

## 4 TRANSPORTATION PLANNING CONTEXT

A number of documents provide the context for the Transportation Plan. These include:

- Provincial Policy Statement;
- Growth Plan for Northern Ontario;
- Official Plan;
- Growth Outlook to 2036;
- Growth and Settlement Report;
- Sustainable Mobility Plan;
- Bicycling Technical Master Plan;
- Economic Development Strategic Plan for Greater Sudbury 2020;
- Downtown Sudbury: A Plan for the Future;
- Pedestrian Crossing Policy Report; and
- Trails for Active Transportation: City of Greater Sudbury.

These documents have been reviewed and considered in the development of this Transportation Plan. The relevance of each document to the Transportation Plan is described in this section.

### 4.1 Provincial Policy Statement

All municipal Official Plans (OPs) in Ontario are required to be consistent with the policies set out in the Provincial Policy Statement (PPS) that came into effect April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development. It also gives specific direction on infrastructure and transportation facilities in Sections 1.6.7 and 1.6.8, which provide policies for municipalities to plan for transportation systems that are safe, efficient and that facilitate movement of people and goods. In order to meet the objectives of these policies, municipalities must make efficient use of existing and planned infrastructure. This requires a high level of connectivity and a land use pattern that promotes a multi-modal system. Several other sections within the PPS also influence transportation systems and should be considered by authorities while making land use planning decisions.

### 4.2 Growth Plan for Northern Ontario

The Growth Plan for Northern Ontario was released in 2011. The Plan recognizes the need for an integrated system based on efficient and sustainable modes of transportation that “responds to open markets, seamless borders, and just-in-time delivery to markets around the world”. The policies state that an integrated and efficient transportation network will require expansion, maintenance and preservation of current highways, roads, bridges, ports, railway networks, and airport facilities in the near future. A shift to a more coordinated planning strategy will leverage funding for these projects from all levels of government. The Plan speaks to Strategic Core areas, of which Greater Sudbury is one, and focusing on intensification and transportation investment in these areas.

### 4.3 City of Greater Sudbury Official Plan

An Official Plan is a statutory planning document that provincial legislation requires most municipalities in Ontario to develop, adopt and abide by. Official Plans are high-level policy documents that set out the planning policy vision for the municipality; they guide land use



decisions that determine where and how growth and development will occur. Authorities can use their Official Plans to establish policies that make the connection between transportation and land use.

The City of Greater Sudbury Official Plan, adopted by City Council on June 14, 2006, establishes goals, objectives and policies to manage and direct physical change and its effects on the social, economic and natural environment. The four key principles of the plan are:

- A healthy community;
- Economic development;
- Sustainable development; and
- Focus on opportunities.

The City presently is reviewing and revising its Official Plan concurrent with the development of this Transportation Study Report. The recommendations of the Transportation Study Report will be incorporated into the Official Plan Review.

#### 4.4 Growth Outlook to 2036

The City prepared a growth outlook to forecast population and employment growth to the year 2036. From the base year of 2011, the Reference Scenario indicated a population growth of 10,500 and an employment growth of 2,200 by the year 2036. The High Scenario indicated a population growth of 22,000 and an employment growth of 8,600 by the year 2036. This Transportation Study has assumed population and employment growth in line with the Reference Scenario.

#### 4.5 Growth and Settlement Report

The City prepared a Growth and Settlement Report in June 2013 to review requests for changes to settlement boundaries in the city. This report analyzes these requests in the context of the current urban structure framework of the Official Plan and the Provincial requirements. The report addresses population, housing and employment needs, land supply for residential development and residential intensification.

The report draws the following conclusions on the current growth and settlement policies of the Official Plan:

1. There is currently an ample supply of both draft approved and designated and available lands in the City to meet the projected household and employment demand over the 20 year planning period. There is also ample supply to meet the minimum requirements of the PPS for draft approved, registered and designated lands. As a result of the current land supply, requests to expand the settlement boundaries to accommodate new residential and industrial development cannot be justified at this time;
2. There is currently an ample supply of vacant rural lots and rural lots with the ability to be severed under the current policy framework to meet the projected demand over the 20 year planning period. As a result, modifications to the existing rural lot creation policies are not necessary at this time;
3. The Water and Waste Water Master Plan currently underway will provide a better understanding of the servicing and economic issues associated with the existing vacant land supply and will be a key assessment tool in future comprehensive reviews;
4. The current Living Area and Intensification policies are achieving their desired effect by allowing for a wide range of choice in terms of location and housing type in the City. This is reflected in the current market shift away from predominantly single detached housing



to more multi-unit buildings. As a result of this, changes to the existing Living Area polices are not recommended at this time;

5. New provincial legislation and policy documents will require the City to develop policies to allow second units as of right in the City and to focus residential and employment intensification in strategic core areas and along intensification corridors, and
6. Improvement in GIS capabilities have allowed for an analysis of the residential infill potential in the City.

#### **4.6 Sustainable Mobility Plan**

The *Sustainable Mobility Plan*, prepared in June 2010, is focused on transportation modes other than the private automobile. In developing the Plan, public input was sought and best practices were reviewed from cities in Ontario and other parts of North America. The resulting Plan is tailored to the unique mobility challenges of Sudbury and contains a series of recommendations to help the City encourage walking, cycling and transit use. The Plan is viewed as a tool to help develop a multi-modal transportation system, and was received by council but not adopted.

#### **4.7 Bicycling Technical Master Plan**

The Bicycling Technical Master Plan was prepared by the Bicycling Advisory Panel in 2011 but was not formally adopted by City Council. The Plan provided a summary of existing bicycling infrastructure and identified bicycling routes for implementation in the short, medium and long term.

#### **4.8 Economic Development Strategic Plan for Greater Sudbury 2020**

*Digging Deeper – Coming of Age in the 21<sup>st</sup> Century: An Economic Development Strategic Plan for Greater Sudbury 2020* was prepared in June 2009 as an update to an original document first written in 2003. The Strategic Plan developed guiding principles and growth drivers to address challenges and opportunities for economic development. The approach to the economic development strategy was outlined and performance indicators were developed to measure progress. This report currently is under review. Any changes stemming from the review will be incorporated, as appropriate, through the Official Plan review process.

#### **4.9 Downtown Sudbury: A Plan for the Future**

In January 2012, the City of Greater Sudbury prepared a downtown master plan entitled *Downtown Sudbury: A Plan for the Future*. The plan was created with extensive input from stakeholders. The plan recommends improvements for implementation immediately, over the short term (1-5 years) and over the longer term (6-10 years). These proposed projects are aimed at supporting three complementary objectives:

1. Activity and growth;
2. Access and connectivity; and
3. Beauty and pride.

The types of transportation projects recommended in the plan include improvements to roads, cycling and pedestrian infrastructure. Connections are proposed within the downtown area and also between the downtown area and other parts of the city.



#### 4.10 Pedestrian Crossing Policy Report

The *Pedestrian Crossing Policy Report* prepared by the City of Greater Sudbury in February 2012 recommends a policy for protected pedestrian crossings, including:

- Traffic control signals at intersections;
- Traffic control signals mid-block;
- Intersection pedestrian signals; and
- Adult crossing guards.

The recommendations in the report are based on existing conditions, consideration of alternative crossing facilities and a review of best practices.

#### 4.11 Trails for Active Transportation: City of Greater Sudbury

In 2009, *Trails for Active Transportation* was prepared by *Walk and Bike for Life* to develop a plan to provide communities with tools that encourage cycling, walking and other forms of active transportation. The report was informed by public opinion gathered at several public information centres and workshops undertaken in the City of Greater Sudbury. The document outlines initiatives and goals to facilitate the creation of an active transportation network, connecting residential areas to employment and commercial areas as well as public parks, schools and other community facilities for residents and visitors. *Trails for Active Transportation* further recommends the development of a Sustainable Mobility Plan to improve cycling and pedestrian facilities for residents and visitors of all ages and abilities.

