

## Request for Decision

### Proposed City-Wide Nodes and Corridors Strategy

Presented To:	Planning Committee
Presented:	Monday, Sep 26, 2016
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Type:	Managers' Reports

#### Resolution

THAT the City of Greater Sudbury endorses the report from the General Manager of Infrastructure Services, dated September 8, 2016, regarding a recommended approach to undertake a city-wide Nodes and Corridor Strategy.

#### Finance Implications

There are no financial implications associated with this report. It is anticipated that City Council will have the opportunity to prioritize Node and Corridor Design Studies annually, through the budget process.

#### Background

The City of Greater Sudbury's 2015-2018 Corporate Strategic Plan, *Greater Together*, sets a number of priorities under four pillars: Growth and Economic Development; Quality of Life and Place; Responsive, Fiscally Prudent, Open Governance; and, Sustainable Infrastructure. Priority A under the Growth and Economic Development pillar is to "implement the Downtown Master Plan and development of downtowns, and increase densification by conversion from commercial to residential."

The City recently released its implementation plan to serve as a roadmap of some of the larger, more resource-intensive and transformational projects expected to be undertaken during Council's term. To achieve Priority A, the City wants to "begin to realize the Nodes and Corridors Strategy, ensuring the Downtown is better connected to revitalized Town Centres, other strategic commercial and core areas by allowing for mixed uses, connecting citizens across Greater Sudbury, while providing excellent public transit." Action a2 of the Implementation Plan commits staff to creating an approach to a city-wide Nodes and Corridors Strategy by September, 2016.

A 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 centres, all featuring mixed uses, public realm improvements and public transit. The City's draft official plan lays the groundwork of this strategy by recognizing the Downtown, Town Centres, post-secondary

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education and other major institutions as nodes, and mixed use arterials as corridors.

The City's Nodes and Corridor Strategy will conform to the requirements of the Province's Growth Plan for Northern Ontario (GPNO); the City's draft official plan identifies the strategic core areas of the city, as required by the GPNO. The GPNO is a strategic framework that guides decision-making and investment planning in Northern Ontario until 2036. Strategic core areas, and their nodes and corridors, will be the preferred location for major capital investment in: a) post secondary education and training; b) regional hospitals and/or specialized health care; c) major redevelopment projects; d) research and innovation centres; e) major cultural institutions and entertainment facilities; and, f) integrated public transportation systems.

## **Purpose**

This report provides Council with a recommended city-wide Nodes and Corridors Strategy. The recommended strategy outlines a schedule for the completion of nodes and corridors design studies over the next 9-year period.

## **Discussion**

### *Context*

Greater Sudbury is an important centre in northern Ontario and focal point for regional investment and growth. Greater Sudbury's role as a regional centre for business and professional services, higher learning, health and medicine, research and innovation, shopping and tourism will be solidified through renewal and expansion of existing assets. Strategic investments in infrastructure and projects in the meeting and conference sector, sports and arts and culture will further expand our role. Growth in these economic assets creates a ripple effect throughout the economy, and will likely fuel further economic and population growth.

Structurally, Greater Sudbury consists of a large, central urban area surrounded by more than 20 smaller urban and non-urban settlements that are all tied together through an extensive network of hard and soft infrastructure. This settlement pattern is the result of our geography, the location of resources, the history of human settlement and the technology of transportation, amongst other things. While our urban and non-urban settlements constitute approximately 6 percent of our total land area, the dispersed pattern of growth poses challenges for the creation of a cohesive urban form and the efficient provision of infrastructure and public service facilities. A Nodes and Corridors Strategy will help the City address these issues by creating complete communities, and connect the communities together through intensified mixed-use corridors that support public transit and active transportation.

Between 2011 and 2036, the city is expected to grow by between 2,200-8,600 jobs, between 10,000 - 20,000 people, and between 8,800 - 13,000 households. Through a series of background studies completed as part of the recent Official Plan Review, the City has found that it has sufficient lands set aside to meet residential and employment demand in the short, medium and long term.

The Official Plan Review also examined the issue of intensification. Intensification is essential to completing our communities, making the most efficient use of land, resources, infrastructure and public service facilities, minimizing negative impacts on air quality and climate change, promoting energy efficiency and supporting public transit, active transportation and the efficient movement of goods. Through the Official Plan Review, it was determined that the City should target an intensification rate of 20% for new development. It is anticipated that a significant amount of intensification will take place in the existing Downtown, Town Centres and along major corridors in the City.

A Nodes and Corridor Strategy would allow the City to better guide future growth and development (and intensification) by identifying the intensification potential of existing nodes and corridors throughout the city and creating a framework to guide investment in these areas that would result in more complete

communities, and a more complete integration of active transportation and transit.

### *The Nodes and Corridors Strategy*

Our Regional Centres and Town Centres have long been the strategic areas within our community. These nodes are 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, and the Colleges. They have traditionally been the focus of investment in hard and soft infrastructure. The nodes capitalize on, and have great opportunity for enhanced modes of active transportation and transit supportive development.

Corridors are significant connections either leading to a node, or connecting one node to another. These significant corridors are made up of mixed use areas, and are priority areas for long-term investment and revitalization. These corridors capitalize on and, through enhanced urban and landscape design, have great opportunity for integrated modes of active transportation and transit supportive development. These corridors include such areas as LaSalle Boulevard, Barry Downe Road, The Kingsway and Notre Dame Avenue. See Attachment A for a visual representation of Greater Sudbury's Nodes and Corridors.

A Nodes and Corridor Strategy will prioritize study areas to help guide investment and intensification within the community. Individual nodes and corridor studies will:

- Identify and strengthen areas of significant capital investment and reinvestment;
- Promote positive change;
- Improve urban design;
- create complete streets;
- Recommend how appropriate land uses, densities and built form can be introduced, creating new economic opportunities;
- Recommend where public open spaces can be created and existing parks improved;
- Improve the pedestrian environment;
- Inform future capital planning;
- Optimize transit service; and,
- Inform City policy, by-laws, and guidelines.

The City of Greater Sudbury has already undertaken three components of a Nodes and Corridor Strategy. The Downtown Master Plan was received by Council in early 2013, while the Town Centres, and Capreol 2018 Community Improvement Plans were adopted by Council in 2011 and 2015, respectively.

The Corporate Strategic Plan identifies the LaSalle Boulevard corridor from Notre Dame Avenue to Falconbridge Road, and the Chelmsford Town Centre node as the next study areas for Greater Sudbury.

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

The Chelmsford Town Centre node study continues the momentum of development and implementation of CIPs for all identified town centres, most recently the Capreol 2018 Community Improvement Plan, and helps support the revitalization of Chelmsford's historic Main street.

As noted above, background studies completed for the Official Plan Review find that Greater Sudbury will grow by up to 8,600 jobs, 20,000 people and 13,000 households. The bulk of this growth is expected to occur in Sudbury, followed (in order) by Valley East, Walden, Rayside-Balfour, Nickel Centre, Onaping Falls, and Capreol. These anticipated levels of growth confirm that these long-established centres continue to be the focus of growth and revitalization.

Based on the projected population growth of the centres, staff recommends that Nodes and Corridors Strategy be completed by prioritizing one Sudbury node or corridor, and one Town Centre node or corridor per year as illustrated in the table below:

Year	LaSalle Corridor	Chelmsford
2017-2018	LaSalle Corridor	Chelmsford
2018-2019	The Kingway Corridor (including BarryDowne/The Kingsway Node)	Valley East (including Val Caron, Hanmer, Val Thérèse)
2019-2020	BarryDowne Corridor (including BarryDowne/LaSalle Node)	Lively
2020-2021	Notre-Dame Ave Corridor	Azilda
2021-2022	Regent Street Corridor	Garson-Falconbridge-Coniston
2022-2023	Paris Street Corridor (Including Four Corners Node)	Levack-Onaping-Dowling
2023-2024	Lorne Street Corridor	Errington Street Corridor, Hwy 144
2024-2025	Long Lake Road Corridor	

It is important to note that while the University and the Colleges are identified as strategic core areas, they undertake separate and independent master planning processes. The City has been engaged and will continue to participate in the long-term growth and ongoing planning of these campuses.

It should also be noted that City Council will have the opportunity to prioritize node and design studies annually, through the budget process. The above will therefore be monitored and revised, where appropriate, on an annual basis.

**Summary and Next Steps**

Creating an approach to a city-wide Nodes and Corridor Strategy is identified as an action to implement Council’s priority of “implementing the Downtown Master Plan and the development of downtowns, and increasing densification by conversion from commercial to residential.” This priority rests under the Growth and Economic Development Pillar of Council’s 2015-2018 Corporate Strategic Plan. The City’s Nodes and Corridor Strategy will implement Council’s direction as outlined in the Official Plan and 2015-2018 Corporate Strategic Plan. The Strategy will also conform to the requirements of the Growth Plan for Northern Ontario.

# Attachment A Greater Sudbury Nodes and Corridors

-  Municipal Boundary
-  Road Network
- Nodes and Corridors**
-  Node
-  Corridors

