

Presented To:	Planning Committee
Presented:	Monday, Jul 09, 2018
Report Date	Friday, Jun 22, 2018
Type:	Presentations

Request for Decision

Proposed LaSalle Boulevard Corridor Plan and Strategy

Resolution

Resolution # 1

THAT The City of Greater Sudbury endorses the LaSalle Boulevard Corridor Plan and Strategy, as outlined in the report entitled “Recommended LaSalle Boulevard Corridor Plan and Strategy” from the General Manager of Growth and Infrastructure, presented at the July 9, 2018 Planning Committee Meeting;

Resolution # 2

THAT The City of Greater Sudbury directs staff to prepare the necessary amendments to the City’s Official Plan to implement the Corridor Plan and Strategy’s land use planning recommendations, as outlined in the report entitled “Recommended LaSalle Boulevard Corridor Plan and Strategy” from the General Manager of Growth and Infrastructure, presented at the July 9, 2018 Planning Committee Meeting;

Resolution # 3

THAT The City of Greater Sudbury directs staff to prepare the necessary amendments to the City’s Zoning By-law to implement the Corridor Plan and Strategy’s land use planning recommendations, as outlined in the report entitled “Recommended LaSalle Boulevard Corridor Plan and Strategy” from the General Manager of Growth and Infrastructure, presented at the July 9, 2018 Planning Committee Meeting;

Resolution # 4

THAT The City of Greater Sudbury directs staff to commence work on implementing the Corridor Plan and Strategy’s urban design recommendations in other local planning tools, as outlined in the report entitled “Recommended LaSalle Boulevard Corridor Plan and Strategy” from the General Manager of Growth and Infrastructure, presented at the July 9, 2018 Planning Committee Meeting;

Resolution # 5

Signed By

Report Prepared By

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Recommended by the C.A.O.

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THAT the City of Greater Sudbury directs staff to prepare a business case to develop a pilot program to implement the streetscape design, including the incorporation of active transportation and transit in 2019, as outlined in the report entitled “Recommended LaSalle Boulevard Corridor Plan and Strategy” from the General Manager of Growth and Infrastructure, presented at the July 9, 2018 Planning Committee Meeting;

Resolution # 6

THAT the City of Greater Sudbury directs staff to prepare a business case for a feasibility study of separated pedestrian and cycling facilities along the south and north side of LaSalle Boulevard, for consideration as part of the 2019 Budget, as outlined in the report entitled “Recommended LaSalle Boulevard Corridor Plan and Strategy” from the General Manager of Growth and Infrastructure, presented at the July 9, 2018 Planning Committee Meeting;

Relationship to the Strategic Plan / Health Impact Assessment

The undertaking of a “corridor design study and plan for LaSalle Boulevard between Notre Dame Avenue and Falconbridge Road” is listed as action item Aa4 under the Growth and Economic Development pillar of Council’s Strategic Plan.

Report Summary

The City of Greater Sudbury adopted a Nodes and Corridors Strategy in September 2016. This Nodes and Corridors Strategy will help revitalize and better connect our Downtown, the Town Centres, strategic core areas and corridors of the City. Such a strategy will help create new and distinctive corridors and town centres, all featuring mixed uses, public realm improvements and public transit.

The LaSalle Boulevard Corridor Plan and Strategy (the study) builds on the momentum gained by Council’s Maley Drive decision. It also capitalizes on the anticipated reduction in truck traffic along LaSalle Boulevard, giving the City an opportunity to establish a new framework to guide the future evolution of the boulevard.

City staff presented a first draft of the Study to Planning Committee on May 28, 2018. Staff received direction to undertake further public consultation prior to the finalization of the study.

This report summarizes the recent public consultation held on the draft LaSalle Boulevard Corridor Plan and Strategy, presents the final recommended Corridor Plan and Strategy, and seeks direction to implement key aspects of the strategy.

Financial Implications

The Financial implications of approving the separate resolutions as presented are as follows:

1. There are no direct financial implications associated with endorsing the LaSalle Boulevard Corridor Plan and Strategy (Resolution 1).
2. Changes to the official plan, zoning by-law, and other local planning tools (Resolutions 2, 3, 4) would be undertaken with existing staff resources and would be identified in the 2019 Workplan.
3. The development a pilot program to implement the streetscape design, including the incorporation of transit and active transportation (Resolution 5) would be undertaken with existing staff resources and brought back for consideration in 2019. If approved, the cost to implement the pilot program could be considered as part of the 2020 Budget, in line with the anticipated opening of the Maley Drive Extension.
4. The preparation of a pre-feasibility study for separated pedestrian and cycling facilities (Resolution 6)

would be outlined in the business case for Council's consideration as part of the budget process.

Background

The City of Greater Sudbury adopted a Nodes and Corridors Strategy in September 2016 (See Reference 1). This Nodes and Corridors Strategy will help revitalize and better connect our Downtown, the Town Centres, strategic core areas and corridors of the City. Such a strategy will help create new and distinctive corridors and town centres, all featuring mixed uses, public realm improvements and public transit.

The LaSalle Boulevard Corridor Plan and Strategy (the study) builds on the momentum gained by Council's Maley Drive decision. It also capitalizes on the anticipated reduction in truck traffic along LaSalle Boulevard, giving the City an opportunity to establish a new framework to guide the future evolution of the boulevard.

The study introduces policy recommendations and a conceptual plan that are implementable and achievable, subject to detailed design, funding and further approvals. Specifically, the study:

- Presents a new vision for the LaSalle Corridor;
- Introduces a new urban structure for the corridor through recommended official plan and zoning by-laws modifications;
- Recommends how appropriate land uses, densities and built form can be introduced, creating new economic opportunities;
- Identifies standards of urban design, for both the private and public realm;
- Advocates for the creation of complete streets, safe for all users of the corridor;
- Complements ongoing work with the Transit Action Plan;
- Informs future capital planning; and,
- Identifies an action plan, including quick wins, interim and long-term goals;

As noted in the Executive Summary of the study, the recommendations to standardize land uses and zoning, to provide additional amenities for transit, cycling and walking, and to enhance the street through landscaping, bringing buildings closer to the street and creating distinct nodes of activity all support the idea of making LaSalle Boulevard a destination. The recommended changes help reposition LaSalle Boulevard as a place to travel to, not just travel through.

Staff presented the draft study to Planning Committee in May 2018 (See Reference 2). At the time, staff was seeking direction to consult with the public and stakeholders and to seek their feedback on the draft study. Planning Committee directed staff to proceed with consultation. Planning Committee also raised concerns with the proposal to include multi-use paths along the corridor and requested additional information on the feasibility of including separated cycling and pedestrian facilities on both the north and south sides of LaSalle Boulevard.

Discussion

Since the May 28, 2018 Planning Committee meeting, staff held public consultation sessions at the New Sudbury Library. These open houses were held on June 4 and 12. Staff had the opportunity to discuss the study with current and former residents of the study area. Conversations and comments were predominately about creating a better living environment along LaSalle, and questions ranged from seeking to better understand the study's direction and the timing of the study's implementation.

The City also provided citizens the opportunity to comment online via "Over to You". In general, the online comments expressed support the direction of the study, support for separated cycling and pedestrian facilities, with questions around implementation and operational costs.

The City also held stakeholder meetings, including a meeting with members of the Sustainable Mobility Advisory Panel on June 14. Correspondence received from the Coalition for a Liveable Sudbury (CLS – letter dated June 6, 2018) and the Sudbury Cyclists Union (SCU – letter dated May 28, 2018) are attached to this report.

Overall, the comments received can generally be grouped in 3 categories, outlined in the following paragraphs.

Support of Corridor Study

There is general agreement with the direction being taken with LaSalle Boulevard; that the City is taking a holistic view of the corridor. The CLS letter states that the study makes good use of planning principles and tools in its recommendations, including mixed use zone structures, intensification, urban design, reduced parking requirements, neighbourhood connectivity, streetscaping and public art.

Pedestrian and Cycling infrastructure

Staff received comment (CLS and SCU, and "Over to You" comments) on the use of, and proposed location, of a multi-use path. Comments received raised concerns related to the safety, desirability and practicality of a multiuse path on the (mostly) north side only. Comments recommend separated pedestrian and cycling facilities on both the north and south side of LaSalle Boulevard, for the entire length of the corridor.

Timing

Staff received comment and questions regarding the implementation of active transportation along LaSalle Boulevard. Per CLS, given the Maley Drive decision, retrofitting LaSalle should be a short term goal, either by implementing quick fixes (e.g. portable concrete barriers to create protected cycling lanes), or pilot projects along the length of LaSalle.

Right of Way Options

As noted above, the LaSalle Boulevard Corridor Plan and Strategy seeks to establish a new vision for LaSalle. It provides recommendations regarding the neighbourhood

structure; land use, density and form; and, the public realm. It assesses opportunities for improvements to the existing road network and capacity to further support transit and active transportation infrastructure, including cycling routes and pedestrian linkages, as well as recommended development levels in the primary study area. In its RFP, the City requested the preparation of a conceptual street design for the study area and 'typical' cross sections for each character area in the primary study area.

The cross sections were outlined in the draft study presented at Planning Committee in May 2018. These could be implemented depending upon the desired goals and objectives, timing, and amount of available land and level of investment. These options are described in the study [see Appendix D – Street Sections]. Included in the study are:

- 26.2m right-of-way with 5 lanes, with a multi-use path on the north side;
- 26.2m right-of-way with 4 lanes, with separated pedestrian and cycling facilities, and amenity zones;
- 28m right-of-way with 5 lanes, with a multi-use path on both sides;
- 30m right-of-way with 5 lanes, with separated pedestrian and cycling facilities, and amenity zones;
- 30m right-of-way with 5 lanes; with multi-use path on both sides

The May, 2018 plan provides a recommended option ("Option 1") to provide a multi-use trail on the north side, and on the south side at select locations, for reasons set out in Section 2.2 of the draft plan and explored in more detail in the attached June 18, 2018 Technical Memo ("the Memo" - See Appendix F). This option maintains the southern curb, minimizes expenditures regarding the relocation of hydro poles and narrows lane widths to 3.5m.

Since the May 28, 2018 Planning Committee meeting, staff reexamined the condition along the corridor, and revisited earlier assumptions and design parameters. These options are described in the Memo.

The Memo describes four cross sections, each based on the current existing rights-of-way along LaSalle: 30m; 28m; and 26.2m. It should be noted that 26.2m is the most common road allowance width available today along LaSalle. The City's long term goal, as expressed in the Official Plan, is to acquire a 30m right-of-way along LaSalle. The technical memo and its accompanying cross sections provide a discussion, visual representations, and considerations in introducing each option to the corridor.

The cross sections all maintain a 3.5m travel lane, a sidewalk width of 1.5m, and a cycling track of 1.8m. In each option, the right of way would need to be reconstructed, including the removal and reconstruction of the utility poles and sidewalks.

The Memo further describes options (and considerations) to use the right-of-way differently or to gain more right-of-way. These options include narrowing the travel lanes, reducing the number of travel lanes, burying utilities, and obtaining additional right-of-way.

The LaSalle Boulevard Corridor Plan and Strategy demonstrates conceptually how active transportation can be introduced along the corridor. Many options are available to the City over the long term. The study demonstrates that, conceptually, separated

cycling and pedestrian facilities can be incorporated along LaSalle. Many of the questions raised throughout this conceptual design process can and should be addressed through a feasibility phase of engineering design that would examine the options in more detail, and a better understanding of costs. This work would be brought back to Council for its consideration and direction to proceed.

Staff recommends the development a pilot program to implement the streetscape design, including the incorporation of transit and active transportation. This work would be undertaken with existing staff resources, and in consultation with the community, and brought back for Council's consideration in 2019. If approved, the cost to implement the pilot program could be considered as part of the 2020 Budget, in line with the anticipated opening of the Maley Drive Extension.

Recommendation and Next Steps

It is recommended that Council approves the attached Corridor Plan and Strategy, and directs staff to:

- undertake the necessary processes under the Planning Act to implement the Corridor Plan and Strategy's land use planning recommendations;
- commence work on implementing the Corridor Plan and Strategy's urban design recommendations in the City's various local planning tools;
- prepare and present options for a pilot program to implement the streetscape design, including the incorporation of transit and active transportation, in 2019;
- prepare a business case for a feasibility study of separated pedestrian and cycling facilities along the south and north side of LaSalle Boulevard, the result of which would be brought back to Council for its consideration and direction;

It should again be stated that many of the study's recommendations rely on further public consultation. For example, the official plan and zoning by-law recommendations each require public notice, public hearings, etc, as required by the City's Official Plan and the Planning Act.

References

1. City-Wide Nodes and Corridor Strategy
<http://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=9&id=992>
2. May 28, 2018 Report on the Draft LaSalle Boulevard Corridor Plan and Strategy
<http://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=11&id=1224>
3. September 10, 2017 Report from the General Manager of Growth and Infrastructure
<http://agendasonline.greatersudbury.ca/?pg=agenda&action=navigator&lang=en&id=1114&itemid=13790>

4. October 10, 2017 Report from the General Manager of Growth and Infrastructure
<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=6&id=1116>

LaSalle Boulevard Corridor Study

Final Report | June 2018



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Appendix B Node Details

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Appendix D Streetscape Sections

1.0 | INTRODUCTION



1.1 Executive Summary

The LaSalle Boulevard Corridor Study offers the City an exciting opportunity to re-envision this important street. The intent of the study is to knit together land use, zoning, urban design and transportation planning to create a greater sense of place and to design a more complete street conducive to travel by multiple modes. Creating a people place has been an important goal. The recommendations to standardize land uses and zoning, to provide additional amenities for transit, cycling and walking, and to enhance the street through landscaping, bringing buildings closer to the street and creating distinct nodes of activity all support the idea of making this street a destination. This Corridor Study recommends a variety of enhancements to the study area as shown in Figure 1. The process to develop these enhancements involved a detailed review of existing conditions and background materials, innovative consultation and engagement, and

creating a design and visualizations of the corridor in line with the City’s identified goals and objectives. The processes and background of this study are described in detail in Chapter 1 “Introduction”.

Chapter 2, “The Plan”, describes the vision and conceptual road design for the corridor and provides specific recommendations on how to make the vision a reality. The conceptual road design demonstrates how the plan could be implemented. The chapter includes detailed suggestions for policy enhancements, “Big Moves” strategies for improving the destination potential and overall attractiveness of LaSalle Boulevard, Urban Design Guidelines to ensure consistency in the materials, character and general compatibility of the corridor and transportation-specific improvements.

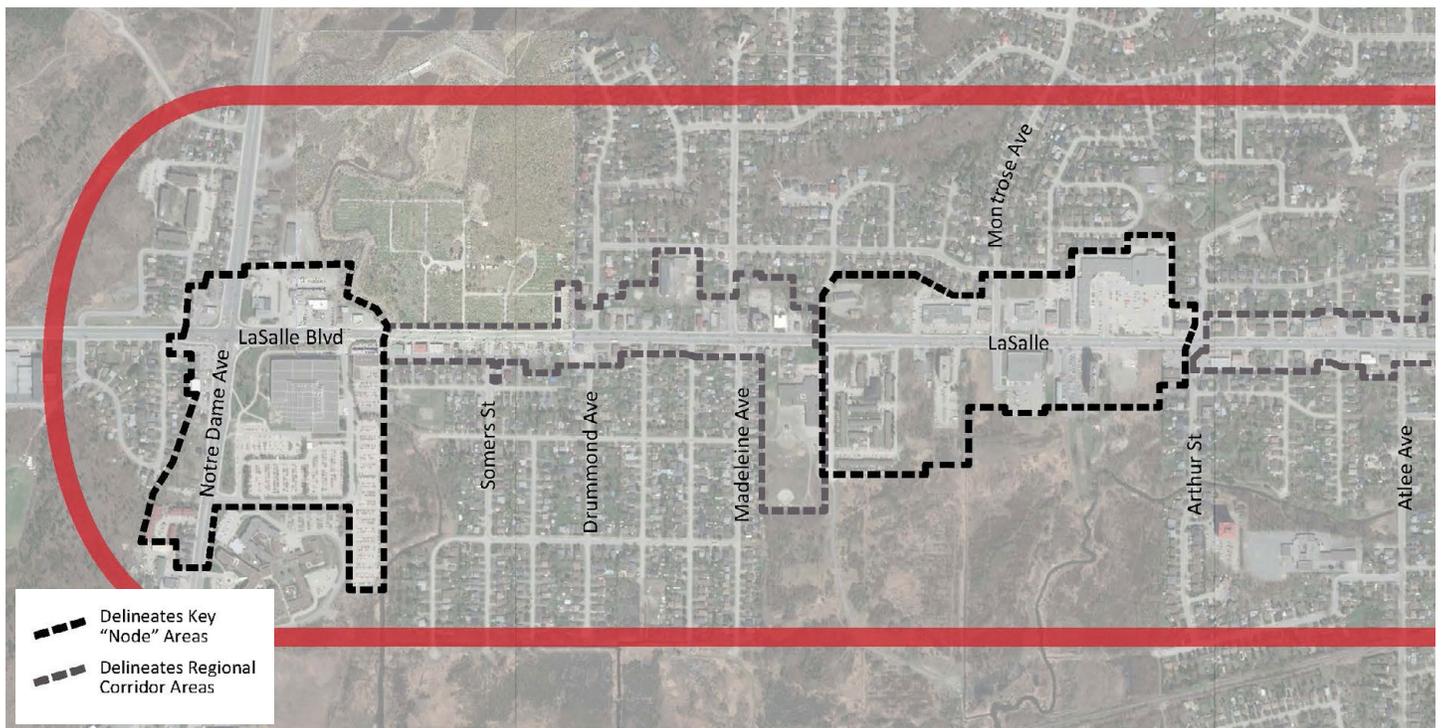
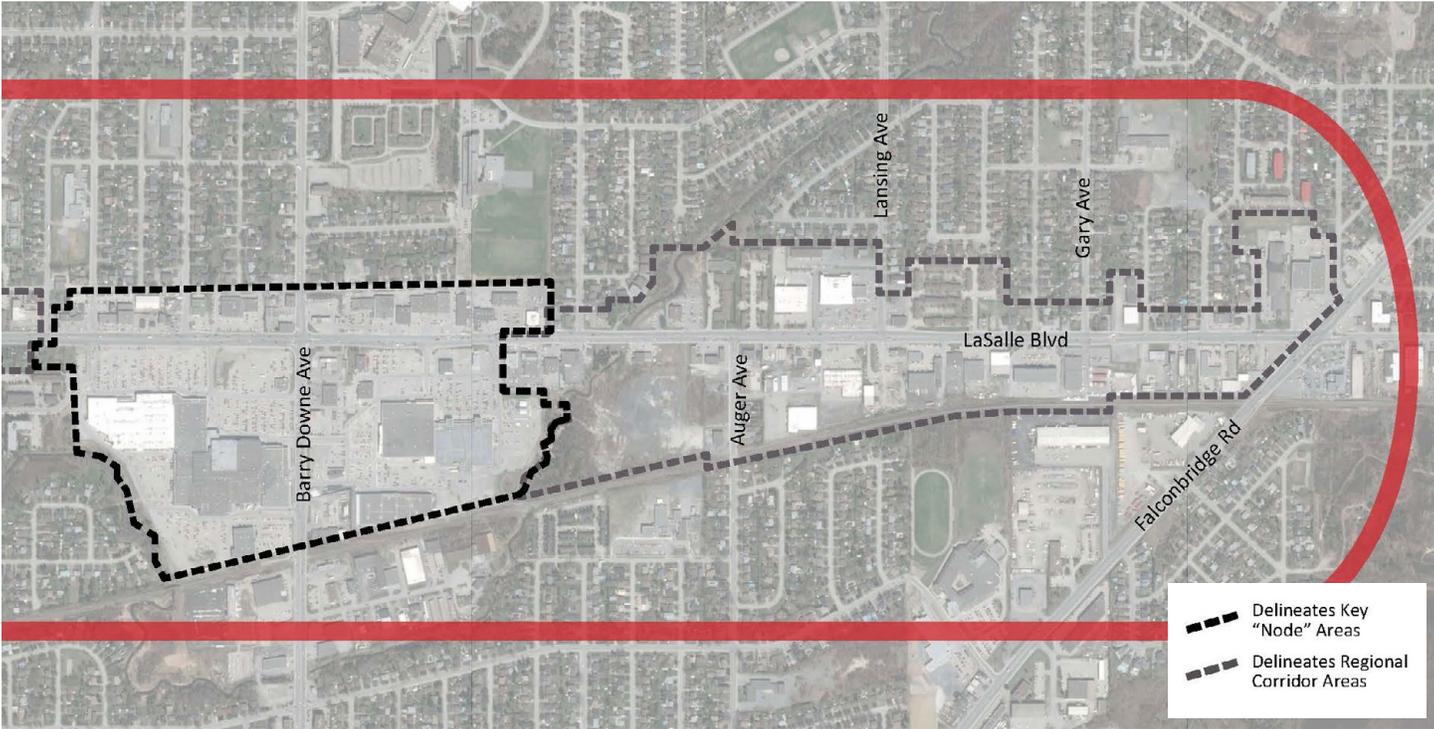


Figure 1: Study Area



Figure 2: Existing Conditions



The implementation of the vision for this corridor will be phased over time as private property redevelops and other initiatives take place. The table below outlines actions that can be taken over time to achieve the goals and objectives outlined by this study.

The phased nature of planned improvements requires a flexible approach to focus action to key areas. In order to achieve this, Chapter 3 “Implementation” delineates “quick wins” (actions and goals that are achievable in the immediate future), interim and long-term goals. These include potential areas for partnership with other levels

Action	Phase (years)	Implementation
Implement Design Guidelines	1 to 5	Council to endorse Design Guidelines and City staff to implement through new development applications and the implementation of the Concept Road Design
Public Art Policy	1 to 5	The City should consider developing Public Art policy to define and guide the public art programs for LaSalle. This should include developing new installations in areas recommended in the Concept Road Design.
Implement a Streetscape Improvement Program	1 to 5	Create a program to push forward and champion streetscape improvements along LaSalle. Set goals to improve 1km stretches each year.
Implement ‘Pilot Project’ of Concept Road Design	1 to 5	Option A: start with the New Sudbury Centre Node - complete detailed design and construction Option B: start with the LaSalle Court Node (at Montrose) - complete detailed design and construction
Evaluate the ‘Pilot Project’	1 to 5	Complete analysis of the outcomes of the ‘Pilot Project’ - identify key areas for success and improvement
Continue to implement the Concept Road Design	6 to 10	Continue to build on the pilot project, starting with adjacent areas for a continuous streetscape corridor
Implement ‘sub-phases’	6 to 10	Based on the results of the ‘Pilot Project’ refine the Concept Road Design (allow flexibility to adjust to changes in the market over time)
Implement ‘sub-phases’	1 to 10	Consider phasing adjacent development to follow the improvements to LaSalle and connect adjoining streets with upgraded cycling facilities and recommended pedestrian enhancements

of government, the private industry and public groups and stakeholders, recommendations for policy enhancements, short-term initiatives that will have a positive impact on the corridor, such as painted shoulders for pedestrians and cyclists and public art installations, and potential opportunities for creating public open spaces.

For more information on the implementation of this plan, refer to Chapter 3 “Implementation”.

Action	Phase (years)	Implementation
Support on-going development / capital improvements	1 to 10	City to support development and capital improvements through the City’s Transportation Demand Management Plan, Official Plan and Zoning By-law
Promote Infill and Development	1 to 10	City to update the Official Plan and Zoning By-law based on recommendations in this study
Refine Land Use Hierarchy	1 to 5	City to include in update to the Official Plan based on recommendations in this study
Encourage Higher Density in Nodes	1 to 5	City to include in expand on the Section 37 policies based on recommendations in this study to encourage developers to consider higher density along LaSalle
Encourage Mixed-Use along the corridor	6 to 10	City to include in Zoning By-law update by refining existing zoning and implementing a Mixed Use Zone Structure as recommended in this plan
Regulate Built Form	6 to 10	City to include in Zoning By-law update as recommended in this plan

1.2 The Project

The City of Greater Sudbury stands today as an important regional tourism, education, government, health care and research hub for northern Ontario. As it continues to serve a population of over 160,000 people and grow as an employment and commercial centre, new urban planning challenges and opportunities emerge to prepare its system of urban nodes and corridors for future development.

In the fall of 2016, City Council approved a multi-year *Nodes and Corridors Strategy* designed to encourage intensification in areas where infrastructure exists and to better integrate land use planning and design, transit and active transportation. This Strategy has been the catalyst to initiate this study of LaSalle Boulevard, which has been identified as a key location for review and enhancement due to its chief role as a transportation corridor and its potential to become a well-designed “complete street” that supports all modes of travel, with a rich streetscape and high-quality public space. Other factors also helped lead to the determination that LaSalle Boulevard should be selected as the initial corridor for study, including:

- ◆ Council’s approval of the Maley Drive Extension project, which is expected to reduce truck traffic volumes on LaSalle Boulevard;
- ◆ The completion of the Transportation Study Report (a transportation master plan), which recommends cycling facilities on LaSalle Boulevard;
- ◆ Award of a Public Transit Infrastructure Fund (PTIF) grant to study ways to enhance transit along the corridor; and

- ◆ Council’s direction to create a Transit Action Plan and a Transit Master Plan.

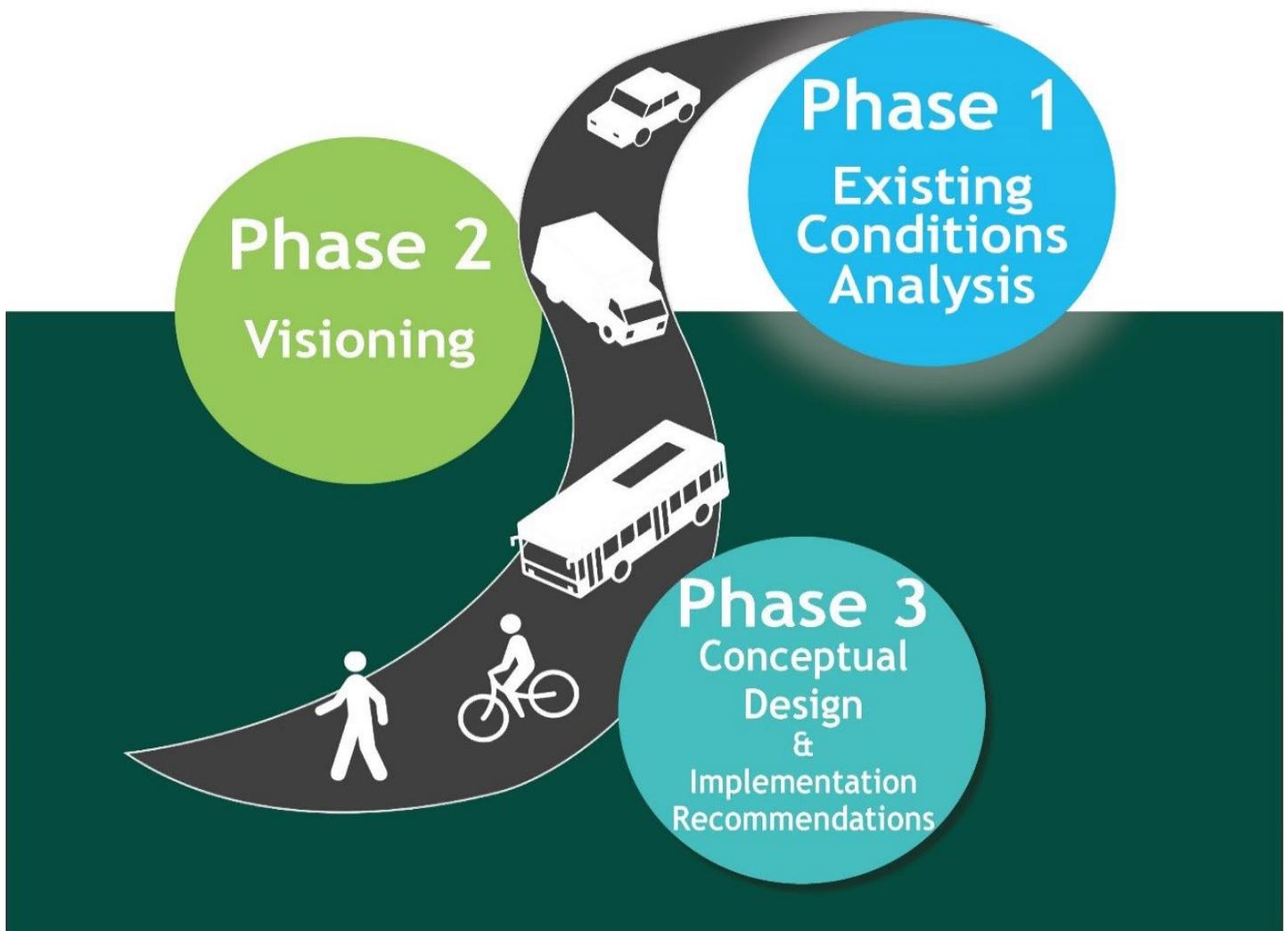
This corridor is one of the heaviest traveled by transit passengers and is serviced by multiple Greater Sudbury Transit routes. Through development of the City’s Transportation Study Report, numerous public comments were received requesting the City to provide and improve active transportation facilities along this corridor. The corridor has multiple nodes of activity and links residential, commercial, office and institutional land uses along what is the “main street” for the New Sudbury community. These actions and these factors further solidified the appropriateness of studying the LaSalle Boulevard corridor as the first corridor in the *Nodes and Corridors Strategy*.

WSP has been commissioned by the City of Greater Sudbury to create a holistic vision, plan and action strategy for the LaSalle Boulevard corridor to meet these goals. The scope of work includes an integrated analysis of the corridor’s land use and urban planning, urban design, streetscape and multi-modal transportation facilities. From this, an integrated project vision framework has been formed and an implementable set of recommended improvements have been developed. These improvements are supported by concept design drawings of the corridor to show how the vision could functionally be implemented subject to detailed design, funding, and approval. Further considerations also include elements of safety needs, community health and wellness, economic development and cost-benefit trade-offs.

1.2.1 Process to Complete the Study

From its outset, the project has included a multi-faceted and multi-dimensional consultation and engagement process with stakeholders, involving various meetings and public consultation events to address citizens' concerns and incorporate their needs into the planning process..

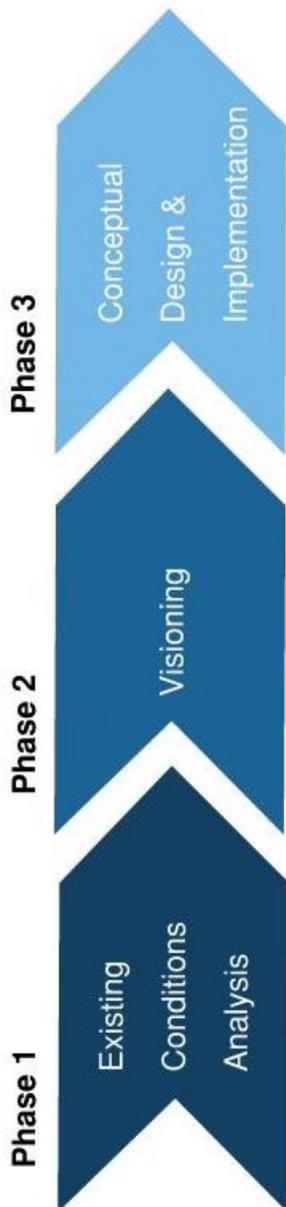
Phase 1 focused on establishing the existing conditions and creating a detailed work plan for stakeholder and community engagement. A walking tour of the study corridor, combined with the local knowledge of City staff allowed WSP to understand preliminary site conditions and the appropriate methods for implementation. The first design charrette established an understanding of community values and identified specific elements of concern along the corridor.



Phase 2 began the process of developing a vision for LaSalle Boulevard. Following the guiding principles of bringing vitality to the public realm, enhancing transportation options, successful development and accessibility, a draft vision was created to show a series of options for how the road corridor could look in the future. A second design charrette was held to discuss future options for the corridor.

Input from the public and from City staff was used to establish lessons learned and their impact on corridor design solutions.

Phase 3 consisted of a refinement of the vision and then the conceptual design of the LaSalle Boulevard corridor to show how the vision could be implemented. An implementation strategy was prepared to outline how the vision can become reality.



- 1 Equitable sharing of the public right-of-way between users.

- 2 Proactive solutions that address the needs of persons with disabilities.

- 3 Creation of a modern image for the corridor that also reflects New Sudbury's history and diversity.

- 4 Environmentally-friendly measures to protect the City's natural resources from the impacts of climate change.

- 5 Facilitate development of neighbourhood-friendly spaces and places that are active and inviting to all.

- 6 Integrating "smart" streets concepts that use technology to benefit all modes.

- 7 Creation of a public realm that is context specific and supports an environment friendly to all-ages.

- 8 Facilitate development opportunities and opportunities to enhance municipal ROI for adjacent lands.

- 9 Create long-term sustainable and cost effective solutions for maintenance, cleanliness, durability, and use of materials.

- 10 Facilitate the evolution of adjacent and near-by blocks to support designs that enhance the entire corridor/district.

- 11 Chart modern designs and policies for the Lasalle Blvd. corridor, while respecting the character of adjacent neighbourhoods.

- 12 Integrate innovation and contextual land use planning and placemaking with long-range planning for transportation.

1.2.2 Goals and Strategic Vision

Building on the foundation established by the Greater Sudbury Nodes and Corridors Study, and further developed during public and stakeholder consultation, a set of goals and strategic principles has guided the study and continues to inform the work on the corridor.

1.2.3 Study Area

The study area encompasses LaSalle Boulevard between the Notre Dame Avenue intersection on the west and the Falconbridge Road intersection on the east. A map of the study area is shown in Figure 3.

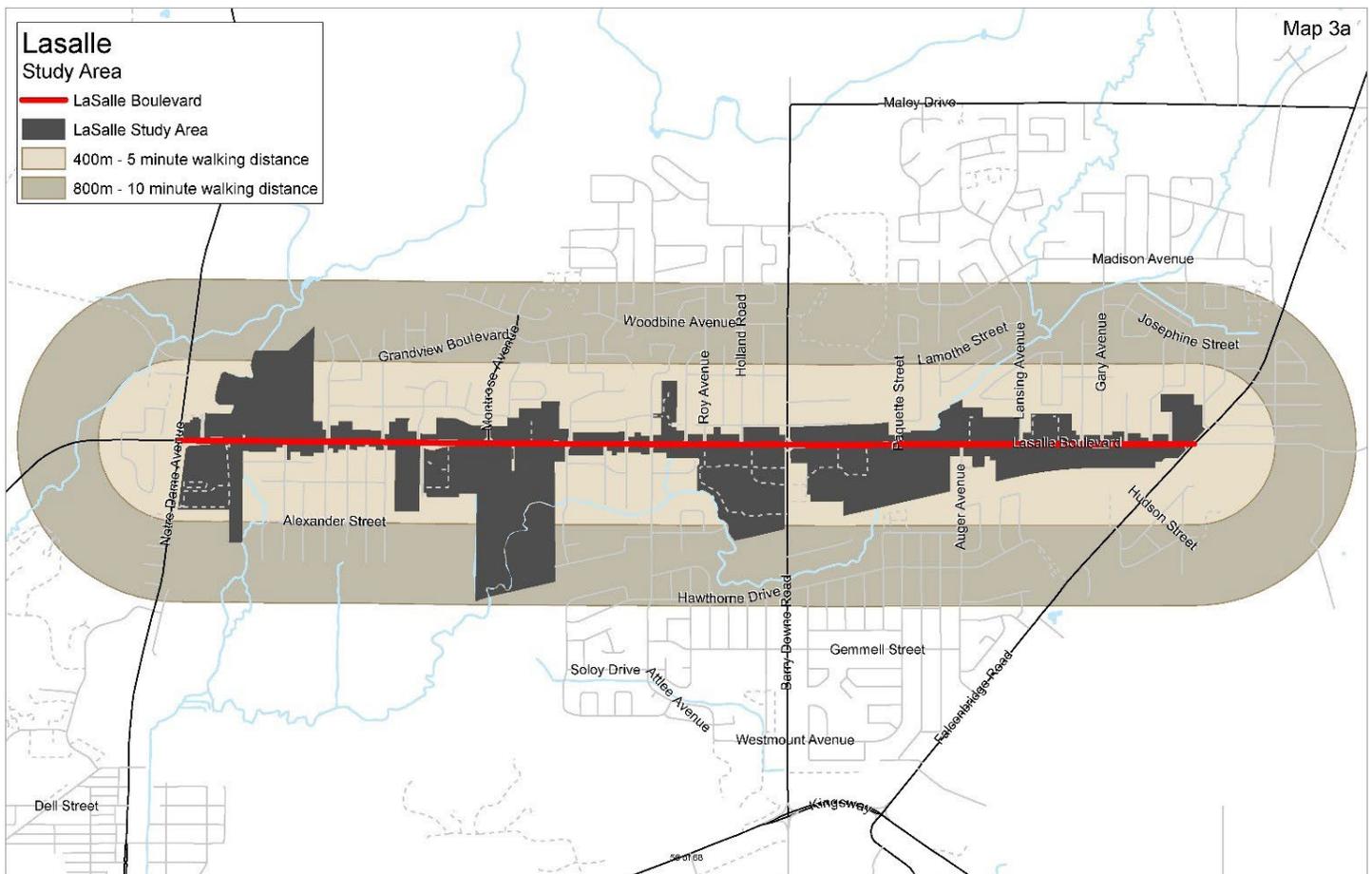


Figure 3: Study Area

1.3 The Community

Greater Sudbury is a significant urban centre in northern Ontario. As an urban area surrounded by smaller urban and rural settlements, Greater Sudbury has a dispersed urban form connected by a series of nodes and corridors. Major nodes within the municipality include Downtown Sudbury, the Town Centres throughout Greater Sudbury, the three Regional Centres (Barry Downe/LaSalle, The Kingsway/Barry Downe, and the Four Corners area), and major public institutions like Health Sciences North, Laurentian University, Cambrian College and College Boreal.

Between 2016 and 2046, Greater Sudbury is expected to grow by between 6,900 to 15,000 people, 6,000 to 8,400 households and 6,400 to 11,000 jobs.¹

1.3.1 New Sudbury

The neighbourhood adjacent to LaSalle Boulevard and Barry Downe Road is known as New Sudbury, or Nouveau-Sudbury in French. As a former farming community, it saw an influx of commercial development in the 1950's that included the New Sudbury Centre, the largest shopping mall in Northern Ontario and expanded residential neighbourhoods including Nickeldale, Barry Downe, Don Lita and Lebel. Today, New Sudbury is an established and desirable community within Greater Sudbury and LaSalle Boulevard acts as the major east-west spine of this community. The study area is home to a variety of residential land uses, from single-family homes to multi-storey apartment buildings. It has several major centres that attract people, including the Revenue Canada facility, the New Sudbury Centre and Cambrian College. There are numerous commercial businesses along LaSalle Boulevard, as well as institutional uses such as a branch of the City's library system, schools and LaSalle Cemetery.

¹ Nodes and Corridors Study, Greater Sudbury



Figure 4: New Sudbury Centre Before (Left) and During (Right) Construction

1.4 The Corridor

1.4.1 What is a Corridor?

A corridor is a linkage between a series of places within a community. These places, or “nodes” are grouped around a multi-modal street that provides a variety of transportation options within a public space network. A corridor is a linear hub of economic, recreational and cultural activity that forms a key part of the fabric of a community. Corridors are particularly suited to mixed-use development and intensification; providing jobs, commercial activity, institutional and residential uses in a walkable context. A strong corridor provides both local access and regional mobility within a context of active transportation and transit. Well-planned corridors also function as greenways, providing urban canopy and the benefits of streetscape, landscape and natural spaces. Corridors are additionally well-suited to green infrastructure and can benefit significantly from enhancing public space to reduce auto-dependence.

1.4.2 LaSalle Boulevard Today

The LaSalle Boulevard corridor acts today as New Sudbury’s main arterial east-west road, with Barry Downe Road running north-south through the centre of the neighbourhood. The corridor offers a wide array of government, financial, retail, cultural, recreational, educational, community services, and even natural amenities along its strip, including the Adanac Ski Hill/Rotary Park/Nickeldale Moraine, as well as Timberwolf Golf Course and Cambrian College. Revenue Canada is a major employer on the west side of the corridor, employing thousands with active expansion plans in progress.

As noted in section 1.1 the scope of this study is the portion of LaSalle Boulevard that connects Notre Dame Avenue to Falconbridge Road. The corridor has evolved from an unpaved road in 1890 connecting Sudbury to Garson and Falconbridge, to a classic North American suburban arterial road that hosts over 11,000 residents within a 500 metre walking radius. The central portion of LaSalle Boulevard is a popular shopping and dining destination for residents and visitors alike, the western zone is comprised of mixed densities incorporating single-detached to multi-storey high-density residential and institutional uses, while the eastern portion includes a mix of light industrial, commercial and residential uses.

1.4.3 Public Amenities

The LaSalle Boulevard Corridor connects a number of neighbourhoods, each sharing public amenities such as schools and institutions of higher learning, parks, trails and natural areas. Several trails can be accessed from LaSalle Boulevard, and while there is currently no continuous trail network, improvements are planned to link some sections together. The Junction Creek Waterway Park Trail extends from near the intersection of Paquette Street north to Maley Drive and from Rotary Park to Downtown Sudbury and beyond.

1.4.4 Transportation and Streetscape

LaSalle Boulevard is a busy passageway for multiple modes of transportation. Its right-of-way (ROW) typically consists of four vehicular lanes (two in each direction), a centre two-way-left-turn-lane, and exclusive right and left turn lanes

at many intersections. The typical cross section in the study area is shown in Figure 6.

The right-of-way includes sidewalks on both sides of the street, with above-grade utilities generally located on each side and a major utility corridor on the south side of the street. An asphalt boulevard separates the travel lanes from the sidewalk. Cyclists occasionally use this area, as there are very few cycling facilities available for east-west travel. There is limited urban street furniture (including bus shelters), with numerous retail parking lots facing the street and many driveways crossing through the sidewalk.

The character of LaSalle Boulevard reflects its auto-oriented design with businesses set back from the street and parking outside the ROW, adjacent to the sidewalk. There are few street trees, including on private property, and few of the parking lots have any significant visual

buffering from the street. Sidewalks are typically the minimum width required (1.5m), separated from the curb by a narrow strip of concrete or asphalt for the majority of the corridor. There are many access points to parking areas throughout the corridor, which interrupt the sidewalk with driveways, giving preferential treatment for cars over people. Intersections have large turning radii and dedicated right turn lanes with islands in some areas, which can create challenges for pedestrian crossing.

The City's 2017 Transportation Study Report indicates that trips in Greater Sudbury mostly are by private vehicles (84%), while carpooling, public transit, and walking-cycling account for 6%, 5%, and 5% of the total trips, respectively.

The City's right-of-way (ROW) ownership widths along LaSalle Boulevard are shown in Figure 5. The ROW width ranges between 22m and 40m,



Figure 5: Right-of-Way (ROW) Widths

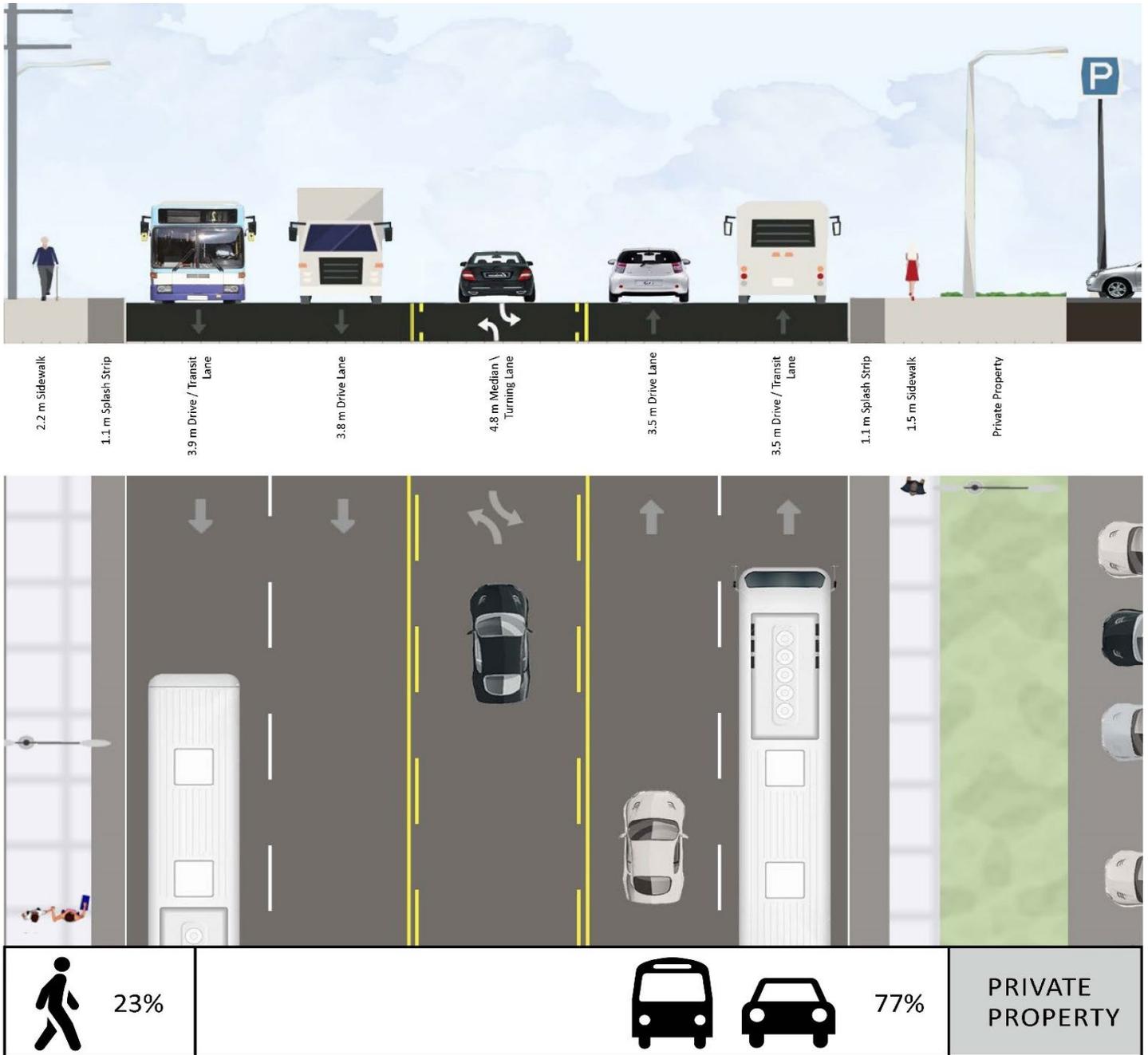


Figure 6: Existing Conditions Typical Cross Section



Figure 7: Existing Conditions

with the most constrained section adjacent to LaSalle Cemetery and the widest sections at the major intersections. The most prevalent ROW is 26.2 metres. The City's Official Plan indicates a 30m ROW throughout the corridor, which may be implemented as properties redevelop over time.

There are numerous signalized and unsignalized intersections along the corridor, providing access via public streets to the communities north and south of the corridor and via private driveways to the commercial establishments along the corridor. To better understand traffic flow, the consulting team analyzed traffic volumes at 15 signalized intersections in the study area. The vast majority of intersections operate well during peak hours and would be expected to operate well at other times of the day. Only three intersections exhibit congestion and longer delays; LaSalle Boulevard at Notre Dame Avenue, Barry Downe Road and Falconbridge Road. These intersections connect north-south arterial roads. Volumes of north-south as well as east-west movements on LaSalle Boulevard compete at these intersections for available green time and there are observed delays in peak travel hours.

1.4.5 Traffic Volumes

Up to 34,000 vehicles use the corridor on a daily basis. Twelve Greater Sudbury Transit lines operate along this corridor, carrying over 5,200 passengers on a typical workday. The planned Maley Drive Extension (Phase 1 under construction) is intended as a truck route to shift ore and slurry trucks away from the city's main commuter routes. The new route is expected to remove 3,000 vehicles per day from LaSalle Boulevard near Falconbridge Road, and up to 10,000 vehicles per day east of Notre Dame Avenue. The extension is also expected to reduce heavy truck traffic on LaSalle Boulevard, helping to stimulate redevelopment from auto-dominated, low-density commercial uses to pedestrian-oriented mixed-use.



Figure 8: Males Drive Extension Phasing

1.5 Policy Background

1.5.1 The Official Plan

An Official Plan is the guiding policy document that establishes the vision, over-arching goals, objectives, general land use principles and supporting policies to guide the City’s evolution and development over the short and long term planning horizons. It is one of the municipality’s primary tools to direct the actions of local government, shape development decisions and manage growth.

Currently, the City of Greater Sudbury Official Plan applies three key designations to lands located along the LaSalle Boulevard corridor. This includes the Mixed Use Commercial, Regional Centre Commercial Overlay and Living Area 1 designations.

Figure 9 illustrates the current Official Plan designations applied within the study area.

The Mixed Use Commercial designation of the Official Plan applies to a substantial portion of the corridor. This designation permits an encompassing range of uses including commercial, institutional, residential, parks and open space. General industrial uses are also permitted within this designation subject to compatibility with surrounding uses. The Official Plan provides that development within the Mixed Use designation will occur incrementally - all uses permitted by the Official Plan, except Heavy Industrial, are to be assessed through the rezoning process. The Official Plan actively promotes land assembly as a means of transitioning the built form of these areas over time.

The City’s proposed draft Official Plan (2017) further expands on the function of the Commercial Mixed Use designation to provide a greater focus and emphasis on the quality of the built environment within these areas. The proposed draft Official Plan requires that



Figure 9: Study Area Official Plan Designations

development within the Mixed Use Commercial designation be both transit-supportive and reflect the City's stated urban design objectives.

In particular, the draft Official Plan specifies that:

- ◆ Buildings should be sited as close to the street as possible to reduce walking distances for transit users (11.3.2.4);
- ◆ Pedestrian walkways, intersections of major roads, and pedestrian access systems are to be integrated with transit stops, and wherever possible, connected to trail systems (11.3.2.6); and
- ◆ Urban design considerations must be addressed in relation to:
 - ◇ Community and neighbourhood design (14.3);
 - ◇ Site and building design (14.4);
 - ◇ Safety and accessibility (14.5);
 - ◇ Built heritage and natural environment feature integration (14.6);
 - ◇ Design features, views and corridors (14.7);
 - ◇ Winter livability (14.8); and
 - ◇ Energy efficiency and climate change resiliency (14.9).

The Official Plan allocates lands in proximity of the Barry Downe Road and LaSalle Boulevard intersection as being one of the City's three Regional Centres. Regional Centres function as strategic core areas within the City and are the focus of local and/or regional retail and tourism uses. The stated intent for these areas in the Official Plan is to encourage planning such that Regional Centres function as vibrant, walkable, mixed use districts that can accommodate higher densities and provide a broader range of amenities accessible to residents and visitors. Permitted uses include retail, service, institutional, recreational, entertainment, office community-oriented activities, medium- and high-density residential uses, and light industrial uses subject to conditions. The Official Plan directs that Regional Centres are to be planned as high-quality areas that support active transportation and transit.

1.5.2 The Zoning By-law

A Zoning By-law establishes and regulates the use of land by implementing the policies of the City's Official Plan. It provides the municipality with a legally enforceable means of regulating the use of land and applies performance standards that regulate the scale and intensity of development including:

- ◆ The types of buildings that are permitted and how they may be used;
- ◆ Where buildings and other structures can be located; and
- ◆ Lot sizes and dimensions, building heights and setbacks from the street, and parking requirements associated with a permitted use.

Comprehensive Zoning By-law 2010-100Z regulates the use of land within the LaSalle Boulevard study area. Existing zoning along the corridor is a mixture of commercial, residential, institutional, open space and industrial zoning as shown in Figure 10.

The existing zoning applied along the LaSalle Boulevard corridor is representative of fairly conventional zone categories that have been used historically. Increasingly, municipalities are employing mixed use zone categories that provide for not only a mixture of residential and non-residential uses within a given zone category but that incorporate more form-based zoning standards to a greater degree.

This is not an uncommon approach in highly urban municipalities, but is becoming more widespread throughout the Province as communities are increasingly looking inward within existing built boundaries to accommodate future growth through infill and intensification. As a result, the zoning tools employed must also adopt a more integrated approach in terms of the mixture of uses permitted, density, built forms, and urban design performance standards.



Figure 10: Study Area Zoning

1.5.3 Transportation Planning Reports

The City has prepared several transportation planning reports that provide transportation policy direction in support of reviewing the LaSalle Boulevard corridor. The Transportation Study Report (a transportation master plan) recommends active transportation facilities along the corridor. It also provides the basis for a complete streets policy which the City has since advanced. The Complete Streets Policy embodies the notion that the transportation network should be designed, constructed, operated and maintained for all modes of travel and all transportation system users.

The City has developed a Transportation Demand Management (TDM) Plan that explores ways to move people by modes other than the single occupant vehicle. TDM measures can include transit, active transportation, carpooling and other measures that eliminate trips altogether in peak hours, such as telecommuting or flexible working hours.

Greater Sudbury Transit presently is preparing a Transit Action Plan which seeks to:

- ◆ Conduct a comprehensive review and detailed analysis of the local public transit system, including all parts of the community and all modes of service;
- ◆ Hear feedback from transit passengers, transit operators and staff, stakeholders and other residents;
- ◆ Consider all opportunities to maximize transit efficiency and effectiveness;
- ◆ Identify improvements to service, infrastructure and other supporting initiatives; and
- ◆ Build public awareness and support for Greater Sudbury Transit services.

The Transit Action Plan, combined with a Transit Route Optimization Study, will be incorporated into a comprehensive Transit Master Plan to provide short term direction and long range vision on enhancements to transit service city-wide.

1.6 Consultation and Engagement

Consultation with the public, interested stakeholders, City staff and City Council members was of paramount importance to developing a vision for LaSalle Boulevard and in translating the vision into a conceptual design addressing land use and transportation elements that can be implemented. An innovative and meaningful set of consultation approaches were taken throughout the timespan of this project. The sessions built on local knowledge through creativity, story-telling and iterative problem-solving. Two public information sessions were held; an “Idea Jamming” open house in September 2017 and a Drop-In Pop-Up event in

October 2017. The Sustainable Mobility Advisory Panel (SMAP) and the New Sudbury Community Action Networks (CANs) organizations were also consulted in the fall of 2017 to present preliminary ideas and gain feedback on the vision for the corridor. In addition, meetings were held with City Councilors, operators of New Sudbury Centre and City staff representing economic development, land use planning, community planning, active transportation, transit and roads.



Figure 11: Idea Jamming September 2017 Photos

1.6.1 What We Learned from the Public

Several ideas stood out as common themes among provided comments:

- ◆ Rethink the street as a place to travel to, not just travel through-- repurposing the street for people instead of vehicles and providing cycling facilities and greater amenities for pedestrians and transit passengers;
- ◆ Improve travel by addressing concerns with traffic volumes, trucks, noise and congestion;
- ◆ Provide better amenities for other modes of transportation including walking, bicycling and transit;
- ◆ Reimagine some of the key nodes to intensify or better utilize land use and better manage parking and vehicle access;
- ◆ Add dedicated cycling facilities and pedestrian amenities such as benches, green space and wider crosswalks; and
- ◆ Transform LaSalle Boulevard into a “people place” that encourages interaction, celebrates all-seasons and has greater building density.



Figure 12: Pop-Up Event at New Sudbury Centre, October 2017

1.6.2 City Council and City Staff Engagement

To summarize public opinions, we learned the following:

- ◆ Current Opinions
 - ◇ Excess amount of parking lots
 - ◇ Too automobile focused
 - ◇ Too much heavy truck traffic
 - ◇ Sidewalks inconsistent in some areas
 - ◇ Dislike noise pollution coming from vehicles
 - ◇ Road is in disrepair, not pleasant to drive on
- ◆ What Participants Would Like to See
 - ◇ Dedicated cycling facilities - bike lanes, off-road cycle track
 - ◇ Green space, trees
 - ◇ Design for all seasons
 - ◇ Pedestrian friendly - more sidewalks, benches, crosswalks
 - ◇ Reduction of truck traffic
 - ◇ Transit-oriented design - amenities, bus lanes
 - ◇ Synchronized lights, lower speed limits, faster pedestrian lights
 - ◇ More attractive, low-density (2-3 storey) buildings closer to the street
 - ◇ Coffee shops and restaurants with patios
 - ◇ More parks and public spaces
- ◆ What Participants are Concerned About
 - ◇ Long-term timeline for Maley Drive
 - ◇ How the projected decrease in traffic (because of Maley Drive) will affect the road design
 - ◇ The effect of topography on route options
 - ◇ Better use of space
 - ◇ Traffic congestion
 - ◇ Cost

Meetings were held in August 2017 with City Councillors whose wards include portions of the study area. City Councillors also were invited to the Idea Jamming public open house in September 2017. Through these events, it became clear that the Councillors involved, as well as the Mayor, embrace a view to create a more vibrant LaSalle Boulevard. There was understood to be a desire to see:

- ◆ Trucks diverted when Maley Drive is constructed;
- ◆ Improved facilities for other modes of transportation besides the automobile; and
- ◆ Efforts to support economic development through enhancements to the streetscape.

Concerns that were discussed included:

- ◇ Operations and maintenance of the corridor, including snow clearance;
- ◇ The timeline for full construction of Maley Drive and the forecasts that indicate a large number of vehicles continuing to use LaSalle Boulevard on a daily basis despite the decrease in volumes when Maley Drive is constructed;
- ◇ Relocation of above-ground utilities;
- ◇ The number of existing driveways posing conflict points for pedestrians and cyclists;
- ◇ Change of driving culture;
- ◇ Maintaining landscaping along the corridor and;
- ◇ Managing expectations regarding how quickly or how much the corridor could change.

Understanding the challenges, there still was a hope and a vision for the corridor as the “gold standard” for complete streets in Greater

1.6.3 Stakeholder Meetings

To understand plans for future development along the corridor and to share ideas as to how to maximize opportunities to enhance LaSalle Boulevard, as well as make the New Sudbury Centre the central node of the corridor, the consulting team showed examples of corridor revitalizations and recent mall redevelopments in Ontario and elsewhere in North America. Methods were presented for repurposing and enhancing the corridor, including streetscape enhancements, active transportation and transit amenities, and including additional land uses oriented toward LaSalle Boulevard to help enliven the streetscape.

Key elements of the discussion included:

- ◆ New Sudbury Centre is the largest mall in northern Ontario, and considered very successful;
 - ◆ Redevelopment of the former Sears location and opportunities to improve the retail environment inside the mall;
 - ◆ Desire to attract additional and popular retailers. The mall is facing competition from other retailers within and outside the city;
 - ◆ Interest in strategic redevelopment to add amenities, additional retail and mixed uses to the site;
- ◆ Key challenges are parking requirements which are in excess of daily needs for the retailers, and limited redevelopment options:
 - ◇ Parking requirements should credit office uses within the site and transit access;
 - ◆ Interest in improved / direct transit access to the New Sudbury Centre;
 - ◆ Some existing retailers have lease requirements that pose other challenges to redevelopment on the site, such as view lines. These require consideration in future plans;
 - ◆ Better signage / visibility and street presence would help the mall with marketing and attraction; and
 - ◆ Some interest in the possibility of extending the Junction Creek trail adjacent to the site.

Using the New Sudbury Centre as the central node and the focal point for transforming the corridor was embraced. Change could begin here and then extend east and west over time as private development and City measures respond to the vision for the corridor.

1.6.4 Refinement of Concepts: December 2017

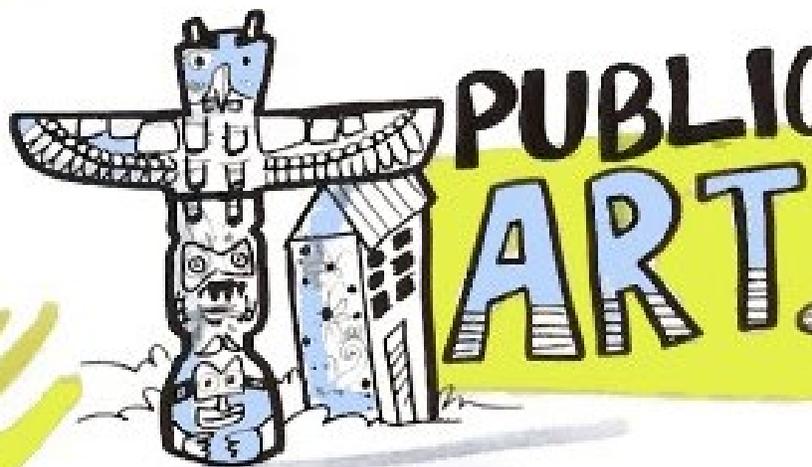
A follow up meeting with City staff was held on December 15, 2017, to review the concept design of about 800 metres of LaSalle Boulevard, beginning at its intersection with Barry Downe Road and heading west. This initial portion was selected as representative of the corridor because the right-of-way varied from about 26.2 metres to 30 metres. The meeting focused on the previous work and provided the standards to implement throughout the entire design. Through dialogue at the meeting, the standards for use in the project were set as:

- ◆ All travel lanes, including centre turning lanes, should be 3.5m;
- ◆ Sidewalks should remain 1.5m, except in areas of greater pedestrian activity, like near New Sudbury Centre, where widths could be wider if right-of-way permits;

- ◆ A multi-use path should be designed along the north side of the corridor, but a design that includes a multi-use path on the south side of the corridor should also be explored, especially near New Sudbury Centre; and
- ◆ Properties should be accessed from side streets and not directly from LaSalle Boulevard. If a property has multiple accesses, the LaSalle Boulevard access can be considered for closure subject to the nature of the development, the type of vehicles that require access to the property, consultation with the owner and affected stakeholders and detailed design. Each property will require individual review before implementation of any driveway closures.

This direction was carried forward into the concept design of the entire corridor.

2.0 | THE PLAN



2.1 Vision

The vision for LaSalle Boulevard is to position the corridor as a well-connected, accessible, multi-modal venue that supports all users of all modes of transportation, improves road safety, and enhances the quality of life of its residents. The vision for LaSalle Boulevard that has guided the work on this study is:

LaSalle Boulevard will be a corridor full of street life providing a safe and comfortable venue for connecting people and places together. Short-distance trips will easily be accomplished on foot and bicycle, not only because of dedicated active transportation facilities available, but also because a variety of services and popular recreational destinations are well-integrated and within proximity to the immediate residential neighborhoods. The corridor will also be well-connected with the surrounding built form, as its streetscape will be conducive to many activities in comfortable inclusive public plazas and ample sidewalks. Open and green spaces will also be linked to a network of multi-use paths, offering residents of different ages and abilities alternative options to get around safely for commuting or recreational trips.

Vulnerable groups such as the elderly, children or people with disabilities will be able to travel securely and comfortably due to well-designed street crossings and ubiquitous street signals. Waiting locations such as bus stop shelters will be equipped with high-quality urban furniture and will provide comfort throughout the year seasons. This coupled with available passenger information systems will make transit transfers more seamless and reliable. Motor vehicles will also travel smoothly on well-maintained roads with intelligent signaling systems.

Draft Vision Statement - WSP

2.2 Conceptual Road Design

The conceptual road design is an important part of implementing the vision as it shows how the vision could be accommodated within the existing right-of-way. The right-of-way varies throughout the corridor but, with the exception of near the cemetery, a 26.2m right-of-way width is usually available. This width expands to 30 metres at select intersections. While various numbers of lanes were considered in the alternatives assessment, in consultation with the public and with the City stakeholders, the five lane cross section has been maintained along the corridor with the exception of one area adjacent to the LaSalle Cemetery, where the corridor would be narrowed to four lanes. When the centre turning lane is not required for vehicular turning movements, it has been replaced by a planted median. The conceptual road design was developed using the following parameters:

- ◆ Maintain five travel lanes;
- ◆ All travel lanes will be 3.5m wide;
- ◆ Maintain the southern curb and work north to redesign the street;
- ◆ Incorporate a multi-use path on the north side of LaSalle Boulevard;
- ◆ At select locations, accommodate a multi-use path on the south side of LaSalle Boulevard;
- ◆ Where property has access to LaSalle Boulevard and a side street connecting to LaSalle Boulevard, consider closing the access on LaSalle Boulevard in favour of the side street access;
 - ◇ Closing access points would be done on a case-by-case basis in consultation with the property owner. The types of vehicles servicing a site would need to be considered to confirm turning maneuvers

could be completed with fewer access points. Access by Handi-Transit vehicles and an array of trucks used for deliveries would be considered to determine if the site would still function once an access was closed. Additionally, the general flow of traffic would be considered to understand traffic patterns and whether or not closing an access would solve one concern but raise new ones; and

- ◆ Reduce driveway widths that are excessively wide as part of the redesign of the north side of the street;
 - ◇ Similar to the discussion on eliminating access points, the reduced driveway width would be studied in light of expected vehicle types that would be accessing the properties to determine acceptable ingress and egress of vehicles.

The rationale behind this design included:

- ◆ While vehicle volumes are expected to decrease when Maley Drive opens, there still will be a considerable number of vehicles using LaSalle Boulevard for a variety of purposes;
- ◆ Road widths must accommodate Greater Sudbury Transit buses and allow for vehicular traffic in all weather conditions;
- ◆ Moving the existing Hydro poles on the south side of the street would add significant costs to the reconstruction of the road. Holding the south curb constant and working north would eliminate the need to move the Hydro poles;
- ◆ Right-of-way space constraints led to the recommendation of a multi-use path in place of separate cycle tracks and sidewalks;

- ◆ A multi-use path can fit on the south side in certain locations. Crossrides have been provided and a multi-use path is shown adjacent to New Sudbury Centre and extending east and west as existing right-of-way permits. Crossrides are provided at signalized intersections to connect between the north and south side multi-use paths;
- ◆ The multitude of driveways increases friction for vehicular traffic and exposes pedestrians and cyclists to vehicular traffic. Closing driveways on LaSalle Boulevard to properties that have access from adjacent collector or local roads is seen as an important part of access management and is expected to improve traffic flow for all modes of travel; and

- ◆ In that vein, reducing driveway widths on LaSalle Boulevard will reduce pedestrian crossing times of these driveways and reduce their exposure to turning vehicles.

WSP prepared a concept design for the entire study area corridor using these parameters. Crossrides at intersections are shown and notes have been added to highlight areas where challenges are anticipated in achieving the objectives of the design. A new topographic survey should be conducted to inform any detailed design and eventual construction of this vision. Refer to Figure 15 below for an image of the overall Conceptual Road Design, comparing Options 1 and 2. A full size version of the plan is included as **Appendix A** to this report.



Figure 15: Conceptual Road Design - See Appendix A for full plan

2.3 Official Plan and Zoning By-law Recommendations

2.3.1 Recommended Enhancements to the City's Official Plan

The existing Official Plan policy framework of Regional Centre and Commercial Mixed Use designations applied along the LaSalle Boulevard corridor to this point, has resulted in a mix of auto-oriented uses and traditional highway commercial built forms.

Over time, informal nodes have begun to establish at each of the gateways to the corridor, surrounding the New Sudbury Centre and at the intersection of LaSalle Boulevard and Montrose Avenue. In general terms, each of these nodes is characterized by the uses which predominate in these areas:

- ◆ Western Gateway - large government office district;
- ◆ Eastern Gateway - historic highway industrial district;
- ◆ Regional Centre - New Sudbury Centre district; and
- ◆ LaSalle/Montrose - mixed commercial uses with some medium density residential uses.

The next evolution of planning for the LaSalle Boulevard corridor is recommended to be premised on a more refined and coordinated planning approach to unite these areas yet independently create a character and sense of place within each of these nodes. This approach begins with not only a vision for the corridor as a whole, but also for each of the individual nodes

along the corridor. This vision and that of the individual nodes needs to be articulated in the Official Plan along with a more refined policy structure approach, objectives and development criteria to guide neighbourhood uses, character, built form and density. This development criteria may include a range for development standards such as a minimum and maximum height requirement.

In general terms, a more refined policy structure in the Official Plan would provide the added direction to both plan comprehensively for the LaSalle Boulevard corridor while at the same time providing a more nuanced policy approach to the hierarchy of nodes and corridors in the City. The component designations of such a hierarchy could include: Regional Centre Designation, Neighbourhood Core Designation, and Regional Corridor Designation. This hierarchy could be structured in such a way that it would be applicable to other nodes and corridor strategic areas in the City.

The basis of a Regional Nodes and Corridors structure would be centred around Official Plan policies that address the following elements:

- ◆ The nodes and corridors urban structure is premised on a coordinated planning approach to strategically focus growth amongst an interwoven hierarchy of Regional Centres and Secondary Community Nodes that are linked by regionally significant Mixed Use Corridors. Such an approach combines investments in the transit services with land use planning and the provision of municipal

infrastructure to create compact, sustainable neighbourhoods that are transit supportive and pedestrian friendly.

- ◆ The nodes and corridors structure represents a shift in how growth has historically been accommodated within communities. The focus of growth management is now to do more with the urban fabric within our existing communities and to minimize the need to consume additional undeveloped land. It is about building complete, accessible, mixed-use communities and preserving our natural heritage features, rural lands and resources.
- ◆ The Regional Centre, Secondary Community Nodes, and Regional Corridors shall be the primary locations for the greatest mix of residential, commercial, office, and institutional uses at the highest densities as well as being the focus for public facilities, services and infrastructure investment.
- ◆ A range of compact housing forms and tenures shall be provided within the nodes and corridors structure including the provision of affordable housing units.
- ◆ It is the policy objective for the City's identified nodes and corridors to provide for intensification through the more efficient use of existing vacant infill lots, under-utilized

lots, or redevelopment opportunities such as the conversion of existing brownfield sites.

- ◆ Parking management strategies shall be developed and applied to the nodes and corridors designations including considering the reduction of minimum parking requirements; implementing maximum parking space provision instead of minimum requirements, shared parking that capitalize on parking demand management between uses that may be complimentary on a time-of-day, time-of-week, or seasonal basis; and site design requirements that prohibit parking in the front or exterior side yards of a lot.
- ◆ The following shall be prioritized for Regional Centres, Secondary Community Nodes, and Regional Corridors:
 - ◇ Infrastructure and public service facilities improvements;
 - ◇ Key transit infrastructure and investment;
 - ◇ Redevelopment through land assembly;
 - ◇ Brownfield and greyfield redevelopment strategies; and
 - ◇ Application of financial, regulatory and other incentives.



Figure 16: Proposed Official Plan Designations

2.3.1.1 Regional Centre Designation

At present, the Regional Centre designation extends from the railway to the south side of LaSalle Boulevard and includes the site of the New Sudbury Centre and reciprocal lands on the east side of Barry Downe Road as far as the stream corridor. Commercial lands on the north side of LaSalle Boulevard are currently not included within the Regional Centre designation. It is recommended that the boundary of the Regional Centre be extended to include lands on the north side of LaSalle Boulevard between approximately Roy Avenue and Paquette Street.

Section 4.2.2 of the Official provides some policy direction for land use within the Regional Centre however, the following policy recommendations may bolster the prominence of these areas as the primary development centres within the City.

- ◆ The City's three Regional Centres are the foundation of the urban structure hierarchy in the City and are locations of significance within the municipality. The Regional Centres shall provide for the greatest intensity and widest mix of permitted uses including residential, retail, service, institutional, recreational, entertainment, office, parks and other civic-oriented activities.
- ◆ The mixing of uses should be in the form of either mixed use buildings with ground oriented commercial and institutional uses and residential uses above the second storey or a mix of uses and buildings on the same development site.
- ◆ New 4.2.2.2 – Regional Centres shall be planned to:
 - ◇ Encourage a pedestrian-friendly built form by locating commercial and other active non-residential uses at grade;
 - ◇ Develop at transit supportive densities;
 - ◇ Provide for a mix of housing types, tenures and affordability including housing to provide for all stages of life from families with children to seniors housing and facilities;
 - ◇ Be designed to implement appropriate transitions of density and uses to facilitate compatibility with surrounding existing lower density neighbourhoods;
 - ◇ Include public open spaces that are either public parks and/or plazas in a manner that provides for the local context and which provides for municipal programming of public space; and
 - ◇ Provide mobility choices and associated facilities to encourage alternate active transportation options.
- ◆ New: 4.2.2.3 Reductions in parking shall be considered in order to promote a greater mix of uses and a more compact, pedestrian friendly built form.
- ◆ Renumber Section 4.2.2(2) of the Draft Official Plan (2017) to become Section 4.2.2(5).
- ◆ Delete Section 4.2.2(3) of the Draft Official Plan (2017) as the recommended modifications to 4.2.2(1) permit residential uses as-of-right in the Official Plan. Note, a zoning by-law amendment would still be required to permit higher density development.
- ◆ The existing Official Plan policies for the Regional Centre designation provides that Regional Centres shall be planned as high quality areas that support active transportation and transit. Section 4.2.2(4) of the Official Plan also provides that such a location may be appropriate for light industrial uses provided certain criteria can be satisfied. It is our recommendation that light industrial uses are not in keeping with the stated policy objective to create high



Figure 17: Development creates opportunities to enhance and integrate nature



Figure 18: Open space destinations should be easily accessible and provided consistently along the corridor



Figure 19: The public realm can incorporate and accommodate public events

quality, “vibrant, walkable, mixed use districts”. Thus, it is recommended that policy 4.2.2(4) be deleted from the Official Plan – at least in so far as it relates to the LaSalle Boulevard Regional Centre.

2.3.1.2 Secondary Community Node Designation

The development of a more comprehensive Secondary Community Node Designation to be applied to smaller nodes along the City’s strategic corridors provides an opportunity to create mixed use nodes and neighbourhoods at concentrated densities but at a scale that is smaller than a Regional Centre. The function of this designation would be to distinguish the community nodes from the broader mixed-use corridor. Such a node has already begun to evolve around the LaSalle Boulevard/Montrose Avenue intersection. It is recommended that a new Section 4.2.3 be inserted into the draft Official Plan to provide policy guidance for these new secondary nodes.

- ◆ Secondary Community Nodes are intended to provide for a broad range and mix of uses in an area of transit supportive densities. Such nodes shall be located on primary transit corridors and shall be planned to promote a local identity and a sense of place unique to that node and its surrounding community.
- ◆ Secondary Community Nodes shall provide for a broad range of uses that serve the needs of the surrounding areas including residential, retail, service, institutional, parks and other civic-oriented uses.
- ◆ The mixing of uses should be in the form of either mixed use buildings with ground oriented commercial and institutional uses and residential uses above the second storey

or a mix of uses and buildings on the same development site.

- ◆ Secondary Community Nodes shall be planned to:
 - ◇ Encourage a pedestrian-friendly built form by locating commercial and other active non-residential uses at grade;
 - ◇ Be the focal point for expression of community heritage and character;
 - ◇ Develop at transit supportive densities;
 - ◇ Provide residential development primarily in the form of medium and high density buildings, discouraging single-detached dwellings from fronting on LaSalle Boulevard;
 - ◇ Provide for a mix of housing types, tenures and affordability including housing to provide for all stages of life from families with children to seniors housing and facilities;
 - ◇ Be designed to implement appropriate transitions of density and uses to facilitate compatibility with surrounding existing lower density neighbourhoods; and
 - ◇ Provide mobility choices and associated facilities to encourage alternate active transportation options.
- ◆ Reductions in parking shall be considered in order to promote a greater mix of uses and a more compact, pedestrian-friendly built form.

The Official Plan policies for 'Town Centres' would then be renumbered to be Section 4.2.4.

2.3.1.3 Regional Corridor Designation

The existing Commercial Mixed Use Designation that is applied to the commercial sections of LaSalle Boulevard does not reflect a hierarchy of arterial corridors within the City. The designation could benefit from some refinement of the corridor hierarchy and function. In order to distinguish between the identified strategic corridors and other arterial corridors in the City, it is recommended that such strategic corridors be identified as 'Regional Corridors' within the Official Plan. Such areas would be planned to be the primary mixed use corridors joining nodes of activity within the City. Should this approach be adopted, it is recommended that LaSalle Boulevard be identified as a Regional Corridor in accordance with the following policies proposed below.

- ◆ Regional corridors are the primary arterial links connecting the City's Regional Centres and Secondary Community Nodes. They are a significant component of the nodes and corridors urban structure and provide additional opportunities for intensification. These corridors function as urban "main streets" each with unique characters and identities but at lesser densities and concentrations than development within Regional Centres or Secondary Community Nodes.
- ◆ Regional Corridors shall provide for a broad range of uses that serve the needs of the surrounding neighbourhoods including medium density residential, retail, service, institutional, parks, open spaces and civic-oriented uses at transit supportive densities in compact, pedestrian-friendly built forms.
- ◆ The mixing of uses should be in the form of mixed use buildings with ground-oriented

commercial and institutional uses and residential uses above the second storey.

- ◆ The character and pace of development of various segments of a Regional Corridor will vary and evolve over time. As a result, the mix of uses, density and built form along various segments of a Regional Corridor is expected to reflect local circumstances and neighbourhood characteristics.
- ◆ Regional Corridors shall be planned to:
 - ◇ Provide for a mix of housing types, tenures and affordability including housing to provide for all stages of life from families with children to seniors housing and facilities;
 - ◇ Encourage a pedestrian-friendly built form by locating commercial and other active non-residential uses at grade;
 - ◇ Provide residential development primarily in the form of medium density buildings;
 - ◇ Be designed to implement appropriate transitions of density and uses to facilitate compatibility with surrounding existing lower density neighbourhoods;
 - ◇ Develop at transit-supportive densities;
 - ◇ Function as the key transit spines for the City while also facilitating other active modes of transportation; and
 - ◇ In order to minimize the disruption of traffic flow along arterial roads and promote better development, small lot rezoning will be discouraged and land assembly for consolidated development will be promoted. Land assembly will help reduce the need for additional driveways onto LaSalle Boulevard and can be used to promote a more consistent streetscape.
- ◆ Reductions in parking shall be considered in order to promote a greater mix of uses and a more compact, pedestrian-friendly built form.

2.3.1.4 Existing Mixed Commercial Designation

The existing Mixed Commercial Designation would continue to be applied to other arterial corridors in the City. However, it is recommended that the permissions of this designation be somewhat refined to be more prescriptive and better address the role and function of these areas.

- ◆ Section 4.3.1 - Proposed - "All uses permitted by this Plan except Heavy Industrial may be accommodated in the Mixed Use Commercial designation through the rezoning process." Uses permitted in the Mixed Use Corridor designation shall provide for a broad range of uses that serve the needs of the surrounding neighbourhoods including low and medium density residential, commercial, institutional, parks and other open spaces uses at a lesser density and concentration than Regional Corridors. Offices as part of a mixed use development shall be permitted. (This policy recommendation removes permissions for industrial uses within the Mixed Commercial designation.)
- ◆ Add a new 4.3.2 - Where appropriate, the mixing of residential and non-residential uses on a single site is encouraged. Mixed uses should be in the form of mixed use buildings with ground oriented commercial and institutional uses and residential uses above the second storey.
- ◆ Renumber the existing Sections 4.3.2 and 4.3.3, respectively.

2.3.1.5 Section 37 Improvements

Sections 2.3.3 and 19.5.5 of the Official Plan address requirements associated with applications for increased intensification in accordance with Section 37 of the Planning Act. Such applications

provide for added height or density beyond that which is stipulated in the Zoning By-law in exchange for certain community benefits that serve the development and the surrounding area. While not typically used in Greater Sudbury today, Section 37 improvements could be used in the future and would promote higher densities to support transit ridership and encourage economic development.

Specifically, the Official Plan provides that increased height and/or density may be permitted in return for the provision of facilities, services and matters identified in the Section 37 By-law. In particular, the Official Plan provides that Section 37 by-laws may be used to/for:

- ◆ Encourage intensification;
- ◆ Remediation and re-use of brownfields;
- ◆ Provision of housing that is affordable to low and moderate income households;
- ◆ Provision of rental housing;
- ◆ Conservation of cultural heritage resources; and/or
- ◆ Secure the capital facilities necessary to support development.

In addition to the above, the policies of the Official Plan could be expanded upon to articulate priority community benefits associated with intensification. This could include:

- ◆ Provision of improved pedestrian and cycling access to public transit and enhanced public transit infrastructure, facilities and services;
- ◆ Public parking;
- ◆ Provision of public areas, crosswalks and walkways;
- ◆ Provision of public streetscape improvements;
- ◆ Enhanced access to natural heritage features, valleylands and other open space areas;

- ◆ Upgrade to community facilities;
- ◆ Land required for municipal purposes; and
- ◆ Any other community benefits that may be identified in Secondary Plans, Community Improvement Plans, or other community improvements that may be identified through the development approval process.

It is further recommended that the following policy be added to Section 19.5.5: *Community benefits which are the subject of Section 37 provisions of the Planning Act will be determined based on local needs, intensification issues in the area, and the objectives of this Plan.*

2.3.1.6 Parking

Section 11.4 of the Official Plan provides policy requirements for providing parking in association with land uses and proposed development. It is recommended that these policies could be expanded to provide for a greater range of parking options for intensification areas. The following policies address this matter: *Parking requirements may be reduced where feasible through implementation of the following tools:*

- ◆ Establishment of minimum and maximum parking standards within the Regional Centre, Secondary Community Nodes and Regional Centres;
- ◆ Reducing parking requirements in the Regional Centre, Secondary Community Nodes and Regional Corridors where transit, cycling and pedestrian alternatives exist;
- ◆ Provision of shared parking facilities for uses with alternating high peak demand either by virtue of the uses or the time of day, time of week or seasonal demand; and
- ◆ Provision of central, shared parking facilities that may result in greater parking and land use efficiencies.

2.3.2 Recommended Enhancements to the City's Zoning By-law

It is recommended that the City develop a more refined Mixed Use Zone Structure to be applied to strategic nodes and corridors. Such a zone structure would regulate land use within those nodes and corridors through added emphasis on incorporating residential uses within the commercial hierarchy to create pedestrian-friendly, transit-supportive communities along with an added emphasis on built form and urban design.

A potential Mixed Use Zone Structure has been provided in a memorandum to the City. The City's existing General Commercial (C2 and C3) Zones were used as the basis to create three new Mixed Use Zones which, if incorporated within the City's Zoning By-law, would apply to specific segments of the LaSalle Boulevard corridor. These zones have been constructed to also be potentially transferable to other node and corridor locations in the City where appropriate. The proposed new zone categories are described in the following section of this report.

Mixed Use Employment (MU1) Zone

The Mixed Use Employment (MU1) Zone would generally be applied to lands within the Nickeldale Gateway Node. Permitted uses of the MU1 Zone are generally intended to support the primary employment function of the Revenue Canada office as well as introduce residential uses and community supportive uses at increased densities within the node. The mix of uses and built form should facilitate a transit supportive, pedestrian environment anchored by mixed use buildings.

Community Node Mixed Use (MU2) Zone

The Community Node Mixed Use (MU2) Zone would generally be applied to lands within the Secondary Community Node at the intersection of Montrose Avenue and LaSalle Boulevard. Permitted uses of the MU2 Zone are generally intended to provide for higher density residential uses and a mix of commercial and institutional/community uses that provide for this node and surrounding neighbourhoods. The mix of uses and built form should facilitate a pedestrian environment anchored by mixed use buildings and higher density residential uses with increased height limits.

Regional Corridor Mixed Use (MU3) Zone

The Regional Corridor Mixed Use (MU3) Zone would generally be applied to lands along the LaSalle Boulevard corridor outside of the Regional Centre and identified nodes. Permitted uses of the MU3 Zone are generally intended to provide for a mix of residential, commercial and institutional/community uses at transit-supportive densities. The built form in these areas should contribute to creating an enhanced streetscape along LaSalle Boulevard.

Regional Centre

At the heart of the LaSalle/Barry Downe Regional Centre is the New Sudbury Centre. This is an area of significant redevelopment potential to create in the long term, a truly mixed use development anchored by the mall and an enhanced transit hub in this location. It is recommended that a master plan for the Regional Centre be created upon completion of the City's ongoing population study and a new Transit Master Plan. Contingent on the density and mix of uses that may potentially be accommodated within the Regional Centre over the long term, the City may also wish to consider the establishment of a 'Mixed Use Transition Zone' to provide a transition between the potentially higher density mix of uses in the Regional Centre and adjacent low density residential neighbourhoods.

In the short term, it is recommended that the northern Regional Centre boundary be extended to include the commercial lands along the north side of LaSalle Boulevard and that residential uses be added as a permitted use in the C5 Zone. Additional detail related to zoning by-law recommendations can be found in section 2.4.2 of this report, refer to Figure 20 below for potential areas that the proposed MU zones could apply to.

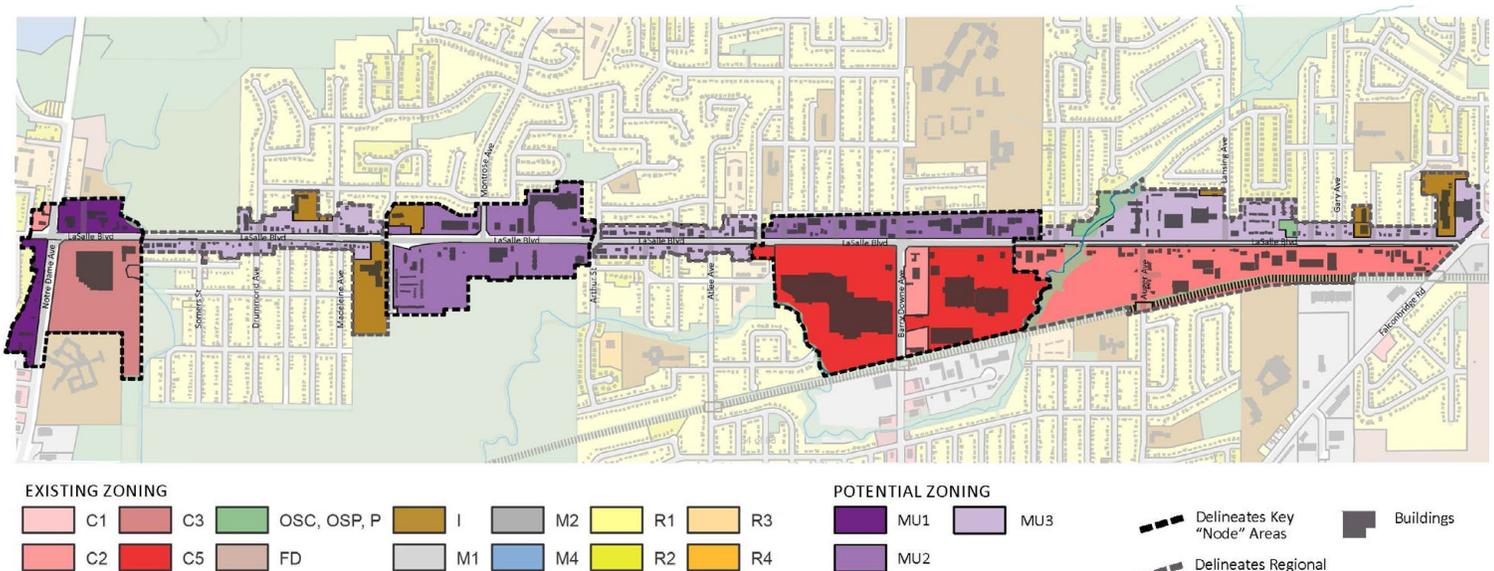


Figure 20: Nodes and Gateways

Regulating Built Form through Zoning

In order to manage legal non-conformity to the greatest degree possible, the standards of the proposed new zones should take into account the existing zone standards of the C2 and C3 Zones from which the zones evolved and take into account the best practices for mixed use zone standards used elsewhere. Implementation of any new or proposed Official Plan policy directives will also need to be assessed along with a review of the numerous zoning exceptions that have been assigned to specific parcels along the corridor. Some more general recommendations for zone standards are offered below.

- ◆ Minimum Lot Area – Most municipalities do not regulate a minimum lot area within a mixed use node. It would be to the City’s discretion if it chose to continue to regulate a minimum lot area within the nodes and Regional corridors.
- ◆ Minimum Lot Frontage or Width – Many municipalities do not regulate minimum lot frontage in mixed use nodes or along mixed use corridors. However, in cases where this zone standard is regulated, lot frontages are considerably smaller than the minimum 30 metres that is currently required in the C2 and C3 Zones in Sudbury. It is recommended that if the City opts to regulate this zone standard that it be greatly reduced, in particular with the proposed nodes.
- ◆ Setbacks – Building setbacks or ‘build-to-lines’ significantly impact the streetscape and are an important influence in creating a pedestrian-oriented environment. Key to this in particular is the setback of buildings from the front lot line. The current setback for the C2 and C3 Zone is 6.0 metres. In most municipalities this setback is significantly

smaller, expressed as a minimum or maximum range, or identified through ‘build-to-lines’ - on a map.

- ◇ Smaller setbacks – in other municipalities, front yard setbacks generally range from 0 to 5 metres;
- ◇ Setback range – this is often expressed as a minimum and maximum range. It is common for there to be no required minimum setback or a zero setback (in the nodes in particular). A common maximum in other municipalities appears to be 3.0 metres although in some municipalities this maximum range has been extended to 5.0 metres;
- ◇ Build-To-Lines – This is an approach that is increasing in its application. In this approach, building setbacks from the front line are expressed on a map and customized on a parcel-by-parcel or area basis.

It is recommended that an appropriate setback from the front or exterior side lot lines would be a minimum of zero and a maximum of 4.5 metres. This would avoid issues of legal non-conformity for the existing exterior side lot line standard and would apply an equal setback to both the front and exterior side lot line. Alternatively, the City may wish to apply a ‘build-to-line’ approach in the nodes and/or along the Regional Corridors. Given the refinement of the standards that would be required to implement this, additional study would be required.

The City may also wish to consider tiered yard setbacks applied to the mixed use zone for taller buildings adjacent to residential zones, for example:

- ◆ Lower Floors (1 to 3) – 12 metre setback
- ◆ Mid-Range Floors (4 to 6) – 15 metre setback
- ◆ Higher Floors (7+) – 18 metre setback

This provides a means of regulating potential shadow impacts on parcels with lower density residential zones.

- ◆ **Height** – Typically, height is regulated according to both a minimum and maximum standard. The minimum standard is applied to ensure that desired densities and built form are achieved. Many urban municipalities do not regulate a maximum height in priority nodes. Currently, Zoning By-law 2010-100Z only regulates maximum height within the C2 and C3 Zones that occur along LaSalle Boulevard. It is recommended that the City implement a minimum height of 11.0 metres to better define the built form. Establishment of a maximum height should be permissive enough to encourage density along the corridor while facilitating the proposed form within the nodes. As a result, maximum heights should be allocated according to the function and development form of the nodes and corridor and may vary amongst the differing character segments of the corridor. A height overlay schedule could be used to accommodate the need to varied standards according to current and future character areas.
- ◆ **Density** – Density is another standard of built form that is often regulated as both a minimum and maximum value to better drive the built form of nodes and corridors. Currently, Zoning By-law 2010-100Z applies a maximum floor space index of 2.0 to the C2 Zone in accordance with footnote (10) of Table 7.3. This is in keeping with maximums used in other municipalities. It is recommended that the City also apply a minimum floor space index. This may vary along the corridor or according to zone. An appropriate minimum

floor space index would be in the range of 0.5 to 1.0 depending where it is applied.

- ◆ **Residential Zones** – There are a number of lower density residential zones along LaSalle Boulevard. These will need to be recognized within the new zone standards and instances of legal non-conformity minimized to the greatest degree possible. One approach to this may be as follows:
- ◆ Regulations for Existing Detached Dwellings, Semi-Detached and Townhouse Dwellings
 - ◇ Minimum Lot Area and Minimum Lot Frontage – As legally existed on the effective date of the implementing Zoning By-law Amendment
 - ◇ Minimum Front Yard - As legally existed on the effective date of the implementing Zoning By-law Amendment
 - ◇ Minimum Exterior Side Yard – implement the most permissive standard as harmonized across the applicable residential zones for the type of dwelling
 - ◇ Minimum Rear Yard - implement the most permissive standard as harmonized across the applicable residential zones for the type of dwelling
 - ◇ Maximum Height - implement the most permissive standard as harmonized across the applicable residential zones for the type of dwelling or increase the height standard to encourage intensification and/or redevelopment
 - ◇ Maximum lot coverage - implement the most permissive standard as harmonized across the applicable residential zones for the type of dwelling or increase the maximum coverage to encourage intensification and/or redevelopment
- ◆ **Creation of a Gas Station Zone** – Gas stations, neither the use nor the associated built form, are conducive to the intrinsic character of intensified nodes and streetscapes. Currently, an array of motor vehicle uses are permitted

in the C2 Zone that is now applied to much of the corridor. It is recommended that a use-specific 'Motor Vehicle Commercial Zone' be created. The following motor vehicle related uses that are currently permitted in the C2 Zone would be applied to the new Motor Vehicle Commercial Zone:

- ◇ Automotive Service Station
 - ◇ Gas Bar
 - ◇ Car Wash
 - ◇ Automotive Repair Shop
 - ◇ Automotive Lube Shop
 - ◇ Automotive Sales Establishment
 - ◇ Automotive Leasing Establishment
 - ◇ Recreational Sales and Service Establishment
- ◆ This new zone would only be applied to existing uses. The C2 Zone standards would be transferred to this new Motor Vehicle Commercial Zone to avoid the creation of legal non-conformity for existing uses.
 - ◆ **Overlay Zones** - Build flexibility into the proposed zoning to the greatest degree possible through application of overlay zones. Overlay zones facilitate the layering of zoning regulations in specific geographic areas to address a specific issue, to address instances where there is only a subtle difference in zone requirements, or to provide maximum flexibility in how the zoning is applied. Overlay zones could be used to regulate height, density, active street fronts and parking standards along the LaSalle Boulevard corridor. The ability to produce and maintain electronic mapping is critical to the application of any overlay zone system.
 - ◆ Amenity Area - Amenity area is commonly regulated in areas of density and intensification by municipalities. A minimum

required amenity area provides commonly used outdoor space for dwelling units that do not have any associated ground level yard. Although 'amenity area' is defined in Zoning By-law 2010-100Z, it is only referenced in one site-specific exception. It is recommended that the City consider adding this requirement to future zoning frameworks. Typically, the minimum amenity area requirement is expressed as a minimum area per dwelling unit.

Review Parking Standards to Facilitate Intensification

The City's current parking requirements for retail land uses are similar to what are used in other municipalities in Ontario and North America. There is the opportunity to create a special zone or zones to reduce parking requirements and free up land currently used for parking to facilitate infill development and intensification of land uses.

The New Sudbury Centre is the primary example of this opportunity. The mall ownership has been approached as a stakeholder through this study and has indicated a desire to repurpose existing parking for additional land uses. The mall is a major destination for Greater Sudbury Transit with multiple routes stopping here. The mall is the focal point for redeveloping the streetscape to include a multi-use path on both sides of the street. The availability of transit along with the City's desire for a transit hub at this location, the future provision of active transportation facilities, and the mall owners' view that there is an oversupply of parking (that could be repurposed for further development), make this location ideal to reconsider the parking standards and try a new approach.

To help improve the corridor for transit passengers, pedestrians and cyclists, the City could stipulate that future development must provide parking on the rear or side yard and not on the front yard adjacent to the street. Bringing the buildings closer to the street will reduce the distance pedestrians have to walk to access businesses and reduce conflict between pedestrians and vehicles in parking lots. This approach also will bring a focus to the people and the buildings along the street and reduce the focus on the parking lot.

There are multiple ways to enhance the streetscape by reducing the emphasis on parking by changing the location of the parking (in the back and not in the front along the street) and reducing the requirements for parking, especially when the current land owners believe that they have more parking than they need. A series of Zoning By-law recommendations to consider for implementation are included as part of this.

Zoning By-Law Recommendation: Parking Considerations

- ◆ Include zoning provisions to provide for shared parking between complementary uses or harmonized parking standards between multiple uses as opposed to only the sum total of the multiple uses on a lot;
- ◆ Only permit parking in the side or rear yard within nodes and appropriate locations along corridors in order to promote street-oriented uses (do not permit in front yard);
- ◆ Reduce parking standards in the nodes and for the New Sudbury Centre in particular to promote transit-supportive development forms and facilitate redevelopment;
- ◆ Potentially extend the existing zoning exclusions for parking standards for residential uses in the downtown to Regional Centre and nodes;
- ◆ Provide for potential parking reductions in nodes; and
- ◆ Introduce a maximum parking standard (each zone will have a minimum and maximum parking standard).

2.4 Big Moves

The 'Big Moves' are each an important strategy for improving the destination potential of the LaSalle Boulevard corridor. As outlined in this report, there are several large scale strategies in moving from a conduit to a destination; these are the Big Moves for LaSalle Boulevard elaborated below:

1. **Nodes** – Focal points for development and infill, creating welcoming pedestrian environments to attract locals and visitors alike.
2. **Corridors** – Connecting the nodes by enhancing streetscape, providing opportunities and infrastructure for active transportation and transit.
3. **Gateways** – Improving the gateways to the corridor through streetscape and landscape enhancements, public art and gateway features.
4. **Infill and Development** – Creating opportunities for infill and development through a variety of methods, including policy-driven changes.
5. **Completing the Street** – Improving the quality of the streetscape, starting with a streetscape improvement program and implementing the recommended design guidelines for the corridor.
6. **Creating Character** – Through the implementation of the recommended design guidelines and a continuous approach to common design elements, as outlined in this report (see section 2.5).

2.4.1 Big Moves 1-3 - Nodes, Corridors and Gateways

The nodes and corridors concept is premised on centralized areas of activity, characterized by high residential and employment densities that support frequent transit service, walkable communities and high-quality urban environments connected by complete, walkable thoroughfares. Throughout North America, existing arterial corridors are being transformed from auto-dominated strip retail to inviting, pedestrian-friendly streets with new development oriented toward a more human-scale mixed-use environment. Active transportation, streetscape enhancements, green infrastructure and “road diets” form key pieces of the puzzle. Auto-oriented corridors often have long distances between destinations, suitable only to vehicular traffic. Creating a more pedestrian-focused street requires shortening these distances and establishing key destinations for pedestrians and bicyclists. The focused redevelopment of key nodes can accelerate this process, articulating the corridor into accessible reaches punctuated by notable destinations.

2.4.1.1 Nodes

A review of the LaSalle Boulevard corridor identified three key “nodes” that currently function as destinations and that have the potential for enhancement. Two “gateways” at either end of the study area contribute to the first impression of the LaSalle corridor and New Sudbury neighbourhood (refer to Figure 19). These areas have also been identified for policy enhancements noted in section 2.3:

- (1) Nickeldale/Western Gateway and Node at Notre Dame Avenue and Nickeldale Corridor (CIP Area)
- (2) LaSalle/Montrose Secondary Community Node;
- (3) LaSalle/Barry Downe Regional Centre; and,
- (4) LaSalle/Falconbridge Regional Corridor and Falconbridge Gateway.

The identified nodes can be enhanced as vibrant destinations by:

- ◆ Focusing the highest densities of residential, commercial, office, institutional uses, public facilities and infrastructure for any planned infill and redevelopment at the nodes.

- ◆ Promoting infill and focused redevelopment, particularly within key retail areas.
- ◆ Encouraging residential infill to support additional retail destinations.
- ◆ Combining investment in transit services with municipal infrastructure and land use planning to create compact, sustainable neighbourhoods that are transit-supportive and pedestrian-friendly.
- ◆ Creating or encouraging the creation of additional pedestrian-oriented destinations, and street level “active uses” which enliven the street (coffee shops, restaurants and outdoor patios).
- ◆ Considering Low Impact Development (LID) techniques to manage stormwater for new / proposed developments.
- ◆ Improving streetscape character through public open spaces, landscape treatments and streetscape improvements (refer to section 2.5.3 for more detail).
- ◆ Improving transit, trails, and cycling facilities (refer to section 2.5.3.6 for more detail).



Figure 21: Nodes and Gateways

2.4.1.2 Gateways

To accent the New Sudbury neighbourhoods and destinations, the two ends of the corridor at Notre Dame Avenue and Falconbridge Road should be improved with identifying features, including gateway markers, signage, special paving and landscape treatments. The gateways are the first impression visitors will have of the corridor, and should reflect Sudbury’s character through their built form, public open spaces, and capitalize on opportunities to feature public art wherever possible. Further opportunities for each gateway are noted below.

West Gateway: Notre Dame Avenue / Employment Node

- ◆ Gateway features can be placed to celebrate the heavily-used entrance to New Sudbury. This could be reflected in signage, different paving treatments, landforms, and / or public art.



East Gateway: Falconbridge Road

- ◆ This is a potential location for gateway features, landscape and streetscape improvements, with potential for localized redevelopment of existing vacant lots.
- ◆ Currently the area is a combination of established residential, commercial and light industrial uses.
- ◆ Some enhancement of the streetscape could create better connectivity from this area to the central nodes.



Figure 22: Examples of Gateway Features

Primary Node – New Sudbury Centre / Regional Centre

The New Sudbury Centre is a significant shopping centre and destination. With its central location on LaSalle Boulevard, and its proximity to schools, the library and other important civic destinations, the mall is a central opportunity for enhancing the corridor. See **Appendix B** for details. The mall has a number of characteristics that present opportunities for improvement including:

- ◆ Slightly wider ROW width, allowing for more streetscape enhancements.
- ◆ Opportunities to further enhance the streetscape through landscape treatment and privately-owned public spaces.
- ◆ Extensive parking lots could be transformed into mixed-use redevelopment, assuming sufficient parking remains for existing and proposed uses. The oversupply of parking creates a disincentive to taking transit. Those riding transit, walking or cycling often have to cross the entire parking lot to access the retail buildings. Future development along the corridor should be street facing with parking in the rear or side. This approach will bring access points closer to the street and closer to transit passengers, cyclists and pedestrians, in turn supporting travel by these modes. Parking policies can also be revisited to determine if it is appropriate to reduce parking requirements through shared parking between land uses or reduced parking requirements.
- ◆ Adjacency to the Junction Creek Waterway Trail, with opportunities for enhanced trail connections and public space.
- ◆ Planned redevelopment of Sears retail store location.

Guidelines for redevelopment include:

- ◆ Diversifying uses on the site, considering residential and mixed-use development at transit-supportive densities (refer to section 2.5.4 for more detail regarding built form design guidelines).
- ◆ Incorporating a transit hub and new public spaces within the site.
- ◆ Incorporating privately-owned public spaces into the redesign to provide additional attraction and amenity value.
- ◆ Turning the mall “inside out” to present storefronts at the street level, and developing interior streets within the mall property, creating pedestrian-friendly built form.
- ◆ Bringing retail closer to LaSalle Boulevard, with active uses such as coffee shops, restaurants and outdoor patios at corners and other highly-visible areas.
- ◆ Connecting to the existing and planned sections of Junction Creek Waterway Trail with pedestrian and cycling infrastructure, signage and wayfinding, to encourage active transportation.
- ◆ Streetscape, cycling and transit improvements (refer to section 2.5.3 for more detail).
- ◆ Exploring the possibility of a Community Improvement Plan (CIP) to provide additional resources for redevelopment.
- ◆ Combining these elements with redevelopment has the potential to create a more transit friendly and pedestrian-friendly destination that welcomes residents and visitors to the New Sudbury community.



Figure 23: Examples of Shopping Centre Revitalizations

Secondary Node - Revenue Canada / Nickeldale Neighbourhood

Secondary Community Nodes are intended to provide for a broad range and mix of uses in an area of transit-supportive densities. The Secondary Node at the intersection of Notre Dame Avenue and LaSalle Boulevard represents a significant opportunity for development, with vacant lots across Notre Dame Avenue from the large employer of Revenue Canada, and some existing higher-density housing options north and south on Notre Dame Avenue.

- ◆ Revenue Canada has over 2,000 employees and is growing, creating a potential customer base for new retail and residential development. The majority commute to work, creating traffic congestion during shift changes.
- ◆ There are few restaurants and shops in the area to cater to the workers, and limited housing.
- ◆ Mixed-use development with homes, shops and restaurants would provide additional options for employees to live, work and shop, with the potential to significantly reduce traffic and anchor a key node along the corridor.

- ◆ Existing mid-rise residential could be infilled with additional mixed-use or commercial development, supporting the surrounding areas.
- ◆ Redevelopment in this node should be supportive of pedestrians and active transportation; built form should be located as close to the street as possible, and potential for increasing the width of boulevards to allow for street tree planting and amenity zones should be contemplated (more detail on streetscape design elements can be found in section 2.5.3). These areas can also contribute to a sense of community heritage and character through their design.

Secondary Node - LaSalle Court Mall

The LaSalle Court Mall is positioned almost midway between New Sudbury Centre and the Revenue Canada offices, and is a comfortable walking distance of approximately 10 minutes (~800 meters) from either of these destinations. Enhancements at this node could punctuate the corridor, creating a more walkable thoroughfare. See **Appendix B** for details.

Potential improvements to this node include the following:

- ◆ Existing mid-rise residential could be infilled with additional mixed-use, mid-rise residential development or townhomes in vacant lots on the north side of LaSalle Boulevard.
- ◆ Encourage pedestrian-friendly built form by locating commercial and other active non-residential uses adjacent to the sidewalk, with parking in the rear.
- ◆ Improved streetscape treatments and a landscaped buffer will make existing shops more pedestrian-friendly, and can contribute to a sense of place and local identity (refer to section 2.5.3).

- ◆ Infill development should be street-facing to connect with and improve the pedestrian environment, reducing parking needs, while still allowing for parking behind buildings.
- ◆ On the south side of the street, vacant lots are adjacent to green space and higher-density residential. These are ideal candidates for mixed-use or mid-rise residential that can take advantage of the green space amenity, however, some of the green space land is privately owned. Owners should be consulted about the potential for privately-owned public spaces.



Figure 24: Public Open Space and Landscape Buffer by Shops



Figure 25: Aerial of LaSalle Court Mall (Source: GoogleEarth)

2.4.2 Big Move 4 - Infill and Development Opportunities

Lands with potential for redevelopment and vacant land present opportunities to reinvigorate areas along the LaSalle Boulevard corridor. Good urban form can reinforce the neighbourhood function and elements such as building height and setbacks, building density and land use mixes all have an important influence on the corridor to meet its intended functions. Efficient use of existing vacant infill lots, under-utilized lots, or redevelopment opportunities, such as the conversion of existing brownfield sites, can significantly contribute to meeting intensification goals and targets.

2.4.2.1 Land Use Typologies

Types of land use encouraged for development and redevelopment include mixed-use, medium to high-density residential, and commercial centre as outlined in Chapter 3 “Implementation”, and demonstrated in **Appendix C**, Analysis and Recommendations Maps for LaSalle Boulevard.

2.4.2.2 Infill / Development

For proposed development or redevelopment, the following guidelines apply:

- ◆ Locate community-serving uses such as neighbourhood parks, minor commercial uses and places of worship with frontage and orientation along LaSalle Boulevard and in locations that can become focal points for community interaction. Site these buildings close to the street, and with parking in the rear of buildings.
- ◆ Locate land uses requiring large lots (including medium and high density uses served by private roads or lanes) along collector roads to consolidate and minimize driveway connections.

- ◆ Locate buildings close to the street lot line with minimal setbacks and in a tight and continuous building fabric oriented to the street to reduce walking distances for transit users (in compliance with 11.3.2.4 of the OP).
- ◆ Provide off-street parking and vehicle access to the rear or side of buildings, where possible.
- ◆ Buffer existing parking lots from the street with dense landscape strips and/or low fences along the street lot line on adjacent lands. Provide breaks in the buffer to enable pedestrian routes from the sidewalk into the parking lot.
- ◆ Apply consistency in landscape treatment, lighting, building setbacks, building orientation, and signage, refer to section 2.5.3 of this plan for more detail.
- ◆ Reduce the number and width of driveways to avoid breaking up the sidewalk. Encourage shared driveways between businesses and strip retail centres.

To promote site-specific infill and development, LaSalle Boulevard can be broken down into 4 key segments being:

- (1) Nickeldale (the Western Gateway and Node, as well as the Nickeldale Corridor);
- (2) LaSalle/Montrose Secondary Community Node;
- (3) LaSalle/Barry Downe Regional Centre; and,
- (4) LaSalle/Falconbridge Regional Corridor and Falconbridge Gateway.

Within each of these areas, there are numerous opportunities for intensification, infill development, redevelopment and/or lot consolidation. Opportunities for intensification within each of these areas are identified below.

Nickeldale / Western Gateway at Notre Dame

For the purposes of this study, the Nickeldale area has been broken down into 2 sub-areas being the Nickeldale Node/Gateway at the intersection of LaSalle Boulevard/Notre Dame Avenue and the Nickeldale Corridor further east. Each of these areas are identified on the maps below.

Southwest Quadrant:

- ◆ Recommend that the proposed Mixed Use Employment (MU1) Zone be applied to lands in the southwest quadrant (fronting on Notre Dame) of the LaSalle/Notre Dame intersection.
- ◇ This would provide for intensification of existing commercial uses in this location as well as provide for the introduction of mixed commercial/residential uses at an increased density.

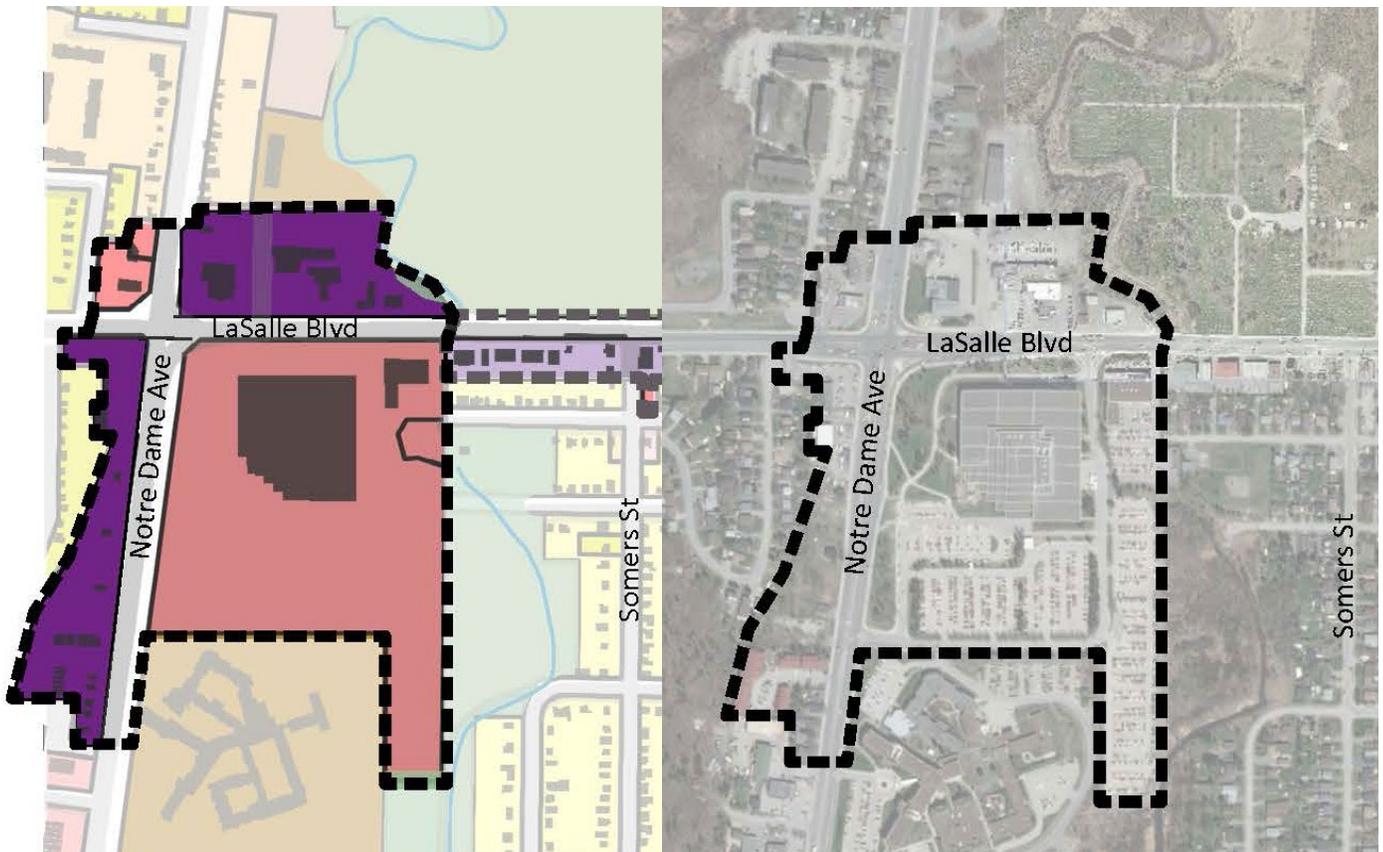
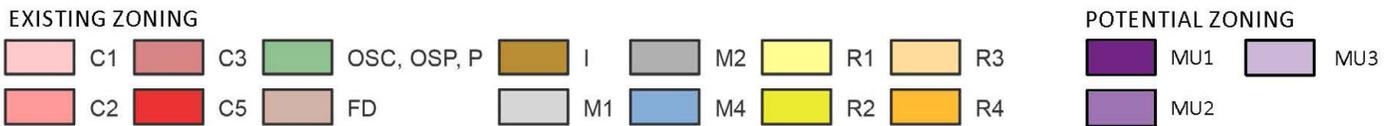


Figure 26: Nickeldale Gateway – Opportunities for Intensification

- ◆ Lands a little further south of the intersection on the west side of Notre Dame are currently zoned R3-1 which permits low and medium density uses. Introduction of the proposed MUI Zone would extend permissions for mixed use development further south along Notre Dame in this location and provide continuity within the Nickeldale Gateway node.
- ◆ There are also a number of small vacant lots on the west side of Notre Dame in this location. These lots have excellent potential for consolidation and application of the proposed MUI Zone.

Northeast Quadrant:

- ◆ Recommend that the proposed Mixed Use Employment (MUI) Zone be applied to lands in the northeast quadrant (fronting on Notre Dame Avenue) of the LaSalle/Notre Dame intersection.
- ◆ Lands in this location provide an excellent opportunity for higher quality mixed use development at an increased density. The existing funeral home would be permitted through the proposed MUI Zone.

Additional Development Opportunities

The uses in the northwest quadrant (gas station) and southeast quadrant (Revenue Canada) do not permit for significant intensification opportunities. However, just east of the Revenue Canada building and parking is a vacant lot that provides for some infill opportunity. The land is currently zoned Future Development (FD). However, a stream transects the central portion of this lot and subsequent lands are identified as a flood plain. Remedial measures to address this would be required. There could be a potential to share parking with the existing parking lot that is adjacent to the west. The zoning by-law does not currently have regulations for shared or harmonized parking. It is recommended that such regulations be added to the Zoning By-law – not just for this site but that could be applied elsewhere in the City.

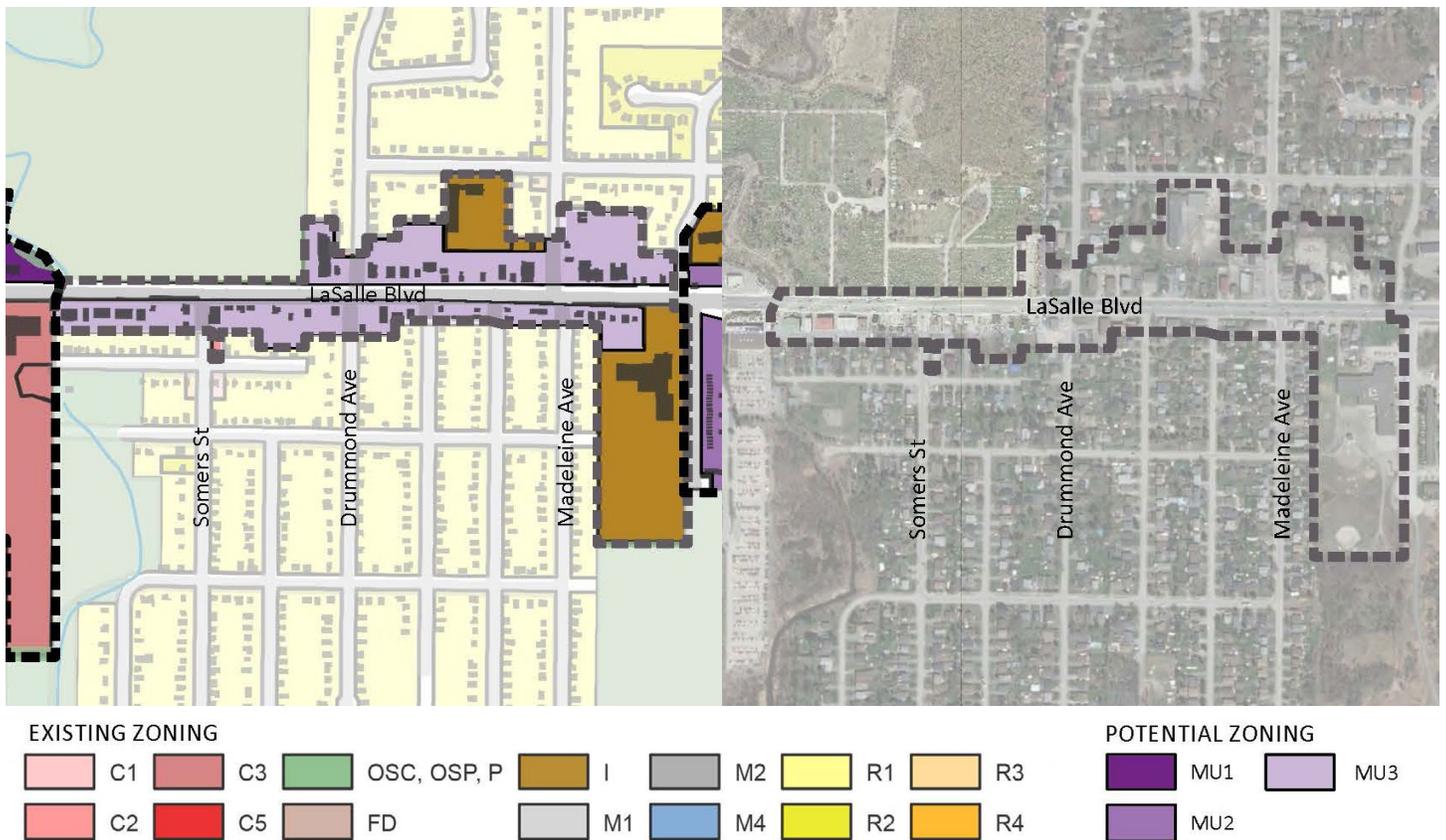


Figure 27: Nickeldale Corridor - Community Improvement Plan

Nickeldale Corridor - Community Improvement Plan

Lands fronting along LaSalle Boulevard just east of the Nickeldale Gateway Node are generally zoned Residential (R3 - medium residential density forms) or R2 (lower density residential forms). Only four parcels are currently zoned for commercial uses in the C1, C2 and C3 zones. The buildings are already very close to the road with little or no front yard setback. This is a result of historic widening of LaSalle Boulevard in this location. It is recommended that the City consider the implementation of a Nickeldale Community Improvement Plan that would apply to the Nickeldale parcels fronting on LaSalle Boulevard as well as the Nickeldale Gateway Area. The community improvement plan can be used to identify municipal priorities and facilitate

transition and redevelopment, as well as provide grant and loan programs and other incentive programs to improve building stock and lands within the community improvement area. It is proposed that the Regional Corridor Mixed Use Zone (MU3) be applied to the Nickeldale corridor east of the Gateway node. This may require that some lands be re-designated from the Living Area 1 Designation in the Official Plan to the Commercial Mixed Use Designation.

LaSalle / Montrose Secondary Community Node

There are 3 key opportunities for infill and redevelopment within the LaSalle/Montrose Secondary Community Node:

- ◆ Vacant lands on the south side of LaSalle Boulevard;
- ◆ Intensification of the LaSalle Court Mall; and
- ◆ Intensification of residential uses on the north side of LaSalle Boulevard.

Vacant Lands on the South Side of LaSalle Boulevard

On the south side of LaSalle Boulevard just west of Montrose Avenue is a vacant lot (currently zoned R3-1) that poses an excellent opportunity to introduce added density to the Montrose Secondary Community Node. There is also a single detached dwelling on an adjacent lot. Both the vacant parcel and the detached dwelling would be well suited to 'up-zoning' to permit high density uses. This would require an increase in the permitted as-of-right height in this location.

Further along the south side of LaSalle Boulevard just east of Montrose Avenue another vacant lot ideally suited to establishing a high density use. Currently the lot is zoned R3-1. This poses an excellent opportunity to 'up-zone' this parcel to accommodate high density uses. As with the other site further west, the height permissions in the Zoning By-law will need to be increased to facilitate increased density in this location.

There is a large vacant, natural area just south of the Montrose Secondary Community Node. These lands although currently zoned 'Future Development (FD)' have recently been identified

as having potential to be a Provincially Significant Wetland. As a result, the development potential of these lands is restricted. This also would require setback requirements for any new development or redevelopment adjacent to the wetland's northern boundary.

Intensification of the LaSalle Court Mall

There are opportunities for to intensify the LaSalle Court Mall. This commercial intensification would require a reduction of parking standards to permit additional commercial pads to be located closer to the LaSalle Boulevard frontage. The addition of another pad, or pads, would provide for a more cohesive and potentially active street frontage, thereby making the parking internal to the site. Currently, one additional pad has been added to the front of the existing plaza however, it is used as a vehicle service shop, contrary to the pedestrian friendly, transit supportive focus of a node. The reduction of parking standards is a common theme that may run along the corridor in terms of the existing parking standards for commercial uses – and in particular for plazas and the New Sudbury Centre.

Intensification of Residential Uses on the North Side of LaSalle Boulevard

Along the LaSalle Boulevard frontage between Lauzon/Arthur Streets and Carmen Streets, there are a number of existing three storey residential buildings. These existing buildings already have parking to the rear with the buildings close to the LaSalle Boulevard onward. The existing orientation of the buildings and parking on these lots facilitates the built form encouraged through the nodes and corridors approach to planning. These residential uses are all currently zoned R3 (some with site specific

exceptions). There is another opportunity to provide for increased medium density uses in this location with the introduction of additional permissions for alternate residential built forms (such as stacked towns) in the Zoning By-law. This will also require an increase in the height permissions within the Zoning By-law. There is some longer term development potential on the north side of LaSalle Boulevard in this location as Roland Street effectively frames what could be a redevelopment block for medium density uses that would be supportive of this midpoint node. Between the development potential identified on the north and south side of LaSalle Boulevard, there is an incredible opportunity to increase residential density in this location. The Zoning By-law will need to incorporate more urban design

standards to guide future redevelopment such as the inclusion of build-to lines along the LaSalle Boulevard onward, angular plans, and landscape requirements.

Introduction of New Community Node Mixed Use (MU2) Zone

It is recommended that the proposed new Community Node Mixed Use (MU2) Zone be applied to lands within the LaSalle/Montrose Secondary Community Node. Permitted uses within the proposed MU2 Zone are intended to provide for higher density residential uses and a mix of commercial and institutional/community uses within a developing pedestrian-oriented streetscape.

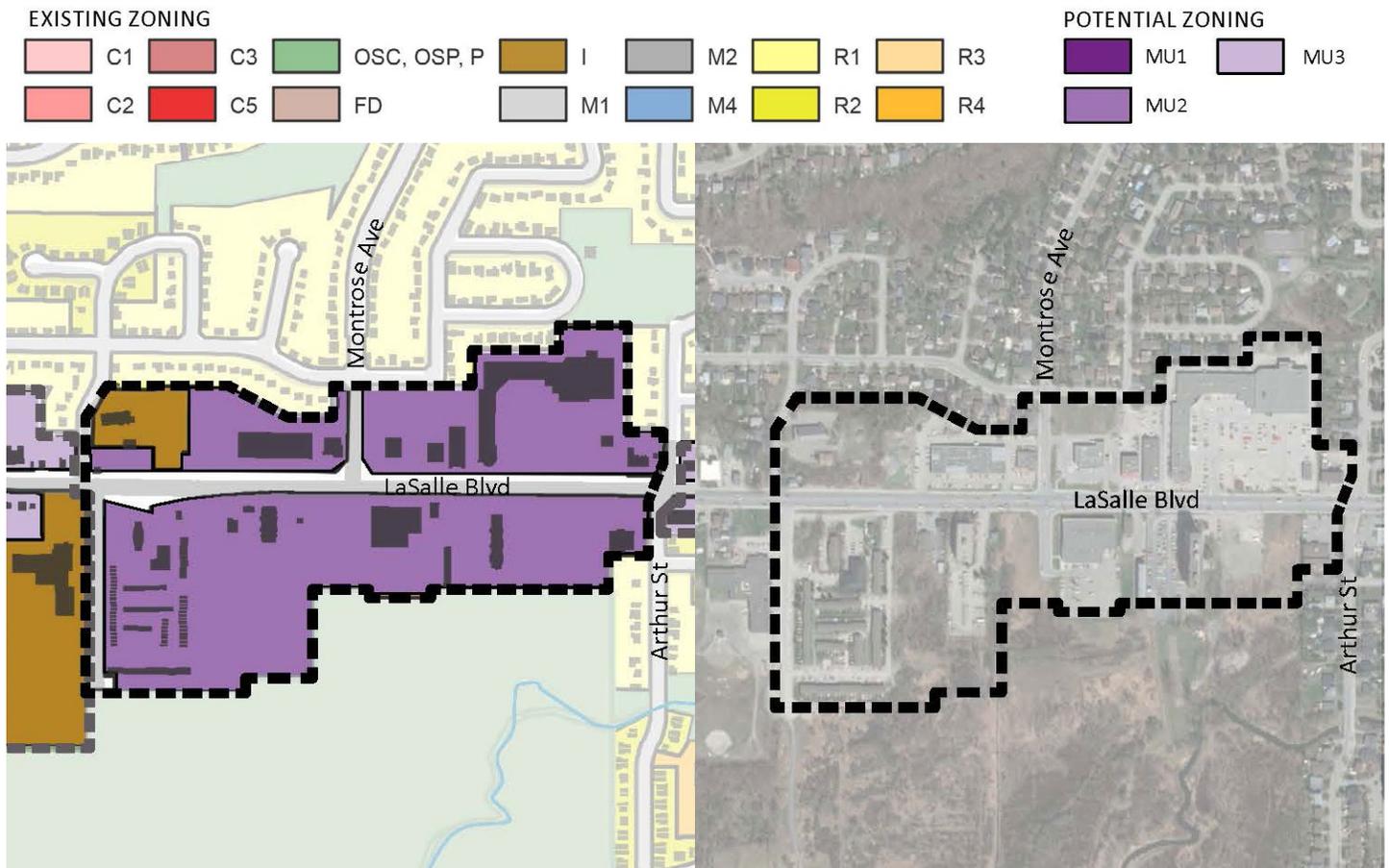


Figure 28: Nickeldale Corridor - Community Improvement Plan

LaSalle/Barry Downe Regional Centre

The area proposed to be brought into the LaSalle/Barry Downe Regional Centre is identified on the map below.

The New Sudbury Centre is an anchor of the existing Regional Centre designation applied through the Official Plan. The existing Regional Centre designation applies to the New Sudbury Centre lands between LaSalle Boulevard and the railway track and the reciprocal lands on the eastern side of Barry Downe Road as far as the stream corridor. There are 3 key opportunities for infill and redevelopment within the LaSalle/Barry Downe Regional Centre:

- ◆ Intensification of existing commercial uses;
- ◆ Introduction of high density residential uses; and
- ◆ Expansion of the Regional Centre boundary to the northern side of LaSalle Boulevard.

Intensification of Existing Commercial Uses

There is an opportunity to intensify the use and density of the New Sudbury Centre lands – particularly in the northern quadrant of the site. From a planning perspective, to implement a nodes and corridor approach, any intensification through the additional commercial pads should be located along the LaSalle Boulevard frontage and should be introduced as mixed use buildings with residential units incorporated above street level commercial. In general terms the C5 Zone which applies to the majority of the commercial lands south of LaSalle Boulevard in the Regional Centre needs to be updated and to some degree remedied. This includes added scrutiny of the uses permitted, removal of the industrial use permissions, and a rezoning of automotive related uses into a new Automotive Zone that exclusively permits gas stations, repair garages and other automotive related uses. This automotive zone would only be applied to existing uses.

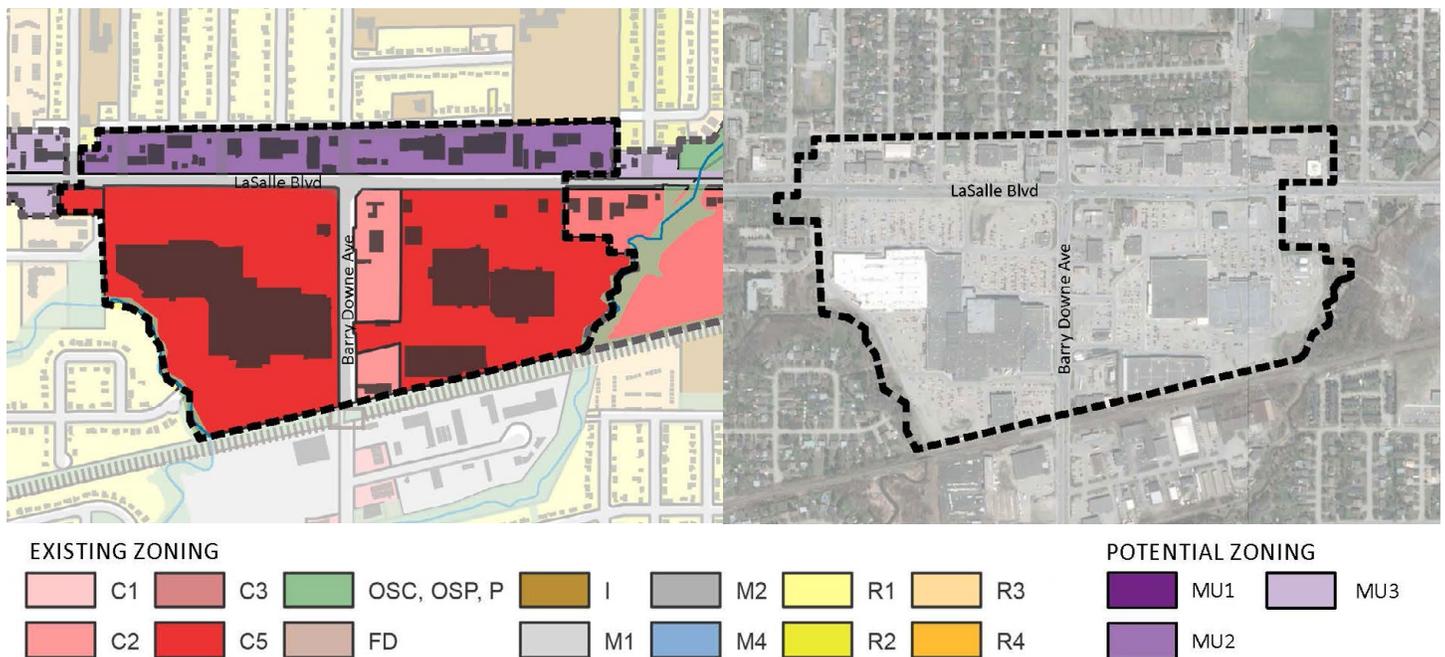


Figure 29: Regional Centre - New Sudbury Centre

In order to facilitate the creation of a mixed use node in the Regional Centre, parking standards would need to be reduced and residential uses would need to be added as permitted uses in the C5 zone which applies to the lands. Landscaped buffers along the LaSalle Boulevard street front are also encouraged to improve the street scape of the Regional node.

Based on the recommendations in this report, the City can establish a vision and detailed land use plan for the LaSalle/Barry Downe Regional Centre. This would include the establishment of a mixed use, high density node supported by increased residential densities, institutional uses, and uses supportive of the proposed transit hub that is to be located on the site. The planning exercise could include specific Official Plan policies guiding built form (height) and phasing. This is another area that could benefit from a Community Improvement Plan.

Introduction of High Density Residential Uses

The LaSalle/Barry Downe Regional Centre is an ideal location to facilitate intensification through the introduction of high-density residential uses. The existing commercial and institutional uses in the Regional Centre provide a framework to forward the complete communities and complete streets philosophy in a transit supported location. This is true of the Regional Centre as a whole but in particular to the New Sudbury Centre which is proposed to be the location of a new transit hub servicing nearby areas and beyond. As stated earlier, this would require an updating and rationalization of the C5 Zone to permit high-density residential uses along with supporting regulations. Some of the key integration issues that would need to be

addressed before residential uses are introduced to the Regional Centre include:

- ◆ Proximity to the railway and buffering/setback requirements;
- ◆ Compliance with the MOE D6 Guidelines;
- ◆ Satisfactory emergency vehicle access;
- ◆ Location of truck movements and access to loading facilities for existing commercial uses and any proposed residential or institutional uses; and
- ◆ Provision of minimum amenity area requirements for high-density residential uses.

Expansion of the Regional Centre Boundary to the North Side of LaSalle Boulevard

Along the northern side of LaSalle Boulevard along the width of the Regional Centre (from Roy Avenue to Paquette Street) is a series of existing highway commercial retail and service commercial uses. Many of these have drive-thru facilities associated with the primary use. Although designated Commercial in the Official Plan, these lands are not included in the Regional Centre Designation. It is our recommendation that the Regional Centre designation should be extended to include these lands. These lands are currently zoned C2. This is another location where it is recommended that the proposed new Community Node Mixed Use (MU2) Zone be introduced. The MU2 Zone would act as a buffer between the potentially higher density uses on the south side of LaSalle Boulevard and the stable low density residential area to the north.

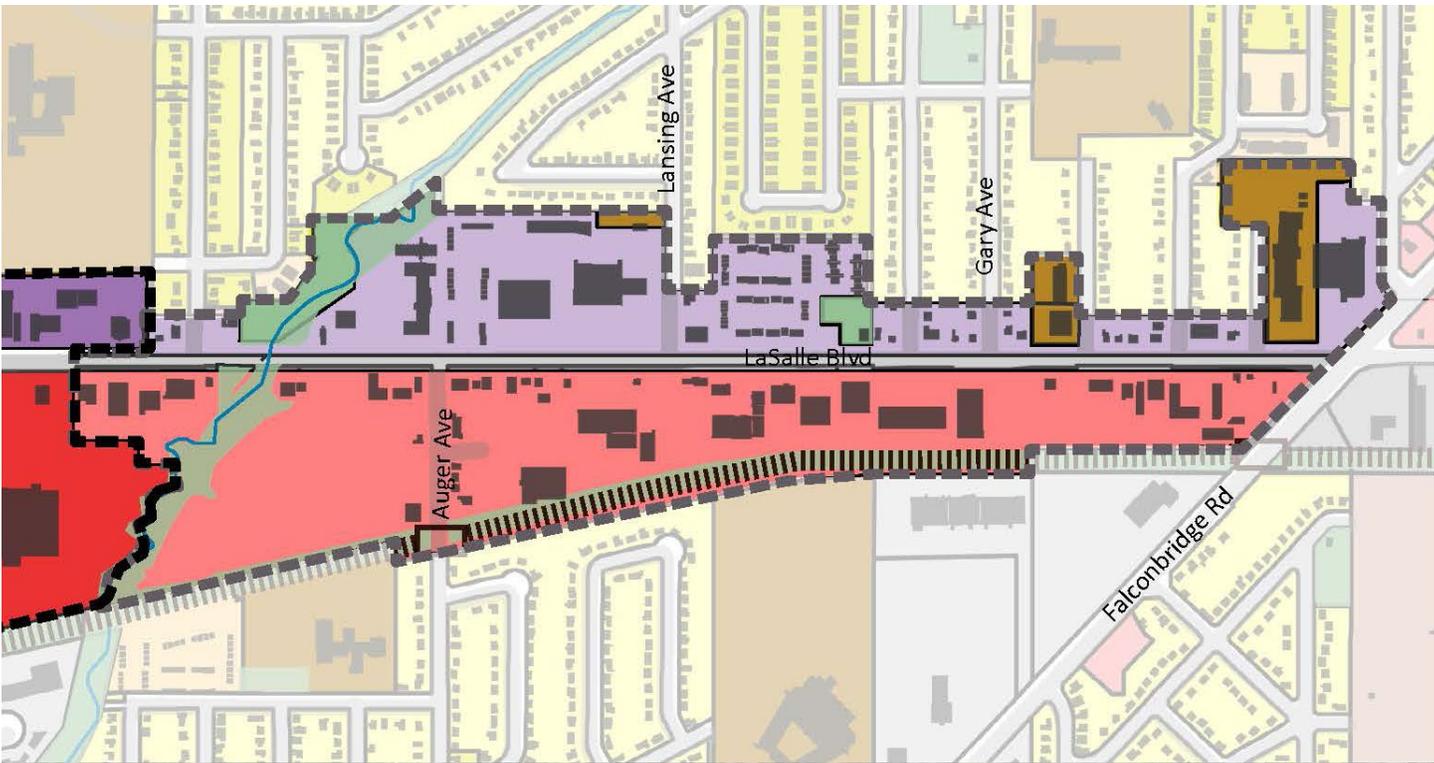
LaSalle/Falconbridge

Lands west of the Regional Centre along to the study area boundary at Falconbridge Road are an eclectic mix of commercial, institutional and residential uses and historic industrial zoning. Lands on the south side of LaSalle Boulevard east of Paquette all the way to the eastern study boundary at Falconbridge are currently zoned Industrial (M1). The overwhelming majority of the existing uses in this area are commercial in nature. The existing zoning may not achieve the desired outcomes for this corridor. As a result, it is recommended that the industrially zoned lands be rezoned to the Commercial Two (C2) Zone. This particular area would also benefit from a Community Improvement Plan to facilitate the improvement of private buildings and properties in the area. There may be some brownfield issues associated with historic uses in this area.

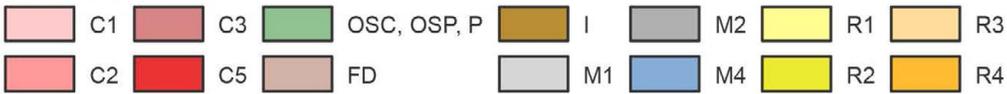
South of LaSalle Boulevard and west of Auger Avenue is a currently vacant lot that has previously been proposed for development, with one preliminary plan showing it as a big box retail site. Given its proximity to the New Sudbury Centre node, we recommend the C2 zoning be applied to this location. Ideally, street-facing retail or a mix of retail and residential or office land uses with parking in the back would add value to the street. This is a brownfield site and additional studies would need to be undertaken to identify remediation efforts required. The site does offer the opportunity to extend the New Sudbury Centre node eastward, leveraging investments to further transform the street into a destination for a variety of people and purposes.

On the north side of LaSalle Boulevard between approximately Place Hurtubise and Sylvio Street are a number of low density residential uses, institutional uses (schools, churches, playgrounds) and convenience commercial uses. This is an area in transition where residential dwellings have in some cases been repurposed to accommodate commercial or institutional uses. There are however, still a number of existing detached residential dwellings with direct driveway access onto the LaSalle Boulevard arterial. Many of the remaining residential lots in this location are small and/or have narrow frontages along LaSalle Boulevard. There is an excellent opportunity for lot consolidation of some of these lots to be replaced with medium density housing forms or mixed use street level commercial with residential dwelling units in the upper floors. It also affords an excellent opportunity to create a greater intensification of such uses with a more contemporary built form keeping the buildings closer to the road and locating parking to the rear of the parcels.

Lands along the northern side of LaSalle Boulevard would need to be re-designated from the Living Area 1 Designation to the Mixed Use Commercial Designation in the Official Plan. Similarly, it is recommended that the proposed Regional Corridor Mixed Use (MU3) Zone be applied to the north side of LaSalle Boulevard. In general terms, it is proposed that the MU3 Zone be applied to those portions of LaSalle Boulevard that are outside of the Regional Centre and Secondary Community Node boundaries.



EXISTING ZONING



POTENTIAL ZONING

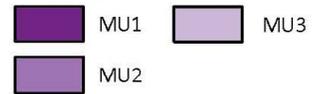


Figure 30: LaSalle / Falconbridge Gateway and Regional Corridor

2.4.3 Big Move 5 - Completing the Street

Completing the street to provide a better balance for all modes of transportation would positively impact travel along and through this corridor. Enhanced amenities for transit riders through bus shelters, benches and bus arrival information, in addition to the possibility of a new transit hub at New Sudbury Centre, would make this mode of travel more attractive. Transit priority measures that enabled bus drivers to hold traffic signals “green” to maintain on-time schedules would further support transit as a mode of travel. Providing a cycling facility where none exists today would address this need. The multi-use path also could be used by pedestrians. Reviewing the number of driveways along the corridor and implementing access management principles to close driveways would improve the vehicular traffic flow by reducing friction between turning and through vehicles. Add to all of this improving the quality of the streetscape, starting with a streetscape improvement program and implementing the recommended design guidelines for the corridor and there would be a fundamental shift in how people view this corridor and how people travel along the corridor.

2.4.4 Big Move 6 - Creating Character

The character of the LaSalle Boulevard corridor can be established and enhanced through the application of the recommended urban design guidelines (see section 2.5). By implementing a continuous approach to common design elements, it creates a sense of place, which assists in building a local identity, wayfinding and branding.

2.5 Urban Design Guidelines

2.5.1 The Corridor Overall

As pockets of redevelopment occur along LaSalle Boulevard it is important that consistent materials, lighting, planting and other elements be continuous along the corridor, reflective of the characteristics of the different surrounding neighbourhoods. This will contribute to a clear sense of place and strengthened identity for the area. Refer to section 2.5.3 for more detail on streetscape elements.

The following design approaches should be considered through development applications and has formed some of the policy recommendations for governing redevelopment for the corridor.

2.5.1.1 Corridor Right-of-Way Considerations

The City's Official Plan indicates a desired 30m ROW, though most areas along the corridor are narrower, constraining opportunities for streetscape improvements within the public realm. For the purposes of this study, a ROW of 26.2m was used as the basis for the concept design, as this represents the condition that is typical along the corridor. Recommendations for the City's right-of-way include:

- ◆ Design for the existing ROW to show how plans can be implemented today; and
- ◆ Obtain 30m ROW as private property redevelops.

2.5.1.2 Streetscape Sections

Several street sections representing the various ROW widths along the corridor demonstrate the different elements discussed in these design guidelines, refer to **Appendix D** for full size images of the streetscape sections.

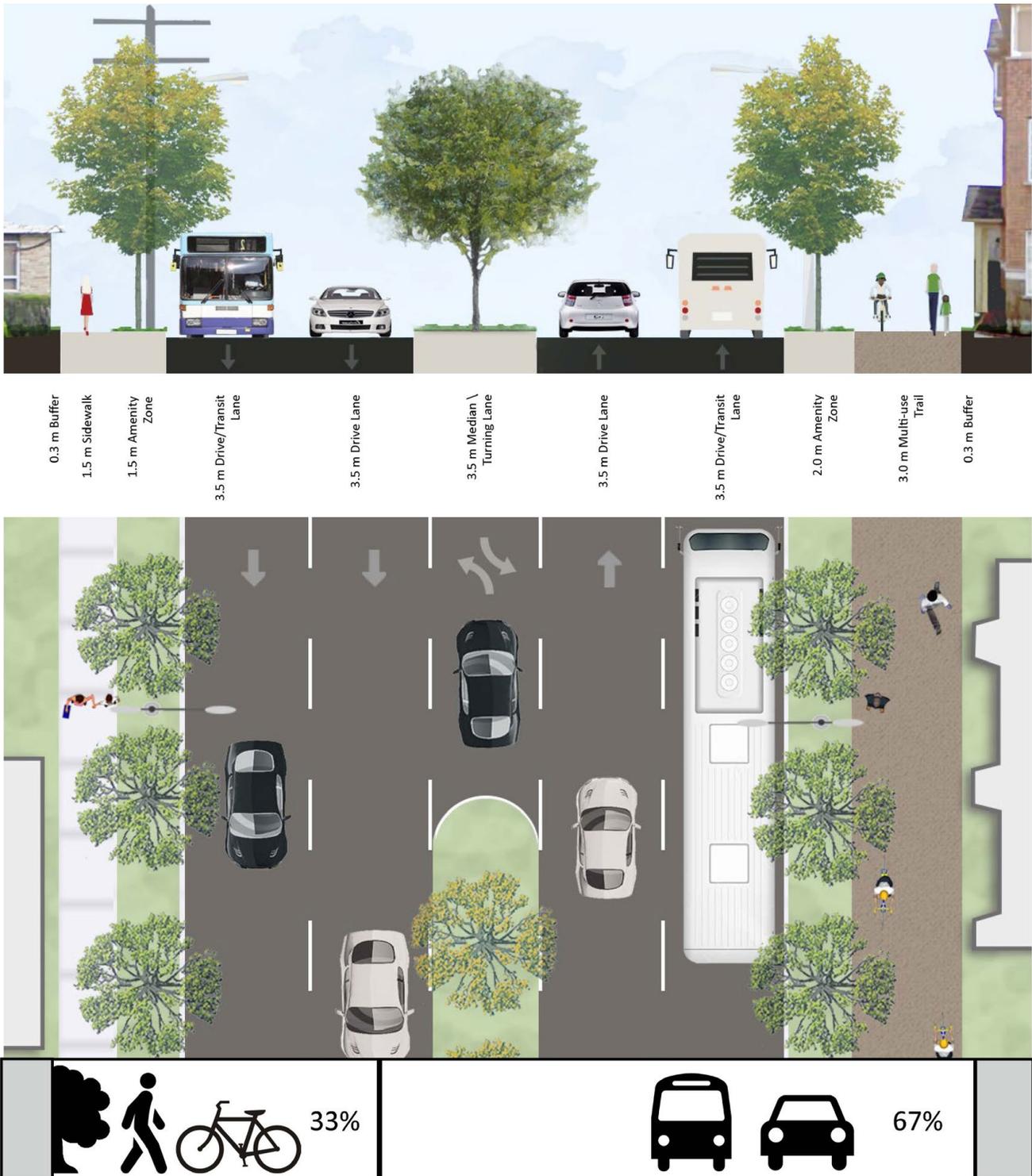


Figure 31: Conceptual Streetscape Section of a 26.2m ROW with a Multi-Use Path and Sidewalk

2.5.2 Public Realm and Open Spaces

The vision of the public realm is to create a welcoming, safe, active corridor with equitable sharing of the public right-of-way (ROW). To achieve this, additional space can be dedicated to active transportation uses, particularly the two biggest groups—pedestrians and cyclists. The design of this dedicated space should respond to the changing context and dynamics of the corridor, while implementing best practices of active transportation and public realm design wherever feasible.

Currently, there are limited parks, trails and naturalized areas scattered around the LaSalle Boulevard corridor, many of these are fragmented and have little connection to the corridor or other public spaces. Developing connections between these existing fragments, adding wayfinding elements and creating new green space where feasible will improve the cohesive design of public realm, connecting the corridor and creating an enjoyable user experience.

Guidelines for the design of the public realm and open spaces include:

- ◆ Reviewing opportunities for additional parks and parkettes adjacent to LaSalle Boulevard in vacant land and as properties redevelop.
- ◆ Considering microclimate and winter liveability in the design of public spaces.
- ◆ Wherever possible, integrate the natural environment and built heritage features into the design of the public realm and open spaces.
- ◆ The connections between existing parks, trails and naturalized areas should be treated as part of the park spaces, enhancing connectedness and walkability.
- ◆ Enhance trail connections and crossing opportunities.
- ◆ Ensure that all public spaces and routes are well defined by buildings. Frontages to the public realm should be designed as ‘active’ as possible and contain windows and well-defined main entrances, and have activity-generating uses on the main floor.
- ◆ Consider incorporating Low Impact Development (LID) techniques and methods in new landscaped areas.
- ◆ Explore opportunities for incorporating design elements that encourage climate change resiliency
- ◆ Utilize drought adaptive species when planting the parks. These species will require fewer resources to remain healthy. Existing plants to be pruned appropriately to allow for proper sight lines through the parks to improve safety and sense of security in the parks.

2.5.3 Streetscape

Well-coordinated streetscape design can produce consistent themes and unifying appearance for nodes, corridors, community areas and neighbourhoods. The streetscape design for LaSalle Boulevard takes this into account, as well as considerations for the design of sidewalks, boulevards, medians, pedestrian crossings, street furnishings, lighting, plantings, amenities and public art. Transit and active transportation are also considered through streetscape design, these are discussed in more detail in section 2.5.3.

Design guidelines for the streetscape in general include:

- ◆ Consistent materials, lighting, planting and other elements should be applied continuously along the corridor, with minor variations that are reflective of the different neighbourhoods, characteristics and natural features surrounding the corridor, and contributing to a clear sense of place / character and strengthened local identity.
- ◆ Design with consideration for preserving scenic views and maintaining visibility of storefronts along the corridor.
- ◆ Lighting, street furniture and amenities will be designed to be human-scale.
- ◆ Public open spaces, landscape treatments and streetscape improvements will be focused on creating pedestrian-friendly environments and improving streetscape character.
- ◆ Streetscape design should buffer pedestrians from traffic, and focus attention on the adjacent built form.
- ◆ Emphasize opportunities for street trees and planting in locations that will support long-term vegetation health and minimize salt impact.
- ◆ Consider Low Impact Development (LID) techniques to manage stormwater along the corridor.
- ◆ Utilize additional ROW and adjacent private space for streetscape and landscape enhancements where possible.

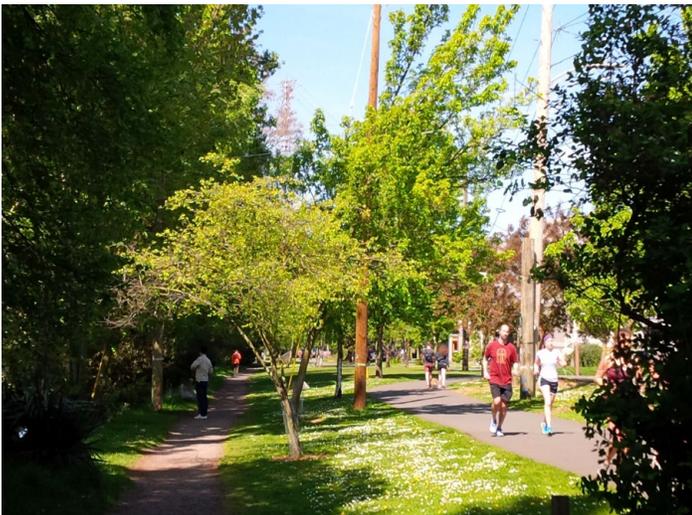


Figure 32: Trails can connect the corridor to nature



Figure 33: Examples of Streetscape Treatments for Sidewalks

2.5.3.1 Sidewalks

Sidewalks are the primary setting for pedestrian use within a streetscape. Combined with amenity zones, landscape treatments and the public-private interface, they are the primary forum for experiencing a city as a pedestrian. The sidewalk is the foreground for the businesses that drive the economic vitality of a city. If the sidewalk is a busy and vibrant place, the city will thrive.

More than just corridors for moving through, a sidewalk should be seen as a linear public space suitable to a variety of experiences. The design of the sidewalk is highly dependent on its context and the urban form that surrounds it.

On LaSalle Boulevard, the existing sidewalk is relatively narrow compared to the width of the street. In areas where the available ROW is narrow, creativity may be required to create a comfortable walking and bicycling experience that is buffered from traffic.

Guidelines for sidewalks include:

- ◆ Create a continuous and consistent sidewalk along the entire length of the corridor.
- ◆ Maintain a level grade that does not dip at driveways; pedestrian-priority forces cars to slow down which reduces the chance and severity of accidents.
- ◆ Reduce the number and size of driveways to make the corridor more pedestrian and bicycle-friendly.
- ◆ Use design and markings to indicate pedestrian crossing and priority at driveways and intersections.
- ◆ Focus streetscape enhancements on nodes and key areas, while maintaining walkability throughout the corridor.
- ◆ Widen sidewalks where public use and patios are possible.
- ◆ Separate pedestrians from the street with a landscaped boulevard and/or street trees wherever possible.
- ◆ Use paving treatments at key locations and intersections to enhance the sidewalk and provide directionality and wayfinding.

2.5.3.2 Plantings

Attractive landscaping features can contribute to the overall visual environment and “feel” of a corridor and further encourage walking, leading to a more active streetscape. Plantings also bring many environmental and health benefits.

Planting within the corridor should be used to create visual interest, follow Crime Prevention through Environmental Design (CPTED) principles and ensure replacement of trees over time.

Design guidelines for plantings along the corridor include:

- ◆ Plant deciduous trees between the curb and the sidewalk where possible to provide shade for pedestrians, to protect them from traffic, and to define the sidewalk. Plant a second row of trees on the “back” side of the sidewalk as well, either in the ROW or on private land, wherever possible.
- ◆ Ensure that plantings provide visual interest on streets, soften buildings, and delineate spaces.

- ◆ Promote tree planting and landscaping appropriate to the neighbourhood context, where possible. Require agreements on adjacent private property (enforceable through appropriate planning conditions) to secure long-term maintenance of new soft landscape.
- ◆ When selecting landscape materials (trees, shrubs, and other vegetation), consider low-maintenance plantings with tolerance to salt spray, sun, shade, wind, and soil conditions, and use native plant species whenever possible.
- ◆ Ornamental, flowering trees (planted on both sides of the street) should be used to emphasize intersection locations and the corridor gateways.
- ◆ Street furniture such as light poles, mailboxes, utility boxes, signs and distribution transformers should be coordinated with the street tree planting and aligned with the tree planting to maintain a clean and organized streetscape.

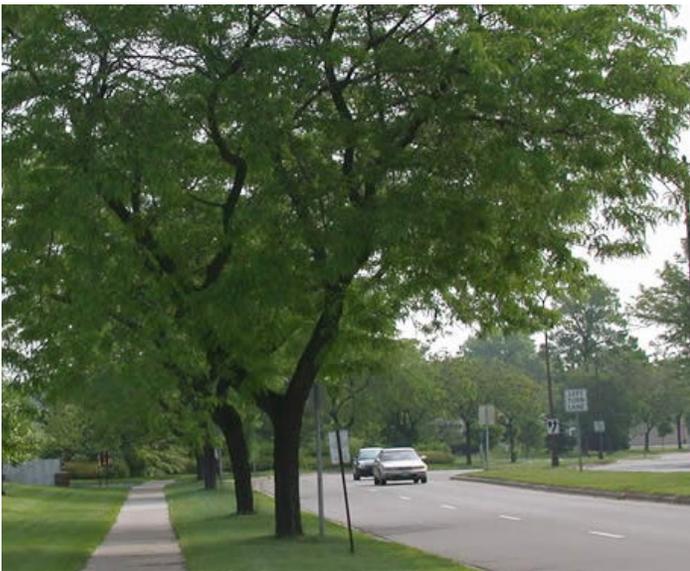


Figure 34: Examples of Street Tree Plantings

2.5.3.3 Boulevards and Medians

In order to create a safe, attractive active transportation corridor, planted boulevards and medians are strongly desirable. They serve to enhance the corridor experience aesthetically for all user groups, including motorists, while also protecting and buffering the more vulnerable users. Recommendations for enhancing the public realm include:

- ◆ Boulevards and medians planted with street trees to achieve a multitude of benefits; trees provide shade, cooling, and can calm and slow traffic by visually narrowing the street, medians provide refuge for pedestrians crossing the street and boulevards create a buffer for pedestrians and cyclists from motorists. The boulevard can also be transitioned at transit stops to provide a sheltered area for transit users.
- ◆ Narrow spaces that do not support street trees can be planted with other hardy vegetation.
- ◆ Planting outside the sidewalk (adjacent to private property) creates a buffer for parking lots and industrial uses. This can be encouraged even on private property through incentives and other methods.
- ◆ Incorporate planted medians into the existing centre lane where turning can be restricted, to visually narrow the street and enhance the tree canopy.
- ◆ Planted medians can also be utilized for stormwater retention and filtration, as part of a Low Impact Development (LID) system.
- ◆ Provide human-scale lighting, street furniture and amenities (refer to section 2.5.3.4 for more detail).
- ◆ Find opportunities for parkettes, plazas, recreational and gathering space for markets, events and functions that draw people together for active and passive uses. These can be a combination of public and private spaces.



Figure 35: Examples of Median Treatments incorporating Low Impact Development techniques (Left), Trees and Plantings(Right)

2.5.3.4 Street Furnishings, Amenities and Lighting

Furnishings and Amenities

A cohesive collection of site furnishings and amenities will help unify the unique aesthetic character of the corridor. New development should ensure an integrated and coordinated approach to site furnishing elements such as seating, bollards, bicycle racks and trash receptacles.

Design guidelines for furnishings include:

- ◆ For each furnishing type, a single system, or set of similar systems will be chosen to allow for long-term economic viability and consistency. For example, a standard bench will allow for ease of maintenance and replacement.
 - ◆ The selected systems should be flexible to suit different needs, uses, locations, configurations and groupings.
- ◆ Furnishings should be coordinated with the City of Greater Sudbury to allow for regular maintenance routines and affordable replacement when required.

Design guidelines for seating include:

- ◆ A combination of fixed and moveable seating should be provided. Any moveable seating should be placed in areas where gathering is likely, such as around kiosks, art installations, and markets, should they develop.
- ◆ Seating should also allow for optional backrests, depending on location.
- ◆ Wood is recommended as the primary seating material due to its added comfort in cold weather climates (lower heat conduction versus metal and concrete). Hard woods are recommended to provide lower maintenance requirements.



Figure 36: Examples of Potential Site Furnishings - Different Bench Options

Design guidelines for corridor bicycle racks include:

- ◆ Bicycle racks will have a modern and timeless appearance.
- ◆ Bicycle racks must provide a high-level of theft protection, similar to a 'U' or 'D' bicycle rack.
- ◆ Bicycle racks should be placed in groupings of no less than three within sight lines of potential destination spaces.

Design guidelines for corridor waste receptacles include:

- ◆ Waste receptacles will have a modern and timeless appearance.
- ◆ Waste receptacles should allow for easy maintenance by the City and access by users.
- ◆ Waste receptacles should be placed within viewing range of seating areas, but not too close as to cause discomfort from odors, animals or insects.

Lighting

Pedestrian-scaled lighting within the corridor is necessary to improve safety, and enhance the usability and aesthetics of the spaces. Appropriate lighting types and levels is another element that will encourage people to use LaSalle Boulevard in the evenings. Guidelines for lighting are as follows:

- ◆ Incorporate high quality lighting design including architectural lighting of buildings and features
- ◆ Ensure spaces that are well lit, avoiding dark corners, with lighting designed to be in context and also to minimize 'light pollution'.
- ◆ Lighting will be full cut-off / dark sky compliant.
- ◆ High-efficiency luminaires should be used to reduce energy consumption, long life LED's (50,000 to 100,000 hours) are encouraged.



Figure 37: Examples of Site Furnishings

- ◆ A single pole style will be chosen to create consistency in appearance, yet allow for a wide variety of applications. The pedestrian scale should be the focus.
 - ◆ Fixtures will have a modern and timeless appearance.
 - ◆ Where appropriate, luminaires can be mounted on existing bases for cost savings.
 - ◆ Lights should be spaced evenly throughout the corridor and allow for a safe level of sight during all times of day.
- ◆ Lights should be oriented to illuminate the public realm and not interfere with private properties.
 - ◆ Fixtures and poles should coordinate with the City of Greater Sudbury to allow for regular maintenance routines and affordable replacement when required.



Figure 38: Examples of Light Standards

2.5.3.5 Public Art

Public art within the corridor can take many different forms. Elements of public art can be educational, entertaining, inspiring, rewarding, communicative, and evocative, among others. Public art also can assist in wayfinding and placemaking by providing a local landmark. Local public art can enhance a sense of community pride and support local artists. Pursuit of public art is highly recommended by these design guidelines and should be pursued, particularly within the identified nodes.

Design guidelines for public art include:

- ◆ Promote public art and custom-made features to enhance public spaces, buildings and blank facades and to add to the distinctiveness of the corridor.
- ◆ Public art may include a combination of rentable or temporary spaces as well as permanent pieces that are located throughout the corridor, but focused in the primary and secondary nodes.
- ◆ Certain public art pieces should incorporate an educational component.
- ◆ A public self-monitoring and respect program should be created along with each public art piece.

These guidelines may be implemented through and help to inform the development of a Public Art policy for the City of Greater Sudbury and LaSalle Boulevard corridor. This should include developing new installations in areas recommended in the streetscape design, refer to **Appendix A** for more detail.



Figure 39: Examples of Public Art

2.5.3.6 Transportation Network

Multi-modal transportation design considers all modes of transportation and the entire road corridor, including everything within the road ROW. The transportation design for LaSalle Boulevard is focused on the idea of moving people by whatever mode of travel they choose, and making it comfortable so that there are multiple viable modes of travel.

Transit Action Plan

The City presently is preparing a Transit Action Plan that can be leveraged through this corridor study to improve the transit riding experience for customers. Transit shelters have been identified as available but in limited locations along the corridor. As part of the vision, the number of locations that can accommodate a full shelter are sought to be increased. In areas where a full shelter cannot be accommodated, a partial shelter is proposed to provide some amenity to the rider. These types of improvements are designed to make riding transit more comfortable and a more viable means of travel.

Guidelines to help complete the street include:

- ◆ Enhance amenities for transit riders by providing bus shelters, benches, recycling and waste receptacles and transit information.
- ◆ Provide a safe bus lane and consider high occupancy vehicle lanes during rush hour.
- ◆ Enhance frequency of service.
- ◆ Reconfirm that buses stop at key locations.
- ◆ Equip buses with technology to hold the green signal to enable buses to travel through intersections and better maintain travel times.

Additionally, a new transit hub is being considered in or around the New Sudbury Centre. Such a hub would connect multiple routes and provide additional amenities to transit riders which could include route information, heated shelters and washrooms, depending on the ultimate design of the facility.

Formal Trail Connections

The Junction Creek Waterway Park (JCWP) and trail passes through the study area, wrapping around the New Sudbury Centre and continuing to connect to the New Sudbury Conservation Area



Figure 40: Transit Shelter (Left) and Dedicated Transit Platform (Right)

just south of the study area. This is a significant local and regional amenity. There is an existing Community Improvement Plan for the park and trail, however, gaps exist in the trail network, limiting connectivity between the Junction Creek Waterway Trail and other trails. The Rainbow Routes Association (RRA) is currently working on projects to make those connections. The RRA and the Ward 12 Community Action Network (CAN) is planning a trail connection along the Hydro corridor from the LaSalle Cemetery to Montrose Avenue and Lillian Boulevard. A trail connection also exists at the Terry Fox Sports Complex just west of the study area. See the Proposed Trail Connections diagram in **Appendix C**.

South of LaSalle Boulevard, opportunities to connect the trail around the New Sudbury Centre are being explored by the local Rainbow Routes Association and the Connect-the-Creek Partnership (refer to Figure 42 for existing trails).

By combining additional off-road trails and enhanced on-street bicycle networks, a connection could be made to the Rotary Park Trail just a few blocks south of LaSalle Boulevard. This trail runs to downtown Sudbury and, further to the south, connects to the Trans-Canada Trail network.

To the south, the continuation of Junction Creek runs through a wooded wetland adjacent to the New Sudbury Conservation Area, which is under a combination of public and private ownership. While there are existing informal trails, there is potential to work with the Conservation Authority to enhance these lands and trails for the benefit of local ecology and recreation. On the west end of the corridor, the LaSalle Cemetery is adjacent to another trail extending north of LaSalle Boulevard. Also of consideration is the potential to connect to College Boreal and



Figure 41: Trail connections can be formal or informal

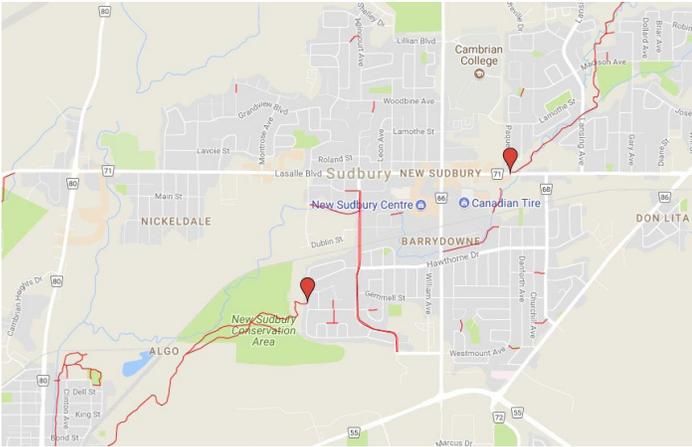


Figure 42: Existing Trails (Left) and LaSalle to Maley Drive Trail (Right)

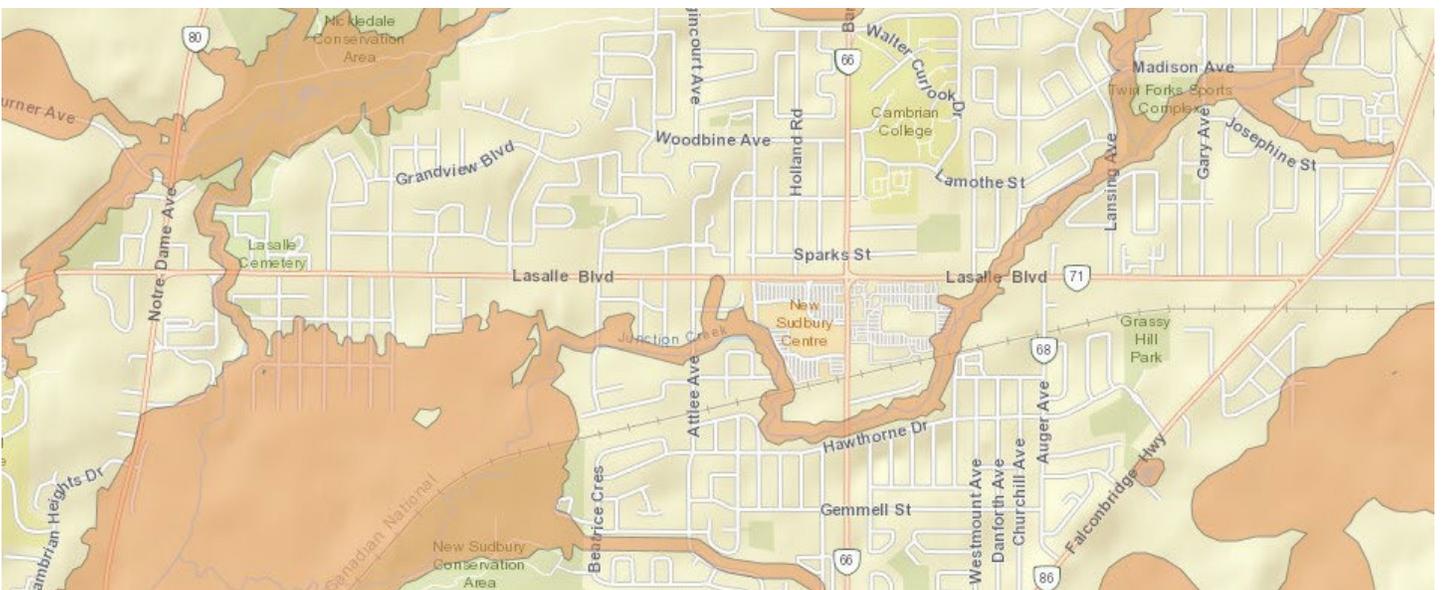


Figure 43: Conservation Sudbury Regulated Areas

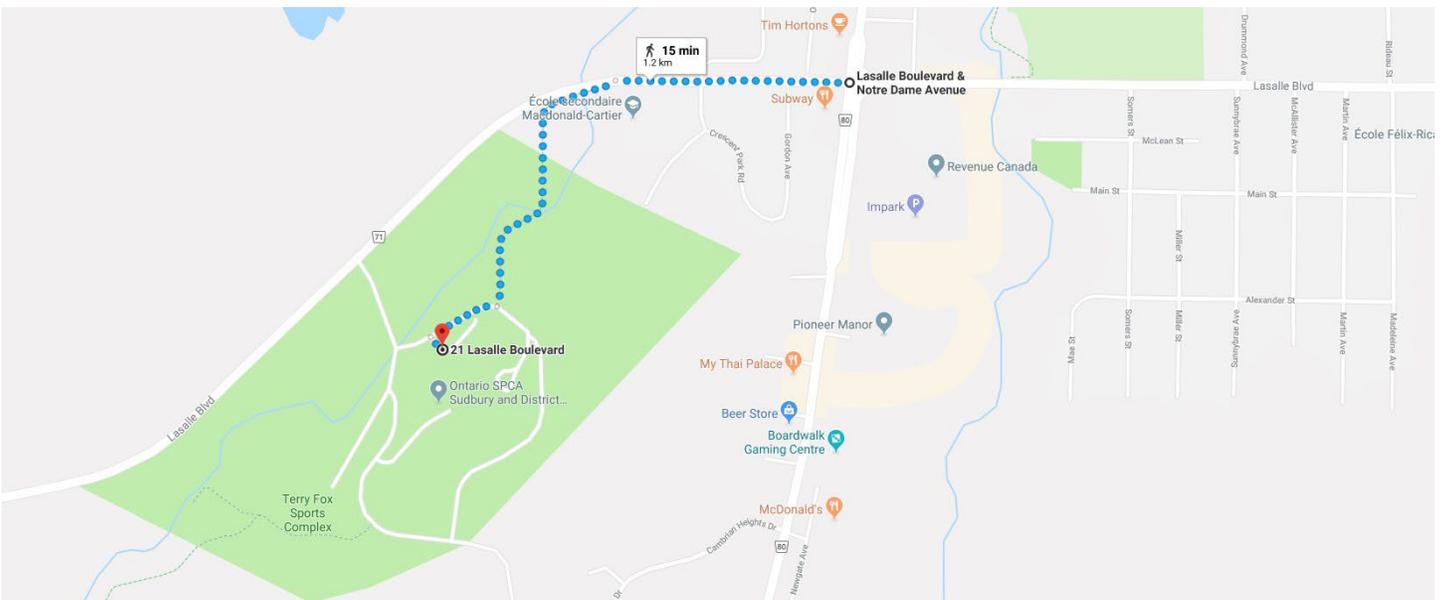


Figure 44: Potential Connection to College Boreal and the Terry Fox Sports Complex

the Terry Fox Sports Complex which are just southwest of the Notre Dame intersection (refer to Figure 44). A number of neighbourhood parks are within easy walking distance of the street. Natural and cultural heritage areas include portions of the Junction Creek Waterway and the areas surrounding the cemetery, as well as a provincially significant wetland area east of Notre Dame Avenue.

Trail connections can be enhanced through long-term improvements and “quick wins”, including:

- ◆ Creating pedestrian and bicycle routes on existing streets using “quick and cheap” approaches such as paint and markings.
- ◆ Pedestrian crossing points, signage and markings - enhance trail connection visibility to make it more easily used by residents and visitors.
- ◆ Providing connections to gaps in the existing trail network, working with organizations such as Rainbow Routes.
- ◆ Connect the Junction Creek Trail through to the Rotary Park Trail.
- ◆ Enhance streetscape between trail points, providing for all modes of transportation.
- ◆ Provide signalized crossing points with signage at trail crossings.



Figure 45: Painted Bike Lane

Active Transportation

A clear desire of this project from the outset has been to provide some type of facility for cyclists. This desire has been documented in the City's Transportation Master Plan, heard from numerous residents and stakeholders and requested by City staff.

Recurring requests for separated cycling facilities, from both cyclists and motorists, have been received throughout this project. Separation for cyclists is paramount to achieving a safe, comfortable experience for all users of the corridor. Due to the constrained portions of the right-of-way, a multi-use path is being proposed for implementation corridor-wide to save space by combining the bike lane and sidewalk into one 3.0m corridor. Paving patterns and materials will be used to differentiate dedicated cyclist/pedestrian areas from areas of motorist travel. In particular, where paths meet driveways, an obvious change in paving can indicate to drivers that it is a pedestrian-priority crossing, and to be aware of the presence of bicycles.

To address this challenge, a multi-use path is proposed along the north side of LaSalle

Boulevard for the length of the corridor. This path would connect to formal and informal active transportation routes that currently exist. Wherever possible, cycling infrastructure should be provided on both sides of a street. The north and south sides of the multi-use path will be connected by crossrides that make it clear to cyclists, pedestrians and vehicle drivers where the cyclist crossing is. At signalized intersections, crossrides also will be included along the north side of the corridor to maintain the continuity of the path. The multi-use path can include enhanced wayfinding to connect to dedicated trails and linkages to community amenities.

Enhancing Pedestrian and Cycling Connections on Local Streets

There are several opportunities to quickly and cost-effectively enhance pedestrian and cycling connections on local streets surrounding LaSalle Boulevard, which can create “quick wins” as part of the corridor improvements. See the Pedestrian Connections diagram in **Appendix C** for recommended locations. Specific treatments include:



Figure 46: Multi-use Path Examples

- ◆ Creating low-cost, informal traffic-calming and pedestrian zones by painting “edge lines”. This delineates driving, parking and pedestrian/cycling zones.
- ◆ Emphasizing high priority connections to schools and trail routes.
- ◆ Using signage and unique paint colours or stenciled patterns to create connections to the Junction Creek Waterway Park (JCWP) and Rotary Park Trail.
- ◆ Constructing sidewalks to fill in gaps in the pedestrian network.
- ◆ Extending curbs and narrowing lanes creates a safer and more pedestrian-priority intersection.
- ◆ Paving treatments provide amenity value and enhance awareness for drivers and pedestrians.
- ◆ Seating areas make streets more walkable for pedestrians with varying abilities, and enhance active use.
- ◆ Distinctive landscape treatments bring attention to the intersection and build streetscape character.
- ◆ Crosswalks should be highly visible and contrasting in colour and texture to the street. In key locations, the entire intersection can be a contrasting material to provide visual cues to motorists that they are entering a pedestrian-priority area.

Intersection Improvements

Intersections and crosswalks are vital linkages along the corridor, and can be designed as amenities within the overall streetscape. Intersections along an arterial roadway can incorporate seating areas, parkettes and access to key commercial uses. Intersections on wide roadways can create challenges for pedestrians and cyclists, requiring thoughtful design to prioritize all users. Key considerations for intersection design include:



Figure 47: Examples of Enhanced Intersections with Paving Materials (Left), Seating Areas and Landscape Treatments (Right)

Motor Vehicles

Many vehicles use LaSalle Boulevard daily. While the construction of Maley Drive is expected to reduce the number of through trips on LaSalle Boulevard, especially for trucks, the five travel lanes currently in use would be maintained to accommodate future vehicle volumes. As part of the vision of balancing transportation modes, the travel lane width would be fixed at 3.5m for all lanes, whereas today in some instances lane widths are wider. Limiting lane widths to 3.5m frees up additional space in the right-of-way for other travel modes while maintaining sufficient operating space for motorists.

Parking

Parking management strategies shall be developed and applied to the nodes and corridors designations including reduced minimum parking requirements; instituting maximum parking requirements; shared parking requirements that capitalize on parking demand management between uses that may be complimentary on a time-of-day, time-of-week, or seasonal basis; and/or site design requirements that prohibits parking in the front or exterior side yards of a lot.

Access Management

Ideally, arterial roads such as LaSalle Boulevard would have a limited number of driveways, with private access being facilitated from side collector and local roads. This approach reduces the exposure of pedestrians and cyclists to turning vehicles and reduces friction on the road, which can lead to vehicular delay, as vehicles

enter and exit. Reduced friction can lead to more orderly travel and consistent speeds, which helps for on-time reliability of transit vehicles as well as consistent travel times for other vehicles.

As part of the vision, properties with access to both LaSalle Boulevard and a side street would have their accesses reviewed and potentially have their LaSalle Boulevard access closed. Private property with no access to side roads would maintain LaSalle Boulevard access. In all instances, existing driveways would be reviewed before any action to close a driveway was taken. This review would confirm that adequate access would be maintained for different types of vehicles using the property, such as Handi-Transit vehicles and delivery trucks. The circulation within the property would be analyzed to ensure that addressing one concern did not result in creating new access or operational concerns.

Access management recommendations include:

- ◆ Remaining driveways on LaSalle Boulevard should be re-examined for driveway width. In an effort to reduce pedestrian and cyclist crossing time and their exposure to vehicles, driveway widths could be narrowed with acceptable norms to improve safety for other modes of travel. Narrower driveway widths help provide clear definition of ingress and egress locations and lead to more orderly vehicular circulation within the parking areas of properties.
- ◆ Reduce the number of driveways along the corridor to improve safety of pedestrians and cyclists and improve vehicular traffic flow.

2.5.4 Private Realm - Built Form

The built form framework defines the character and function of built elements within the LaSalle Boulevard corridor area. The intent of these design guidelines is to ensure that new buildings and redevelopment are contextually appropriate, and present a consistent, harmonious and appealing urban environment, as well as contribute to the enhancement of the public realm.

To ensure that the building envelope and height make a positive contribution to adjacent properties and the public realm, the following design guidelines must be considered:

- ◆ Consider the human scale and impact on the public realm of the façade and massing of new and renovated buildings.
- ◆ Vary built form for visual interest through design elements or building pattern, while maintaining consistency with the surrounding context.
- ◆ A range of housing forms and tenures should be provided, including affordable housing units where possible.
- ◆ Create an active, continuous 'street wall' where buildings face the pedestrian / public realm at a consistent setback with active uses, such as restaurants or shops, building setbacks should be minimized to permit this (refer to section 2.3.2 for zoning by-law recommendations).
- ◆ Building heights should be 'stepped down' from higher to lower density, transitioning from higher to lower density as well as transitioning from urban to residential-compatible uses to the lower density surrounding neighbourhoods.



Figure 48: A mix of uses creates more walkable communities, reducing the reliance on automobiles



Figure 49: Entrances can be emphasized through wall articulation



Figure 50: Corner buildings shall be designed to create visual interest at the corner to "anchor" the building



Figure 51: Non-street facing buildings can provide visual interest through architectural detailing similar to the main façade



Figure 52: Expanses of blank wall faces can be avoided through wall articulation and material changes

- ◆ Façade improvements are encouraged to bring existing buildings up to the design standard of new development.
- ◆ Corner buildings are visual anchors and their design must reflect a high-level of visual interest and appeal.
- ◆ Avoid expanses of blank wall faces (which can create unwelcoming pedestrian environments) through wall articulation and material changes.
- ◆ Emphasize entrances through architectural features and wall articulation.
- ◆ Where possible, consider orienting buildings to maximize passive solar heating and reduce energy costs.
- ◆ Consider sunlight and shadows caused by buildings.
- ◆ Consider Low Impact Development (LID) techniques to manage stormwater for new / proposed developments.
- ◆ Protection of the amenity area (refer to section 2.3.2 for zoning by-law recommendations related to amenity areas). A minimum required amenity area provides commonly used outdoor space for dwelling units that do not have any associated ground level yard.

Additionally, the identified primary and secondary nodes should be developed at a higher density to be transit supportive.

2.5.4.1 Neighbourhood Structure

Redevelopment and infill development has the potential to significantly improve the character and functionality of the corridor. Focused enhancements at key nodes will help create a more walkable corridor, with clustered development and amenities creating and enhancing destinations. Creating increased density, improving streetscape character and additional pedestrian-oriented destinations at the three primary nodes, as well as a gateway feature at the east node, will create distinct focus areas separated by walkable distances.

Further benefits of enhanced nodes along the corridor include increased active transportation (walkability/cycling) and enhanced access to and implementation of efficient transit systems due to clustering of destinations. Trail and walkability improvements in the adjacent neighbourhoods create a walkable community with a greater variety of recreational access. This will also improve access for local residents to new and existing amenities.

The built form and urban design of the corridor are integral to achieving the vision for this corridor. Higher density residential uses should be encouraged along LaSalle Boulevard to build a consumer base for expanded retail and development opportunities. These development opportunities should be encouraged around the identified nodes. Guidelines for new development should emphasize pedestrian scale massing and architectural detailing, as well as built form that supports pedestrian use, such as locating buildings adjacent to the street, with the majority of parking tucked behind. New development can use leasing structures that incentivize local businesses rather than chain enterprises. Parking



Figure 53: Pedestrian-Oriented and Active Uses create a welcoming pedestrian environment



Figure 54: Enhanced nodes encourage more active transportation and transit usage



Figure 55: Higher density residential development supports new commercial uses, while an expanded amenity area creates a pedestrian-friendly environment



Figure 56: Example of Small Parkette / Plaza Recreational and Event Space

requirements and height restrictions can be addressed through planning priorities to ensure that policy supports the types of redevelopment that are desired within the corridor.

In key areas intended to attract higher foot-traffic, consider supporting active uses, such as coffee shops and restaurants with patios. These active uses enliven key areas, and act as a magnet for further development due to the pedestrian traffic they generate. Opportunities should also be sought for small parkettes, plazas, recreational and gathering space for markets, events and functions that draw people together for active and passive uses.



Figure 57: Example of Active Uses (Cafe / Restaurant Patios)

2.6 Transportation Improvements

Transportation-specific steps to help implement the vision for LaSalle Boulevard have been identified to guide the implementation process over the next 10 years and beyond as funding and public – private partnerships develop. The first transportation-specific step that the City should undertake is to consider creating special zones along the LaSalle Boulevard corridor where reduced parking standards would be required for retail parking. Parking standards are completely within the City’s control and do not require capital investment to change. Reducing parking standards would open areas with a current over-supply of parking for further development of retail or other land uses.

The second transportation-specific step would be to start implementation of the concept road design. The City should prepare a comprehensive topographical survey to inform the detailed design of the road improvements. The topographical survey should be supplemented by underground utility locates work to verify the presence and location of any underground utilities that would need to be moved.

With this information in hand, implementation of the transportation corridor vision is recommended to start at the intersection of LaSalle Boulevard and Barry Downe Road and head east to connect to the Junction Creek Waterway Park Trail and head west to connect to the existing edge lines on Attlee Street south of LaSalle Boulevard. Alternatively, implementation could also start at Montrose Avenue, and work east to connect with the New Sudbury Centre

node. These first stages are recommended for several reasons:

- ❖ The right-of-way is at one of its widest points at the LaSalle Boulevard and Barry Downe Road intersection. There is existing public space to enhance transit stops, implement active transportation facilities on both sides of LaSalle Boulevard and provide landscaping.
- ❖ The active transportation facilities would tie in to existing facilities, extending the utility of these facilities.
- ❖ The New Sudbury Centre has expressed interest in intensifying land uses on its site and supporting the vision for the corridor.

This initial phase of transportation redesign could be used as a pilot project to highlight what the entire corridor could be upon full implementation. By gaining business and community support, the design implementation then could progress further west and east. As the City is actively preparing a north-south cycling facility on Notre Dame Avenue - Paris Street, once the initial phase of the design is implemented on LaSalle Boulevard, it is recommended that the next phase (or sub-phases) to be implemented be between Attlee Street and Notre Dame Avenue. The final phase (or sub-phases) would extend from the Junction Creek Waterway Park Trail to Falconbridge Road.

The transportation action plan should be supported by the City’s Transportation Demand

Management Plan, transit planning including the upcoming Transit Master Plan, as well as planned capital improvements, in case other planned work can be augmented with the proposed transportation design. Additionally, non-governmental organizations working in transit or active transportation should be

contacted to determine if any other active transportation projects are planned that could be leveraged through the LaSalle Boulevard corridor design and to determine if any changes to the implementation schedule should be made to leverage the work and investment of others.

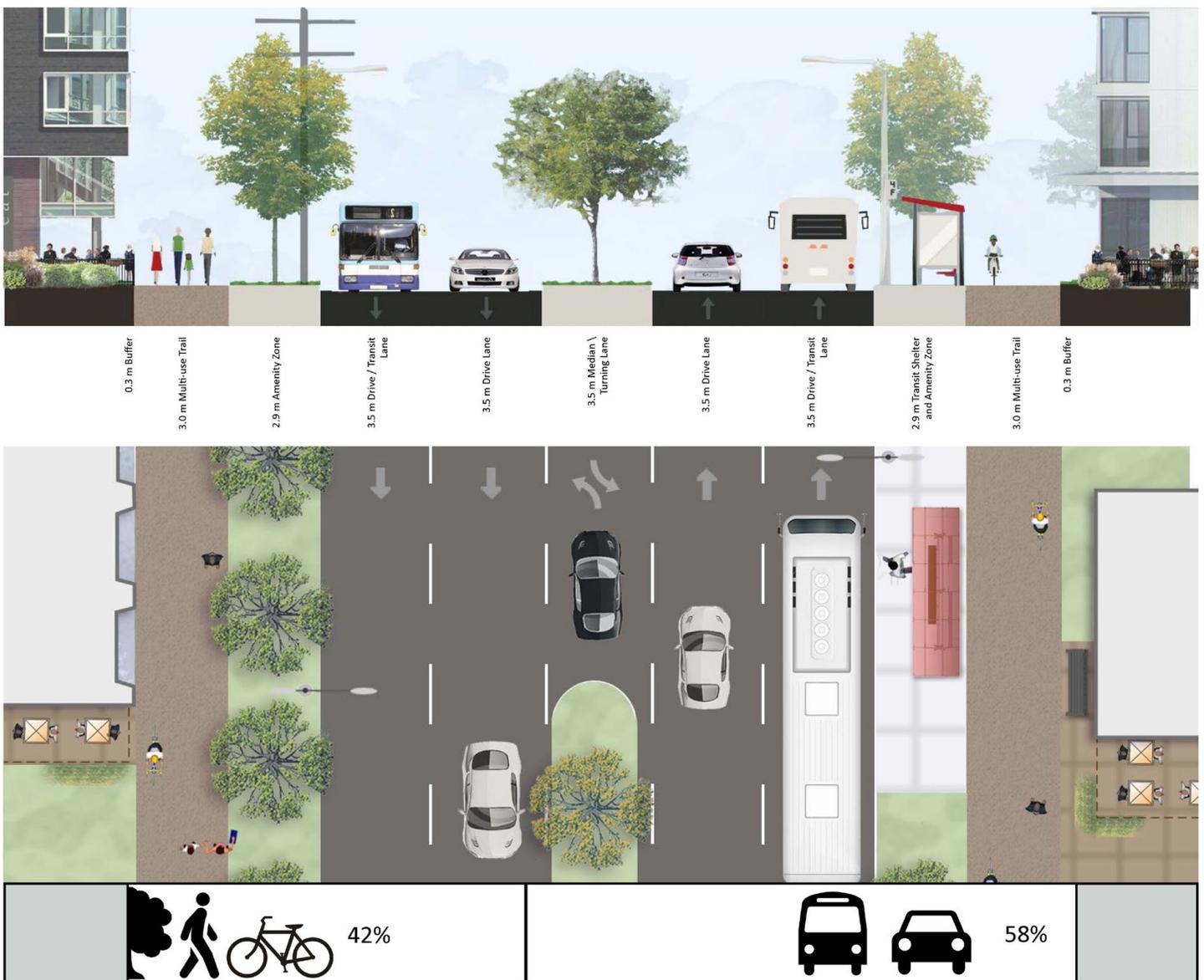


Figure 58: Example Streetscape Section and Plan for 30 metre ROW

3.0 | IMPLEMENTATION



3.1 Action Plan

A key objective of this study is to create a vision that can be implemented. The design guidelines outlined in chapter 2 of this report are intended to help achieve this vision, including:

- ◆ The Big Moves;
- ◆ Implementation through Policy (Official Plan and Zoning By-law Recommendations);
- ◆ The Urban Design Guidelines; and
- ◆ Transportation Considerations and Recommendations.

The phased nature of planned improvements and timeframe for redevelopment requires a flexible approach to focus improvements to key areas. In order to achieve this, the key actions and goals have been divided into “quick wins” (actions and goals that are achievable in the immediate future), interim and long-term goals. A summary of each of these is provided below.

While this is a corridor study, implementing sections at a time would work and is the most likely way the vision in this study can be realized. A phased implementation of the corridor design focused first on important nodes such as New Sudbury Centre could build greater acceptance for the overall design when it is shown how the vehicular traffic flow continues to function while other modes of travel are enhanced and the streetscape is improved.

3.1.1 Quick Wins

Quick wins are immediate initiatives that can be undertaken to improve the LaSalle Boulevard corridor within a relatively short timeframe and/or on a modest budget.

These include:

- ◆ Coordinate and partner with other levels of government on transit, cycling and pedestrian infrastructure improvements and master planning, specifically additional bus shelters and the multi-use path.
- ◆ Coordinate and partner with local organizations such as Rainbow Routes and Connect the Creek, as well as others that have an interest in improvements along the corridor.
- ◆ Reconsider parking standards for retail (refer to section 2.3.2) to facilitate infill development and additional public space.
- ◆ Implement enhanced pedestrian and cyclist facilities (painted-on sidewalk / cycle lanes) as appropriate on local streets to provide additional connectivity to trails and destinations. Refer to Figure 59 for reference and **Appendix C** for full-size mapping of proposed locations for on-road pedestrian enhancements.
- ◆ Leverage investment in transit services with municipal infrastructure and land use planning to encourage the creation of compact, sustainable neighbourhoods that are transit-supportive and pedestrian-friendly.
- ◆ Implement the of Urban Design Standards/Guidelines
- ◆ Partner with local businesses to encourage the creation of additional pedestrian-oriented destinations, and street level “active uses” which enliven the street (coffee shops, restaurants and outdoor patios).

- ◆ Explore opportunities for acquiring lands for park / green space, and implement the Urban Design Guidelines outlined in section 2.5.
- ◆ Encourage public interest and buy-in through public art competitions – the winning ‘design’ would be created and installed at one (or several) key locations. This may include gateways or be located within the nodes. This would extend into the interim and long-term goals.

3.1.2 Interim Goals

Interim goals can be initiated or implemented in the medium-term and includes a number of initiatives. These are:

- ◆ Initiate implementation of the concept road design (starting around the New Sudbury Centre node, refer to section 2.6 for more detail).
- ◆ Ensure the conceptual road design is implemented in accordance with the design guidelines, including improving transit, trails, and cycling facilities (refer to section 2.5.3.6).
- ◆ Promoting infill and redevelopment, and encouraging the highest densities (residential, commercial, public facilities, etc.) at the identified nodes through updates to Official Plan and Zoning By-law (refer to sections 2.3 and 2.4.2.2).
- ◆ Refine the Official Plan land use hierarchy for ‘Centres’ to include a ‘Secondary Community Node’ and ‘Regional Corridor’ land use designation (as outlined in section 2.3.1).
- ◆ Expand on the Section 37 policies of the Official Plan to allow height and density

‘bonusing’ along LaSalle Boulevard (as outlined in section 2.3.1).

- ◆ Refine existing zoning and implement Mixed Use Zone Structure along nodes and corridors (refer to section 2.3.2).
- ◆ Regulate the built form through zoning (refer to section 2.3.2).

3.1.3 Long-Term Goals

Long-term goals are the final steps to achieving the full conceptual design for LaSalle Boulevard corridor. These goals will likely take the longest to implement, they include:

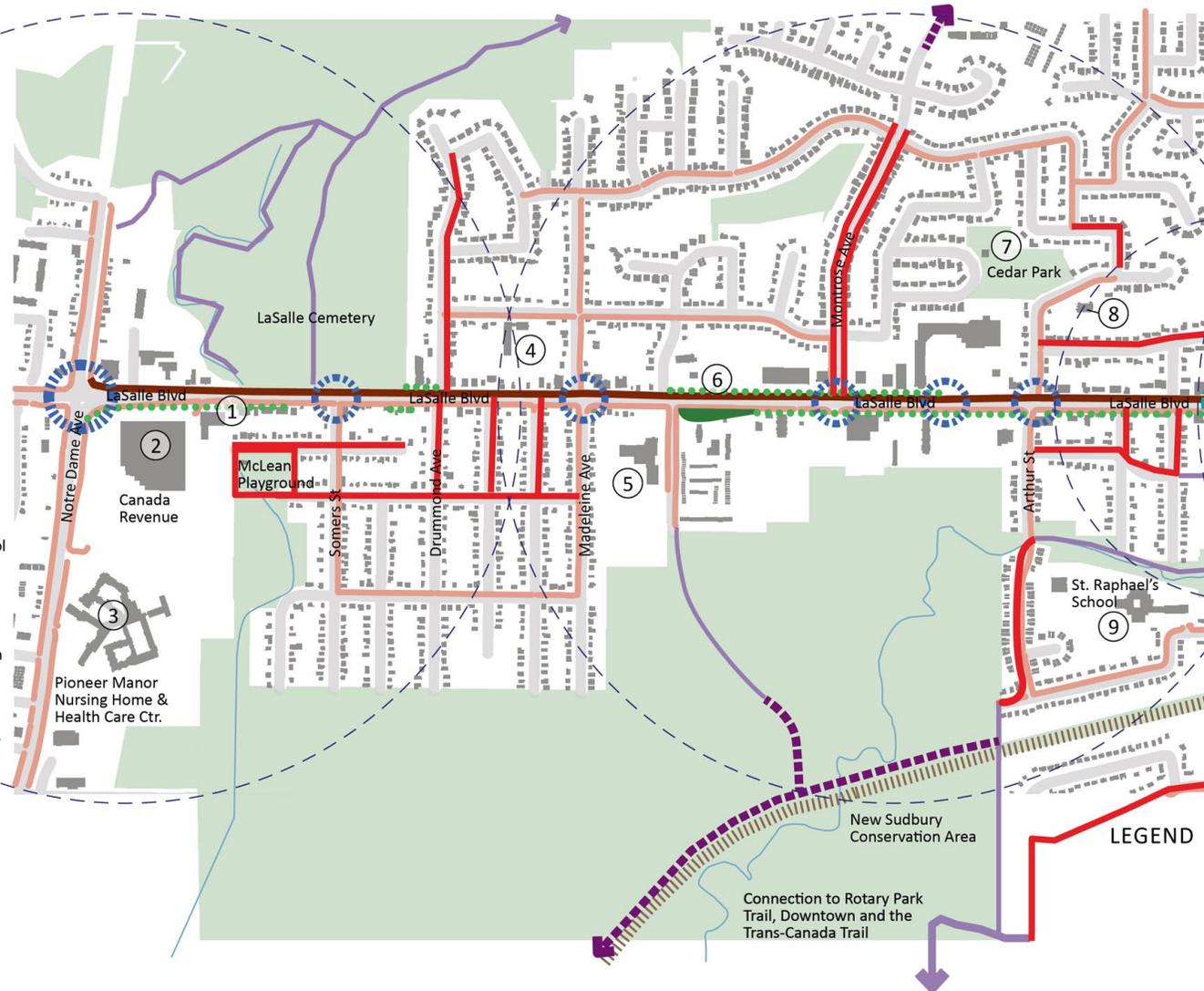
- ◆ Using the first stages of implementation as a pilot, continue the implementation of the concept road design along LaSalle Boulevard.
- ◆ Implement ‘sub-phases’ of design, by connecting the adjoining streets with upgraded cycling facilities and recommended pedestrian enhancements in coordination with the upgrades along LaSalle Boulevard.
- ◆ Support the on-going development through the City’s Transportation Demand Management Plan as well as planned capital improvements.

This action plan presents a high-level itemized list of goals and objectives that can be implemented flexibly over the course of the redevelopment of LaSalle Boulevard. The following sections outline detailed steps and suggestions to achieve these aims.

ENHANCED PEDESTRIAN CONNECTIONS

KEY TO NUMBERED LOCATIONS

- 1 Children's Aid Society
- 2 Canada Revenue
- 3 Pioneer Manor Nursing Home and Health Care Centre
- 4 Club Amical Senior Centre
- 5 École Félix- Ricard
- 6 Église de l'Annonciation
- 7 Community Centre
- 8 St. Stephens on the Hill United Church
- 9 St. Raphael's School
- 10 Fire Station
- 11 Carl A. Nesbitt Public School
- 12 St. Andrew's School
- 13 RCMP
- 14 Church of the Ascension
- 15 LaSalle Secondary School
- 16 Cambridge College
- 17 Churchill Public School
- 18 Seventh-Day Adventist Church
- 19 Bernadette Catholic School
- 20 St. Charles College
- 21 Redeemer Lutheran Church
- 22 Baptist Church
- 23 United Pentecostal Church
- 24 École Séparée Saint-Dominique
- 25 Paroisse Saint-Dominique
- 26 École Publique Jean Ethier Blais
- 27 New Sudbury Public Library



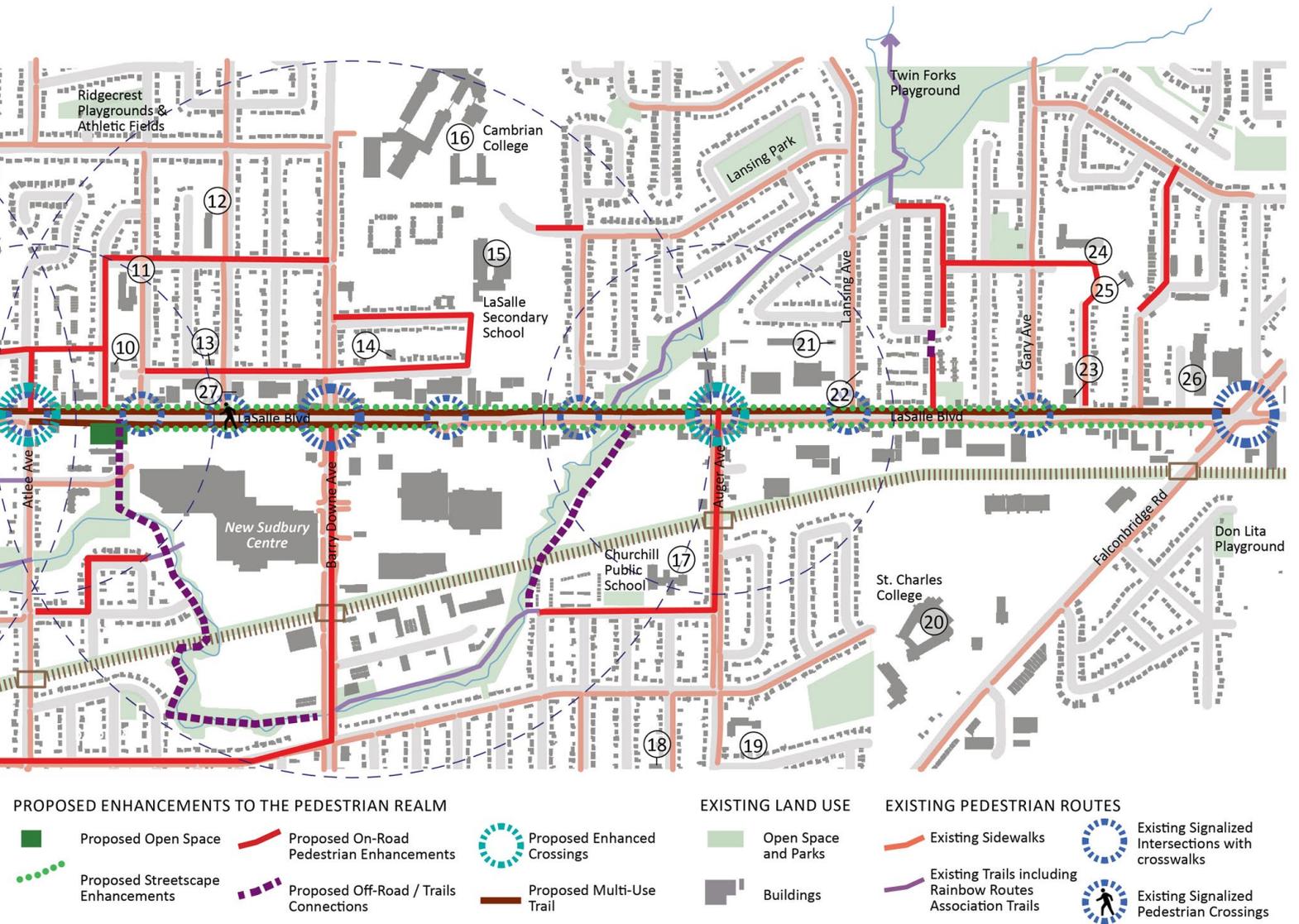


Figure 59: Proposed Enhanced Pedestrian Connections

3.2 Moving Forward – First Year Actions

The following actions can be implemented in the first year to build on the work undertaken to date, and continue to move forward with the revitalization of the LaSalle Boulevard corridor.

1. City Council should endorse the Action Plan and implement the Quick Wins.
2. City staff should prepare an implementation plan for Council's consideration and approval, focusing on the revitalization priorities over the next ten years, and to be brought forward for consideration during the next municipal budget.
3. City staff should actively pursue communicating, coordinating and partnering with other levels of government on transit, cycling and pedestrian infrastructure improvements and master planning.
4. Coordinate and partner with local organizations such as Rainbow Routes and Connect the Creek, as well as others that have an interest in improvements along the corridor
5. Partner with local businesses to encourage the creation of additional pedestrian-oriented destinations, and street level "active uses" which enliven the street.
6. Coordinate investment in transit services with municipal infrastructure and land use planning to encourage the creation of compact, sustainable neighbourhoods that are transit-supportive and pedestrian-friendly.
7. Create an Implementation Team to ensure that this process moves forward, including representatives of project stakeholders, city staff and members of the community.
8. Consider all relevant policy recommendations, including but not limited to reduction in parking standards and official plan and zoning by-law amendments.
9. Implement enhanced pedestrian and cyclist facilities (painted-on sidewalk / cycle lanes) as appropriate on local streets to provide additional connectivity to trails and destinations.
10. City Council should endorse the Urban Design Standards and Guidelines and City staff should begin applying them to proposed development applications.
11. City Council should explore opportunities for acquiring lands for park / green space, and where feasible, implement the guidelines.
12. City Council should consider the potential to host public art competitions for the nodes and gateways. The winning design would be created and installed at one (or several) key locations, as identified in the plans. Temporary art installations could also be considered as a 'test run'.

3.3 Summary of Action Plan

The following matrix outlines the actions to achieve the goals and objectives of this study. It also provides a summary of how these actions can be phased and implemented.

Action	Phase (years)	Implementation
Implement Design Guidelines	1 to 5	Council to endorse Design Guidelines and City staff to implement through new development applications and the implementation of the Concept Road Design
Public Art Policy	1 to 5	The City should consider developing Public Art policy to define and guide the public art programs for LaSalle. This should include developing new installations in areas recommended in the Concept Road Design.
Implement a Streetscape Improvement Program	1 to 5	Create a program to push forward and champion streetscape improvements along LaSalle. Set goals to improve 1km stretches each year.
Implement 'Pilot Project' of Concept Road Design	1 to 5	Option A: start with the New Sudbury Centre Node - complete detailed design and construction Option B: start with the LaSalle Court Node (at Montrose) - complete detailed design and construction
Evaluate the 'Pilot Project'	1 to 5	Complete analysis of the outcomes of the 'Pilot Project' - identify key areas for success and improvement
Continue to implement the Concept Road Design	6 to 10	Continue to build on the pilot project, starting with adjacent areas for a continuous streetscape corridor
Implement 'sub-phases'	6 to 10	Based on the results of the 'Pilot Project' refine the Concept Road Design (allow flexibility to adjust to changes in the market over time)
Implement 'sub-phases'	1 to 10	Consider phasing adjacent development to follow the improvements to LaSalle and connect adjoining streets with upgraded cycling facilities and recommended pedestrian enhancements
Support on-going development / capital improvements	1 to 10	City to support development and capital improvements through the City's Transportation Demand Management Plan, Official Plan and Zoning By-law
Promote Infill and Development	1 to 10	City to update the Official Plan and Zoning By-law based on recommendations in this study

Action	Phase (years)	Implementation
Refine Land Use Hierarchy	1 to 5	City to include in update to the Official Plan based on recommendations in this study
Encourage Higher Density in Nodes	1 to 5	City to include in expand on the Section 37 policies based on recommendations in this study to encourage developers to consider higher density along LaSalle
Encourage Mixed-Use along the corridor	6 to 10	City to include in Zoning By-law update by refining existing zoning and implementing a Mixed Use Zone Structure as recommended in this plan
Regulate Built Form	6 to 10	City to include in Zoning By-law update as recommended in this plan



Figure 60: Example Cross Section of Potential Streetscape Improvements

Appendix A

Overall Streetscape Plan



OPTION 1



OPTION 2

- LEGEND
- Proposed Multi-Use Trail
 - Existing Sidewalk
 - Proposed Boulevards
 - Existing Buildings
 - Proposed Buildings
 - Proposed Tree
 - Existing Tree
 - Right-of-Way
 - Optional Additional Median
 - Gateway and Public Art Opportunity
 - Proposed On-Road Pedestrian Enhancements
 - Existing Trails
 - Proposed On-Road Trail Connections
 - Enhanced Transit Stop



OPTION 1



OPTION 2

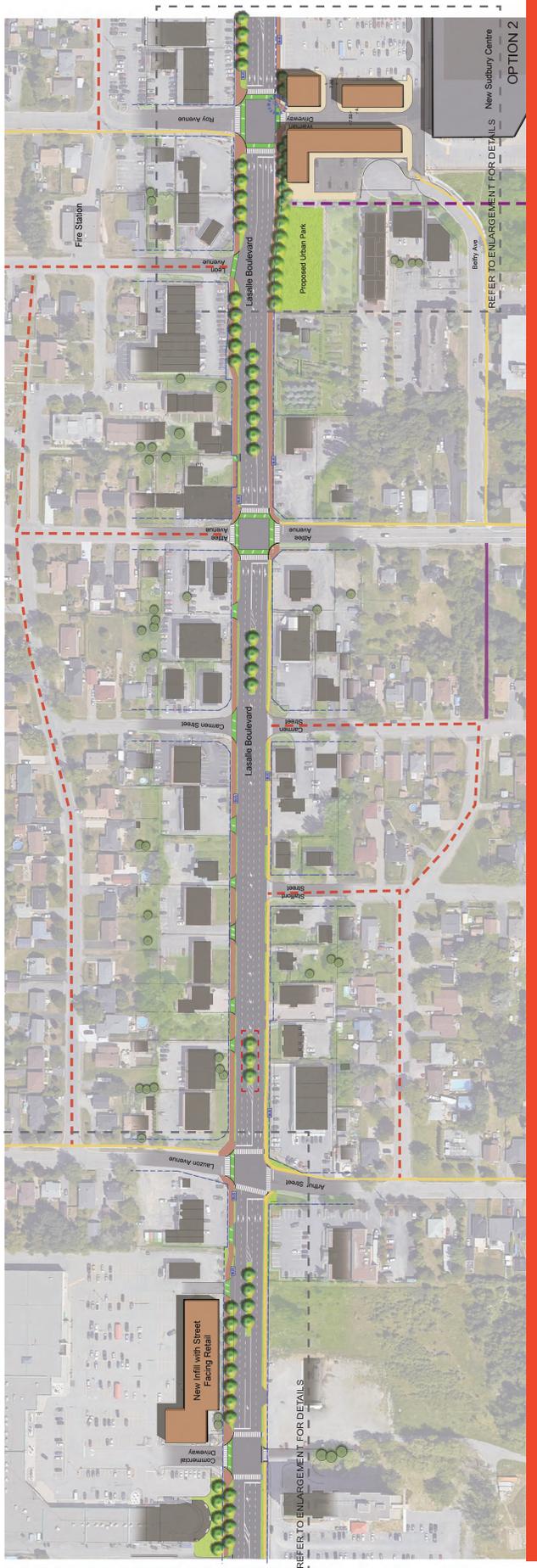
- LEGEND**
- Proposed Multi-Use Trail
 - Existing Sidewalk
 - Proposed Sidewalk
 - Existing Building
 - Proposed Building
 - Proposed Tree
 - Existing Tree
 - Potential Park Space
 - Right-of-Way
 - Optional Additional Median
 - Gateway and Public Art Opportunity
 - Proposed On-Road Pedestrian Enhancements
 - Proposed Off-Road Trail Connections
 - Enhanced Transit Stop



LASALLE BOULEVARD CORRIDOR STUDY
STREETSCAPE DESIGN SECTION 2 - OPTION 1 & 2

MAY 2018





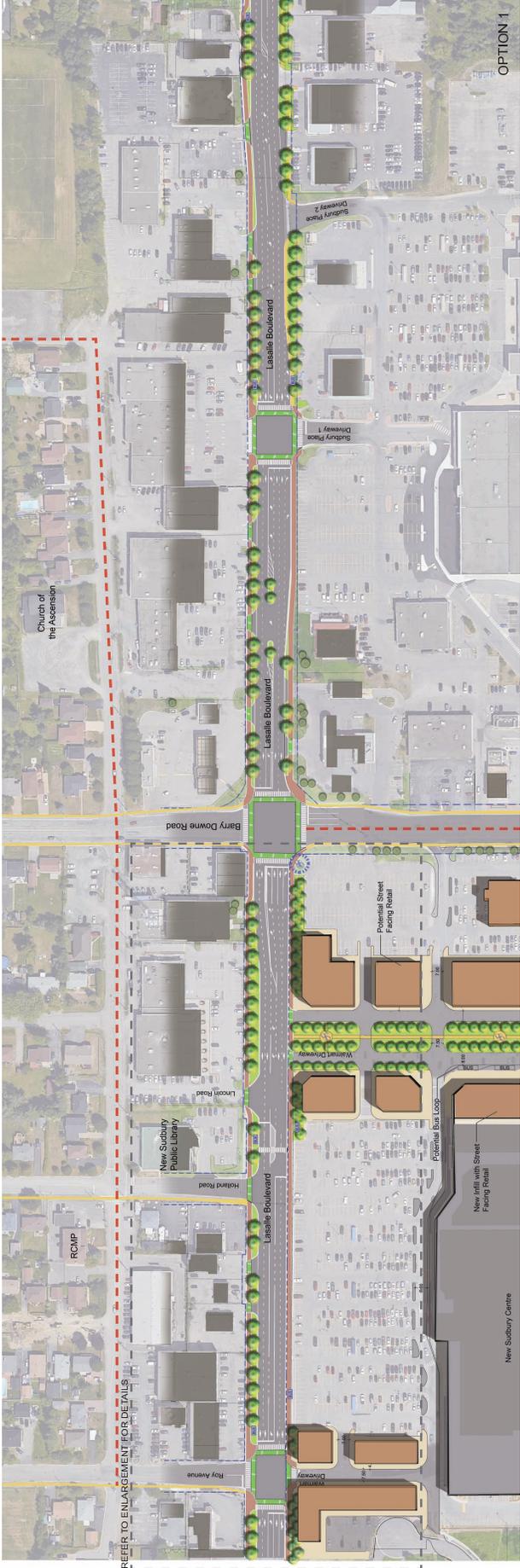
- LEGEND**
- Proposed Multi-Use Trail
 - Existing Sidewalk
 - Proposed Boulevard
 - Existing Building
 - Proposed Building
 - Proposed Tree
 - Existing Tree
 - Right-of-Way
 - Optional Additional Median
 - Gateway and Public Art Opportunity
 - Proposed On-Road Pedestrian Enhancements
 - Existing Trails
 - Proposed Off-Road Trail Connections
 - Enhanced Transit Stop



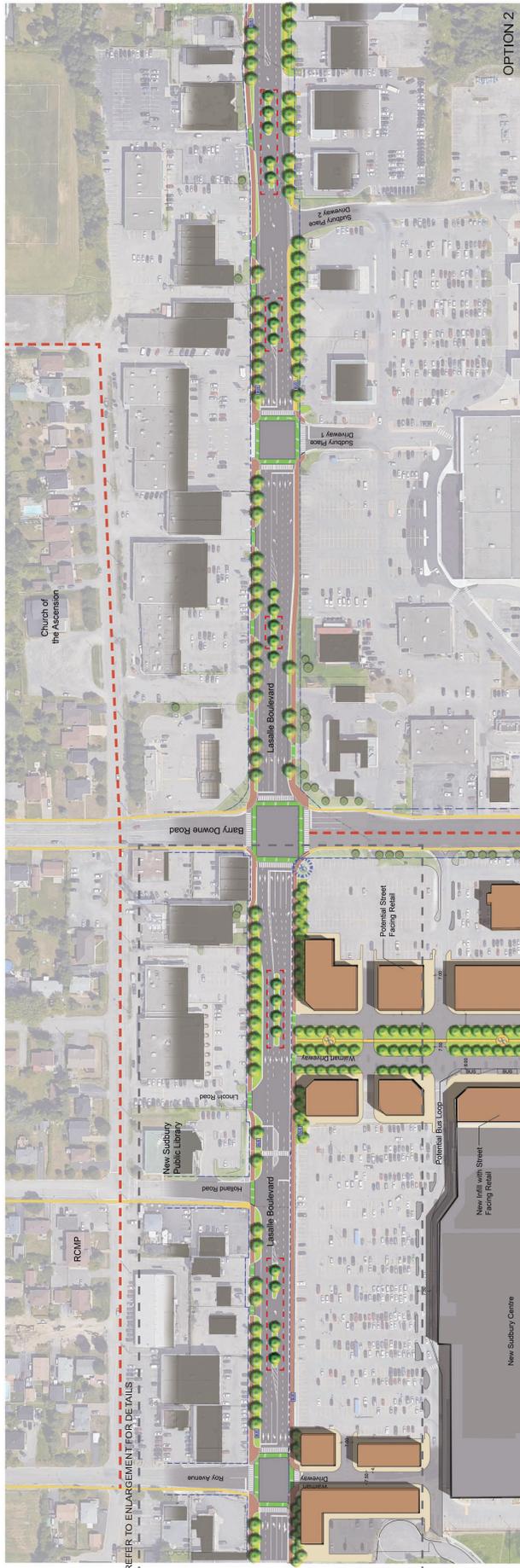
LASALLE BOULEVARD CORRIDOR STUDY
STREETSCAPE DESIGN SECTION 3 - OPTION 1 & 2

MAY 2018





OPTION 1



OPTION 2

- LEGEND**
- Proposed Multi-Use Trail
 - Existing Sidewalk
 - Proposed Boulevard
 - Existing Building
 - Proposed Building
 - Proposed Tree
 - Existing Tree
 - Right-of-Way
 - Optional Additional Median
 - Gateway and Public Art Opportunity
 - Proposed On-Road Pedestrian Enhancements
 - Existing Trails
 - Proposed Off-Road Trail Connectors
 - Enhanced Transit Stop

REFER TO ENLARGEMENT FOR DETAILS

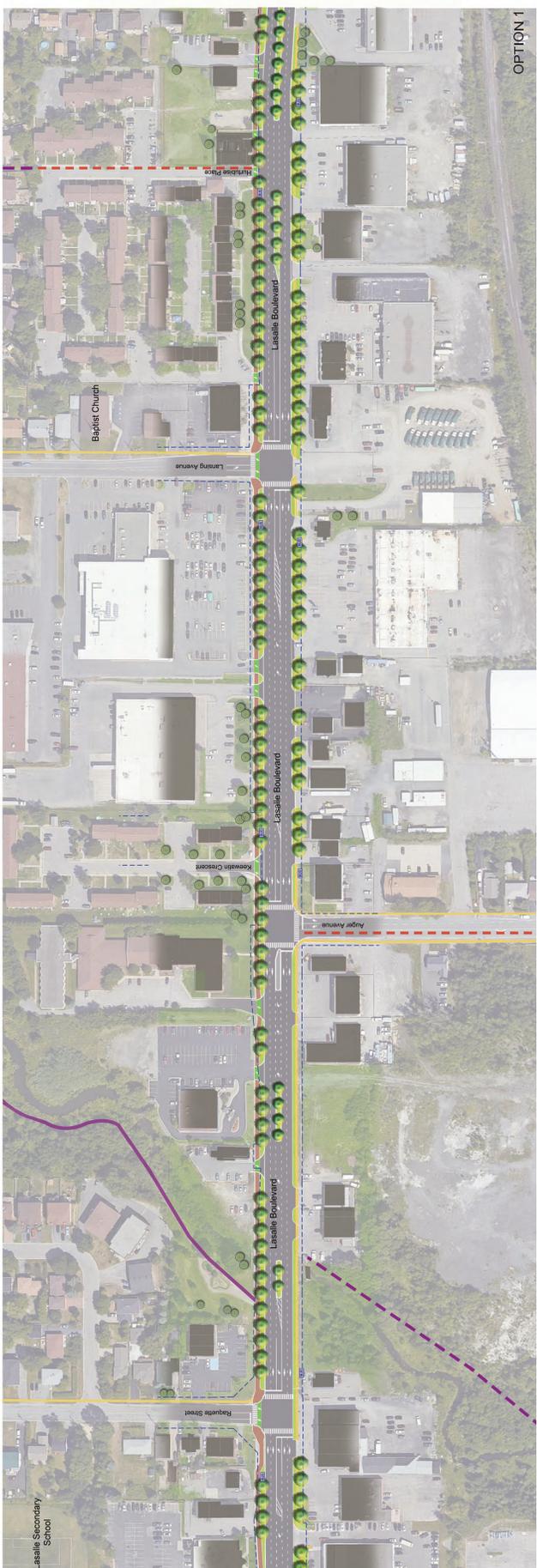
REFER TO ENLARGEMENT FOR DETAILS



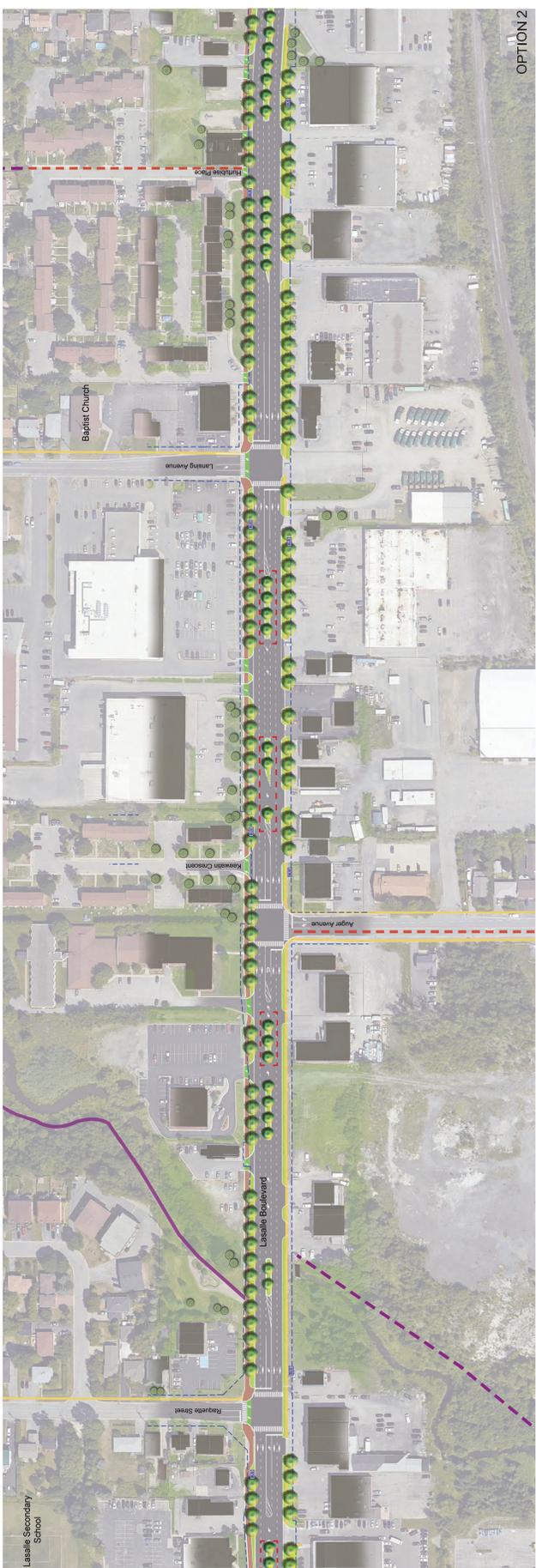
LASALLE BOULEVARD CORRIDOR STUDY
STREETSCAPE DESIGN SECTION 4 - OPTION 1 & 2

MAY 2018





OPTION 1



OPTION 2

- LEGEND**
- Proposed Multi-Use Trail
 - Existing Sidewalk
 - Proposed Boulevards
 - Existing Building
 - Proposed Building
 - Proposed Tree
 - Existing Tree
 - Right-of-Way
 - Optional Additional Median
 - Gateway and Public Art Opportunity
 - Proposed On-Road Pedestrian Enhancements
 - Existing Trails
 - Proposed Off-Road Trail Connections
 - Enhanced Transit Stop



LASALLE BOULEVARD CORRIDOR STUDY
STREETSCAPE DESIGN SECTION 5 - OPTION 1 & 2

MAY 2018





OPTION 1



OPTION 2

- LEGEND**
- Proposed Multi-Use Trail
 - Existing Sidewalk
 - Proposed Boulevard
 - Existing Building
 - Proposed Building
 - Proposed Tree
 - Existing Tree
 - Right-of-Way
 - Optional Additional Median
 - Gateway and Public Art Opportunity
 - Proposed On-Road Pedestrian Enhancements
 - Existing Trails
 - Proposed Off-Road Trail Connections
 - Enhanced Transit Stop



LASALLE BOULEVARD CORRIDOR STUDY
STREETSCAPE DESIGN SECTION 6 - OPTION 1 & 2

MAY 2018



Appendix B

Node Details



- LEGEND
- Proposed Multi-Use Trail
 - Existing Sidewalk
 - Proposed Boulevard
 - Existing Building
 - Proposed Building
 - Proposed Tree
 - Existing Tree
 - Right-of-Way
 - Proposed On-Road Pedestrian Enhancements
 - Enhanced Transit Stop
 - BRTS

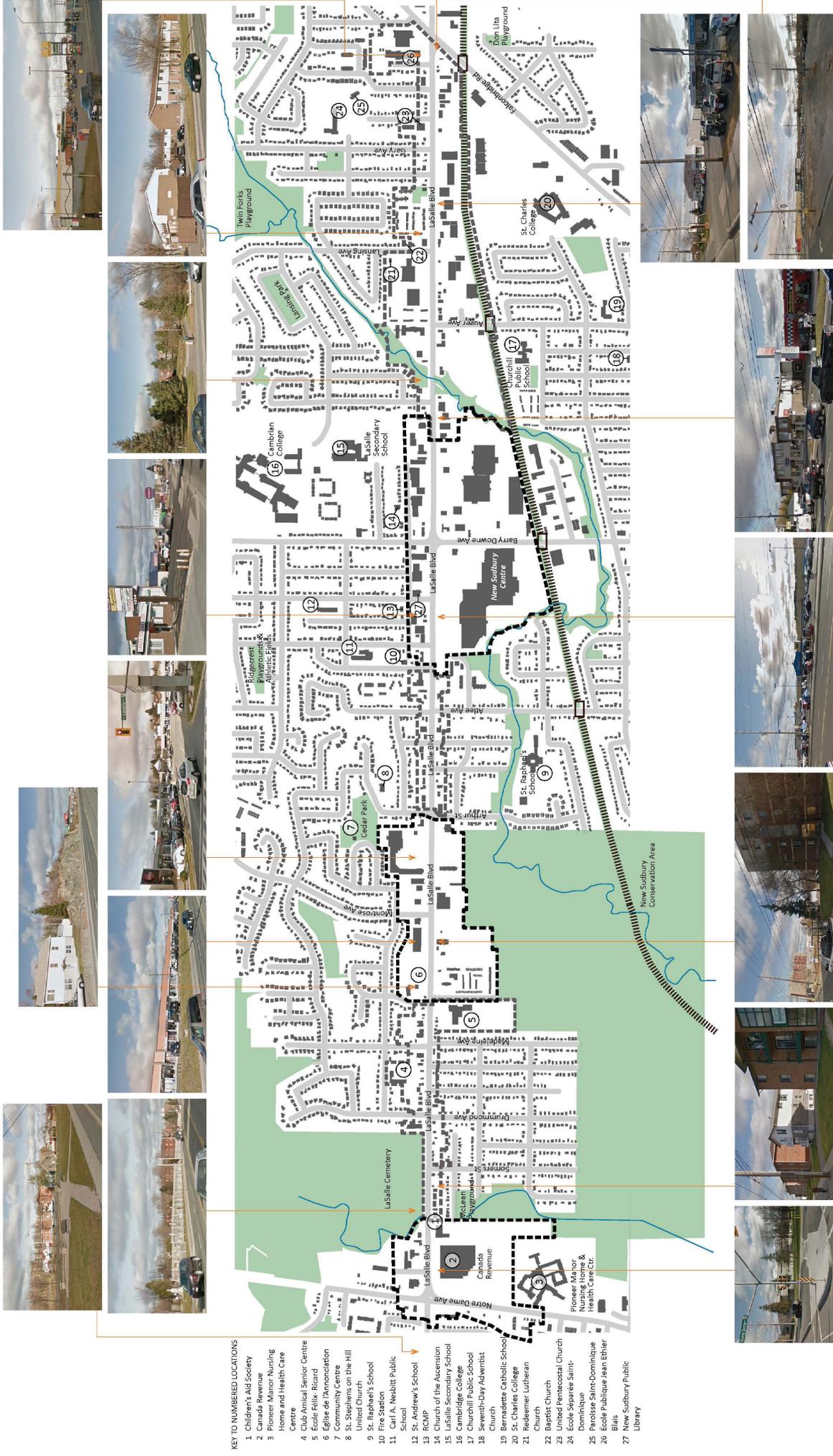


- LEGEND**
- Proposed Multi-Use Trail
 - Existing Sidewalk
 - Proposed Boulevard
 - Existing Building
 - Proposed Building
 - Proposed Tree
 - Existing Tree
 - Right-of-Way
 - Optional Additional Median
 - Gateway and Public Art Opportunity
 - Enhanced Transit Stop

Appendix C

Analysis and Recommendations Maps

EXISTING CONDITIONS

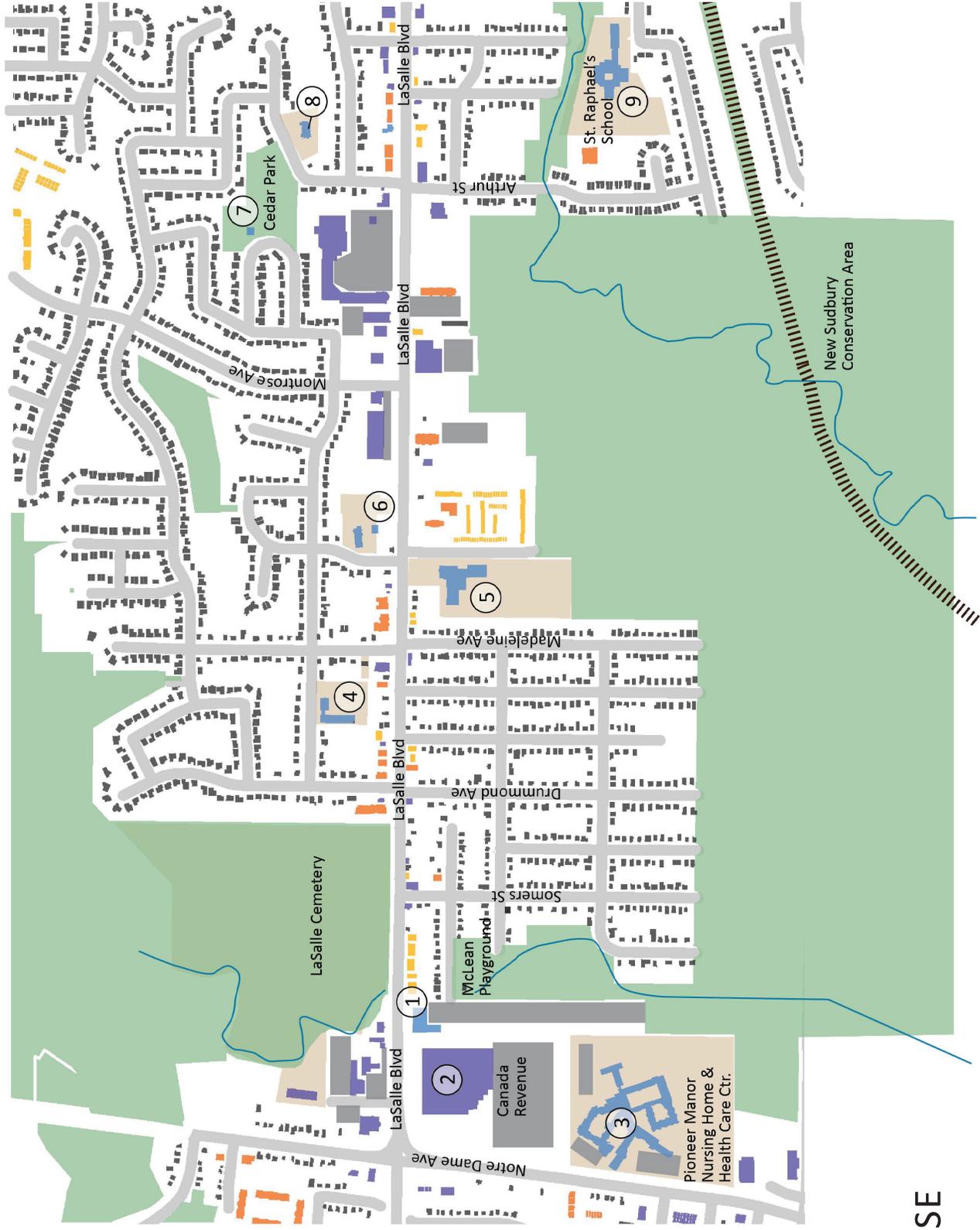


KEY TO NUMBERED LOCATIONS:

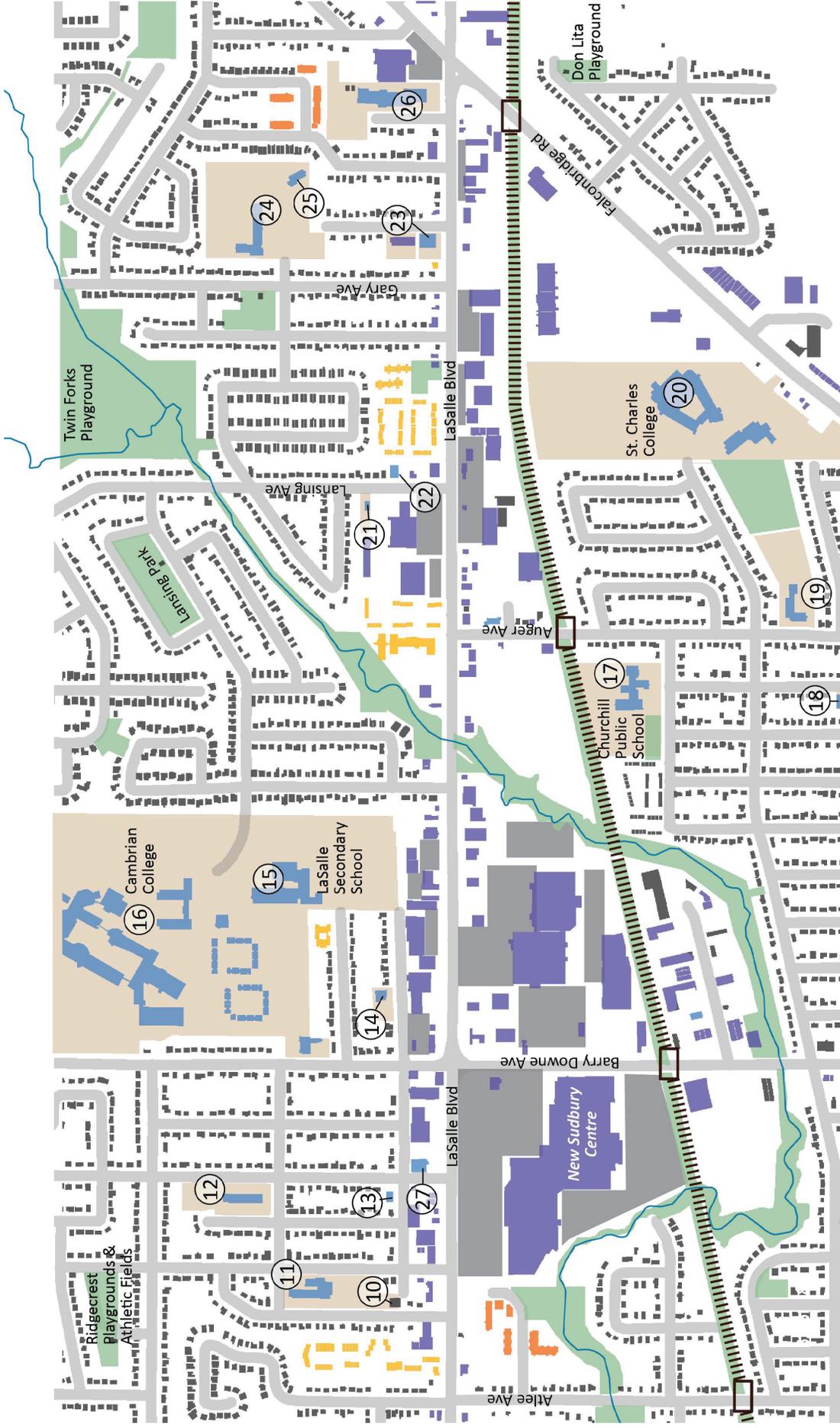
- 1 Children's Aid Society
- 2 Canada Revenue
- 3 Pioneer Manor Nursing Home and Health Care Centre
- 4 Club Amical Senior Centre
- 5 Ecole Felix-Ricard
- 6 Eglise de l'Annonciation
- 7 Community Centre
- 8 St. Stephens on the Hill United Church
- 9 St. Raphael's School
- 10 Fire Station
- 11 Carl A. Nesbitt Public School
- 12 St. Andrew's School
- 13 RICAP
- 14 Church of the Assumption
- 15 Our Lady of the Valley School
- 16 Church of the Holy Spirit
- 17 Church of the Holy Spirit
- 18 Saverth-Day Adventist Church
- 19 Bernadette Catholic School
- 20 St. Charles College
- 21 Redeemer Lutheran Church
- 22 Baptist Church
- 23 United Pentecostal Church
- 24 Ecole Separée Saint-Dominique
- 25 Paroisse Saint-Dominique
- 26 Ecole Publique Jean Ethier Blais
- 27 New Sudbury Public Library

KEY TO NUMBERED LOCATIONS

- 1 Children's Aid Society
- 2 Canada Revenue
- 3 Pioneer Manor Nursing Home and Health Care Centre
- 4 Club Amical Senior Centre
- 5 École Félix- Ricard
- 6 Église de l'Annonciation
- 7 Community Centre
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- 9 St. Raphael's School
- 10 Fire Station
- 11 Carl A. Nesbitt Public School
- 12 St. Andrew's School
- 13 RCMP
- 14 Church of the Ascension
- 15 LaSalle Secondary School
- 16 Cambridge College
- 17 Churchill Public School
- 18 Seventh-Day Adventist Church
- 19 Bernadette Catholic School
- 20 St. Charles College
- 21 Redeemer Lutheran Church
- 22 Baptist Church
- 23 United Pentecostal Church
- 24 École Séparée Saint-Dominique
- 25 Paroisse Saint-Dominique
- 26 École Publique Jean Ethier Blais
- 27 New Sudbury Public Library



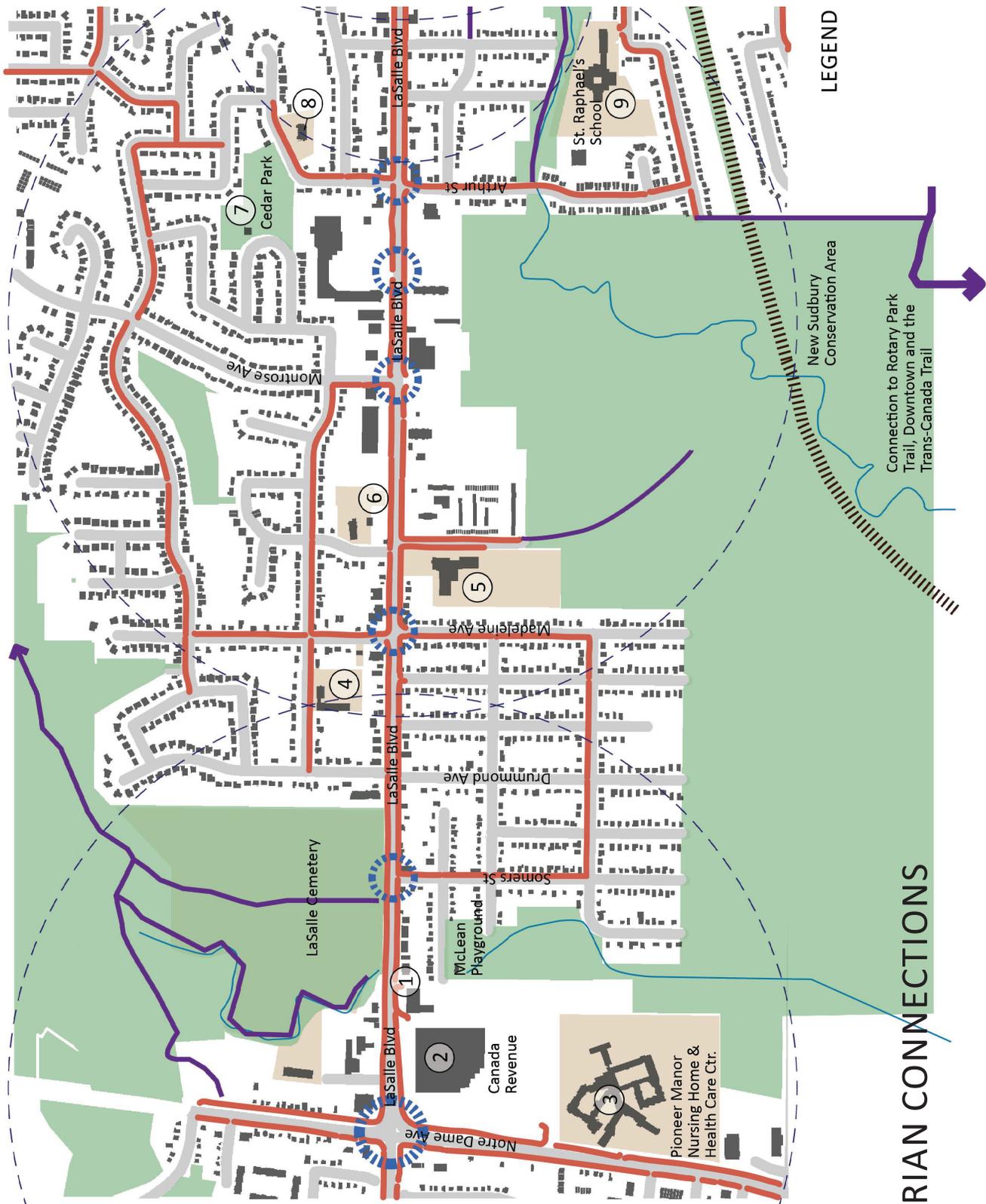
EXISTING LAND USE



- LEGEND**
- EXISTING LAND USE**
- Open Space and Parks
 - Major Parking Lots
 - Residential - Low Density
 - Residential - Medium Density
 - Residential - High Density
 - Commercial
 - Institutional
- RAIL CORRIDOR**
- Existing Rail Corridor
 - Rail Crossing (at grade)

KEY TO NUMBERED LOCATIONS

- 1 Children's Aid Society
- 2 Canada Revenue
- 3 Pioneer Manor Nursing Home and Health Care Centre
- 4 Club Amical Senior Centre
- 5 École Félix- Ricard
- 6 Église de l'Annonciation
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- 9 St. Raphael's School
- 10 Fire Station
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- 12 St. Andrew's School
- 13 RCMP
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- 16 Cambridge College
- 17 Churchill Public School
- 18 Seventh-Day Adventist Church
- 19 Bernadette Catholic School
- 20 St. Charles College
- 21 Redeemer Lutheran Church
- 22 Baptist Church
- 23 United Pentecostal Church
- 24 École Séparée Saint-Dominique
- 25 Paroisse Saint-Dominique
- 26 École Publique Jean Ethier Blais
- 27 New Sudbury Public Library



LEGEND

Connection to Rotary Park Trail, Downtown and the Trans-Canada Trail

EXISTING PEDESTRIAN CONNECTIONS



WALK RADIUS

- 5 minute walk
- 10 minute walk

EXISTING LAND USE

- Open Space and Parks
- Institutional Lands
- Buildings

RAIL CORRIDOR

- Existing Rail Corridor
- Rail Crossing (at grade)

EXISTING PEDESTRIAN ROUTES

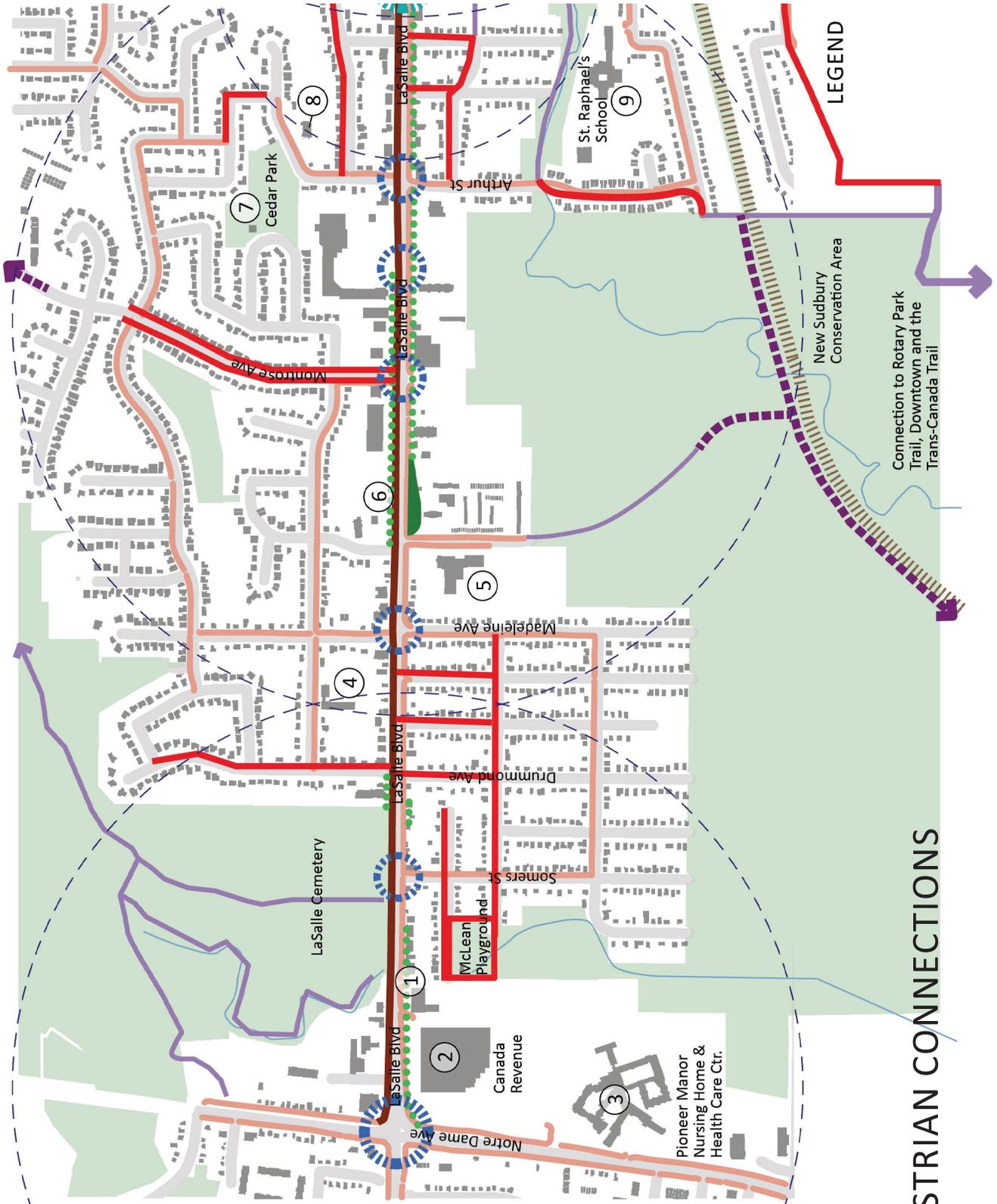
- Existing Sidewalks
- Existing Trails including Rainbow Routes Association Trails

Existing Signalized Intersections with crosswalks

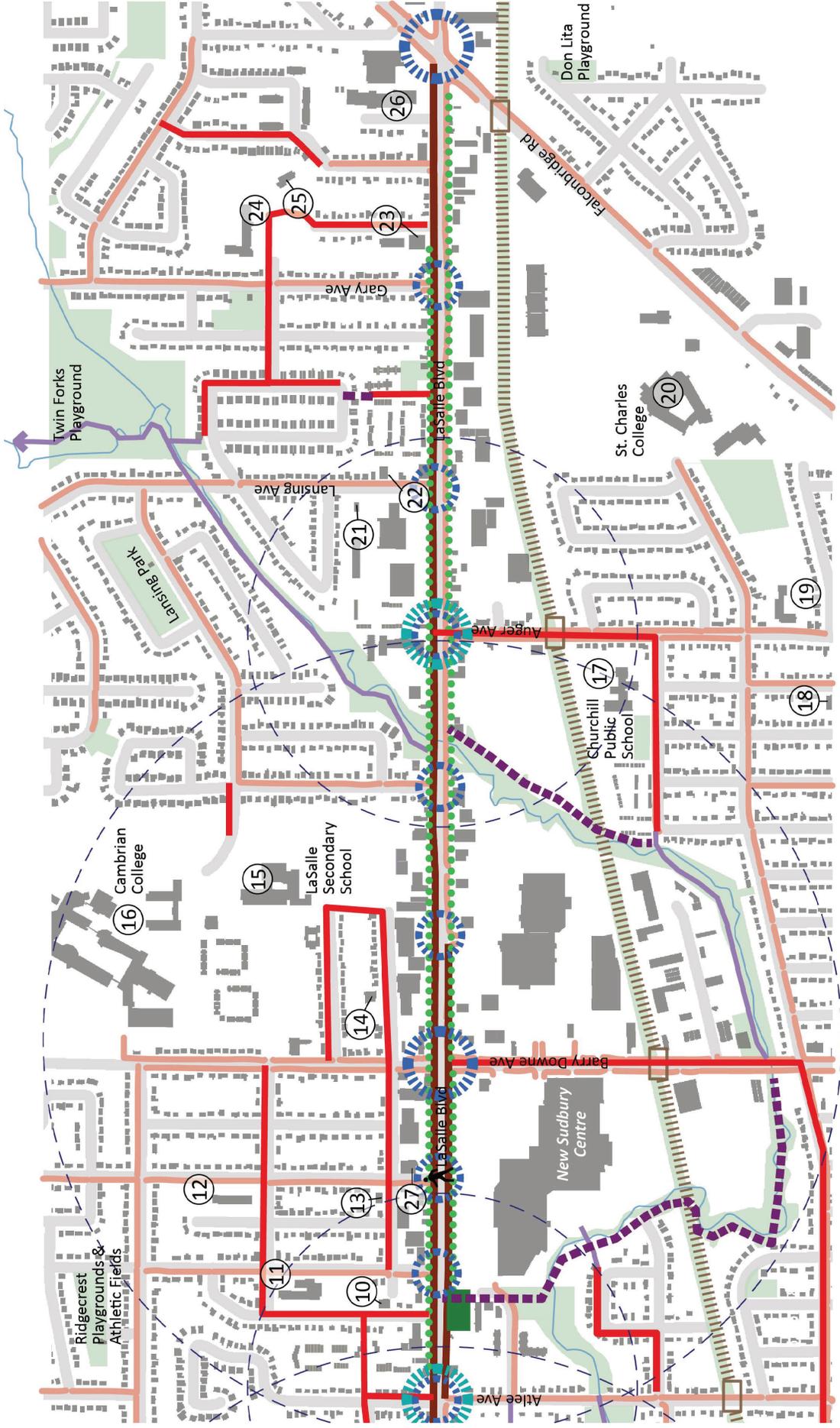
Existing Signalized Pedestrian Crossings

KEY TO NUMBERED LOCATIONS

- 1 Children's Aid Society
- 2 Canada Revenue
- 3 Pioneer Manor Nursing Home and Health Care Centre
- 4 Club Amical Senior Centre
- 5 École Félix-Ricard
- 6 Église de l'Annonciation
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- 23 United Pentecostal Church
- 24 École Séparée Saint-Dominique
- 25 Paroisse Saint-Dominique
- 26 École Publique Jean Ethier Blais
- 27 New Sudbury Public Library



ENHANCED PEDESTRIAN CONNECTIONS



PROPOSED ENHANCEMENTS TO THE PEDESTRIAN REALM

- Proposed Open Space
- Proposed Streetscape Enhancements
- Proposed On-Road Pedestrian Enhancements
- Proposed Off-Road / Trails Connections
- Proposed Enhanced Crossings
- Proposed Multi-Use Trail

EXISTING LAND USE

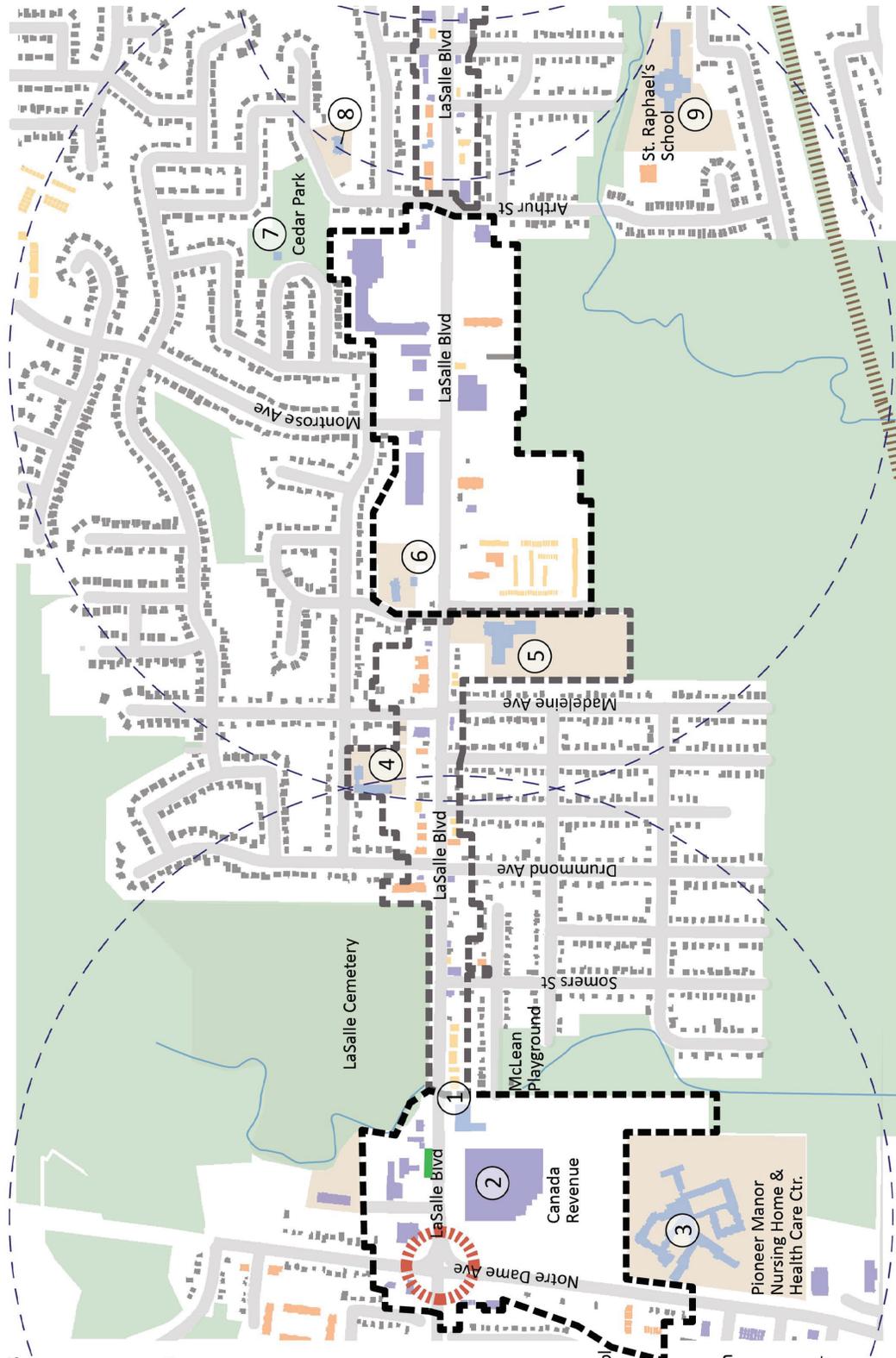
- Open Space and Parks
- Buildings

EXISTING PEDESTRIAN ROUTES

- Existing Sidewalks
- Existing Trails including Rainbow Routes Association Trails
- Existing Signalized Intersections with crosswalks
- Existing Signalized Pedestrian Crossings

NICKELDALE WESTERN GATEWAY - NICKELDALE CORRIDOR

LASALLE / MONTROSE COMMUNITY NODE



KEY TO NUMBERED LOCATIONS

- 1 Children's Aid Society
- 2 Canada Revenue
- 3 Pioneer Manor Nursing Home and Health Care Centre
- 4 Club Amical Senior Centre
- 5 École Félix- Ricard
- 6 Église de l'Annonciation
- 7 Community Centre
- 8 St. Stephens on the Hill United Church
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- 10 Fire Station
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- 20 St. Charles College
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- 22 Baptist Church
- 23 United Pentecostal Church
- 24 École Séparée Saint-Dominique
- 25 Paroisse Saint-Dominique
- 26 École Publique Jean Ethier Blais
- 27 New Sudbury Public Library

LEGEND

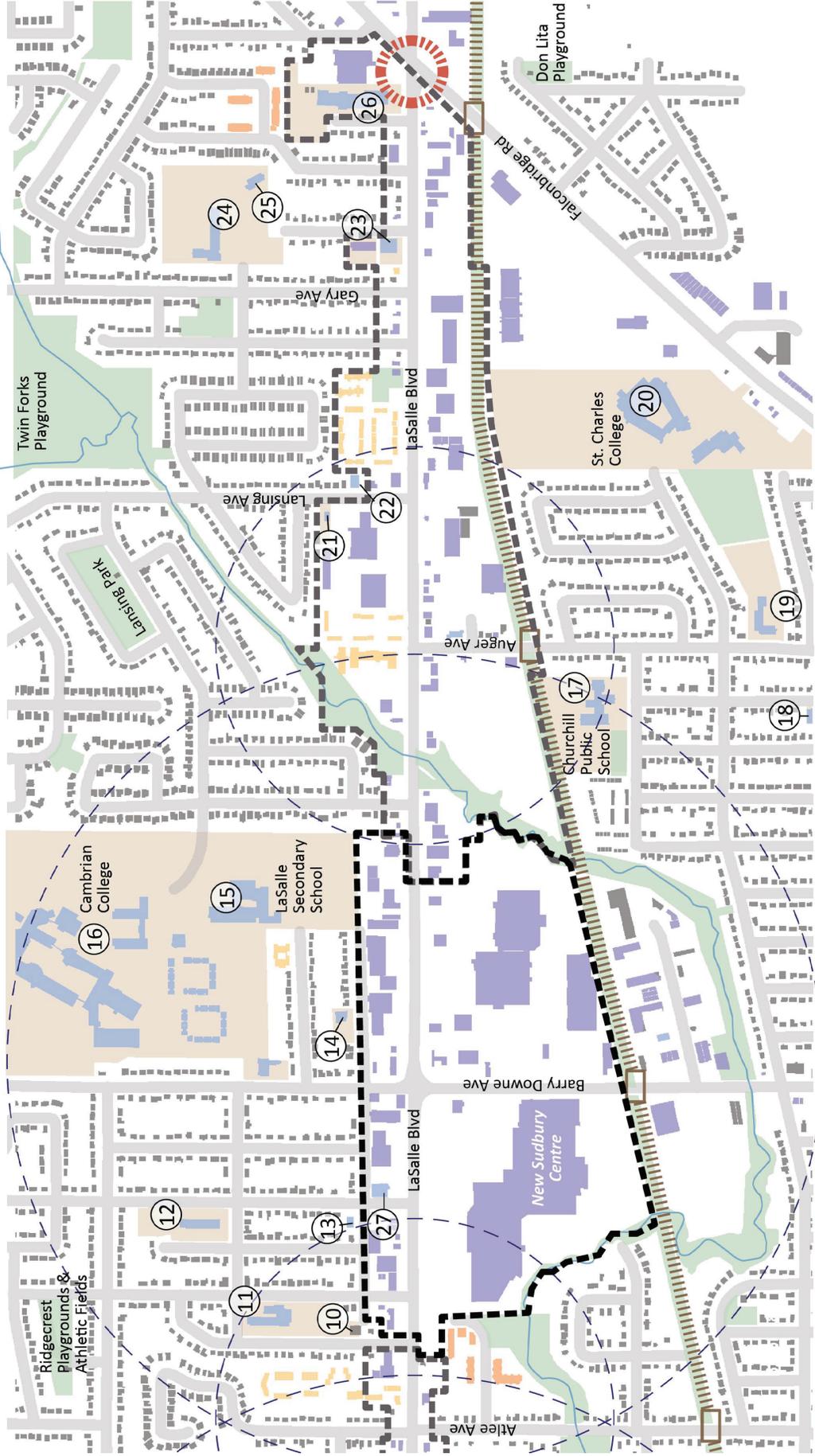
INFILL AND DEVELOPMENT

- Gateways
- Delineates Key "Node" Areas
- Delineates Regional Corridor Areas

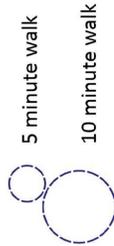
NODES AND CORRIDORS

LASALLE / BARRY DOWNE REGIONAL CENTRE

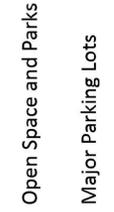
LASALLE / FALCONBRIDGE REGIONAL CORRIDOR



WALK RADIUS



EXISTING LAND USE



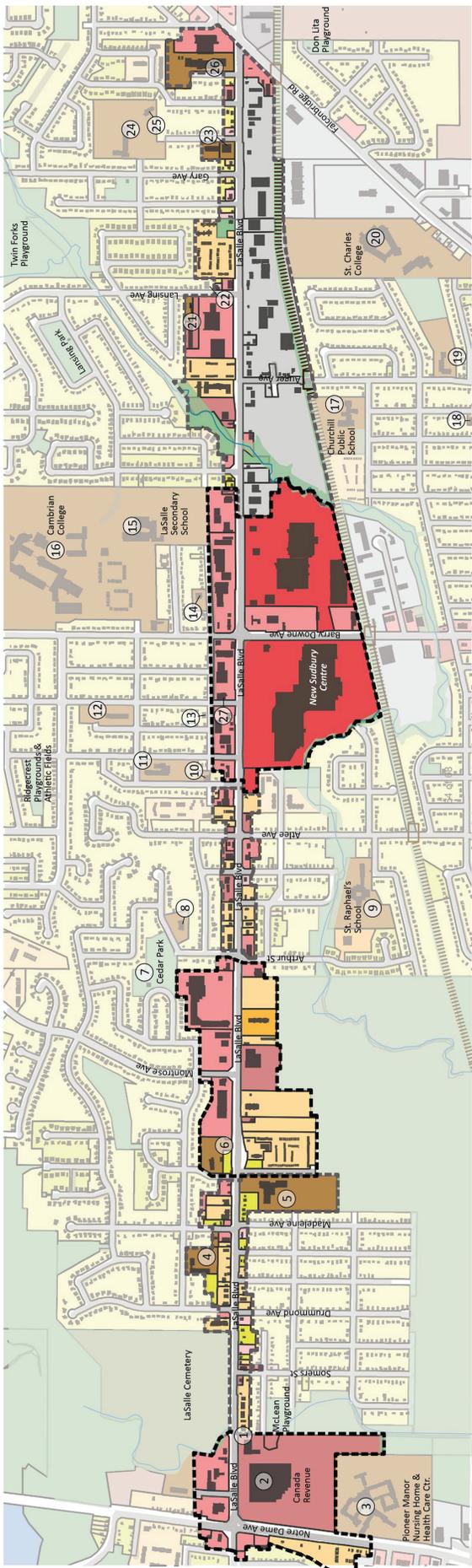
RAIL CORRIDOR



EXISTING ZONING

KEY TO NUMBERED LOCATIONS

- 1 Children's Aid Society
- 2 Canada Revenue
- 3 Pioneer Manor Nursing Home and Health Care Centre
- 4 Club Amical Senior Centre
- 5 Ecole Félix-Ricard
- 6 Église de l'Assomption
- 7 Community Centre
- 8 St. Stephens on the Hill United Church
- 9 St. Raphael's School
- 10 Fire Station
- 11 Carl A. Neabitt Public School
- 12 St. Andrew's School
- 13 RCM/CP
- 14 Church of the Ascension
- 15 Lasalle Secondary School
- 16 Cambrlan College
- 17 Churchill Public School
- 18 Seventh-Day Adventist Church
- 19 Bernadette Catholic School
- 20 St. Charles College
- 21 Redeemer Lutheran Church
- 22 Baptist Church
- 23 United Pentecostal Church
- 24 École Séparée Saint-Dominique
- 25 Paroisse Saint-Dominique
- 26 Ecole Publique Jean Ethier Blais
- 27 New Sudbury Public Library



LEGEND

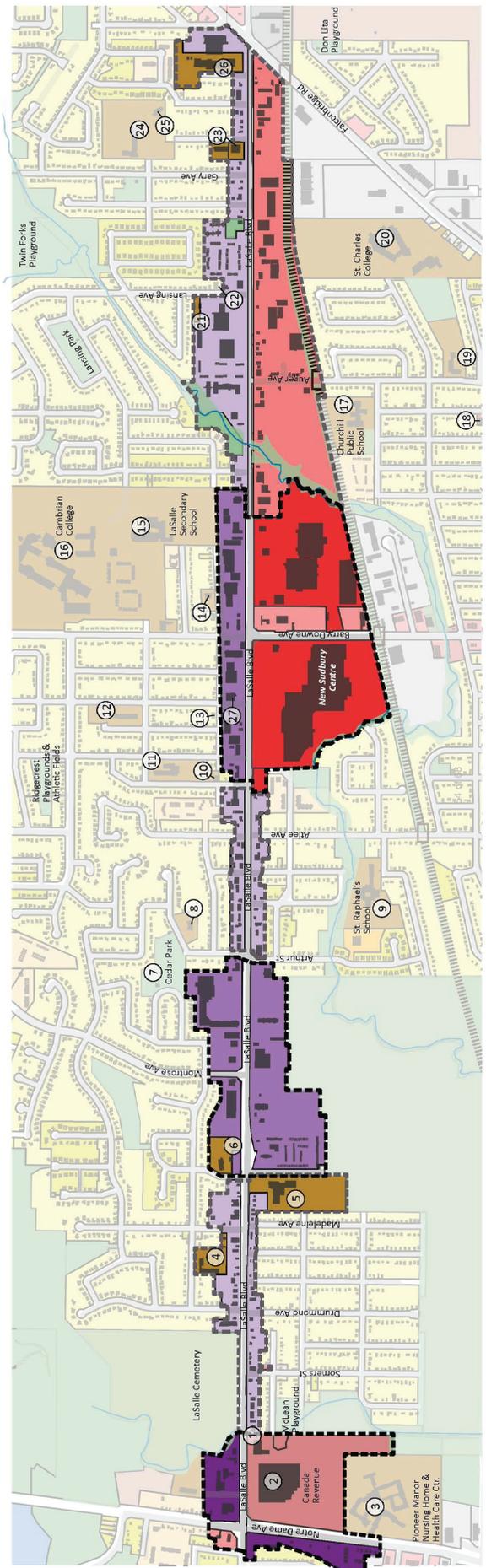
- POTENTIAL ZONING**
- MU1
 - MU2
 - MU3
- EXISTING ZONING**
- C1
 - C2
 - C3
 - C5
 - OSC, OSP, P
 - FD
 - M2
 - M4
 - R1
 - R2
 - R3
 - R4

- Delineates Key "Node" Areas
- Delineates Regional Corridor Areas
- Open Space and Parks
- Buildings
- Existing Rail Corridor
- Rail Crossing (at grade)

PROPOSED ZONING

KEY TO NUMBERED LOCATIONS

- 1 Children's Aid Society
- 2 Canada Revenue
- 3 Pioneer Manor Nursing Home and Health Care Centre
- 4 Club Amical Senior Centre
- 5 Ecole Félix-Ricard
- 6 Église de l'Assomption
- 7 Community Centre
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- 23 United Pentecostal Church
- 24 École Séparée Saint-Dominique
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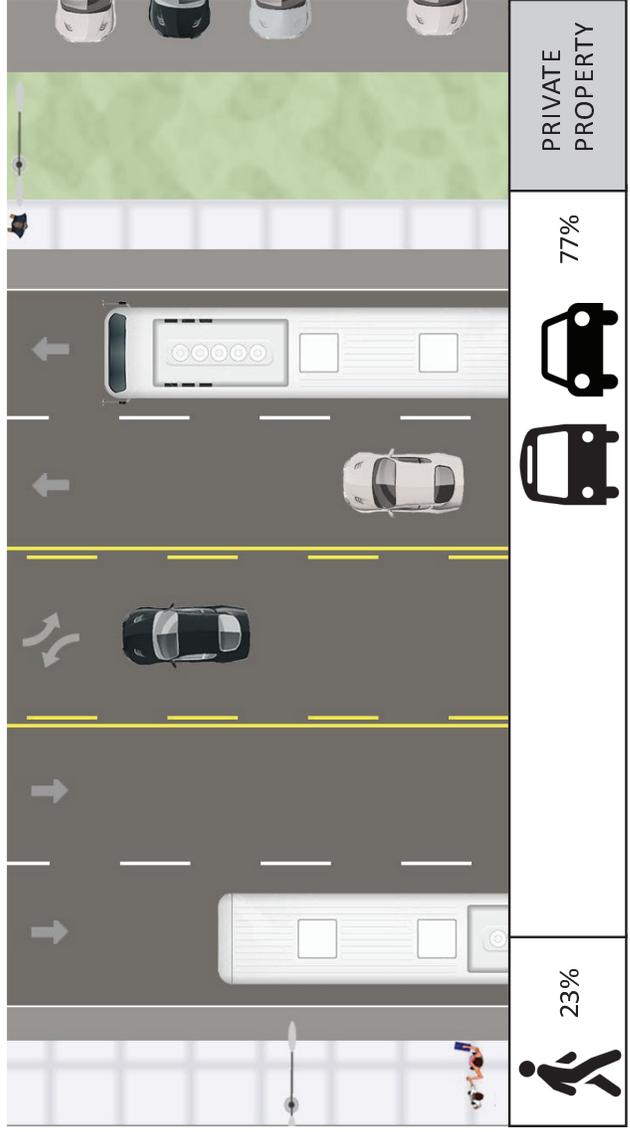
Appendix D

Streetscape Sections

STREET SECTIONS



EXISTING CONDITIONS

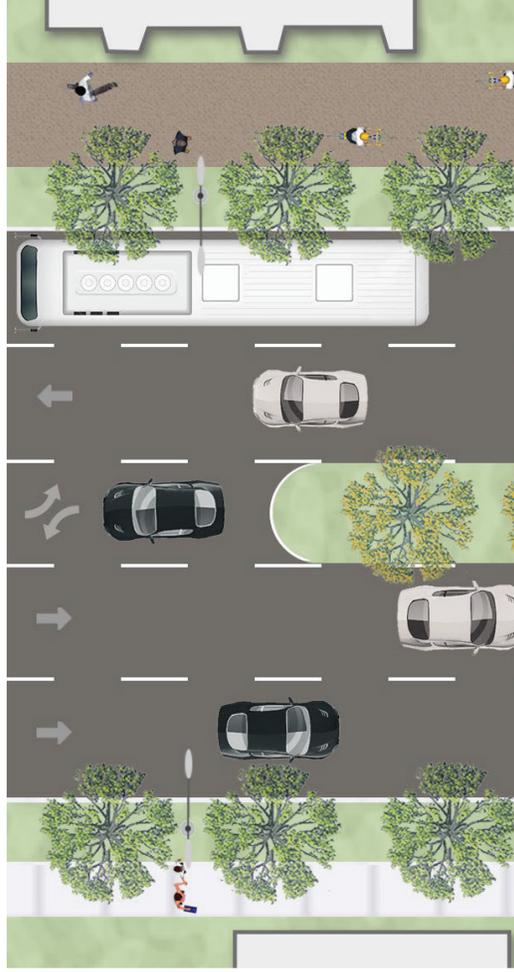


STREET SECTIONS

26.2M RIGHT-OF-WAY - 5 LANE OPTION WITH A MULTI-USE TRAIL ON THE NORTH SIDE



0.3 m Buffer
1.5 m Sidewalk
1.5 m Amenity Zone
3.5 m Drive/Transit Lane
3.5 m Drive Lane
3.5 m Median \ Turning Lane
3.5 m Drive Lane
3.5 m Drive/Transit Lane
2.0 m Amenity Zone
3.0 m Multi-use Trail
0.3 m Buffer

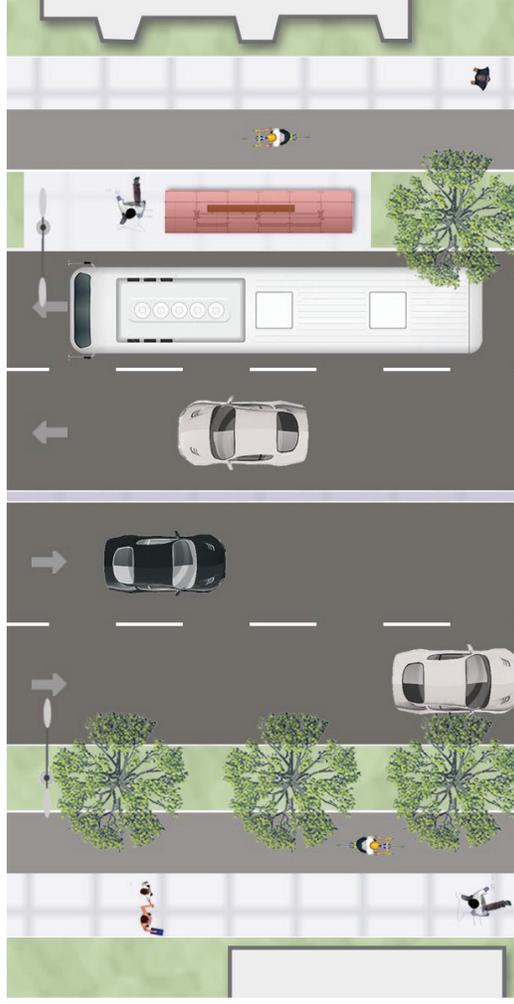


		33%
		67%

26.2M RIGHT-OF-WAY - 4 LANE OPTION SHOWING TRANSIT STOP



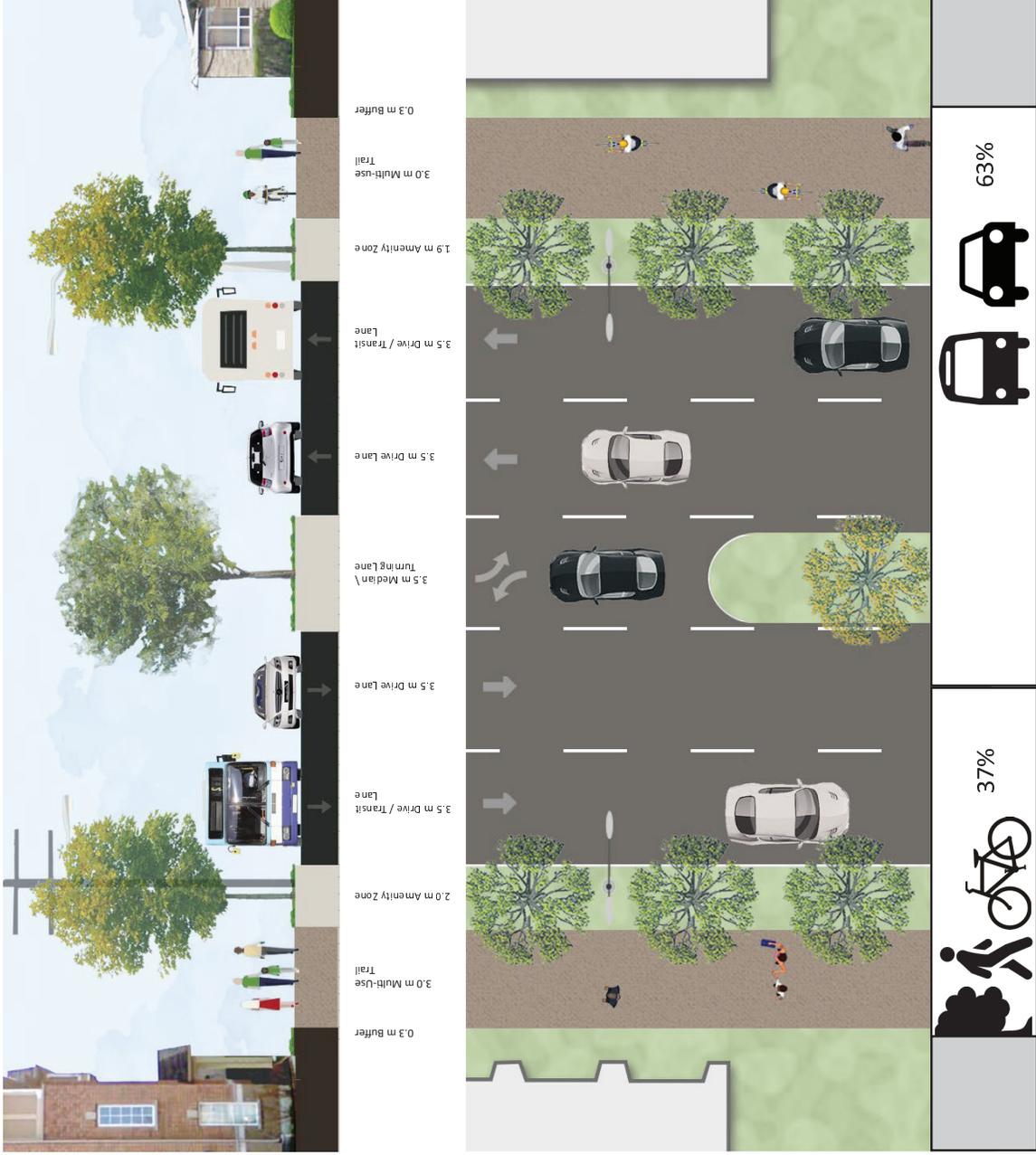
0.3 m Buffer
1.8 m Sidewalk
1.8 m Bike Lane
2.3 m Transit Shelter and Amenity Zone
3.5 m Drive/Transit Lane
3.5 m Drive Lane
0.4 m Median
3.5 m Drive Lane
3.5 m Drive/Transit Lane
2.0 m Amenity Zone
1.8 m Bike Lane
1.8 m Sidewalk
0.3 m Buffer



		45%
		55%

STREET SECTIONS

28M RIGHT-OF-WAY - 5 LANE OPTION WITH MULTI-USE TRAILS ON BOTH SIDES



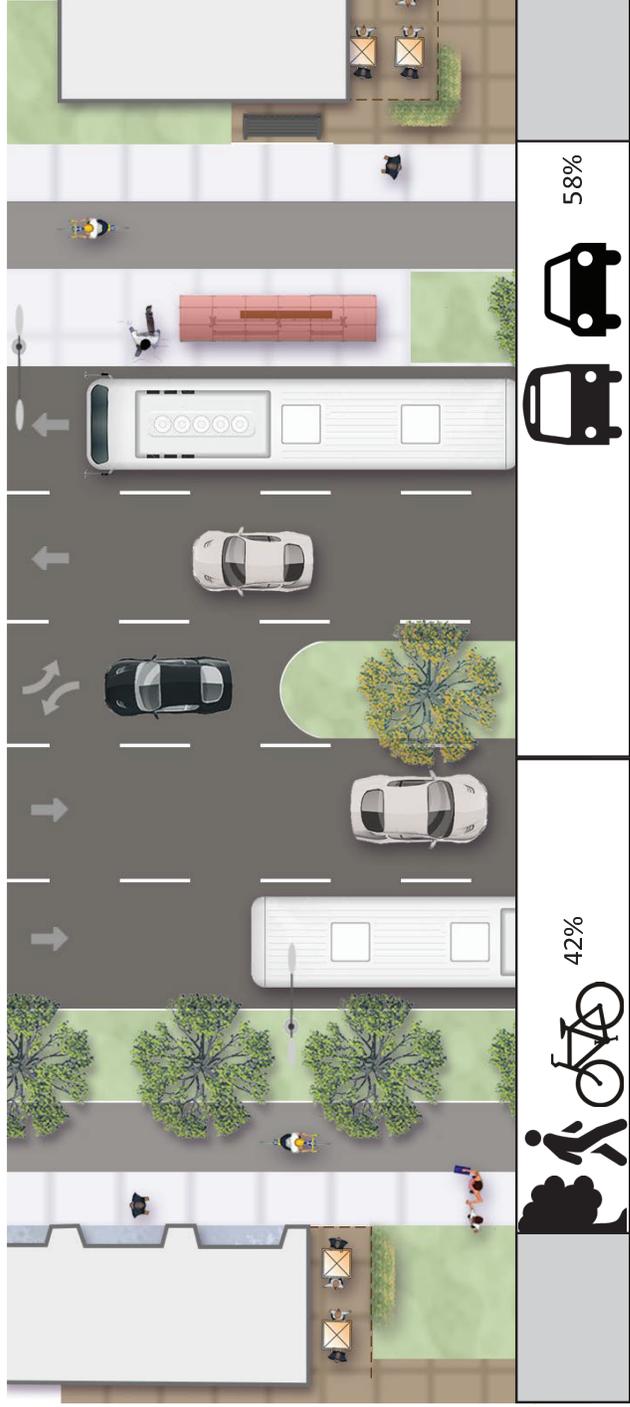
STREET SECTIONS



30M RIGHT-OF-WAY - 5 LANE OPTION WITH SEPARATED BIKE LANES



- 0.3 m Buffer
- 1.5 m Sidewalk
- 1.8 m Bike Lane
- 2.65 m Transit Shelter and Amenity Zone
- 3.5 m Drive / Transit Lane
- 3.5 m Drive Lane
- 3.5 m Median / Turning Lane
- 3.5 m Drive Lane
- 3.5 m Drive / Transit Lane
- 2.65 m Amenity Zone
- 1.8 m Bike Lane
- 1.5 m Sidewalk
- 0.3 m Buffer

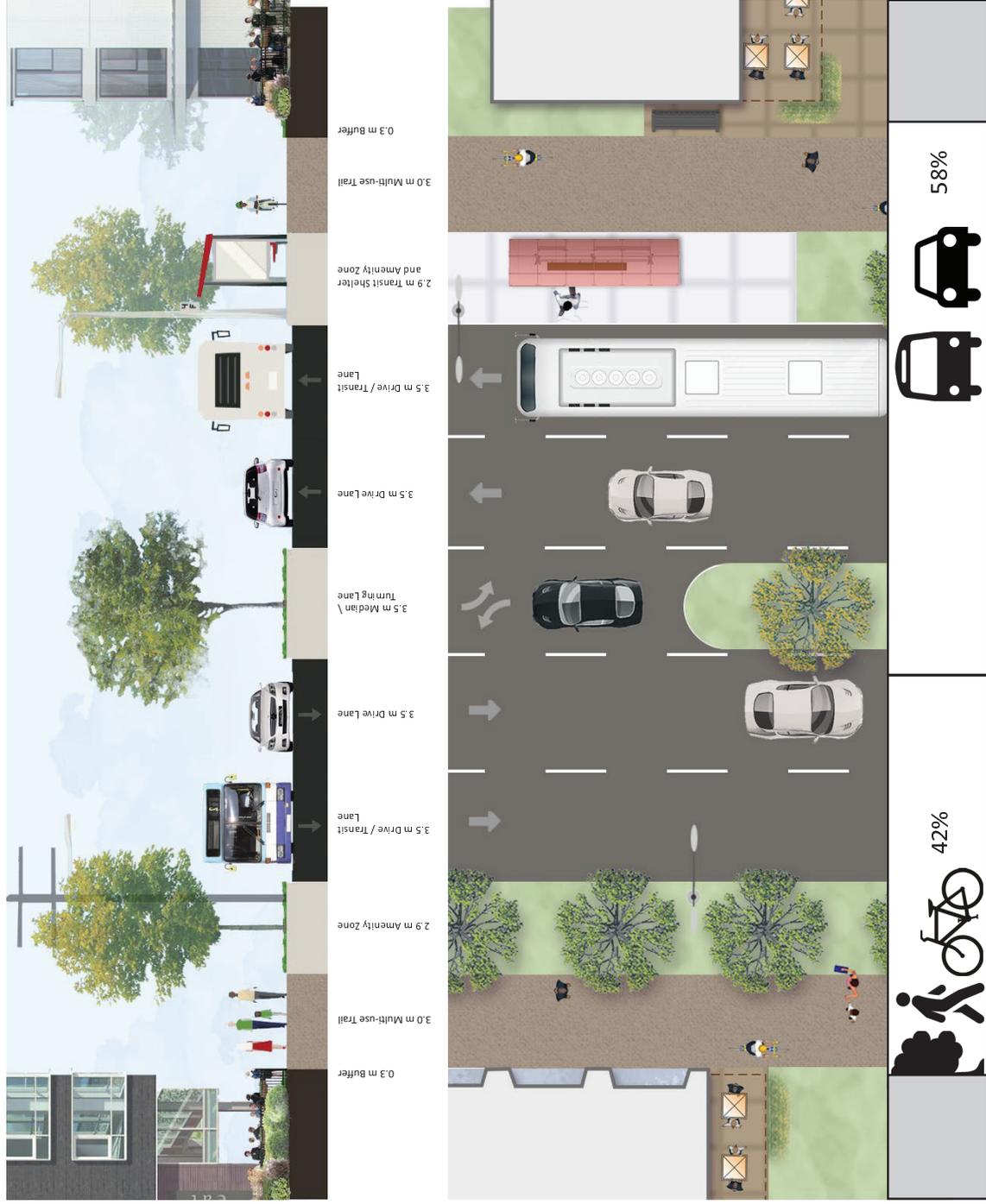


42%

58%

STREET SECTIONS

30M RIGHT-OF-WAY - 5 LANE OPTION WITH MULTI-USE TRAILS





MEMORANDUM

TO: City of Greater Sudbury
FROM: WSP Canada Group Limited
SUBJECT: Proposed Mixed-Use Zone Structure
DATE: May 11, 2018

Proposed Mixed-Use Zone Structure

The table below defines permitted uses for the following Mixed-Use Zones in Sudbury:

- MU1 – Mixed Use Employment Zone
- MU2 – Community Node Mixed Use Zone
- MU3 – Regional Corridor Mixed Use Zone

Definitions for each use are provided after the table.

Permitted Use	MU1	MU2	MU3
Commercial Uses:			
Accessory Drive-Thru Service Facility			X
Accessory Outdoor Display and Sales Area			
Artisan Studio	X	X	X
Commercial Athletic Centre	X		X
Commercial School	X		X
Commercial Service Establishment	X	X	X
Dry Cleaning Depot	X	X	X
Financial Institution	X	X	X
Funeral Home	X		X
Hotel	X		X
Medical Clinic	X	X	X
Office	X	X	X
Personal Service Shop	X	X	X
Pet Services Establishment	X	X	X
Place of Assembly	X		X
Place of Entertainment	X		X



Permitted Use	MU1	MU2	MU3
Private Club	X		X
Restaurant	X	X	X
Restaurant, Take-Out	X	X	X
Retail Store	X	X	X
Veterinary Clinic	X	X	X
Community & Institutional Uses:			
Community Centre	X		X
Child Care Centre	X	X	X
Emergency Service Facility	X		X
Emergency Shelter	X	X	X
Institutional Day Centre	X	X	X
Library		X	x
Place of Worship	X		X
School		X	X
Residential Uses: (*1)			
Multi-Unit Residential Building	X	X	X
Mixed Use Building	X	X	X
Bed and Breakfast	X	X	X
Home Occupation	X	X	X
Home Child Care	X	X	X
Existing Residential Uses (*2)			
Detached Dwelling	X	X	X
Duplex Dwelling	X	X	X
Link Dwelling	X	X	X
Semi-Detached Dwelling	X	X	X
Row Dwelling	X	X	X
Street Townhouse Dwelling	X	X	X

(*1) Permitted only in conjunction with ground floor non-residential uses.

(*2) Residential uses which legally existed as of *(insert date- date of approval of ZBLA)*.

Uses From Existing C2/C3 Zones Proposed for Motor Vehicle Commercial Zone

- Automotive Sales Establishment
- Recreational Vehicle Sales and Service Establishment
- Automotive Leasing Establishment
- Automotive Repair Shop
- Automotive Lube Shop
- Automotive Service Station
- Gas Bar
- Car Wash



DEFINITIONS:

Artisan Studio – means the workplace of an artist or crafts person.

Bed and Breakfast Establishment – see existing definition in Sudbury ZBL

Child Care Centre - means a premises operated by a person licensed under the Child Care & Early Years Act to operate a child care centre for the purpose of providing temporary care to children for a continuous period not to exceed twenty-four (24) hours.

Commercial Athletic Centre – Means a commercial establishment in which facilities are provided for recreational athletic activities and may include associated facilities such as a sauna, office space, retail shop and related lounge facilities but shall not include a private club.

Commercial School - Means a premises operated as a school with teachings dedicated to a specialized skill set and which is conducted for gain or profit but shall not include a studio.

Commercial Service Establishment - means a premises where business support operations such as delivery services, printing facilities, copy centres, and document shredding are offered but shall not include a retail store or a personal service shop.

Community Centre - Means a building or structure owned and/or operated by the City of Greater Sudbury that provides facilities for indoor recreational activities and/or other community facilities for use by the public.

Drive-Thru Service Facility – see existing definition in Sudbury ZBL

Dry Cleaning Depot – see existing definition in Sudbury ZBL

Emergency Service Facility - Means a building that houses emergency personnel, their supplies and vehicles and may include an ambulance response facility, fire station or police station.

Emergency Shelter - means a premises accommodating and providing temporary lodging, board, and personal support services to vulnerable individuals in a 24-hour supervised setting and operated by a public or non-profit community organization.

Financial Institution – see existing definition in Sudbury ZBL

Funeral Home – see existing definition in Sudbury ZBL

Home Child Care – means the temporary care of (a.) five or less children where unlicensed under the Child Care & Early Years Act; or, (b.) six or less children where licensed under the Child Care & Early Years Act, where such care is provided within a private dwelling unit for a continuous period not exceeding twenty-four (24) hours.



Home Occupation -

Hotel – see existing definition in Sudbury ZBL

Institutional Day Centre - Means a premises, used to deliver a day time program of structured and supervised activities and/or short term temporary care for youths, adults, seniors or persons with disabilities but shall not include a child care centre.

Library - see existing definition in Sudbury ZBL

Medical Clinic – means a premises used for the medical, dental, surgical and/or therapeutic treatment of human beings including clinics operated by a number and/or variety of medical professionals, but does not include a public or private hospital or office located in the medical professional's residence.

Office - Means a premises where administrative and clerical functions are carried out in the management of a business, profession, organization or public administration but shall not include a medical clinic.

Personal Service Shop - Means a premises where professional or personal services are provided for gain and where the sale of retail goods, wares, merchandise, articles or materials is only accessory to the provision of such services.

Pet Services Establishment - means a building or part thereof used for the non-veterinarian caring, grooming, and or training of domestic animals but excludes overnight boarding, outdoor animal enclosures, an animal kennel or veterinary clinic.

Place of Assembly - Means a premises in which facilities are provided for the gathering of people.

Place of Entertainment - Means a premises where leisure activities are offered for gain or profit such as a cinema, arts theatre, billiard or pool rooms, bowling alley, or similar activity for the enjoyment of the public but shall not include an adult entertainment parlour.

Place of Worship- Means a premises primarily used by one or more religious groups for the practice of religious services.

Private Club - Means a non-profit, non-commercial organization which carries on cultural, social, or recreational activities and includes the premises of a fraternal or charitable organization.

Outdoor Display and Sales Area – see existing definition in Sudbury ZBL

Restaurant – see existing definition in Sudbury ZBL



Restaurant, Take-Out – see existing definition in Sudbury ZBL

Retail Store - Means a premises in which goods and merchandise are offered or kept for retail sale or rental to the public. This definition shall not include any establishment otherwise defined in this By-Law.

School – see existing definition in Sudbury ZBL

Veterinary Clinic – see existing definition in Sudbury ZBL

RESIDENTIAL DEFINITIONS:

Multi-Unit Residential Building - means a residential building containing three or more dwelling units. All dwelling units shall have an independent entrance and does not include another dwelling type otherwise defined in this Zoning By-law.

Mixed Use Building - means a building containing three or more dwelling units located on upper storeys above ground level non-residential uses.



MEMO

TO: Ed Landry, City of Greater Sudbury
FROM: Brett Sears, WSP
CC: Dave McLaughlin, WSP; Cindi Rowan, WSP; Jennifer Sisson, WSP
SUBJECT: **Draft Memo: Accommodating Cycle Tracks on LaSalle Boulevard**
DATE: **June 18, 2018**

WSP was commissioned by the City of Greater Sudbury to prepare the LaSalle Boulevard Corridor Study. The Corridor Study includes recommendations to enhance LaSalle Boulevard's land use zoning, urban design, and multi-modal road network design. The recommended road design includes a 3 metre Multi-Use Path (MUP) along the northern side of LaSalle Boulevard from Notre Dame Avenue to Falconbridge Road. The MUP also was included on the south side for a portion of LaSalle Boulevard in the vicinity of the New Sudbury Centre, extending from Sudbury Place on the east to Attlee Avenue on the west.

The proposed road design was the result of consultation with the public and multiple City departments and considers priorities and constraints from numerous groups. The design intends to provide cycling facilities and landscaping where there is none today, while at the same time considering the needs of pedestrians, transit riders, utilities, vehicle movement and costs. The overarching goal has been to prepare a plan that can be implemented in the short term while balancing the various stakeholder requirements. The design includes the premise that the existing south curb would be maintained. Doing so eliminates the need to relocate the utility corridor or move the curbs and gutters on the south side, saving the City these expenses.

The City's Planning Committee at its May 28, 2018 meeting requested that separated facilities for pedestrians and cyclists be considered corridor-wide on both sides of LaSalle Boulevard. Cycle tracks on both sides of the corridor were desired to provide designated space for cyclists.

Working with City staff, WSP has prepared the existing cross section as well as four cross sections of LaSalle Boulevard that illustrate how the request for cycle tracks on both sides of the street could be accommodated. This memo presents these cross sections and indicates the opportunities and challenges with each. The cross sections include:

- Existing conditions: Depicting a typical section today;
- 26.2 metre right-of-way with four lanes: accommodating transit but eliminating the centre two-way left turn lane;
- 26.2 metre right-of-way with five lanes: the most common amount of space under the City's control that is typically available today, this option maintains the five lanes but does not have space for a transit stop;

- 28 metre right-of-way: available today in select portions of the corridor; and
- 30 metre right-of-way: in line with the City’s Official Plan for the corridor; this is only presently available in limited parts of the corridor.

After the discussion of each cross section, options to use the right-of-way differently or to gain more right-of-way are discussed.

ASSUMPTIONS

Certain assumptions were made regarding the road layout in order to prepare the four cross sections and in order to compare what is possible within each. Road layout assumptions include:

- Buffer from property line: 0.3m;
- Sidewalk standard width: 1.5m;
- Amenities strip to accommodate landscaping, bus shelters and utility poles, as space permits: Varies (0.6m minimum needed as a buffer between the sidewalk and cycle track);
- Cycle track standard width: 1.8m;
- Buffer between cycle track and roadway (includes the curb): 0.6m; and
- Roadway: 3.5m per lane.

It is also assumed that the entire right-of-way would be reconstructed to accommodate any of these future options. All existing utility poles, sidewalks and roadway would need to be removed and reconstructed.

EXISTING CONDITIONS

The existing conditions along the corridor generally include five vehicular travel lanes, asphalt-paved boulevard or splash strips and concrete sidewalks on either side of the street. There typically is no landscaping or vegetation. In select locations, the transit stop will include a bench. Typically, the transit stop is indicated by a sign on a utility pole. There are no dedicated cycling facilities.

26.2 METRE RIGHT-OF-WAY (4 LANE OPTION)

This option was created in order to provide space for bus shelters, utility poles and amenities such as landscaping. In order to create this option, the centre two-way left turn lane was eliminated. Left turning vehicles would make this maneuver from the left-most travel lane. Through vehicles traveling in the same direction would wait for the left turn to be made or go around the vehicle by using the curbside lane.

26.2 METRE RIGHT-OF-WAY (5 LANE OPTION)

This cross section has no space for bus shelters, utility poles, landscaping or a buffer between the cycle track and the sidewalk. Existing above ground utilities would need to be buried or additional right-of-way would need to be procured. There would be no landscaping in the boulevard. Bus riders would stand on the sidewalk or in the cycle track while they awaited the bus. This option is not recommended because it does not meet minimum spacing requirements.

28 METRE RIGHT-OF-WAY

There is limited space for landscaping and utility poles in this cross section and no readily available space for bus shelters. Bus riders would stand on a 1.0m concrete pad to avoid standing in the cycle track. The limited space available for landscaping would preclude trees.

30 METRE RIGHT-OF-WAY

The 30 metre right-of-way falls short of being able to accommodate a bus shelter. Bus riders would stand in the amenity zone between the cycle track and sidewalk and await the bus. The amenity zone is wider in this option compared to the 28m cross section option, providing more space for utility poles and landscaping, including trees.

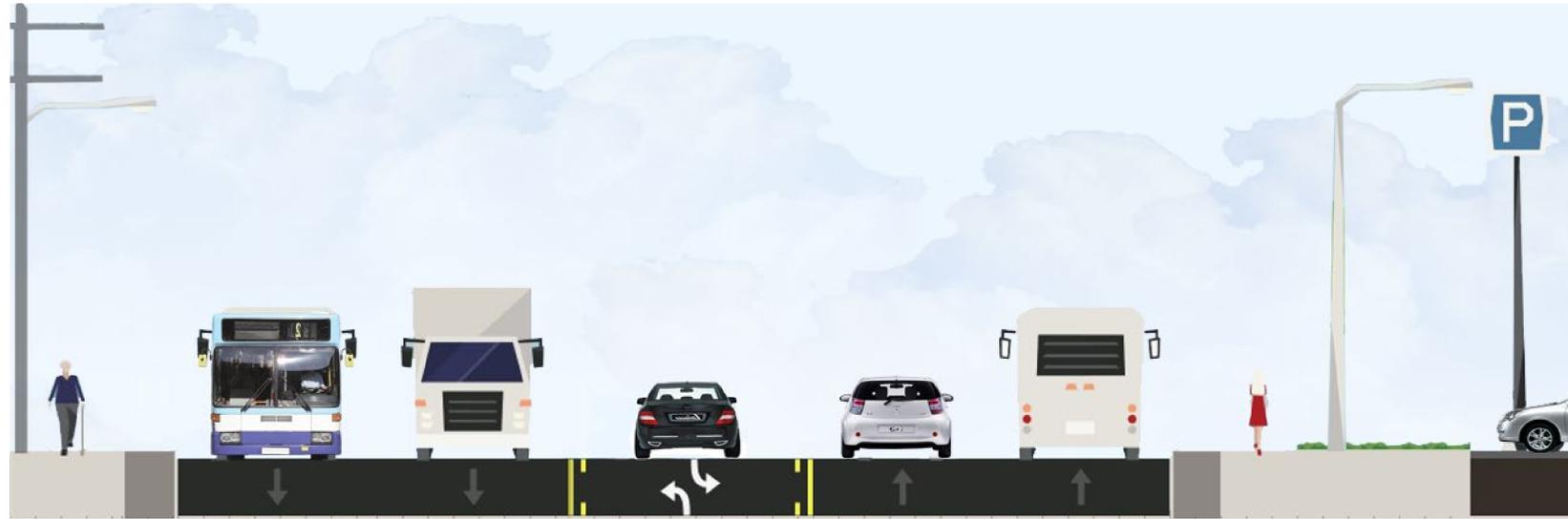
RIGHT-OF-WAY OPTIONS

The four options presented are constrained and do not provide the ideal amount of space to accommodate all modes of travel. To gain additional space or to address constraints, several options could be considered:

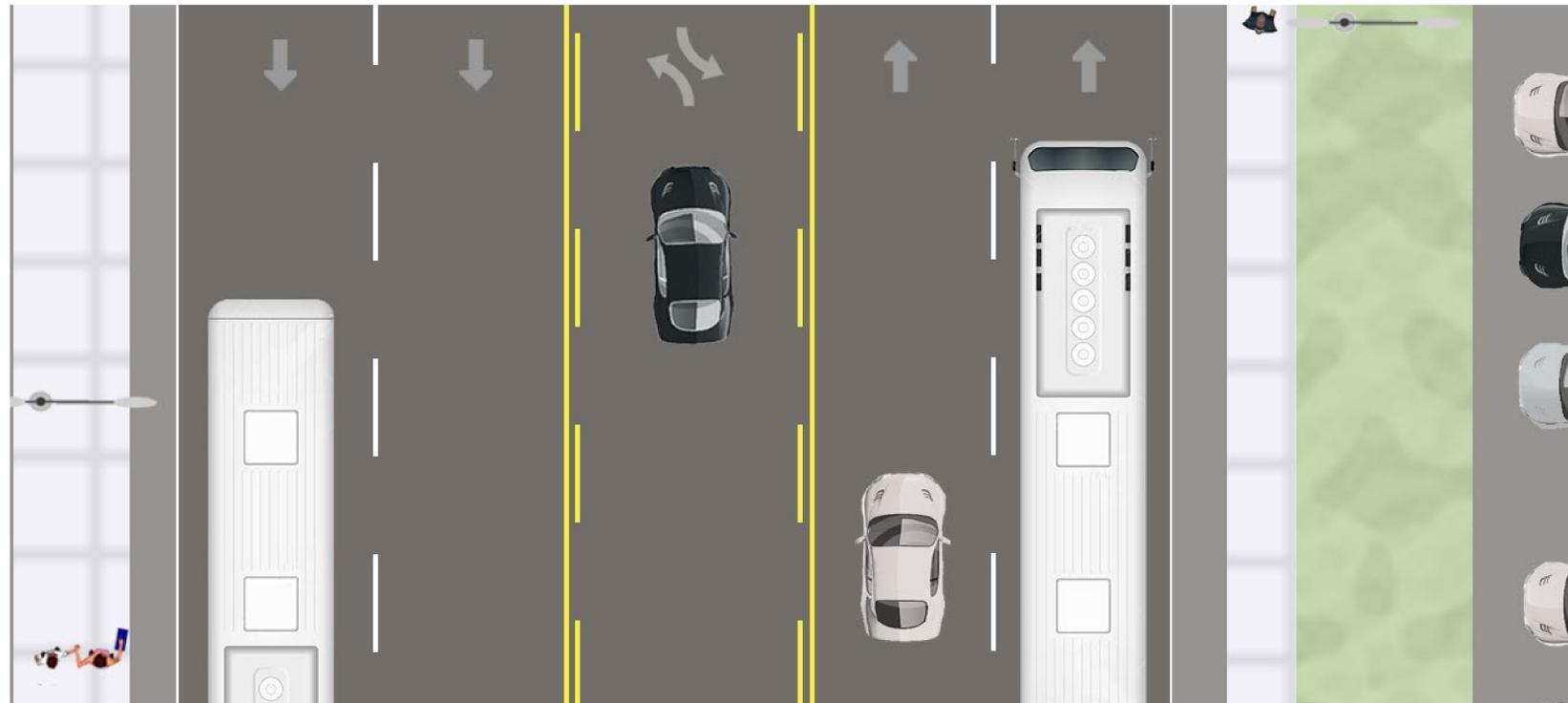
- Narrow travel lanes: Per the Transportation Association of Canada's Geometric Design Manual, travel lanes can range in width from 3.0m to 3.7m. All travel lanes have been set at 3.5m for the Greater Sudbury context. While reducing travel lane widths provides additional space for other modes, it may complicate bus maneuverability or complicate snow clearance and storage.
- Reduce the number of travel lanes: There are five lanes of traffic for the majority of the corridor. Reducing this to four lanes would provide additional space for non-auto modes of travel. The lack of a turning lane could result in an increase in rear end collisions and other types of traffic collisions as vehicles block traffic while they look for an opportunity to turn. Vehicle delay could increase at select intersections. The volume of vehicles able to transverse the corridor in an hour would also be reduced.
- Bury utilities: Existing above-ground utilities could be buried underground as part of the road reconstruction. Moving the utilities corridor on the south side of LaSalle Boulevard is deemed an expensive undertaking, at potentially \$10,000 to \$30,000 per pole, and was avoided in the initial design in order to increase the financial feasibility of implementation.
- Obtain additional right-of-way: The City could purchase land or obtain additional land as properties redevelop to expand the right-of-way.

Brett Sears, MCIP RPP
Senior Project Manager

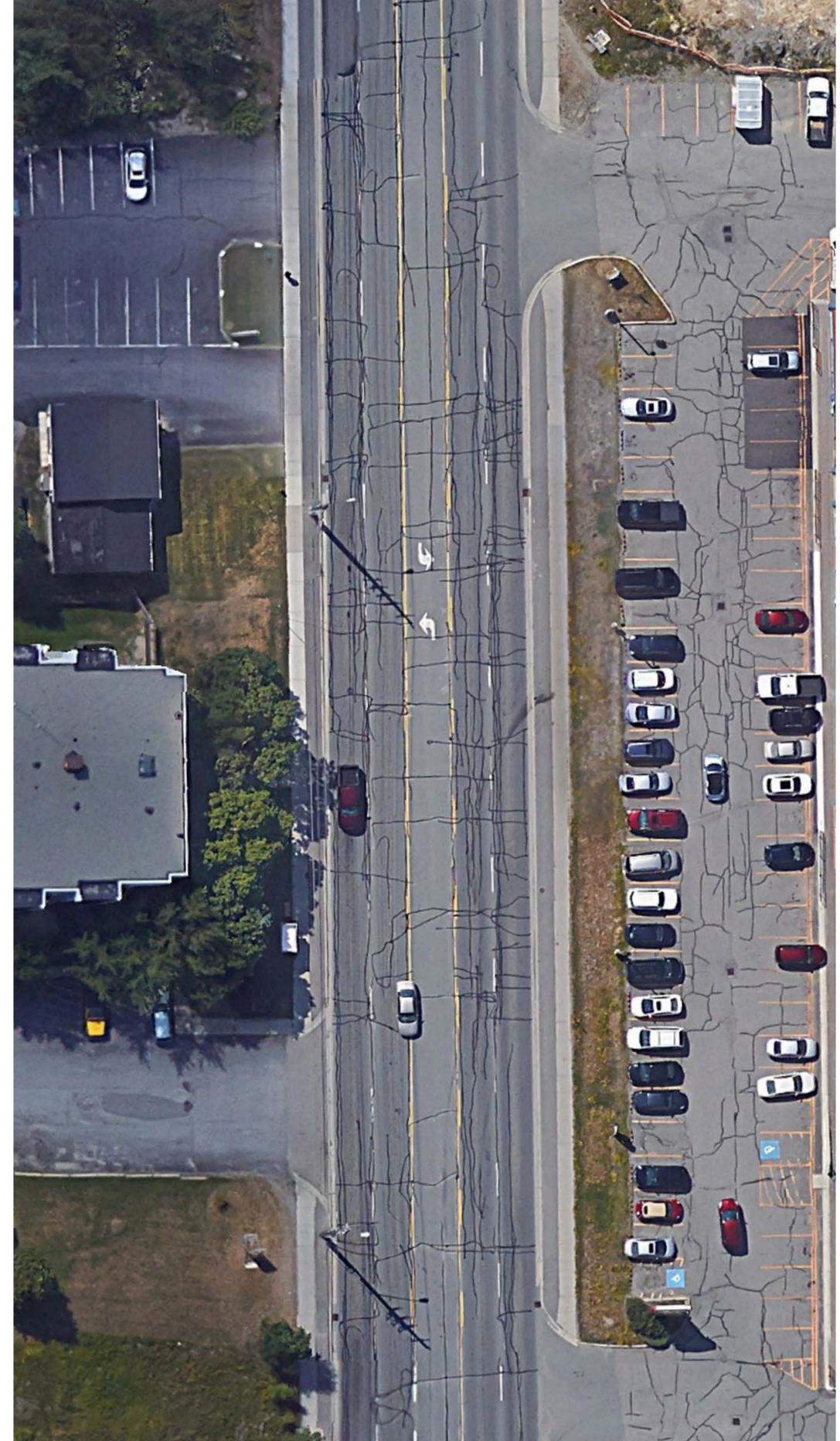
EXISTING CONDITIONS



2.2 m Sidewalk
 1.1 m Splash Strip
 3.9 m Drive / Transit Lane
 3.8 m Drive Lane
 4.8 m Median \ Turning Lane
 3.5 m Drive Lane
 3.5 m Drive / Transit Lane
 1.1 m Splash Strip
 1.5 m Sidewalk
 Private Property



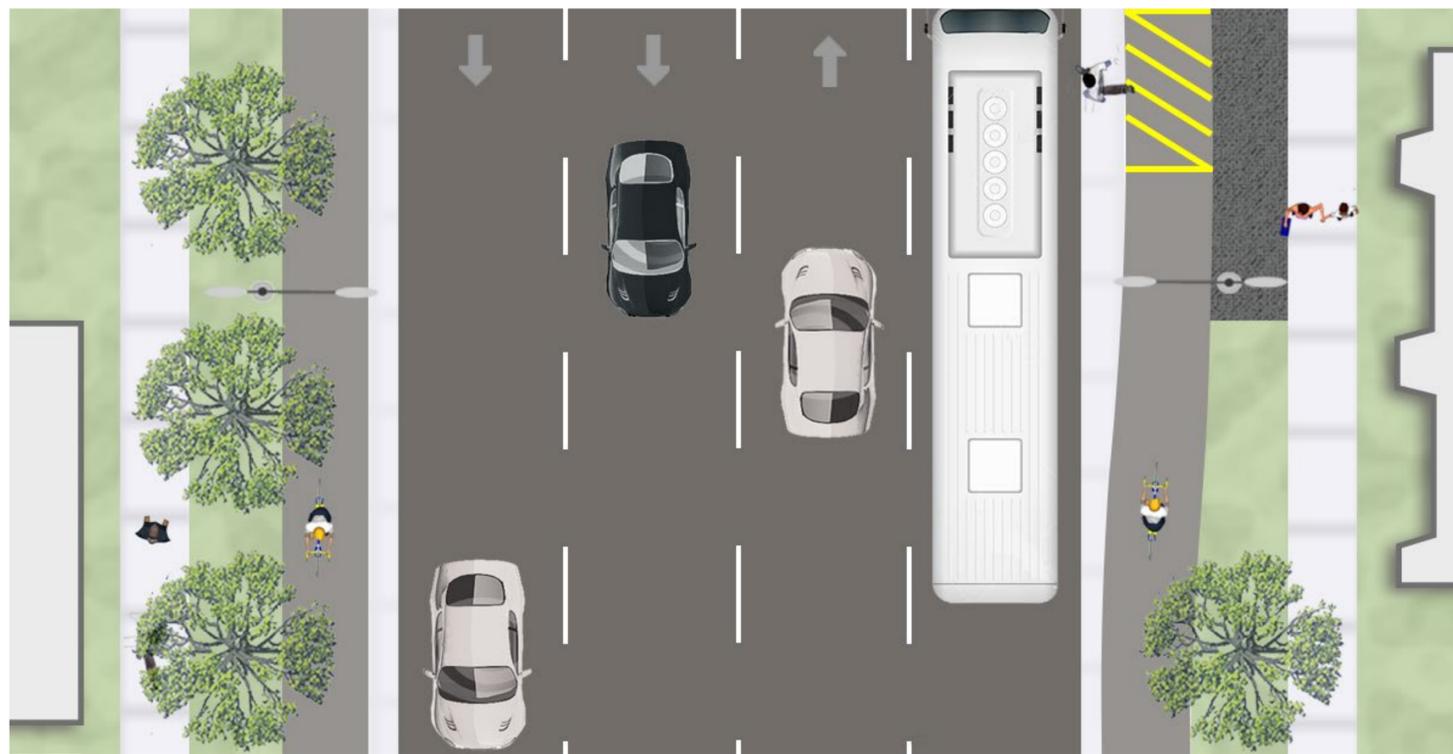
 23%	  77%	PRIVATE PROPERTY
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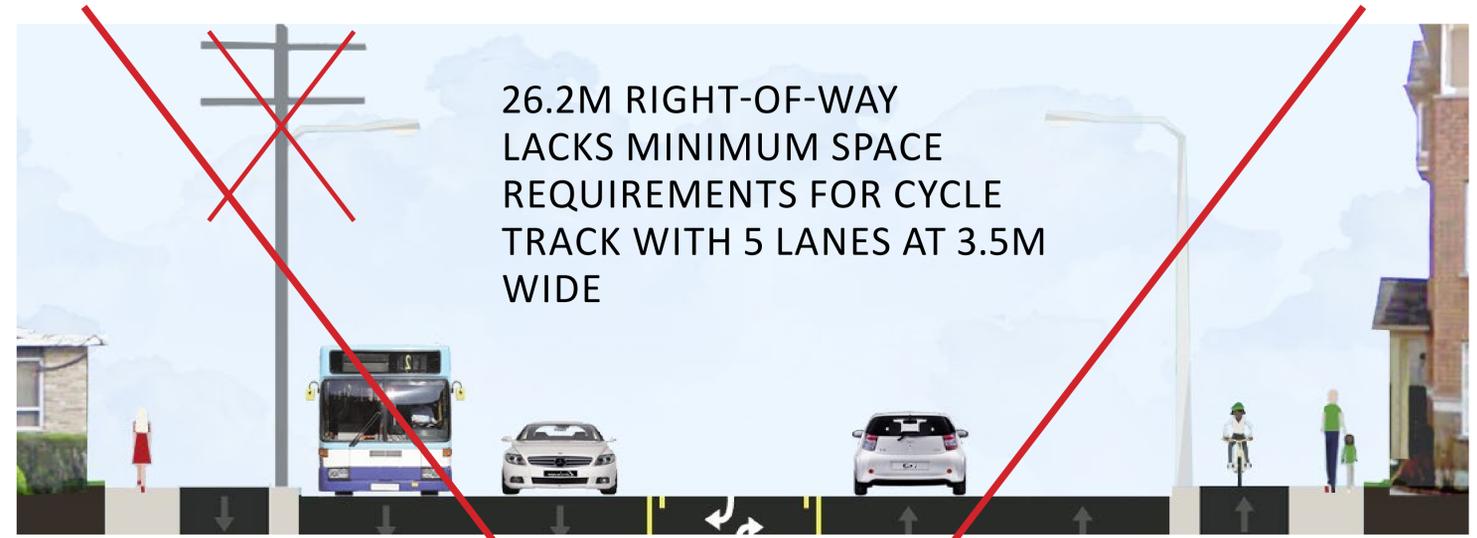
26.2M RIGHT-OF-WAY - 4 LANE OPTION SHOWING TRANSIT STOP



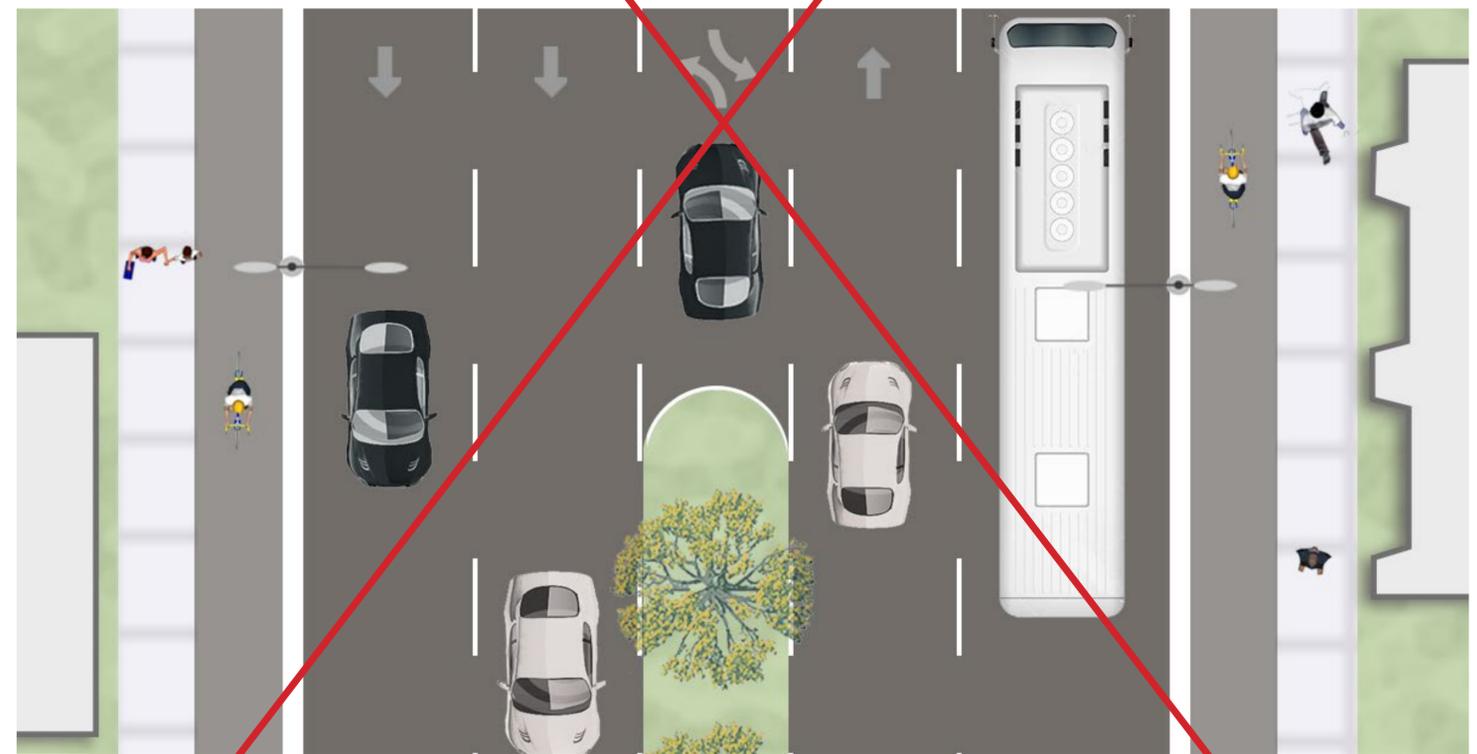
0.3 m Buffer
1.5 m Sidewalk
1.9 m Amenity Zone
1.8 m Cycle Track
3.5 m Drive/Transit Lane
3.5 m Drive Lane
3.5 m Drive Lane
3.5 m Drive/Transit Lane
1.0 m Transit Stop Pad
1.8 m Cycle Track
1.5 m Amenity Zone
1.5 m Sidewalk
0.3m Buffer



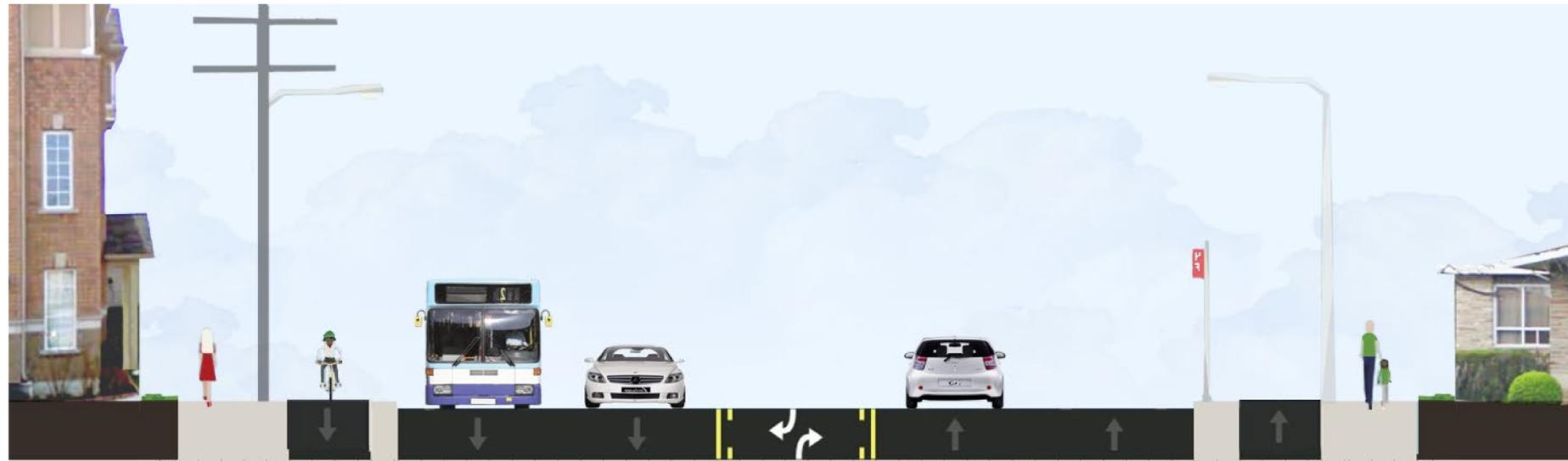
26.2M RIGHT-OF-WAY - 5 LANE OPTION WITHOUT TRANSIT STOP



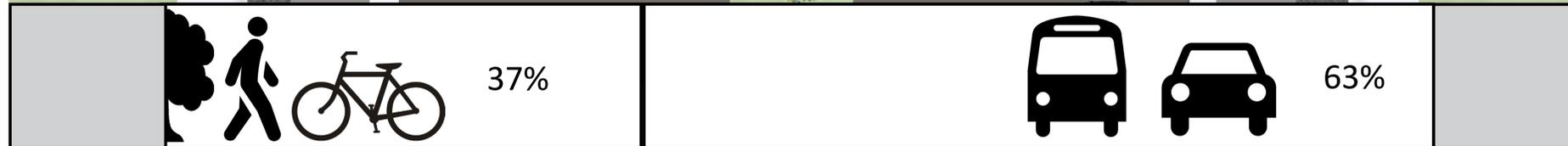
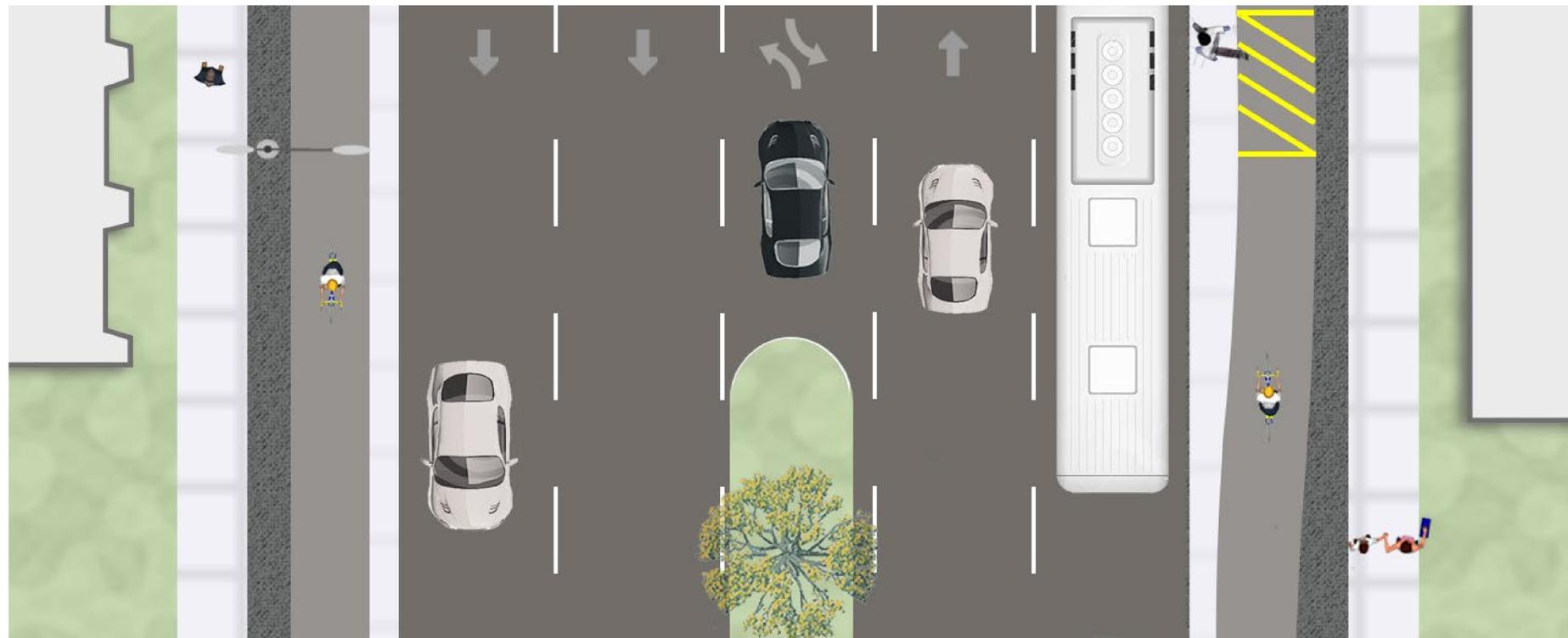
NO BUFFER
1.5 m Sidewalk
0.4 m Buffer
1.8 m Cycle Track
0.6 m Buffer
3.5 m Drive/Transit Lane
3.5 m Drive Lane
3.5 m Median / Turning Lane
3.5 m Drive Lane
3.5 m Drive/Transit Lane
0.6 m Buffer
1.8 m Cycle Track
0.4 m Buffer
1.5 m Sidewalk
NO BUFFER



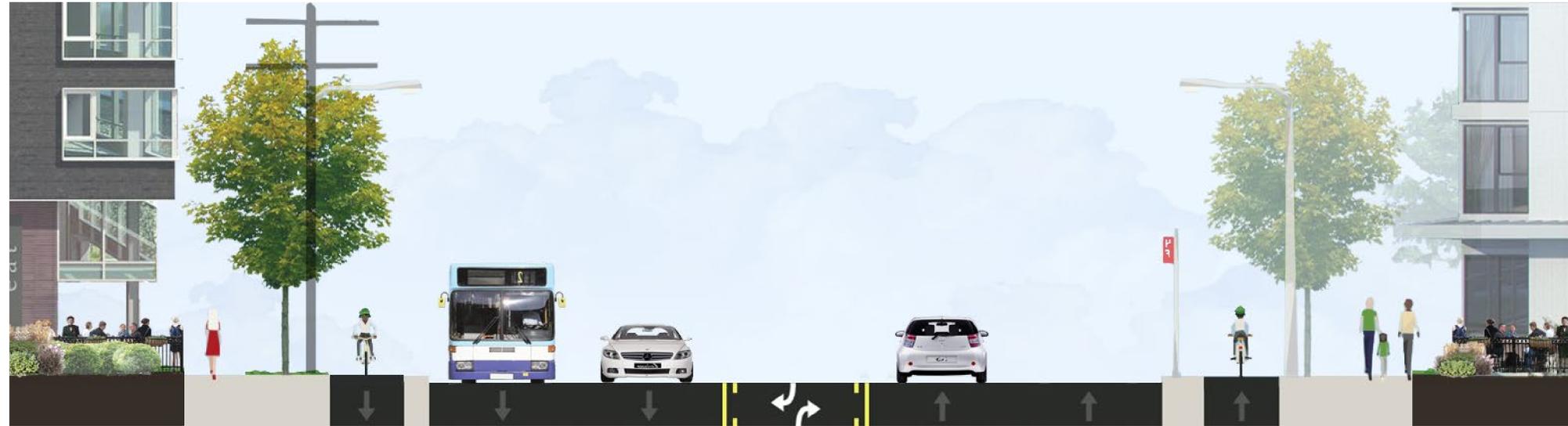
28M RIGHT-OF-WAY - 5 LANE OPTION WITH CYCLE TRACKS ON BOTH SIDES



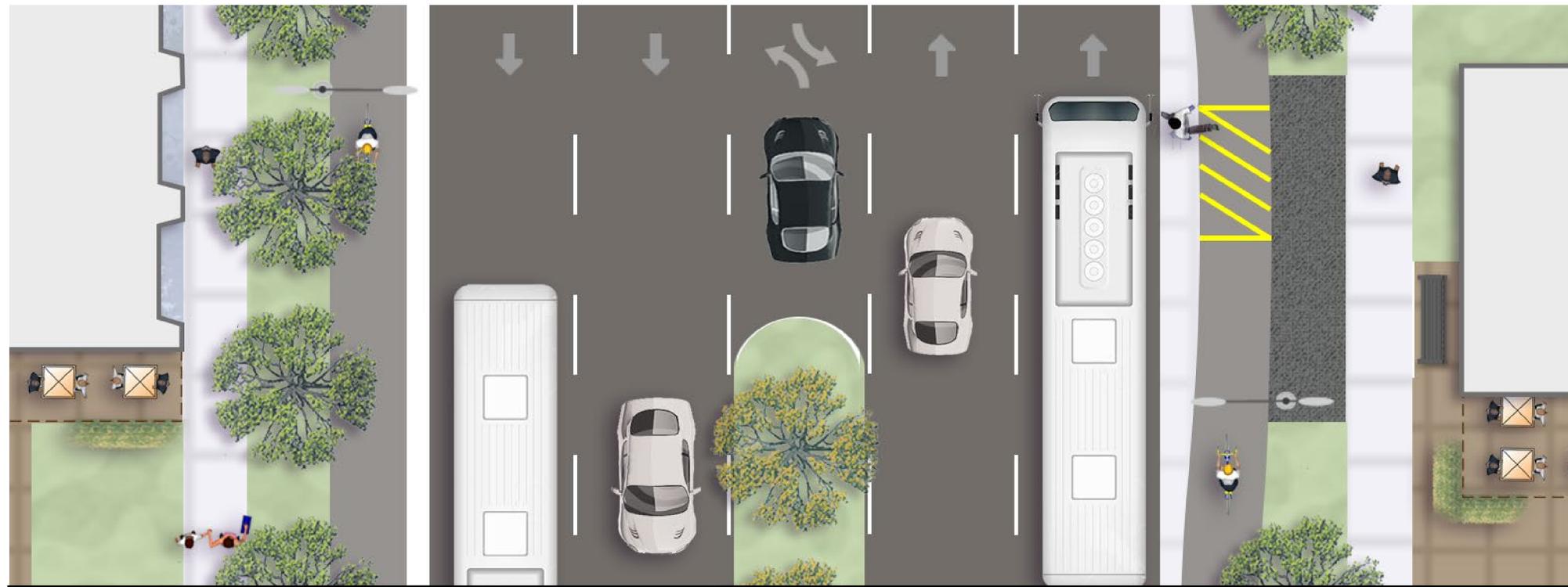
0.3 m Buffer
 1.5 m Sidewalk
 1.0 m Amenity Zone
 1.8 m Cycle Track
 0.6 m Buffer including curb and gutter
 3.5 m Drive / Transit Lane
 3.5 m Drive Lane
 3.5 m Median \ Turning Lane
 3.5 m Drive Lane
 3.5 m Drive / Transit Lane
 1.0 m Transit Stop Pad
 1.8 m Cycle Track
 0.6 m Amenity Zone
 1.5 m Sidewalk
 0.3 m Buffer



30M RIGHT-OF-WAY - 5 LANE OPTION WITH CYCLE TRACK ON BOTH SIDES



0.3 m Buffer
 1.5 m Sidewalk
 2.0 m Amenity Zone
 1.8 m Cycle Track
 0.6 m Buffer including curb and gutter
 3.5 m Drive / Transit Lane
 3.5 m Drive Lane
 3.5 m Median \ Turning Lane
 3.5 m Drive / Transit Lane
 1.0 m Transit Stop Pad
 1.8 m Cycle Track
 1.7m Amenity Zone
 1.5 m Sidewalk
 0.3 m Buffer





Coalition for a
Liveable
Sudbury

Making connections. Working toward sustainability.

June 6, 2018

Coalition for a Liveable Sudbury

Written submission – Draft Lasalle Boulevard Corridor Study

Thank you for the opportunity to provide feedback on the draft Lasalle Corridor Study.

Coalition for a Liveable Sudbury supports the vision for LaSalle Boulevard as a well-connected, accessible, multimodal complete street that supports all users of all modes of transportation, improves road safety, and enhances the quality of life of its residents.

There are some important action items in this plan, especially in regards to planning principles and tools. These include further intensification at nodes, reduced parking minimums, mixed use zone structures, design guidelines, streetscaping and public art, and connectivity with neighbourhoods and amenities. However, this plan also has serious failings in the fundamentals.

Providing dedicated pedestrian and cycling infrastructure

This plan fails in one of its basic aims: to provide safe and comfortable infrastructure for walking and biking for all users, including the most vulnerable (the elderly, children, and people with disabilities). The vision is for Lasalle to be the 'gold standard' for a complete street, but the proposed design does not meet even the minimum requirements for a true complete street. Lasalle is a main travel corridor, an arterial road, and has many key destinations. Dedicated infrastructure for both pedestrians and cyclists is a must. It is unacceptable that the plan is instead for a multi-use trail, on one side of the street only for the majority of the street. Dedicated pedestrian and cycling infrastructure must be provided within the right of way constraints.

Transportation Master Plan street design standards (Table 47) indicate that arterials should have sidewalks and dedicated cycling facilities. This is also consistent with MTO Book 18. As a minimum, plans for Lasalle should meet these design standards.

An aim of this plan is to increase the number of people walking, biking, and enjoying the street. Shared space between pedestrians and cyclists that are commuting or otherwise meeting travel needs at high speed is not safe, especially for vulnerable users. Many seniors and families with young children live along Lasalle and will not feel safe walking with cyclists. Lasalle is a main travel corridor, and people traveling by bike should expect to be able to travel quickly and unimpeded in dedicated cycling infrastructure.

Public input received for this plan prioritized dedicated cycling facilities, and improved pedestrian and transit amenities. Significant public push back can be expected if the final version of this plan does not include sidewalks and dedicated protected cycling infrastructure for the full length of Lasalle, on both sides of the street.

Right of way constraints are cited as the reason for recommending a multi-use trail versus sidewalks and cycle tracks. It should not be an option not to include sidewalks and dedicated separated cycling infrastructure on an arterial, much less in a plan for a complete multi-modal street. There are a number of reasonable alternatives to provide dedicated space for pedestrians and cyclists within the 26.2m right of way available.

- Remove the centre-turning lane: the plan reduces the number of driveways and access points on Lasalle to favour access from side streets, reducing the need for a centre turning lane.
- Reduce travel lane widths: The plan includes 5 travel lanes of 3.5m width. Toronto's target lane width is 3.2m for arterials. Reducing the 3 inner lane widths to 3.2m would provide sufficient room for a dedicated cycling lane. The American National Association of City Transportation Officials recommends 10ft (3.04m) for urban lanes, 11ft (3.35m) for transit lanes. Using these standards would also provide sufficient space for a dedicated cycling lane.
- Reduce the number of travel lanes: A road diet reducing 4 lanes to 2 lanes with a centre turning lane is considered very appropriate for AADT of 20,000 or less (and has been successfully implemented with higher AADT). Current (2014) AADT on Lasalle ranges from 35,000 (Notre Dame) – 26,000 (Barry Downe) – 17,000 (Falconbridge). The completion of Maley Drive is expected to reduce these roughly to 25,000 – 16,000 – 15,000. Further reductions could be seen with express buses along Lasalle (as anticipated from the draft Transit Action Plan) and Transportation Demand Management. The majority of Lasalle is a suitable candidate for a road diet, reducing from 5 to 3 lanes. This would provide room not only for dedicated cycling and pedestrian infrastructure, but potentially for dedicated transit lane(s).

This plan also does not appear to address the need to improve intersections for safety. There have been many collisions involving pedestrians along Lasalle. In addition, turns at large intersections such as Notre Dame and Lasalle are currently difficult to navigate for cyclists.

Timing

Short term action items include some important actions and policy guidelines. However, retrofitting Lasalle for active transportation should be a short term goal. Lasalle is a major travel corridor and should accommodate all modes. In the short term, this could start with 'quick fixes' (e.g. portable concrete barriers to create protected cycling lanes), or pilot projects along the length of Lasalle (e.g. lane or road diet). Doing a pilot project on only a small section will not meet active transportation needs. A large part of the rationale for investing in Maley was the opportunity to make Lasalle Boulevard a complete street. This should be done in a timely manner.

Green Infrastructure

We are pleased to see street trees and other landscaping included. The plan mentions that corridors can be a good opportunity for green infrastructure and suggests that low impact development be 'considered' in streetscaping. However, there are no action items for implementing green infrastructure.

Lasalle Boulevard is in the Junction Creek watershed. Some sections of the Lasalle corridor are in the floodplain and experience flooding. This will become more frequent with climate change. Run-off from Lasalle Boulevards impacts water quality in Junction Creek and the provincially significant Ponderosa wetland.

We would like to see green infrastructure incorporated into the right of way dedicated for street trees, and landscaping to manage stormwater run-off.

Public consultation

Public consultation on this plan has been poor. There have been few opportunities to comment and stakeholders have not been included in an on-going fashion. We hope that public consultation will improve moving forward.

We look forward to further opportunities to provide input.

Regards,
Naomi Grant
Co-Chair, Coalition for a Liveable Sudbury
grant_naomi@hotmail.com



Sudbury Cyclists Union

Connecting Greater Sudbury Cyclists

May 28, 2018

To: City of Greater Sudbury Council

Re: Draft LaSalle Corridor Study

On behalf of the Sudbury Cyclists Union, I wish to convey some comments to you in regards to the Draft LaSalle Corridor Study which is currently available for review on the City's website and that will be presented to the Planning Committee on May 28. [Report](#)

It is good that the City has taken a Complete Streets approach with the redesign of this major artery. Complete Streets are streets for everyone. They are streets that are designed to be safe for everyone: people who walk, bicycle, take transit, or drive, and people of all ages and abilities. Complete Street ensure that transportation planners and engineers design and manage infrastructure for all ages, abilities, and modes of travel across the entire transportation network. (<http://completestreetsforcanada.ca/what-are-complete-streets>)

Given that context, we wish to express some concerns about the contents of this report relating to the recommended implementation of cycling infrastructure on LaSalle Boulevard, which the Zoning By-Law 2010 classifies as a secondary artery.

Timing:

- A reason why the Maley Drive extension was attractive to cyclists was because of its promise to take heavy industrial trucks off LaSalle, and also significantly decrease the amount of motor vehicle traffic on this street. A selling point was that the City would move quickly once phase one of Maley was built to retrofit LaSalle for safe cycling. This plan indicates a 10-year implementation period with multiple phases based on an initial pilot project. We need to retrofit the entirety of this street much more quickly than this. It is a major transportation corridor that currently does not meet the needs of cyclists. However, there are already many people cycling on LaSalle, most of them on the sidewalk. We need to provide safe cycling in a much quicker timeframe to provide dedicated cycling space, which will result in safety and comfort for all road users.

Proposed cycling infrastructure:

We are concerned with the proposal to implement a bidirectional multi-use path on many sections of LaSalle Boulevard:

- LaSalle Boulevard is used by cyclists not only for local destinations, but also as a transportation corridor leading to other areas of the City. There is therefore a mix of slow and fast cyclists who want or need to use this street. As per Complete Streets, the final solution must accommodate the needs of all cyclists.

- The recommendation is counter to the street design standards (Table 47) in the City's approved Transportation Master Plan, which identifies that the Secondary Arterial class of road should have:
 - Separated Facility / Alternate Route for roads with AADT greater than or equal to 15,000
 - Designated Cycling Operating Space for roads with AADT less than 15,000
- Mixing cyclists, pedestrians, and transit users waiting for buses on a multi-use path on a busy urban street will be problematic. The impact will be even greater if we see a significant increase in people cycling along this corridor, which is a goal of this project. The OTM Book 18: Cycling Facilities notes: "As a general principle, there needs to be adequate space for pedestrians and cyclists to safely co-exist where shared facilities are being proposed." We are not sure that this is the case here, especially when you add cyclists going in two directions into the mix of people using a 3-metre space. Some of those cyclists will want to go significantly faster than pedestrian traffic.
- There are a lot of seniors living on LaSalle, and there is also a seniors' residence (LaSalle Residence). There are often seniors with walkers walking on the sidewalks in the area close to the senior's residence.
- Seniors and families who are walking with young children or strollers do not feel safe sharing walking space with bicycles.
- Having a multi-use path only on one side of the street makes it very inconvenient to reach any destinations on the other side of the street, including many local neighbourhoods, shops, and homes. Is it the intent that cyclists must cycle to the next intersection, cross the intersection and then walk their bikes back to their destinations in mid-block? This does not make cycling comfortable or convenient. The result will be that people will be cycling illegally on the sidewalks on the sides that lack cycling infrastructure.
- The feedback that we've received so far is that cyclists want their own dedicated space, where there will not be any conflicts with motor vehicles or pedestrians.
- Is it possible to see the rationale for the cycling facility selection and design? From the maps and narrative, it seems that the current recommendations were made because of width constraints in some areas, to the detriment of safe, convenient cycling. Were other options like reducing lane widths or eliminating sections of turning lanes considered? Was the wish to include trees paramount over dedicated cycling space? There is currently no rationale in the report that identifies why options that provide optimum comfort and safety for cyclists were not chosen. Our initial response is that the recommendations do not reflect the vision that cyclists provided in the initial consultation, nor the guiding principle of equitable sharing of the public right-of-way between users.

Safe Connectivity:

- There are no proposed designs to retrofit the LaSalle/Notre Dame intersection to ensure the safety of cyclists who must navigate multiple lanes to turn left from any direction at this intersection. When the initial design for the expansion of this intersection was presented for information to the public and to stakeholder groups, it did not include safe cycling infrastructure. In spite of feedback from the cycling community, no changes were made to its design. This project will need to include a strategy to address the cycling deficiencies of this intersections.

- The report refers to connecting the Attlee edge lines. The project needs to address the challenges posed by the traffic calming that was installed on Attlee Avenue. We hear many, many complaints from cyclists who use this street and who are often pinched out by aggressive drivers at the points of conflict caused by the bulb-outs that were constructed. We have heard from families who will no longer cycle on this street because of this.
- The design with a bi-directional cycling path on one side of the street will cause transition problems at the Lasalle/Notre Dame and Lasalle/Falconbridge intersections, as well as other smaller intersections. Such a design is already causing huge safety challenges at the intersection of Paris and Ramsey Lake Road.

Community consultation:

- While we understand that this report asks for permission to do additional consultation, we are very concerned about the short turn-around for this consultation. Will this plan have significant community outreach beyond one public information session? This is a critical plan that will direct what will happen on LaSalle boulevard for decades to come. We need to get it right.
- We are disappointed that the community did not get an opportunity to provide input into options before a solution was proposed. We are very concerned that there will be no opportunity now to change direction. Past experience has shown that once a plan is presented to Council, there is very little chance of significant change. And at this point, with the information that we have, this plan needs to be altered to incorporate safer and more convenient options for cyclists.

We look forward to further discussions about options that will ensure that the needs of all cyclists are met with this project.



Rachelle Niemela
Chair, Sudbury Cyclists Union
<http://sudburycyclistsunion.ca>