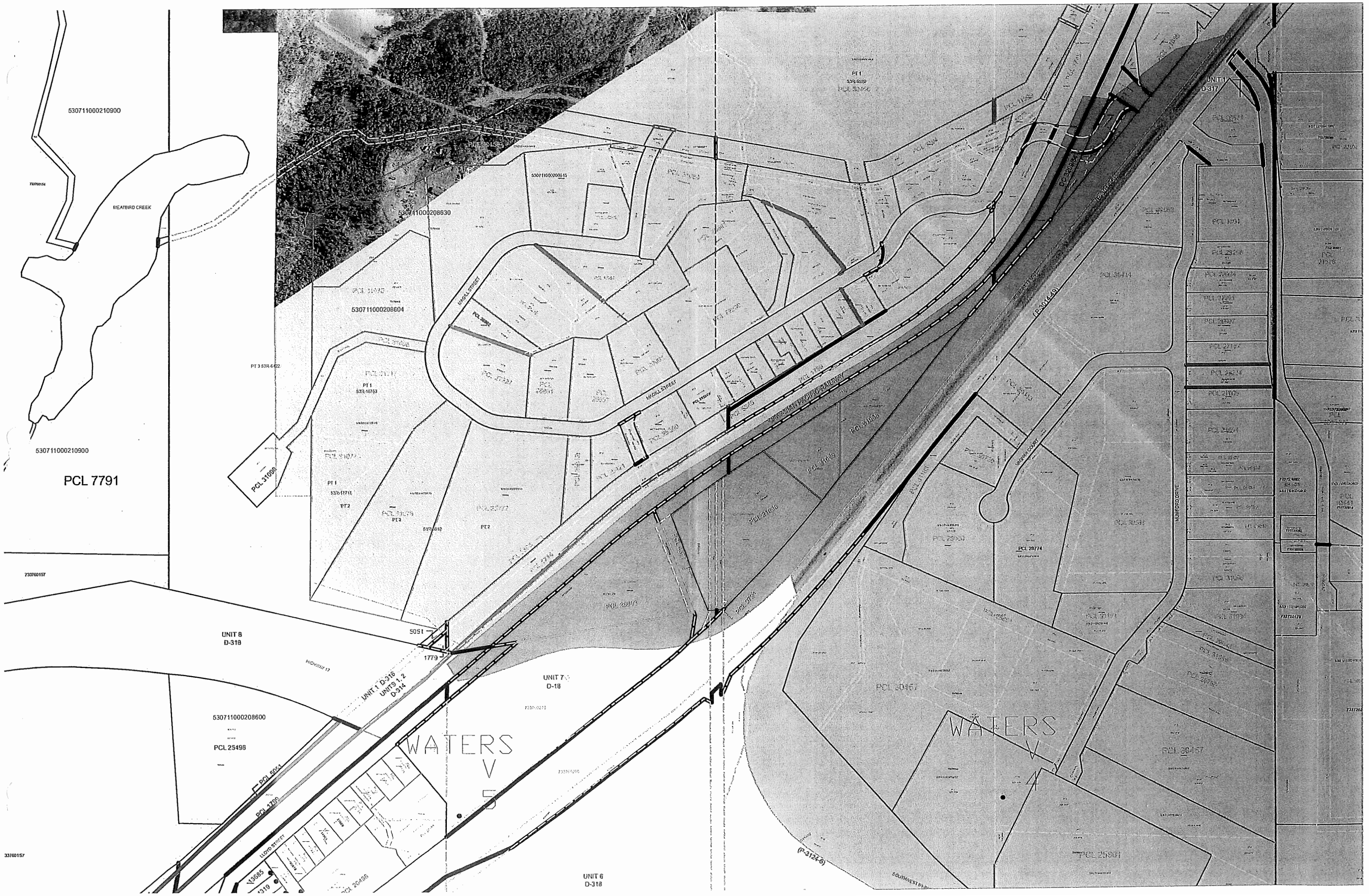
SCALE: 1" = 100' CHD BY: PMB FILE No. 1832

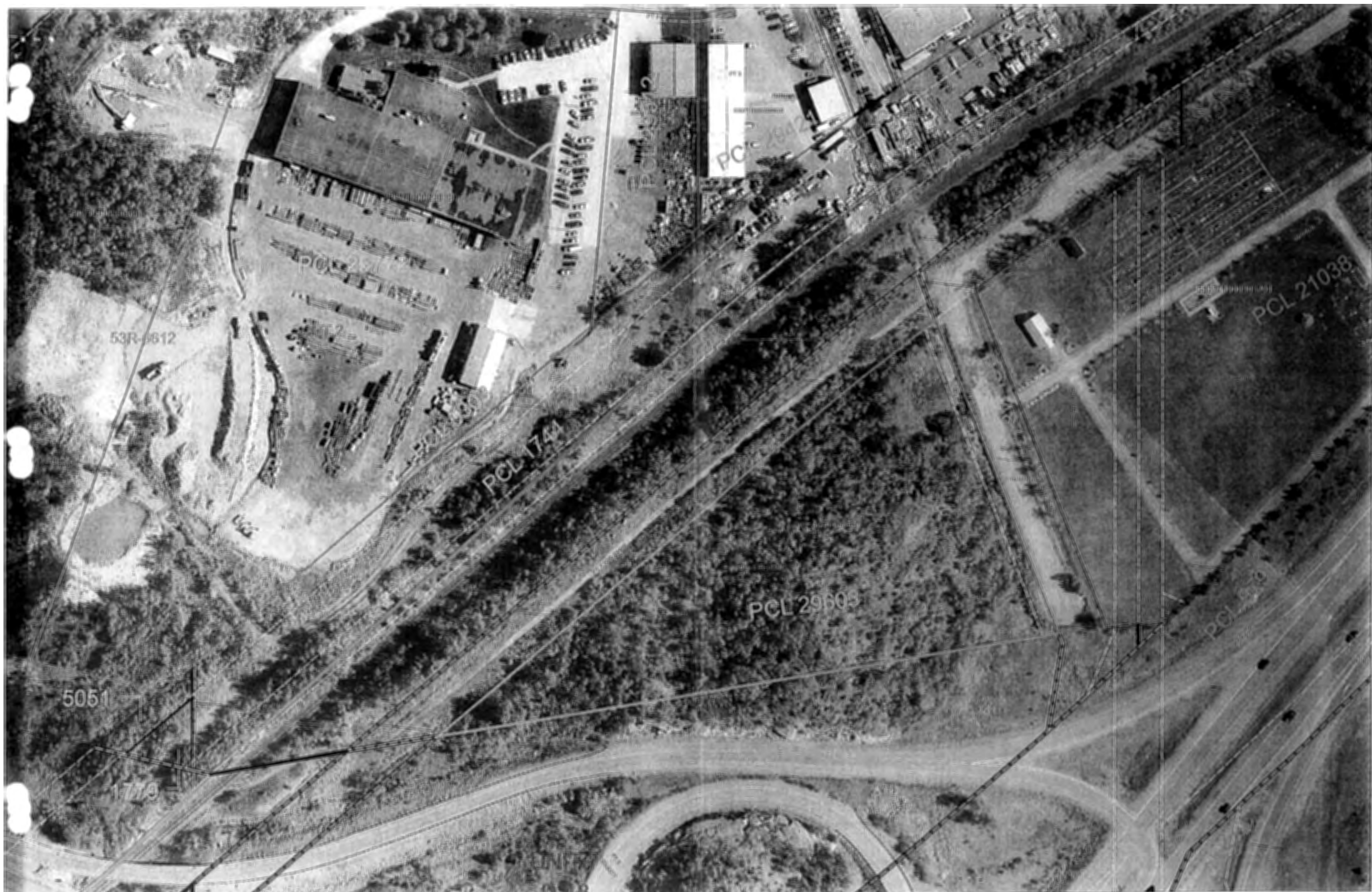
PETER M. BULL SURVEYING LTD.

ONTARIO LAND SURVEYOR

47 LARCH STREET, SUDBURY, ONTARIO P3E 1B8

673 - 4942





53R-0612

PCL 1744

PCL 29603

PCL 21038

5051

1779

**Ministry of
Municipal Affairs
and Housing**

Municipal Services Office
North (Sudbury)
159 Cedar Street, Suite 401
Sudbury ON P3E 6A5
Telephone: 705 564-0120
Toll Free: 1 800-461-1193
Fax: 705 564-6863

**Ministère des
Affaires municipales
et du Logement**

Bureau des services aux municipalités
du Nord (Sudbury)
159, rue Cedar, bureau 401
Sudbury ON P3E 6A5
Téléphone : 705 564-0120
Sans frais : 1 800 461-1193
Télécopieur : 705 564-6863



February 4, 2014

VIA EMAIL AND REGULAR MAIL

Mark Simeoni, MCIP, RPP
Manager of Community and Strategic Planning
City of Greater Sudbury
P.O. Box 5000 Stn A
200 Brady Street
Sudbury ON P3A 5P3

Dear Mr. Simeoni:

**Re: City of Greater Sudbury Official Plan Review
Second Unit and Other Official Plan Policy Recommendations
Cultural Heritage Policy Discussion Paper
MAH File 53-DP-110010**

During the October 26, 2011 preconsultation meeting for the City's review of its official plan, we discussed that provincial staff would endeavour to review the City's background studies as they became available. We have also met to discuss second units on May 30, 2013 and January 27, 2014. Our goal at this early stage is to provide comments and suggestions in advance of the draft policies being formally circulated to the Province. The City has recently prepared the two above-noted reports, which have been screened and circulated to applicable provincial ministries for comment as per the provincial One Window Planning Service. Comments included herein are based on comments received from the Ministry of Tourism, Culture and Sport, as well as the Ministry of Municipal Affairs and Housing. It is not expected that these comments will result in revisions to the background studies, but will be considered in future analysis and preparation of the updated official plan.

Second Unit and Other Official Plan Policy Recommendations, October 2013

This report's jurisdictional scan and review of available research, as well as public input, provide a sound basis for policy recommendations. We support many of the policy recommendations related to second units and the provision of affordable housing. These recommendations will serve City decision-makers well, as they move to the stage of considering potential updates to the official plan in these areas.

We support the recommendation on page 7 that second units be permitted throughout the municipality subject to any legitimate planning constraints (e.g. servicing or environmental constraints). In areas with constraints, the official plan could permit second units subject to a zoning by-law amendment and demonstration that any constraints could be addressed. Should the City choose to approve such a zoning by-law amendment, as per s. 34 (19.1) of the *Planning Act*, this decision could not be appealed to the Ontario Municipal Board.

The study recommends, on page 8 and 9, that garden suites be treated in the same manner as second units. We recommend that staff consider whether this may pose a problem for those wishing to have a temporary garden suite. Removal of specific official plan policies for garden suites may have the effect of narrowing the options for achieving the provision of affordable housing. It may also have the effect of setting more rigorous official plan and zoning provisions than necessary.

We offer the following additional policy recommendations for your consideration:

- On page 22, the first row recommends setting minimum density targets for greenfield areas. Setting a maximum lot size may help to implement this recommendation.
- We recommend that the official plan include direction to encourage the construction of second units in new developments.

It may be beneficial to have further information available for subsequent discussions on second units:

- The graphic on page 3 indicates that optimizing the use of infrastructure is an outcome of second units. This could include cost savings for the City, and City-based examples could be helpful.
- On page 10, it is recommended that owners of second units register their unit, and further information on possible fees for registration could be useful.

Cultural Heritage Policy Discussion Paper, November 4, 2013

This report provides significant recommendations for heritage preservation within the City of Greater Sudbury. The Ministry of Tourism, Culture and Sport (MTCS) has reviewed the report, as well as the current official plan policies, and has provided a number of recommendations including sample wording. Due to the breadth of these comments, they are attached in their original form for your consideration.

In addition to these comments, we suggest that though the list of planning tools on page 7 is not intended to be all-inclusive, it could also include interim control by-laws. An interim control by-law could be used by the City to restrict development while undertaking, for example, a study of a cultural heritage landscape.

Thank you very much for the opportunity to comment. Should you have any questions, please contact me directly at 705-564-6802.

Sincerely, /

Wendy Kaufman, MCIIP, RPP
Planner, Community Planning & Development

c.c. Amy Didrikson, MTCS
Katherine Kirzati, MTCS

Kristina Lang - Fwd: RE: FW: Official Plan Review: May 27 Planning Committee

From: Mark Simeoni
To: Jason Ferrigan; Kris Longston; Kristina Lang
Date: 2/13/2014 2:54 PM
Subject: Fwd: RE: FW: Official Plan Review: May 27 Planning Committee

fyi and kristina please file a copy of this response.

m

>>> Mark Simeoni 2/13/2014 11:22 AM >>>

Hello Dan, Planning Committee dealt with all request for boundary expansions in principle, at their meeting of June 24, 2012, in the context of the Growth and Settlement report. At that time staff indicated that no boundary expansions could be supported based on population projections and land supply. As you know the PPS requires that we consider these requests in terms of land supply and from a servicing perspective. We are able to answer the land supply part of this but are still awaiting the answers to servicing question. This information will be forthcoming as part of the Water Waster Water Masterplan. The W/WW Masterplan is expected to be completed in the fourth quarter of this year. With this in mind we are proceeding with those elements of the Official Plan to Planning Committee not tied into the W/WW Masterplan in the second quarter of this year. We are referring to this as the first phase of the Plan review. The second phase will proceed when the servicing information comes forward.

Kind regards, Mark

Mark H. Simeoni, MCIP, RPP
Acting Director of Planning Services
Manager of Community and Strategic Planning
Planning Services Division
Growth and Development Department
City of Greater Sudbury
P.O. Box 5000, Station "A"
200 Brady Street
Sudbury ON P3A 5P3
705-674-4455 ext.4292

>>> Paquette Planning Associates Ltd. <paquetteplanning@sympatico.ca> 2/11/2014 3:38 PM >>>
Hi Mark

How are you?

Can you advise where the OP review is at ?

When is Council set to deliberate on whether to add more urban land to the Official Plan and in particular respond to our request per attached submission?

Thanks

Regards

Daniel Paquette

Paquette Planning Associates Ltd.
56 Hutchison Avenue
Ottawa, Ontario
K1Y 4A3
PH: (613) 722-7217
FX: (613) 722-0762
paquetteplanning@sympatico.ca
www.paquetteplanning.ca

From: Mark Simeoni [mailto:mark.simeoni@greatersudbury.ca]
Sent: Tuesday, June 11, 2013 9:36 AM
To: Paquette Planning Associates Ltd.
Subject: RE: FW: Official Plan Review: May 27 Planning Committee

Hi Dan I am sorry I cant move the time.

Mark H. Simeoni, MCIP, RPP
Manager of Community and Strategic Planning
Planning Services Division
Growth and Development Department
City of Greater Sudbury
P.O. Box 5000, Station "A"
200 Brady Street
Sudbury ON P3A 5P3
705-674-4455 ext.4292

>>> Paquette Planning Associates Ltd. <paquetteplanning@sympatico.ca> 6/10/2013 9:15 PM >>>
Hi Mark

Can we possibly change our meeting time to 1 pm over lunch or at 2pm or 3 pm in your office?

Thanks

Regards

Dan

Paquette Planning Associates Ltd.
56 Hutchison Avenue
Ottawa, Ontario
K1Y 4A3
PH: (613) 722-7217
FX: (613) 722-0762
paquetteplanning@sympatico.ca
www.paquetteplanning.ca

From: Mark Simeoni [<mailto:mark.simeoni@greatersudbury.ca>]
Sent: Tuesday, June 04, 2013 11:22 AM
To: Paquette Planning Associates Ltd.
Subject: Re: FW: Official Plan Review: May 27 Planning Committee

Hi dan how does 10 am June 14 sound

regard, mark

Mark H. Simeoni, MCIP, RPP
Manager of Community and Strategic Planning
Planning Services Division
Growth and Development Department
City of Greater Sudbury
P.O. Box 5000, Station "A"
200 Brady Street
Sudbury ON P3A 5P3
705-674-4455 ext.4292

>>> Paquette Planning Associates Ltd. <paquetteplanning@sympatico.ca> 6/4/2013 9:36 AM >>>
Hi Mark

Further to my last phone message I would like to talk to you. I will be in Sudbury on June 14 and would like to meet you in the morning that day . Can you please confirm your availability?

Thanks

Regards

Daniel Paquette

Paquette Planning Associates Ltd.
56 Hutchison Avenue
Ottawa, Ontario
K1Y 4A3
PH: (613) 722-7217
FX: (613) 722-0762
paquetteplanning@sympatico.ca
www.paquetteplanning.ca

From: Paquette Planning Associates Ltd. [<mailto:paquetteplanning@sympatico.ca>]
Sent: Friday, May 24, 2013 11:52 AM
To: 'Mark Simeoni'
Cc: André Rivest (andre.rivest@greatersudbury.ca); 'clerks@greatersudbury.ca';
Pierre O'Bonsawin) Richard Proulx
Subject: Official Plan Review: May 27 Planning Committee

Hi Mark

I have examined the Hemson growth projections going to Planning Committee on May 27 and note that the Valley East projections do not appear to reflect the historical growth trends for this portion of the City.

Table 9 (Reference Scenario) of the report indicates that Valley East grew by 1.1. per cent per year (or 220 persons per year) between 2006 and 2011 but projects growth at less than .4 percent per year (or 77 persons per year) between 2011 an 2036. What is the basis for this diminished expectation of one of Sudbury's fastest growing communities?

Also, can you advise when you intend to bring forward your report dealing with land supply and urban boundary adjustment requests which our group is seeking (per attached letter).

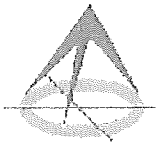
I look forward to your response.

Thanks

Regards

Daniel Paquette

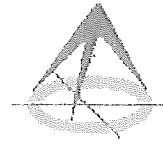
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www.paquetteplanning.ca



BORTOLUSSI SURVEYING LTD.

144 Elm Street, Sudbury, Ontario P3C 1T7
(Phone) 705-675-2566 (Fax) 705-675-8751

Adrian Bortolussi, Ontario Land Surveyor



February 14, 2014

Marc & Linda Broulette
#28 Richeleau Court
Sudbury, ON, P3A 0A1
Marc (cell)
Linda (cell)

Attention: Mr Marc Simeoni
Manager of Community & Strategic planning


We are the owners of a parcel of land in Garson. It is located in Lot 4, Concession 1. Access to this property is from Jones Street and 2 entrances on Municipal Road 90. A sketch of the property is attached.

The boundary on the Official Plan for development for the Garson area is the westerly boundary of this property. We have been told that the 5 year analysis is due in June of this year and the engineering report is due in July. At this time, the development area will be calculated to see if further expansion would be allowed.

We are very interested in developing this property. It is a very nice piece of land right in Garson with a lot of residential development close by. We would like this property to be included in the Official Plan for future development.

Your assistance in this matter is greatly appreciated. If you have any questions please feel free to contact Adrian Bortolussi, OLS or ourselves at any time.

Yours Truly,



Marc Broulette

Adrian Bortolussi
Ontario Land Surveyor

Linda Broulette

KEY PLAN
SCALE 1:8000

Kris Longston - City of Greater Sudbury OP policy re hazards, MAH File 53-DP-110010

From: "Kaufman, Wendy (MAH)" <Wendy.Kaufman@ontario.ca>
To: Jason.Ferrigan@greatersudbury.ca
Date: 2/18/2014 10:03 AM
Subject: City of Greater Sudbury OP policy re hazards, MAH File 53-DP-110010
Cc: Kris.Longston@greatersudbury.ca; Mark.Simeoni@greatersudbury.ca; Catheri...

Good Morning Jason,

As per our discussion, this email provides a detailed policy suggestion re contacting MNM with respect to mine hazards.

Below I've pasted the whole of the in-effect OP section re abandoned mines. The section titled '**Program**' (bold red below) triggers setting up a protocol with MNM. This policy was included in the OP by Minister's modification. I understand that no protocol has been established to implement this section.

To replace the bold red text below, we would suggest inclusion of the following statement (or similar): *Where development is proposed within one kilometre of a mine hazard shown on Schedule 4 – Hazard Lands, the City will consult with the Ministry of Northern Development and Mines, regarding the nature of the hazard and any remediation measures that may be required under the Mining Act.*

In practice, it is recommended that the City consult with Catherine Daniels, Northeast Regional Land Use Geologist (copied), at 705-235-1612 (Timmins). Catherine would liaise with Marc Stewart, Mine Hazard Technician, as needed.

Thanks,
 - Wendy

10.4 MINE HAZARDS AND ABANDONED PITS AND QUARRIES

Mine hazards may include any feature of a mine *or any related disturbance of the ground that has not been rehabilitated*, posing a risk to human safety and property. The approximate locations of potential mine hazards are shown on *Schedule 4, Hazard Lands*. (2007 MMAH Mod #19a)

Abandoned pits and quarries are an area of land not previously licensed or permitted under the *Aggregate Resources Act* from which aggregate has been removed, leaving it in a form that is derelict, unproductive or incompatible with the surrounding landscape.

Policies

1. Mine hazards and abandoned pits and quarries shall be rehabilitated and safety hazards mitigated prior to the approval of new development.
2. Any development on*, abutting* or adjacent to lands affected by mine hazards or abandoned pits and quarries must be supported by a study that: (2007 MMAH Mod #19b)
 - a. identifies any potential safety hazard;
 - b. demonstrates that the site can be rehabilitated to mitigate the known or suspected hazard;
 - c. establishes procedures for site rehabilitation and mitigation of the safety hazard; or,
 - c. provides evidence that potential hazards do not exist on the site.

***Program**

1. The City will work with the Ministry of Northern Development and Mines to develop a protocol to be followed prior to decisions on proposals for development on, abutting or adjacent to the Potential Mine Hazards shown on Schedule 4 – Hazard Lands.* (2007 MMAH Mod #20)

Wendy Kaufman, MCIP, RPP

Planner, Municipal Services Office North (Sudbury)

1-800-461-1193 x.46802, 705-564-6802, wendy.kaufman@ontario.ca

MINISTRY OF MUNICIPAL AFFAIRS AND HOUSING, SUITE 401, 159 CEDAR STREET, SUDBURY ON P3E 6A5



South End Community Action Network
c/o 49 Mist Hollow Drive
Sudbury, Ontario
P3E 6L7

February 27, 2014

Attention:

David Shelsted, Director of Roads & Transportation
Tony Cecutti, General Manager of Infrastructure Services
PO Box 5000, STN 'A',
200 Brady St.
Sudbury, ON Canada
P3A 5P3

Re: City of Greater Sudbury Transportation Study (2013)

Dear Mr. Shelsted and Mr. Cecutti,

There has been a long history of consultation between the Greater City of Sudbury and various groups promoting the development of a cycling infrastructure within the region. The South End Community Action Network (SECAN) welcomes the opportunity to provide input into the proposed Transportation Plan.

We are, however, concerned over the lack of any visible progress on this issue. The City has spent several million dollars on road infrastructure development over the past few years and there has been no inclusion of safe cycling infrastructure.

We consider the adoption of the Complete Streets policy into the Official Plan to be essential if we are to move forward. (<http://completestreetsforcanada.ca/policy-elements>). We realize that budgetary considerations will inevitably determine bicycle infrastructure implementation, but without Official Plan support it has little chance of being part of the planning process.

We believe the positive cost benefit analysis of increasing resident physical activity to be self-evident. Safe cycling routes to schools, businesses, workplaces and shopping areas would promote physical exercise and reduce the City's carbon footprint. We feel it is time to promote a healthier future for city residents.

To this end the South End Community Action Network (SECAN) would like to provide the following comments on the Transportation Study recently completed by MMM Group for the

City of Greater Sudbury. Our comments are based on the route mapping provided for the Transportation Study as it pertains to the South End.

Algonquin – Countryside Roads: Currently the Transportation Plan proposes bicycle signage for Algonquin and Countryside Roads. These roads currently provide the primary access for local residents to St. Benedict Secondary School High School, Holy Cross Elementary School, and Algonquin Road Public School, as well as the associated parks and soccer fields associated with these schools. In addition, these two roads provide access to the Countryside Area and the South End Library. Bike Lanes would provide a more secure cycling environment for elementary and high school students that want to ride their bikes to school. Both Algonquin and Countryside Road are wider than typical streets and it would not take significant effort or cost to accommodate cycling lanes.

Loaches Road: Signage is proposed for Loaches Road. Loaches Road services both Lo-Ellen Park Secondary School and RL Beatty Public School, as well as students travelling to Laurentian University from the South End area. Similar to Algonquin and Countryside, Loaches Road's accessibility would increase with cycling lanes instead of signage. Lanes would also be more effective in promoting cycling among students.

Signed bike lanes would necessitate the removal of parking on these streets. Members of the SECAN would welcome the opportunity to consult with affected residents and discuss the positive and negative aspects of such a change.

Long Lake Road: From the 4-Corners to the Bypass, a signed cycling route is proposed. Long Lake road is 4-lane, with a 60 to 80 km/hour speed limit and lots of traffic. A signed route for this stretch of road is not safe for cyclists. We are aware that the 5-year Capital Budget for roads includes the renewal of Long Lake Road in 2016 ("Long Lake Rd from 0.65 km north of Sunnyside to Hwy 17": approx. 850 meters for \$1.15 million at \$1350 per meter). We strongly encourage including the paving of shoulders the Long Lake Road with a dedicated bicycle lane from the Long Lake Public School to .65 km north of Sunnyside Rd. in the Capital Budget.

These three initiatives would provide a safe continuous cycling route for south end residents to access schools, public buildings, workplaces and businesses.

Paris St from York to Long Lake Road: A signed cycling route is proposed for this area. Paris is a 4-lane road with a speed limit of 60 km/hour and contains heavy traffic including trucks and buses. This section of Paris is a primary connection to and from the South End to the downtown and beyond. We would encourage the City to consider a separate cycling track as has been proposed for the remainder of Paris Street.

Regent St.: From the 4-Corners to Algonquin Road a combination of cycling track and paved shoulder has been proposed for cyclists, which provides good access through this area. However, from 4-Corners to Walford Road, the Transportation Study has proposed cycling signage. We would strongly encourage the City to consider extending the cycling track along Regent St. as the road is 4-lane and traffic moves quickly making it difficult for cyclists to share the road with the vehicular traffic.

General Comments:

1. It would be helpful if an implementation plan is provided as part of the Transportation Study's final report. The plan should identify what should be completed first and in what time frame. Some streets, such as Algonquin, Countryside and Loaches could benefit area students immediately and would promote and encourage student cycling in the South End.
2. Cycling tracks are expected to be expensive and more time consuming to implement. However, it would be helpful if the Transportation Study's final report identifies interim measures to improve cycling along major corridors such as Paris, Long Lake and Regent. Interim measures such as allowing cycling on the boulevards, seasonal lane restrictions, speed limit reductions, etc. could help to improve and promote cycling in the South End.
3. Education for cyclists and drivers, promoting new cycling routes and re-enforcing the rules of the road for cyclists and drivers will be a critical part of any infrastructure roll out. We would encourage the City to engage area schools and reach out to students directly to encourage and promote cycling in Sudbury's South End. The SECAN would actively collaborate with these efforts.

The SECAN appreciates this opportunity to comment on the Transportation Plan and we look forward to its implementation.

Sincerely

Richard Witham
Bike Path Subcommittee
South End CAN

Cc. Councillor Doug Craig
Councillor Francis Calderelli
Sherri Moroso, City of Greater Sudbury
Mark Simeoni, City of Greater Sudbury

Kristina Lang - FW: SECAN response to Transportation Study

From: Simon Nickson
To: Sherri Moroso <Sherri.Moroso@greatersudbury.ca>
Date: 2/28/2014 11:56 AM
Subject: FW: SECAN response to Transportation Study
CC: Simon Nickson

Attachments: Transportation Study Response Feb 2014.pdf; Part.004

Hi Sherri,

This is some feedback that the SE CAN is considering sending regarding the Transportation Study. It will be circulated amongst the CAN members first for approval, but just wanted to get a perspective from you on the contents to ensure we are not crossing any boundaries. I thought that it was very good feedback and I do not believe that it crosses any boundaries, but just checking.

This has not been send around yet and has some minor edits to complete first so please keep to yourself for now.

Please advise.

Thanks,

Simon

From:
Sent: Thursday, February 27, 2014 4:45 PM
To: Simon Nickson
Cc: ; Simon Nickson
Subject: RE: SECAN response to Transportation Study

Hi Simon,

I like it. Looks good to me. I agree that we should run it by Sherri prior to sending it out. I want to make sure we have not crossed any boundaries.

Kind Regards,

Jim



James Bruni CIP
Senior Field Underwriter

Direct:
Toll Free: 1-866-870-8608
Mobile:

30 Mist Hollow Dr., Sudbury, Ontario P3E 6L7 | www.avivacanada.com

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Simon Nickson

To

cc Simon Nickson

02/27/2014 04:28 PM

Subject RE: SECAN response to Transportation Study

Hi Jim,

Richard has drafted a response from the SECAN as input to the Transportation Plan with input from several individuals (Steve Reitzel, Deb McIntosh and Rachelle Niemela). I took what he wrote and put it in our letterhead template for review and comment by our core Executive group. Before I circulate to that group, just wanted to get your thoughts. I think it is well done and don't believe it should conflict anything. Any thoughts?? We might want Sherri to take a quick look at it, but I see no harm in these comments.

Richard - I edited a bit (highlighted in yellow) and added your signature as the Bike Path Subcommittee - are you OK with all that??

Simon

-----Original Message-----

From: Simon Nickson
Sent: Wednesday, February 26, 2014 8:43 PM
To: Simon Nickson
Subject: FW: SECAN response to Transportation Study

-----Original Message-----

From: Richard Witham [mailto:richard.witham@aviva.ca]
Sent: February 18, 2014 3:17 PM
To: Simon Nickson
Subject: SECAN response to Transportation Study

Hi Simon

I have included all of the suggested edits received so far. Steve Reitzel has indicated that the final report may be coming out soon so I would like to send this response on SECAN letterhead as soon as possible.

Obviously the proper route would be to discuss the contents at our next meeting, make any necessary revisions, and then sent it but I fear that may

be too long a delay.

Can we distribute it to the SECAN members, not to the ward councillors and give members a couple of days to suggest revisions. After that we could send the letter with the understanding that if there were contentious issues we could discuss at our next meeting and resend a revised letter if necessary.

Let me know if you think this is possible.

thanks

rw

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Kristina Lang - Fwd: Re: Flood Plain Designation Updates

From: Kris Longston
To: Kristina Lang
Date: 4/11/2014 3:38 PM
Subject: Fwd: Re: Flood Plain Designation Updates

For OP file

Thx

>>> Jason Ferrigan 3/11/2014 11:33 AM >>>

Hi Dave:

I spoke with Paul Sajatovic, who confirms that these two proposed changes are "floodplain" for the purposes of the 2014 Provincial Policy Statement and should be included in the Official Plan. I indicated to him that we would prepare a revised natural hazard schedule for the Official Plan showing the four additions to the floodplain for NDCA's review and sign off. Please add these two new areas to the OP and send me a revised draft schedule so that I may follow up with the NDCA.

Thanks
Jason.

>>> Paul Sajatovic 3/10/2014 2:53 PM >>>

Hi David:

Based on the information you forwarded earlier today and the meeting you had with Dennis Lenzi last week, the NDCA concurs with the proposed changes. As previously discussed with Bill you can post this information to your SDE for City staff to access. It is also my understanding that the general public will have access subject to a disclaimer statement. It is further understood by the NDCA that the City may include the designation updates in the revised OP mapping.

Please contact us should you wish to discuss this matter further. Thank you very much.

Paul Sajatovic,
NDCA, Sudbury.

Kristina Lang - Fwd: Letter of objection-proposal for cell tower at 4980 Highway 69N, Val Thérèse, Greater Sudbury, Ontario

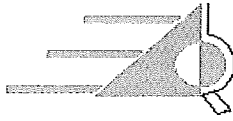
From: Kris Longston
To: Kristina Lang
Date: 3/17/2014 11:23 AM
Subject: Fwd: Letter of objection-proposal for cell tower at 4980 Highway 69N, Val Thérèse, Greater Sudbury, Ontario
CC: Jason Ferrigan; Mark Simeoni
Attachments: Letter of objection-proposal for cell tower at 4980 Highway 69N, Val Thérèse, Greater Sudbury, Ontario

>>> Eric Taylor 3/17/2014 11:13 AM >>>

Fyi,

Sending the attached email along to you as part of the objections to the tower relate to a request to expand the urban boundary in Val Therese area.

Eric



RONALD PAQUETTE

**LAWYER
QUÉBEC & ONTARIO**

Gatineau, March 14th, 2014

WITHOUT PREJUDICE
BY-E-MAIL

Summit Telecom Services Inc.
On behalf of Rogers Communications Inc.
Mr. Jay Lewis
2465 Royal Windsor Drive
Mississauga, Ontario
L5J 1K9

Re: Proposed installation of an 80 metre telecommunications
tower and facility by Rogers Communication Inc. (C4393) at
4980 Highway 69N, Val Thérèse, Greater Sudbury, Ontario

Dear Sir:

I have been asked to respond to your notification dated February 7th, 2014 on behalf of Mr. Rodolphe Paquette, owner of the property at 4888 Highway 69N, located immediately to the west of the above-described property.

He has serious concerns with the proposal to install an eighty (80) metre telecommunications tower and facility at the said location given the impact it will have on the future residential development potential of his property.

While his property is not currently designated for residential development in the City of Greater Sudbury Official Plan, he has filed a formal request to re-designate his property and neighbouring properties, including the said 4980 Highway 69N, to permit residential development in the future. I understand that this request is currently being evaluated in the context of the said City's Official Plan Review which I am informed should be completed in early 2015.

Should he not be successful in obtaining a residential designation as part of the said Official Plan Review, after all appeals to the Ontario Municipal Board have been exhausted, then I am informed that he intends to again make the request in five (5) years, being the statutory review period for an Official Plan in Ontario.

He is optimistic that he will be able to obtain a re-designation of the said properties for residential purposes within a reasonable time frame.

Given his plans for residential development, he therefore objects to the installation of the tower as proposed because:

1. the tower will have a negative visual impact and detract from the marketing of his property for future residential development;
2. the tower will emit signals which may cause health problems, whether real or perceived, which, in turn, will also detract from the marketing of his property for future residential development;
3. the tower will negatively impact the value of his property;
4. the tower will have a detrimental effect on the locality as a whole.

The owner of course reserves all liability claims against Summit Telecom Services Inc. and Rogers Communication Inc. for his damages caused by the proposed tower.

Yours truly,

RONALD PAQUETTE
CC Industry Canada (Eastern & Northern Ontario District)
CC City of Greater Sudbury (Mr. Eric Taylor)
CC City of Greater Sudbury (Mr. André Rivest)

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark....
Date: 3/21/2014 11:19 AM
Subject: Fwd: Water Quality Model for Lakes in the City of Greater Sudbury (Official Plan Review Email)
Attachments: 2014-03-19-VRStoCGS-WaterQualityReport.pdf

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> "Linda Heron"

03/21/14 11:18 >>>

I am attaching Vermilion River Stewardship's comments and concerns regarding the Final Report entitled, "Development and Application of a Water Quality Model for Lakes in the City of Greater Sudbury".

It is understood there will be a presentation at the Planning Committee meeting on Monday evening, and these comments are pertinent to that presentation.

Please let me know if you have any questions or would like to discuss further. Thank you!

Linda

Linda Heron
Chair, Vermilion River Stewardship
<<http://vermilionriverstewards.ca/>> VermilionRiverStewards.ca

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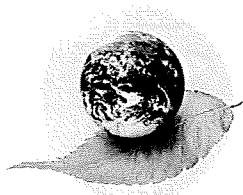
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"Community Supporting a Healthy, Natural and Sustainable River System"

Vermilion River Stewardship



379 Ronka Rd.
Worthington, ON
P0M 3H0

VermilionRiverStewards.ca

21 March 2014

Mayor Marianne Matichuk and City Council
City of Greater Sudbury
PO BOX 5000, STN 'A'
200 Brady Street
Sudbury, ON
P3A 5P3

By Email: Mayor@greatersudbury.ca

Dear Mayor Matichuk and City Council:

Re: Development and Application of a Water Quality Model for Lakes in the City of Greater Sudbury – Hutchinson Report

The Vermilion River Stewardship (VRS) wish to express our concerns regarding the recent report entitled, "Development and Application of a Water Quality Model for Lakes in the City of Greater Sudbury" (Report), by Hutchinson Environmental Sciences Inc. We understand that this report was initiated in late 2011 for the development of a watershed-based water quality model for the City of Greater Sudbury using the Lakeshore Capacity Model.

We have had an opportunity to review this Report in detail, and feel that it falls far short of its purpose, which is to provide technical guidance for the development and redevelopment of unserviced shoreline lots in support of Official Plan policies that are protective of water quality, technically sound, defensible, and which meet the intent of the Provincial Water Quality Objectives (PWQO) and Provincial Policy Statement. Our areas of concern are as follows:

- 1. Classification of Lakes:** None of the three classifications of "Enhanced", "Moderate" and "Standard" are designed to determine that a lake is at capacity. All classifications are addressed by either preventing additional phosphorus; minimizing phosphorus input, or mitigating with best management practices. This model offers no clear mechanism to determine that a lake is at capacity or to recommend that no further development takes place. This is a concern when the original contract under "Scope of Work" specifically called for "*recommendations as to which lakes could and which lakes could not support additional development based on current phosphorus concentrations*".
- 2. Improper Classification of Lakes:** It is shocking that this Report places Simon, McCharles, Mud, and Kelly Lakes into the "Moderate" Management Classification, rather than "Enhanced", when year after year they have had on-going challenges with excessive algae, foul odors, and degraded water quality.

On the other hand, the "Enhanced" management classification was provided to some remote lakes with little or no development pressure, as well as Fairbank Lake which is one of the cleanest and healthiest lakes in the Sudbury District. These classifications do not seem logical or rational, let alone "technically sound and defensible". Therefore the formula used to classify the lakes is questionable.

3. **An Effective Model:** MOE's "Lake Capacity Model" did not work in this study, and there is no convincing evidence or data to support that this Model would be accurate or effective either. In fact, the integrity of this Model is questionable when for many years, water quality conditions in these lakes have been nowhere near acceptable, and in our opinion places them under an incorrect classification. Can anyone honestly say that the City should allow any expansion of development that would impact further on these lakes?

For many years there has been talk of a proposed Dalron development on McCharles Lake. This is a very good example of a bad idea that would impose additional stresses to an already struggling lake and river system. Even though lots would most likely be serviced, there would be additional inputs and stresses caused by run-off of nutrients, as well as detergent, oil, gas, salt, etc., from automobiles and other human activities.

4. **Waste Water Treatment Facilities (WWTFs):** The contribution of the City's WWTFs was mentioned with regard to the MOE Lake Capacity Model, but no indication of how or whether they would be considered in the Report's recommended model.
- a. Future population expansion within the watershed would impact on the WWTFs, and consequently also on downstream lakes, and that must be accounted for when assessing phosphorus loading.
 - b. The 4 WWTF impacting on the lower Junction Creek arm contribute a steady stream of phosphorus, and are the primary reason for most of our ongoing water quality challenges in the lakes mentioned above. Yet there was no consideration of their continuing cumulative impacts on water quality on these lakes, nor on how increased populations or development within the watershed could increase these pressures.
 - c. There was also no mention of the WWTF bypasses that release untreated and undertreated effluent into these lakes during extreme heavy rain events.
5. **Climate Change:** The Report includes no planning or consideration for climate change and how it could compound water quality challenges with increased incidences of extreme rain and drought events. The City of Sudbury must plan ahead for climate change when approving development, upgrading WWTF, or approving policy. We must also provide a significant buffer to protect water quality and ecosystems from future intensification of climate change and its impacts.
6. **Blue-green Algae:** Blue-green algae is considered a trigger for lake classification in this Model. Of the lakes mentioned here, only McCharles Lake was noted in this Report for having a blue-green algae bloom, when in fact in 2011 the entire lower arm of the Vermilion River/Junction Creek experienced the bloom, including Simon, McCharles, Kusk, Grassy, Ella and Wabagishik Lakes, all the way out to the Spanish River. The bloom was actually sampled and confirmed on McCharles and Grassy Lake, but SDHU only recorded it as "Vermilion" and "McCharles" in its report. Consequently, the bloom experienced by the other lakes on the Vermilion was not reflected in this Report at all.

There was also a bloom on Ella Lake, on the lower Vermilion River that persisted

throughout the winter months of November 2012 through to ice break-up in the spring of 2013. McCharles Lake had another bloom in September of 2013. If the lower Vermilion River system has increasing development pressures it could create a domino effect that would impact on several lakes along the Vermilion system, and make these toxic blooms a regular occurrence. Many families living along the Vermilion River and its connecting lakes rely on its freshwater for their drinking water and daily household needs.

VRS only refers to the lakes we are familiar with in this letter; however, if this new model does not work for these lakes, then there is a high probability that it will not protect the other lakes within the Sudbury District as well. The MOE model that was originally to be applied to Sudbury area lakes is a "Lake Capacity Model", and even though this model wasn't a fit for our area lakes, it would be appropriate that whatever model is adopted will, at the very least, assist the City in accurately determining when a lake has reached its capacity.

We would have expected that Simon, McCharles, Mud and Kelly Lakes would have been given the highest level of caution, and that shoreline development would be frozen, but that option is not even available in this Report, even though it was clearly one of the deliverables specified in the "Scope of Work" for this project.

The best hope for these lakes, according to this Model, is to have them elevated to "Enhanced", but the method of increasing a "moderate" classification to "enhanced" is to show phosphorus concentration is over 20 ug/L and to do a "causation study". However, there is no explanation of what that is, what it would entail, or what it would cost taxpayers. And then, this would only mean no additional phosphorus loading or limit the creation of new un-serviced lots. Limit does not mean stop. Does that mean there could still be additional serviced lots, or some unserviced lots under certain circumstances? This Report lacks clarity in several areas.

This Report would be incorporated into the Official Plan as policy to provide direction and guidance on future lot development decisions. If increased development along shorelines will be gauged according to the model set out in this Report, then our area lakes could be seriously compromised. It is much less costly and easier to prevent degraded water quality than it is to restore a lake/river ecosystem after it has gone beyond its tipping point.

VRS requests that the City reject this Report as it is flawed, and does not fully meet the objectives and Scope of Work as set out in Contract GDD11-29. If this Model were implemented into policy, VRS feels it would not effectively protect water quality, and therefore could place Sudbury area lakes at unnecessary risk.

It would be prudent for the City to provide an opportunity for comments and input on this Report from the Lake Advisory Panel, Greater Sudbury Watershed Alliance, and local stakeholders and stewardships. The original objective and scope of work must be reflected in the final Model and policy in order to effectively protect water quality in Sudbury area lakes.

Sincerely,

Linda Heron
Chair, Vermilion River Stewardship

Cc: Jacques Barbeau, Councillor – Jacques.Barbeau@greatersudbury.ca

Joe Cimino, Councillor joe.cimino@greatersudbury.ca
Andre Rivest, Councillor - andre.rivest@greatersudbury.ca
Claude Berthiaume, Councillor - claudio.berthiaume@greatersudbury.ca
Dave Kilgour, Councillor - dave.kilgour@greatersudbury.ca
Doug Craig, Councillor - doug.craig@greatersudbury.ca
Evelyn Dutrisac, Councillor - evelyn.dutrisac@greatersudbury.ca
Fabio Belli, Councillor - fabio.belli@greatersudbury.ca
Frances Caldarelli, Councillor - frances.caldarelli@greatersudbury.ca
Joscelyne Landry-Altmann, Councillor - joscelyne.landry-altmann@greatersudbury.ca
Ron Dupuis, Councillor - ron.dupuis@greatersudbury.ca
Terry Kett, Councillor - terry.kett@greatersudbury.ca
Stephen Monet, Environmental Planning Initiatives - Stephen.Monet@greatersudbury.ca
Mark Simeoni, Planning Services Division - Mark.Simeoni@greatersudbury.ca
Lesley Flowers, Chair, GSWA -
Paul Sajatovic, General Man., Conservation Sudbury - Paul.Sajatovic@greatersudbury.ca
David Furino, Simon Lake Community Stewardship Group -
Clerk@greatersudbury.ca
OfficialPlan@greatersudbury.ca

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark....
Date: 3/22/2014 12:17 PM
Subject: Fwd: Water Quality Model for Lakes in the City of Greater Sudbury (Official Plan Review Email)
Attachments: 2014-03-22-VRStoCGS-HutchinsonReport.pdf

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> "Linda Heron"

03/22/14 12:16 >>>

Greetings everyone! On further examination of the Water Quality Model Report, VRS offers some additional comments that are pertinent to its efficacy, and would be helpful for discussion at the Policy Committee Meeting on Monday.

Thank you!

Linda

Linda Heron
Chair, Vermilion River Stewardship
<<http://vermilionriverstewards.ca/>> VermilionRiverStewards.ca

Important notice to recipient:

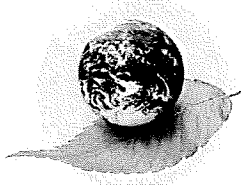
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"Community Supporting a Healthy, Natural and Sustainable River System"

Vermilion River Stewardship



379 Ronka Rd.
Worthington, ON
P0M 3H0

VermilionRiverStewards.ca

22 March 2014

Mayor Marianne Matichuk and City Council
City of Greater Sudbury
PO BOX 5000, STN 'A'
200 Brady Street
Sudbury, ON
P3A 5P3

By Email: Mayor@greatersudbury.ca

Dear Mayor Matichuk and City Council:

**Re: Addendum to 21 March 2014 Letter
Development and Application of a Water Quality Model for Lakes in the
City of Greater Sudbury – Hutchinson Report**

The Vermilion River Stewardship wishes to offer some additional observations that are pertinent to the concerns set out in our letter of 21 March 2014 regarding the Hutchinson Report (Report) noted above.

On further examination of the Report, it was concerning to note that of the 33 lakes that were listed under "Enhanced" management on page 82 (pdf), most of the lakes have no Total Phosphorus (TP) data attached to them, and the lakes that do have data were all very low TP readings. The only lake that had TP over the PWQO of 20 ug/L was Bethel Lake.

The Report does not provide any detail for the weight attached to each criteria or trigger, so it's very difficult to confirm why a lake was placed into a classification, especially when there is no TP data available.

There appears to be no logic in how all but one of 33 lakes made it into the Enhanced classification - unless the goal is only to protect healthy lakes. But what about all those lakes that are really at risk if shoreline lot development increases? This Report and Model does nothing to identify or protect those lakes that are at risk.

Thank you for your consideration.

Sincerely,

Linda Heron
Chair, Vermilion River Stewardship

Cc: Jacques Barbeau, Councillor – Jacques.Barbeau@greatersudbury.ca
Joe Cimino, Councillor joe.cimino@greatersudbury.ca
Andre Rivest, Councillor - andre.rivest@greatersudbury.ca
Claude Berthiaume, Councillor - claudio.berthiaume@greatersudbury.ca
Dave Kilgour, Councillor - dave.kilgour@greatersudbury.ca
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Joscelyne Landry-Altmann, Councillor - joscelyne.landry-altmann@greatersudbury.ca
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Stephen Monet, Environmental Planning Initiatives - Stephen.Monet@greatersudbury.ca
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Lesley Flowers, Chair, GSWA -
Paul Sajatovic, General Man., Conservation Sudbury - Paul.Sajatovic@greatersudbury.ca
David Furino, Simon Lake Community Stewardship Group -
Clerk@greatersudbury.ca
OfficialPlan@greatersudbury.ca

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark....
Date: 4/21/2014 2:59 PM
Subject: Fwd: new Montrose projecti (Official Plan Review Email)

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> rcgavreau

04/21/14 14:59 >>>

Sirs: I send you this e-mail today in the hope that for this new project some extra thought goes into green spaces, parcs and trails. It goes without saying that New Sudbury is lagging behind in these areas. As population ages, more spaces are required for seniors and all citizens to get out and enjoy some time walking, strolling and simply resting on a parc bench to enjoy some of what nature has to offer. As building lots shrink where can a couple go to get an hour or so of peace and quiet if they are not able to get to say Bell Park as often as they would like. A simple stroll on a designated trail close to home is as good as a short vacation without all the packing. New Sudbury does have parcs for the young ones but who brings them there it is grandparents. I do hope you can inject some green space and trails in the new project even though it is not present in the master plan that was set up years ago. Thank you for your consideration. Rick Gauvreau 889 Woodbine Ave P3A 5e

3

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark....
Date: 5/1/2014 2:05 PM
Subject: Fwd: Fw: montrose extension by dalron (Official Plan Review Email)

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Krista

>>> Don Potvin

05/01/14 14:05 >>>

Please be advised that as long time residents of Sudbury we are concerned about the negative impact that the development of Montrose Ave. will have on the existing residential neighbourhood. In particular we are concerned about the increase in the volume of traffic that will be generated. As it stands now ,whenever there is an impediment on Lasalle,the traffic streams through Beaumont Ave to the point that it is impossible to exit one`s driveway. In winter this is exacerbated by the snowbanks. It is incumbent on the city to help alleviate the situation by adopting traffic calming and by meandering the Montrose extension so that the traffic situation is mitigated.

Secondly, New Sudbury is underserviced as far as parkland is concerned. It would be helpful if the reserve for parkland north of the hydro right of way was moved closer to the existing neighbourhood and that the new development abutting existing homes was kept to R2 and not changed to R3.

Sincerely ,
Don and Marian Potvin
1082 Beaumont Ave.
Sudbury ON
P3A 3G6 705

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark....
Date: 5/14/2014 8:47 AM
Subject: Fwd: Lake capacity - written submission from Coalition for a Liveable Sudbury (Official Plan Review Email)
Attachments: LakeCapacityReportCLSinput_May13_2014.pdf

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> Naomi Grant <

> 05/14/14 08:46 >>>

Hullo
Stephen,

I
am attaching a written submission from the Coalition for a Liveable Sudbury in regards to the Hutchinson report on lake capacity.

As
we indicated before, we have a number of concerns about the approach recommended in the Hutchinson report, which we continue to have after further assessment and discussion with local water stewards. In our submission, we outline these concerns in detail, and also propose an alternative data based approach.

I
am copying this submission to:

Members
of Council

Mark
Simeoni, Planning Services Division

Ed
Snucins, Surface Water Specialist, MOE

Paul
Sajatovic, Conservation Sudbury

Lesley
Flowers, Lin Gibson, Linda Heron, Lilly Noble, Greater Sudbury

Watershed Alliance

John
Gunn, Charles Ramcharan, Living with Lakes Centre

We
welcome any thoughts, questions or discussion on this matter.

Regards,

Naomi

RE: Development and application of a water quality model for lakes in the City of Greater Sudbury (Hutchinson Environmental Sciences Ltd., January 2014)

Coalition for a Liveable Sudbury – written submission

Contact: Naomi Grant, Chair; ,

May 13, 2014

Executive Summary

The goal of the report prepared by Hutchinson Environmental Sciences Ltd (subsequently referred to as the Hutchinson report) is “to provide technical guidance for the development and redevelopment of unserviced shoreline lots in support of Official Plan policies.” (pg. iii)

The provincial lake capacity model (LCM) was found not to accurately predict phosphorus concentrations in Greater Sudbury lakes. The Province recommends that in cases where the model fails, the interim PWQO for phosphorus be followed as a guideline. The interim PWQO for phosphorus (MOE, 1994) is an average ice-free concentration of 10 µg/L for lakes naturally below this value, and a hard cap of 20 µg/L (to avoid nuisance concentrations of algae in lakes).

The Hutchinson report recommends an alternative approach which can be summarized as follows:

	Management Response	
Classification	No Triggers	Triggers
Enhanced	Enhanced	No additional loading or limit the creation of new un-serviced shoreline lots
Moderate	Moderate	Causation Study
Standard	Standard	Causation Study

Where classification is based on lake capacity model results for BG + 50% (with BG being modeled background phosphorous levels).

In reviewing this recommended approach, there are two key considerations:

- **Is there confidence in the recommended approach? I.e. does it correctly categorize lakes?**
- **Is the recommended approach more protective than the interim PWQO?**

The answer is no to both.

In analyzing the approach recommended by the Hutchinson report, a number of key concerns were identified:

a) The criteria used to categorize lakes as requiring enhanced, moderate, or standard management are based on modeled results with a high degree of error

Therefore, there can only be low confidence in the categorization of the lakes as enhanced, moderate, or standard.

Where the modeled value of BG + 50% is higher than the true value, some lakes requiring enhanced management will be classified as needing moderate or standard management, and will not receive appropriate protection.

b) Errors in modeled values are not predictable

There is no way to reasonably predict whether modeled BG + 50% values will be higher or lower than true values for any given lake

Therefore, there is no reasonable way to determine which lakes will be incorrectly classified, and more importantly, which lakes will be incorrectly classified in a category less protective than true conditions warrant

c) Lakes known to have water quality issues are not categorized as requiring enhanced management

Since the recommended approach does not flag lakes known to be in trouble, confidence in lake categorization is low.

d) Recommended actions from triggers based on measured data and observations is 'too little too late'

All three triggers used are clear signs that a lake is already in trouble. Avoiding blue green algae blooms is one of the main goals of the PWQO. Exceeding spring phosphorus concentrations of 20 µg/L is considered a maximum by the MOE, above which no further shoreline development should be permitted.

Response to these triggers should not be a 'causation study' only, but rather measures to prevent further impact, and to restore lake water quality.

Better triggers, based on measurements and observations, are needed to give early warning signs. Transparency is one good candidate to consider.

e) Lake management falls short of best practices and relies on unenforceable actions

Best practices should be mandated on all shoreline lots, regardless of lake classification. In addition to the management techniques listed, enhanced vegetated buffers (minimum 30m), and regular inspections of field beds and septic systems (every 5 years) should be added.

Past experience has shown mandated best practices are not always complied with.

Therefore, to be protective of lake water quality, it should be assumed that best practices are not being or will not be followed, when considering lake capacity.

Additional capacity should be based on measured water quality data, not human actions. Monitoring and enforcement is important in seeing best practices complied with, and should be done at a higher frequency for lakes at capacity, approaching capacity, or showing signs of poor or declining water quality.

We suggest an alternative defensible approach to assess capacity for unserviced shoreline lots in terms of phosphorus concentrations, hereafter referred to as the data based approach

This data based approach is based solely on measurable data, is more protective than the interim PWQO (and with good lake management may approach the level of protection intended by the current MOE approach), and meets the goal to be “protective of water quality, technically sound, defensible, and which meet the intent of the Provincial Water Quality Objectives and Provincial Policy Statement.”.

We suggest that ‘lowest measured [P] value + 50%’ replace BG + 50% as the threshold for capping new shoreline lots, with a maximum of 10 µg/L for oligotrophic lakes, and 20 µg/L for all other lakes. For any lake with human impacts, ‘Lowest measured [P] value + 50%’ will be greater than BG + 50%, the intended cap under the MOE LCM model.

This approach sets caps of 10 and 20 µg/L, meeting the minimum standard given in the interim PWQO (with lowest measured [P] used as an estimate of natural background [P]). However, within those ranges, it is more protective of lake water quality and natural diversity of phosphorus concentrations, as is the intent of the MOE lake capacity model.

The three triggers given in the Hutchinson report should trigger a cap in further shoreline development. In particular, the confirmation of a blue green algae bloom is defensible as a cap on development, since avoiding nuisance blooms is a stated goal of the PWQO. Other precautionary triggers (e.g. based on transparency) should be developed as early warning signs for any decline on lake water quality.

Using data from Greater Sudbury lakes, it is found that this data based approach is the most protective, and the most consistent with local knowledge on lake water quality. It is also found that the interim PWQO is more consistently protective of lake water quality than the approach recommended in the Hutchison report.

As mentioned above, best practices should be mandated on all shoreline lots, with increased monitoring and enforcement for lakes at capacity, approaching capacity, or showing signs of poor or declining water quality.

Holistic watershed studies, leading to the development of lake specific watershed plans should be the goal for all developed lakes.

The big picture

It is important to remember that the scope of the Hutchinson report recommendations is unserviced shoreline lots, and does not include urban lakes, or stresses from historical metal contamination, acidification or other local conditions.

Recommendations from the Hutchinson report are not intended to replace lake-specific management plans, guided by watershed and subwatershed studies.

We look forward to the ‘big picture’ recommendations for protecting water quality throughout Greater Sudbury as the Official Plan review proceeds.

N.B. All quotes from the Hutchinson report, unless otherwise stated.

N.B. A list of acronyms can be found on the last page, for reference.

I. Recognizing the frame of reference – unserviced shoreline development

The goal of the report prepared by Hutchinson Environmental Sciences Ltd (subsequently referred to as the Hutchinson report) is “to provide technical guidance for the development and redevelopment of unserviced shoreline lots in support of Official Plan policies.” (pg. iii)

It is important to recognize the narrow focus of this goal., when considering how this report guides Official Plan policies, in regards to water quality.

Note that it is not intended to provide recommendations relevant to urban lakes, which are within highly developed subwatersheds.

Stresses from historical metal contamination, and interactions between nutrient enrichment, metal and acid stress are outside the scope of the report (pg. 1), yet are clearly important factors for many lakes in Greater Sudbury. High proportions of bare rock outcrops in some lake catchment areas is another local condition that impacts water and nutrient transfer to lakes, but is not captured (pg. 19).

In the Lake Capacity Handbook (2010), the Ministry of the Environment (MOE) emphasizes that their lake capacity model and assessment address only some aspects of water quality, and that other factors must also be considered carefully.

It states: “Municipalities and lake planners also need to consider other pollutants (such as mercury, bacteria and petroleum products) and other sources of pollution (including industries, agriculture and boats). It must also be emphasized that water quality isn't the only important factor that should be considered in determining the development capacity of lakes. Factors such as soils, topography, hazard lands, crowding and boating limits may be as or more important than water quality.” (MOE Lake Capacity Handbook, 2010)

The recommendations in the Hutchinson report are not intended to “replace or supercede the need for watershed management plans or lake specific management plans that are triggered by lake-specific investigations. Lake management should be lake focused and address the specific issues that are present at each lake. Many of the CGS lakes are urban lakes and have been developed for decades, often to levels that could exceed the MOE threshold of “Background + 50%”. (pg. 43)

In summary, it is important to remember that:

- The scope of the study recommendations is unserviced shoreline lots
- Conditions faced by urban lakes are outside of the scope of this study
- Stresses from historical metal contamination and acidification, and local conditions such as high percentage of bare rock are outside the scope of the study
- Recommendations in the study cannot, and are not intended to, replace lake-specific management plans, guided by watershed and subwatershed studies

II. MOE lake capacity model does not work for CGS lakes

The Province recommends the use of their Lakeshore Capacity Model (LCM) to determine the amount of unserviced shoreline development that can occur on lakes to meet the Provincial Water Quality Objective for phosphorus. For lakes on the Precambrian Shield, human sources are permitted to increase phosphorus 50% above a modeled background concentration, to a maximum of 20 µg/L.

“Evaluation of LCM results against measured phosphorus concentration data collected for 65 lakes between 2001 and 2012 by the CGS revealed that the model does not provide sufficiently accurate predictions of phosphorus concentration in CGS lakes to determine defensible capacity limits for unserviced shoreline development using the Provincial approach.” (pg.iii)

The Province recommends that in cases where the model fails, the interim PWQO for phosphorus be followed as a guideline. The interim PWQO for phosphorus (MOE, 1994) is an average ice-free concentration of 10 µg/L for lakes naturally below this value, and a hard cap of 20 µg/L (to avoid nuisance concentrations of algae in lakes).

It is imperative that any approach taken must provide equal or greater protection than that afforded by the interim PWQO.

The Hutchinson report recommends an alternative approach which can be summarized as follows:

- The LCM is used to test whether the existing (modeled) load to the lake is 50% greater than the modeled natural background load ($> BG + 50\%$)
- The LCM is used to test whether the lake has high responsiveness, measured by whether the addition of a standard load of phosphorus results in the predicted phosphorus concentration being 50% greater than the modeled natural background load ($> BG + 50\%$)
- If both of these criteria are met, the lake is classified as requiring ‘enhanced’ management; if one criteria is met, the lake is classified as requiring ‘moderate’ management; if neither is met, the lake is classified as requiring ‘standard’ management
- Three ‘triggers’ are based on measured data/observations: a spring phosphorus concentration $> 20 \mu\text{g/L}$; a significant increase in phosphorus concentrations over time; blue-algae blooms
- If any of these ‘triggers’ are reached, it is recommended that new unserviced shoreline lot creation may be limited on enhanced lakes, and that causation studies be done on moderate and standard lakes.

In reviewing this recommended approach, there are two key considerations:

- **Is there confidence in the recommended approach? I.e. does it correctly categorize lakes?**
- **Is the recommended approach more or less protective than the interim PWQO?**

III. An analysis of the recommended approach – key concerns

a) The criteria used to categorize lakes as requiring enhanced, moderate, or standard management are based on modeled results with a high degree of error

Both criteria rely on the modeled result of BG + 50% as a threshold to determine whether (1) phosphorus loads to the lake exceed this amount; and (2) the addition of a standard load of phosphorus leads to a concentration greater than this amount (used as a measure of sensitivity).

The report recognizes that there is 'low confidence' in the modeled value of BG + 50% (pg. 31, Table 10). The model error is >20%.

In fact, error in predicting measured phosphorus concentrations were much larger:

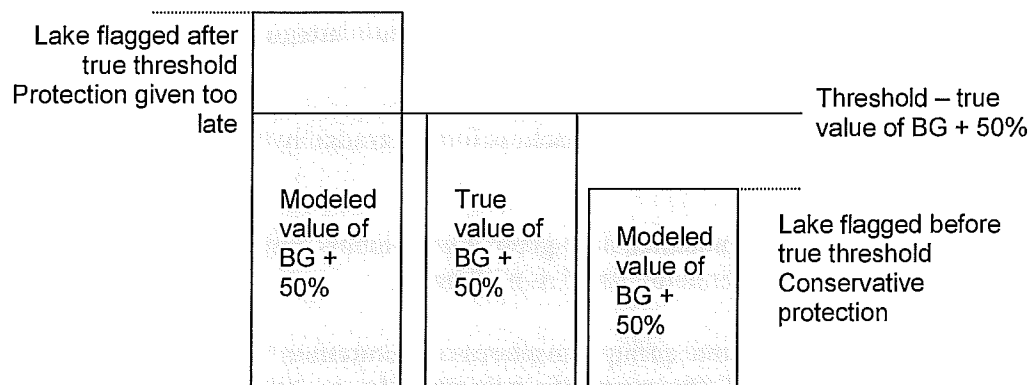
- Error exceeded 20% in 64% of lakes, and exceeded 40% in 46% of lakes (pg. 13)
- The median positive error was 83% (maximum error approaching 500%); the median negative error was 16% (maximum error approaching 60%)

The model was clearly not successful in accurately representing how available phosphorus translates to phosphorus concentration in CGS lakes.

Therefore, there can only be low confidence in the categorization of the lakes as enhanced, moderate, or standard.

Let us look at some possible outcomes, due to the low confidence in BG + 50%.

	Model gives a value for BG + 50% that is higher than actual value	Model gives a value for BG + 50% that is lower than actual value
Criteria 1: phosphorus load to lake > BG + 50%	A lake will be flagged as crossing the threshold at a higher concentration of P than it should be. Reduced protection.	A lake will be flagged as crossing the threshold at a lower concentration of P than it need be. No negative result for the lake.
Criteria 2: addition of standard phosphorus load raises phosphorus concentration to > BG + 50%	A lake will be flagged as crossing the threshold at a higher concentration of P than it should be. Reduced protection.	A lake will be flagged as crossing the threshold at a lower concentration of P than it need be. No negative result for the lake.



In effect, if the modeled value of BG + 50% is higher than the true value, some lakes requiring enhanced management will be classified as needing moderate or standard management, and will not receive appropriate protection.

b) Errors in modeled values are not predictable

No systematic sources of error were discovered (pg. iii).

“Lakes with phosphorus loads from urban lands, agricultural lands, and/or point sources of sewage effluent modeled poorly in the LCM. The model error was >20% in nearly all lakes with these sources of phosphorus, **with no tendency to either over- or under-predict concentrations.**” (pg. 27, bold added)

The model overestimated phosphorus concentrations for most but not all lakes with sewage effluent as a point source. (pg. 27)

The model was more likely to overestimate phosphorus concentrations for lakes where septic systems were the only source, but did not do so for all such lakes. (pg. 27)

The only lakes for which the error was predictable in direction were lakes where the human load of phosphorus was modeled to be 200% over background. In these lakes, lakes already well over the threshold of BG + 50%, phosphorus was consistently overpredicted.

In summary:

- There is no way to reasonably predict whether modeled BG + 50% values will be higher or lower than true values for any given lake
- Therefore, there is no reasonable way to determine which lakes will be incorrectly classified, and more importantly, which lakes will be incorrectly classified in a category less protective than true conditions warrant

c) Lakes known to have water quality issues are not categorized as requiring enhanced management

Confidence in the recommended approach is further eroded by the apparent incorrect categorization of lakes.

Of eleven lakes with documented blue-green algae blooms, only six are categorized as 'enhanced' (the remainder being listed as moderate).

Of nine lakes with measured spring phosphorus concentration $> 20 \mu\text{g/L}$, only one is categorized as 'enhanced' (the remainder being listed as moderate).

Most lakes in 'high intensity urban' areas are classified as 'moderate', as are most lakes currently categorized as at capacity in the Official Plan.

This is a serious disconnect between management levels derived from the approach recommended by the Hutchinson report and measured data and observations of lake water quality.

Here are a few some specific examples:

- McCharles Lake is classified as moderate, yet has documented blue-green algae blooms, mean spring phosphorus levels of 29.7, and well known water quality issues
- Robinson Lake is classified as moderate despite documented blue-green algae blooms, mean spring phosphorus levels of 24.0 and known water quality issues
- Simon Lake is classified as moderate, but has a mean spring phosphorus level of 33.3, measured end of summer 1-mob [P] as high as 4463.2, has well known water quality issues, and has had unconfirmed reports of BGA

d) Recommended actions from triggers based on measured data and observations is 'too little too late'

The recommended approach includes three triggers based on measurement and observations: spring phosphorus concentrations $> 20 \mu\text{g/L}$; a statistically significant increasing trend in phosphorus concentrations (or decreasing transparency or decreasing hypolimnetic oxygen); and observation of blue green algae blooms.

These triggers act as 'flags' to undertake a 'causation study' for moderate and standard lakes, and to consider limiting the creation of new unserviced shoreline lots for enhanced lakes.

Given the weak confidence in model results, it is prudent to include measured data and observations.

However, the recommended approach provides weak protection.

All three triggers used are clear signs that a lake is already in trouble. Avoiding blue green algae blooms is one of the main goals of the PWQO, and the Health Unit considers

a BGA bloom reason for a permanent warning for a lake. Exceeding spring phosphorus concentrations of 20 µg/L is considered a maximum by the MOE, above which no further shoreline development should be permitted.

These are not triggers for a 'causation study', but a serious indication that lake water quality is in trouble, and that strong measures are needed to prevent further impact, and to restore lake water quality.

When it comes to protecting water quality, the precautionary approach is called for, and the goal should be to prevent poor water quality, not to react only once water quality is poor.

Better triggers, based on measurements and observations, are needed to give early warning signs. Transparency is one good candidate to consider.

Watershed studies are needed for accurate and holistic lake specific management plans.

e) Lake management falls short of best practices and relies on unenforceable actions

The study recommends a number of management techniques, depending on lake classification. These are intended for unserviced shoreline lots.

Table 12. Management Techniques for Lake Classifications

Management Techniques	Lake Classification		
	Enhanced	Standard	Standard
Vegetated Buffers	X	X	X
Shoreline Naturalization	X	X	X
Soil Protection	X	X	X
On-Site Storm Water Control	X	X	
Limit Impervious Surfaces	X	X	
Enhanced Septic Setback	XX	X	
Septic Abatement Technologies	X		
Full Servicing	X		
Site Specific Soils Investigation	X		
Enhanced Lot Sizes	X		
Limit Lot Creation	X		
Compliance Monitoring/Securities	X		
Monitoring Intensity	X		

In addition to these management techniques, enhanced vegetated buffers (minimum 30m), and regular inspections of field beds and septic systems (every 5 years) should be added.

When it comes to management techniques, it is prudent to use the precautionary principle: aim for the best, but assume the worst.

Best practices should be mandated on **all** shoreline lots, regardless of lake classification.

Past experience has shown mandated best practices are not always complied with. Therefore, to be protective of lake water quality, it should be assumed that best practices are not being or will not be followed, when considering lake capacity.

Additional capacity should be based on measured water quality data only.

It should be assumed that shoreline lot development may be used for permanent occupancy, as has often found to be the case for camps originally intended for seasonal use.

Monitoring and enforcement is important in seeing best practices complied with, and should be done at a higher frequency for lakes at capacity, approaching capacity, or showing signs of poor or declining water quality.

IV. Comparison of recommended approach with the interim PWQO, and an alternative defensible approach

The Province recommends following the interim PWQO when the lake capacity model is shown not to work, as is the case in Greater Sudbury.

Therefore, a key question must be whether the approach recommended in the Hutchinson report is more or less protective than the interim PWQO.

For oligotrophic lakes, the interim PWQO will result in lakes plateauing at 10 µg/L, and all other lakes plateauing at 20 µg/L. This reduces the natural diversity in [P] in lakes, which was one of the main reasons behind the development of the lake capacity model.

For oligotrophic and mesotrophic lakes, the recommended approach in the Hutchinson report may be more or less protective, depending on the accuracy of the modeled results, and the effectiveness of the lake management techniques proposed (as well as how well and consistently these management techniques are followed.) There is no assurance that oligotrophic lakes will be capped at 10 µg/L.

For lakes exceeding 20 µg/L, the approach recommended in the Hutchinson report is **less protective** than the interim PWQO.

==

Suggested alternative defensible approach to assess capacity for unserviced shoreline lots in terms of phosphorus concentrations: a data based approach

We would like to suggest an alternative data based approach that is based solely on measurable data, is more protective than the interim PWQO (and with good lake management may approach the level of protection intended by the current MOE approach), and meets the goal to be “protective of water quality, technically sound, defensible, and which meet the intent of the Provincial Water Quality Objectives and Provincial Policy Statement.”.

Very simply, we suggest that 'lowest measured [P] value + 50%' replace BG + 50% as the threshold for capping new shoreline lots, with a maximum of 10 µg/L for oligotrophic lakes, and 20 µg/L for all other lakes.

For any lake with human impacts, 'Lowest measured [P] value + 50%' will be greater than BG + 50%. Therefore, there is no risk of restricting shoreline development without cause. It may be desirable to use an average of the three lowest measured [P] to account for natural variation. For lakes with no or minimal existing human impact, a long term average [P] could be used.

This approach sets caps of 10 and 20 µg/L, meeting the minimum standard given in the interim PWQO. (With lowest measured [P] estimating natural background [P]).

However, within those ranges, it is more protective of lake water quality and natural diversity of phosphorus concentrations, as is the intent of the MOE lake capacity model.

It is based on measurable data, rather than model results in which there is low confidence.

Supported by best practices in shoreline management, it could also help drive recovery of lakes.

The three triggers given in the Hutchinson report should trigger a cap in further shoreline development. In particular, the confirmation of a blue green algae bloom is defensible as a cap on development, since avoiding nuisance blooms is a stated goal of the PWQO.

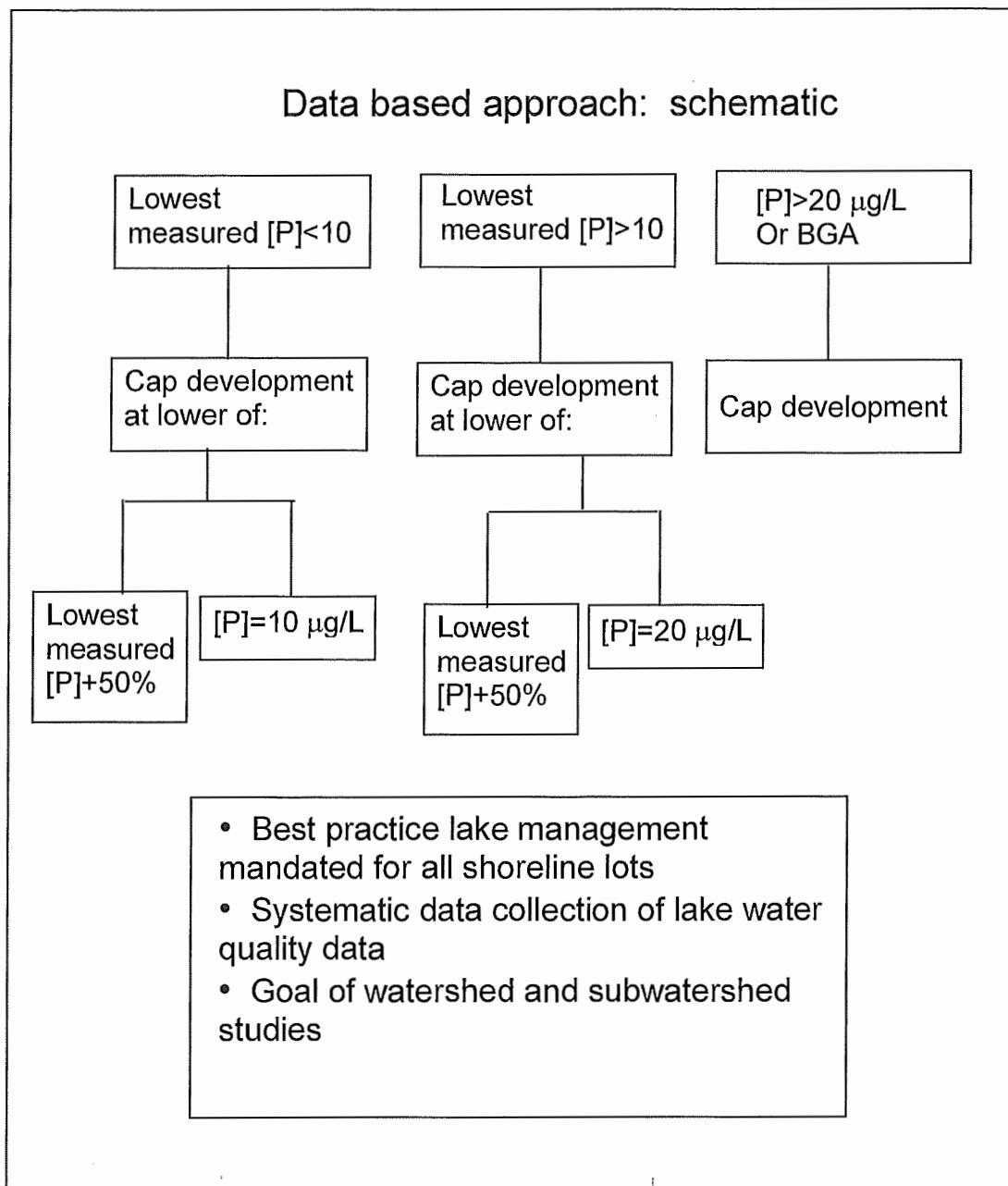
Other precautionary triggers (e.g. based on transparency) should be developed as early warning signs for any decline on lake water quality.

Best practices should be mandated on **all** shoreline lots.

Monitoring and enforcement is important in seeing best practices complied with, and should be done at a higher frequency for lakes at capacity, approaching capacity, or showing signs of poor or declining water quality.

Systematic data collection on phosphorus concentrations, blue-green algae blooms, and other water quality measures is needed for all lakes with existing and potential development potential.

Holistic watershed studies, leading to the development of lake specific watershed plans should be the goal for all developed lakes.



Comparisons of the approach recommended in the Hutchinson report, the interim PWQO, and the suggested data based approach are found for area lakes in:

Appendix I: a number of lakes with a development potential of more than 10 new unserved lots (according to the Rural and Waterfront Background Study 2004)

Appendix II: lakes with observed blue green algae blooms

Appendix III: other lakes of interest

Using data from Greater Sudbury lakes, it is found that the data based approach is the most protective, and the most consistent with local knowledge on lake water quality. It is also found that the interim PWQO is more consistently protective of lake water quality than the approach recommended in the Hutchison report.

.A simple comparison of the four approaches referred to in this report:

	Oligotrophic (<10 µg/L)	Mesotrophic (10 µg/L <[P]<20 µg/L)	Eutrophic (>20 µg/L)
MOE – lake capacity model applicable (not the case in CGS)	BG + 50% (e.g. a lake with a natural background of 5 µg/L would reach a maximum of 7.5 µg/L; no further lots permitted)	BG + 50%, Maximum 20 µg/L (e.g. a lake with a natural background of 15 µg/L would reach a maximum of 20 µg/L; no further lots permitted)	Maximum 20 µg/L (e.g. a lake with a natural background of 25 µg/L would be at its maximum; no further lots permitted)
MOE interim PWQO (lake capacity model not applicable) – as in CGS	Maximum 10 µg/L (e.g. a lake with a natural background of 5 µg/L would reach a maximum of 10 µg/L; no further lots permitted)	Maximum 20 µg/L (e.g. a lake with a natural background of 15 µg/L would reach a maximum of 20 µg/L; no further lots permitted)	Maximum 20 µg/L (e.g. a lake with a natural background of 25 µg/L would be at its maximum; no further lots permitted)
Recommended approach in the Hutchinson report	Unknown. May or may not be subject to lake management techniques that will help keep phosphorus levels from rising, depending on accuracy of modeled BG + 50%, and whether or not it is considered 'sensitive'	Unknown. May or may not be subject to lake management techniques that will help keep phosphorus levels from rising, depending on accuracy of modeled BG + 50%, and whether or not it is considered 'sensitive'	Unknown. May or may not be subject to lake management techniques that will help keep phosphorus levels from rising, depending on accuracy of modeled BG + 50%, and whether or not it is considered 'sensitive' Causation study, or development limitations may be initiated.
Data based approach	Lowest measured value + 50%, Maximum 10 µg/L (e.g. a lake whose lowest measure [P] was 5 µg/L would reach a maximum of 7.5 µg/L; no further lots permitted)	Lowest measured value + 50%, Maximum 20 µg/L (e.g. a lake whose lowest measure [P] was 15 µg/L would reach a maximum of 20 µg/L; no further lots permitted)	Maximum 20 µg/L (e.g. a lake whose lowest measure [P] was 25 µg/L would be at its maximum; no further lots permitted)

V. The importance of water quality data and watershed studies

The results of the Hutchinson report underline the importance of good quality water quality data, as well as the need for watershed studies so that lake specific management plans are based on a full understanding of each lake within its watershed.

We have concerns about the recommendations to collect data less frequently, and to guide data collection with the aim to improve model inputs. It may or may not be possible to tweak the model so that it works well for CGS lakes, depending on the reasons for the poor match between modeled and measured [P]. Either way, this should not be prioritized above collecting annual spring phosphorus data for lakes in the spring phosphorus monitoring program. Rather, we feel it would be more impactful to add to the data collected on these and other lakes (e.g. during the summer when [P] rises in meso/eutrophic lakes; in a range of water levels, for all water bodies with observed water quality issues, for all urban lakes, and for lakes with waterfront development potential greater than 10 lots).

Observation of blue green algae blooms currently relies on voluntary resident reports to the Sudbury District Health Unit. This is unreliable as not all residents can recognize blue green algae blooms, while others may be reluctant to make a report due to concerns it will impact their own property value (personal communication from water stewards). Systematic observations of lakes are needed to accurately record the presence of blue green algae blooms.

The need for sediment sampling has also been raised by some water stewards, in recognition of the continued impact of historical contamination on water quality.

VI. The bigger picture

The MOE reminds us that "Municipalities and lake planners also need to consider other pollutants (such as mercury, bacteria and petroleum products) and other sources of pollution (including industries, agriculture and boats). It must also be emphasized that water quality isn't the only important factor that should be considered in determining the development capacity of lakes. Factors such as soils, topography, hazard lands, crowding and boating limits may be as or more important than water quality." (MOE Lake Capacity Handbook, 2010).

We look forward to a holistic approach to lake capacity in the Official Plan. In addition to development restrictions and lake management based on phosphorus concentrations, we hope to see recognition of other factors in regards to lake water quality, as well as consideration of recreational and aesthetic capacity.

Special attention is needed to our urban lakes. Consideration of unique local conditions, such as historical metal contamination and devegetation, is also important.

Watershed studies and subwatershed studies are the foundation of good planning for watershed health, and hence water quality. We hope to see requirements for watershed studies in the revised Official Plan.

We look forward to other 'big picture' recommendations for protecting water quality throughout Greater Sudbury, such as enhanced requirements for vegetative buffers, support for low impact development and green infrastructure, and more stringent storm water management.

Housekeeping note:

Please note that in the table "Management Criteria and Classification of CGS Area Lakes" (starting on pg. E5), entries for 'triggers' record 'N' for no, to mean both 'no data available' and 'measured data did not exceed trigger value'. This should be remedied.

Appendix I: a number of lakes with a development potential of more than 10 new unserviced lots (according to the Rural and Waterfront Background Study 2004)

Lake	Av. measured [P] µg/L	Lowest measured [P] µg/L	Hutchinson management category	MOE interim PWQO	Data based approach Based on lowest [P] + 50%
Clearwater	3.3	2.5	enhanced	Cap at [P] = 10	Cap at [P] = 3.8
Crooked	11.2	5.5	moderate	Cap at [P] = 20	Cap development ([P]>8.3)
Ella - LV	7.8	NA	moderate	Cap at [P] = 10	Cap development (BGA) [P] data unavailable on-line
Fairbank	4.8	2.8	enhanced	Cap at [P] = 10	Cap development ([P]>4.2)
Hanmer	4.7	3.9	enhanced	Cap at [P] = 10	Cap at [P] = 5.9
Ironside	5.7	4.5	enhanced	Cap at [P] = 10	Cap at [P] = 6.8
Little Panache	12.4	7.7	enhanced	Cap at [P] = 20	Cap development ([P]>10, BGA)
Lohi	5.1	4.0	enhanced	Cap at [P] = 10	Cap at [P] = 6
Long	7.2	3.3	moderate	Cap at [P] = 10	Cap development ([P]>5, BGA)
Onwatin	7.6	4.3	moderate	Cap at [P] = 10	Cap at [P] = 6.5
Raft	6.5	4	enhanced	Cap at [P] = 10	Cap development ([P]>6)
Red Deer	20	13.4	standard	Cap at [P] = 20	Cap at [P] = 20
Richard	9.3	6.7	enhanced	Cap at [P] = 10	Cap at [P] = 10
Robinson	24	11.2	moderate	Cap development ([P]>20)	Cap development ([P]>16.8)
St. Charles	10.7	7.5	moderate	Cap at [P] = 20	Cap development ([P]>10)

At capacity

* development refers to development of new unserviced lots

* most protective measure **bolded**.

* lakes listed at capacity in the current Official Plan highlighted in yellow.

Appendix II: lakes with observed blue green algae blooms

Lake	Av. measured [P] µg/L	Lowest measured [P] µg/L	Hutchinson management category	MOE interim PWQO	Data based approach Based on lowest [P] + 50%
Bethel	36.9	>20	enhanced	Cap development ([P]>20)	Cap development ([P]>20; BGA)
Ella - LV	7.8	NA	moderate	Cap at [P] = 10	Cap development (BGA) [P] data unavailable on-line
Hannah	6.7	4.3	enhanced	Cap at [P] = 10	Cap development ([P]>6.5, BGA)
Little Panache	12.4	7.7	enhanced	Cap at [P] = 20	Cap development ([P]>10, BGA)
Long	7.2	3.3	moderate	Cap at [P] = 10	Cap development ([P]>5, BGA)
Makada	5.9	4.6	enhanced	Cap at [P] = 10	Cap development (BGA)
McCharles	29.7	9.5	moderate	Cap development ([P]>20)	Cap development ([P]>14.3; BGA)
McFarlane	10.7	7.3	moderate	Cap at [P] = 20	Cap development ([P]>10; BGA)
Middle	5.8	NA	enhanced	Cap at [P] = 10	Cap development (BGA) [P] data unavailable on-line
Ramsey	10.8	6	enhanced	Cap at [P] = 20	Cap development ([P]>9; BGA)
Windy	3.6	2.6	moderate	Cap at [P] = 10	Cap development (BGA) At capacity

* development refers to development of new unserviced lots

* most protective measure **bolded**.

*lakes listed at capacity in the current Official Plan highlighted in yellow.

Appendix III: other lakes of interest

Lake	Av. measured [P] µg/L	Lowest measured [P] µg/L	Hutchinson management category	MOE interim PWQO	Data based approach Based on lowest [P] + 50%
Nepahwin	12.3	7.3	enhanced	Cap at [P] = 20	Cap development ([P]>10)
Wanapitei	4.1	2.7	standard	Cap at [P] = 10	Cap at [P] = 4.1
Simon	33.3	15.2 (lowest value of 4 discounted as possible outlier)	moderate	Cap development ([P]>20)	Cap development ([P]>20)
Vermilion	10.8	7.6	standard	Cap at [P] = 20	Cap at [P] = 11.4
McCrea	10.6	NA	moderate	Cap at [P] = 20	Cap at [P] = 20 [P] data unavailable on-line
Whitson	6	4.7	enhanced	Cap at [P] = 10	Cap at [P] = 7.1
Greens	5.9	5.9	moderate	Cap at [P] = 10	Cap at [P] = 8.9
Ella (Capreol)	5.3	2	enhanced	Cap at [P] = 10	Cap development ([P]>3)
Whitewater	16.8	9.7	moderate	Cap at [P] = 20	Cap development ([P]>10)
Panache	4.9	2.3	moderate	Cap at [P] = 10	Cap development ([P]>3.5)
Silver	6.1	3.8 (lowest value of 1 discounted as possible outlier)	enhanced	Cap at [P] = 10	Cap development ([P]>5.7)

At capacity

* development refers to development of new unserviced lots

* most protective measure **bolded**.

*lakes listed at capacity in the current Official Plan highlighted in yellow.

List of abbreviations

BG + 50%: fifty percent above modeled background phosphorous levels

CLS: Coalition for a Liveable Sudbury

Interim PWQO: Provincial Water Quality Objectives for phosphorus. The interim PWQO for phosphorus (MOE, 1994) is an average ice-free concentration of 10 µg/L for lakes naturally below this value, and a hard cap of 20 µg/L (to avoid nuisance concentrations of algae in lakes).

LCM: provincial lake capacity model

MOE: Ministry of the Environment

OP: Official Plan

PWQO: Provincial Water Quality Objectives

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Mark....
Date: 5/14/2014 10:24 AM
Subject: Fwd: Water Quality Model for Lakes in the City of Greater Sudbury (Official Plan Review Email)
Attachments: 2014-05-14-VRStoMonet-HutchinsonReport.pdf

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> "Linda Heron"

05/14/14 10:23 >>>

Hello Stephen! Vermilion River Stewardship is attaching a follow-up letter regarding the Water Quality Model Report for your further consideration and discussion.

Thank you!

Linda

Linda Heron
Chair, Vermilion River Stewardship
<<http://vermillionriverstewards.ca/>> VermilionRiverStewards.ca

Important notice to recipient:

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"Community Supporting a Healthy, Natural and Sustainable River System"

Vermilion River Stewardship

379 Ronka Rd.
Worthington, ON
P0M 3H0



VermilionRiverStewards.ca

14 May 2014

Stephen Monet
Manager, Environmental Planning Initiatives
City of Greater Sudbury
Box 5555, Station A
Sudbury, ON
P3A 4S2

By Email: Stephen.Monet@greaterSudbury.ca

Dear Stephen:

Re: **Development and Application of a Water Quality Model for Lakes in the City of Greater Sudbury – Hutchinson Report**

Vermilion River Stewardship (VRS) is writing in reference to our 21 and 22 March 2014 letters to Mayor Marianne Matichuk and City Council on which you were copied, and further to our telephone conversation on the 24th of March. Rather than resubmit all our concerns that were set out in these letters, we are directing them to you for your consideration and response.

VRS has further reviewed the "*Development and Application of a Water Quality Model for Lakes in the City of Greater Sudbury*" (Report), by Hutchinson Environmental Sciences Ltd. (Hutchinson), and would like to offer our additional comments and concerns.

1. Low Confidence Data

According to Hutchinson's Report, the Ministry of Environment (MOE) model had already proven to be inaccurate in determining lake capacity within the City of Greater Sudbury (CGS), and yet portions of the model and data were still used to determine the new "enhanced approach" (Hutchinson Model). This was done in spite of the fact that key criteria for predicted background + 50% and predicted present day concentration were shown in Table 10 to be of "*low confidence*". VRS submits that any results based on unreliable data would in turn be unreliable. The only reliable measurements available are the water quality data collected annually by the CGS.

2. Interim PWQO Guidelines

The Hutchinson Report indicated that the MOE Lake Capacity Model (LCM) did "*not provide sufficiently accurate predictions of phosphorus concentration in CGS lakes to determine defensible capacity limits for unserviced shoreline development using the Provincial approach.... suggesting that the error is due to multiple sources*".¹

¹ Hutchinson Report, P-iii

The Province recommends *"in cases where the model fails, that the interim PWQO for phosphorus be followed as a guideline. The interim PWQO provides for an average ice-free concentration of 10 ug/L for lakes naturally below this value, and a hard cap of 20 ug/L, and is designed to avoid nuisance growth of aquatic plants and algae in lakes."*²

At least the interim PWQO provides phosphorus limits, and a cap, whereas the Hutchinson Report does not. Instead, the Hutchinson Report chose to dismiss the interim PWQO guidelines in favour of an untested "enhanced approach" that relied on "low confidence" data.

3. Blue-green Algae as a Trigger

The Hutchinson Model did not correctly identify several lakes that should have been listed under "enhanced" because of their recurring blue-green algae blooms and/or phosphorus levels that consistently exceed the PWQO.

When a blue-green algae bloom occurs on a lake or river, and especially when there are recurring blooms, this should be a clear indication that it is at capacity, and that either enhanced mitigation measures would be required, or development should be capped. These same bodies of water are also excellent candidates for a watershed study. This would enable CGS to make informed decisions, and to create an action plan for improving water quality and eliminating toxic blooms.

VRS suggests that the Hutchinson Report falls far short of the Scope of Work and Project Deliverables as set out in Contract GDD11-39, RFP for the development and application of a Lake Water Quality Model; in fact, it does not appear to have met any of the criteria.

The Hutchinson Model is not defensible as it is based on data that is of low confidence, is untested, and should not be relied upon to make decisions regarding unserved lot development. Instead of protecting lake water quality, this Model could place Sudbury lakes at increased risk. Consequently, VRS recommends that this Report and its recommendations be rejected by the City of Greater Sudbury.

VRS recommends that the interim PWQO guidelines be adhered to, at least until such time as an effective and reliable lake capacity model can be incorporated and/or watershed studies can be completed for the rivers and lakes of concern.

VRS also supports the submission and recommendations made by the Coalition for a Liveable Sudbury.

We look forward to meeting with you to discuss our concerns further.

Sincerely,

Linda Heron
Chair, Vermillion River Stewardship

Cc: Jacques Barbeau, Councillor – Jacques.Barbeau@greatersudbury.ca
Joe Cimino, Councillor joe.cimino@greatersudbury.ca

² Hutchinson Report, P-30

Andre Rivest, Councillor - andre.rivest@greatersudbury.ca
Claude Berthiaume, Councillor - claudio.berthiaume@greatersudbury.ca
Dave Kilgour, Councillor - dave.kilgour@greatersudbury.ca
Doug Craig, Councillor - doug.craig@greatersudbury.ca
Evelyn Dutrisac, Councillor - evelyn.dutrisac@greatersudbury.ca
Frances Caldarelli, Councillor - frances.caldarelli@greatersudbury.ca
Joscelyne Landry-Altmann, Councillor - joscelyne.landry-altmann@greatersudbury.ca
Ron Dupuis, Councillor - ron.dupuis@greatersudbury.ca
Terry Kett, Councillor - terry.kett@greatersudbury.ca
Ed Snucins, Surface Water Specialist, MOE -
Mark Simeoni, Planning Services Division - Mark.Simeoni@greatersudbury.ca
Paul Sajatovic, General Man., Conservation Sudbury - Paul.Sajatovic@greatersudbury.ca
Lesley Flowers, GSWA -
Naomi Grant, Coalition for a Liveable Sudbury -
David Furino, Simon Lake Community Stewardship Group -
Clerks@greatersudbury.ca
OfficialPlan@greatersudbury.ca

Kristina Lang - PPS 2014 - Wildland Fire Policies for the New CGS OP

From: "Dingwall, Scott (MNR)" <scott.dingwall@ontario.ca>
To: "Landry, Edouard (MAH)" <Edouard.Landry@ontario.ca>, "Stephen Monet(Step...
Date: 6/3/2014 11:29 AM
Subject: PPS 2014 - Wildland Fire Policies for the New CGS OP
CC: "Novacek, Katie (MNR)" <Katie.Novacek@ontario.ca>

I'm sure you would be aware that MNR has new policy input based upon the above for the next draft OP. I am advised to await corporate direction on how the policies are to be applied; so this additional policy theme from MNR is pending , and I'll provide OP advice as soon as I can.

Thanks

Scott Dingwall MCIP RPP
District Planner
Ministry of Natural Resources
3767 Highway 69 South Suite 5
Sudbury ON P3G 5E1
705 564 7876
fax 705 564 7879

In order to serve you better, please call ahead to make an appointment.

Not everything that has value can be measured. Not everything that can be measured has value. Look deeply into nature, then you will understand everything better. Albert Einstein.

Kristina Lang - Fwd: Request to be added to the mailing list for the OP Update

From: Glen Ferguson
To: Lang, Kristina
Date: 6/13/2014 5:59 PM
Subject: Fwd: Request to be added to the mailing list for the OP Update
CC: Simeoni, Mark; Longston, Kris; Ferrigan, Jason

>>> "Megan Gereghty" <megan.gereghty@tulloch.ca> 06/13/14 4:56 PM >>>

Hi Glen,

As I mentioned to you today at the Planning Counter, I would like for you to add Tulloch Engineering to the mailing list for the Official Plan Update.

More specifically, we would like to be notified of any meetings regarding the update (public or otherwise).

All of our contact information can be found below. Please let me know if you need any further information.

Thanks!

Megan

Megan Gereghty M.E.S
Land Use Planner



Tel: 705 671 2295
Fax: 705 671 9477

Tulloch Engineering Inc.
1942 Regent Street □□□ Unit L, Sudbury, ON P3E 5V5
megan.gereghty@tulloch.ca | tulloch.ca | [legal disclaimer](#)

Kristina Lang - Fwd: OP

From: Mark Simeoni
To: Kristina Lang
Date: 6/16/2014 11:32 AM
Subject: Fwd: OP
CC: Jason Ferrigan; Kris Longston

Hi kristina please put a copy of this in the OP file.

>>> John Arnold <jarnold@dalron.com> 6/16/2014 11:19 AM >>>
Hello Mark, hope all is well.

Just wanted to follow up and plug a bit the letter request to bring our Remington lands on hwy 69 south into the Regional Centre status. As you are aware these lands are more suited to a retail/commercial development rather than M1 light industrial. The Regional Centre status only makes sense from a city tax point of view.

Thanks very much.

Sincerely,

John Arnold

Dalron

130 Elm Street
Sudbury, ON
P3C 1T6
P 705.560.9770 xt. 232
F 705.560.9800

Kristina Lang - Fwd: official plan. agricultural

From: Mark Simeoni
To: Kristina Lang
Date: 7/16/2014 11:41 AM
Subject: Fwd: official plan. agricultural

Hi can you please keep this as part of OP review correspondence.

thanks, mark

>>> Ron 7/8/2014 11:18 AM >>>

Good day Marc.

I hope that You are doing well. For myself I am keeping active and well and trying to stay out of trouble.

As You know I have been in the past very concern about the direction that our municipality have been in the past going towards preserving the agricultural land at present and in the futor generations.

No 1 the last time that the review was done to many properties or acres of land was remove from agricultural reserve

We were force to accept the recommendations because of the time line and I remember very clear the words of Bill

Next time around We will have the chance to make some changes.

I hope that this is done. A few Years ago I brought are past Mayor and are member of Parliament they could not believe what there were seeing. Some of the best soil being loaded and delivered away.

No 2 those 5acers lot that are being allowed it is the most wasted land in the history of Canada who ever are saying they want to farm are dreamers and after the splits are approve on many remaining of the farm in question who ever are leasing the remaining either quit farming it or it makes it impossible with the heavy equipment of today to farm, there is several area like that

I had a parcel of 1 acres and I can tell You that there is a lot of work to keep it clean. Now my son as it.

No 3

Any owner of a estate lot or any lot should be by law to be force to keep it clean and clear of weeds and any bad shrubs bad trees

And fences. And no scrap yard or parking all kinds of trailers for friends.

Marc there so much to talk about that I hope that the proper time is taken and a better official plan is adopted

Example// Reg 15 1 that at one was a best dairy farmer the family Mr. Waiter now will be going in 5 acres lots.

REG 15 the neighbor the very good dairy farm at one time another Mr. Waiter now is almost done completely strip by Mr. Belanger I was at that meeting where I made a fool of myself opposing the striping. All of that top soil is on the slag dump at Valve that no one oppose.

Arrington South very nice Homes going up but 5 acres lots I hope that the people that I know very well will complet the full size of there property with time to be kept clean.

HWY 144 another farm completely done gone with the wind.

Some day I know You are busy we should get together for a lunch I would bring You to see a property off 2 accers on McKenzie RD. 2516 the worst mess in Ontario and our City let that happening.

Have a nice sumer.

Kristina Lang - Fwd: GSWA -official plan

From: Mark Simeoni
To: Jason Ferrigan; Kris Longston; Kristina Lang
Date: 7/28/2014 8:33 AM
Subject: Fwd: GSWA -official plan
Attachments: gswalettertocitymandatorysepticinspectionsjuly28.docx

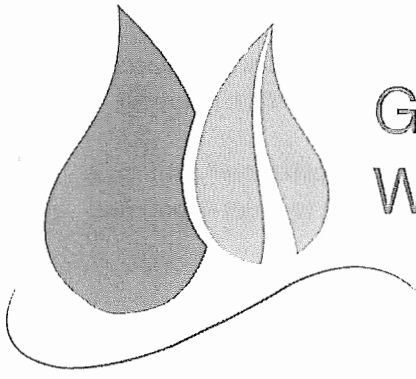
and Kristina copy to file please

>>> 7/27/2014 10:28 PM >>>

Hello

Please find a letter from the Greater Sudbury Watershed Alliance attached.

Lesley Flowers
403 Flowers Rd.
Whitefish ON P0M 3E0



Greater Sudbury Watershed Alliance

July 28, 2014

City of Greater Sudbury
Mayor Matichuk
Councillors

Dear Mayor Matichuk and City of Greater Sudbury Councillors,

The Greater Sudbury Watershed Alliance (GSWA) has now been an organized association for almost three years. During that time we have worked quite well with the City and of course hope to continue to work collaboratively to protect and improve our waterways. GSWA operates an ad hoc committee structure and we have formed our committees to further our stated goals. We believe that private drinking water source protection is a crucial goal and one that has the potential for preventing serious consequences for rural and suburban residents who get their water from wells and surface water.

Unmaintained or failing systems can degrade water quality and contaminate drinking water sources. To that end GSWA is recommending that the City of Greater Sudbury look carefully at protecting private source drinking water by providing the necessary funding to support:

- A mandatory Septic Inspection Program to require regular maintenance and inspection of all holding tanks, septic tanks, leaching beds (including outhouses and pit privies) in order to preserve fresh water resources, and protect the environment and public health and safety. Following the institution of the program, re-inspections would be repeated every 5 years.

It is to be noted that the Official Plan currently says:

12.2.3 Individual Systems

Individual systems are privately owned water and wastewater systems, usually taking the form of a well and septic system. Many households also draw water from area lakes. While new development is primarily directed by this Plan to fully serviced areas of the City, developments in the Agricultural Reserve, Rural Areas and certain parts of Living Areas that are either partially serviced or unserved are permitted to use individual systems subject to the policies of this Plan.

Policies

1. Where development is proposed outside fully serviced areas, the proponent must prove that the soil conditions of the proposed site are suitable for a waste sewage disposal system and that there is a proven source of potable water available. A hydrogeological assessment is required where the minimum lot size is less than 0.8 hectare (2 acres).

2. The City will ensure that a regular system of inspection of individually-operated water and wastewater systems is carried out throughout the City and that faulty systems are repaired, maintained and upgraded to meet health and environmental standards.

(City of Greater Sudbury Official Plan- modified copy of Final Version Revised to OP47, p.132)

GSWA further recommends that our above recommendation be included within the Official Plan.

We understand that this program will be costly and that the Sudbury and District Health Unit (SDHU) is the chosen lead on this issue and is partially funded by the city but have responsibilities beyond the city limits. Therefore, we suggest that the City of Greater Sudbury take back responsibility for private septic system inspections within the City of Greater Sudbury boundaries.

Our rationale for requesting these inspections is the prevalence of blue-green algae blooms in Sudbury lakes and rivers, and the knowledge that a properly working septic system can limit some phosphorus loading in a water way. The Hutchinson Report states:

"While shoreline septic systems can be a significant source of phosphorus to lakes, recent scientific studies have shown that much of the septic phosphorus load is attenuated by acidic and mineral-rich soils found in the Precambrian Shield. Mechanistic evidence (Stumm and Morgan, 1970; Jenkins et al., 1971; Isenbeck-Schroter et al., 1993) and direct observations made in septic systems (Willman et al., 1981; Zanini et al., 1997; Robertson et al., 1998; Robertson, 2003, Robertson, 2008) all show strong adsorption of phosphate on charged soil surfaces and mineralization of phosphate with iron (Fe) and aluminum (Al) in soil. The mineralization reactions, in particular, appear to be favoured in acidic and mineral rich groundwater in Precambrian Shield settings (Robertson et al., 1998; Robertson, 2003), such that over 90% of septic phosphorus may be immobilized. The mineralization reactions appear to be permanent (Isenbeck-Schroter et al., 1993). Recent studies conclude that most septic phosphorus may be stable within 0.5 m of the tile drains in a septic field (Robertson et al., 1998, Robertson, 2003). Trophic status modelling also supports the mechanistic and geochemical evidence of phosphorus attenuation by soils. Dillon et al. (1994), for example, reported that only 26% of the potential loading of phosphorus from septic systems around Harp Lake, Muskoka, could be accounted for in the measured phosphorus budget of the lake. The authors attributed the variance between measured and modelled estimates of phosphorus to retention of septic phosphorus in thick tills in the catchment of Harp Lake."... (Development and Application of a Water Quality Model for Lakes in the City of Greater Sudbury by Hutchinson Environmental Sciences Ltd. p.12)

Further rationale for mandatory septic system inspections is contained in the amended Ontario Building Code (OBC) Ontario Regulation 315/10. The OBC has established mandatory on-site maintenance programs administered by the Principal Authorities in vulnerable areas. These programs target source protection and could include sites located within 100m of watersheds, lakes, rivers and wells.

The review and updating of the Official Plan give us the opportunity to refocus our priorities. GSWA has noted that Official Plan review has incorporated very sound reasoning to support plans for water protection. We note strong language regarding shoreline buffers and enhanced plans for better storm water management. The program GSWA is recommending will enhance these measures and better protect water quality in Sudbury lakes and rivers.

We hope to move forward with the City to make this important program a reality.

Sincerely

Lesley Flowers
Chair Greater Sudbury Watershed Alliance.
403 Flowers Rd., Whitefish ON P0M 3E0

cc. Mark Simeoni, Manager of Community and Strategic Planning



KITCHENER
WOODBRIDGE
LONDON
KINGSTON
BARRIE

August 7, 2014

Mr. Mark Simeoni, MCIP, RPP
Manager of Community and Strategic Planning
City of Greater Sudbury
PO BOX 5000, STN 'A', 200 Brady Street
Sudbury, ON P3A 5P3

Dear Mark:

**RE: City of Greater Sudbury Official Plan Review
OUR FILE 14125A**

In response to the ongoing Official Plan Review, we request that we be provided any and all updates and notices with respect to your ongoing OP review.

It would be appreciated if you would direct all communication to my address below.

Kris Menzies, BES, BEd, MCIP, RPP
Partner
MHBC Planning, Urban Design
113 Collier Street
Barrie, ON L4M 1H2

Email: kmenzies@mhbcplan.com
Telephone: 705-728-0045
Fax: 705-728-2010

Thank you for your attention to this matter.

Yours truly,
MHBC Planning.

Kris Menzies, BES, BEd, MCIP, RPP
Partner

Attention : Kris Hongston

August 20, 2014

Address: 1555 Main Street Val Caron
Motel condo Development.

I am seeking to bring extra capital into the motel project by changing the ownership of the facilities by way of motel condominiums. The units would remain the same and there would not be any cabinetry in the units.

The existing building ^{has} 9 units completed and another 12 about 70% complete. All fees for the first 21 units have been paid. The first 9 units have a partial occupancy approved.

Would there be fees for the conversion of ownership to commercial condominiums?

Should some of the new units to be created be changed to small offices, same floor layout, just changing ~~door~~ entry door, would there be any charges?

Since building has been newly renovated having new wiring, plumbing, fire safety systems with stamped architectural and mechanical

drawings, can the building assessment review be waived or simplified?

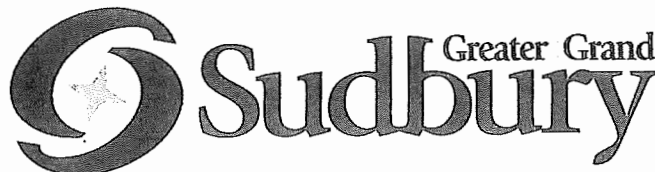
I do not believe the parks and rec fees should apply as we are not creating new units only changing the form of ownership. This form of ownership is easier for the investor to buy or sell his interest in the property is opposed to selling shares in a limited company. If shares in the limited company ~~are~~ sold there are no parks and rec fees, so why would there be in the condo form of ownership?

Thanks for your review, time and consideration

Sincerely,

Peter Churan

City of Greater Sudbury
August 17, 2012



Mr. Peter Churan
3063 Main Street
Bleazard Valley, ON P0M 1E0

Dear Mr. Churan:

**Re: Development Charges Appeal
1555 Main Street, Val Caron - Building Permit B10-1479**

On April 20, 2012 we received a copy of your letter appealing the development charges. Please note that at the time of issuing the building permit it was understood that the conversion of a school (non-residential, non-industrial) to a hotel (non-residential, non-industrial) would be subject to development charges under By-law 2009-200F, Article 8, Rules with Respect to the Redevelopment of Land.

Further to a meeting with the City Solicitor, it has been determined that development charges do not apply and that a refund is in order based on the definition of "redevelopment".

As per By-law 2009-200F, the definition of "redevelopment" states the following:

"redevelopment" means the construction, erection or placing of one or more buildings or structures on land where all or part of a building or structure has previously been demolished on such land, or changing the use of a building or structure, or part thereof, from residential to non-residential or from non-residential to residential.

Furthermore, since the rooms in the proposed hotel will not be equipped with a kitchen, they are not considered residential as per the definition in the Development Charges By-law but as a non-industrial non-residential classification under the by-law and as such, we have no "redevelopment" since it is going from a non-industrial non-residential use to another non-industrial non-residential use.

Therefore it is my opinion that we assessed development charges in error and a refund for the amount of \$38,191.49 will be issued to you within the next two weeks.

We trust this addresses your request, however, should you have any further questions please do not hesitate to contact this office.

Yours truly,

**GUIDO A. MAZZA, P. ENG.
DIRECTOR OF BUILDING SERVICES/CBO**

GAM/cjd

cc: Apryl Lukezic, Coordinator of Capital
Lisa Oldridge, Deputy Clerk

PO BOX 5000 STN A
200 BRADY STREET
SUDBURY ON P3A 5P3

CP 5000 SUCCA
200, RUE BRADY
SUDBURY ON P3A 5P3

705.671.2489

www.greatersudbury.ca
www.grandsudbury.ca

August 20, 2014

Attention: Kris Longston


1555 Main Street ValCaron
Official plan Amendment.

As per previous conversations and meeting held August 20, 2014 I would like the current official plan to be amended to permit the above noted property to be included in the centre core of ValCaron.

The property is within 200' of the main intersection in Valley East and in a high profile location. Currently the street is being widened and new sidewalks/curbing is being installed to the site.

Including the property into the centre core would allow the flexibility the site requires to become a viable entity. Due to size of population in the outlying areas more flexibility is required for business models to succeed. Waiting until 2019 for the next review for the adjustment of the centre core would adversely affect this project.

I am asking that you amend this site to be in the centre core when the official plan is submitted

Sincerely, Peter Churan 

Kristina Lang - Fwd: RE: OP question

From: Kris Longston
To: Kristina Lang
Date: 10/9/2014 8:57 AM
Subject: Fwd: RE: OP question

Can you please put this in OP comment files.

thx

>>> "Landry, Edouard (MAH)" <Edouard.Landry@ontario.ca> 10/8/2014 2:30 PM >>>

Hi Kris,

I think you'll find MTCS' response helpful. I did a bit of a search after I got her e-mail. I looked at the Funeral, Burial and Cremation Services Act, for example, and found this:

Unmarked burial sites

95. Any person discovering or having knowledge of a burial site shall immediately notify the police or coroner. 2002, c. 33, s. 95.

http://www.e-laws.gov.on.ca/html/statutes/english/elaws_statutes_02f33_e.htm#BK105

So in that case, the responsibility to report is on the actual person.

Hope this helps. Thanks for the question. Please feel free to follow up with either Meghan or myself.

Ed

 Hi Ed,

Known/registered cemeteries, as well as unmarked burials, are protected under the *Funeral, Burial and Cremation Services Act, 2002* administered by the Cemeteries Regulation Unit of the Ministry of Consumer Services, while known/registered archaeological sites are protected under the *Ontario Heritage Act* administered by the Ministry of Tourism, Culture and Sport.

A statement/warning clause that MTCS uses is: "If human remains are encountered during development activities, all activities must cease immediately and the local police contacted as well as the Cemeteries Regulation Unit of the Ministry of Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act."

The above may be used to craft something that would fit into the Sudbury OP.

Please feel free to let me know if you have any further questions.

Thank you, Meghan

Meghan House MCIP RPP

Heritage Planner

Ministry of Tourism, Culture and Sport
Culture Division | Programs and Services Branch | Culture Services Unit

401 Bay Street, Suite 1700
Toronto, Ontario M7A 0A7

T 416.212.7420 | F 416.314.7175

From: Kris Longston [Kris.Longston@greatersudbury.ca]

Sent: October 8, 2014 10:25 AM

To: Landry, Edouard (MAH)

Subject: OP question

Hey Ed,

Section 13.3 (Archaeological Resources) Policy #4 of our OP states that

"The appropriate authorities will be contacted if an identified human cemetery, marked or unmarked human burial is discovered during land use development."

This policy was an MMAH mod in 2007. During our review the question came up of who are the appropriate authorities and who is responsible for contacting them? We were wondering if this should be clarified as part of the five year review.

Thanks,
Kris

Kris Longston, MES, MCIP, RPP
Senior Planner, Community and Strategic Planning,
Department of Growth and Development
City of Greater Sudbury,
PO Box 5000, Stn. A,
200 Brady Street,
Sudbury, ON
P3A 5P3

Tel : (705) 671-2489, Ext. 4353

Fax: (705) 673-2200

Email : kris.longston@greatersudbury.ca

October 20, 2014

Mark H. Simeoni, MCIP, RPP
Community & Strategic Planning
PO BOX 5000, STN 'A'
200 Brady St.
Sudbury, ON Canada
P3A 5P3

Mr. Simeoni,

RE: Official Plan Review

As a resident of Greater Sudbury, and a rural land owner, I would like to participate in the Official Plan review process by way of this letter.

It is my understanding that the current Official Plan policies limit the creation of new rural lots (not on a lake or watercourse) to a total of three lots. Furthermore, these lots are required to have a minimum lot area of 2 hectares (5 acres) and a minimum frontage of 90m (295 ft.).

I would like to recommend that the City consider increasing the total number of lots one can create from a parcel of rural land from 3 to 4, 5, 6, 7....., depending the size of the subject lands. I myself have already severed the maximum allowable number of lots from my land but I have plenty of lot area and frontage to accommodate additional lots. I would like to see that the remainder of my land, and lands of other rural lot owners be put to good use.

Although it is not my primary concern, I would also like to recommend that the lot area and frontage requirements be reduced to, say approximately 2ha and 50m respectively to help rural land owners create additional lots from their existing property.

While I understand the importance of maintaining larger plots of land in rural areas and that concentrating development in more urbanized areas of the City would be a good use of existing infrastructure, I feel as though the lot creation policies in the rural area are too strict. I do not believe that the additional lots resulting from a more relaxed set of policies would significantly increase the burden on existing infrastructure or services. If the policies were changed, as I have requested, new lots would provide additional tax base from which the City at a whole would benefit and the construction/development of these new lots would provide economic growth.

I trust that my requests will be considered, along with those of other concern citizens. Should you require any further clarification of my position, please do not hesitate to contact me.

Lastly, would like to formally request that the City notify me of any public consultation regarding the Official Plan Review, in particular matters concerning rural lot creation policies.

Sincerely,

Angelo Cusinato
2805 Martin
Blezard Valley, ON
P0M 1E0

c. Evelyn Dutrisac

From: officialplan
To: Jason.Ferrigan@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Debbi...
Date: 12/6/2014 9:07 AM
Subject: Fwd: Septic system re-inspection (Official Plan Review Email)
Attachments: Attachment 1 - Properly operating septic systems.doc; Attachment 2 - Septic System ReInspections - 1998.pdf; Attachment 3 - Ministry letter - 2010.pdf; Attachment 4 - Springwater presentation.pdf

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

Krista

>>> "Bill Dopson"

12/06/14 09:05 >>>

Original of this letter (without attachments) sent by mail to: City Council at the address in the heading.P

6 December 2014

City Council
City of Greater Sudbury
PO BOX 5000 STN 'A'
200 Brady Street
Sudbury ON P3A 5P3

The Long Lake Stewardship Committee (LLSC) believes that through collaborative watershed stewardship efforts in developing programs and providing the necessary communication and education, we can take action to help protect our water systems.

Septic systems are a common method of waste treatment and disposal; there are many private septic systems along the water systems in the Greater Sudbury area. Properly maintained systems are very effective in the treatment and disposal of wastes and can help protect the natural environment. However, unmaintained septic systems can be a potential threat to public health and the environment. The Long Lake Stewardship Committee (LLSC) supports the Greater Sudbury Watershed Alliance (GSWA) in its efforts towards effecting mandatory septic systems inspections. A septic re-inspection program would represent a proactive step on the part of the City of Greater Sudbury, the Sudbury and District Health Unit and the citizens involved in addressing the possibility of septic systems affecting surface and groundwater quality.

The Long Lake Stewardship Committee (LLSC) urges the City of Greater Sudbury, along with the Board of Health of the Sudbury and District Health Unit, to establish septic system re-inspections in the Greater Sudbury area:

- to help identify septic systems with deficiencies, and
- to work with property owners to ensure that their septic systems operate properly.

The main goal of the program would be to identify polluting systems within targeted areas and require landowners to make repairs accordingly. It would not be to force all owners to upgrade their systems so they meet current code.

The LLSC believes that there is sufficient evidence to suggest that the City of Greater Sudbury, the "Principal Authority" as specified in the amendment to the Ontario Building Code (Ontario Regulation 315/10), should begin mandating re-inspections of existing septic systems in the City of Greater Sudbury.

The committee also believes that the Board of Health of the Sudbury and District Health Unit, the prescribed authority that is responsible for the enforcement of the provisions of the Act (Ontario Regulation 332/12 - Building Code) related to sewage systems in all municipalities and territory without municipal organization located in the Sudbury and District Health Unit, should begin mandating re-inspections of existing septic systems in the areas for which it is responsible.

In addition, by doing this, the City would be following its own policy as iterated in its Official Plan (12.2.3.2).

See attached:

- Attachment 1: Properly Operating Septic Systems
- Attachment 2: Septic System Re-inspections from 1998
- Attachment 3: Letter, and attachments, from Ministry of Municipal Affairs and Housing to Inspectors with the powers and duties of a Chief Building Official dated September 2, 2010
- Attachment 4: A presentation by the Township of Springwater (west of Lake Simcoe) as to how they dealt with this item - from September 2013

Bill Dopson (LLSC)

To:

Brian Bigger, Mayor - mayor@greatersudbury.ca

Cc:

Mark Signoretti – Ward 1: mark.signoretti@greatersudbury.ca
Michael Vagnini – Ward 2: michael.vagnini@greatersudbury.ca
Gerry Montpellier – Ward 3: gerry.montpellier@greatersudbury.ca
Evelyn Dutrisac – Ward 4: evelyn.dutrisac@greatersudbury.ca
Robert Kirwan – Ward 5: robert.kirwan@greatersudbury.ca
Rene Lapierre – Ward 6: rene.lapierre@greatersudbury.ca
Mike Jakubo – Ward 7: mike.jakubo@greatersudbury.ca
Al Sizer – Ward 8: al.sizer@greatersudbury.ca
Deb McIntosh – Ward 9: deb.mcintosh@greatersudbury.ca
Fern Cormier – Ward 10: fern.cormier@greatersudbury.ca
Lynne Reynolds – Ward 11: lynne.reynolds@greatersudbury.ca
Joscelyne Landry-Altman – Ward 12: joscelyne.landry-altmann@greatersudbury.ca

Stephen Monet. Environmental Planning - stephen.monet@greatersudbury.ca

Mark Simeoni, Planning Services - mark.simeoni@greatersudbury.ca
Burgess Hawkins, SDHU - hawkinsb@sdhu.com
Carl Jorgensen, NDCA - carl.jorgensen@greatersudbury.ca

clerk@greatersudbury.ca
officialplan@greatersudbury.ca
Lesley Flowers (GSWA) -
Linda Heron (ORA) -

LLSC letter - Attachment 1: Properly operating septic systems

Hutchinson comments:

The City of Greater Sudbury did a study for which a written report was made in December 2004 entitled: Waterfront and Rural Background Study (there was also a Policy Statement written around this report also dated December 2004).

In this study, on page 16 under the heading "A Planning Option for Lake Capacity", the following appears: "It is noted by Dr. Neil Hutchinson...that lakes/soils on the Canadian Shield are very acidic and that phosphorous is not particularly mobile from septic systems to lake water..."

Further to this, the January 2014 final Hutchinson Report states on p. 12, under the heading 4.2.2 Septic Systems: "While shoreline septic systems can be a significant source of phosphorus to lakes, recent scientific studies have shown that much of the septic phosphorus load is attenuated by acidic and mineral-rich soils found in the Precambrian Shield."

LLSC comments:

It must be noted that for the phosphorus to be "attenuated" it must reach the soil...this is unlikely to occur if a septic system is not operating properly.

Therefore, based on Dr. Hutchinson's comments above, it would behoove us in the Sudbury area to undertake septic system re-inspections and follow these inspections up with mandated corrective maintenance as required to ensure septic systems in the area are working properly, as per the Ontario Building Code.

SEPTIC SYSTEM RE-INSPECTIONS

Information for enforcement agencies
and others interested in local
septic system re-inspection initiatives

Ontario Ministry of Municipal Affairs and Housing
Housing Development and Buildings Branch

June 2001

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1.0 Introduction

An on-site sewage system is clearly different than the centralized waste waster disposal systems of urban areas, with a major difference being that the property owner is responsible for the proper maintenance and operation of the septic system. Consequently, this brings the issue of responsibility for the environment into people's backyards and homes. The effect of operation and maintenance of septic systems, if done improperly, however, can extend beyond the backyard and affect public health and the natural environment. In turn, this can affect property values and tourism potential. The condition of existing septic systems is, therefore, important for a wide range of reasons.

The Building Code Act , 1992 (BCA) regulates the construction, operation and maintenance of on-site septic systems. The Act also provides regulatory powers that can be used by enforcement agencies for the inspection of existing septic systems.

The Ministry of Municipal Affairs and Housing (MMAH) has prepared this document to provide some background information for enforcement agencies and others who may be considering the development of a septic re-inspection program. The effectiveness and long term success of a local septic re-inspection program depends largely on the initiative of local officials and their sensitivity to the needs of property owners and the community. This document will provide some background on the current regulatory framework under which on-site sewage systems are governed and highlight some key issues for enforcement agencies to consider in developing septic re-inspection programs in their jurisdictions.

To date, a number of agencies have undertaken re-inspection programs for existing septic systems. This document will discuss the approaches taken by these agencies and highlight some issues for consideration in related areas. With this in mind, this information has been organized into the following key areas:

- Program Administration
- Inspection Criteria
- Funding Strategies
- Public Awareness

Note: This document is not intended to convey legal advice. It is suggested that public authorities considering a re-inspection program consult their legal advisors for advice about legal implications of the proposed program.

2.0 Background

2.1 Current Regulatory Framework For Septic Systems

With the transfer of the regulations for septic systems to the Ontario Building Code in 1998, MMAH has an interest in providing information to enforcement agencies and other interested parties to assist in the design and implementation of local septic re-inspection programs.

The overall administrative structure and authority for the enforcement of the septic regulations is provided by the Building Code Act, 1992 (BCA). It is within this framework that a municipality, health unit or conservation authority may set-up its septic re-inspection program.

This framework includes:

2.2 What Does the Building Code Act Address?

- Issuance of building permits for septic systems (as opposed to the previous certificates of approval and use permits issued under the Environmental Protection Act (EPA)).
- The agencies which can enforce the BCA and the Ontario Building Code (OBC). Municipalities have the responsibility, but can delegate authority to health units and conservation authorities.
- The authority for the Building Code Commission and the Building Materials Evaluation Commission to handle disputes and assess new/innovative technologies.
- The OBC sets the requirements for certification of septic inspectors and installers. In the case of installers, the firm must obtain a license and a key condition for obtaining a license is that a designated person must pass a MMAH exam. Inspectors must also pass an exam.
- Powers of building officials and inspectors (to issue unsafe orders, collect permit fees, do inspections, order tests, etc.).
- Authority for the creation of regulations covering design, construction, operation and maintenance of septic systems.

3.0 Inspection Criteria

The authority for enforcement agencies to conduct inspections of potentially unsafe on-site sewage systems is provided by BCA s.15(1). BCA s.15(1) provides inspectors with a right of entry onto land "to determine whether a building is unsafe", and BCA s.15(2.1) deems a sewage system (as defined) to be "unsafe" for this purpose if it is not maintained or operated in accordance with the BCA and the OBC. This power of entry is subject to the limits set out in BCA s.16., which prevents an inspector from entering a room or a place that is actually being used as a dwelling unit, unless the entry is in accordance with the criteria detailed below.

BCA 16.(1) Entry to Dwellings. Despite sections 8, 12, 15, 15.2 and 15.4, an inspector or officer shall not enter or remain in any room or place actually being used as a dwelling unless, (a) the consent of the occupier is obtained, the occupier first having been informed that the right of entry may be refused and entry made only under the authority of a warrant issued under this Act; (a.1) a warrant issued under this Act is obtained; (b) the delay necessary to obtain a warrant or the consent of the occupier would result in an immediate danger to the health or safety of any person; c) the entry is necessary to terminate a danger under subsection 15.7(3) or 17 (3); or (d) the requirements of subsection (2) are met and the entry is necessary to remove a building or restore a site under subsection 8 (6), to remove an unsafe condition under clause 15(5) (b) or to repair or demolish under subsection 15.4(1). 1992, c.23, s. 16(1); 19997, c.24, s. 224(9), (10).

It is unlikely that the powers of entry under BCA s.15(1) will be utilized by building officials except in circumstances where the building official has some reason to believe that the building (or sewage system) at issue may be "unsafe". BCA s.18 sets out certain powers that an inspector may exercise for the purposes of carrying out an inspection. If in the course of an inspection of a sewage system the inspector finds that the system is "unsafe", the inspector may make an order under BCA s.15(3) setting out the steps necessary to render the building safe and may require the steps to be taken within a certain period of time.

4.0 Program Administration

The purpose of this section is to highlight some issues surrounding the administration of a septic re-inspection program, including documentation, compliance and administration of property records.

4.1 Initial Communication with Public

In terms of initial communication with property owners, a letter to property owners about the program is important from a public relations and community education perspective. (For a greater discussion of community education, see Section 8.0, on Public Awareness.) Such a letter lets the community know the potential value of the program and informs owners that the scope of the inspection will be primarily limited to a visual surface inspection. This background information should also explain the follow-up options that are available to property owners whose systems exhibit deficiencies found during the re-inspection. (Section 4.6 provides an explanation of the scope and limitations of re-inspections.) This letter also provides the enforcement agency with a measure of protection from liability that may arise from misplaced expectations about the comprehensiveness of the inspection and, therefore, from misunderstandings about the meaning of communications that may be made by the enforcement agency.

Coverage from such media as community newspapers, as well as cottage association newsletters are also valuable means of broadening awareness and acceptance of a local re-inspection program.

4.2 Documentation

Prior to the re-inspection of a property, an inspector will find it useful to review the property's septic records. Consideration may also be given to requiring that the property owners provide the inspector with a diagram of the property marking the location of the system. This should prevent an inspector from visiting a property and being unable to conduct the re-inspection due to the fact that the septic system cannot be located. If the system cannot be located, and the re-inspection cannot be completed, then consideration may be given to documenting the septic system as deficient, or flagging it until adequate information is provided. This will then require the property owner to provide the diagram to the inspector for a visual re-inspection. When available, it has also proven useful for inspectors to have a copy of the use permit with them when conducting the re-inspection, rather than spending time in either trying to match permits or obtaining the copies of permits from owners. Regarding the inspection itself, current re-inspection programs rely on three essential component areas of documentation:

- **Inspection Reports** - An inspection report provides both the inspector and the property owner with a record of information recorded on site during the visual re-inspection. A two-copy (sensitized form) enables the inspector to give the owner a copy of the inspection findings immediately on-site. The inspector may then retain the other copy for agency records.

Assessment Report Information

Item	Information
Personal Information	Name, address, property legal description
Existing Facilities	Class of sewage system, leaching bed type
Observations	Visual indications of components of an unsafe sewage system
Diagram	To identify dwellings, water bodies, sewage system, clearances
Requirements	Provide details on the remedial work required

- **Letter to homeowner** - A letter to the property owner detailing the results of the inspection is a valuable communications tool. It may inform the owner that their system is in need of remedial action or that there is no indication from the visual inspection of an unsafe system. If the system is in need of remedial action, the letter should describe the visual deficiencies observed by the inspector and who the property owner should contact for further information regarding their intentions to remedy the deficiencies. The letter should also make a clear link between observed conditions with the septic system and specific provisions in the OBC dealing with improper operation and maintenance (key requirements are detailed in Section 4.6). The owner should also be informed that if they do not respond within a specified time frame, they may be issued an Order to Remedy an Unsafe Building.
- **Documentation of safe condition** - When there is no indication of an unsafe sewage system, the property owner should be provided with some documentation that a visual surface inspection of the sewage system was conducted (with date specified), at which time there was no indication of an unsafe condition. This documentation could be in the form of a sticker which is affixed to the property, or a letter given to the property owner.

4.3 Compliance

Experience suggests that knowledgeable property owners who understand the implications of unsafe systems will be more willing to comply with inspections (and prevent unsafe conditions from occurring in the first place). When property owners are educated and aware, compliance rates are significantly high. Consequently, public awareness programs surrounding septic re-inspections may largely influence voluntary compliance.

Nevertheless, as mentioned previously, BCA s.18(1) does provide for powers that are available to an inspector to obtain further information about unsafe septic systems. A municipality, or other enforcement agency, by commencing a re-inspection program may assume an obligation to pursue remediation of the deficiency, once it becomes aware of the situation. If in the course of an inspection of a sewage system the inspector finds that the system is "unsafe", the inspector may make an order under BCA s.15(3) setting out the steps necessary to render the building safe and may require the steps to be taken within a certain period of time. In this case, the follow-up letter to a property owner also serves as a valuable tool to inform the property owner of their obligations.

4.4 Administration of Property Records

Those with experience in re-inspection programs have suggested that tracking may be the single most important consideration in the effectiveness of a program.

Records for septic systems are often filed under owners' names, rather than through property or tax assessment files. Invariably, this creates difficulties in tracking a property over time if it changes ownership. Thought should be given to filing septic system records according to property address or assessment role rather than ownership.

While a database or tracking program may take some effort to establish, it becomes invaluable for generating statistics or follow-up abatement information.

4.5 Septic Systems and Property Sales

The BCA, does not automatically require re-inspection of septic systems upon the sale of a property. Lenders, realtors and lawyers involved in the sale of properties with septic systems should be knowledgeable about septic operation and maintenance issues and this issue should be appropriately addressed in the agreement of purchase and sale. They should determine if there is a septic system on the property and satisfy themselves that it is working properly (this is a matter which may be addressed in the agreement of purchase and sale). If up to date septic system records are available to potential property buyers (either from the previous owner, or on file with the municipality), then purchasers should be able to investigate a septic system's health further, based on such risk factors as age, previous orders, etc. Based on this investigation, and availability of records, a professional inspection may be appropriate. Filing of septic records according to property, rather than owner would facilitate this process.

4.6 Scope/Limitations of Inspections

There are time, cost and liability limitations to the scope of a septic re-inspection program. Thus, a visual re-inspection of an on-site sewage system is perhaps the most viable option for a program. More intrusive inspection techniques (such as dye testing opening-up of septic systems, or testing of soil depth) would require that a property owner always be present and agree that their system undergo the testing. Such testing is also more time consuming and considerably more expensive than a visual inspection.

As most septic systems are generally “buried” installations hidden from normal view, many deficiencies may not show themselves during a visual inspection. As such, it may not be possible to make an accurate assessment of the functioning of the system in all cases, as certain problems may be hidden. It is still important for homeowners to understand the operation of their system and the importance of proper maintenance.

A visual examination by an inspector is able to identify some conditions that provide evidence of an improperly operated or maintained system as per OBC section 8.9.1.2.

BCA 8.9.1.2 General Requirements for Operation and Maintenance

(1) Every sewage system shall be operated and maintained so that, (a) the sewage system or any part thereof shall not emit, discharge, or deposit sanitary sewage or effluent onto the surface of the ground, (b) sanitary sewage or effluent shall not emit, discharge, seep, leak or otherwise escape from the sewage system or part thereof other than from a place or part of the sewage system where the system is designed or intended to discharge the sanitary sewage or effluent, and (c) except as provided in sentence (2), sanitary, sewage or effluent shall not emit, discharge, seep, leak or otherwise escape from the sewage system or any part thereof into a piped water supply, well water supply, a watercourse, ground water or surface water.

The timing of inspections plays a key role in identifying potential deficiencies of an on-site sewage system. For example, the effectiveness of conducting inspections during April/May or October/November will be greatly reduced on cottage properties, simply for the fact that many dwellings are vacant for extended periods in these months.

An advantage of avoiding intrusive re-inspection techniques, such as undertaking test openings in the leaching bed area and opening covers, is that there is a lower chance that an inspector will damage an existing system while on a property. However, inspectors should be aware of personal risks of health and safety during the course of their inspections, and be cautious of flimsy covers and abandoned or collapsing tanks and other possible unsanitary conditions.

**Deficiencies for Sewage
System Classes
Observable During A Visual Re-
Inspection**

Class 1 (Privy)

- Absence of fill around the base of the privy
- Inadequate soil depth

Class 2 (Greywater)

- No evidence of a grey-water pit; pipe on surface of the ground
- Absence of fill around the base of an existing pit
- Inadequate cover

Class 4 (Septic System)

- No existing system; pipes on surface of the ground, or slightly buried
- Old tanks in need of replacement
- No indication of leaching bed; outlet pipe from ground extending into/onto ground
- Leaching bed completely overgrown, in need of replacement
- System completely buried; requires information

Class 5 (Holding Tank)

- Corroded access cover
- Holes in holding tank
- Access openings not properly sealed

General

- Extra plant growth over the leaching bed area
- Foul odours outside
- Effluent breaking out to the ground surface
- Significant algae growth in or around nearby lakes or water bodies.

Source: Township of the Archipelago

**Items identified by the Town of
Gravenhurst during visual
inspections**

During a visual re-inspection, an inspector may note a problem such as a driveway, deck, patio, or even tennis court built over-top of the bed area. In the Town of Gravenhurst, the following are items identified by inspectors during a visual inspection:

- Type of building
- Type of tank
- Type of system
- Evidence of sewage effluent visible and/or odour
- Evidence of erosion of septic bed side slopes
- Whether the groundwater flows toward the system
- If the sewage system/septic tank is properly located on the property
- Whether the sewage system bed has trees/vegetation growth
- Whether the system is located more than 50ft. from the water
- Whether there is a privy located on the property
- Whether property is water access only
- Whether the sewage system serves more than one building
- If the system uses a pump chamber
- Whether a sewage system approval exists

Source: Town of Gravenhurst

(For an overview of the Township of the Archipelago and Gravenhurst's septic system re-inspection program, see section 6.1)

4.7 Inspection Capacity

One factor contributing to the effectiveness of a septic system re-inspection program is determining the number of re-inspections which a program intends to conduct per year.

In determining this capacity to conduct re-inspections, consideration should be given to such factors as:

- The number of sufficiently-trained staff to provide timely follow-up with property owners for the anticipated number of systems which may have problems.
- The impact a program will have on municipal building permit issuance, inspectors and local staff resources.
- The capacity of local septic system installers to meet the demand for an increase in repairs, pump-outs and new system installations.

The phasing of inspections (e.g., beginning with high risk systems) will serve to assist in mitigating any impacts on the local industry and municipal resources in meeting the demands for their services.

5.0 Assessment Issues

5.1 Who Does the Assessment: Inspector Qualifications

Given the relationship of inspections to enforcement authority under the BCA and OBC, it would be difficult for a program to be established which is not linked directly to the local septic enforcement agent. The regulatory authority for inspectors is given in BCA s. 3(1), which provides for municipal responsibility for the enforcement of the Act and the ability to appoint inspectors if they meet the qualifications specified in the Building Code. BCA s. 3.1(2) and 32.1 also provides for the appointment of sewage system inspectors by a board of health, conservation authority or planning board, where applicable.

Whether seasonally employed or not, those people conducting inspections should be appointed building inspectors pursuant to the BCA and certified as on-site sewage inspectors. Training and certification for On-Site Sewage Inspectors is administered through the Ministry of Municipal Affairs and Housing's Housing Development and Buildings Branch. A course in the BCA itself, may also prove useful in understanding enforcement issues.

If students or other part-time employees are hired to conduct septic re-inspections, an enforcement agency must also consider what procedures should be followed if a problem is found with a septic system by seasonal inspectors. If a problem is encountered, a full-time, experienced inspector, or Chief Building Official, might be responsible for follow-up and pursuit of compliance.

5.2 What are the Assessment Criteria?

A fundamental element of a septic system re-inspection program is the criteria that will be used to determine the risks posed by sewage systems which merit the re-inspection of the system. In turn, the inspection criteria affect other fundamental administrative aspects of the program such as costs and staffing considerations - a more exhaustive re-inspection program will obviously require more staff and increased funding requirements. Regardless of the criteria, public education and awareness of the issue are still integral components of any program.

The establishment of risk levels associated with existing systems provides some indication for believing that an unsafe condition may exist, and that a re-inspection is appropriate. Examination of a property's history may highlight factors that provide an indication of risk levels and provide "reasonable grounds" to conduct inspections for an unsafe condition. This allows re-inspections to be undertaken in an effective defensible manner, targeting those systems with the highest risk levels. These criteria may include:

- **Age of System:** In general, the older the system is, the greater the likelihood that problems may exist. For example, if a septic system is 20 years old, and has not been re-inspected since installation, this would provide reasonable grounds for a visual re-inspection due to age. Recently installed systems should not generally require immediate re-inspection and may in turn be re-inspected at a later date.
- **Previous Complaints:** A septic system with registered complaints against it would indicate that the system is a potential higher risk than other systems.
- **Existence of Records:** If records do not exist for a property's on-site sewage system with either the municipality or previous delivery agents, or the property owners, it might then be the case that no permit was ever issued for the septic system. The lack of information might be considered a reason to re-inspect.

6.0 Program Structure

The following examples present alternatives on how a program may be structured around re-inspection criteria. They are intended to provide an indication of the different approaches taken to a re-inspection program, with each using some reasonable grounds to conduct the inspections for unsafe conditions.

6.1 Proactive Re-inspection: High, Moderate, Low Risk Conditions

When considering a re-inspection program to determine if an unsafe condition may exist, some thought should be given to characterizing the level of risk associated with existing systems. Moreover, the phasing in of a septic re-inspection program could be facilitated if there are criteria established that separate those systems which may pose more of an immediate concern, from those which are relatively new and may be re-inspected at a later date. This allows for gradual implementation of the program over several years.

One way of addressing these concerns is by characterizing inspections according to high, moderate and low risk scenarios. High risk scenarios

would apply to those septic systems which pose a significant risk of improper operation and maintenance. Employing these risk level scenarios provides the benefit of allowing for early detection of operation and maintenance problems.

Proactive re-inspections may be more suitable where the municipality is the enforcement agent, because of access to property records. However, without a full understanding of program goals and importance of proper septic maintenance and operation, property owners may perceive the program to be invasive or unnecessary.

Township of the Archipelago

The Township of the Archipelago, in the District of Parry Sound, has been recognized for the success and proactive nature of its on-site sewage re-inspection program. The Township of the Archipelago undertook to inspect all septic systems in the township (totalling more than 3,100) over an 8-year period commencing in 1999. Archipelago's approach is to focus initially on systems that it classifies as higher risk, based on the availability of records related to the system or its age.

Township of the Archipelago's Sewage System Ranking Criteria

High Risk	No Record of approved sewage system or greater than 20 years old.
Moderate Risk	Approved sewage system between 10 and 20 years old
Low Risk	Approved Sewage system is less than 10 years old.

In 1999, two inspectors were hired and trained to carry out the assessments over the summer months, with unsafe conditions flagged for verification by senior inspectors and, where necessary, orders issued to require remedial measures. The inspection of each property costs approximately \$30 per property and approximately 400 properties are expected to be covered annually. Notification of the program given to property owners in their tax notices, sent in January.

Since its inception, property owner compliance has been overwhelmingly positive. As of December 1999, the Township has a 95 percent response rate from owners in addressing the deficiencies identified by the inspectors. Starting with the highest risk level category in 1999, of the 397 inspections, 38% were awarded stickers indicating no evidence of an unsafe condition and 62% had some level of deficiency observed by an inspector and subsequently received a letter. Not all deficiencies suggest an unsafe condition. For example, the inspectors may have identified a probable septic bed area and sent a letter requesting information such as age, tank type and the distribution pipe length. The property is only listed as deficient until the information is provided.

Town of Gravenhurst

A number of municipalities in the District Municipality of Muskoka conducted re-inspections in 2000. Approximately 3000 properties were inspected in the entire District.

One municipality which implemented a re-inspection program was the Town of Gravenhurst. In the Spring of 2000, the Town Council authorized a septic re-inspection program with a target of 400 re-inspections for the season. The program was conducted with the intention of targeting private sewage systems that may be causing pollution, or pollution caused through the absence of a sewage system.

Through the course of the summer months, 514 properties were inspected. As a result, 89 letters were sent regarding various problem areas. Thus far, twenty-seven of the 89 property owners that received a letter made various improvements or produced the required documentation outlined in the letter. Twenty-eight letters were also distributed to property owners specifically on the issue of tree/vegetation growth over the septic bed. Students were hired and trained to conduct the initial site inspections and the Town's building inspectors conducted the follow-up abatement.

Properties were selected for the inspection process with the aid of the Town's GIS program and the accumulation of information pertaining to previous sewage system records.

6.2 Proactive Re-inspection: Area Wide

Alternatively, criteria for inspecting a septic system may not be based on risk factors associated with a particular septic tank or property. Rather, the enforcement authority may decide to inspect all on-site sewage systems in a given area when proactive water quality testing in a lake or river indicates that there is potential contamination. This program structure, therefore, emphasizes the importance of overall water quality and environmental health and is rooted in a watershed management approach.

This approach may be more appealing to a conservation authority because of the involvement of water testing. Also, individual property owners may not feel targeted, or threatened due to the watershed management approach of area wide inspections. An enforcement agency must also decide, from a policy perspective, how to conduct and structure the program based on a "risk management approach".

North Bay-Mattawa Conservation Authority

The North Bay-Mattawa Conservation Authority (NBMCA) Inspection Program is an example of a program run from a watershed management approach. The conservation authority tests waters of a lake, based upon complaints received, and conducts individual septic inspections if poor water quality is determined by the tests.

The NBMCA program has operated over the last four years under the premise that site specific testing is not an advantageous approach given time and cost restraints. They will respond to complaints, send in a septic inspector to investigate and issue an order to comply if necessary. The NBMCA has also found that for their purposes a watershed management approach is acceptable to local property owners because owners do not perceive themselves as targets. Public support for the program has been positive and communication with property owners is still important. The public is sympathetic to the objectives of the program and concerns surrounding water quality and public health given that this particular approach focuses on the health of rivers and lakes.

Northwestern Health Unit

The Northwestern Health Unit (NWHU) is another example of a program where an enforcement agent other than a municipality has developed a proactive septic system re-inspection program. While not basing inspections on a risk-assessment framework, the NWHU has been conducting inspections of properties by invitation from cottage associations. Health Unit inspectors conduct investigations and costs for conducting inspections are covered through revenues from building permits.

Inspections of systems in a defined area (by invitation of a cottage/property owner association) have worked well in that property owners understand that the program is related directly to the health and safety of the lake/river on which their property is located. Experience has shown that property owners show a genuine concern if their system is considered unsafe. Any apprehension from property owners has been related to their lack of knowledge of Building Code issues, rather than objecting to the septic re-inspection program. This has been addressed through increasing public awareness of such issues.

NWHU is also changing its permit database to tie septic inspections to the legal address of property, rather than owner's name. As discussed previously, this will facilitate the tracking of a septic system's history.

7.0 Funding Strategies

Municipalities and other enforcement agencies must also consider how a re-inspection program will fit into their strategic priorities, in terms of staffing and financial resources. Several approaches for funding such a program might be considered, including general revenues, building permit fees and youth employment programs to hire students as seasonal inspectors.

7.1 Property Taxes and General Revenue

Municipal councils could approve and endorse the allocation of funds from property taxes or general revenue. This approach may be facilitated with council knowledge that a percentage of inspected septic systems will also require remedial action on the part of some property owners, including the installation of new septic systems in the manner of a new septic system. Owners may also pro-actively undertake action if they are aware that a program is underway. Both will affect the number of permits issued in a municipality, and may generate revenue as a result.

7.2 Student Employment Programs

Given that the costs of re-inspections are largely related to staffing, an enforcement authority may also decide to employ students as seasonal inspectors to either conduct the re-inspections or assist current staff. The use of university students, provided they are qualified as inspectors, is efficient from both cost and time perspectives, given that they are available within the time period when an inspection program will likely be in operation and seasonal properties will be in use. Funding subsidies for hiring students over the summer are available from both the provincial and the federal governments.

At the provincial level, Ontario's Ministry of Training, Colleges and Universities operates the *Summer Jobs Service* program. Through this program municipalities may apply for a \$2.00 per hour wage subsidy to hire summer students. The program is intended for youth aged 15 to 25, or up to 29 years for persons with disabilities who are planning to return to school in the fall. More information on the *Summer Jobs Service* program is available from the Job Grow and Training Hotline at 1-888-JOB-GROW or on the internet at <http://www.edu.gov.on.ca/>.

The federal government, through Human Resources Development Canada (HRDC), has also traditionally provided wage subsidies to employers to assist in the creation of such summer jobs.

Public sector organizations that are successful in their application for funding from HRDC, are given a subsidy under the *Summer Career Placement (SCP)* program. A public announcement launching the program is usually made in the middle of February, after which proposals for funding may be submitted by interested sponsors.

Further information regarding this program is available from local HRDC offices. More information on the *Summer Career Placement (SCP)* program and HRDC youth initiative programs are available through the youth info line at 1-800-935-5555 or on the internet at <http://youth.hrdc-drhc.gc.ca/>.

8.0 Public Awareness

For those jurisdictions which have implemented re-inspection programs, voluntary compliance has been high in a large part due to successful education and appreciation by property owners of the proper operation and maintenance of a healthy on-site sewage system. The education of property owners about their responsibilities and legal obligations is in a large measure, the role of municipalities, health units and conservation authorities. However, Cottage Associations and other community groups can provide valuable support in public education initiatives to their membership and others.

In terms of general knowledge, property owners should be aware that the rules for smaller on-site septic systems have been covered by the Ontario Building Code (OBC) as of April 6, 1998. These rules, in Part 8 of the OBC, set out the technical requirements for septic systems. Part 8 includes: the different classes of septic systems (with an emphasis on Class 4 systems - leaching bed systems); regulations related to the operation and maintenance of all sewage systems requirements for servicing by qualified people; wastewater monitoring and sampling; septic

tank pump outs, etc. Property owners should understand that while the Province of Ontario has put the rules in place, local agencies (municipal building departments, boards of health, conservation authorities) are responsible for issuing permits and conducting the inspections. If property owners have questions regarding their septic systems, they should be advised that they may contact the appropriate enforcement agency in their area

Should property owners have questions of a general nature on how the Ontario Building Code works, these can be directed to the Ministry of Municipal Affairs and Housing, Housing Development and Buildings Branch. The Housing Development and Buildings Branch has also prepared a brochure called, "A Guide to Operating & Maintaining Your Septic System". It can be obtained free of charge by contacting MMAH at the address listed in Appendix C, or on the internet at <http://obc.mah.gov.on.ca/>. The brochure provides some helpful advice for property owners about the steps they can and should take to help their septic system perform. Topics discussed include:

- How your Septic System Works
- Common Septic System Problems
- Tips on Maintaining Septic Systems
- Tank Inspections and Cleaning

The brochure can be useful in helping property owners become aware of the impact their actions have on the environment and public health. A local education program on proper maintenance of septic systems directed at property owners, might also include such issues as:

- Informing people that no one other than a properly equipped, trained and licensed contractor should enter a septic tank for any reason, due to deadly gases in the tank.
- Homeowners should be aware that anyone in the business of installing, repairing, emptying, cleaning or servicing septic systems must be licensed by the Ontario Ministry of Municipal Affairs and Housing. Licensed installers must have qualified personnel supervising all projects. Supervisors must pass exams to become qualified.
- The Ministry of the Environment licenses pumpers.
- The daily operation of on-site sewage systems affects the health of a system (disposing of solids appropriately, conserving water, protecting the leaching bed, maintaining the right drainage).

The fact that re-inspections are visual and non-intrusive may quell ratepayer apprehension about the program. Property owners, if informed ahead of time, may also decide to take a proactive interest in the health of their septic system by replacing, pumping out, or upgrading their system prior to an inspection. Cottage and property associations may also organize a "bulk purchase" of pumping services in conjunction with the local re-inspection program.

9.0 Conclusion

The Ministry of Municipal Affairs and Housing (MMAH) is supportive of initiatives which are designed to ensure that existing septic systems are properly maintained and operated by property owners. The BCA provides regulatory powers that can be used for the re-inspection of existing septic systems.

There are many benefits from the implementation of a septic re-inspection program. These benefits include a raised awareness among property owners as to septic system operation and maintenance issues; the identification of properties with older, potentially failed or failing systems so that corrective action can be undertaken, and a general improvement in the natural environment and public health. The importance of tourism in many areas where septic systems are used cannot be overlooked as water quality plays a significant role in maintaining the viability of local tourism industries.

This document is intended to provide some background information for enforcement agencies and other parties who are interested in designing and implementing septic re-inspection programs. Along with the issues highlighted here, such as program administration, funding, inspection criteria and public awareness, it is essential to recognize that cooperation between enforcement agencies and property owners are the key supports to the implementation and operation of a successful re-inspection program.

APPENDIX A: Sample Property Owner Letters

Lake of Bays Township - Introductory Letter



PLEASE BE ADVISED THAT, COMMENCING THE SPRING OF 2000, THE TOWNSHIP OF LAKE OF BAYS WILL BEGIN A RE-INSPECTION PROGRAM OF SEWAGE SYSTEMS WITHIN THE MUNICIPALITY.

Effective April 6th, 1998, responsibilities with respect to on-site sewage systems that service properties with a total daily design sewage flow-rate of less than 10,000 litres were transferred from the Environmental Protection Act to the Building Code Act. A sewage system is now defined as a "building" under the Building Code Act. Accordingly, if a sewage system is discharging sewage into the natural environment or if it is not being properly operated and maintained, it is determined to be an unsafe "building". Should a system be found to be unsafe, the property owner shall be required to bring it into compliance with the minimum standards of the Ontario Building Code.

All properties with any septic system will be subject to this inspection up to and including systems installed in 1999. All information collected at the time of inspection, plus information in our files, will be placed in a common database for future use.

Inspectors will conduct property inspections over the non-winter months beginning with sensitive lake areas, then proceeding by former townships (wards). The projected plan of completion for this program is five years. The property owner will be notified in writing if their system has been determined to be unsafe. The owner must take the necessary steps to render the "building" (sewage system) safe.

The initial inspection will be a visual surface inspection without the need of the property owner being in attendance. The property owner's assistance or attendance may be required if components of the system cannot be located. An information pamphlet will be left on site at all properties visited.

The cooperation of property owners will ensure that this program be completed in a prompt and efficient manner and assist in providing continued enjoyment of a clean and healthy environment.

FOR FURTHER INFORMATION, PLEASE CONTACT THE TOWNSHIP OFFICE:

Stephen Watson, Chief Building Official
Phone: 705-635-2272 Fax: 705-635-2132 e-mail: bldg@lob.muskoka.com

Township of the Archipelago - Sample Deficiency Letter

Dear Property Owner:

The Township of the Archipelago has undertaken a sewage system re-inspection program. The goals of the program are to inspect all existing sewage systems in the township and to bring all unsafe systems into compliance with the Ontario Building Code

Based on information contained in the township's property files, all sewage systems were classified into three categories: high, moderate, or low risk of being unsafe. Properties with no record of an approved sewage system, or a system greater than twenty years old were ranked as high risk. The first properties to be inspected are those with systems included in the high risk category.'

Pursuant to section 15(1) of the Ontario Building Code Act, a visual surface inspection of your sewage system was conducted on May 31, 1999. Please refer to attached page for more information.

Attached page includes:

- Property description
- Description of the visual deficiencies
- Directive to contact the environmental inspector at the Township Office within ten days from the date of the letter as to the recipient's intentions with respect to remedying the deficiencies
- Notice that failure to contact the office in the time frame specified may result in the issuance of an *Order to Remedy an Unsafe Building*

APPENDIX B: Sample Inspection Form



SEWAGE SYSTEM SITE RE-INSPECTION REPORT

Inspector:

Date:

PROPERTY OWNER(S)		PROPERTY DESCRIPTION		ROLL NUMBER		MAP I.D. #	
INFORMATION RECORDED IN FILES		CLASS	CERTIFICATE OF APPROVAL	USE PERMIT YES <input type="checkbox"/> NO <input type="checkbox"/> <input type="checkbox"/>	TANK TYPE & SIZE	BED / TRENCH SIZE	OTHER INFO
INFORMATION RECORDED ON SITE →		CLASS	WATER LINE INTO DWELLING(S) YES <input type="checkbox"/> NO <input type="checkbox"/> ? <input type="checkbox"/> PRESSURIZED YES <input type="checkbox"/> NO <input type="checkbox"/> ? <input type="checkbox"/> SEWER LINE OUT OF DWELLING(S) VISIBLE <input type="checkbox"/> NOT VISIBLE <input type="checkbox"/> PUMPED YES <input type="checkbox"/> NO <input type="checkbox"/> ? <input type="checkbox"/> SIZE → ↑ CONDITION				
TILE BED TYPE TRENCH <input type="checkbox"/> FILTER <input type="checkbox"/> ↓ VEGETATION & GENERAL CONDITION ↓ LENGTH.....WIDTH.....DEPTH.....				TANK TYPE ↓ SIZE ↓ ↓ GENERAL CONDITION ↓			
TOTAL AREA		IF TRENCH, # OF RUNS		TOTAL TRENCH LENGTH			
GREYWATER PIT TYPE, SIZE & CONDITION			PRIVY <input type="checkbox"/> COMPOSTING TOILET <input type="checkbox"/> UNKNOWN <input type="checkbox"/> CONDITION			HOLDING TANK TYPE, SIZE & CONDITION	
MANTLE ↓		VEGETATION ↓		↓ DEPTH OF SOIL ↓ ↓ DISTANCE TO WATER		OTHER COMMENTS	
IS THERE ANY VISUAL INDICATION THAT A COMPONENT(S) OF THE SEWAGE SYSTEM IS UNSAFE AT THIS TIME? NO <input type="checkbox"/> YES <input type="checkbox"/> IF YES, DESCRIBE UNSAFE IF NO, WAS A STICKER PLACED? NO <input type="checkbox"/> YES <input type="checkbox"/> OVERALL RISK ASSESSMENT? HIGH <input type="checkbox"/> MODERATE <input type="checkbox"/> LOW <input type="checkbox"/>							
RECOMMEND FOLLOW-UP BY ENVIRONMENTAL INSPECTOR? NO <input type="checkbox"/> YES <input type="checkbox"/> RECOMMEND AN ORDER TO REMEDY? NO <input type="checkbox"/> YES <input type="checkbox"/> IF YES, SUGGESTED REMEDIES							
FOLLOW-UP BY ENVIRONMENTAL INSPECTOR SITE INSPECTION CONDUCTED? NO <input type="checkbox"/> YES <input type="checkbox"/> IF YES, WAS A STICKER PLACED? NO <input type="checkbox"/> YES <input type="checkbox"/> ISSUED ORDER? NO <input type="checkbox"/> YES <input type="checkbox"/> BUILDING PERMIT REQUIRED? NO <input type="checkbox"/> YES <input type="checkbox"/> DATE OF INSPECTION							
COMMENTS							
COMPLIANCE NO <input type="checkbox"/> YES <input type="checkbox"/>		DATE OF COMPLIANCE		SIGNATURE			

APPENDIX C: Contacts

Ministry of Municipal Affairs and Housing

Housing Development and Buildings Branch

777 Bay Street, Toronto, ON

M5G 2E5

416-585-6666

<http://obc.mah.gov.on.ca/>

\$ Publishes and distributes, *A Guide to
Operating and Maintaining your
Septic System*

Ontario New Home Warranty Program

Corporate Office

5160 Yonge Street, 6th Floor

Toronto, ON

M2N 6L9

1-800-668-0124

www.newhome.ca

\$ Publishes and distributes, *A New
Homeowner's Guide to Septic
Systems*

Federation of Ontario Cottagers' Associations

239 McRae Drive, Toronto, ON

M4G 1T7

416-429-0444

Fax: 416-429-4944

info@foca.on.ca

www.foca.on.ca

**Ministry of
Municipal Affairs
and Housing**

Building and Development Branch
777 Bay Street, 2nd Floor
Toronto ON M5G 2E5
Telephone: (416)585-6666
Fax: (416)585-7531
www.ontario.ca/buildingcode

**Ministère de
Affaires municipales
et du Logement**

Direction du bâtiment et de l'aménagement
777, rue Bay, 2^{ème} étage
Toronto ON M5G 2E5
Téléphone: (416)585-6666
Télécopieur: (416)585-7531
www.ontario.ca/buildingcode



September 2, 2010

Dear Inspector with the Powers and Duties of a Chief Building Official:

I write to advise you of recent amendments that have been made to the Building Code (Ontario Regulation 350/06) related to on-site sewage maintenance inspection programs. These amendments are intended to protect the environment and Ontario's drinking water.

The Building Code has been amended through Ontario Regulation 315/10 to establish and govern mandatory on-site sewage system maintenance inspection programs in Ontario to be administered by principal authorities (i.e., municipalities, health units or conservation authorities depending on location within the province). The regulation also governs discretionary programs established by principal authorities. It also supports amendments made to the *Building Code Act, 1992* (BCA) through the *Clean Water Act, 2006* (CWA) and fulfills a policy under the Lake Simcoe Protection Plan (LSPP) respecting the development of a proposal for a regulation requiring re-inspection of existing on-site sewage systems.

Mandatory on-site sewage system maintenance inspection programs will be required for certain parts of "vulnerable areas" located in source protection areas, as identified through the source protection planning process under the CWA. The parts of "vulnerable areas" represent areas where activities such as septic systems can easily affect the quality of underlying drinking water sources. The "vulnerable areas" are in the process of being determined by local source protection committees and will be identified in Assessment Reports. These reports are to be approved by the Director of Source Protection Programs Branch of the Ministry of the Environment. The last Assessment Reports are due in December 2010, and anticipated to be approved by May 2011. Inspections would be required in the parts of "vulnerable areas" where on-site sewage systems subject to the BCA have been identified as a significant drinking water threat. For more information please refer to <http://www.ene.gov.on.ca/en/water/cleanwater/index.php>.

Mandatory maintenance inspection programs will also be required initially for lands located within 100 metres of certain portions of the Lake Simcoe shoreline. Mandatory inspections will subsequently be required for the balance of lands located within 100 metres of the Lake Simcoe shoreline, and for lands located

within 100 metres of lakes or ponds and permanent rivers or streams in the Lake Simcoe watershed. Maps illustrating certain of the mandatory areas for maintenance inspections along the Lake Simcoe shoreline will be available shortly at www.obc.mah.gov.on.ca/Page3198.aspx.

The regulation also includes provisions for the frequency of inspections, the qualifications of inspectors, and the use of certificates as an alternative to inspections, in relation to maintenance inspection programs. More details on these provisions can be found in the attached Backgrounder document.

Ontario Regulation 315/10 also amended the Building Code to govern discretionary maintenance inspection programs established by principal authorities. The regulation provides that discretionary inspection programs shall apply to all on-site sewage systems in the area affected by the program, and that an inspector shall inspect all sewage systems affected by the program.

These Building Code changes underwent a public consultation and Environmental Bill of Rights Registry (EBR) posting in the winter of 2008. There was a further EBR posting in the spring of 2010 that made reference to the proposed inclusion of land in the vicinity of Lake Simcoe in the area to be subject to mandatory maintenance inspections. Feedback from stakeholders was considered by MMAH while developing the regulation.

Ontario Regulation 315/10 largely comes into force on January 1, 2011. For full details on the in force dates, please refer to the attached Backgrounder.

The regulation is now posted on the Building Code website at www.ontario.ca/buildingcode and a hardcopy is available on request. I have attached a Backgrounder which provides additional details.

If you have questions about these new Building Code requirements, please contact James Ross, Coordinator, Development Policy and Innovation Unit, Building and Development Branch at (416)-585-4243.

Sincerely,

Denise K. Evans
Acting Director



Ontario

SEP 08 2010

BACKGROUND

Ministry of Municipal Affairs and Housing

Amendments to the Building Code

August 31, 2010

The *Building Code Act, 1992* (BCA) is the legislative framework governing the construction, renovation and change of use of buildings. The Building Code (Ontario Regulation 350/06) is a regulation under the BCA and establishes detailed technical and administrative requirements. The BCA establishes a number of "purposes" of the Building Code, including health and safety, fire protection, resource conservation (including energy and water conservation), environmental integrity and accessibility.

The Building Code has been recently amended by Ontario Regulation 315/10, which establishes and governs mandatory on-site sewage system maintenance inspection programs to be administered by principal authorities (i.e., municipalities, health units and/or conservation authorities) in certain areas. The regulation also governs discretionary on-site sewage system maintenance inspection programs established by principal authorities.

These amendments to the Building Code are part of ongoing efforts to improve Ontario's building regulatory system. They are intended to contribute to a healthy Ontario through the protection of drinking water and enhance the protection of the natural environment. These amendments support the implementation of the *Clean Water Act, 2006* (CWA) and the Lake Simcoe Protection Plan.

Clean Water Act, 2006

The CWA was developed as a result of Justice O'Connor's Walkerton report which identified improperly installed and/or poorly maintained septic systems as a potential threat to drinking water. The CWA included amendments to the BCA to establish a legislative framework for mandatory and discretionary maintenance inspection programs for on-site sewage systems.

Lake Simcoe Protection Plan

The *Lake Simcoe Protection Act, 2008*, which aims to protect and restore the ecological health of the Lake Simcoe watershed, provides authority for the establishment of the Lake Simcoe Protection Plan (LSPP). The LSPP, which was established in June, 2009, contains a policy which provides that the Ministry of Municipal Affairs and Housing and the Ministry of the Environment will develop a proposal for a regulation under the BCA to designate the lands within 100 metres of the Lake Simcoe shoreline, other lakes and any permanent stream of Lake Simcoe, as a prescribed area for required on-site sewage maintenance re-inspections.

Mandatory On-Site Sewage System Maintenance Inspections

The regulation requires principal authorities to administer mandatory on-site sewage maintenance inspection programs within their areas of jurisdiction. The regulation also defines the geographic areas where inspections of on-site sewage systems will be required and the times within which inspections must be carried out.

Inspections of on-site sewage systems will be required in the following areas:

- In areas located within 100 metres of the Lake Simcoe shoreline and within 100 metres of other lakes or ponds and permanent rivers or streams in the Lake Simcoe watershed. Maps illustrating certain of the mandatory areas for maintenance inspections along the Lake Simcoe shoreline will be available shortly at www.obc.mah.gov.on.ca/Page3198.aspx.

- In certain parts of "vulnerable areas" located in source protection areas, as identified through the source protection planning process under the CWA. The parts of "vulnerable areas" represent areas where activities such as septic systems can easily affect the quality of underlying drinking water sources. The "vulnerable areas" are in the process of being determined by local source protection committees and will be identified in Assessment Reports. These reports are to be approved by the Director of Source Protection Programs Branch of the Ministry of the Environment. The last Assessment Reports are due in December 2010, and anticipated to be approved in 2011. Inspections would be required in the parts of "vulnerable areas" where on-site sewage systems subject to the BCA have been identified as a significant drinking water threat. For more information please refer to <http://www.ene.gov.on.ca/en/water/cleanwater/index.php>.

Inspections of on-site sewage systems must be carried out within the following timeframes.

- Inspections of on-site sewage systems located within 100 meters of certain portions of the Lake Simcoe shoreline would be required within five years of January 1, 2011 and every five years thereafter.
- Inspections of on-site sewage systems located within 100 metres of the balance of the Lake Simcoe shoreline and 100 metres of other lakes or ponds and permanent rivers or streams in the Lake Simcoe watershed, would be required within five years of January 1, 2016 and every five years thereafter.
- Inspections of on-site sewage systems located in "vulnerable areas" would be required within five years of January 1, 2011. Where the applicable assessment report or source protection plan is approved under the CWA after January 1, 2011, inspections would be required within five years of the report or plan's approval, and every five years thereafter.

Discretionary On-Site Sewage System Maintenance Inspection Programs

The regulation also governs discretionary on-site sewage maintenance inspection programs established by principal authorities. The regulation provides that these programs shall apply to all on-site sewage systems in the area affected by the program, and that an inspector shall inspect all sewage systems affected by the program.

Qualifications of Inspectors

The regulation authorizes inspectors who are not fully qualified under the Building Code to undertake inspections of on-site sewage systems under mandatory and discretionary on-site sewage system maintenance inspection programs. However, these inspectors must be supervised by a Chief Building Official or qualified inspector and may not issue orders.

Certificates as Alternative to Inspection

The regulation also authorizes principal authorities to accept certificates from property owners as an alternative to conducting inspections under mandatory or discretionary on-site sewage system maintenance inspection programs. These certificates must be in a form approved by the Minister of Municipal Affairs and Housing and be signed by a qualified person as set out in the regulation.

Public Consultation

The regulatory changes underwent a public consultation and Environmental Bill of Rights Registry (EBR) posting in the winter of 2008. There was a further EBR posting in the spring of 2010 that made reference to the proposed inclusion of land in the vicinity of Lake Simcoe in the area to be subject to

mandatory maintenance inspections. Feedback from stakeholders was considered by MMAH in developing the regulation.

Appendix Note

An Appendix Note to the Building Code describing for principal authorities potential approaches for undertaking on-site sewage system maintenance inspections is being prepared by the Ministry. The Appendix Note will be released as part of the update of the Building Code Compendium. Appendix Notes are included in the Building Code for explanatory purposes only and do not form part of the requirements.

Order Forms

Forms approved by the Minister of Municipal Affairs and Housing for orders under section 15.10.1 of the BCA (maintenance inspections) and for certificates as an alternative to a maintenance inspection are under development and will be posted on the Building Code website in due course.

Date of Effect

The regulation largely comes into force on January 1, 2011. The balance of the regulation (concerning mandatory maintenance inspection programs in certain areas around the Lake Simcoe shoreline and in other parts of the Lake Simcoe watershed) comes into force on January 1, 2016.

Publication of Regulations and Legislation

The BCA and Building Code are available on e-Laws, Ontario's online database of statutes and regulations. See www.e-laws.gov.on.ca. Amendment pages to the official Building Code Compendium provided by Publications Ontario will be provided to subscribers.

Future Changes

The Ontario government continues working to improve the Building Code. These changes to the Code are part of the larger Building Code development cycle. New editions of the Code are developed approximately every 5 years in conjunction with a coordinated, national code development system. A new edition of Ontario's Building Code is anticipated for late 2011.

To find out more about how you can provide suggestions for amendments to the Code, please visit the Building Code website at www.ontario.ca/buildingcode. You can find a Code Change Request Form on the Publications section of the website.

For More Information

If you have any questions regarding the amending regulation, please contact James Ross, Coordinator, Development Policy and Innovation Unit, Building and Development Branch at (416) 585-4243 or James.Ross@Ontario.ca.

RECEIVED

SEP 08 2010

QUESTIONS & ANSWERS

Sewage System Inspection Regulation under the *Building Code Act, 1992*

Q1: Why have changes been introduced to address on-site sewage maintenance inspections?

A1: The Building Code regulates the construction, operation and maintenance of small on-site sewage systems in Ontario (e.g., septic systems). The Building Code has been recently amended by Ontario Regulation 315/10, which establishes and governs mandatory on-site sewage system maintenance inspection programs to be administered by principal authorities (i.e., municipalities, health units and/or conservation authorities) in certain areas. The regulation also governs discretionary on-site sewage system maintenance inspection programs established by principal authorities. Changes related to the on-site sewage provisions of the Building Code support two Ministry of the Environment led initiatives, the *Clean Water Act, 2006* (CWA) and the Lake Simcoe Protection Plan (LSPP). These amendments are intended to contribute to a healthy Ontario through the protection of drinking water and enhance the protection of the natural environment.

Q2: How has the CWA influenced the creation of the on-site sewage maintenance inspection programs?

A2: The CWA was developed as a result of Justice O'Connor's inquiry into the events at Walkerton and identifies improperly installed and/or poorly maintained septic systems as a potential threat to drinking water. The CWA included amendments to the *Building Code Act, 1992* (BCA) to establish a legislative framework for on-site sewage system maintenance inspections. These amendments provide the Province with authority to make regulations (through the Building Code) establishing and governing on-site sewage system maintenance inspection programs which must be administered by principal authorities (i.e., municipalities, health units and/or conservation authorities). The amendments also provide authority for principal authorities to establish on-site sewage system maintenance inspection programs on a discretionary basis.

Q3: How has the LSPP influenced the creation of the on-site sewage maintenance inspection programs?

A3: The LSPP was established under the *Lake Simcoe Protection Act, 2008*, and strives to protect and restore the ecological health of the Lake Simcoe

watershed, including addressing septic systems that are inadequate or not functioning properly.

The LSPP contains a policy which provides that the Ministry of Municipal Affairs and Housing and the Ministry of the Environment will develop a proposal for a regulation under the BCA, which would require maintenance inspections of on-site sewage systems regulated under the BCA which are located within 100 metres of the Lake Simcoe shoreline, other lakes and any permanent stream of Lake Simcoe.

Q4: What does the regulation do?

A4: The regulation establishes and governs mandatory on-site sewage system maintenance inspection programs to be administered by principal authorities. The regulation also governs discretionary maintenance inspection programs that principal authorities may establish.

Q5: Who would enforce these inspection programs?

A5: Both the mandatory and discretionary programs would be enforced by principal authorities, namely municipalities, health units or conservation authorities, depending on location within Ontario.

Q6: What do the mandatory inspection programs entail?

A6: Amendments to the Building Code related to mandatory on-site sewage system maintenance inspection programs govern where the programs will be required and the frequency of inspections. Principal authorities will have the flexibility to determine whether or not to use inspectors who are not fully qualified under the Building Code, but these inspectors must be supervised by a Chief Building Official or qualified inspector and may not issue orders.

Principal authorities will also have the flexibility to accept third party certificates from a property owner as an alternative to inspections. These certificates must be in a form approved by the Minister of Municipal Affairs and Housing and be signed by a qualified person as set out in the regulation.

Q7: Where would the mandatory inspection programs be required?

A7: Inspections will be required initially in certain areas located within 100 metres of the Lake Simcoe shoreline, eventually extending to the balance of land located within 100 metres of the Lake Simcoe shoreline, and to land located within 100 metres of other lakes or ponds and permanent rivers and streams in the Lake Simcoe watershed.

The mandatory inspection program would also be required in parts of "vulnerable areas" located in source protection areas identified through the source protection planning process under the CWA. The "vulnerable areas" are in the process of being determined by local source protection committees and will be identified in Assessment Reports. These reports are to be approved by the Director of Source Protection Programs Branch of the Ministry of the Environment. The last Assessment Reports are due in December 2010, and anticipated to be approved in 2011. Inspections would be required in areas where on-site sewage systems subject to the BCA have been identified as a significant drinking water threat. For more information please refer to <http://www.ene.gov.on.ca/en/water/cleanwater/index.php>.

Q8: Why are persons not fully qualified as inspectors allowed to undertake inspections?

A8: Under the new regulation, principal authorities will be permitted to appoint Inspectors who are not fully qualified under the Building Code to undertake inspections of on-site sewage systems under maintenance inspection programs. These inspectors must be supervised by a Chief Building Official or qualified inspector and may not issue orders.

This is being allowed to provide increased flexibility for enforcement bodies in carrying out the program and will make seasonal re-inspection programs increasingly feasible from an enforcement standpoint.

Q9: What are third party certificates?

A9: Under the regulation, principal authorities may accept certificates from property owners as an alternative to conducting inspections under maintenance inspection programs. These certificates must be in a form approved by the Minister and be signed by a qualified person as set out in the regulation.

Q10: What happens if a system is identified as failing?

A10: If an inspector inspects a system and identifies it as failing, the inspector may issue an Order to comply with the BCA or the Building Code. This order would specify the nature of the contravention and its location and the nature of the compliance that is required. The order would also specify the amount of time the property owner would have to comply with the order.

Q11: What do the discretionary inspection programs entail?

A11: Under the BCA principal authorities have authority to establish discretionary maintenance inspection programs for existing on-site sewage systems. Some details of discretionary maintenance inspection programs, such as the frequency of inspections, are not prescribed in the regulation. Rather, principal authorities will have the flexibility to determine these aspects of the program themselves.

However, the amendments to the Building Code provide that discretionary inspection programs shall apply to all on-site sewage systems in the area affected by the program, and that an inspector shall inspect all sewage systems affected by the program.

Q12: Who is responsible for funding the inspection programs?

A12: The enforcement of the maintenance inspection programs is the responsibility of the principal authority administering the program. However, enforcement bodies have the option of charging fees in order to recover the costs associated with maintenance inspections.

Q13: Were stakeholders consulted on this regulation?

A13: The regulatory changes underwent a public consultation and Environmental Bill of Rights Registry (EBR) posting in winter 2008. There was a further EBR posting in spring 2010 that made reference to the proposed inclusion of land in the vicinity of Lake Simcoe in the area to be subject to mandatory maintenance inspections. Feedback from stakeholders was considered by MMAH while developing the regulation.

Q14: What are the anticipated outcomes of this regulation?

A14: The amendments relating to maintenance inspection programs will contribute to a healthy Ontario through the protection of the drinking water supply and will enhance the protection of the natural environment. The regulation also supports the implementation of the CWA and LSPP.

Q15: When do these provisions take effect?

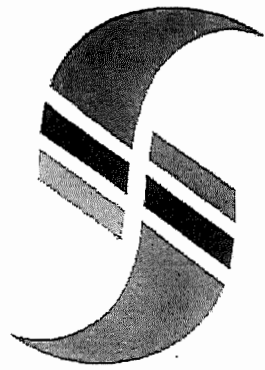
A15: Most of the provisions of the regulation come into force on January 1, 2011.

Inspections of on-site sewage systems located within 100 meters of

certain portions of the Lake Simcoe shoreline would be required within five years of January 1, 2011.

Inspections of on-site sewage systems located within 100 metres of the balance of the Lake Simcoe shoreline and 100 metres of other lakes or ponds and permanent rivers or streams in the Lake Simcoe watershed, would be required within five years of January 1, 2016.

Inspections of on-site sewage systems located in "vulnerable areas" would be required within five years of January 1, 2011. Where the applicable assessment report or source protection plan is approved under the CWA after January 1, 2011, inspections would be required within five years of the report or plan's approval, and every five years thereafter.



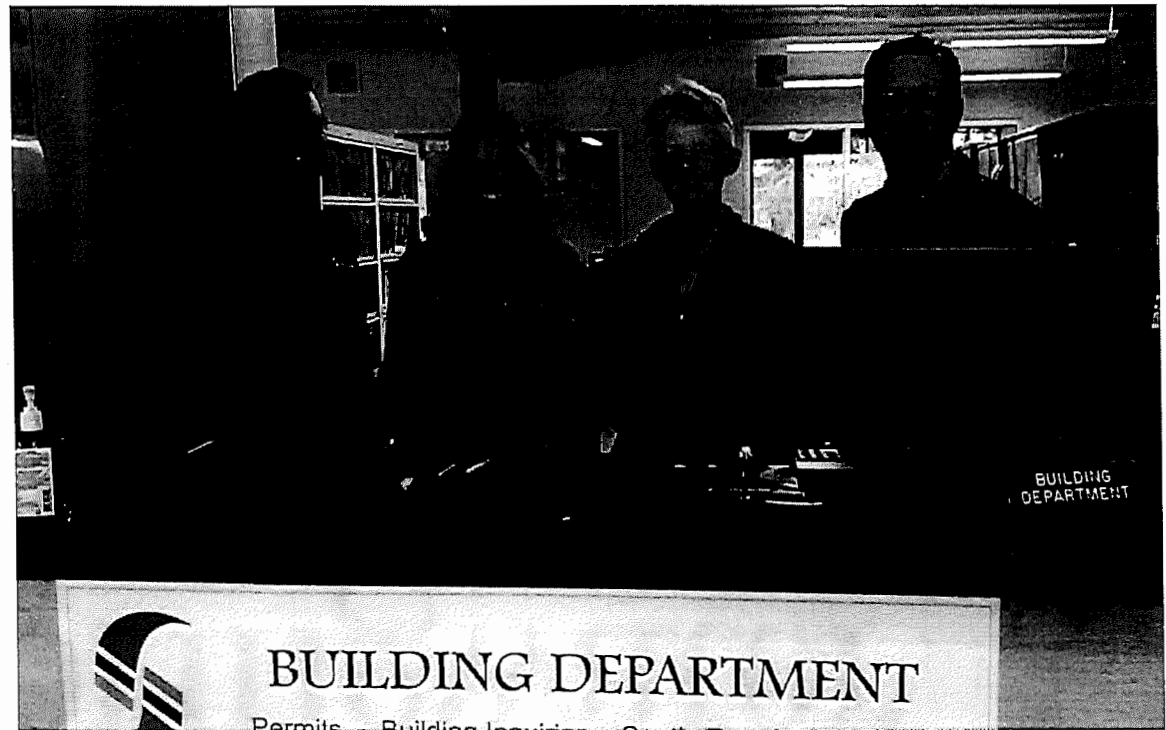
Township of
Springwater

Septic Re-Inspection Programs – "Our Experiences"

September 24, 2013

The Township of Springwater Building Department Team is:

- *Chief Building Official*
- *Building Inspector*
- *Building Assistant*
- *Summer Student*
(May to August)



Thus....we are not a large department.

What Re-Inspection Programs are we undertaking?

Division C – 1.10.1 (Discretionary Maintenance)
Inspection Program (Orr Lake Septic Re-Inspection
Program - OLSRP)

And

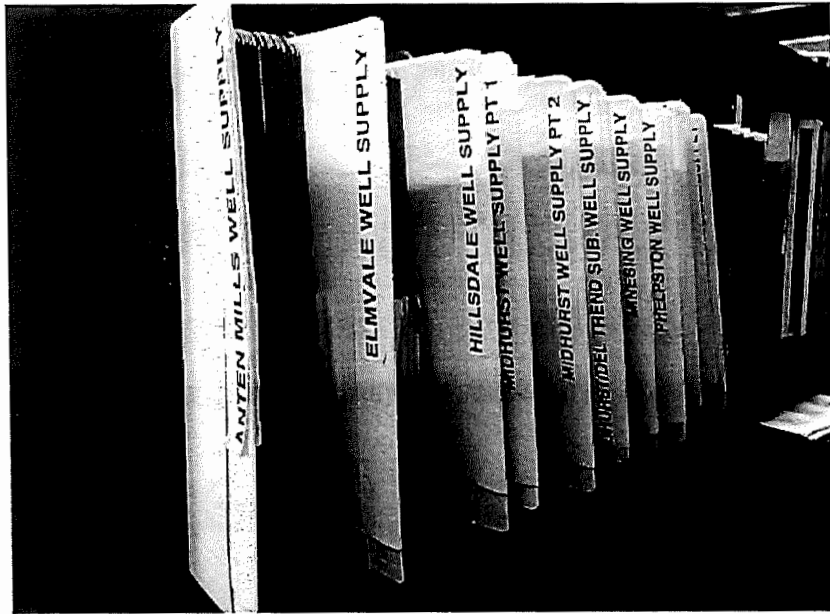


**Division C- 1.10.2 (Mandatory)- Well Head Protection
Areas**

The Shift (NOT JUST MANDATORY ANYMORE):

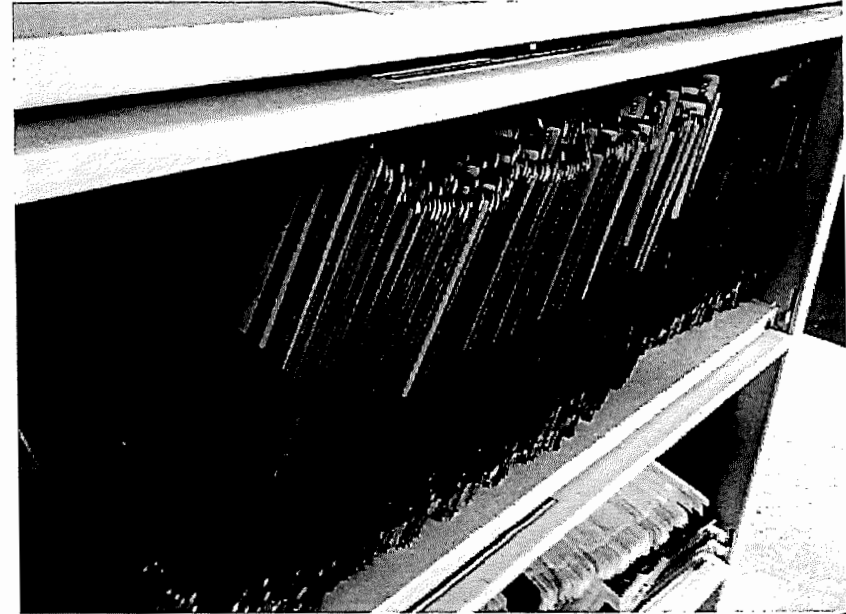
Now we have both a:

MANDATORY PROGRAM
(UP TO 140 PROPERTIES)

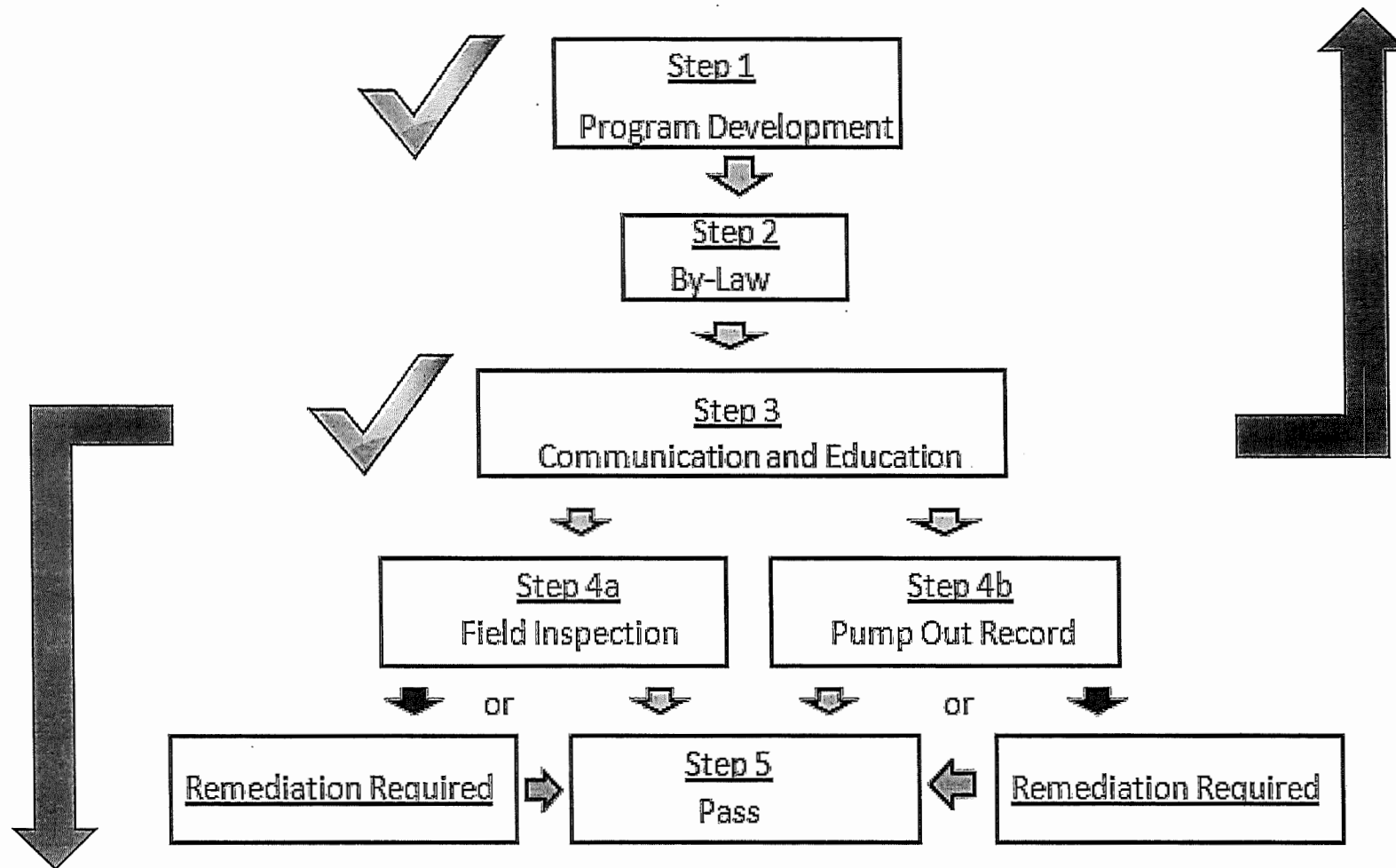


AND

DISCRETIONARY PROGRAM
(Approx. 300 PROPERTIES)



The flow chart of development:



Where are we currently:

•Part 1- Administration :

In full progress for the past 2 years with:

- File creation
- Record searching
- Correspondence with property owners (ongoing)-
(*Discretionary*)
- Education (ongoing)
- Participate in SCCBOC Septic Re-Inspection meeting

•Part 2 - Field Inspection :

- Goal is to start in May 2014 with the first field inspection

How did we get to this point?

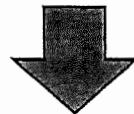
FALL 2010 – New Township Council was advised we will be required to have a Septic Re-Inspection program (Mandatory) via SWP.



APRIL 2011 – Recommendation from SSEA to review a “septic re-inspection program” along the Orr Lake shoreline.



******OCTOBER 2011** – Provided a general overview via a special presentation to council regarding Septic Re-Inspection Program (Both Mandatory and Discretionary)



How has a Re-Inspection program develop in the Township

AUGUST 2012 – Request by the Orr Lake Ratepayers Association to:
“Investigate and draft a potential plan to inspect septic system in the Orr Lake Area



OCTOBER 2012 - Report to Council to advise we could implement a
“Discretionary” Septic Re-inspection program”
Resolution by Council was to commence developing a “Discretionary” septic Re-Inspection program for the Orr Lake Area



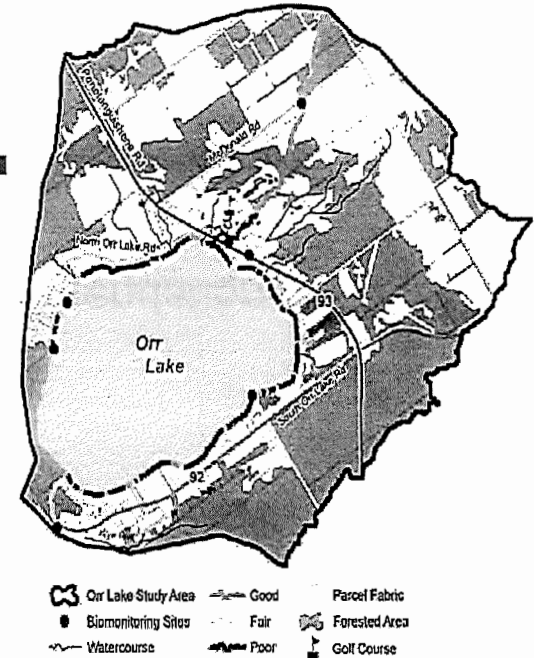
APRIL 2013 - Report to Council regarding numerous options available with recommendation to move forward with implementation - Although more for OLSRP, we also had to look at SWP area in planning.
Resolution by Council was to accept the Program Development and move forward with the program

Major reasons OLSRP:

Why a Discretionary Program on Orr Lake

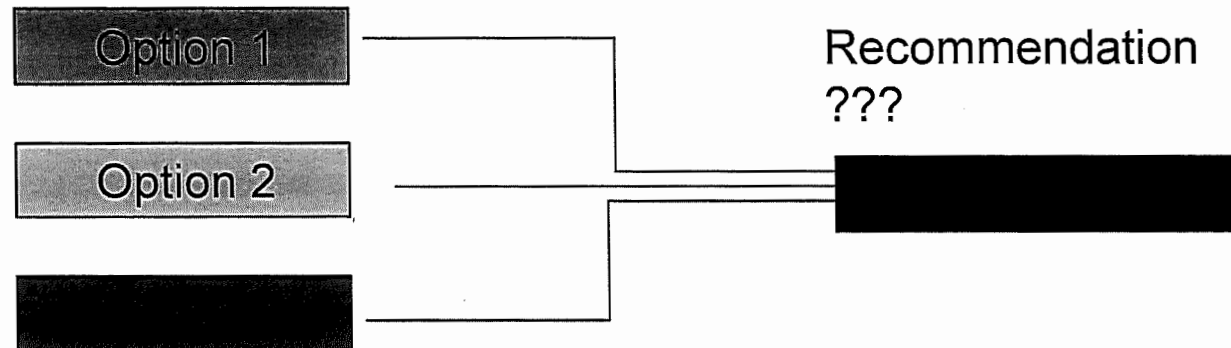
- To improve the health of the lake (Orr Lake report cards)
- Density around the lake
- Soil conditions around the lake
- High Water Table
- High use of “Sandpoint” for water supply (very shallow)
- Age of many of the septic systems
- Large number of complaints regarding septic systems around the lake

Contribute to a very susceptible lake to the detrimental effects of malfunctioning septic system.



What is “Program Development?”

- We reviewed options, if available.
- Provides recommendations of main components of a septic re-inspection program (Recommendation for consideration) for future development into a by-law.



What are the main points of the Plan Development?

Item 1 – Schedule of the Program

Item 2 – Geographical limits of stage 1 of the program

Item 3 – Exclusions for “low risk” systems

Item 4 – Who will administer and undertake inspections in the program

Item 5 - Recovery of costs

Item 6 – Education & Communication

These points will be the foundation of the Orr Lake Septic Re-inspection Program (OLSRP) primarily however form the basis for SWP re-inspection program.

Item 1 - Schedule of the program:

Main Item to Consider:

- Township will have to complete a “Mandatory Septic Re-Inspection Program” by January 2017 for the Source Water Protection Plan areas.
- Source Water “Mandatory Septic Re-Inspection Program” must be complete every 5 years thereafter.
- Thus, we worked backwards to see how we could schedule OLSRP over the next few years.**

Schedule of the program:

Re-Inspection Program Type	Year								
	2013	2014	2015	2016	2017	2018	2019	2020	2021
OLSRP - Discretionary	✓	✓	✓		✓ ₂	✓ ₂	✓ ₂		
SWPP - Mandatory			✓	✓				✓	✓

Notes:

OLSRP – Orr Lake septic re-inspection program

SWPP – Source Water protection plan (septic re-inspection program- required every 5 years)

✓₂ – Conditional OLSRP extension or Stage 2

Item 2 – Geographical limits Re-Inspection Program

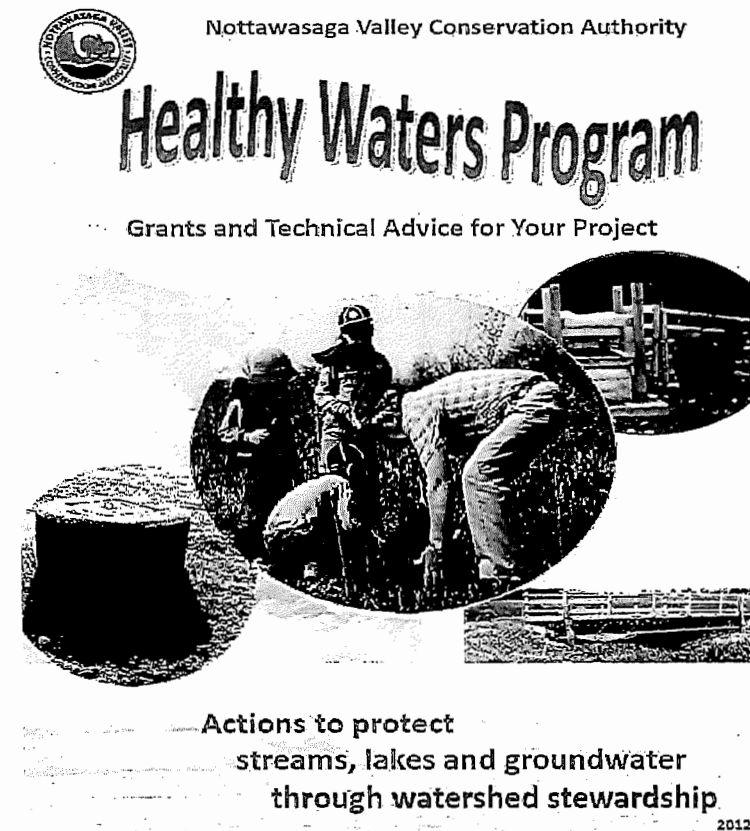
Items to consider:

Mandatory:

- Prescribed- no choice

Discretionary

- Schedule
- Staffing
- Possible grants***



Conditions: Healthy Waters Program

ELIGIBLE PROJECTS*	NOT EFP ELIGIBLE: GRANT RATE**	EFP ELIGIBLE: GRANT RATES	MAXIMUM GRANT	WHY APPLY FOR THIS FUND?
Septic System Upgrade to Advanced Treatment Systems	Up to 30%		\$2,000	Improved treatment of sewage to reduce nutrients & bacteria in sensitive lake & river-side areas. NVCA permit fee waived.

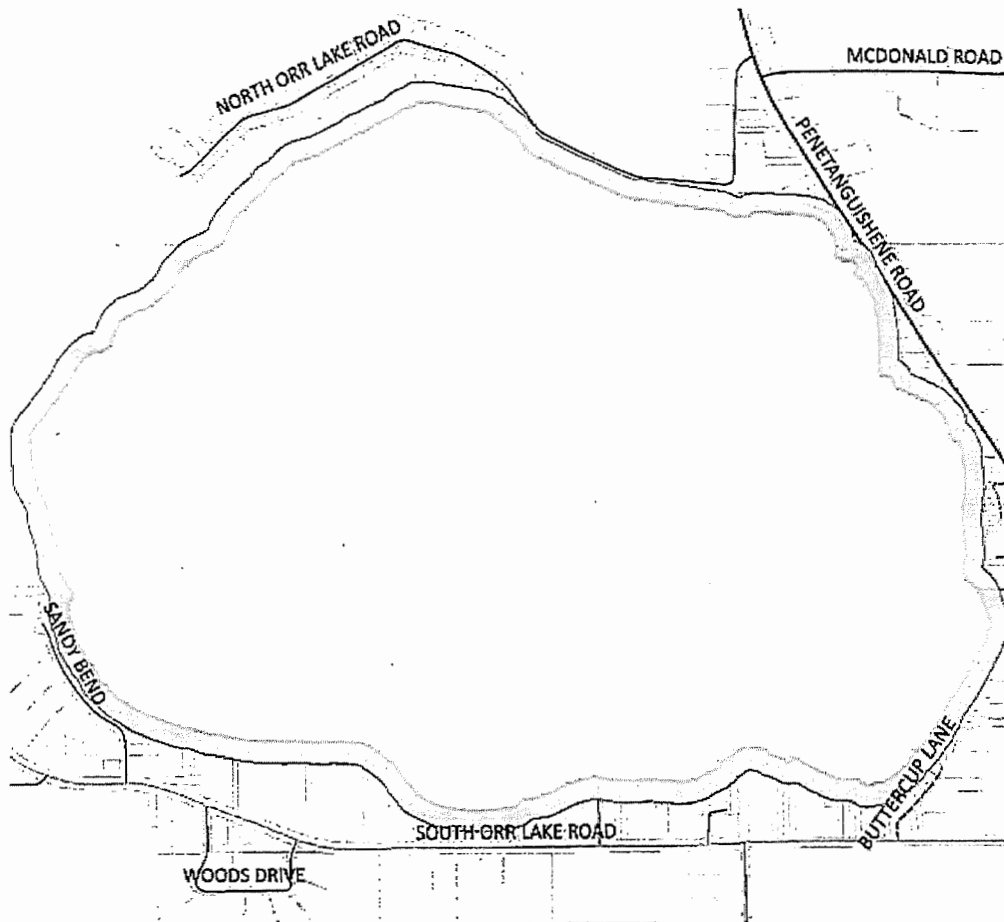
PROJECT CONDITIONS

- The existing septic system must be within 30m of a permanent lake or river.
- If possible the new advance system (ask for eligible types) will increase the set-back
- Private ponds and seasonal waterways are not eligible.

ELIGIBLE COSTS

- Licensed contractor costs
- Materials and contract labour

Item 2 – Geographical limits of stage 1 of OLSRP – 50m Circumference



-Approx. 300 properties

- Physical barriers (roads) provide easily identifiable limits to stage 1 area.

Item 3 – Exclusions for “Low Risk” system (Discretionary):

Items to consider (for OLSRP only):

- New system are of minimal risk vs. older septic systems
- Advanced Treatment Systems (ATS) are already require to be inspected yearly (minimal) by the ATS unit authorized person. Do we need to inspect as well?
- Do we promote the use of ATS due to the greater quality of the effluent produced by these systems.

For Mandatory Program:

Limits are prescribed in the Building Code.

Item 3 – Exclusions for “Low Risk” system (Discretionary only):

Items to consider (for OLSRP only):

- System constructed 2008 or newer will not be subject to re-inspection fee. Simplified review and site inspection only on these systems.
- Advanced Treatment Systems (ATS) – Must provide a satisfactory maintenance reports – Simplified review. No fee for site satisfactory site inspection

Item 4 – Who will administer and undertake inspections in a Re-Inspection program?

Two major components to undertaking inspection:

1. Administration Function

- (primarily office)

2. Field Function

- (site inspections)

Item 4 – Who will administer and undertake inspections in a Re-Inspection program?

Items to consider:

- Staffing
- What need to be done
- Schedule
- Existing work load (Plans review and field inspection)
- Estimated time required to undertake review
- Maintaining “regulatory” review times under the building code for new building permit application.
- Full Cost recover

Item 4 – Administration Function Costs

For approx. 285
properties:
Administration will
required approx.

-350+ hours (best case
scenario)

**That is 1.25 hrs per
file +/-**

Item 4 – Administration Cost

1. “Administration Function” – General preparation work, communication and follow up.

Applicable costs associated with this component are:

ADMINISTRATION COSTS		
Direct Cost	\$	36.00
Indirect Cost	\$	14.00
TOTAL	\$	50.00

Item 4 – Who will administer and undertake inspections in a Re-Inspection program?

2. **“Field Function”** – is involved in undertaking site visits and communication with technical matters regarding the program

Options for Principal Authority:

1. **Option 1 – Municipal**
2. **Option 2 – Consultant**
3. **Option 3 – Third Party Certification**

What is the scope of field inspections?

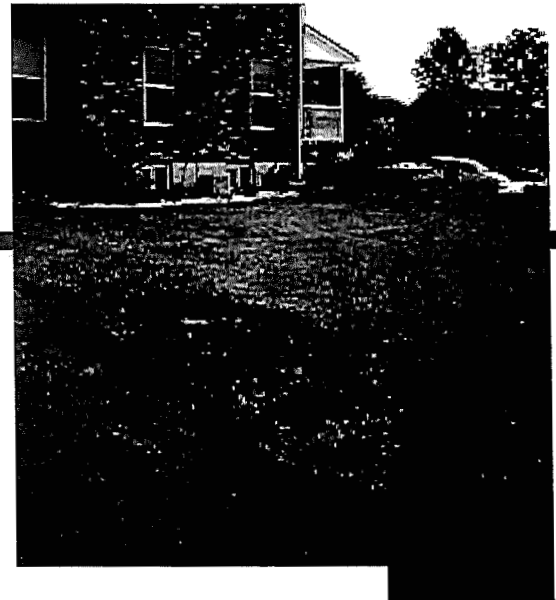
(Phase 1 inspection)

Field Function By Municipal (option 1) or Consultant(option 2):

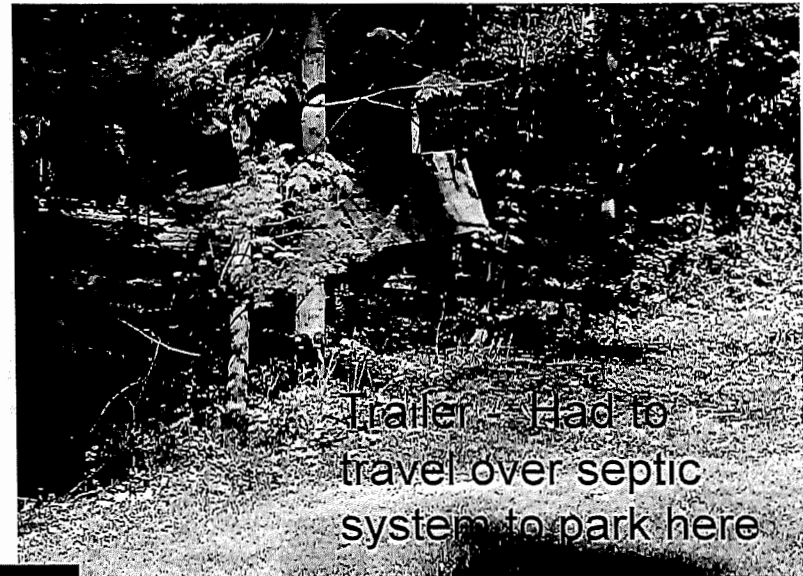
Inspection (1) of the exterior of the property with a non-destructive inspection of the following:

- Type of building/house, size, etc.
- Type of system(s) on property and unit it serves
- Type of *septic tank(s)*, *holding tank(s)* (size, condition, location) when possible
- Evidence of sewage effluent visible and/or odour
- Surface water flow directly toward or around the system
- Sewage system component, setbacks and separations based on existing mapping
- Excessive plant growth in bed area
- Identify trees, structures or driving in leaching bed or tank area
- Indications of high water table or evidence of ground water infiltration.
- Identify system that is at risk of malfunction or failure
- Probing of ground with rods complete with calls for locates if required.
- General signs of deficiencies

Phase 1 Signs of problems:



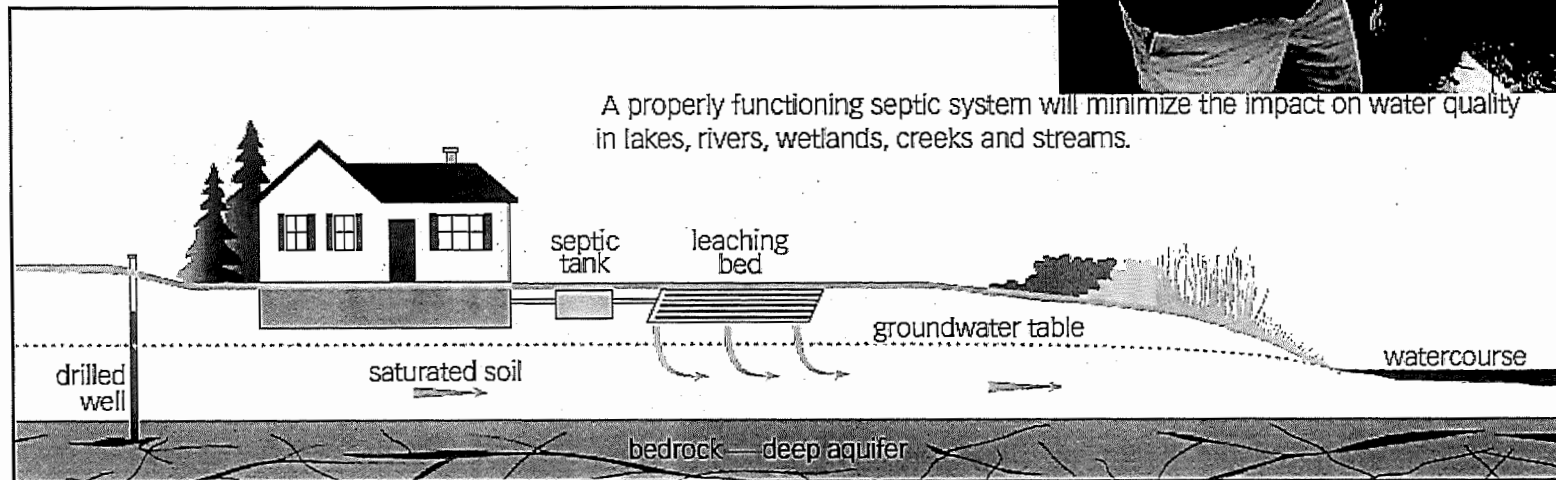
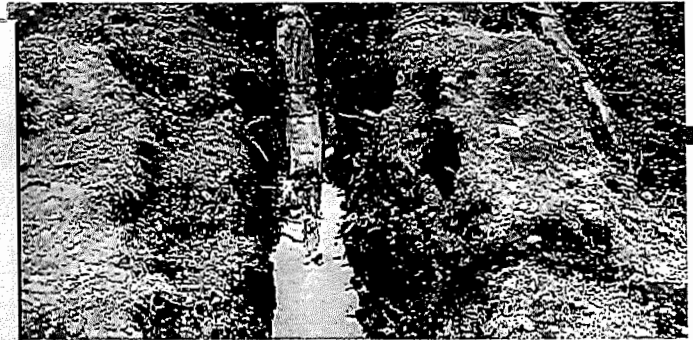
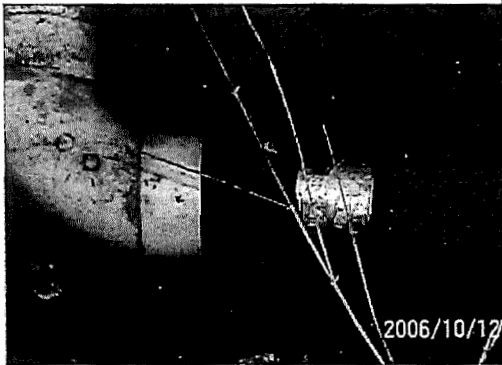
Sometimes – It all goes wrong!



Problem
!!!!!!



Phase 2 Inspection- More Destructive and fees would be in addition to basic Phase 1 inspection.



Pump Out Report (required)



Participating Municipalities: Township of ... Township of ... Township of ...
 Township of ... Township of ... Township of ... Township of ... Township of ...
 Township of ... Township of ... Township of ... Township of ... Township of ...

Septic Re-inspection Pump-out Report

PUMP-OUT	Date:	Time:	am/pm
	Septic Hauler Company Name:		
	Septic Hauler Phone:		
PROPERTY INFORMATION	Owner:		Phone:
	Address:		
	Roll #:		
SEPTIC TANK INFORMATION	Make/Model:		
	Construction Material: <input type="checkbox"/> Concrete <input type="checkbox"/> Plastic <input type="checkbox"/> Fiberglass <input type="checkbox"/> Steel		
	Chamber: <input type="checkbox"/> Single <input type="checkbox"/> Double		
	Tank Size: <input type="checkbox"/> Liters <input type="checkbox"/> Gallons <input type="checkbox"/> Actual <input type="checkbox"/> Estimated		
	Effluent Filter Installed: <input type="checkbox"/> Yes <input type="checkbox"/> No		
	Level of Solid: <input type="checkbox"/> Less than 1/3 Capacity <input type="checkbox"/> at 1/3 Capacity <input type="checkbox"/> More than 1/3 Capacity		
	Baffles Intact: <input type="checkbox"/> Yes <input type="checkbox"/> No		
	Signs of Decay: <input type="checkbox"/> No <input type="checkbox"/> See Comments		
ADDITIONAL COMMENTS			
SIGN-OFF			
	Print Name	Signature	

• Will be required for all Re-Inspection programs

• Will be discussing the use of same forms with neighbouring municipalities through SCCBOC

• Will accept report between year before or up to year after field inspection (thus a 3 year window)

• Will accept local contractors pre-approved forms.

Item 4 – Who will administer and undertake inspections in a Re-Inspection program?

Considerations for Principal Authority:

Option 1 – Municipality

- Re-Inspection season coincides with the most demanding time for the Building Department
- Completion by 2015 for OLSRP would be difficult.
- Could only work on a “as time permits” basis.
- Cost is based on “best case scenario”
- Additional costs for extra inspections (phase 2)
- Would not be able to schedule appointments with property owners based on our current staffing.

Item 4 – Who will administer and undertake inspections in a Re-Inspection program?

Consideration for Principal Authority:

2. Option 2 – Consultant

- Has worked very well in Townships of Tiny and Tay
- Preliminary Estimated cost of \$150.00 - \$175.00 for inspection only.
Higher than Tiny and Tay due to non-township wide program and high start up costs. May greatly differ once we have firm scale of program

3. Option 3 – Third Party Certification

- Now permitted through O.Reg 315/10
- Poor response in both Townships of Oro-Medonte and Ramara. Poor response means a increase in administration costs +++\$\$\$\$
- Large variance in cost between each independent contractor (range of \$200.00 - \$400.00 for inspection)

Item 4 – Who will administer and undertake inspections in a Re-Inspection program?

⊕ In summary, the following are the possible costs to property owners for consideration:

	Option 1- Municipal	Option 2 - Consultant	Option 3 - Third Party
Administration	\$50.00	\$50.00 *	\$50.00
Field	\$80.00	\$150.00 - \$175.00**	\$200.00 - \$400.00*
Total Costs	\$130.00	\$200.00 - \$225.00**	\$250.00 - \$450.00*

* Estimate (subject to adjustment from inclusions in RFP)

**Estimate only

Item 4 – Who will administer and undertake inspections in a Re-Inspection program?

Recommendation:

Issue a Request for Proposal from consultants (Option 2) to undertake the Orr Lake Septic Re-Inspection Program (option to include Mandatory program) and report back to Council.

Item 4 – Who will administer and undertake inspections under the OLSRP?

Request for Proposals (RFP) are expected to be issued in the Fall of 2013:

RFP will include the estimated number of properties required to be inspected and will include deadlines to complete.

Item 5- Recovery of Costs

Costs associated with OLSRP are based on full cost recovery.

Recommendation to consider:

Affected property owners will be provided with an invoice for the re-inspection program upon or after initial site evaluation. Should the fees, under the by-law remain unpaid by November 30th of the year of the field inspection, such fees shall be collected in a similar means as property taxes. Additional service charges may apply based on applicable costs to collect.

Item 5- Recovery of Costs

Recovery of cost is permitted under Building Code Act 1992 section:

By-laws, resolutions, regulations

7. (1) The council of a municipality or of an upper-tier municipality that has entered into an agreement under subsection 3 (5) or a board of health prescribed for the purposes of section 3.1 may pass by-laws, a planning board prescribed for the purposes of section 3.1 may pass resolutions and a conservation authority prescribed for the purposes of section 3.1 or the Lieutenant Governor in Council may make regulations, applicable to the matters for which and in the area in which the municipality, upper-tier municipality, board of health, planning board, conservation authority or the Province of Ontario, respectively, has jurisdiction for the enforcement of this Act,

(c) requiring the payment of fees on applications for and on the issuance of permits, requiring the payment of fees **for maintenance inspections, and prescribing the amounts of the fees;**

(c.1) requiring the payment of interest and other penalties, including payment of collection costs, when fees are unpaid or are paid after the due date;

Item 6- Education & Communication

Critical and useful function of the program.

May include:

- Education seminars
- Intro of the program
- Website
- Registry



Item 6- Education & Communication

Recommendation:

Continue communication and commence introduction of the program to affected property owners.



Cleaning
Products



Medication



Extra water
(i.e... Water
softener
backwash)



Education ????

Are you able to answer the following to ensure safe operation of your septic system:

How
Where
When
and
What



Items covered on Septic Maintenance:

How does the Septic System work?

Where is my Septic System?

When did I have the septic tank pumped out?

What did I put down the drain?



Item 6- Education & Communication

To date we have:

- May 2013- Intro letter to properties in OLSRP –phase 1
- June 06, 2013 – Septic Info Session and Presentation of OLSRP
- August 19, 2013 – General Septic Info and OLSRP Presentation
- Fall 2013 - Follow up letter regarding OLSRP/Website upgrades and links to funding and DVD videos.

Questions from the info sessions?

- Am I in the re-inspection program?
- Costs?
- Grants?
- Why are there no major grants available outside of Source Water Protection area to improve my septic system? ***
- Will the township have a database of licensed sewage haulers?***
- What if I don't know where my septic system is?***



Questions from the info sessions (continue)?***

- If I have a old septic system, does it mean I am going to have to replace it to meet current building code?
- How much time will I have to fix a system believed to be failing?
- “I would like to be home when an inspection in undertaken. Can you accommodate this”?
- Will you undertaking inspections on weekends so we can be there?
- Will you be providing a report or certificate after the inspection?



The Surprise # 1

Within the first week after the June presentation, we started received complaints regarding previously illegally constructed septic system in the OLSRP area.

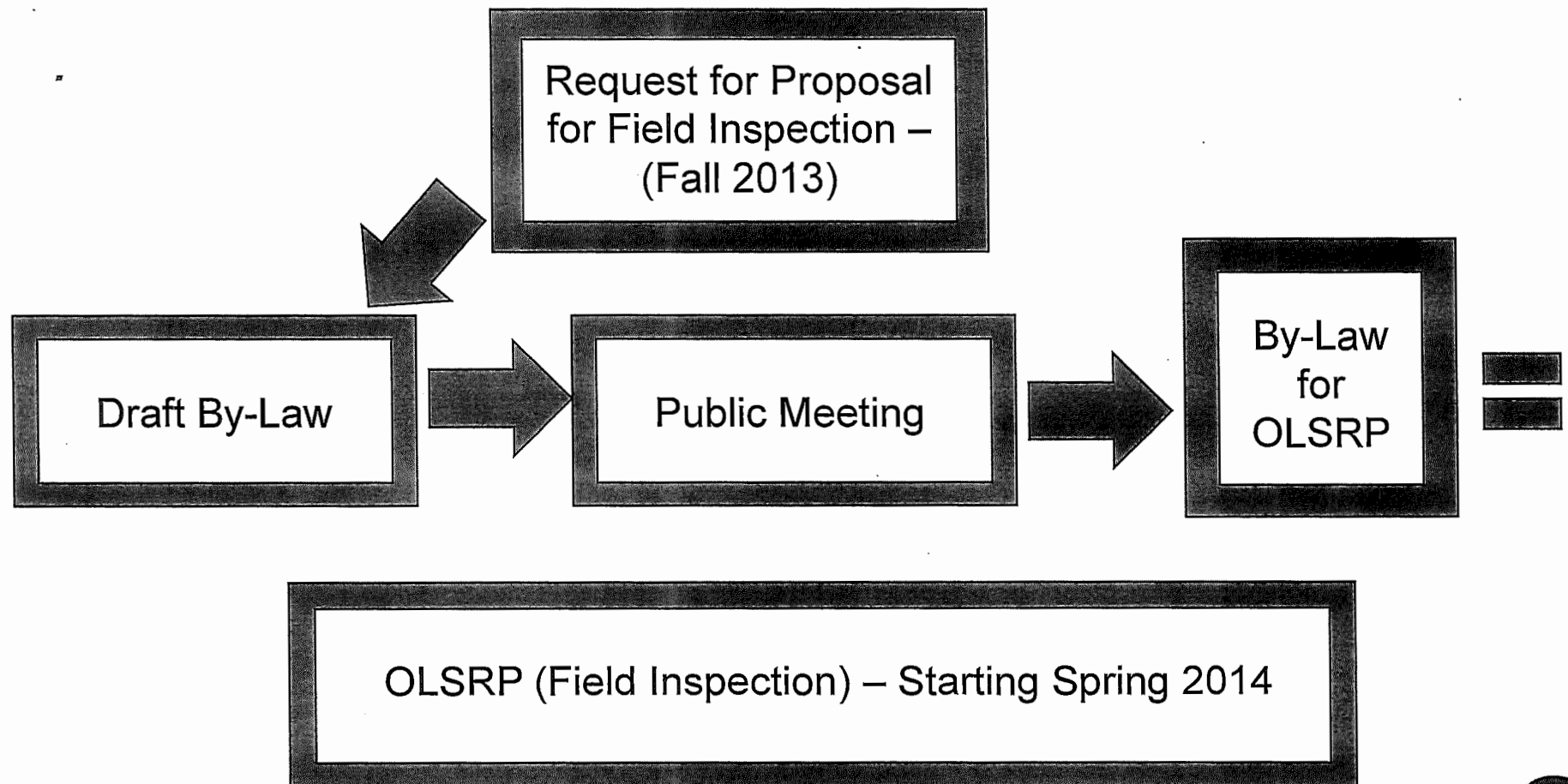


The Surprise #2

You will see an increase in the number of replacement systems in the area.



Next Steps:



QUESTIONS?

“





February 4, 2015

Delivered via email

Ms. Caroline Hallsworth
City Clerk
City of Greater Sudbury
200 Brady Street
Sudbury, ON P3A 5P3

Dear Ms. Hallsworth:

**RE: City of Greater Sudbury Official Plan Review Project
Request for Notice of Public Open Houses and Meetings**

I am writing in connection with the statutory five year review of the City of Greater Sudbury's Official Plan. I understand that the City currently expects to release the first draft changes to the Official Plan associated with this review in the first half of this year. I further understand that this release will be followed by an additional round of public consultation, with the view towards bringing changes forward for adoption by City Council later this year. The adopted changes will then be forwarded to the Ministry of Municipal Affairs and Housing for a decision, as required by the *Planning Act*.

In the past, Laurentian University has participated in select public engagement sessions associated with the five year review of the Official Plan and its background studies. These sessions are important as they allow Laurentian to better understand and provide feedback on the matters being considered. To help us continue this role, we request to be notified of all future statutory public consultation sessions associated with the five year review including any public open houses and public meetings. The notices should be sent to me at the coordinates listed below:

Jason Ferrigan MCIP, RPP
Director, Planning and Capital Projects
935 Laurentian University
Ramsey Lake Road
Sudbury, ON P3E 2C6

I am also copying Mr. Mark Simeoni from the Planning Services Division and Ms. Bridget Schulte-Hostedde with the Ontario Ministry of Municipal Affairs and Housing on this letter. By way of copy, I am asking Mr. Simeoni and Ms. Schulte-Hostedde to notify me of all future non-statutory public consultation sessions associated with the review and review background studies, as well as any decision rendered by the Ministry of Municipal Affairs and Housing on the adopted official plan changes, respectively.



Thank you in advance for your assistance with this matter. We look forward to continuing to work with the City of Greater Sudbury on this project. Should you have any questions or wish to discuss, please feel free to contact me directly at (705) 675-1151 ext. 1510.

Yours truly,

Jason Ferrigan MCIP, RPP
Director, Planning and Capital Projects

cc. B.Parkes, Laurentian University
M. Simeoni, City of Greater Sudbury
B.Schulte-Hostedde, Ministry of Municipal Affairs and Housing

Debbie Belowos - Fwd: OP South End Policy

From: Kris Longston
To: Debbie Belowos
Date: 3/3/2015 11:46 AM
Subject: Fwd: OP South End Policy
CC: Mark Simeoni; Stephen Monet
Attachments: DOC022515-02252015160845.pdf

Debbie please print email and attachment and add to the OP consultation file and binders.

Thanks,
 Kris

Kris Longston, MES, MCIP, RPP
 Senior Planner, Community and Strategic Planning,
 Department of Growth and Development
 City of Greater Sudbury,
 PO Box 5000, Stn. A,
 200 Brady Street,
 Sudbury, ON
 P3A 5P3

Tel : (705) 671-2489, Ext. 4353

Fax: (705) 673-2200

Email : kris.longston@greatersudbury.ca

>>> Kristi Arnold <karnold@dalron.com> 3/3/2015 11:41 AM >>>

Hi Chris,

As per our conversation last, Dalron respectfully requests that consideration be given for the removal of OP policy 21.4.6 - South End of the Community of Sudbury - New Roads. We feel that there is a conflict with 21.4.6 c. "ensure that the recommended road network in the Lo-Ellen area continues to attract local traffic only". The required Hunter Street connection may contradict this.

Also, the consideration for the removal of 21.4.6 f. "provide opportunities for public input." This is not a requirement for development in any other area in the City. Further, it has been our experience, that this policy is being used as an opportunity to object to development in designated areas.

Please do not hesitate to contact me if you would like to discuss further.

Thanks.

Kristi

-----Original Message-----

From: Toshiba Scans

Sent: February-25-15 4:09 PM

To: Kristi Arnold

Subject: Send data from TOSHIBA2830C 02/25/2015 16:08

Scanned from TOSHIBA2830C.

Date: 02/25/2015 16:08

Pages:2

Resolution:300x300 DPI

21.4.5 Servicing

Notwithstanding any other policies to the contrary, new industrial development in the South End shall only occur on lands where full municipal sewer and water services are provided.

21.4.6 New Roads

With respect to the road system, *Schedule 6, Transportation Network* illustrates the approximate alignments of new roads that may be required in light of future traffic needs.

Prior to any development approvals in the Lo-Ellen area requiring new roads, the opening up of unopened roads or extensions to existing roads, the City will prepare a Traffic Impact Study which shall:

- a. identify how the proposed development will fit into the evolving road pattern of the Lo-Ellen area;
- b. prescribe a road pattern that distributes traffic in the Lo-Ellen area in a balanced and efficient fashion;
- c. ensure that the recommended road network in the Lo-Ellen area continues to attract local traffic only;
- d. provide that only a single connection to the west side of a possible future second access road to the university shall be provided and that this connection will occur at the southerly end of the undeveloped area as indicated on *Schedule 6, Transportation Network*;
- e. identify which traffic calming measures should be taken to preserve the residential ambience of Hunter Street and Loach's Road which are the planned Collector Roads for the area and any other required Collector Roads, such as

providing a narrow pavement platform, a winding street pattern, and tree planting on boulevards adjacent to the street edge; and,

- f. provide opportunities for public input.

21.4.7 Subdivision Design

It shall be the policy of Council to require a connected street pattern or other such design alternatives which reduce the need for cul-de-sacs. In addition, developers shall be required to provide vehicle, pedestrian and bicycle linkages to future developments on abutting lands.

21.4.8 Sewer and Water Supplies

In order to ensure that sewer and water supplies are adequate to meet the demands for growth in the South End, the City shall review its servicing needs as they relate to the South End. This review may, among other matters, consider such things as the phasing and financing of expansions and upgrading of the existing sewer and water infrastructure where necessary.

21.4.9 Water Pressure

Policies

1. At certain higher elevations in the South End, there may be insufficient water pressure to provide adequate flows for fire protection. In order to prevent situations where there are inadequate flows for fire protection, it shall be the policy of Council to consider restricting certain types of land uses at higher elevations notwithstanding the land use designations contained in this Plan.
2. Council may consider a number of alternatives in order to address water pressure problems in the South End. These alternatives may include:
 - a. permitting booster pumps to some types of land uses; and,

Kris Longston - OW Early Consultation Comments - March 27/15.

From: "Tessarolo, Toni (MAH)" <Toni.Tessarolo@ontario.ca>
To: "mark.simeoni@greatersudbury.ca" <mark.simeoni@greatersudbury.ca>
Date: 3/27/2015 4:18 PM
Subject: OW Early Consultation Comments - March 27/15.
Cc: "Daniels, Catherine (MNDM)" <Catherine.Daniels@ontario.ca>, "Kirzati,Kat...
Attachments: OW Early Consultation Comments Cover Ltr Mar 27-15.pdf; OW Comments Mar 27-15.pdf

Mr. Simeoni,

Please note, the attached document is being sent on behalf of David Welwood.

Should you have any questions regarding this file, please feel free to contact Mr. Welwood at .

Toni Tessarolo
Business Support Officer

Municipal Services Office – North
Ministry of Municipal Affairs and Housing
159 Cedar Street, Suite 401
Sudbury ON P3E 6A5
Direct Line: 705-564-6813
Fax: 705-564-6863
Toll Free: 1-800-461-1193 ext 46813
Email: toni.tessarolo@ontario.ca

**Ministry of
Municipal Affairs
and Housing**

Municipal Services Office
North (Sudbury)
159 Cedar Street, Suite 401
Sudbury ON P3E 6A5
Telephone: 705 564-0120
Toll Free: 1 800-461-1193
Fax: 705 564-6863

**Ministère des
Affaires municipales
et du Logement**

Bureau des services aux municipalités
du Nord (Sudbury)
159, rue Cedar, bureau 401
Sudbury ON P3E 6A5
Téléphone : 705 564-0120
Sans frais : 1 800 461-1193
Télécopieur : 705 564-6863



March 27, 2015

by email and regular mail

Mark H. Simeoni, MCIP, RPP
Manager of Community & Strategic Planning
City of Greater Sudbury
P.O. Box 5000, Station A
200 Brady Street
Sudbury, ON P3A 5P3

**Re: Draft Five Year Review Official Plan Amendment
One-Window Early Consultation Comments
MAH File No.: 53-OP-140087**

Thank you for providing the province with an opportunity to present Council with early-consultation comments on the draft update to the Official Plan for the City of Greater Sudbury, received November 7, 2014. Your Official Plan is a very important planning tool to positively guide Council in making constructive and responsible planning decisions for the long term.

This letter and the enclosed comment table are based on reviews of the Official Plan from six partner ministries: Tourism and Culture and Sport (MTCS), Agriculture, Food and Rural Affairs (OMAFRA), Transportation (MTO), Northern Development and Mines (MNDM), Natural Resources and Forestry (MNRF), Environment and Climate Change (MOECC), and Municipal Affairs and Housing (MMAH).

MMAH and our partner ministries have reviewed the draft Official Plan amendment for its consistency with the Provincial Policy Statement, 2014 and regard for matters of provincial interest as expressed under Section 2 of the Planning Act. We have also

reviewed the plan for clarity and accuracy. The background documents provided by the City have also been reviewed and have helped provide some context for the proposed policies.

The current official plan was approved by the ministry in the context of the 2005 Provincial Policy Statement (PPS). This update is required to be consistent with the 2014 PPS. The comments in the attached comment table are intended to outline further requirements and suggestions to ensure that the final official plan amendment is consistent with the PPS and complies with Provincial legislation.

Comments Table

The comments in the attached table are structured based on: (1) comments that directly relate to provincial interests; (2) comments on general planning principles; (3) general editorial comments, and (4) required changes to the schedules.

The comments based on provincial interests as articulated by the Provincial Policy Statement, 2014 are most important for staff and Council to consider. MMAH may consider modifying the adopted Official Plan through the decision-making process and its role as the approval authority if these comments are not addressed.

The comments based on general planning principles are recommendations to implement best practices in regards to land use planning. These comments may also be related to policies that could be difficult to implement, or might not be effective in achieving Council's goals. Again, we welcome discussion about how these comments can be addressed.

Aboriginal Consultation

Aboriginal communities may have a mutual interest in land use planning in the City of Greater Sudbury. It makes good sense to improve or build new relations with Aboriginal people who, as neighbours or part of our communities, have an interest in municipal activities and services. Building awareness about the differences in municipal and First Nations governance systems, and how these differences affect decision making, timing,

funding allocations and operating parameters can help facilitate mutual economic and social benefits for both communities. We encourage the City to engage all Aboriginal communities whose interests may be impacted by the Official Plan to ensure they have an adequate opportunity to participate fully in your official plan update process. There may be multiple Aboriginal communities, including Metis Nations, who may have interests in your Official Plan review program. If you haven't already, please provide a copy of the draft official plan and schedules to nearby First Nations for their feedback prior to adopting the revised draft. Please forward to me, any response you may receive, for our file.

Modifications

Though modifications to an adopted Official Plan are quite common, it is our goal to keep them to a minimum. This can be achieved through discussion and revision of the draft policies prior to adoption. Please also note that prior to making a decision MMAH may request that City endorse proposed modifications to the adopted Official Plan.

In closing, I'd like to commend Council, staff and your outside planning consultants for the work and effort that has gone into developing changes to the Official Plan that are intended to serve the current and long-term needs of the community. I look forward to working with you as the plan is further refined and submitted to MMAH for approval.

For more information regarding these comments please contact David Welwood, planner, at _____ or toll free at _____ ext. _____

Sincerely,

Bridget Schulte-Hostedde, MCIP, RPP
Manager, Community Planning and Development
Municipal Services Office – North (Sudbury)

Encl: Table - One Window Early Consultation Comments

cc: Catherine Daniels, MNDMF (email only)
Katherine Kirzati, MTC (email only)
Paul Marleau, MTO (email only)
Ted Lagakos, MTO (email only)
John O'Neill, OMAFRA (email only)
Eric Cobb, MNR (email only)
Rosanna White, MOE (email only)
Maya Harris, MAH (email only)
Carl Jorgensen, Nickel District Conservation Authority (email only)

From: officialplan
To: Ed.Landry@greatersudbury.ca, Kris.Longston@greatersudbury.ca, Debbie.Bel...
CC: Krista.Carre@greatersudbury.ca
Date: 8/18/2015 2:44 PM
Subject: Fwd: Official Plan Input (Official Plan Review Email)
Attachments: MacIsaac Industries - Official Plan Input.pdf

This email was received by the officialplan@greatersudbury.ca / planofficiel@grandsudbury.ca email address and has been forwarded for your attention. Please review and file as necessary.

- Official Plan

>>> Andrew MacIsaac

08/18/15 14:43 >>>

Good afternoon,

Attached please find Official Plan input from MacIsaac Industries Ltd.
Please advise if anything further is required to preserve our right to appeal.

Yours truly,

Andrew MacIsaac
Director of Operations
MacIsaac Industries Ltd.

Ed Landry - MacIsaac Industries - East Shore of Still Lake

From: Andrew MacIsaac
To: <kris.longston@greatersudbury.ca>, <ed.landry@greatersudbury.ca>
Date: 8/18/2015 9:48 AM
Subject: MacIsaac Industries - East Shore of Still Lake

Good morning,

Thank you for the opportunity to meet on Friday, August 14. As discussed, I would appreciate understanding the process whereby section 21.4.10(h) of the Official Plan changed from the "City of Sudbury Secondary Plan" (section 9.1.15(viii)). The change relates to whether a trail along the East shore of Still Lake should or shall be provided.

I understand, as you explained, that a large file will have to be reviewed. I appreciate your commitment to look into how this change came about. This matter is important to us and I hope to hear from you as soon as possible.

Yours truly,

Andrew MacIsaac
Director of Operations
MacIsaac Industries

MacISAAC **INDUSTRIES LIMITED**

2070 Old Burwash Road
SUDBURY - ONTARIO P3E 4Z4
Tel: 705-522-1430
Fax: 705-522-9242

Official Plan Review
c/o Office of the City Clerk
City of Greater Sudbury
PO Box 5000, Stn. A
Sudbury, Ontario
P3A 5P3

August 18, 2015

Dear City Clerk,

Re: City of Greater Sudbury Official Plan Review

Please accept this document as Official Plan Review input. Specifically, we ask that section 21.4.10(h) be removed.

We are the property owners of the land that abuts the East shore of Still Lake. According to section 21.4.10(h) of the Official Plan any future development of the land will require the provision of a trail along the East shore of Still Lake. We ask that this requirement be removed for the following reasons:

Private Property

The land in question is privately owned. Designating a portion of privately owned land as a trail, without consultation or discussion with the landowner, amounts to expropriation. However, expropriation would require notice and payment to the landowner, neither of which have been received.

Process

The "*City of Sudbury Secondary Plan*", the predecessor to the original City of Greater Sudbury Official Plan, does not require but rather recommends the provision of a trail along the East shore of Still Lake. The Official Plan requires a trail. How did the recommendation in the "*City of Sudbury Secondary Plan*" become a requirement in the Official Plan?

Policy

Part 7 of the Official Plan speaks to Parks and Open Space. Under Part 7 of the Official Plan, the City has the right to require the dedication of land for park or other recreational purposes upon development. Further, this Part 7 contemplates the City working with private landowners for public access over private land. Finally, section 7.2.2

contains policies denoting the types of private land designated as Parks and Open Space. The land abutting the East shore of Still Lake does not fall under any of the land types detailed in the 7.2.2 list.

Conclusion

Section 21.4.10(h) of the Official Plan mandates that a trail along the East shore of Still Lake shall be provided upon any future development of the lands. This requirement is contrary to Official Plan policy whereby the City is to seek arrangements with private landowners respecting public access to privately-held lands. Further, the City has rights upon any development to require the conveyance of private lands for use as Parks and Open Space, or pay-in-lieu of conveyance. Finally, the East shore of Still Lake does not fall under any of the land types noted under the Official Plan's Parks and Open Space - Private Ownership policies.

The current wording of the Official Plan, as it relates to the East shore of Still Lake, amounts to a unilateral appropriation of private property by the municipal government. Given the above, we ask that section 21.4.10(h) be removed from the Official Plan.

Yours very truly,

Andrew MacIsaac
Director of Operations
MacIsaac Industries Ltd.

Kris Longston - Official Plan Review

From: Debbie Belowos
To:
Date: 8/25/2015 3:49 PM
Subject: Official Plan Review
CC: Ed Landry; Kris Longston

Good afternoon Mr. Bouchard

This e-mail is sent to confirm that your letter has been added to our Official Plan Review and that notice will be given to you at Southridge Mall and to your council Gordon E. Petch regarding any further developments related to the Official Plan Review Process.

Thank you and have a nice day.

Debbie

Debbie Belowos
Committee of Adjustment
Planning & Development
Tel: 705 674-4455 Ext 4346
Fax: 705-673-2200
debbie.belowos@greatersudbury.ca



1933 Regent Street S., Sudbury, Ontario, P3E 5R2
Tel: (705) 522-5480 ~ Fax: (705) 523-1480

August 20, 2015

Kris Longston, MES, MCIP, RPP
Senior Planner, Community and Strategic Planning,
Department of Growth and Development
City of Greater Sudbury,
C/O: City Clerk
PO Box 5000, Stn. A,
200 Brady Street,
Sudbury, ON
P3A 5P3

CC: Eric Taylor, Ed Landry

**RE: APPLICATION FOR REZONING, REMINGTON ROAD, SUDBURY (FILE
NUMBER: 751-6/12-6**

Mr. Longston:

Further our meeting on August 14, 2015, I am forwarding correspondence sent by Mr. Gordon E. Petch to Mark Simeoni. This letter provides several suggested revisions to the official plan and requests commentary.

As discussed, please add this letter to the documents associated with the Official Plan Review and provide notice to Southridge Mall and our council Gordon E. Petch as noted below in the event of any further developments related to this review process.

Please confirm the receipt of this letter and its inclusion in the Official Plan Review.

Sincerely

Ryan Bouchard
General Manager
Southridge Mall

CC: Gord E. Petch
Dundee Place Municipal Law Chambers
1 Adelaide Street East Suite 2340 P.O. Box 189
Toronto Ontario, M5C 2v9

From: Gordon Petch
Sent: Tuesday, March 04, 2014 5:06 PM
To: Mark Simeoni
Cc: Eric Taylor; Patrick H. Macisaac; Ryan
Subject: Macisaac / Southridge Mall/ New City OP

Without Prejudice

Mark :

It has been a few months since we met last October to discuss my client's concerns with the commercial policies in the current OP. We have reviewed the document in many different fashions trying to find the least amount of modifications that could be made without making radical changes. I offer the following "minimalist" suggestions for your consideration and comment.

1. At page 22, S. 3.1 after (e) add a new section before (f) as follows:

" achieve stability for the retail commercial market by rezoning only those lands for new commercial uses that in the opinion of City Council cannot be accommodated in comparable existing zoned sites."

2. At page 229, S. 21.4.a, add the word "primary" before the word "concentration" and the words "retail and " before the word "commercial" so that the subsection would read:

"With respect to the land use in the South End it shall be the objective of City Council to:

- a. Encourage the primary concentration of retail and commercial development in the South End Regional Centre."

3. At page 41, S. 4.3, in the first paragraph, before the last sentence add the following sentence:

"It is not the intent of City Council that the planned commercial function of the Mixed Use Commercial designation supersede the planned commercial function of the neighbouring Regional Centre."

Please let me have your thoughts

Gord

Gordon E. Petch

Dundee Place

Municipal Law Chambers

1 Adelaide Street East

Suite 2340, P.O. Box 189

Toronto, Ontario M5C 2V9

Office (416) 955-9530 Fax (416) 955-9532

www.municipallawchambers.com

Ryan

Tue, Jun 24, 2014 at 4:47 PM

To: Mark.simeoni@greatersudbury.ca

Cc: eric.taylor@greatersudbury.ca

Hello Mark,

In light of the report at last nights meeting, I wanted to follow up with you with regards to status of our councils requests for amendments to the Official plan.

Can you provide an update?

Thanks,

Ryan

[Quoted text hidden]

Debbie Belowos - Fwd: Official Plan Review

From: Kris Longston
To: Debbie Belowos
Date: 8/20/2015 3:13 PM
Subject: Fwd: Official Plan Review

>>> Mark Simeoni 7/30/2015 1:59 PM >>>
Kris this is the guy I was hoping you could call.

Mark

>>> rbouchard 7/30/2015 11:27 AM >>>
Hello Mark,

It has been some time since we met to discuss our concerns with regard to commercial policies in the official plan. Subsequent to that meeting our council has requested that you review and comment on some potential modifications to the Official Plan. I have left a number of voicemails and sent emails requesting an update but have not heard back from you. We would like to gain an understanding of how our concerns may be addressed in the Official Plan review process and have a follow up discussion.

Please contact me at your earliest convenience.

Best regards,

Ryan

Ryan Bouchard
Southridge Mall
1933 Regent Street South
Greater Sudbury ON P3E 5R2
telephone: 705.522.5480

fax: 705.523.1480

WALDEN LANDS INC.
568 FALCONBRIDGE RD, UNIT 4
SUDBURY, ONTARIO
P3A 4S4
705-222-9876
705-222-9875 fax

August 28, 2015

Mr. David Shelsted
Director of Roads and Transportation
City of Greater Sudbury
P.O. Box 5000, Station A
Sudbury, Ontario
P3A 5P3

Re: Draft Transportation Master Plan ("The Study")
Extension to Draft Plan of Subdivision approval (City File #780 - 5/106004)

Dear Mr. Shelsted,

Walden Lands Inc. ("Walden") is a land development company based in Greater Sudbury. Walden has completed a number of developments in the Sudbury area such as the Spruce Meadows Subdivision in Azilda.

Walden has recently acquired the property identified in the above City file (Bayside Subdivision, Azilda "Bayside"). On June 23, 2015, City Council ratified Planning Committee recommendation #PL2015-101, and the Bayside draft plan approval was extended to June 26, 2018. The first phase of Bayside was completed in 1992.

The Study indicates a proposed roadway through Bayside that would extend Montee Principale to the south and east across Brabant Street (the road is identified as a "Potential Road for Future Consideration after 2031"). The proposed roadway also intersects the subdivision to the east, through a proposed storm pond on land currently owned by the City.

The City staff report for the subdivision to the east of Bayside (City File #751-5/12-10 and 780-5/12003-November 12, 2013) indicates on page 20, under the heading "Transportation Network", "... Roads and Transportation staff have advised that the proposed roadway alignment is no longer viable..."

As owners of Bayside we wish to reiterate the Roads and Transportation comments, particularly as it is our understanding that dwelling structures currently exist in the location of the study's proposed roadway. As such, we would propose that the said road be removed from the Draft Transportation Master Plan and ultimately the new official plan in order to avoid any future planning confusion regarding Bayside or the draft subdivision to the east.

If there are any questions or concerns, please do not hesitate to contact our office.

Regards,

Gerry Ceccarelli, CPA, CA
Walden Lands Inc.
President

cc Eric Taylor, Manager of Development Approvals
cc Kris Longston, Acting Manager of Community & Strategic Planning
cc City Clerk's Department
cc Robert Langlois



ZELINKA PRIAMO LTD
A Professional Planning Practice

VIA EMAIL & REGULAR MAIL

October 21, 2015

PO BOX 5000, STN 'A',
200 Brady St.
Sudbury, ON
P3A 5P3

Attention: Ms. Caroline Hallsworth, Executive Director, Administrative Services / City Clerk

Dear: Ms. Hallsworth

Re: **Request for Notification
Official Plan Review
Greater Sudbury, ON**

Zelinka Priamo Ltd. hereby requests to be notified of any future public consultation as well as notice of any decisions regarding the City of Greater Sudbury Official Plan Review.

If you have any questions, please do not hesitate to call.

Yours very truly,
ZELINKA PRIAMO LTD.

Edward Terry
Senior Planner

Vanessa Chiesa-Javor - Fwd: OP Review - Supplementary Info from OMAFRA

From: Kris Longston
To: Vanessa Chiesa-Javor
Date: 11/5/2015 1:44 PM
Subject: Fwd: OP Review - Supplementary Info from OMAFRA
Cc: Debbie Belowos
Attachments: OMAFRA Supplementary Info Cover Letter Oct 27 2015.pdf;
 GreaterSudburyOPUpdate2015SupplementaryAgMappingRecomendations.doc

Please include in the OP binders.

Thx
Kris

>>> "Kaufman, Wendy (MAH)" <Wendy.Kaufman@ontario.ca> 10/27/2015 4:28 PM >>>

Good Afternoon Kris,

You may recall that during our meeting this summer you had requested clarification regarding the OMAFRA's comments about the Agricultural Reserve. Please see attached cover memo from MMAH and correspondence received from OMAFRA. I understand that John O'Neill from OMAFRA was able to undertake a site visit and is now able to provide more detailed comments.

As always, we are more than willing to set up a meeting or have further conversations regarding this information.

Thanks very much,

- Wendy

Wendy Kaufman, MCIP, RPP

AManager, Community Planning & Development, Municipal Services Office North (Sudbury)
 1-800-461-1193 x.46802, 705-564-6802, wendy.kaufman@ontario.ca
 MINISTRY OF MUNICIPAL AFFAIRS AND HOUSING, SUITE 401, 159 CEDAR STREET, SUDBURY ON P3E 6A5

From: Kaufman, Wendy (MAH)
Sent: July-10-15 2:17 PM
To: Ed Landry
Cc: Schulte-Hostedde, Bridget (MAH); Kris Longston; Mark Simeoni; Paul Baskcomb; Stephen Monet
Subject: RE: July 8 Proposed Agenda

Good Morning Ed,

Thank you to you and all attendees for the meeting this past Wednesday. Here were the action items and next steps that I recorded (please feel free to add/revise if I have missed something):

- Attendees: Stephen Monet, Kris Longston, Ed Landry, Rosanna White (MOECC), Ed Snucins (MOECC), Angelune Deslauriers for SPP topic (MOECC), Bridget Schulte-Hostedde (MMAH), Wendy Kaufman (MMAH)
- MMAH to follow up with Ontario Growth Secretariat to discuss strategic core area concept and institutional areas that may not meet all Growth Plan criteria, and to discuss method of delineation (e.g. overlay vs. 'fuzzy peach').
- MMAH to follow up with OMAFRA regarding Agricultural Reserve boundaries.
- City staff and MOECC to work together over the next few weeks to refine policies related to surface water quality/lake capacity.
- MMAH to follow up with sample policies related to wildland fire.
- Next steps: City staff plan to introduce draft OP to planning committee in early fall (e.g. September) prior to further public consultation. MMAH would be circulated a second draft for review when it is made available online as part of planning committee agenda.

Also, please see below some sample OP policies related to wildland fire which you may find helpful. Eric Cobb with MNRF would be available to follow up on any further technical questions you might have on this subject.

Thanks again,

- Wendy

The following are suggested policies which would be appropriate for inclusion in an official plan:

- Development shall generally be directed to areas outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire.
- Development may be permitted in lands with hazardous forest types for wildland fire where the risk is mitigated in accordance with wildland fire assessment and mitigation standards, as identified by the Ministry of Natural Resources and Forestry.
- Proponents submitting a planning application may be required to undertake a site review to assess for the risk of high to extreme wildland fire behaviour on the subject lands and adjacent lands (to the extent possible). If development is proceeding where high to extreme risk for wildland fire is present, proponents are required to identify measures that outline how the risk will be mitigated.
- Areas with the presence of hazardous forest types for wildland fire are a proposed site plan control area.
- Wildland fire mitigation measures shall not be permitted in ***[insert relevant provincially significant NH features that are listed in PPS 2.1.4]***
- Wildland fire mitigation measures shall not be permitted in ***[insert relevant provincially significant NH features that are listed in PPS 2.1.5]*** unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions

Wendy Kaufman, MCIP, RPP

Team Lead - Planning, Municipal Services Office North (Sudbury)

1-800-461-1193 x.46802, 705-564-6802, wendy.kaufman@ontario.ca

MINISTRY OF MUNICIPAL AFFAIRS AND HOUSING, SUITE 401, 159 CEDAR STREET, SUDBURY ON P3E 6A5

From: Ed Landry [<mailto:Ed.Landry@greatersudbury.ca>]

Sent: July-07-15 9:29 AM

To: Schulte-Hostedde, Bridget (MAH); Kaufman, Wendy (MAH)

Cc: Kris Longston; Mark Simeoni; Paul Baskcomb; Stephen Monet

Subject: July 8 Proposed Agenda

Good morning Wendy and Bridget,

We have prepared the attached proposed agenda for tomorrow's meeting. You'll find that there are a few questions posed throughout the agenda and a lot of opportunity for discussion.

Please let us know if you have any questions and if you'd like to add anything to the agenda.

Until tomorrow,

Ed

Ed Landry, MUP, MCIP, RPP
Senior Planner, Community and Strategic Planning
Department of Growth and Development
City of Greater Sudbury
200 Brady Street
PO Box 500, Station A
Sudbury, ON P3A 5P3

tel: 705.674.4455 x 4298

fax: 705.673.2200

e-mail: ed.landry@greatersudbury.ca

**Ministry of
Municipal Affairs
and Housing**

**Ministère des
Affaires municipales
et du Logement**



**Municipal Services Office
North (Sudbury)**

159 Cedar Street, Suite 401
Sudbury ON P3E 6A5

Telephone: 705 564-0120

Toll Free: 1 800-461-1193

Fax: 705 564-6863

Web : www.mah.gov.on.ca/onramp-ne

**Bureau des services aux municipalités
du Nord (Sudbury)**

159, rue Cedar, bureau 401

Sudbury ON P3E 6A5

Téléphone : 705 564-0120

Sans frais : 1 800 461-1193

Télocopieur : 705 564-6863

Site Web: www.mah.gov.on.ca/onramp-ne

October 27, 2015

VIA EMAIL

Kris Longston
Acting Manager of Community & Strategic Planning
City of Greater Sudbury
P.O. Box 5000 Stn A
200 Brady Street
Sudbury ON P3A 5P3

**Re: MMAH File 53-OP-140087, Ministry of Agriculture, Food and Rural Affairs -
Supplemental comments regarding the Land Use Schedule A-1**

Dear Mr. Longston,

The attached comments are further to the Province's One Window comments which were sent to the City of Greater Sudbury on March 27, 2015 and further to our discussion on July 8, 2015.

Should have any questions regarding the attached comments, please do not hesitate to contact me at (705) 564-6802.

Sincerely,

Wendy Kautman,
A/Manager, Community Planning and Development

Cc: Edouard Landry, Senior Planner

Ontario Ministry of
Agriculture and Food
Ministry of Rural Affairs

Box 2004, 59 Ministry Road
Kemptville, Ontario K0G 1J0
Tel: (613) 258-8341
Fax: (613) 258-8392

Ministère de
l'Agriculture, de l'Alimentation
et des Affaires rurales

Box 2004, rue Ministry
Kemptville, Ontario K0G 1J0
Tél.: (613) 258-8341
Téléc.: (613) 258-8392



**Food Safety and Environmental Policy Branch
Environmental Land Use Policy Unit**

Date: September 29th, 2015
To: Wendy Kaufman (MMAH)
From: John O'Neill (OMAFRA)
c.c.: David Cooper (OMAFRA)
Toni Tessarolo (MMAH)

Re: City of Greater Sudbury, Draft Official Plan

MMAH File No.: 53-OP-140087

Date of Document: 2014

Nature of Comment:

Preliminary ☐
General ☒
No Concerns ☐
Study(ies) required ☐
Significant Concerns ☐
Other:

** Supplemental Comments
regarding the Land Use
Schedule A-1*

Opening remarks and Scope of Review

Ministry staff provided comments (Feb. 10, 2015) on the draft Official Plan for the City of Greater Sudbury. OMAFRA would like to supplement those comments by offering the following additional input related to the mapping of the Agricultural Reserve as proposed on Schedule 1a. The Ministries main focus is to provide technical comments which are based on those provincial policies that pertain to agricultural land use as found in the Provincial Policy Statement (2014). The following specifically speaks to policies 2.3.1 and 2.3.2 of the PPS.

The following is a reiteration of the '**Map/Schedule/Appendix Related Comments:**' section of the Feb 10, 2015 correspondence.

OMAFRA recommends that the prime agricultural area (Agricultural Reserve) be designated as per Section 2.3.1 of the PPS.

2.3.1 *Prime agricultural areas* shall be protected for long-term use for agriculture.

Prime agricultural areas are areas where *prime agricultural lands* predominate. *Specialty crop areas* shall be given the highest priority for protection, followed by Canada Land Inventory Class 1, 2, and 3 lands, and any associated Class 4 through 7 lands within the *prime agricultural area*, in this order of priority.



Consideration of the two PPS definitions below are an important consideration for the evaluation of prime agricultural areas.

Prime agricultural land: means *specialty crop areas* and/or Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection.

Prime agricultural area: means areas where *prime agricultural lands* predominate. This includes areas of *prime agricultural lands* and associated Canada Land Inventory Class 4 through 7 lands, and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. *Prime agricultural areas* may be identified by the Ontario Ministry of Agriculture and Food using guidelines developed by the Province as amended from time to time. A *prime agricultural area* may also be identified through an alternative agricultural land evaluation system approved by the Province.

While much of the prime agricultural area (Agricultural Reserve) appears to be reasonably mapped, there are areas that have not designated prime agricultural areas in a manner that reflects OMAFRA's position of what constitutes a prime agricultural area as described in the PPS and further in a manner that reflects common OMAFRA's delineation practices. This would include things such as having approximately 250ha of generally contiguous area where prime agricultural land predominates in order to justify the establishment of a prime agricultural area and conversely requiring approximately 250ha of generally contiguous area where non-prime agricultural land predominates in order to justify the exclusion of lands that are surrounded by a prime agricultural area. As well when identifying these areas they should be delineated to an identifiable boundary such as a lot line, roadway or watercourse. OMAFRA requests these issues be evaluated and resolved.

During review of the proposed land use schedule, it was observed that some areas did not appear to follow the identification and delineation practices identified above. While the vast majority of lands that are recommended for inclusion as part of the Agricultural Reserve have been proposed for designation, there remain relatively significant areas that exhibit the characteristics of a prime agricultural area that have not been designated. OMAFRA's evaluation of the agricultural lands was supported by review of a variety of information and data including Canada Land Inventory (CLI) soils mapping, satellite imagery, and parcel fabric information. The findings of the of the City of Greater Sudbury 2004 Agricultural Background Study were also taken into consideration. Additionally the evaluation was further informed by site visits of the subject areas. The recommended mapping included as 'Appendix A' to this letter, delineates the Agricultural Reserve in a manner that attempts to address these issues, mainly:

- Rural designation 'pockets' identified within the larger surrounding prime agricultural area (Agricultural Reserve) at a scale less than the typical OMAFRA guidance of approximately 250ha.
- The exclusion of lands (particularly those adjacent to Whitson River and a large block west of the Sudbury Downs lands) that appear to exhibit the characteristics of a prime agricultural area, proposed as Rural designation.
- Areas where an identifiable boundary such as a lot line, road allowance or watercourse are not utilized to define the perimeter of the Agricultural Reserve. As well it should be noted that in situations where the land characteristics varied drastically from one end of a concession to the other, the use of 'mid-concession' point was utilized to establish an appropriate boundary. This helps to ensure that the best agricultural lands are protected for agriculture over the long term, while potentially permitting other non-agricultural uses on the portions of these lots that may be considered to have relatively marginal lands for agricultural use.

The bullet points above highlight the main concerns with the current proposed land use schedule as it relates to the identification and delineation of prime agricultural areas. The maps included as Appendix 'A' display the OMAFRA recommended delineation to address these issues.

Closing Comments/Next Steps:

While the above represents the Ministry's interpretation of provincial policy with regard to agricultural land, it does not reflect an overall provincial position on this matter. There may be planning concerns or interests of other agencies that should be considered, in addition to any municipal planning considerations.

Should you have any questions or wish to discuss this matter further, please feel free to contact this office at the number indicated above.

Sincerely,

John O'Neill
Rural Planner

‘APPENDIX A’

OMAFRA Recommended Agricultural Designation – Lands west of Chelmsford



OMAFRA Recommended Agricultural Designation – Lands east of Chelmsford extending east to Val Therese/ Blezard Valley



OMAFRA Recommended agricultural designation – East of Hamner



Vanessa Chiesa-Javor - Fwd: RE: City of Sudbury OP Review

From: Kris Longston
To: Belowos, Debbie; Vanessa Chiesa-Javor; Ed Landry
Date: 1/26/2016 1:50 PM
Subject: Fwd: RE: City of Sudbury OP Review

Hey Deb,

Just want to make sure that Carly is added to the OP notification list.

Thx
Kris

>>> Carly Marshall <cmarshall@mhbcplan.com> 1/25/2016 9:59 AM >>>
Good Morning Kris,

Just wanted to follow up regarding the OP Review. If there are any updates could you please let me know.

Thank you for your assistance.

Kind Regards,

CARLY MARSHALL, M.Pl. | Planner

MHBC Planning, Urban Design & Landscape Architecture

113 Collier Street | Barrie | ON | L4M 1H2 | T 705 728 0045 x 228 | F 705 728 2010 |
cmarshall@mhbcplan.com | www.mhbcplan.com



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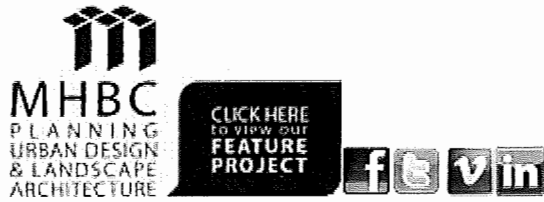
From: Carly Marshall
Sent: November-13-15 9:11 AM
To: 'Kris Longston'
Subject: RE: City of Sudbury OP Review

Perfect thanks!

CARLY MARSHALL, M.Pl. | Planner

MHBC Planning, Urban Design & Landscape Architecture

113 Collier Street | Barrie | ON | L4M 1H2 | T [705 728 0045 x 228](tel:7057280045) | F [705 728 2010](tel:7057282010) |
cmarshall@mhbcplan.com | www.mhbcplan.com



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From: Kris Longston [<mailto:Kris.Longston@greatersudbury.ca>]
Sent: November-12-15 3:59 PM
To: Carly Marshall
Subject: Re: City of Sudbury OP Review

Hi Carly,

No updates since we last spoke.

Thanks,
Kris

Kris Longston, MES, MCIP, RPP
Acting Manager, Community and Strategic Planning,
Department of Growth and Development
City of Greater Sudbury,
PO Box 5000, Stn. A,
200 Brady Street,
Sudbury, ON
P3A 5P3

Tel : [\(705\) 671-2489](tel:7056712489) Ext. 4353

Fax: [\(705\) 673-2200](tel:7056732200)

Email : kris.longston@greatersudbury.ca

>>> Carly Marshall <cmarshall@mhbcplan.com> 11/12/2015 3:36 PM >>>

Hi Kris,

We spoke on the phone a month or so ago regarding the Sudbury OP update. As of then nothing was expected until the new year. If you have any updates to the timing could you please provide at your earlier convenience.

Thank you,

CARLY MARSHALL, M.Pl. | Planner

MHBC Planning, Urban Design & Landscape Architecture

113 Collier Street | Barrie | ON | L4M 1H2 | T [705 728 0045 x 228](tel:7057280045) | F [705 728 2010](tel:7057282010) |
cmarshall@mhbcplan.com | www.mhbcplan.com



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Vanessa Chiesa-Javor - Fwd: RE: Rural Residential consent amendment

From: Kris Longston
To: Vanessa Chiesa-Javor
Date: 2/29/2016 9:07 AM
Subject: Fwd: RE: Rural Residential consent amendment
Cc: Belowos, Debbie; Ed Landry

Can you please add to the list of people requesting notification.

Thanks,
Kris

>>> Jason Ferrigan 2/29/2016 9:06 AM >>>

This individual is requesting notice of public open houses and public meetings on the OPR. Do we send out electronic notices only?

>>> s js p < > 2/29/2016 8:59 AM >>>
Hi Jason

My email address is

Regards
Sandra

Date: Mon, 29 Feb 2016 08:55:34 -0500
From: Jason.Ferrigan@greatersudbury.ca
To: .
Subject: Re: Rural Residential consent amendment

Thank you Sandra. May we also have your mail address to ensure that the notices are sent to the correct location?

>>> s js p < > 2/26/2016 4:19 PM >>>
Hi Jason

I wish to be notified of the open houses along with the pubic meetings on the rural residential consent amendment.

Regards
Sandra Schroder-Poffley