

Create a Downtown that is a Destination for the City and the Region

The City of Greater Sudbury is already the largest and, arguably, the most influential city in Northern Ontario. As Sudbury's economy continues to evolve and its cultural offer develops further, the Downtown will play an increasingly important role in providing the place for that continued economic and cultural growth. The success of the downtown will be fundamental in helping the community cement its role as the economic and cultural 'Centre of the North'.

The Vision for Downtown Sudbury is for it to be the urban playground for Northern Ontario. Sudbury should be the leading destination for business meetings, sports events and cultural and community festivals in the North. However, at present the city lacks many of the facilities necessary to assert this leadership role and many other cities are eager for this business. If Greater Sudbury is to remain competitive and firmly establish itself as the Centre of the North, it cannot remain static. The City must continue to invest strategically in its downtown and foster growth that will deliver wider benefit to the city as a whole.

The Official Plan recognizes the important role of Downtown as an employment centre within the City. The new Northern Growth Provincial Plan requires that municipalities develop strategies to encourage a significant portion of future residential and employment development locate in strategic core areas and other opportunity areas, such as brownfields. Building on these policy directions, the Master Plan proposes a program of public and private investment in the downtown necessary for it to achieve the self-sustaining critical mass and play its optimal role. One of the most important objectives of the Plan is to increase the activity level across the Downtown in order to spark a virtuous cycle of self-generated revitalization. The City should undertake further work to determine how to best direct growth as part of the upcoming review of its Official Plan Review.

To achieve this end, a number of large-scale initiatives are required. These initiatives – educational, cultural and business-oriented – will in turn create the market for retail, restaurant, recreation and other related activities. Importantly, they will set the required environment for residential investment, a critical strategy for downtown success.

To set this cycle of revitalization in motion, a number of major employment, educational and cultural activity generators are necessary. The strategy for creating a Downtown that is a destination for the City and the Region is supported by the following four objectives:

4.1.1 Grow Employment in the Downtown

4.1.2 Create Destination Attractions in the Downtown

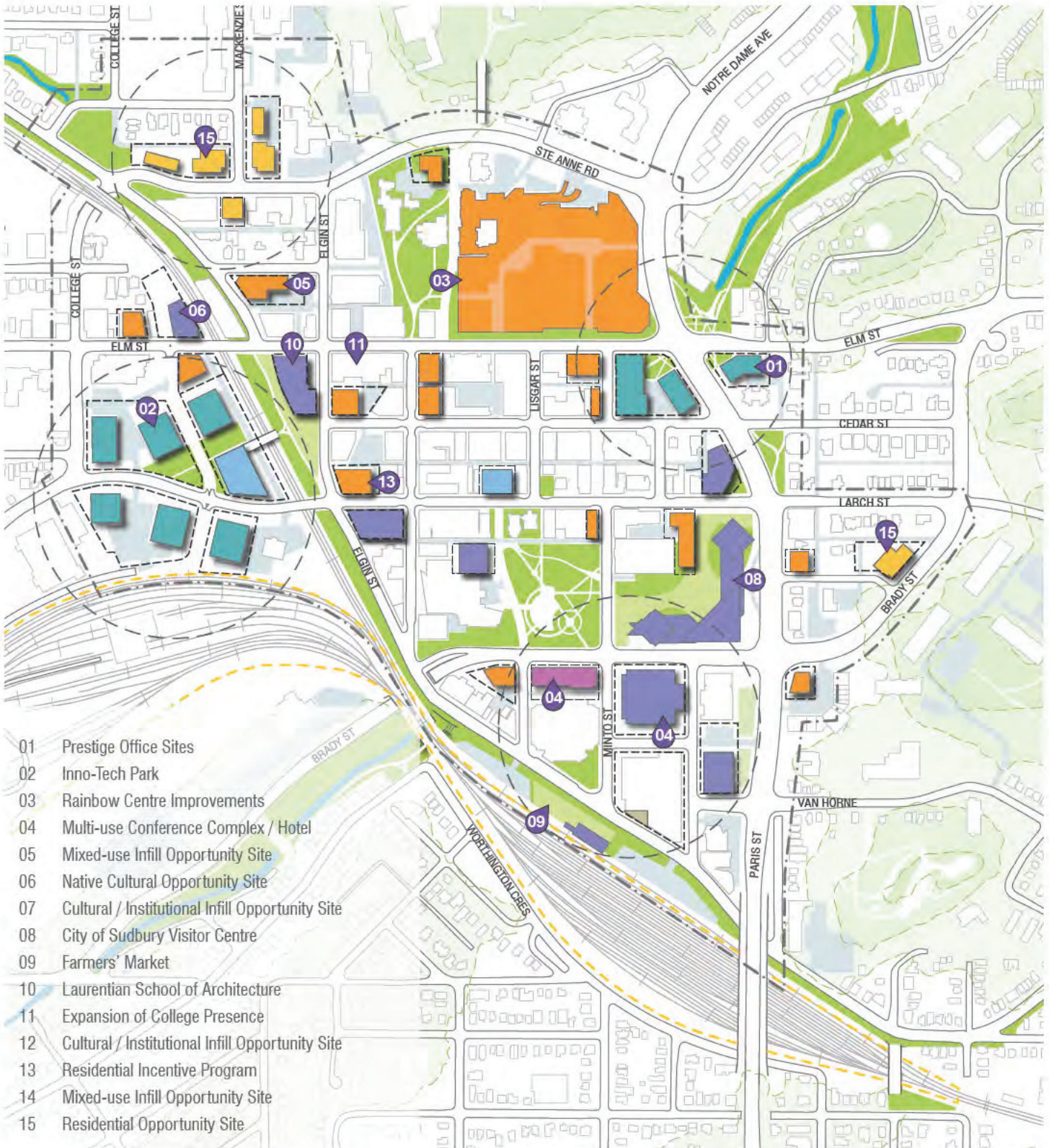
4.1.3 Make the Downtown a Centre for Learning

4.1.4 Make the Downtown a Centre for Living

The Activity Strategy is supported by a more targeted Retail Retention and Growth Strategy, provided under separate cover.

legend

- study area
- major topography
- - - development parcels
- use clusters
- railyard relocation opportunity
- office
- residential opportunity sites
- mixed use
- parking structure
- cultural and institutional opportunity sites
- hotel



Note: Locations of new facilities are indicative only and will be subject to individual site determination.



View from Tom Davies Square looking north towards Larch Street



An upgraded and redesigned Tom Davies Square has been transformed into a more diverse, green, inviting and animated civic space. It is a renewed civic square that can be used all year round.



4.1.1 Grow Employment in the Downtown

Sudbury's downtown is home to the best quality office buildings in the region. All three levels of government are represented by the Downtown's public sector office investment, which is enriched by the presence of a strong and growing private sector office profile.

It is important to maintain and expand the Downtown's office employment function. Office jobs are essential in a downtown; in addition to fostering a strong business environment, they provide important customers for local merchants and support for local institutions. The presence of well-paid downtown office workers is a powerful asset for downtown businesses, creating lunchtime and after-work trade that can stretch out the business day and increase productivity significantly. They also greatly improve the economic potential for feasibly constructing structured parking garages to free up downtown land.

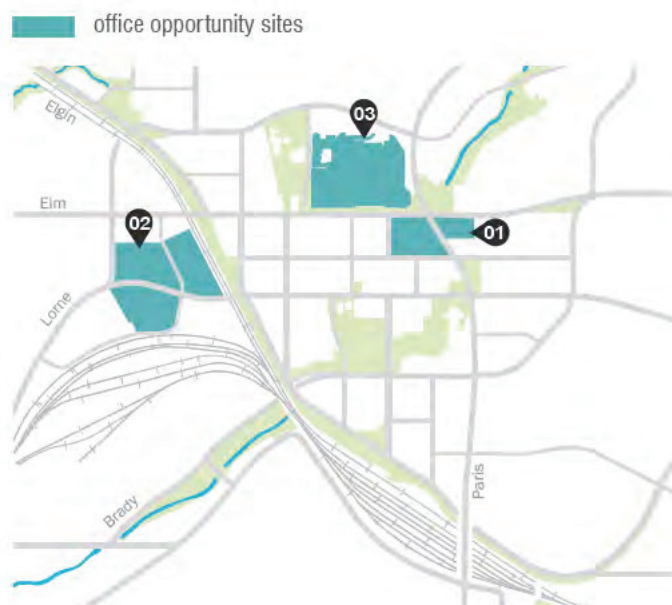
Three employment growth initiatives are proposed: In the short-term, protecting existing investment and nurturing the growth of downtown's existing private sector office hub and retail/service sector employers. In the longer-term, the expansion of employment opportunities will be accommodated in a new business district on the former rail lands. In the longer-term, the plan identifies well-located sites for future new prestige office building development.

01/ Protect Longer-Term Prestige Office Sites

While the immediate office space demand is likely to be for the larger floor plate, low-rise buildings indicated for the Inno-Tech Park, in the longer term Greater Sudbury should plan for additional Class A office developments in the Downtown. Sites along Paris Street close to Elm Street, such as the LCBO/bus terminal site and the former YMCA site (now vacant), would eventually provide excellent new prestige office locations given their location, exposure and visibility.

02/ Inno-Tech Park

The transformation of the Sudbury Region economy towards knowledge industries and advanced human capital will result in an increasing demand for good office space. Sudbury will experience a growing demand for space for such office workers, be they engineers, IT professionals, human resource personnel, lawyers, accountants and other higher-order service personnel. Typically these activities require floor plates of between 15,000 and 25,000 square feet, in low-rise buildings, with surface parking to reduce occupancy costs. Little such space exists in the Sudbury market, which presents a unique opportunity for the downtown. The lands to the immediate west of the track corridor south of Elm Street represent a great location for the development of such space, which is characteristically more randomly developed in the suburbs. Although much of this area is city-owned, some sites are in private ownership and would require a partnership arrangement to fully realize the initiative. The City should advance the concept of an Inno-Tech Park to cater to this demand.



4.1.2 Create Downtown Attractions

An active outreach to potential private sector development partners should be undertaken by the City to explore the terms under which appropriate investment could be attracted. It should also consider a planning initiative directing all office development over a certain size to the downtown to ensure the city centre captures this market and avoids it being dispersed in suburban locations.

Inno-Tech Park will be the first phase of the transformation of the railway lands. The roads and infrastructure necessary for this development should be planned in a way that allows for their future extension into the rail yards to the south and west, once these uses have relocated in future.

03/ Protect Existing Investments: The Rainbow Centre

The Rainbow Centre is a great asset for the Downtown and the current owners have already undertaken an impressive program of physical improvements. The Mall has also successfully attracted new retailers and office users to the downtown. Repurposing a large portion of the mall from retail to office uses has attracted higher value employment to the Downtown. The owners should be encouraged to continue this effort.

Opportunities remain for further improvements to the Mall by enhancing its street presence along Elm and Durham streets by redesigning the loading and driveway access from Elm Street and creating a new landscaped plaza fronting the Rainbow Centre accessible from the Mall's interior. In the longer term, an additional level of car parking could be added to the Mall's existing parking structure.

Sudbury needs to consider the scale of investment in new destination attractions that can confirm its position as the leading event, cultural and entertainment destination in Northern Ontario. The benefits of such a strategy are multiple; the demand for accommodation increases and along with the increased number of overnight stays comes increased visitation to downtown restaurants and shopping. The creation of a complex of improved sports facilities, new flexible meeting and event space and a four-star hotel will transform the tourism and business meeting image of the city, with significant spread effects to the rest of Downtown and the city as a whole.

In addition to the growth of the Downtown as a recreational and cultural event destination for the North, Downtown Sudbury will continue to be the premier specialist retail destination for the region. Building on its base of existing restaurants and bars, independent shops and speciality food stores, the quality of the Downtown offer will continue to improve. New retailers not currently represented in the region will be targeted and attracted to the Downtown, helping to diversify its retail offer and strengthening its appeal as a shopping destination.

The proposed initiatives will help fuel the City's economic development engines of creating a thriving and diverse arts and culture community as well as enhancing the city's attractions to make Greater Sudbury one of the best places to visit in Ontario.



■ cultural and institutional opportunity sites
■ mixed-use opportunity sites



04/ A Meeting Destination

One of the key strategies for Sudbury's future is to establish itself as the leading city in Northern Ontario for business meetings, trade events, sports, festivals and cultural events. Sudbury at present lacks a four-star hotel and major facility to meet these needs and the existing Arena does not compare well sports and event spaces found in many other cities.

The strategy proposes an upgraded Arena in combination with the construction of a new multi-use facility south of Brady Street with a four-star hotel overlooking Memorial Park. The multi-use facility should be developed with a minimum floorplate of 55,000 square feet. The existing Arena would be upgraded to more easily accommodate larger-scale concerts and conventions; any ice pads would be designed to have capacity for a range of smaller such events. The hotel would operate as the service and hospitality base for the complex. The location south of Brady works well. The complex will connect closely to the Tom Davies Square complex and to the shopping and restaurants on Elgin and Durham. It will be a prominent feature at a key entrance to the Downtown and a southern edge to Memorial Square.

The City should examine the funding partnerships that have been put in place for other such complexes in Ontario cities involving public investments and private sector partners. In the interim, a detailed examination of the land requirements for the complex should be undertaken. The Synergy Centre is an example of the type of multi-use facility contemplated. This project is supported by a prefeasibility study. A more detailed financial and operational feasibility study are also planned.

05/ A Shopping & Dining Destination

The retail vision for the Downtown is about improving the quality of the offer across three specific areas: hospitality; neighbourhood convenience (goods & services); and specialty shopping. From a retail offer, the future of downtown Sudbury should be about enhancing the quality of the existing offer, as opposed to significantly growing retail square footage. Improving the quality of the existing offer will increase sales productivity and generate further demand for quality products. To achieve this goal, the following actions are recommended:

1. Advocate for an increased residential population in downtown;
2. Build on downtown events to retain visitors;
3. Help retailers to achieve higher sales productivity, as opposed to more space;
4. Market Downtown Sudbury more broadly;
5. Increase repeat visitation from local catchment by providing new recreation and hospitality services;
6. Grow specialty based retailers appropriate for Sudbury's context, such as local food and drink, northern apparel, sporting goods, student lifestyle, arts, health services, etc.;
7. Advocate for an expansion of student life in the downtown; and
8. Create a program for retail recruitment and retention.

Additional details of the above strategy are provided in the Downtown Sudbury Retail Retention and Growth Strategy, provided under separate cover.



The retail strategy identifies certain locations in the downtown that are best suited for specific retail uses. Positioning includes the following:

- The Rainbow Centre – chain stores and franchises, junior fashion, discount retailer, food court and offices.
- Elm – larger format stores, banks, convenience, larger restaurants, home furnishings, electronics, larger eclectic stores and national retailers.
- Elgin (south end) – arts district, small independent stores, difficulty due to one-side retail. Should be positioned as an extension of Durham Street's retail offering.
- Durham – eclectic village, men's and women's clothing and accessories, home furnishings, leisure retail, mix of independent stores and national boutique retailers, specialty food, food services, patio restaurants, bars, cafe
- Cedar (west) extension of Durham – men's and women's clothing and accessories, food services, mix of office serving and regional visitation
- Cedar (east) – transit and worker oriented retail and services, office
- Larch – personal services, cafes, office serving goods and services, beauty related goods and services, health/medical
- Shaughnessy and Minto – destination entertainment, cultural and food services
- Paris – highway commercial retail, office, destination arts & culture (vehicular dependent). Any development on the east side of Paris must have reinforced connections with Downtown

06/ A Cultural Destination

Sudbury's distinctiveness is made up in large part by the contributions of its francophone and first nation peoples. Both the N'Swakamok Native Friendship Centre and many Franco-Ontarian cultural groups play an important role in reinforcing the Downtown as a cultural hub for Sudbury

Place des Arts

While the francophone presence is tangible in the shops and restaurants of the centre, and in the attractive complex around Paroisse Sainte Anne-des-Pins, the opportunity exists to establish a higher profile and more distinctive multi-purpose meeting place that would be a unique amplification of Sudbury's character - something that could become a national destination. The Place des Arts project is now being planned in conceptual form and a feasibility study is planned for 2012. Although there are several potential locations, what is most important for the Master Plan is that the centre has a visible street presence and would contribute to the pedestrian interest and activity of the Downtown. The potential for re-use of existing buildings as part of the new centre might work well with their intended program.

N'Swakamok Native Friendship Centre

The N'Swakamok Native Friendship Centre on Elm plays a central role in the life of First Nations peoples in Downtown Sudbury and further afield. The Centre would like to continue its role as a service hub, while expanding its role as a cultural centre and showcase for native heritage. While there are no known plans to relocate the centre, the Downtown would benefit from its greater visibility and presence on that part of Elm Street immediately west of the track corridor. The centre can become one of the important bridging elements, drawing activity to the west and the empty, under-used storefronts along Elm.



act as a facilitator for these initiatives.

07/ A Downtown Art Gallery

The Art Gallery of Sudbury is intending to move from its current cramped and poorly located premises to a new location in the city. As many other cities have shown, the presence of an exciting and attractive gallery can be a major addition to the overall offering of the downtown, complementing its other destination attractions, lengthening the visitor stay and generally adding to the level of activity in downtown restaurants and shops. Major galleries can also, in their programming and architectural design, send a compelling statement about a city - one that Sudbury, as it transforms from resource city to knowledge city, can cleverly exploit.

The intended size and scale of the proposed new gallery allows flexibility in its downtown location. Sites could be considered in the downtown core, on vacant sites or wholly or partly in existing buildings (refer to sites marked as Cultural Opportunity Sites and Mixed Use Sites on the Master Plan). An interesting opportunity exists to potentially partner with existing cultural or institutional providers in the city, allowing for potential savings in meeting and presentation space, cafés and other building elements. The Art Gallery of Sudbury has commenced a site selection and concept design process and is establishing its fund-raising strategy, and the City should

08/ City of Sudbury Visitor Centre

A dedicated City of Sudbury Tourism Office should be present in the Downtown. In the longer term it would ideally be located in Tom Davies Square. In the shorter term, it could be located in a vacant store front on Elm or Durham streets.

09/ Farmers' Market

With the purchase of the Market Square site by Laurentian University for the new School of Architecture, the City has committed to finding a new downtown home for the market. Several sites have been identified to date and a formal site selection, design and planning process is underway. The new site should be well supplied by parking, readily accessible from roads and transit and offer good visibility. It should also have the ability to support both outdoor and indoor vendors.

One possible site that has received a lot of attention is the former CP rail station on Elgin Street. This move, which is illustrated in the plan, would help to enliven the south end of the downtown, draw activity into this district and be highly compatible with the existing and proposed future uses. The final site will be selected by the City and the community.



4.1.3 The Downtown as a Centre for Learning

Greater Sudbury is establishing itself as a significant educational destination in Ontario and further afield with the successes of Laurentian University and Cambrian College. However most, if not all, of university and college activity takes place outside the Downtown. A stronger university and college presence would complement and reinforce existing Downtown educational facilities, including Sudbury Secondary School, which is in the process of renewing itself.

In addition to formal educational opportunities, the Downtown should be a hub for creative expression and entrepreneurial thinking. Working with partners such as youthinnovation.ca, Downtown Sudbury should be a leading provider of space that can support local young people to harness their imagination into innovation. This will require a mix of programs and physical spaces.

While the Downtown undoubtedly benefits from the city's increased overall student activity – the café and music scene are evidence of that – a more substantial physical presence of university and college facilities themselves would be of great benefit. In the past decade in Ontario a number of educational institutions have located functions in their cities' downtowns and the regeneration impacts have been impressive, suggesting a powerful case for similar action in Sudbury.

To help Downtown become a Centre for Learning and student life, the following initiatives are proposed:

 cultural and institutional opportunity sites



10/ Laurentian School of Architecture

A detailed proposal has been developed for locating the Laurentian University School of Architecture downtown. Funding has been secured from all levels of government and a detailed program and building design planning is underway.

A Downtown Sudbury architecture school represents one of those inspired initiatives that will have remarkable consequences. Such is the experience of other cities in Ontario and elsewhere; the vibrancy of academic and student life brings a very positive energy to the city centre from which all downtown activities benefit. A school of architecture, particularly one reflecting the unique linguistic, resource, environmental and landscape character of the North, will also contribute to the larger ambition of raising Sudbury's stature as the cultural and knowledge capital of the North. The School will have a more immediate benefit in generating daily activity for local businesses, particularly cafés and restaurants, creating that special, and essential, ambiance of downtown people activity.

Laurentian University is purchasing the Market Square site from the City of Greater Sudbury. This is an ideal location to accommodate this major new investment in the Downtown. The site is clearly nested in the heart of the city, within easy walking distance to all its activities and where it can provide a needed boost to the growing café, restaurant and shopping activity immediately adjacent. The new building should complete the frontage of Elm Street and contribute directly to activity on Durham and Elgin Streets. The site is large and prominent enough that a significant architectural statement can be made while still contributing to the fabric of the surrounding city. This also provides an opportunity for Market Square to find renewed life, potentially as a different type of market space, in a new downtown location.



4.1.4 The Downtown as a Centre for Living

The most successful downtowns are ones in which people live. Downtown residents not only generate immediate business for a wide range of retail outlets, they provide informal surveillance and become important advocates for continued improvement. As an ideal goal, a city might look for ten per cent of its population living within a fifteen minute walk of its centre.

En route to that ideal downtown population target, the strategy proposes a more achievable goal for a Greater Downtown population of between 3,000 and 5,000 additional residents by 2021. With more than 900 units already approved for the Greater Downtown Area (equating to approximately 2,100 residents), additional growth is expected to be driven by new residents coming to Sudbury to access employment in the city's expanding knowledge economy, including health care, education, research, and the arts, amongst others. Experience in other areas suggests that realizing these existing projects and attracting new ones will require improvements to the sense of place in the Downtown in order to persuade larger numbers of people that it is a safe place for them to live and make a significant housing investment.

To help Downtown attract the targeted residential population, three initiatives are proposed:

- residential edge: opportunity sites
- residential infill: mixed-use opportunity sites



11/ Expansion of College Presence

Cambrian College has a suburban location. The potential for creating a downtown presence, independently or collectively, should be explored. Community colleges in other cities have been strong agents of downtown revitalization, benefitting not only the city but the visibility and attractiveness of the colleges themselves. The potential of a downtown facility as an educational transition centre has been suggested and the downtown would be a very appropriate location for such an academic function.

A downtown community college centre would be an excellent candidate for the re-use of some of the existing vacant or under-used buildings in the Elm/Durham/Larch/Cedar area and provide the necessary impetus for the retention of this historic building stock.

12/ A Contemporary Central Library

The existing Central Library building is at the end of its life cycle and will require replacement in the future. A Central Library represents an important building block in any city, and in Sudbury a more central location would help add to the critical mass of educational, institutional and cultural destinations in the Downtown. A new library could partner with other similar uses, such as a gallery or college, and share some facilities to reduce overall costs. No specific strategy for relocation exists at present, but the need could well arise in the lifetime of the plan and consideration as to the most appropriate location and partnering opportunities should be made shortly. If the existing library is relocated, the current site would be an ideal location for a residential development. The sale of this surplus site could be used to partially fund construction of the new library.



13/ Residential Incentive Programme

The city now has a small downtown population of just over 600 residents, made up largely of the elderly and those with lower incomes. Significant increases in the numbers of those who have housing choices throughout the city-region will not be easy. A more interventionist financial program, at least for the early years, will be required to help jump-start a residential condominium market which now barely exists in the centre. Several other Canadian cities have experimented with residential action plans for their downtowns. The basic dimensions of those programs involve waivers of fees and permit costs and in some cases direct subsidies to bridge the kind of gap between construction costs and market values evident in Sudbury and in similar markets. Such subventions should be limited in value and in duration – generally available for a set number of units per year – and carefully monitored to allow their retirement once a market is clearly established. While it may appear unusual to subsidise market units, the greater goal is the stimulation of initial purchaser interest which is essential if a significant downtown residential population, with all its social and economic benefits, is to be established. Once an independently functioning market has emerged, subsidies should be discontinued. Refer to Appendix B for additional details on Residential Incentives.

14/ Mixed Use Buildings - Urban Infill

Sites have been identified across the downtown that are appropriate for mixed-use residential developments. Mixed-use developments could support a mix of residential and commercial uses, including office, retail, community, civic, cultural, judicial, live/work, and other employment. Mixed-use developments typically use a more compact form of development and create opportunities to grow both the commercial and residential offer of downtown. Mixed use buildings should generally be street-oriented with active uses at grade and may be either new build infill or adaptively re-used and retrofitted heritage buildings. Conversion of 'C' class office buildings to residential uses should also be considered.

15/ A Residential Edge

The Master Plan also identifies several locations for new residential developments on the periphery of downtown. These sites are situated immediately outside the ring road and are intended to act as a 'residential bridge' between the downtown area and the established neighbourhoods to the north and east. The selected 'edge sites' are also in close proximity to other residential proposals, including MacKenzie Village and the Centennial development. It is anticipated that these residential sites would accommodate new build projects in the form of condominiums, stacked town homes or town homes.

4.1.5 Project Summary

The following is a summary of the projects which will support the creation of the *Downtown as a Destination for the City and the Region*. This list also identifies the short, mid and long term initiatives as well as on-going projects. For additional details and descriptions refer to the **Action Strategy** in Section 6 and the **Priority Capital Projects** in Appendix A.

short & mid-term initiatives (<10 years)

- 04 Multi-use Conference / Recreation / Hotel Complex (planning, feasibility and design)
- 05 Retail Opportunity Site / Retail Strategy
- 06 Native Cultural Opportunity Site
- 07 Cultural Opportunity Sites, including:
 - Place des Arts
 - Franklin Carmichael Art Gallery
 - Central Public Library
- 09 Farmers' Market
- 10 Laurentian School of Architecture
- 12 Cultural Opportunity Site
- 13 Residential Incentive Program

long-term initiatives (>10 years)

- 02 Inno-Tech Park / Railway Lands
- 04 Multi-use Conference / Recreation / Hotel Complex (construction)
- 08 City of Sudbury Visitor Centre*

on-going initiatives (anytime)

- 01 Prestige Office Sites
- 03 Rainbow Centre Improvements
- 11 Expansion of College Presence
- 14 Mixed-use Infill
- 15 Residential Development

* tied to re-development opportunities

A Downtown that is the Heart of Greater Sudbury

Downtown must be strongly connected to the rest of the city and accessible to all. It should be easy to get to and easy to get around in. The connections to the rest of the urban area required are both local, in terms of the vehicular, pedestrian and cycle links to surrounding neighbourhoods, and regional, in terms of road, rail and transit connections to surrounding communities and economic centres.

The vision for transportation and infrastructure in Downtown Sudbury reflects a shift in thinking in urban areas across North America. There will be a greater emphasis on expanding mobility choice, developing complete streets, and creating safe and vibrant streetscapes. Moreover, the strategy will focus on developing, maintaining, and enhancing connections between Downtown Sudbury and the surrounding communities to reinforce Downtown's role as the heart of Greater Sudbury.

The Downtown is at the centre of the city, but a series of physical and natural barriers cut it off from adjacent neighbourhoods and important places in the region. More and easier connections by foot, bicycle, transit and car will help Downtown business, increase the sense of security and surveillance and foster a sense of ownership of downtown. Currently the extent of rail tracks and the width and speed of downtown roads create a number of real and perceived barriers to the integration of the Downtown with the rest of the city. Nor is there a great sense of arrival in the downtown, with many buildings facing away from major streets. Within the centre, much of the original finer-grained street network has been lost and replaced with large 'mega blocks' that inhibit easy understanding and movement.

Much of the vision for Downtown Sudbury is concerned with making it a distinct and attractive place – including its roadways, pathways and gateways. These features are how much of the Downtown is experienced and are critical components of placemaking.

The strategy for creating a more connected and integrated Downtown is supported by the following three objectives:

4.2.1 Connect Downtown into local neighbourhood and the Greater Sudbury network

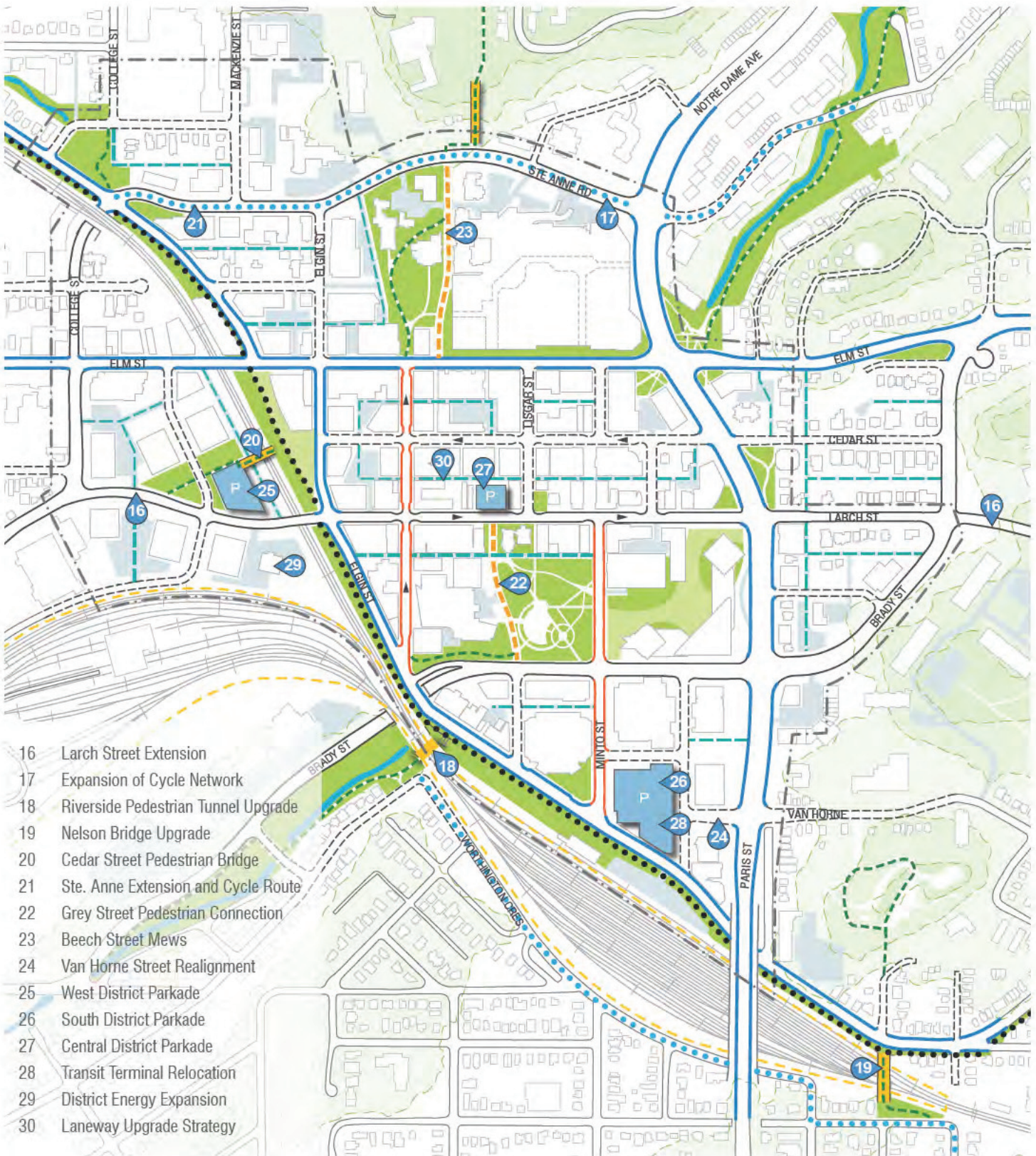
4.2.2 Create a more flexible, yet fully connected Downtown street network

4.2.3 Invest in the infrastructure necessary to support the growth of Downtown

The Access & Connectivity Strategy is supported by a more detailed Downtown Mobility Strategy, provided under separate cover.

legend

- | | | |
|----------------------|------------------------------|-------------------------------------|
| --- study area | --- local road | ●●● cycling (on-street) |
| --- major topography | --- laneway | ●●● cycling/pedestrian path |
| --- creek network | --- special treatment street | ■ pedestrian bridges/tunnels |
| --- major road | --- mews | ■ parking structure |
| --- collector road | --- trail | --- railyard relocation opportunity |



Note: Locations of new facilities are indicative only and will be subject to individual site determination.



A view of Paris Street looking south towards Cedar Street today.



A reimagined Paris Street has been transformed into a grand green boulevard, creating an impressive and positive first impression of Downtown Sudbury for residents and visitors alike.



4.2.1

Connect Downtown into Local Neighbourhoods and Greater Sudbury

A series of changes are proposed that will seamlessly embed the Downtown within the City of Greater Sudbury at both a local level – with adjacent neighbourhoods - and a wider city-wide level. A series of new and improved pedestrian and cycle connections are proposed to better link the downtown with neighbouring communities and amenities (including Ramsey Lake and Bell Park). These include a new pedestrian bridge over the rail corridor to the west at Cedar Street, a new connection along Worthington Street between the pedestrian tunnel and Ramsey Lake, a new connection from the Grotto to the downtown, a series of new cycling routes to complete the existing cycling system through the downtown and upgrades to the Riverside Pedestrian Tunnel and the Ste. Anne Stairs.

Beyond the local, regional connections will be reinforced through the extension of Larch Street to connect into the regional network, upgrades to the transit terminal (to both services and facility) and the potential for upgrade in rail services between Sudbury and other regional and national centres.

- gateways
- pedestrian connections
- street connections
- cycling facilities



16/ Larch Street Extension

Larch Street could be one of the important east-west streets of the downtown but is truncated at both ends. Extending Larch Street eastwards from Lorne Street and across the rail lands will create a new entry point into the downtown and provide an additional vehicular connection that links into the wider Greater Sudbury network. This extension will also allow for an alternative east-west route across the tracks and through the core, helping to relieve traffic issues on Elm Street. Critically, this initiative would add a much needed second rail crossing and help to unlock the future redevelopment opportunity of the rail lands for the proposed Inno-Tech Park. This extension should be designed in a way that is similar to the existing street condition and continues the existing character and urban quality of Larch Street to the east. As part of the Larch Street extension to the west, a new second rail crossing is required at Larch Street. The difficulty of gaining acceptance from the railroad companies for a new track crossing will be significant. However, the advantages of gaining access to landlocked land for the Inno-Tech Park, providing easy downtown parking provision and making easy and effective connections to the western part of the city, should not be underestimated. It is a challenge that the City will have to face. The function and character of Larch Street between Elgin and Brady streets would be preserved.

In the longer term - and in response to emerging development opportunities - this new cross-town route could be extended east of Brady Street and up the bluff, offering an impressive new eastern gateway into the Downtown. This eastwards extension should be designed as a pedestrian friendly street with limited vehicular capacity, which extends the existing character and urban quality of Larch Street.

Further project details are provided at Appendix A.



17/ Expansion of Cycle Network

Approximately 90,000 Greater Sudburians live within 10km of Downtown. The City should encourage this population to travel to the Downtown's many amenities - including Bell Park, Laurentian University, the Sudbury Arena and the transit terminal - on bike or by foot. With improved connections cycling could become a viable mode of travel between these activities for a greater portion of the population. It is recommended that new cycle routes be introduced to deliver cyclists into the downtown core. Sharrows should be introduced along Louis Street to create a shared-lane system that connects the Rainbow Routes to Ste. Anne Street. Dedicated cycling lanes should be accommodated along Ste Anne that would lead cyclists to the new off-road cycling lane which is part of the Elgin Greenway design. Sharrows and/or dedicated bike lanes should be introduced on Morris and Howey to connect the Elgin Greenway and Nelson Street Bridge to the Bellevue - Howey - Bancroft bicycle lane.

Most streets within the downtown have low vehicular volumes and speeds and are ideal environments for mixed-traffic cycling. However, there are several streets where high traffic volumes and speeds lead to unsafe conditions for cyclists. Road safety should be improved along Brady, Paris and Elm and Ste. Anne Streets. Cycling downtown can only become viable if amenities are provided at trip destinations. The most important of these amenities is short- and long-term bicycle parking, which is in short supply throughout Downtown Sudbury. The City should continue to require bike parking for new downtown developments and continue its program with the DVDC and BIA to install bicycle racks and other cycling infrastructure.

18/ Riverside Pedestrian Tunnel Upgrade

The Riverside tunnel is one of two pedestrian and cyclist access points into the downtown from the neighbourhoods to the south. This access is via the



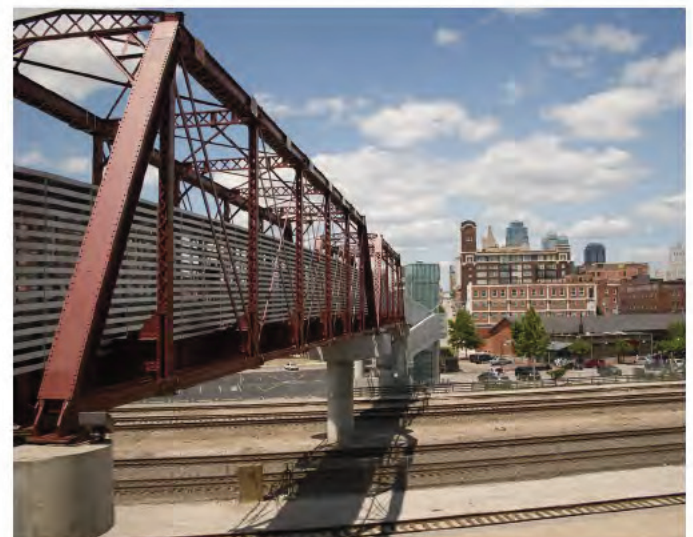
tunnel that runs under the rail corridor between Worthington Crescent and Elgin Street. To address concerns over personal safety and improve the pedestrian and cyclist experience in the tunnel, the tunnel should be updated with new lighting, security stations with panic button, mirrors and paving. In the longer term, the City should examine the feasibility of having the tunnel terminate on the south side of Elgin Street (adjacent to the proposed Elgin Greenway or Station Plaza), reducing the length of the tunnel and allowing for natural light to permeate deeper into the tunnel. The City could also explore daylighting the remaining portion of the tunnel. On the south side of the rail corridor, there may be opportunities to create linkages to Junction Creek Trail along Brady Street.

19/ Nelson Bridge Upgrade

Strengthening the connection between Ramsey Lake is essential for those arriving into downtown on foot or by bicycle. In the short term, the Nelson Street Bridge would benefit from repainting/resurfacing. To address personal safety concerns in this area, additional security features should be installed, including lighting and a security station as well as improved crosswalks to the bridge at both the north and south ends. The overgrown landscaping on the vacant parcel on the south side of the bridge should be cut back to open up sight lines. In the longer term, the City should consider re-designing the bridge as a 'living bridge' with extensive planting and defined pedestrian and cyclist zones. This would convert the bridge into a dramatic green gateway statement.

20/ Cedar Street Pedestrian Bridge

To access the proposed parking structure in the Inno-Tech Park, an all-season pedestrian bridge should be introduced over the CP rail tracks to Elgin Street at Cedar Street.



4.2.2

Create a more flexible and connected Downtown street network

Streets create the settings for investment. Having a flexible street pattern that is able to evolve and respond to changing development trends is important for keeping a downtown healthy. To this end, a series of changes are proposed to the existing network. Already mentioned, Larch Street will be extended to the west across the rail corridor, releasing development opportunities in the Inno-Tech Park and creating an important second cross-city connection to relieve Elm Street. A third cross-city connection is planned with the extension of Ste. Anne Road through to Froot Road, effectively completing the currently incomplete ring road system.

Some existing streets will be reconfigured to create stronger connections and new development opportunities. In the southern part of downtown, the awkward intersection of Elgin and Minto streets should be simplified through the realignment of Van Horne, freeing up land for significant redevelopment opportunities.

The key for a safe, active, and vibrant downtown is to make pedestrians a priority. This strategy will achieve this through improved sidewalks, designing a more pleasant public realms, creating safer pedestrian crossings and accomodating active store fronts and uses at grade to help create a more pleasant walking experience. The strategy also recognizes the importance of creating stronger internal connections between the various destinations in the Downtown. Three new pedestrian and cycle routes are proposed, creating greater choice to access and cross the core.

21/ Ste. Anne Extension & Cycle Route

The extension of Ste. Anne Road to connect it directly into Froot Road/ College Street will complete the City's Downtown Ring Road System, providing an alternative east west route through the core that is expected to reduce some of the traffic on Elm Street.

The current plans for the extension see it being constructed on city-owned lands north of the former Inco Club building, connecting with Froot Road at the College Street underpass and with Mackenzie Street immediately north the Sudbury Star Building. The extension could be built when the College Street Underpass is improved.

This plan contemplates a redesign of the extension, creating a regular "T intersection" at Mackenzie Street. This move would create new development parcels to the north and an improved address for the former Inco Club Building. The realignment of the extension may require the acquisition of additional land or reconfiguration of existing buildings.

The width of the street allows for the introduction of a dedicated cycling lane(s), connecting into the City's cycling network at Junction Creek. This new connection will provide a missing link in the cycle network and allow for a connection to the Elgin Street Greenway.

Further project details are provided at Appendix A.

— downtown's primary streets

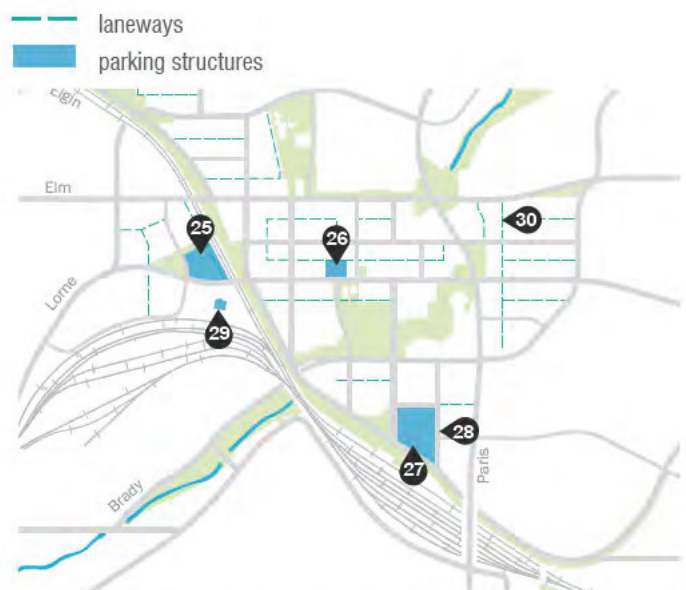


4.2.3 Invest in Infrastructure to Support Growth

Maintaining and investing in infrastructure is essential to a downtown's ongoing stability and vitality. In order for Downtown Sudbury to continue to develop and grow, it requires the proper infrastructure to be in place (roads, parking, sidewalks, sewer, water, electricity, gas, etc.). The City has made recent investments in bridges and culverts as well as upgrades to major routes, namely Paris Street. At present, the Downtown is fortunate to have adequate capacity in its water, sewer and power systems to support its anticipated growth. Although demand for traditional utilities is being met, the Master Plan highlights an opportunity to pursue a more sustainable energy alternative through the expansion of the District Energy Plant Cogeneration Plant.

A tremendous opportunity lies in the streets of Downtown Sudbury to make incremental changes in the configuration and layout of its streets to facilitate and promote other modes of transportation other than the car. The Strategy focuses on finding incremental improvements to accommodate growth. These improvements could include 'right-sizing' road space to accommodate other modes of transportation and filling in gaps in the network to improve connections.

An immediate concern addressed through this Plan is the need for a downtown parking strategy to resolve immediate and future parking issues and allow for the continued growth of the core. As part of the City's overall parking strategy for the Downtown, the Master Plan has indicated three opportunities for the introduction of new structured car parks. The three structures will be phased as development comes forward.



22/ Grey Street Pedestrian Lane

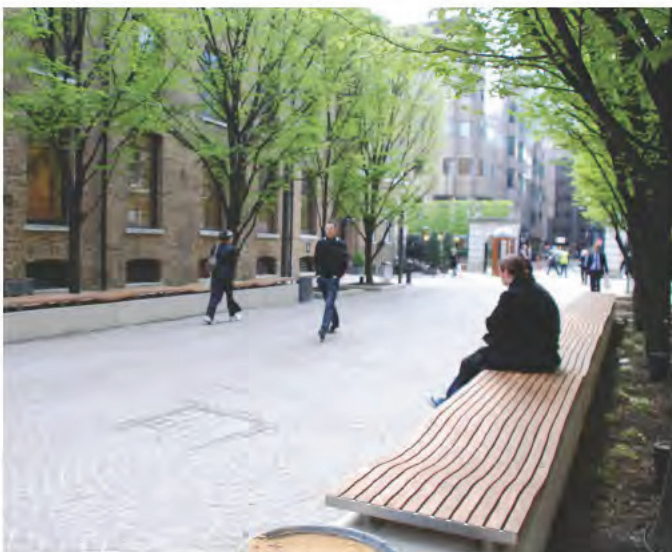
To accommodate improved pedestrian and cycle mobility through the downtown, introduce more active uses at Memorial Park and create a definable western edge for this important park, a new pedestrian path is proposed that extends north from Brady connecting through to Larch Street. This connection should be designed in a way that formalizes the western park edge and mediates the grade change in a more natural way than the existing retaining walls. This pathway will be multi-use, including limiting vehicular access necessary to provide access to the YMCA's covered parking area. No pedestrian crossing is proposed at Grey Street and Brady, and deterrents will need to be put in place, such as low median plantings, to ensure pedestrians continue to use nearby intersections as crossing points.

23/ Beech Street Mews

It is recommended that Durham Street be reconfigured at its northern end as a one-way mews connecting all the way through to Ste. Anne Road (along Ignatius Street alignment). The southern portion of the extension (at Elm Street) will be narrowed and converted from a two way street to a one way street northbound, to be used primarily for servicing and emergency vehicles. The mews street will provide a new north south connection through this large block. The length of the street would be subject to a special treatment that reflects the role of Durham Street as a shared street.

24/ Van Horne Street Realignment

Realigning Van Horne Street allows for the simplification of what is currently an awkward intersection at one of the Downtown's most important pedestrian gateways, freeing up land for future redevelopment opportunities.



25/ West District Parkade

To meet more immediate demands for downtown parking, a large portion of the rail lands could be converted to a parking area. In the short term, this could be surface parking. A pedestrian bridge may be required across the tracks. In the short-to-mid term (pending demand and redevelopment opportunities of the rail lands), the surface parking could be replaced with a structured car park with an integrated pedestrian bridge across the tracks. The placement and design of the parking structure should not impede on future opportunities for the extension of Larch Street to the west. A parking structure in this location could house between 200 and 250 spaces over three storeys.

Prior to investing in such a capital-intensive initiative, the City should be sure to expand its on-street parking, maximize shared parking opportunities and introduce strategies to reduce commuter parking demand through Travel Demand Management (TDM).

Refer to Appendix A for additional project details.

26/ Central District Parkade

Depending on how quickly the downtown is built out and its underutilized sites repurposed, there may be an opportunity to introduce a third parking structure to serve the core. This structure would be more central in location than the South and West structures. The Master Plan identifies a potential site on Larch Street. To integrate the parking structure with the downtown built form, it is recommended that the structure be fronted with commercial uses at grade. If possible, access to the deck should be from a service lane.



27/ South District Parkade

South of Brady Street, parking lost to the redevelopment must be replaced and a new parking structure integrated into the district. The new structure should be located on Elgin Street, housing between 200 and 250 spaces over three storeys. The structure could be integrated with a new recreation facility, a new regional bus terminal or a relocated Sudbury Transit facility.

28/ Transit Terminal Relocation

The existing transit terminal is currently operating at capacity. If the terminal is to continue to provide essential transit services to a growing Sudbury population, it will require additional room for its operations. The existing facility could be expanded or relocated to a more generous site.

The Master Plan illustrates the option of relocating the station to the south end of downtown. This location is highly accessible by vehicles, cyclists and pedestrians, is in close proximity to the VIA Rail Station and is well positioned to service future large-scale entertainment and recreation uses for this area. It is recommended that a transit terminal in this location be integrated with the development of the proposed structure car park and provide generous bike parking. An expanded or relocated terminal will create a safe and pleasant environment.

If the existing transit terminal is relocated, the current site would be an ideal location for prestige office development (Class A Office). The sale of this surplus site could be used to partially fund construction of the terminal and/or integrated parkade.



4.2.5 Project Summary

The following is a summary of the projects which will support the creation of the *Downtown that is the Heart of Greater Sudbury*. This list also identifies the short, mid and long term initiatives as well as on-going projects. For additional details and descriptions refer to the **Action Strategy** in Section 6 and the **Priority Capital Projects** in Appendix A.

short & mid-term initiatives (<10 years)

- 16 Larch Street Extension West* /CP Rail Crossing*
- 18 Riverside Pedestrian Tunnel Upgrade
- 19 Nelson Bridge Retrofit / Security Upgrade
- 20 Cedar Street Pedestrian Bridge*
- 21 Ste. Anne Extension and Cycle Route
- 22 Grey Street Pedestrian Connection
- 25 West District Parkade
- 27 South District Parkade

long-term initiatives (>10 years)

- 16 Larch Street Extension East*
- 19 Nelson Bridge Replacement / Upgrade
- 23 Beech Street Mews
- 24 Van Horne Street Realignment*
- 26 Central District Parkade
- 28 Transit Terminal Relocation*

on-going initiatives (anytime)

- 17 Expansion of Cycle Network
- 29 District Energy Expansion*
- 30 Laneway Upgrade Strategy

* tied to re-development opportunities

29/ District Energy Expansion

District energy can provide a highly efficient, lower cost energy alternative to users. Through a network of pipes across the Downtown, the Sudbury District Energy Plant provides hot water for heating and the option of chilled water for cooling to seven buildings in the core.

The electricity produced by the plant is enough to power 2,000 homes. The plant can also be expanded, based on demand. This unique asset should be actively supported. The City should continue to use all reasonable efforts to provide active support to an expanded district energy system.

30/ Laneway Upgrade Strategy

The network of laneways in the downtown provide an important function for waste removal and servicing access for businesses. Although the system works efficiently for servicing needs, there are improvements that should be undertaken to enhance the aesthetics of the lanes and address concerns around personal safety. Improvements such as pedestrian scale lighting, laneway waste bins, traffic calming, signage, and artwork should be considered. Priority lanes should include Medina Lane and portions of Old City Hall lane adjacent to Durham Street. Laneway closures should not be permitted. There may be longer term opportunities for Sudbury's laneways to be programmed for temporary events and community activities.



Create a Beautiful Downtown that Celebrates the Spirit of Sudbury

Downtown can become a place of pride for all of Greater Sudbury, a place of beauty and excitement that raises the heart and spirit of the entire community. Many wonderful elements are already in place that hint at the rich history of the Downtown. These elements need to be brought forward in a bolder statement of beauty and northern identity. Much can be done with design and materials, in landscape and streetscape, in placemaking and in preservation.

Downtown Sudbury must show the best of itself to the world and present the compelling story of Sudbury. The rugged northern landscape surrounding the Downtown can be an inspiration for how the Downtown develops, and a feature that helps define what it means to be a northern city. Downtown should remind visitors and residents just what makes living in a City of Lakes so special.

An honest appraisal of the existing condition of the Downtown suggests that at the moment it is not living up to its potential. However, the Downtown does have good 'urban bones': there are many good buildings; it sits in a powerful bowl of rock and green; it is a good walk from a picturesque lake located in a city with even more lakes and an enviable northern landscape.

The strategy proposes an accompanying series of public investments in the quality and space of the downtown. Significant improvements are warranted to the City's existing public open spaces, and new smaller parks and landscaping are proposed along with well as the greening of key streets.

Behind such improvement programs is an important economic goal. It's good to have an attractive downtown for its own sake, but in the era of the knowledge economy, the attraction of human capital is all-important. Sudbury needs well-educated new residents to fuel new economic activity, to teach at its colleges and university, to serve in its hospitals and to sustain our momentum of cutting edge research. Such knowledge workers nowadays have many choices about which city to live and work in. They will make a considered judgment about which city offers

the best quality of life. The Downtown and its associated events, activities, shopping and style will represent in microcosm the best a community has to offer. Beautification is an economic as well as an aesthetic strategy.

The strategy for creating a beautiful Downtown that celebrates Greater Sudbury is supported by the following four objectives:

4.3.1 Rediscover Main Streets as Settings for Investment

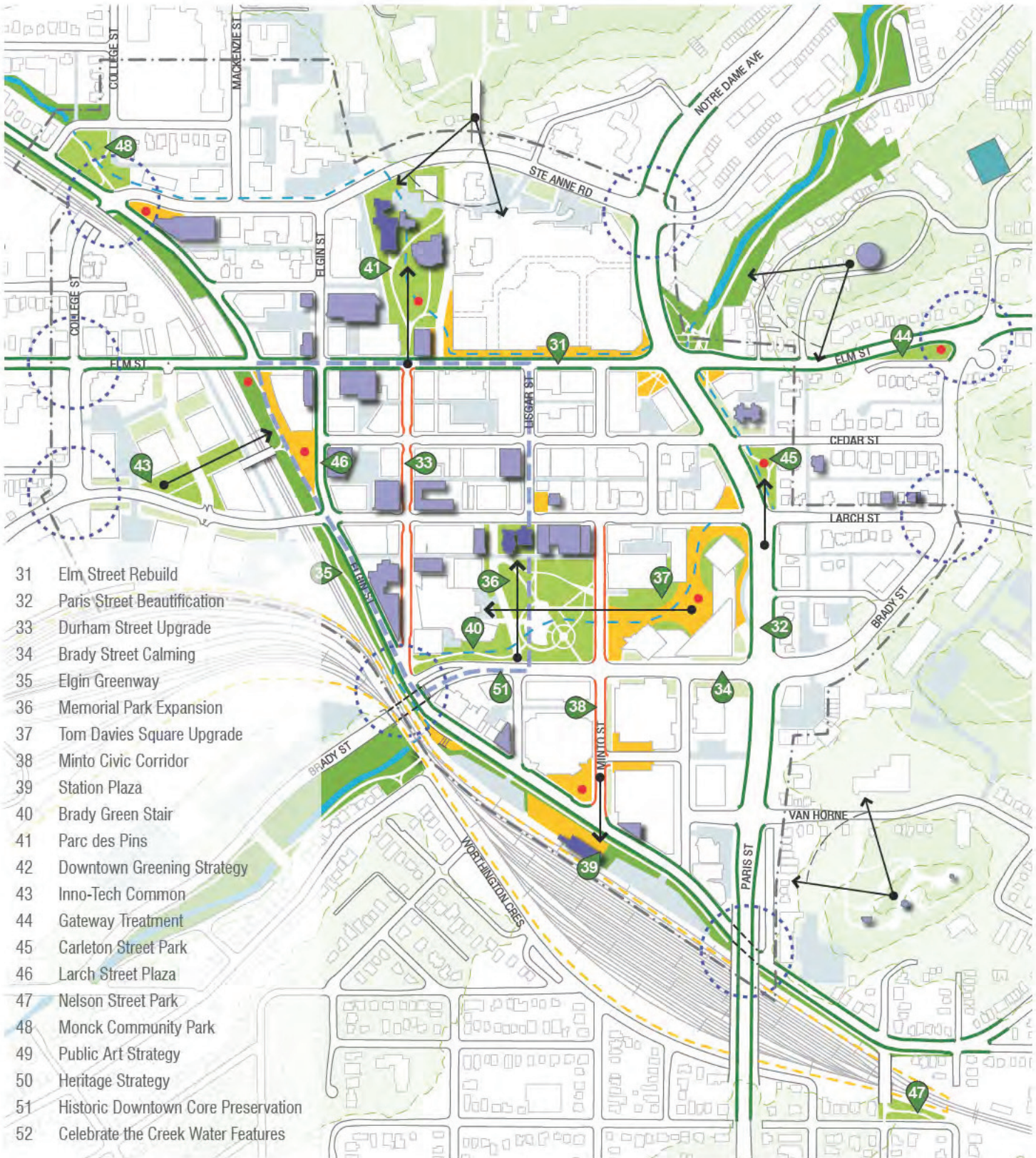
4.3.2 Create Green Downtown Destinations

4.3.3 Create Smaller Moments of Beauty and Surprise

4.3.4 Reflect the Sudbury Story

legend

- study area
- major topography
- creek representation
- protected heritage buildings
- possible heritage buildings
- priority street regreenings
- natural open spaces
- downtown open spaces
- plaza spaces
- special treatment street
- potential public art locations
- sensitive height zone
- views within the downtown
- views into downtown
- gateways
- railyard relocation opportunity



Note: Locations of new facilities are indicative only and will be subject to individual site determination.



A view of Elgin Street looking south toward Larch Street today.



New life is brought to Elgin Street through well-designed infill developments, streetscaping and an elegant new greenway. The lushly planted greenway and multi-use path creates a beautiful new edge for the Downtown and connects through to adjacent communities and amenities, including Bell Park and Ramsey Lake.



4.3.1 Rediscover Your 'Main Streets' as Settings for Investment

A city's main streets define the image of a Downtown and send an important message about quality of place. These streets are where some of the most significant investments are made in the form of office developments, commercial uses, institutional and community facilities, transit upgrades and the public realm. An active, attractive and fully tenanted main street becomes a setting for new public and private sector investment by demonstrating good civic management and optimism for the future.

Downtown Sudbury has several principal streets, each playing a different function. To establish a clear message of prosperity and foster investor confidence, the Master Plan recommends upgrading four important streets: Durham, Elm, Brady and Paris.

For Sudbury's most historic 'Main Street', Elm Street, a complete rebuild is proposed to make it more pedestrian friendly. Durham Street will be reinforced as Sudbury's most important shopping and dining street. Big, busy Brady and Paris streets will become greened boulevards reinforcing the message that Sudbury is a 'green city' and a 'city of nature'.

31/ Elm Street Rebuild

Elm Street is Sudbury's historic 'Main Street' and remains one of the most important east-west connections through the downtown. Yet today Elm Street is a confused, inconsistent thoroughfare that does little to support the businesses that front onto it. Bringing renewed life to Sudbury's most important Main Street would begin with the comprehensive rebuild of Elm Street between Paris Street and Lorne Street. Traffic-calming would reduce the dominance of cars and make it more pedestrian friendly through a combination of on-street parking, landscaping, local sidewalk expansion and appropriate road surface materials.

Elm Street would benefit from the introduction of on-street parking. This would help slow traffic, creating a more positive pedestrian environment as well as providing parking for shops and businesses. By reducing the number of travel lanes, parking could be accommodated on both the north and south sides of the street. An early pilot project could introduce on-street parking along southern side of Elm between Elgin and Lisgar Streets.

On the section of Elm between the Rainbow Mall and the track corridor, every effort should be made to re-animate the street level retail presence. Several of the large and medium-sized educational or cultural users identified earlier would be good candidates to occupy currently vacant or under-used buildings on this stretch of the street. As the future home of the School of Architecture, the redevelopment of the Market Square site will make a major contribution to the Elm Street's re-awakening, and help in the task of extending the street's energy across the tracks further west.

Refer to Appendix A for further project details.



32/ Paris Street Beautification

Paris Street is the most important corridor leading into Downtown Sudbury, but this broad road functions more as an arterial than as a welcome mat. This major gateway to the city should create a positive first impression and relay the distinctiveness of Sudbury.

The recent Paris Street rebuild would benefit from the addition of an elegant landscaping scheme (street trees, shrubbery and plants) between the Bridge of Nations and Ste. Anne Road, in the medians as well as along the perimeter of the road (where space permits). Planting would reinforce the message that Sudbury is a 'green city' and a 'city of nature'. New park space could be introduced on the residual lands to the east of Paris between Cedar and Larch. Part of the beautification of Paris Street could include a public art component that celebrates Sudbury's heritage, with art installations along the medians or at the junction of Notre Dame and Elm Street.

The longer term ambition for Paris Street would be a narrowing of existing lane widths from approximately 3.65m to less than 3.5m. This would allow all lanes to be retained, but in a more modest and traffic calming right of way width, allowing for an expanded sidewalk and planting zones as well as a series of planted medians. Recognizing the generous dimensions of Paris Street, these medians could also act as pedestrian refuge islands at key intersections.

Refer to Appendix A for further project details.

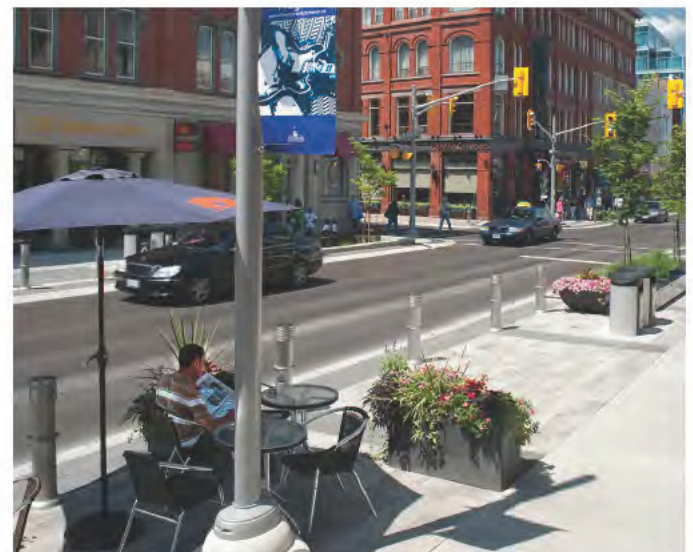


33/ Durham Street Upgrade

Durham Street is Downtown Sudbury's most important shopping and dining street and should be a special place in the city. Durham Street is proposed as a 'shared street' with a special paving treatment to differentiate it from other downtown streets, where on certain days parking spaces could transition into spill out spaces and terraces to support the restaurant and cafés. This treatment requires a flexible parking strategy where removable bollards are used to temporarily close some or all parking spaces to provide for additional pedestrian space. Refer to Appendix A for further project details.

34/ Brady Street Calming

Brady Street is a very broad, busy street that cuts off the southern portion of the Downtown from the rest of the core. The proposed redevelopment of the southern district, as well as the indicated improvements to Minto Street, Tom Davies Square and Memorial Park, mean that reducing the barrier of Brady Street is a necessary and important goal. Brady should be calmed between Paris and Broadway streets, with improved streetscaping, planting on both sides of street and where possible on landscaped medians, and improved pedestrian crossings introduced at Minto, Paris, Larch and Cedar streets, and other measures as appropriate. A 'go slow' zone should be created. Special paving treatments and additional signage should be introduced to emphasize the already reduced speed limit between Broadway Street and Minto Street. In the longer term, when the Brady Street rail bridge is rebuilt, a pedestrian connection should be explored and accommodated on the west side of Brady.



4.3.2 Create Green Downtown Destinations

Although surrounded by the rugged landscape so familiar to Northern Ontario, little of this natural beauty permeates into the Downtown. To help foster an image that is more representative of the Greater Sudbury context, the Master Plan proposes a series of 'green' initiatives to draw the surrounding landscapes into the core. These green initiatives will also provide much needed open space amenity for residents, workers and visitors to downtown. A variety of parkland distributed within the Downtown ensures that a range of recreational needs is met within close proximity to homes and workplaces. This greening strategy will create opportunities to draw on the landscape character of the city region and on immediate, if undeveloped assets, such as Junction Creek and the impressive rock faces that edge downtown.

A new green edge is proposed for the south-west side of downtown. A dramatic Elgin Greenway - a landscaped berm hugging the rail corridor - will create a new face for the downtown, link several of its most popular destinations and connect through to Ramsey Lake and Bell Park.

Memorial Park remains the downtown's most important open space. The park will be expanded to the west to create new frontage for the YMCA and the historic churches along its northern edge. A new access point from Durham Street along Brady will be

introduced in the form of the Brady Green Stair, allowing events and people to flow between Durham Street, Elgin Street and Memorial Park.

Closely integrated with Memorial Park will be a renewed and repurposed Tom Davies Square. The improvement strategy involves seeing these two spaces as one, with Minto Street as the pedestrian-friendly seam. The redesign of Tom Davies will include regreening, the reintroduction of a water feature evocative of Junction Creek and new programming. Combined, these two spaces will become the outdoor festival and event space for the Downtown.

Augmenting the amenity of Memorial Park and Tom Davies Square, two new community parks are proposed: Parc des Pins will transform the northern terminus of Durham Street and create an appropriate setting for the iconic churches of Christ the King and Paroisse Sainte-Anne-des-Pins; and on the rail lands, the Inno-Tech Common will act as the setting for new investment in the business park.

All parks should be designed with safety and security as a foremost consideration.

- key greening opportunities
- open spaces



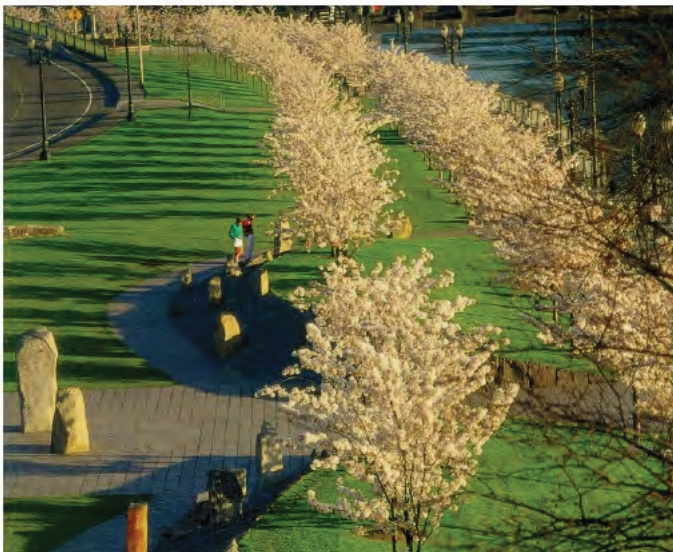
35/ The Elgin Greenway

A new linear park and multi-use pathway is proposed to edge the south-western side of Downtown Sudbury. Running the length of Elgin Street, the Elgin Greenway will provide a beautiful new face to the downtown, buffer the Downtown from the rail lands, rejuvenate the portion of the Trans Canada Trail that runs through the downtown and create an expansive shared-use trail connecting the downtown to Ramsey Lake, the hospital and Laurentian University beyond. The Elgin Greenway will complete the missing active transportation link between the institutional hubs in the north with the attractions in the south.

Within the downtown core, the Elgin Greenway will act as a linear park between Frood Road and Howey Drive and connect several of the downtown's most popular attractions (including the Arena, Market Square, the restaurants on Durham Street and the galleries on Elgin Street). The Greenway will also connect a series of proposed and existing open space moments in the Downtown, including the Larch Street Plaza, Nelson Street Parkette, Monck Park, Inno-Park Common, Carleton Street Park, Station Plaza, and Brady Street Green Stairs. Along its route, the Greenway will also provide better access to neighbourhood connections, such as the Nelson Street Bridge and a new pedestrian bridge at Riverside Drive.

The land between Elgin Street and the rail lands will be fully landscaped and designed to camouflage the rail corridor. The landscape design for the Greenway should reflect Sudbury's northern landscape and include trees, rock and water features. It is recommended that public art installations celebrating Sudbury's heritage be integrated into the design of the Greenway to punctuate key intersections and vistas.

Refer to Appendix A for additional project details.



36/ Memorial Park Expansion & Edge Treatment

Memorial Park is the most important open space in the Downtown and a place of which the people of Sudbury should feel proud. A redesign of some of the park's components would strengthen this role and help the park project a positive image of a successful Downtown Sudbury. To achieve this objective, the park should be upgraded to improve perceptions of safety and create better conditions around its edges. At present, Memorial Park has two strong edges on Brady and Minto Streets. By expanding the park to the west, and introducing a new pedestrian and cycle connection through the park on its western side, a third edge could be created. This edge will create "front-" rather than "back-doors" on the park edge for the YMCA and the new development site to its north. The park expansion will also help to showcase the heritage buildings (Church of the Epiphany and Knox Church) along the parks northern edge by giving them new park frontage.

The expansion and edge treatment of Memorial Park should be coordinated with St. Andrew's Place, currently planning a redesign of the ground floor exterior courtyard space to better integrate with Memorial Park.

Refer to Appendix A for additional project details.



37/ Tom Davies Square Redesign

Tom Davies Square is the City of Greater Sudbury's front door and also home to provincial offices and the City's police station. Its large outdoor space, however, is not functioning as well as it could and feels cut-off from the surrounding city.

The improvement strategy for Tom Davies Square is tied in with the upgrade of Memorial Park. These two important open spaces need to complement one another and support a more integrated design. Essentially these two parks should operate as one, with the new Minto Civic Boulevard acting as the seam between the two. A greening of Tom Davies Square, improvement of the Larch Street frontage and the introduction of a water feature evocative of Junction Creek will mitigate its current hard surface and invite access. An international design completion should be undertaken for the upgrade of Tom Davies Square.

Tom Davies Square should support more programming and make more active use of adjacent indoor spaces.

Refer to Appendix A for additional project details.

38/ Minto Civic Corridor

As one of the main addresses for City Hall and the primary frontage for the Downtown's two most important parks – Memorial Park and Tom Davies Square – Minto Street also supports the designation of 'Veteran's Way'. Minto Street is also one of the Downtown's few north-south connections.

As a low traffic street, Minto Street from Brady to Larch Streets can be designated as a 'shared street' and support a special surface treatment that defines the space as pedestrian and cycle friendly. The street should

be reconfigured to two lanes to allow for the introduction of wider sidewalks and street trees. A parking lane along Minto Street south of Brady would be retained. Upgrades are required at the pedestrian crossing at Minto Street and Brady Street.

Refer to Appendix A for additional project details.

39/ Station Plaza

A new hard surfaced plaza space is proposed immediately in front of the historic rail station, south of Elgin Street. This will provide a new terminus for the Minto Civic Corridor and work to complement the landscaped area in front of the Sudbury Arena. Station Plaza would be an ideal location for the relocated Farmers Market. This high profile site is easily accessible, supports generous parking and offers space for both indoor and outdoor vendors.

40/ Brady Green Stairs

Although central in its location, Memorial Park is tucked away and hidden from view from most destinations in the Downtown. To help raise the park's profile in the downtown, a new access point is proposed that will draw Memorial Park along Brady Street and connect into Durham Street. The Brady Green Stairs will run along the northern edge of Brady Street connecting Durham Street to Memorial Park. To navigate the grade change, the planted stairs will look like a park, but act like a stairway.

The Green Stairs will create a new green space on Durham Street (replacing the under-utilized parkette) and facilitate the opportunity for events and people to flow between Durham Street, Elgin Street and Memorial Park. The Green stair will also provide an improved frontage for the YMCA along Brady Street.



41/ Parc des Pins

Parc des Pins is a transformational park initiative to provide an appropriate setting for the iconic churches of Christ the King and Sainte-Anne-des-Pins. Integrating these historically and culturally important assets more closely with the heart of the Downtown will help create a more positive identity and remind visitors and residents of Downtown's cultural significance. Parc des Pins will be a wonderful visual terminus for Durham Street and an interesting interpretation zone for this historic district.

A strong pedestrian connection would flow through the Parc des Pins, connecting Elm Street and Durham Street through to Beech Street and beyond to Ste. Anne Road. The development of Parc des Pins should be tied into the reconfiguration/redevelopment of the Rainbow Centre's western façade. A new west entrance for the Rainbow Centre that relates to Durham Street and adjacent plaza space would greatly enhance the experience of the Rainbow Centre.

Refer to Appendix A for additional project details.

42/ Downtown Planting Program

As part of Sudbury's world-class greening initiative, it is recommended that existing planting in the Downtown be further augmented with additional street trees (native species) and shrubbery. All streets in the core would benefit from a program of street tree planting. Several comprehensive streetscape initiatives are planned for key streets in the Downtown. These will undergo their own greening programs and are excluded from this larger tree planting effort. These projects include Elm, Durham, Paris, and Elgin. This initiative will require the introduction of new tree pits and/or planters which should be designed to promote tree growth. This would include elements such as high soil quality, adequate soil volumes, and a watering and maintenance program.

43/ Inno-Tech Common

The redevelopment of the rail lands not only offers the opportunity for new buildings, but also for new park spaces. Inno-Tech Common is proposed as a large green park in the heart of the rail lands. It will provide an attractive setting for the new Inno-Tech investment. Creating beautiful green spaces is an essential component of reinventing the rail lands.



4.3.3 Create Smaller Moments of Beauty

Downtowns are busy urban centres that do not always have the space available to accommodate large community parks and green open spaces; as such, they must also rely on smaller elements to provide amenity, urban relief and moments of tranquility and beauty.

The Master Plan proposes a series of beautiful new small park spaces - including plazas, forecourts, linear parks, squares and parkettes - to create the setting for spontaneity and to connect and expand the Downtown's existing open space network.

Many of these new moments of beauty are strategically located at gateway intersections into the Downtown. Ten gateway "moments" utilize the Downtown's impressive topography to create a special sense of arrival. Each gateway celebrates arrival into the core and reflects the city's northern landscape, reminding pedestrians, cyclists and drivers that they are entering the Downtown of the 'Centre of the North'.

44/ Celebrate Your Arrival into the Downtown

The topography surrounding Downtown Sudbury creates a dramatic setting and an impressive entry experience when arriving by foot or by car. Views eastwards down Cedar, Larch and Brady Streets that terminate at rock outcrops are particularly impressive. The Master Plan works with the grain of Sudbury's topography to reinforce that sense of place with ten gateway moments that mark the entrance to the Downtown.

Key pedestrian gateways include Ray Hnatyshyn Park (completed), Nelson Street Bridge, Riverside Pedestrian Tunnel, and the Ste. Anne Stairs. Key vehicular gateways include the Bridge of Nations (completed), the Bridge of Nations underpass on Elgin Street, the Brady Underpass, Elm Gateway Park (at the intersection of Brady and Elm), Lorne Street at Larch Street, (once extended), and Monck Park (also a longer term initiative). Gateways do not need to be grand designs, but each should support defining features (signage, public art features, landscaping) that identifies their importance and celebrates the arrival into the downtown.

45/ Carleton Street Park

A new community park is proposed fronting onto Paris between Cedar and Larch streets. With the curve of Paris Street, the location of this new community park provides a view terminus for visitors arriving into the downtown from the south along Paris Street. This pie-shaped park will function as the only green space serving the Carleton Street neighbourhood east of Paris Street.



4.3.4 Reflect the Sudbury Story

46/ Larch Street Plaza

As part of the School of Architecture and the Elgin Greenway projects, a new public plaza can be introduced on the west side of Elgin Street in front of the heritage building currently housing the Fromagerie Elgin. The hard surfaced plaza would create a more appropriate setting for this heritage building and allow restaurant and gallery activities to spill onto the plaza space. The plaza could also be used by the School of Architecture as event space, outdoor gallery space (temporary) or a student gathering area.

47/ Nelson Street Parkette

The overgrown landscaping on the vacant parcel on the south side of the bridge should be reclaimed as a community parkette. This new green space should become the south-eastern gateway to the Downtown for those following the Bell Park Walkway. The site should be re-landscaped with a design that buffers the rail, but is more open to the street and the bridge.

48/ Monck Community Park

To improve a large paved area in the northwest corner of Downtown, the Master Plan recommends the creation of a new community park: Monck Park. This park would serve the Donovan neighbourhood and act as a green gateway into the Downtown for those approaching from Froot Road. A park in this location would complement the existing adjacent residential and institutional uses. The design of the park should incorporate symbols of the Nolin Creek system that runs under the site.



A community's identity is tied to its heritage, and Sudbury supports a rich recorded history that dates back more than 125 years. The legacy of this heritage is found in the rugged landscapes, watercourses, historic buildings and diverse cultures that comprise the city. As Greater Sudbury continues to evolve, these defining elements should be celebrated as a source of community pride. Across the Downtown, a stronger sense of place should be created using the public realm, art, landscape design and architecture to reflect the people and the stories that have made Sudbury what it is today.

The Master Plan accommodates opportunities for incorporating reminders of Sudbury's past by symbolically recognizing the water courses that crossed downtown, protecting downtown's heritage buildings and providing locations for art that is reflective of the city's heritage and hopeful for its future.

Outside the Downtown, the city is benefiting from innovative new building design, such as the Vale Living With Lakes Centre and Science North. Within the Downtown, all new public buildings should be remarkable and distinctive additions to the Sudbury's cultural identity. Landmark buildings such as the Franklin Carmichael Art Gallery, School of Architecture, Place des Arts and the new Central Public Library should set a new standard and consider a design that is rich in the materials and traditions of the North.

- — — creek representation
- opportunities for public art
- historic downtown core



XX

49/ Public Art Strategy

Public art helps to define a city's image to the outside world. Public art can take the form of sculptures, murals, fountains, lighting, landscape design, street furniture or architectural elements. Master Plan initiatives that require a public art component include the Elgin Greenway, Paris Street regreening, Durham Street and Elm Street rebuild, Station Plaza, Tom Davies Square and Memorial Park upgrade.

To bring more art into the Downtown, the Master Plan recommends the development and implementation of a comprehensive municipal Public Art Policy. In the more immediate term, the City should work with the BIA, DVDC, the Greater Sudbury Development Corporation, the Sudbury Arts Council, Le ROCS, local galleries, independent artists and other partners to develop a Public Art locational plan.

50/ Heritage Strategy

The City of Greater Sudbury has a very unique history expressed physically through downtown's heritage buildings. Too many of these reminders of the past have been lost to demolition or redevelopment. No further heritage buildings - as identified in the City's inventory - should be demolished. This is particularly important for the historic areas of Elm, Durham, Elgin, Larch and Cedar streets where the heritage character of these important shopping, dining and working streets should be retained as much as possible. The City should actively work with property owners to ensure that heritage structures do not fall into disrepair. An up-to-date review of their condition could be undertaken to assess the health of each building and establish a rehabilitation program for each.

Presented in full under separate cover, the Heritage Strategy includes the following additional recommendations:

- Portions of the Downtown should be designated 'Areas of Special Interest' with all cultural heritage resources protected.
- Create a framework of protection using planning and design guidelines for heritage buildings (and contextually valuable buildings) that establish the scale, height, massing, set-backs, view shed protection, shadowing etc. for new heritage-compatible infill.
- Update the heritage inventory by reviewing each property and assigning a '1, 2, 3' grading category to each.
- Develop and display stories about the Downtown to raise heritage awareness (for both existing and lost heritage assets).
- To help tell the Sudbury Story, properties that have been demolished that have contributed to the history of the downtown should be identified publicly with signage, e.g. the Nickel Range Hotel, D'Youville Orphanage, King Edward Hotel, and parks such as Memorial Park.
- Identify and package incentives for building owners to invest in the restoration and adaptive reuse of their properties, potentially including: a reduction in property taxes based on degree and quality of preservation; elimination of parking requirements; façade restoration grants and loans; having renovated heritage buildings as the first choice for municipal overflow office space.

51/ Delineate the Downtown with Built Form

Downtown Sudbury supports three defined pockets of taller buildings. Between these pockets, the downtown is generally characterized by low-rise, two to four storey structures. This height regime works well for protecting views to the surrounding landscape as well as to key buildings



4.3.5 Project Summary

The following is a summary of the projects which will support the creation of a *Beautiful Downtown that Celebrates the Spirit of Sudbury*. This list also identifies the short, mid and long term initiatives as on-going projects. For additional details and descriptions refer to the **Action Strategy** in Section 6 and the **Priority Capital Projects** at Appendix A.

short & mid-term initiatives (<10 years)

- 31 Elm Street Greening and Elm Street Parking
- 32 Paris Street Beautification
- 33 Durham Shared Street Upgrade
- 34 Brady Street Calming
- 35 Elgin Greenway
- 36 Memorial Park Expansion
- 37 Tom Davies Square Upgrade
- 38 Minto Civic Corridor (phase 1)
- 39 Station Plaza
- 40 Brady Green Stair
- 44 Gateway Treatment:
Bridge of Nations & Brady Street Underpasses
- 45 Carleton Street Park
- 46 Larch Street Plaza
- 47 Nelson Street Park
- 50 Heritage Strategy

long-term initiatives (>10 years)

- 31 Elm Street Rebuild
- 38 Minto Civic Corridor (phase 2)
- 41 Parc des Pins
- 43 Inno-Tech Common*
- 48 Monck Community Park

on-going initiatives (anytime)

- 42 Downtown Greening Strategy - Planting
- 49 Public Art Strategy
- 51 Historic Downtown Core Preservation - Policy Development
- 52 Celebrate the Creek Water Features*

* tied to re-development opportunities

(such as Tom Davies Square and the spires of Christ the King and Paroisse Sainte-Anne-des-Pins). Continuing this pattern, it is recommended that new taller buildings be positioned around the edges of the downtown and away from the historic core to help retain its character and limit shadow and wind impacts in the downtown's primary pedestrian zone. Siting taller buildings at the edges of the core will also accentuate the downtown's natural bowl-like terrain, creating great views into the downtown and helping to delineate its edges.

Taller buildings should be permitted along Ste. Anne Road, Paris Street and east of Minto Street along Cedar and Larch. If market demand exists, taller buildings could also be accommodated south of Brady Street and in the rail lands. Along these routes, tall buildings should be held to high architectural standards as they will become visibly prominent features of the Downtown.

52/ Extend the Experience of the Creek System

Junction Creek is a historical waterway that runs through the heart of the city under Downtown's streets, squares and buildings. Nolin Creek is a tributary of Junction Creek that runs through the northern portion of Downtown. The creek system is now covered and hidden from view and although their depth means that day-lighting is generally not an option, the two creeks could be 'unearthed' in creative ways through landscape design, public art, historical interpretation signage or water features. The Master Plan identifies five opportunities for Junction Creek to be celebrated as it winds its way through the Downtown, including features at Carleton Street Park, Tom Davies Square, Memorial Park, Brady Street Stairs and Station Plaza. Opportunities to celebrate Nolin Creek are at the new Monck Park and Parc des Pins.







section 5

Downtown Districts

Downtown Districts

Although Downtown Sudbury is uniform by name, it is highly diverse in its functions and characters. This diversity is reflected in the plan presented below that highlights seven distinct districts across the Downtown. Based on their mix of uses and location, each district plays a role in supporting the Downtown.

This section provides more detailed information on each of the seven downtown districts. It identifies their current condition and function, highlights key challenges to address and opportunities to build on, and proposes a role for the future. In addition to the discussion on the future function, a series of place specific design considerations are presented that address the following: use and massing; siting and orientation; and, connections and special moments.

The intent of the design considerations is to provide a designed approach to city building that will result in a high quality built environment and public realm. It should be noted that many of the design considerations are transferable to other locations in the Downtown and the Town Centres that share similar urban conditions.

These designs are intended to demonstrate investment potential in the downtown core. The City, landowners and investors will use this plan as a guide to realize the downtown's full potential. It is anticipated that the intensification and redevelopment envisaged in this plan will respect and build on downtown's existing urban uses and assets.



- 1 South District
- 2 East District
- 3 Central District
- 4 North District
- 5 North-West District
- 6 West District
- 7 Railyard Relocation Opportunity



5.1 South District

The District Today

Today, the area south of Brady Street has two primary functions: first, to provide a significant amount of parking for downtown offices that utilize the land for long-term parking, and second, to host regional sporting events, theatre and festivals at the Sudbury Arena and the Sudbury Theatre Centre. Dispersed between parking areas are several popular local establishments including restaurants, a coffee house and a bakery, a fire station, some low rise apartment buildings, a cluster of shops and galleries on Elgin Street and a selection of social services, including the Samaritan Centre. Broad, busy Brady and Paris streets cut the district off from the rest of downtown and makes it feel isolated and separate from the rest of the 'downtown experience'. Due to the expanse of parking, limited amount of building fabric and isolation of the area, the identity of this District is weak.

The District Tomorrow

The role of this District as a regional destination for fun, arts, events and recreation will be amplified. Augmenting the Sudbury Arena and Theatre Centre will be an improved and expanded recreation complex, potentially offering additional rinks and flexible multi-purpose space able to accommodate conference facilities and community meetings/events. Bringing a superior level of hospitality service to the city, a new four star hotel will overlook Memorial Park and front onto a calmed and landscaped Brady Street. Capitalizing on a synergy with the Theatre Centre and proposed conference facilities, several publicly owned sites have been identified as suitable for new cultural uses.

To retain established destinations and keep the 'best of downtown', the redevelopment of this area must respect existing businesses. A priority will be placed on retaining existing uses. In the longer term, should existing businesses wish, they can be integrated into the design of new developments (on an ownership or lease basis), as illustrated in the view and plan below.



view of the south district looking north-east

The spine of the District will be Minto Street, reinvented as a civic street with new landscaping, surface treatment, art and street furniture. Minto Street will provide a pleasant pedestrian experience that draws visitors from these important regional attractions into the heart of the Downtown. A relocated Farmers' Market could anchor Minto Street as part of Station Plaza and utilize the restored historic rail station.

To better integrate this District with the rest of the Downtown, improvements will be undertaken to Paris Street (landscaping), pedestrian crossings improved along Brady Street (at Minto), a lighting treatment and sidewalk expansion completed at the Elgin Street underpass (under the Bridge of Nations) and upgrades undertaken to the Riverside Pedestrian Tunnel. Work on the Tunnel will include the provision of additional security features and, in the longer term, shortening the tunnel so it connects directly with the Elgin Greenway.

Across the District, parking will be consolidated into a new structured car park that will serve city-wide 'destinations' as well as the office and retail uses further to the north. In the longer-term, the Sudbury Transit Terminal could be relocated to this district and integrated into the design of the parking structure. This would allow the terminal to expand operations; including Greyhound services; in close proximity to the Rail Station, creating a genuine multi-modal transit hub for the Downtown.

The ground and possibly lower floors of larger format new facilities must be designed in manner that creates a pedestrian-friendly scale, offers visual interest and works to animate the pedestrian environment.

projects

- 04 Multi-Use Recreation & Conference Complex
- 07 Cultural opportunity site
- 18 Riverside Pedestrian Tunnel Upgrade
- 24 Van Horne Street Realignment
- 26 South District Parkade
- 28 Transit Terminal Relocation
- 34 Brady Street Calming
- 35 Elgin Greenway
- 38 Minto Civic Corridor
- 39 Station Plaza

legend

-  heritage buildings
-  development parcels
-  parking / servicing areas
-  servicing access
-  open spaces
-  plazas
-  office
-  residential opportunity sites
-  mixed use
-  parking structure
-  cultural and institutional opportunity sites
-  hotel
-  special treatment street
-  key pedestrian crossings
-  mews streets
-  trails
-  building frontage
-  active frontage
-  gateways



Design Considerations

uses and massing

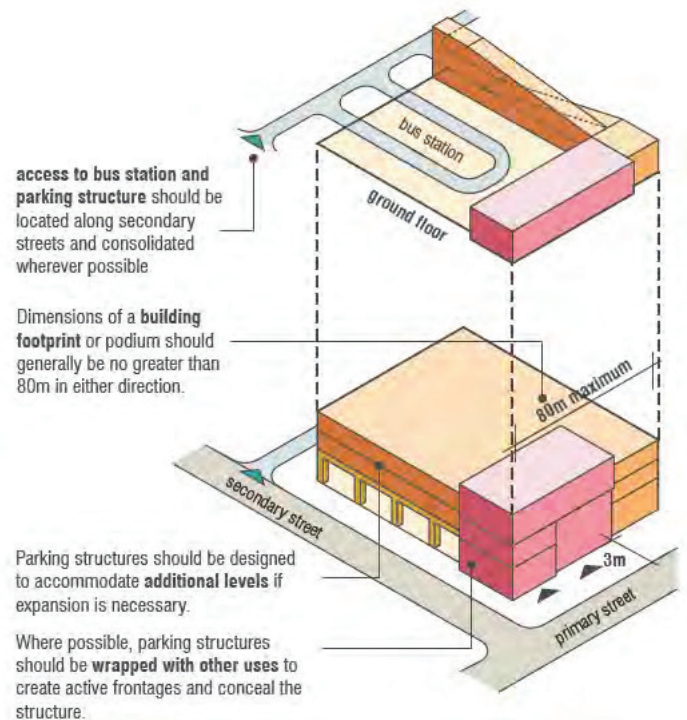
- This district represents the largest redevelopment potential. The multi-use Recreation/Conference/Hotel Complex consists of various program elements. Vertical integration of uses is key and a second level pedestrian bridge over Minto Street is proposed. The South District Parkade will integrate the relocated Bus Terminal into the parking structure, retaining the potential to expand to the east (fire station site) over the long-term.
- To balance these large uses, a pedestrian-scaled environment should extend to this District. This can be achieved through the introduction of buildings that feature articulated and animated ground floors that open onto primary streets.
- Located along the rail corridor and major arterials, this District is suitable for taller buildings.
- To help cultivate a finer grained character, existing uses should be respected and/or integrated into the design of new buildings, where possible.

siting and orientation

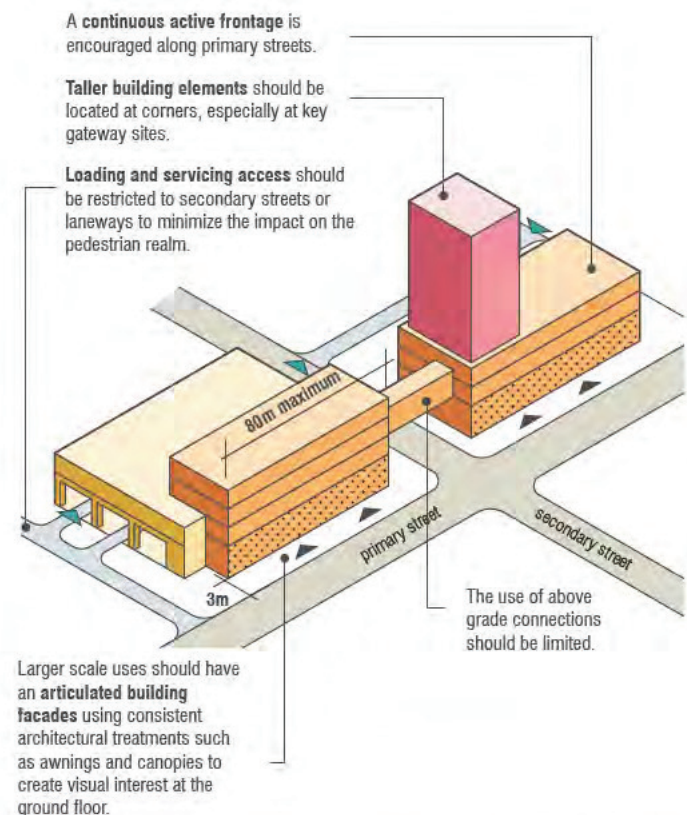
- Buildings should address Minto, Brady and Paris Streets and create consistent, animated street-walls. A generous setback along the west side of Paris Street (adjacent to Sudbury Theater Centre) offers an opportunity to create a distinct landscaping feature/park space.
- In the long-term Shaughnessy and Van Horne streets should become secondary streets providing access to building servicing and parking areas.
- Parking and servicing should be internal to large format uses.
- Servicing of Recreation/Conference/Hotel Complex should be shared.

connections and special moments

- Open spaces will help balance the larger uses in this area. Linked by the Minto Civic Corridor, smaller open spaces such as Station Plaza in front of the Rail Station and the retrofit of the Sudbury Arena Plaza will create spill-out spaces for venues.
- Both the Brady Street and Paris Street underpass are important gateways into the Downtown. Creative landscaping and lighting features should be introduced to mark the entrances.
- The Riverside Tunnel retrofit should tie into the regional trail/creek system.
- The Grotto should be tied more closely to the amenities of the downtown and the lake. To better incorporate this historic attraction into the downtown experience, a new pedestrian and cycle connection is proposed from Lourdes Street up to the Grotto. This will form a natural continuation of Nelson Street and be linked directly into the proposed Elgin Greenway. New signage is required at the Nelson Street Bridge to signpost the Grotto.
- Hugging the curve of the rail yards, Worthington Street is one of the few streets that connects through to Ramsey Lake and Bell Park without having to navigate Paris Street or the Bridge of Nations. A cycle route could be introduced along this street.
- Design the road network to allow for its extensions to the south once the rail yards have been relocated (longer term).



Parking structures can accommodate other types of uses and be designed to integrate with urban areas.



Design large multi-use complexes as a group of smaller, well articulated, well connected buildings.

5.2 East District

The District Today

Today this district forms the hub of Downtown Sudbury's private and public sector office population. Over the past 30 years, a significant investment has been made into securing and growing this office component and this investment should be protected. Home to the Downtown's only large outdoor parks, Tom Davies Square and Memorial Park, the district is also a destination for outdoor celebration. In recent years, new investment has come in the form of a proposed condominium development on Larch – a first for Downtown Sudbury – as well as retail on the LCBO/Tim Horton's site. This retail offer is augmented by Cedar and Larch streets where a mix of shopping, dining and professional services are located. Along the district's eastern edge, busy Paris Street dissects this commercial district from the smaller-scale, mixed-use Carleton Street community. With many underutilized sites and buildings that turn their backs to Paris Street, this Downtown edge does not make a positive first impression when arriving from the south or east.

The District Tomorrow

This District will be the City of Greater Sudbury's address for prestige office and high value employment. The existing office offer will be diversified with an increased representation of private sector employment. New sites at the Paris Street/Elm Street gateway are ideally located to support new 'Class A' office developments that will complement the existing investments made to the Hatch/CIBC office tower. Sites are available to be brought forward in both the short and longer term.

A fully planted Paris Street will be transformed into a green boulevard that welcomes visitors, residents and workers to the Downtown. As a new address for investment, four new development sites are identified along this route, including several that are suitable for cultural and/or institutional uses, such as a new Central Library, Place des Arts, the Art Gallery or an expanded City of Greater Sudbury Annex complex (providing additional office space for the Municipality).



view of the east district looking north-east

The existing park spaces of Tom Davies Square and Memorial Park will be upgraded to create a setting worthy of the City's most important public spaces. Memorial Park will be expanded to the west while Tom Davies Square will be transformed into a user-friendly space that is more reflective of the Sudbury experience. Tom Davies will once again be the main attraction in the Downtown for community events and celebrations. A specially treated Minto Street will unify the two park spaces, effectively creating one large event space supporting two distinct characters.

projects

- 02 Prestige Office Sites
- 08 Visitor Centre
- 06 Cultural Facility / Expanded Annex
- 16 Larch Street Extension East
- 32 Paris Street Beautification
- 31 Elm Street Rebuild
- 36 Memorial Park Expansion
- 37 Tom Davies Square Upgrade
- 38 Minto Civic Corridor
- 45 Carleton Street Park

legend

-  heritage buildings
-  development parcels
-  parking / servicing areas
-  servicing access
-  open spaces
-  plazas
-  office
-  residential opportunity sites
-  mixed use
-  parking structure
-  cultural and institutional opportunity sites
-  special treatment street
-  key pedestrian crossings
-  mews streets
-  trails
-  building frontage
-  active frontage
-  gateways



Design Considerations

uses and massing

- The prestige office sites at the east and west corners of Paris and Elm provide opportunities for taller buildings (above 6 storeys).
- Mixed-use buildings along Elm and Larch will help support their main street functions with a mix of retail and commercial with residential uses above.
- Sites east of Paris Street are ideal for multi-unit residential development. Parking should be provided as part of the redevelopment of these sites.

siting and orientation

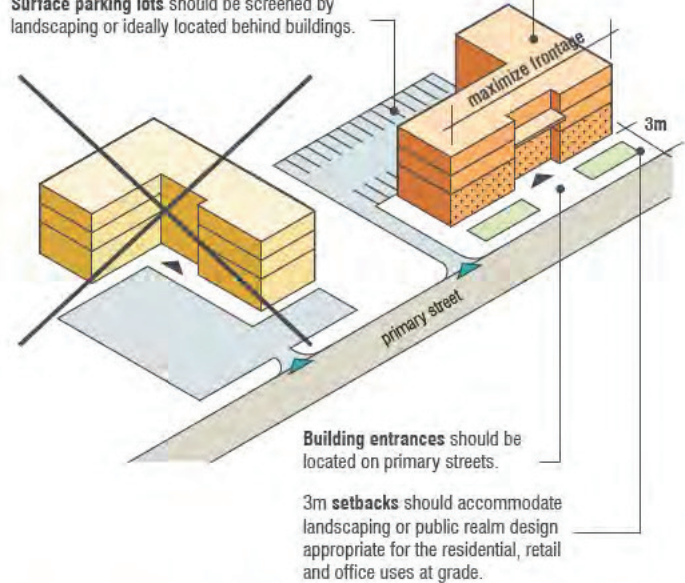
- Buildings should address Elm Street, Brady Street, Paris Street and Larch Street with active frontages and main building entrances. The active frontage of the infill development site on Tom Davies Square should line the redesigned Square and animate the space.
- New development should utilize and extend the existing laneway structure. A rationalization of the laneway system on the east side of Paris is recommended to support potential new development.
- At the Elm/Paris intersection, the main entrances of buildings should be oriented towards the intersection and setback from the street, fronted by plaza space.
- If the LCBO site is redeveloped comprehensively, servicing and parking should be shared by new office uses at this location.

connections and special moments

- Landscaping features should be introduced to mark the entrances to these new buildings in order to support the network of open spaces which run diagonally through the Downtown and highlight the Junction Creek historical waterway.
- The redesigned Tom Davies Square should have a presence which extends to both Paris and Brady Streets. Opportunities to retrofit City Hall's Paris Street facade so that it can provide views through Tom Davies Square and into the new square should be explored. A publicly accessible green roof should also be considered.
- In the fullness of time, there is an opportunity to extend Minto Street as far as Cedar Street through the introduction of a new pedestrian connection across the existing parking areas. Realized over two phases, the existing parking lots could be retained but upgraded with a new surface treatment and pedestrian route (with lighting, signage and planting).

Buildings should **maximize street frontage**.

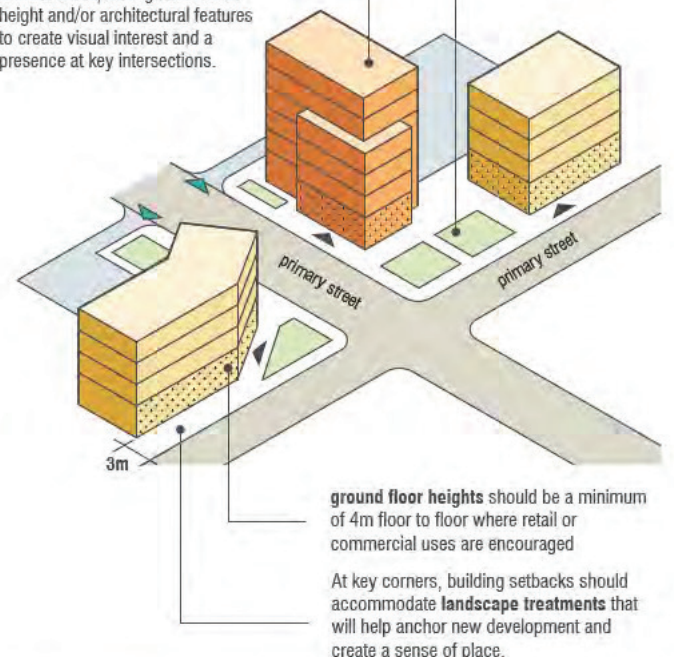
Surface parking lots should be screened by landscaping or ideally located behind buildings.



Create well defined streets and blocks by siting buildings at the edge of the street and maximizing frontages.

To avoid overwhelming the public realm, larger buildings should support more **generous building setbacks**.

Buildings should be sited to **create a critical mass**, through the use of height and/or architectural features to create visual interest and a presence at key intersections.



Create a critical mass to anchor gateway moments in the downtown.

5.3 Central District

The District Today

This district is the Downtown's main shopping and dining destination. Durham Street is the most active and successful street in the Downtown and firmly entrenched as the 'go to' destination for the best restaurants, boutiques and cafés in Greater Sudbury. With most of its heritage buildings intact, broader sidewalks and a pedestrian-scaled street, this charming retail area sets the standard for the rest of Downtown's streets. In addition to its restaurant and retail offer, the District is also home to the YMCA, the Centre for Life, as well as to Market Square which has repurposed a historic rail yards building to host a seasonal Farmers' Market. The CP rail corridor and expansive rail lands create a tough western edge for the district and the Downtown as a whole. This poor urban condition has been aggravated by the demolition of a large number of buildings resulting in gaps along the Elgin Street frontage and the exposure of servicing and parking areas behind. The large number of surface parking lots across the district suggests that future redevelopment potential could be significant.

The District Tomorrow

Durham Street will be celebrated as the most important retail and restaurant street in the city. Emphasizing its role as a shopping and dining street where people come to meet, mingle and play, Durham will be reinvented as a shared street where parking spaces can transition into event space for shops and restaurants.

Across the District, seven development sites have been identified to accommodate future growth. Sites are located on Durham Street (retail opportunity), Larch Street (retail or cultural) and Elm Street (retail or institutional). Laurentian University is acquiring the Market Square site as the location for the new School of Architecture. This new building will be the catalyst for the comprehensive redevelopment of the Market Square site and this portion of Elm Street. The dramatic design of the School will create a strong gateway statement for the Downtown at the intersection of Elm and Elgin streets. Activity from the school, as well as from the surrounding cafes and galleries, can spill out onto the new hard-landscaped multi-use plaza space.



view of the central district looking north-east

Life has been brought back to the western portion of Elm Street through the renovation of some of the Downtown's most historic buildings and their conversion into student residences with busy shops, cafes and restaurants lining the street.

The introduction of landscaping along the Elgin Greenway creates a lush new western face for the Downtown. This linear park will create a new green edge to the Downtown that both beautifies and adds much needed park space. The Greenway will link many of the Downtown's most popular attractions, connecting all the way through to Bell Park and Ramsey Lake.

projects

- 10 Laurentian School of Architecture
- 11 Expansion of College Presence
- 12 Cultural Opportunity Site
- 20 Cedar Street Pedestrian Bridge
- 22 Grey Street Pedestrian Connection
- 27 Central District Parkade
- 30 Laneway Upgrade Strategy
- 31 Elm Street Rebuild
- 33 Durham Street Upgrade
- 34 Brady Street Calming
- 35 Elgin Greenway
- 36 Memorial Park Expansion
- 40 Brady Green Stair
- 46 Larch Street Plaza

legend

-  heritage buildings
-  development parcels
-  parking / servicing areas
-  servicing access
-  open spaces
-  plazas
-  office
-  residential opportunity sites
-  mixed use
-  parking structure
-  cultural and institutional opportunity sites
-  special treatment street
-  key pedestrian crossings
-  mews streets
-  trails
-  building frontage
-  active frontage
-  gateways



Design Considerations

uses and massing

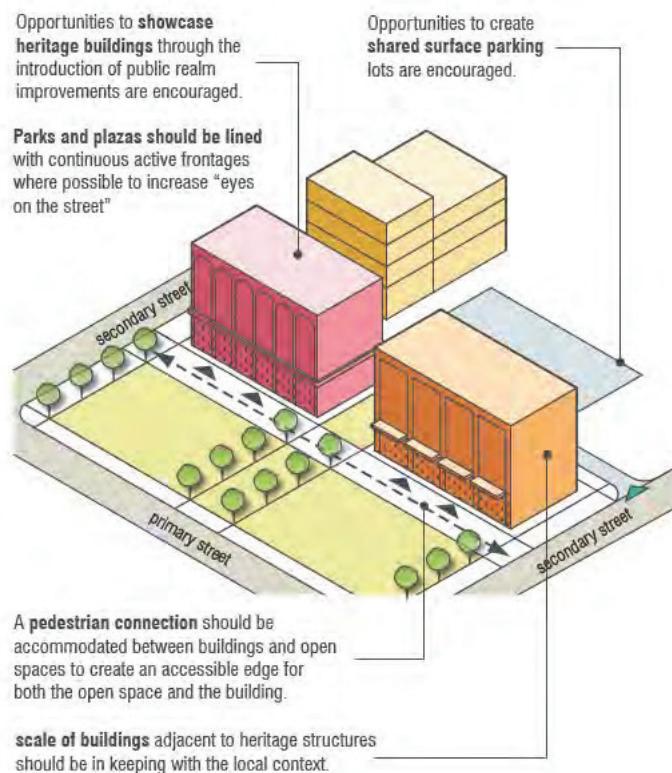
- Development in this district takes the form of medium and small sized infill parcels that will help repair and complement the street. This district is the historic downtown core and should be subject to a height restriction for new infill buildings of three to four storeys (depending on context). Taking into account 4m ground floor heights and the potential for a range of uses, buildings in this zone should generally be no greater than 16m in height.
- Large parcels have been identified as cultural and institutional uses, and the remaining parcels as opportunities for mixed-use development with a mix of retail, office and residential uses.
- Retrofitting of heritage buildings offers significant redevelopment potential in this area.
- Due to the limited size of the development parcels, new development would generally rely on the new parkades and on-street parking to support its parking needs. Integrated on-site parking should be required.

siting and orientation

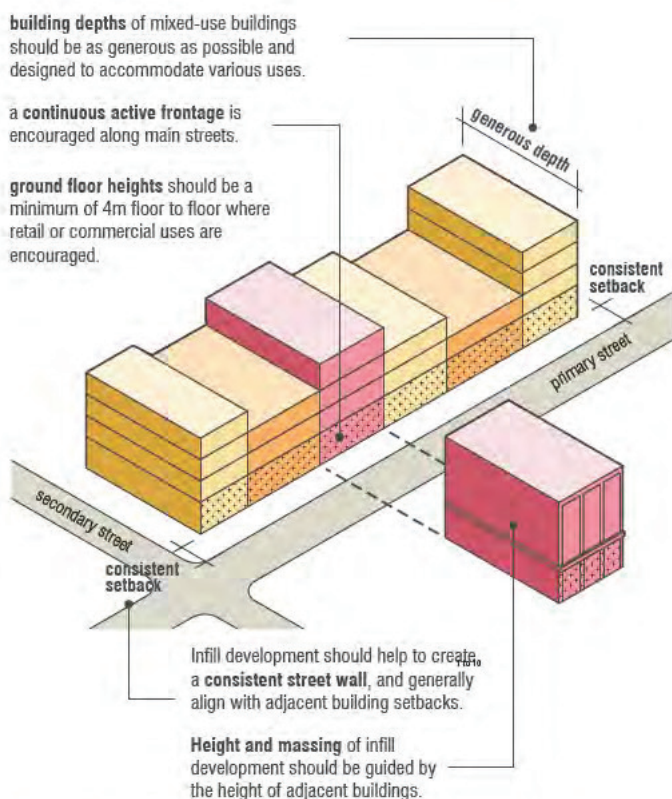
- Buildings should address Elm Street, Brady Street, Paris Street and Larch Street with active frontages and main building entrances. New development should frame the improved Memorial Park and the Larch Street Plaza to help activate these spaces.
- New development should utilize and extend the existing laneway structure. The introduction of the Grey Street Mews through Memorial Park (connecting into Medina Lane) will provide a new access point to the YMCA parking facilities.

connections and special moments

- The Brady Green Stairs which will activate the south side of the YMCA should be designed as an extension of Memorial Park. To achieve the Green Stairs, the following actions are required:
 - Refine the geometry and minimize Brady off-ramp to maximize lands to the north off the ramp.
 - Shift the YMCA parking access to the east so it is in line with the new Grey Street Pedestrian Lane. All parking access would need to be from the rear of the YMCA.
 - Relocate some of the parking on the south face of the YMCA.
 - Celebrate the Junction Creek alignment through public art/signage.
- Reconfigured Durham 'shared street' will accommodate sidewalks, patio spaces, parking spaces and travel lanes. There are opportunities to extend these treatments to other areas such as the Durham Street 'pit' and Medina Lane which connects to Memorial Park.
- The design of the Elgin Greenway and the Cedar Street Pedestrian Bridge should be coordinated to create an attractive, easily accessible, and elegant structure.



Showcase heritage structures & create compatible infill.



Introduce infill development to repair gaps in the downtown's streetwall.

5.4 North District

The District Today

The area north of Elm Street tends to be a forgotten corner of the Downtown. Dominated by the expansive Rainbow Centre this district acts as a 'super block' forming a solid edge to the core. Over the past decade, the Rainbow Centre has successfully diversified its offer and attracted an impressive array of new office and retail tenants. Although upgrades have also been made to the structure of the Mall, there remains further opportunity for improvement, including enhancing the Mall's interaction with Elm Street, reconfiguring its servicing and creating more prominent entrances.

With only one convoluted connection between Elm Street and Ste. Anne Road, the other buildings in the district have minimal exposure and tend to be overpowered by the Rainbow Centre. This is particularly the case for the cluster of buildings that form a hub for the Franco-Ontarian presence in the Downtown. Although historically and culturally important, these buildings are hidden from view and remain unincorporated with the Downtown's modern day story.

The District Tomorrow

The Rainbow Centre will remain as a strong attractor for the Downtown. Fueled by the renewed success of the Downtown, the Mall will continue its successful program of diversification, attracting new employment, retail and community users. Coupled with this will be a program of capital improvements that will keep the Mall fresh and more responsive to its Downtown context. Most impressive will be the new public realm that wraps the mall on its Elm Street and Durham Street sides, creating an expanded and upgraded pedestrian zone along Elm Street and a new plaza space in front of the Mall's Durham Street entrance.

As the Downtown's original Main Street, the former richness of Elm Street will be revived. The Elm Street Corridor will be calmed, greened and rebuilt as a more balanced street able to accommodate a mix of pedestrians, cyclists, cars, trucks and buses. This will include planting, expanding the sidewalk area, narrowing the traffic lanes and providing on-street parking. Improving Elm Street will help retain existing businesses and attract new retailers.



Downtown's important cultural heritage buildings - the roots of Sudbury's modern existence, including Christ the King and Paroisse Sainte-Anne-des-Pins, will have pride of place in this District and will be used to anchor the new Parc des Pins. This park will result from the realignment and downgrade of Durham Street, north of Elm Street. Parc des Pins will create a beautiful setting to showcase these significant buildings and provide a spectacular terminus to Durham Street. It will also create an improved edge for both the Rainbow Centre and the Radisson Hotel and Conference facility.

projects

- 01 Rainbow Centre Improvements
- 21 Ste. Anne Extension and Cycle Route
- 23 Beech Street Mews
- 31 Elm Street Rebuild
- 41 Parc des Pins

legend

- heritage buildings
- development parcels
- parking / servicing areas
- laneways / servicing access
- open spaces
- plazas
- office
- residential
- mixed use
- parking structure
- cultural and institutional
- special treatment street
- key pedestrian crossings
- mews streets
- trails
- building frontage
- active frontage
- gateways



Design Considerations

uses and massing

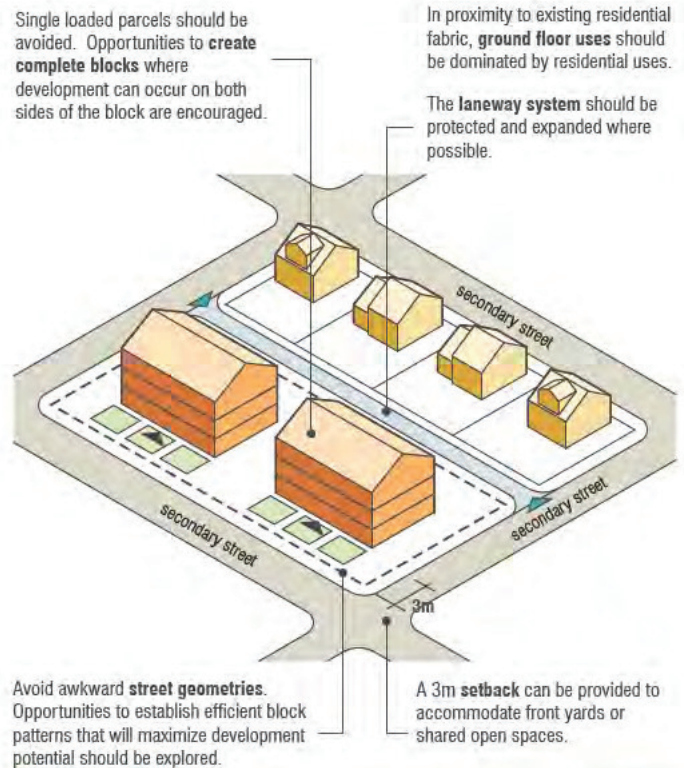
- There is limited new development potential in this district. The site north of the Paroisse Sainte-Anne-des-Pins fronting Ste. Anne Road is a potential site for residential or mixed-use development. The development on this site should be setback from the street to allow for a landscaped zone.
- Improvements to the Rainbow Centre, particularly its entrances and relationship to Elm Street, should be explored. Adding vertical articulation and creating special moments, such as two storey entrances, will animate the lengthy mall facade and provide a more appropriate transition terminus to Durham Street.
- Parking in this zone will be provided by the Mall's parking structure and several surface lots. Wherever possible, surface parking lots should be buffered from the street by buildings or with landscaping. If viable, an additional level of parking could be added to the Mall's existing structure to accommodate the additional parking needs in the area.

siting and orientation

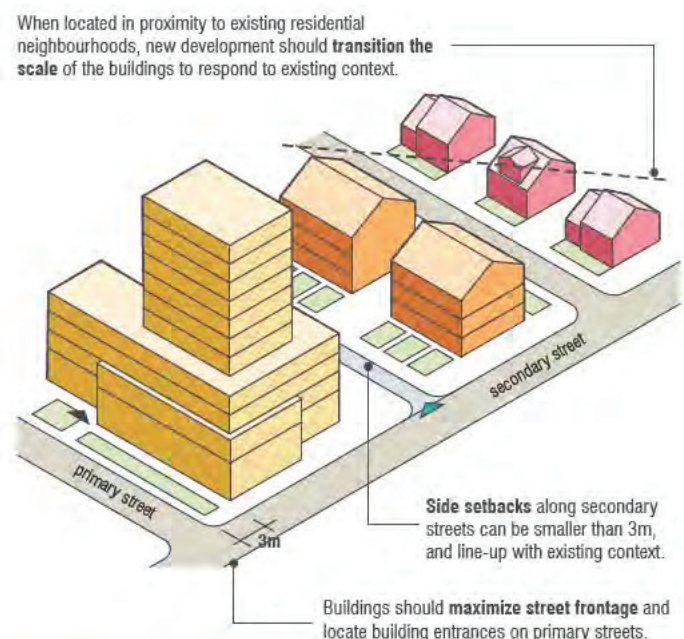
- The Rainbow Centre should provide a continuous active frontage on Elm Street and also along the edge of the new Parc des Pins. This will require refurbishment.
- New development should utilize and extend the existing laneway structure. The introduction of the Beech Street Mews, which connects Elm Street to Ste. Anne Road, will provide a new access to the Maki building and the Rainbow Centre while creating a frontage for the new Parc des Pins.

connections and special moments

- The design of Parc des Pins should respond to the pedestrian movement in the area. Its edges should be formalized to provide several access points into the new park space.
- The introduction of a furnished linear plaza along the frontage of the Rainbow Centre will animate the north side of Elm Street, from Paris Street to the new Beech Mews.
- The Ste. Anne Stair is the only connection between the Downtown and the neighbourhood at the top of the bluff. In addition to creating a more prominent pedestrian crossing at the base of the stairs, the stairway would also benefit from some minor improvements to create a safer and more enjoyable experience.



Block patterns should maximize development potential.



Transition the scale of new buildings to respect the existing context.

5.5 North-West District

The District Today

This district functions as a transition zone between the traditional Downtown area and the more residential area to the north. As a transitional zone, the area supports a mix of uses, including residential, retail, commercial, institutional and light industrial. The western edge of the area is defined by the CP rail corridor which creates a challenging environment and, consequently, there are many vacant and underutilized sites along Froot Road overlooking the rail corridor. Many of these sites are now used for surface parking. Internally, there are also many underutilized sites along Beech Street, Evergreen Street and Fir Lane. One defining structure in the district is the former Inco Club building.

Although lacking a well-defined identity, the District does support two important streets, Froot Road and Elm Street, both of which are regional connectors. With such high profile street frontages and strong regional access, the potential of this district is not yet fully realized. However, recent retail investment made at the Froot/Elm intersection suggests that this may be changing.

The District Tomorrow

Sudbury Secondary School has been renewed and continues to provide high quality education to students from across the Region. Building on the Village on MacKenzie proposal, the residential opportunity of this district will be more fully realized and extended as far south as Evergreen Street. Evergreen Street could be modified to function as the extension of Ste. Anne Road, effectively completing the city's ring road system and providing relief for Elm Street. The extension of Ste. Anne Road will create three new parcels suitable for residential development.

To strengthen and reinforce the neighbourhood character of the area, new buildings should be lower-rise, while opportunities exist for taller gateway buildings at the intersection of Ste. Anne Road and MacKenzie Street. The current plans for the extension see it being constructed on city-owned lands north of the former Inco Club building, connecting with Froot Road at the College Street underpass and with Mackenzie Street immediately north the Sudbury Star Building. The extension could be built when the College Street Underpass is improved.



view of the north-east district looking north-east

South of Ste. Anne will be more commercial in character, extending the Downtown function north of Elm Street. At the intersection of Ste. Anne and Froot, Monck Park will be introduced to provide important amenity for the local community and also act as a new green gateway into the downtown. Monck Park is named in the Sudbury tradition of calling streets after Canada's Governor Generals. Sir Charles Stanley Monck was Canada's first Governor General. Monck Park will recognize the Nelson Creek alignment through its public art.

To the west of the rail corridor, an expanded and refurbished N'Swakamok Native Friendship Centre will reach out to Elm Street. The Centre is a destination for native education, support and training and has become a best practice model for other Friendship Centres in Ontario. The reconfiguration of Pine Street has allowed the centre to expand its parking provision.

projects

- 06 Cultural Destinations
- 15 Residential edges
- 21 Ste. Anne Extension and Cycle Route
- 31 Elm Street Rebuild
- 35 Elgin Greenway
- 48 Monck Community Park
- 52 Celebrate the Creek Water Features

legend

- heritage buildings
- development parcels
- parking / servicing areas
- laneways / servicing access
- open spaces
- plazas
- office
- residential opportunity sites
- mixed use
- parking structure
- cultural and institutional
- special treatment street
- key pedestrian crossings
- mews streets
- trails
- building frontage
- active frontage
- gateways



Design Considerations

uses and massing

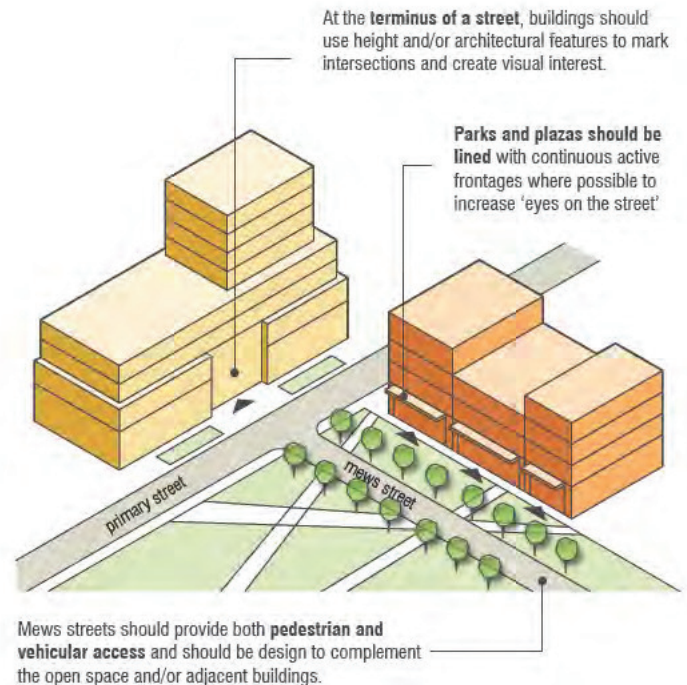
- There are a number of infill development opportunities in this area. A rationalization of the street network in the north-west portion will allow for the creation of development-ready parcels.
- A cluster of new development along the Ste. Anne extension will complete the existing row of residential units along Davidson Street.
- Other infill sites along Elm Street and Frood Road will help repair the street wall and support the main street role of Elm Street.
- Parking in this zone will generally be provided through on-street and surface lots. Wherever possible, surface parking lots should be buffered from the street by buildings or with landscaping.
- At the edge of the downtown core, opportunity to introduce taller buildings in this zone that will delineate the arrival into the Downtown core and offer great views.
- In particular the generous sites at the corner of the Ste. Anne extension and the realigned MacKenzie Street are good locations for mid- and high-rise development.

siting and orientation

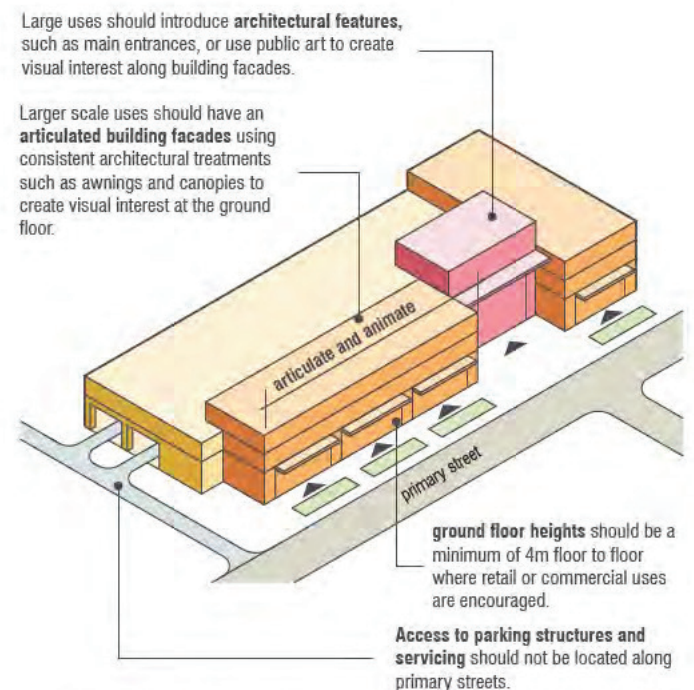
- The residential development will help define the new segment of Ste. Anne Road. These buildings should be setback from this collector street to allow for front yard zones.
- New development should utilize and extend the existing laneway structure in area.

connections and special moments

- Monck Park will function as a gateway park into the Downtown and should have a distinct Frood Road frontage. The park should also be easily accessible from College Street.
- Nelson Creek should be represented in the landscape design of Monck Park.
- The desire to connect to the College Street and Frood Road intersection, will guide the configuration of the Ste. Anne Road extension. The geometry creates an opportunity to showcase the historic Inco Club building with a plaza space at the north-west corner of the building.
- Existing historic buildings in the District, including the United Steelworkers Hall and the Layert building should be retained and celebrated through landscaping and strong urban design.



Position new development to create an easily navigable, safe urban experience.



Facades of large scale uses should contribute to the pedestrian environment.

5.6 West District

The District Today

The District west of Elgin Street and across the CP corridor is an expansive area characterized by a mix of retail, office, hotel, warehouse and utility uses.

The northern edge of the district fronting Elm Street contains a mix of retail, office and hotel uses. The form of several of these buildings reflects the city's railway heritage. The western edge of the site fronting Lorne Street is occupied by the Beer Store. One of downtown's most valuable but underutilized assets, the Sudbury District Energy Cogeneration Plant, is located in the southeast corner of the district. The balance of the site is used for surface parking or is vacant.

Additional infrastructure (and possibly remediation), is necessary to release land and attract investment so that this area may realize its full potential.

The District Tomorrow

This District is the only location in the Downtown capable of supporting the critical mass of development needed to create an entirely new environment to transform the image of the core.

The rail lands will be reinvented as a destination for creative businesses and industries within Greater Sudbury. An early investment in infrastructure – namely the Larch Street extension and CP Rail Crossing – will open up the site up for further private and public sector investment, resulting in the incremental redevelopment of the rail lands. Home now to Sudbury City Inno-Park, the site will contain larger format office buildings in a campus like setting. Part of the Inno-Park could accommodate an Education Campus, allowing an expanded college presence in the Downtown.

Each development in the Inno-Park will benefit from access to the District Energy Plant, providing tenants a more sustainable alternative to heating and cooling. The success of the Inno-Park



view of the west district looking north-east

is due in large part to its unique product offer – this type of office accommodation is not available anywhere else in Greater Sudbury or in fact any other city in northern Ontario. In the longer term with the relocation of the rail yards, the Inno-Tech Park could be expanded to the south.

At the centre of the Inno-Tech Park is the Common, a new open space that will provide additional park amenity and a green setting for the office development. The Common is positioned carefully to protect views down the extended Larch Street and through to the Downtown's showpiece building, School of Architecture. In the more immediate term, Inno-Tech Common will act as a green link that connects Lorne Street across to the proposed Pedestrian Bridge over the rail tracks at Cedar Street.

To meet immediate demands for downtown parking, as well as long term parking needs of the Inno-Tech Park development, a new 250 car structured parking lot with integrated pedestrian bridge to navigate the rail tracks will be built in the eastern portion of the district.

projects

- 03 Inno-Tech Park
- 16 Larch Street Extension and CP Rail Crossing
- 20 Cedar Street Pedestrian Bridge
- 25 West District Parkade
- 29 District Energy Expansion
- 31 Elm Street Rebuild
- 35 Elgin Greenway
- 43 Inno-Tech Common

legend

-  heritage buildings
-  development parcels
-  parking / servicing areas
-  laneways / servicing access
-  open spaces
-  plazas
-  office
-  residential
-  mixed use
-  parking structure
-  cultural and institutional
-  special treatment street
-  key pedestrian crossings
-  mews streets
-  trails
-  building frontage
-  active frontage
-  gateways



Design Considerations

uses and massing

- This district represents significant redevelopment potential. A new cluster of office uses centered on the Larch Street extension, and mixed-use buildings along Elm and Lorne Streets will create a new critical mass on the west side of the tracks.
- Buildings should support floor plates of between 20,000 and 25,000 square feet.
- To balance these large uses, it is important that the pedestrian-scaled environment extend to this zone. This can be achieved through the introduction of a new public realm (such as the Inno-Tech Common) and ensuring that buildings along Elm and Larch Streets support active frontages.
- Parking in this zone will generally be provided through on-street and surface lots. Wherever possible, surface parking lots should be buffered from the street by buildings or with landscaping. In the longer term, a new structured car park is recommended in this location.
- Located at the edge of the downtown core, there is an opportunity to introduce taller buildings in this zone that will delineate and celebrate the arrival into the core and offer views over the Downtown.

siting and orientation

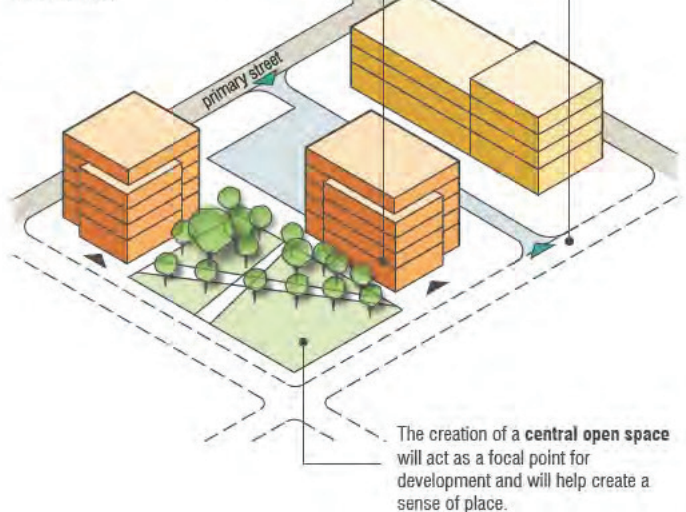
- The Inno-Tech Common will act a central feature. New development should front this new open space with entrances oriented towards the park space.
- Buildings should address Larch Street, Elm Street and Lorne Street. Buildings should be setback from the street to accommodate landscaping zones.
- A service route could be considered adjacent to the rail corridor to allow building servicing to be undertaken at the rear of new developments.
- Surface parking should be screened from the street or located to the rear of buildings.

connections and special moments

- The new Cedar Street Pedestrian Bridge connecting this area to the downtown should be designed in conjunction with the parking structure.
- The right of way for the extension of Larch Street westwards should be protected from any short term development initiatives that could jeopardize this future link.
- The open space configuration should allow for the western extension of Cedar Street, should it ever be desired.
- Design the road network to allow for its extensions to the south if the rail yards were to be relocated (longer term).

When developing large underutilized or vacant parcels, introduce a **fine-grained street grid** where possible to ensure new development is permeable and cohesive.

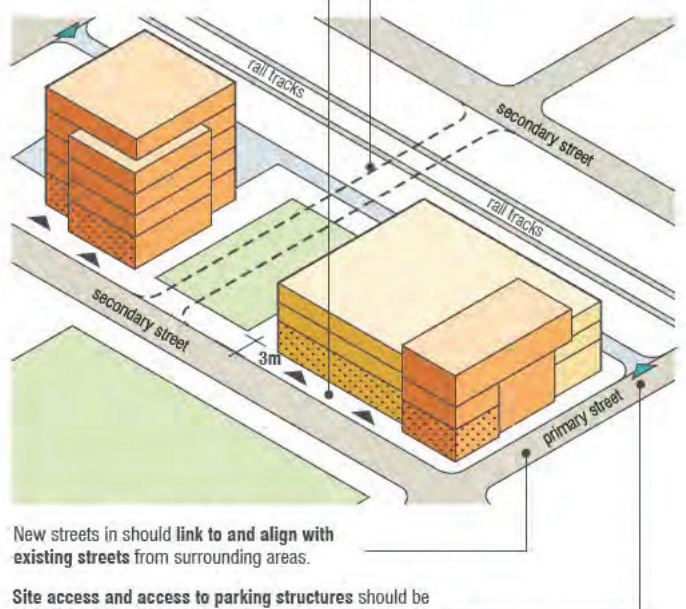
Parks and plazas should be lined with continuous active frontages where possible to increase 'eyes on the street'.



Introduce a street grid that sets the stage for new development and open spaces.

Building setbacks should accommodate **landscape treatments** that will help create a sense of place at key corners.

Where possible, the configuration of new development parcels should preserve the opportunity to **extend the existing street network**.



New streets in should **link to and align with existing streets** from surrounding areas.

Site access and access to parking structures should be located along local streets and consolidated wherever possible

Create a cohesive and integrated network by connecting new streets to the existing streets.

5.7 Railway Yards

The District Today

Edging the southern and western portions of Downtown is the 52-acre CP Rail Yard (including tracks and rail yards). These yards, which are located at the junction of CP's national main line and the Copper Cliff spur, provided the initial impetus for the community and are still actively used. However, these tracks occupy significant real estate that could be re-purposed in the longer term for more contemporary uses that are more compatible with an active and vibrant downtown location.

The District Tomorrow

During this Downtown Master Plan process, the community spoke to its desire to eventually see most, if not all, of the rail function relocated from Downtown and the existing rail yards woven into the urban fabric through a new system of streets and parks animated with a rich mix of urban uses. The community also spoke to the need to establish high speed rail infrastructure to connect Greater Sudbury to other major urban centres and markets.

This Master Plan acknowledges these desires and begins to set the stage with a bold vision to establish Inno-Tech Park at the southeast quadrant of Lorne and Elm Streets. The relocation and redevelopment of the rail lands is a significant undertaking, which will take considerable time, research, analysis, planning and investment to occur.

This question could be explored through a rail relocation study, undertaken in consultation with the rail company and all other relevant parties, that would examine the need and feasibility of relocating the existing yards from Downtown to another site. This study would explore the relative costs and benefits associated with a number of options including the status quo, retaining some rail service Downtown, and full relocation.

Should the rail relocation study conclude that the relative net benefit of partial/full relocation outweighs other options and that there is a financially viable business case for partial/full relocation, the community could then begin to plan for how to best guide the integration of any surplus rail lands into the fabric of the city. This process would examine a number of strategic opportunities, including:

- how to best integrate this area into the fabric of the Downtown and the fabric of the residential neighbourhoods to the south and west;
- the best types, mix and form of uses;
- intensification and affordable housing;
- the creation of a public realm network of squares, plazas, parks and open spaces;
- the creation of new types of connections to Ramsey Lake, including water-based connections; and,
- the creation of new cycling infrastructure.

Whatever the questions, the process should provide direction on:

- the future pattern of streets and blocks;
- the future system of parks and open spaces;
- the future type, mix, density and form of future land uses;
- future infrastructure services;
- future community services and facilities;
- environmental remediation;
- phasing of development; and,
- estimated capital costs and operational costs/revenues.



