

Request for Decision

Application for Rezoning and Plan of Subdivision in order to permit the development of 45 lots for single-detached dwelling units, 63 lots for semi-detached dwelling units, and 2 blocks for medium density residential development, McKinnon Street and Barry Street, Sudbury - 1232252 Ontario Inc

Presented To: Planning Committee

Presented: Monday, Jun 25, 2012

Report Date: Tuesday, Jun 12, 2012

Type: Public Hearings

File Number: 751-6/11-13 &
780-6/11004

Recommendation

A. THAT the City of Greater Sudbury approve the application by 1232252 Ontario Inc. to amend By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury to change the zoning classification from "FD", Future Development to "R1-5", Low Density Residential One, "R2-2", Low Density Residential Two and "R3-1", Medium Density Residential in order to permit the development of 45 lots for single-detached dwelling units, 63 lots for semi-detached dwelling units, and 2 blocks for medium density residential development on those lands described as PIN 73580-0576, Lot 1, Concession 4, Township of McKim subject to the following conditions:

Signed By

Report Prepared By

Glen Ferguson
Senior Planner
Digitally Signed Jun 12, 12

Reviewed By

Eric Taylor
Manager of Development Services
Digitally Signed Jun 12, 12

Recommended by the Division

Paul Baskcomb
Director of Planning Services
Digitally Signed Jun 12, 12

Recommended by the Department

Bill Lautenbach
General Manager of Growth and Development
Digitally Signed Jun 12, 12

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Jun 12, 12

Date: June 8, 2012

Recommendation Cont'd

1. That the applicant provide the Development Approvals Section with a registered survey plan outlining the lands to be rezoned to enable the preparation of an amending zoning by-law. The survey plan shall identify as parts on a plan the lots which are to be zoned "R1-5", Low Density Residential One, "R2-2", Low Density Residential Two, "R3-1", Medium Density Residential, and "P", Park;
2. That the single-detached lots be zoned "R1-5", Low Density Residential One;
3. That the semi-detached lots be zoned "R2-2", Low Density Residential Two;
4. That Blocks 112 and 114 be zoned "R3-1", Medium Density Residential with a density factor based on the finalized draft plan;
5. That Blocks 109 and 113 be zoned "P", Park; and,
- B. THAT the City of Greater Sudbury direct Council's delegated official to issue the draft approval for the subject subdivision not sooner than 14 days following the date of the public meeting in accordance with the requirements of Section 51 (20) of the Planning Act, and subject to the following conditions:
 1. That this draft approval applies to the draft plan of subdivision of PIN 73580-0576, Lot 1, Concession 4, Township of McKim, as shown on a plan of subdivision prepared by R.V. Anderson Associates Ltd. and dated August 3, 2011 and redlined as follows:
 - a. That the location of Block 111 be finalized in a location and configuration to the satisfaction of the Directors of Leisure and Planning Services;
 - b. That Block 112 be revised to include a separate park block in a location and configuration that is to the satisfaction of Directors of Leisure and Planning Services; and,
 - c. That Block 113 be revised to include the portion of the walking trail which is currently shown on Block 112 to the satisfaction of the Directors of Leisure and Planning Services; and,
 - d. That Block 114 be revised to include a separate block for the portion of the walking trail which is currently shown at the south end of Block 114 to the satisfaction of the Directors of Leisure and Planning Services.
 2. That any dead-ends or open sides of road allowances created by this plan of subdivision shall be terminated in 0.3 metre reserves, to be conveyed to the Municipality and held in trust by the Municipality until required for future road allowances or the development of adjacent land.

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3. That prior to the signing of the final plan, the Planning Services Division shall be advised by the Ontario Land Surveyor responsible for preparation of the final plan, that the lot areas, frontages and depths appearing on the final plan do not violate the requirements of the Restricted Area By-laws of the Municipality in effect at the time such plan is presented for approval.
4. That the subdivision agreement be registered by the Municipality against the land to which it applies, prior to any encumbrances.
5. That such easements as may be required for utility or drainage purposes shall be granted to the appropriate authority.
6. That the owner/developer agrees in writing to satisfy all the requirements, financial and otherwise, of the City of Greater Sudbury, concerning the provision of roads, walkways, street lighting, sanitary sewers, watermains, storm sewers and surface drainage facilities.
7. That the subdivision agreement contain provisions whereby the owner/developer agrees that all the requirements of the subdivision agreement including installation of required services be completed within 3 years after registration.
8. Draft approval does not guarantee an allocation of sewer or water capacity. Prior to the signing of the final plan, the Director of Planning Services is to be advised by the General Manager of Infrastructure Services, that sufficient sewage treatment capacity and water capacity exists to service the development.
9. That this draft approval shall lapse three years from the date on which the draft approval letter is issued.
10. The final plan shall be integrated with the City of Greater Sudbury Control Network to the satisfaction of the Coordinator of the Surveying and Mapping Services. The survey shall be referenced to NAD83(CSRS) with grid coordinates expressed in UTM Zone 17 projection and connected to two (2) nearby City of Greater Sudbury Control Network monuments. The survey plan must be submitted in an AutoCAD compatible digital format. The submission shall be the final plan in content, form and format and properly geo-referenced.
11. That the applicant finalize the Traffic Impact Study and agree to undertake any improvements on upgrading to the road network identified in the study to the satisfaction of the General Manager of Infrastructure Services.
12. That Silver Hills Drive be constructed to a collector standard with an asphalt surface width of 11 metres and sidewalks along both sides.
13. That a 3.0 metre wide, two-way, paved bicycle path be constructed behind the sidewalk along the entire east side of Silver Hills Drive.

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14. That the owner prepare a functional design for a modern roundabout at the intersection of Bancroft Drive and Bellevue Avenue/Silver Hills Drive, and agrees to participate in the cost of its construction and the construction of Silver Hills Drive from the limits of the subdivision plan south of Bancroft Drive/Bellevue Avenue in accordance with the City's cost sharing policy. If a roundabout is not feasible, then a conventional signalized intersection with appropriate turn lanes will be required to the satisfaction of the General Manager of Infrastructure Services.
15. That a maximum of 30 single dwelling units or 40 multiple dwellings be permitted to use Barry Street as a temporary road connection.
16. A phasing plan shall be submitted to the City which shall address but not be limited to the phasing of servicing and road connections to the existing road network to the satisfaction of the General Manager of Growth and Development.
17. That Silver Hills Drive be constructed with traffic calming measures in accordance with the City's traffic calming policy to the satisfaction of the General Manager of Infrastructure Services.
18. The owner agrees to provide a 23 metre-wide right-of-way for Silver Hills Drive.
19. Prior to the submission of servicing plans, the owner shall, to the satisfaction of the Director of Planning Services, provide an updated geotechnical report prepared, signed, sealed, and dated by a geotechnical engineer licensed in the Province of Ontario. Said report shall, as a minimum, provide factual information on the soils and groundwater conditions within the proposed development. Also, the report should include design information and recommend construction procedures for any proposed storm and sanitary sewers, stormwater management facilities, watermain, roads to a 20 year design life, the mass filling of land, surface drainage works, erosion control, slope stability, slope treatment and building foundations. Included in this report must be details regarding the removal of substandard soils (if any) and placement of engineered fill (if required) for the construction of homes. Also, the report must include an analysis illustrating how the groundwater table will be lowered to a level that will not cause problems to adjacent boundary housing and will, in conjunction with the subdivision grading plan, show that basements of new homes will not require extensive foundation drainage pumping. The geotechnical information on building foundations shall be to the satisfaction of the Chief Building Official and Director of Planning Services.
20. All streets will be constructed to an urban standard, including the required curbs, gutters and sidewalks.
21. The owner shall provide a detailed lot grading plan prepared, signed, sealed, and dated by a professional civil engineer with a valid certificate of authorization for the proposed lots as part of the submission of servicing plans. This plan must show finished grades around new houses, retaining walls, sideyards, swales, slopes and lot corners. The plan must show sufficient grades on boundary properties to mesh the lot grading of the new site to existing properties and show the stormwater overland flow path.

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22. Prior to the submission of servicing plans, the owner shall have a stormwater management report and plan prepared, signed, sealed, and dated by a professional engineer with a valid certificate of authorization. Said report shall establish how the quantity and quality of stormwater will be managed for the subdivision development and assess the impact of stormwater from this developed subdivision on abutting lands, on the downstream storm sewer outlet systems and on downstream water courses. The report shall deal with the control of both the 1:5 year, 1:100 year, and Regional Storm events, so as to limit the volume of flow generated on the site to pre-development levels. The owner shall be required to submit a comprehensive drainage plan of the subject property, and any upstream areas draining through the subdivision. The Regional Storm flow path is to be set out on the plan(s). The civil engineering consultant shall meet with Development Approvals Section prior to commencing the stormwater management report.
23. The owner agrees to provide the required soils report, water, sanitary sewer and lot grading master planning reports and plans to the Director of Planning Services prior to the submission of servicing plans for any phase of the subdivision.
24. The owner shall develop a siltation control plan for the subdivision construction period to the satisfaction of the Director of Planning Services and the Nickel District Conservation Authority.
25. Any streetlights required for this subdivision will be designed and constructed by Greater Sudbury Hydro Plus Inc. at the cost of the owner.
26. As part of the submission of servicing plans, the owner shall have rear yard slope treatments designed by a geotechnical engineer licensed in the Province of Ontario incorporated in to the lot grading plans if noted as required at locations required by the Director of Planning Services. Suitable provisions shall be incorporated into the Subdivision Agreement to ensure that the treatment is undertaken to the satisfaction of the Director of Planning Services.
27. The owner shall provide a utilities servicing plan showing the location of all utilities including City services, Greater Sudbury Hydro Plus or Hydro One, Bell, Union Gas, Canada Post, Vianet and Eastlink (where applicable). This plan must be to the satisfaction of the Director of Planning Services and must be provided prior to construction for any individual phase.
28. The owner shall provide proof of sufficient fire flow in conjunction with the submission of construction drawings for each phase of construction. All costs associated with upgrading the existing distribution system to service this subdivision will be borne totally by the owner.
29. The owner shall provide proof of sufficient sanitary sewer capacity in conjunction with the submission of construction drawings for each phase of construction. All costs associated with upgrading the existing collection system and/or sewage lift stations to service this subdivision will be borne totally by the owner.

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30. The owner/developer will be required to provide a geotechnical report on how the work related to blasting shall be undertaken safely to protect adjoining structures and other infrastructure. The geotechnical report shall be undertaken by a blasting consultant defined as a professional engineer licensed in the Province of Ontario with a minimum of five years experience related to blasting.
31. The blasting consultant shall be retained by the developer and shall be independent of the contractor and any subcontractor doing blasting work. The blasting consultant shall be required to complete specified monitoring recommended in his report of vibration levels and provide a report detailing those recorded vibration levels. Copies of the recorded ground vibration documents shall be provided to the contractor and contract administration weekly or upon request for this specific project.
32. The geotechnical report will provide recommendations and specifications on the following activity as a minimum but not limited to:
 - a. Pre-blast survey of surface structures and infrastructure within affected area;
 - b. Trial blast activities;
 - c. Procedures during blasting;
 - d. Procedures for addressing blasting damage complaints;
 - e. Blast notification mechanism to adjoining residences; and,
 - f. Structural stability of exposed rock faces.
33. The above report shall be submitted for review to the satisfaction of the Chief Building Official prior to the commencement of any removal of rock by blasting.
34. Should the developer's schedule require to commence blasting and rock removal prior to the site plan agreement having been signed, a site alteration permit shall be required under the City of Greater Sudbury's By-law #2009-170 and shall require a similar geotechnical report as a minimum prior to its issuance.
35. The owner/applicant shall at their expense inform all prospective purchasers, through a clause in all agreements of purchase and sale, as to those lots identified for a potential Community Mailbox and shall indicate the proposed Community Mailbox locations.
36. The owner/applicant shall provide curb depressions at the Community Mailbox locations. These are to be 2 metres in width and no higher than 25 millimeters.
37. The Lock Box Assembly is to be supplied and installed at the owner/applicants expense. The centralized mail facility is to be installed at Canada Post standards.

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38. That the owner/developer agrees to develop and construct improvements to Blueberry Hill Park to the satisfaction of the Nickel District Conservation Authority and the Director of Leisure Services. The works to be completed include but are not limited to the provision of fixed seating at the existing lookout, repair of existing trail with wood chips and additional plantings of eco-grass, white birch and white pine, and the development of 3 metre wide crushed stone bicycle/pedestrian paths where required from the new collector road to the Carmichael arena.
39. That the owner/developer agrees to convey three lots on the south side of Street A to the City and develop said lands for parks purposes in accordance with Section 51.1 of the Planning Act.
40. That the owner/developer transfer Block 113 and a portion of Blocks 112 and 114 for the trail to the City for parks purposes in accordance with Section 51.1 of the Planning Act.
41. That the owner/developer agrees to develop a 3 metre wide crushed stone bicycle/pedestrian paths from the new collector road on Block 113 and on adjacent lands to the east to Second Avenue.
42. That the owner/developer transfer Block 109 to the City as a park block.
43. That the owner/developer agrees to identify and transfer a block of land for park purposes as shown in the final approved Leisure Development Concept in part of Block 112 to the satisfaction of the Director of Leisure Services.

STAFF REPORT

Applicant:

1232252 Ontario Inc.

Location:

PIN 73580-0576, Lot 1, Concession 4, Township of McKim

Application:

1. To amend By-law 2010-100Z being the Zoning By-law for the City of Greater Sudbury by changing the zoning classification from "FD", Future Development to "R1-5", Low Density Residential One, "R2-2", Low Density Residential Two and "R3-1", Medium Density Residential.
2. To permit the development of a plan of subdivision consisting of 45 lots for single-detached dwelling units, 63 lots for semi-detached dwelling units, and 2 blocks for medium density residential development (112 townhouse dwelling units and 480 apartment dwelling units).

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Proposal:

To permit the development of a plan of subdivision consisting of 45 lots for single-detached dwelling units, 63 lots for semi-detached dwelling units, and 2 blocks for medium density residential development (112 townhouse dwelling units and 480 apartment dwelling units).

Official Plan Conformity:

The subject lands are designated Living Area 1 in the Official Plan for the City of Greater Sudbury. Living Area 1 includes urbanized communities that are fully serviced and are the primary focus of residential development in the City. Low density, medium density and high density residential development is permitted in the Living Area 1 designation subject to the policies contained in the Official Plan. Medium and high density residential development should be located on sites in close proximity to arterial roads, public transit, main employment and commercial areas, open space areas and community/recreational services.

Section 3.2.1 of the Official Plan outlines policies for considering applications to rezone lands situated within Living Area 1. These considerations are as follows:

1. That the site is suitable in terms of size and shape to accommodate the proposed density and form;
2. That the proposed development is compatible with the surrounding neighbourhood in terms of scale, massing, height, siting, setbacks and the location of parking and amenity areas;
3. That adequate on-site parking, lighting, landscaping and amenity areas are provided; and,
4. That the impact of traffic on local streets is minimal.

Section 3.2.2 of the Official Plan outlines policies with respect to the phasing of new development within the Living Area 1 designation. New development in Living Area 1 should occur adjacent to existing built-up urban areas. Emphasis should also be placed on achieving a mix of uses and densities. Where expansion onto vacant undeveloped lands is proposed, the following phasing policies are to be considered:

1. That the proposed development represents a contiguous expansion within the Living Area 1 designation;
2. That the proposed development represents a logical utilization of existing municipal and social infrastructure;
3. That the proposed development completes or rounds out existing neighbourhood plans with respect to road connections, waterline looping and public service facilities such as schools and recreation facilities; and,
4. That the area is experiencing growth pressure as evidenced by adjoining development and the available supply of lots/units in existing registered and draft approved plans of subdivision/condominium.

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Section 21.8 of the Official Plan outlines policies specific to the Minnow Lake Policy Area. These lands are characterized by a rugged, rocky topography that has made them difficult to develop in the past. Comprehensive Planned Unit Development (CPUD) in the Minnow Lake Policy Area permits development up to a maximum building height of 5 storeys provided the maximum density does not exceed 18 units per hectare. Single-detached, semi-detached and duplex dwellings are also permitted at the same maximum density. In exceptional situations where a proposed development provides additional public amenities beyond those identified in the Minnow Lake policies, an increase to 36 units per hectare may be considered.

Site Description & Surrounding Land Uses:

The subject lands have a total lot area of 23.75 ha (58.69 acres) and have 38 m (124.67 ft) of frontage onto Barry Street. The northerly end of the proposed development is located behind the Silver Hills Centre in New Sudbury, while the southern end of the development is located within the community of Minnow Lake. The subject lands have been partially cleared but are otherwise presently vacant.

Surrounding uses include a commercial development (Silver Hills Centre) to the north in the Barrydowne Road and Kingsway Boulevard area with a mix of residential uses being to the south of the subject lands. To the east is the Civic Memorial Cemetery owned by the City and a vacant property zoned "RU", Rural and "FD", Future Development. To the west are lands owned by the Nickel District Conservation Authority, known as Blueberry Hill which is zoned "P", Park.

Departmental & Agency Comments:

Bell Canada

Bell Canada will require a 3 metre wide easement over the frontage and flank of the lots as indicated on the sketch. Since the easements are required in order to provide service to this development, all costs associated with this transfer will be the owner/applicants responsibility and compensation will be set at a nominal \$2 for the acquisition of the easement rights.

Building Services

A geotechnical report to the satisfaction of the Chief Building Official will be required from a licensed geotechnical engineer in the Province of Ontario as part of the subdivision approval process.

The rezoning of the property shall require subdivision and site plan control agreements and during that process, based on anticipated quantities of removal of rock through blasting, the following conditions will be imposed:

1. The developer will be required to provide a geotechnical report on how the work related to blasting shall be undertaken safely to protect adjoining structures and other infrastructure. The geotechnical report shall be undertaken by a blasting consultant defined as a professional engineer licensed in the Province of Ontario with a minimum of five years experience related to blasting.

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2. The blasting consultant shall be retained by the developer and shall be independent of the contractor and any subcontractor doing blasting work. The blasting consultant shall be required to complete specified monitoring recommended in his report of vibration levels and provide a report detailing those recorded vibration levels. Copies of the recorded ground vibration documents shall be provided to the contractor and contract administration weekly or upon request for this specific project.
3. The geotechnical report will provide recommendations and specifications on the following activity as a minimum but not limited to:
 - a. Pre-blast survey of surface structures and infrastructure within affected area;
 - b. Trial blast activities;
 - c. Procedures during blasting;
 - d. Procedures for addressing blasting damage complaints;
 - e. Blast notification mechanism to adjoining residences; and,
 - f. Structural stability of exposed rock faces.
4. The above report shall be submitted for review to the satisfaction of the Chief Building Official prior to the commencement of any removal of rock by blasting.
5. Should the developer's schedule require the commencement of blasting and rock removal prior to the subdivision agreement having been signed, a site alteration permit shall be required under the City of Greater Sudbury's By-law #2009-170 and shall require a similar geotechnical report as a minimum prior to its issuance.

Canada Post

This development will be served by Community Mailboxes and Lock Box Assembly. The five Community Mailbox locations can be described as being on Street A at the side of Lot 7, on Block 110 between Lots 81 and 82, on Street B at the side of Lot 56 and on Silver Hills Drive at the side of Lot 67. Canada Post requires the following conditions:

1. The owner/applicant shall at their expense inform all prospective purchasers, through a clause in all agreements of purchase and sale, as to those lots identified for a potential Community Mailbox and shall indicate the proposed Community Mailbox locations.
2. The owner/applicant shall provide curb depressions at the Community Mailbox locations. These are to be 2 metres in width and no higher than 25 millimeters.
3. The Lock Box Assembly is to be supplied and installed at the owner/applicants expense. The centralized mail facility is to be installed at Canada Post standards.

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Development Engineering

This site is not presently serviced with municipal water. There is currently a 250mm diameter PVC watermain located on Barry Street that may be available to service this development. A water capacity analysis was completed at the existing capped watermain at the development entrance at an elevation of 276.2m. The following results were obtained:

Max Hour Pressure	64.6 psi
Max Day Pressure	64.6 psi
Fire Flow	223 l/s

The watermain connection at the south will require review to determine the optimal connection location on either Barry Street or the extension of the North-South Collector at Bancroft Drive. The watermain will require looping to the north on the North-South Collector and a stub will be required at Street 'D' to the east for a possible future connection.

The owner will have to provide proof of sufficient fire flow in conjunction with the submission of construction drawings for each phase of construction. All costs associated with upgrading the existing distribution system to service the subdivision will be borne totally by the owner.

There currently is a 200mm diameter PVC sewer main on Barry Street that will be available to service this development. This main must be extended and improved to provide sanitary service for this development and/or an alternate sanitary sewer connection must be made. A sanitary sewer analysis will be required to identify the sewer capacity available downstream of this development. All costs associated with upgrading the existing collection system to service this subdivision will be borne totally by the owner. The owner shall hire a licensed Engineer to design, inspect, test and certify the sanitary sewer extension as part of the Subdivision Agreement for this site.

The owner is advised that all storm water generated on site must be controlled by storm water management techniques to pre-development levels and directed to outlets acceptable to the General Manager of Growth and Development. The owner shall provide a storm water management report for the quantity and quality control of site storm water. Flows shall be based on a 5 and 100 year return period and be directed to the existing storm draining outlet system.

The owner is advised that the Roads and Transportation's Drainage department may require a stormwater management pond at the southern end of the site.

The following draft plan conditions apply:

1. Prior to the submission of servicing plans, the owner shall, to the satisfaction of the Director of Planning Services, provide an updated geotechnical report prepared, signed, sealed, and dated by a geotechnical engineer licensed in the Province of Ontario. Said report shall, as a minimum, provide factual information on the soils and groundwater conditions within the proposed development. Also, the report should include design information and recommend construction procedures for any proposed storm and sanitary sewers, stormwater management facilities, watermains, roads to a 20 year design life, the mass filling of land, surface drainage

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works, erosion control, slope stability, slope treatment and building foundations. Included in this report must be details regarding the removal of substandard soils (if any) and placement of engineered fill (if required) for the construction of homes. Also, the report must include an analysis illustrating how the groundwater table will be lowered to a level that will not cause problems to adjacent boundary housing and will, in conjunction with the subdivision grading plan, show that basements of new homes will not require extensive foundation drainage pumping. The geotechnical information on building foundations shall be to the satisfaction of the Chief Building Official and Director of Planning Services.

2. All streets will be constructed to an urban standard, including the required curbs, gutters and sidewalks.
3. The owner shall provide a detailed lot grading plan prepared, signed, sealed, and dated by a professional civil engineer with a valid certificate of authorization for the proposed lots as part of the submission of servicing plans. This plan must show finished grades around new houses, retaining walls, sideyards, swales, slopes and lot corners. The plan must show sufficient grades on boundary properties to mesh the lot grading of the new site to existing properties and show the stormwater overland flow path.
4. Prior to the submission of servicing plans, the owner shall have a stormwater management report and plan prepared, signed, sealed, and dated by a professional engineer with a valid certificate of authorization. Said report shall establish how the quantity and quality of stormwater will be managed for the subdivision development and assess the impact of stormwater from this developed subdivision on abutting lands, on the downstream storm sewer outlet systems and on downstream water courses. The report shall deal with the control of both the 1:5 year, 1:100 year, and Regional Storm events, so as to limit the volume of flow generated on the site to pre-development levels. The owner shall be required to submit a comprehensive drainage plan of the subject property, and any upstream areas draining through the subdivision. The Regional Storm flow path is to be set out on the plan(s). The civil engineering consultant shall meet with Development Approvals Section prior to commencing the stormwater management report.
5. The owner agrees to provide the required soils report, water, sanitary sewer and lot grading master planning reports and plans to the Director of Planning Services prior to the submission of servicing plans for any phase of the subdivision.
6. The owner shall develop a siltation control plan for the subdivision construction period to the satisfaction of the Director of Planning Services, Nickel District Conservation Authority and the Department of Fisheries and Oceans.
7. Any streetlights required for this subdivision will be designed and constructed by Greater Sudbury Hydro Plus Inc. at the cost of the owner.
8. As part of the submission of servicing plans, the owner shall have rear yard slope treatments designed by a geotechnical engineer licensed in the Province of Ontario incorporated in to the lot grading plans if noted as required at locations required by the Director of Planning Services. Suitable provisions shall be incorporated into the Subdivision Agreement to ensure that the treatment is undertaken to the satisfaction of the Director of Planning Services.

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9. The owner shall provide a utilities servicing plan showing the location of all utilities including City services, Greater Sudbury Hydro Plus or Hydro One, Bell, Union Gas, Canada Post, Vianet and Eastlink (where applicable). This plan must be to the satisfaction of the Director of Planning Services and must be provided prior to construction for any individual phase.

10. The owner shall provide proof of sufficient fire flow in conjunction with the submission of construction drawings for each phase of construction. All costs associated with upgrading the existing distribution system to service this subdivision will be borne totally by the owner.

11. The owner shall provide proof of sufficient sanitary sewer capacity in conjunction with the submission of construction drawings for each phase of construction. All costs associated with upgrading the existing collection system and/or sewage lift stations to service this subdivision will be borne totally by the owner.

Greater Sudbury Hydro Plus

No objections. It is noted however that during the development stage the owner/applicant will be responsible for meeting easement requirements. The owner/applicant will also be responsible for all legal and survey costs.

Leisure Services

The current location of the tot lot to the west of the new collector will not service the first phases of the subdivision well as they are constructed. Leisure Services would like to obtain three lots on the south side of Street A for development of a tot lot by the owner to the satisfaction of the director of Leisure Services as an alternative.

The owner has identified within the conceptual plan that trail development and improvement by the owner will include:

Blueberry Hill Trail - provide fixed seating at lookout, repair existing trail with wood chips and add planting ecograss and white birch, white pine.

Develop 10' wide crushed stone bicycle/pedestrian path from new collector road to Carmichael arena site.

Develop 10' wide bicycle/pedestrian path from north end of collector road east to boundary of development for connection to 2nd Ave Include transfer of block 113 and a portion of block 112 for access to trail along block 113.

Develop wood chip trail from northeast side of collector (with parking space) as per conceptual plan to the height of land and connect this trail to existing Blueberry Hill Trail The neighbourhood park within the condominium development in the northeast section of the development will need to be reassessed in terms of access for residents in the south part of the subdivision and street visibility. This access will have to be redesigned and the site developed by the owner to the satisfaction of the Director of Leisure Services. At

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present the neighbourhood park seems to be part of the condominium component of the development and removed from the single home dwellings to the south.

Nickel District Conservation Authority

No objections.

Operations

No objections.

Roads, Traffic and Transportation

The application is proposing the creation of 763 dwelling units made up of 171 single and semi-detached dwellings, 112 townhouse units and 480 apartments. A development of this size is expected to generate approximately 5,400 vehicular trips per day.

To accommodate the traffic generated by this development, the applicant is planning to provide a new North/South road (Silver Hills Drive) connection between the Kingsway and Bancroft Drive. The new road connection will help distribute traffic to the existing road network in a more balanced manner. The new Silver Hills Drive road will also provide an improved connection between Minnow Lake and the retail development to the north. Traffic volumes on Bancroft Drive, between the Kingsway and Bellevue Avenue and Second Avenue are expected to be reduced with the new road. As indicated in the Traffic Impact Study prepared by Tranplan Associates, the new road is not expected to divert a significant number of trips from the Paris/Van Horne area due to the much longer travel distance and lower operating speed along Howey Drive.

A background traffic sensitivity analysis dated June 7, 2012 indicated that the road network can accommodate the proposed development with some improvements.

In addition to constructing a new collector road between the Kingsway and Bancroft Drive, the owner will be responsible for the design and construction of a modern roundabout at the intersection of Bancroft Drive and Bellevue Avenue. The advantage of the roundabout over a conventional signalized intersection includes the following:

1. Lower traffic speeds reduce collision frequency and severity;
2. Fewer conflict points and reduced angles lowers the frequency and severity of collisions;
3. Pedestrian crossing distances are shorter and require crossing against one direction at a time;
4. There are usually shorter delays and vehicle queues;

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5. Vehicle emissions are reduced with fewer stops and starts and less delay; and
6. Opportunities are provided for improved aesthetics.

Some of the issues that need to be addressed as part of the roundabout design for that intersection include:

- Road grades
- Property requirements
- Bicycles
- Sight lines
- Driveways

Staff recommends that the following be included as a condition of approval:

1. That the applicant finalize the Traffic Impact Study and agree to undertake any improvements on upgrading to the road network identified in the study to the satisfaction of the General Manager of Infrastructure Services.
2. That Silver Hills Drive be constructed to a collector standard with an asphalt surface width of 11 metres and sidewalks along both sides.
3. That a 3.0 metre wide, two-way, paved bicycle path be constructed behind the sidewalk along the entire east side of Silver Hills Drive.
4. That the owner prepare a functional design for a modern roundabout at the intersection of Bancroft Drive and Bellevue Avenue/Silver Hills Drive, and agrees to participation in the cost of its construction and the construction of Silver Hills Drive from the limit of the subdivision plan south to Bancroft Drive/Bellevue Avenue in accordance with the City's cost sharing policy. If a roundabout is not feasible, then a conventional signalized intersection with appropriate turn lanes will be required to the satisfaction of the General Manager of Infrastructure Services.
5. That a maximum of 30 single dwelling units or 40 multiple dwelling units be constructed using Barry Street as a temporary connection.
6. That the applicant provide a Phasing Plan to the satisfaction of the General Manager of Growth and Development.
7. That Silver Hills Drive be constructed with traffic calming measures in accordance with the City's traffic calming policy to the satisfaction of the General Manager of Infrastructure Services.
8. The owner agrees to provide a 23 metre wide right-of-way for Silver Hills Drive

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Sudbury Catholic District School Board

No objections.

Transit Services

No objections.

Public Consultation:

Staff recommended that the applicant hold a resident's meeting ahead of the public hearing in order to discuss the development proposal. At the time of finalizing this report, the applicant has advised that a resident's meeting was to be held on June 13, 2012 at Minnow Lake Place on Bancroft Drive.

At the time of the writing of this report, several phone calls and two e-mails (attached to this report) have been received by the Planning Services Division.

Planning Considerations:

Provincial Policy Statement

Municipalities in the Province of Ontario are required under Section 3 of the Planning Act to ensure that decisions affecting planning matters are consistent with the Provincial Policy Statement (PPS). The proposed rezoning is consistent with the PPS based on the following:

1. New development is to be directed toward existing settlement areas. Staff note that the development proposal seeks to accommodate new residential dwelling units within an existing settlement area in a part of the urbanized Sudbury community;
2. Municipalities are encouraged to provide for a range and mix of residential uses in order to meet the needs of the community. The development proposal would provide a range of residential housing opportunities in the form of single-detached, semi-detached, town-house and apartment dwelling units. Staff is satisfied that the overall development concept provides for a range and mix of residential uses which will meet the needs of the community;
3. Municipalities are encouraged to avoid unjustified or uneconomical expansion of infrastructure. The subject development proposal will extend existing municipal infrastructure within a designated settlement area. This extension is not unjustified as the subject lands are within an urban area and would complete a part of the local community in terms of providing a road connection which is designated in the Official Plan; and,

Date: June 8, 2012

4. Opportunities to provide for healthy and active communities through providing for parkland, open space and trails needs are to be promoted. The subject development proposal includes a tot-lot, a neighbourhood park, a pedestrian-bicycle trail along the northern edge of the development, bicycle lanes along the collector road and improvements are proposed to be made off-site to the Blueberry Hill outdoor trail and open space system.

Official Plan

The development proposal is supported from the perspective of relevant Official Plan policy for the following reasons:

Living Area 1 Policies

1. The subject lands are located within the urbanized Sudbury community and the lands are to be fully serviced with municipal water and sewer services. The proposed development conforms with the general purpose of the Living Area 1 designation in that the lands are situated in a part of the City which is intended to be the primary focus of residential development.
2. The development proposal would yield an overall site density of 32 units per hectare. The low density component which is comprised of single-detached and semi-detached dwellings would have a residential density of 14.6 units per hectare. The medium density blocks described as Blocks 112 and 114 would have residential densities of 46.8 and 53.1 units per hectare respectively. These densities conform to the densities set out in the Official Plan for lands within the Living Area 1 designation. Staff note however that a review of density policies in the Minnow Lake Special Policy Area is included later in this report.
3. Staff are of the opinion that in general the proposed residential land uses and built forms would be compatible and complement the existing physical character of the commercial area in the Kingsway/Barrydowne Road area, as well as the residential character that is established in the Minnow Lake neighbourhood. In particular, staff noted that the Minnow Lake residential neighbourhood has a mix of residential uses and built forms. The proposed residential development would extend this mix of uses, densities and built forms.
4. The proposed medium density residential development would be located next to the commercial development to the north along a collector road which provides direct access to the arterial road system. There is public transportation available at both ends of the site and the lands are a short distance from the Sudbury downtown and other employment-related uses along the Kingsway. There may be the potential for transit to be established on the north-south collector road in the future. This would need to be determined by Transit Services. Staff is also satisfied that there are adequate open space and community/recreation opportunities which already exist in the area and further there would be new open space/recreation opportunities added to the area if the development is approved.

Date: June 8, 2012

5. For the medium density portions of the proposed development the site plan approval process will ensure that adequate on-site parking, lighting, landscaping and amenity areas are provided.

Living Area 1 – Phasing Policies

The subject lands are one of a few remaining large tracts of undeveloped land within this particular part of the City. The Official Plan is also supportive of phasing in new development which achieves a mixture of residential uses and densities. The proposed development includes single-detached, semi-detached, townhouse and apartment dwellings and the overall site density is 36 units per hectare with higher densities on the individual medium density blocks and lower densities in the singles and semi-detached areas. Staff has considered the phasing policies and has the following observations:

1. The development represents a contiguous expansion within the Living Area 1 designation as it would occur adjacent to two existing built-up areas along Marcus Drive and Kingsway Boulevard and to the south where residential development in Minnow Lake is located;
2. The development would also utilize and extend existing municipal infrastructure. The dwelling units which are proposed will be fully serviced via the extension of sewer and water services in the area;
3. Staff note that the proposed development would provide for a north-south collector road which is supported both in the Official Plan and the Minnow Lake Community Improvement Plan. The development would complete this part of the neighbourhood and contribute to recreational facilities through the provision of a tot lot, neighbourhood park and significant upgrades to the Blueberry Hill open space. Staff have received no comments from circulated agencies with respect to the need for additional public service facilities such as schools if the development is approved.
4. Staff has reviewed subdivision activity in the area and in general the immediate area has very little in terms of available lots/units within existing registered and draft approved plans of subdivision.

Minnow Lake Special Policy Area

Staff have reviewed the policies contained in the Minnow Lake Special Policy Area (Section 21.8 of the Official Plan) and have the following comments:

1. The maximum height of buildings in the Minnow Lake Policy Area is five-storeys. Staff confirms that the apartment buildings proposed in the development respect the above noted maximum height limit. The amending by-law should limit those buildings to be built on the portions to be zoned “R3-1” be limited to a maximum height of five-storeys;

Date: June 8, 2012

2. The development proposal has taken into account those open spaces which exist in the area. The Blueberry Hill open space would be connected to the proposed development through a bicycle-pedestrian trail at the north end along the existing watermain corridor. There is a similar trail which would link to Blueberry Hill at the southern end of the development. The northerly connection from Blueberry Hill would continue eastward where it would meet with and connect to lands to the east. The development proposal also includes a tot lot and a neighbourhood park.
3. The applicant is proposing extensive work in the Blueberry Hill open space area that will have an added benefit to both existing and future residents of the Minnow Lake community. The addition of dedicated bicycle lanes on the east side of the proposed north-south collector road will also improve the bicycle lane network that exists in the immediate area. Staff is of the opinion that this work supports an increased overall site density of 36 units per hectare.

Minnow Lake Community Improvement Plan

Section 5 of the Minnow Lake Community Improvement Plan (MLCIP) contemplates the improvements to the Blueberry Hill open space area. These improvements would include clearly marked trails, lookout platforms, signage, interpretive plaques and maps, benches, waste receptacles and ensuring that appropriate access points to the hilltop are provided. The Plan also provides that development on adjacent lands should protect for the views offered from atop Blueberry Hill. Sketches A & B in Appendix A to the MLCIP indicates conceptually how the above noted improvements could be implemented. Map 8 of the MLCIP also indicates the desire to connect Blueberry Hill to the water-main corridor which is located to the north.

Staff has reviewed the applicant's Leisure Development Concept that was submitted in support of the application and note that significant improvements are proposed to the Blueberry Hill area. First, the existing trail at the north end of Blueberry Hill would be realigned and improved with a wood-chip surface. Plantings would also be provided in this general area and fixed seating/benches would be installed at the north-west lookout location. This portion of the trail would also emerge at the north end of north-south collector road where a parking lot is proposed to be located. This location would also connect the trail to the east-west watermain corridor which traverses the subject lands.

The proposal also includes a 3.05 m (10 ft) wide bicycle/pedestrian trail to the south of Carmichael Arena that would be surfaced with crushed stone. This trail would emerge at the south end of the proposed development where a bicycle lanes on the north-south collector are located. Staff is satisfied that the proposed work is generally consistent with Section 5 of the MLCIP in terms of contributing to an improved Blueberry Hill open space area.

Section 6 of the MLCIP identifies a future road connection extending Barrydowne Road from the Kingsway south toward Bancroft Drive. This extension would be phased in as development occurs on those lands in the area which are presently vacant. Map 10 indicates this connection would be located at the intersection of Bancroft Drive and Bellevue Avenue. Map 10 also

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generally demarcated where existing and proposed bicycle lanes, walkway/trails and sidewalks are either located or should be located. Staff note that the proposed north-south collector and bicycle lanes along this road are consistent with the MLCIP as well as the Official Plan for the City of Greater Sudbury.

Density targets of 18 units per hectare and incentives to exceed this target to a maximum of 36 units per hectare within the MLCIP were later incorporated into the Official Plan for the City of Greater Sudbury. Finally, Section 9 identified that the undeveloped lands should generally be low density residential with the opportunity for increased density and other housing forms as generally set out in Section 21.8 of the current Official Plan. Staff is of the opinion that the proposed development is generally in keeping with the above noted future development objectives and a discussion of these objectives.

Subdivision Design

General Design

The plan is comprised of 45 lots for single-detached dwelling units, 63 lots for semi-detached dwelling units, and 2 blocks for medium density residential development (112 townhouse dwelling units and 480 apartment dwelling units) on a series of internal streets with two cul-de-sacs on the south side of the north-south collector road. The draft plan depicts two blocks for parks purposes and two blocks for pedestrian walkways purposes. Staff are generally satisfied with the design of the subdivision subject to several revisions as noted in this report and incorporated into the draft plan conditions.

Collector Road

The north-south road which intersects the proposed development is a north-south collector road which would extend from the Kingsway southward to the intersection of Howey Drive, Bancroft Drive and Bellevue Avenue. Staff note that Schedule 6 to the Official Plan identifies this road connection. This connection is intended to function as a collector road and would connect the Silver Hills Centre-Kingsway-Barry Downe area with the Minnow Lake area. Staff note that this collector road is an important contribution to the overall City road network. The connection has also been identified in the transportation background study to the current Official Plan, as well as in the Minnow Lake Improvement Plan that was approved in 1991.

Phasing of Development

The applicant has indicated that the initial phase of the subdivision would utilize a temporary access from Barry Street at the south end of the site. The submitted Traffic Impact Study has further suggested that 25-30 single-detached dwellings or one 40 unit apartment building could be built using the temporary Barry Street access before road improvements would be required. A phasing plan has been required as a condition to establish further phases and the connections to services and the existing road network that will be required.

Date: June 8, 2012

Parks & Open Space Blocks

The applicant has also submitted a Leisure Development Concept in support of their development proposal. The concept depicts significant improvements to the Blueberry Hill open space area, as well as pedestrian-bicycle trails, bicycle lanes on the road, a large neighbourhood park and several potential tot lot locations. There is also a neighbourhood park shown in the concept plan on portions of Block 112. The draft plan should be revised to identify this park as a block on the plan. Leisure Services has reviewed the potential tot lot locations and have requested that three lots on the south side of Street A be conveyed to the City for park purposes. The remainder of the proposed work is generally satisfactory. Staff note however that there appears to be a portion of two nature trails on Blocks 112 and 114 where they cross the north-south collector road on the draft plan. The draft plan should be revised to include the northerly trail in open space Block 113 and the creation of a separate block at the southerly trail that would be conveyed to the City.

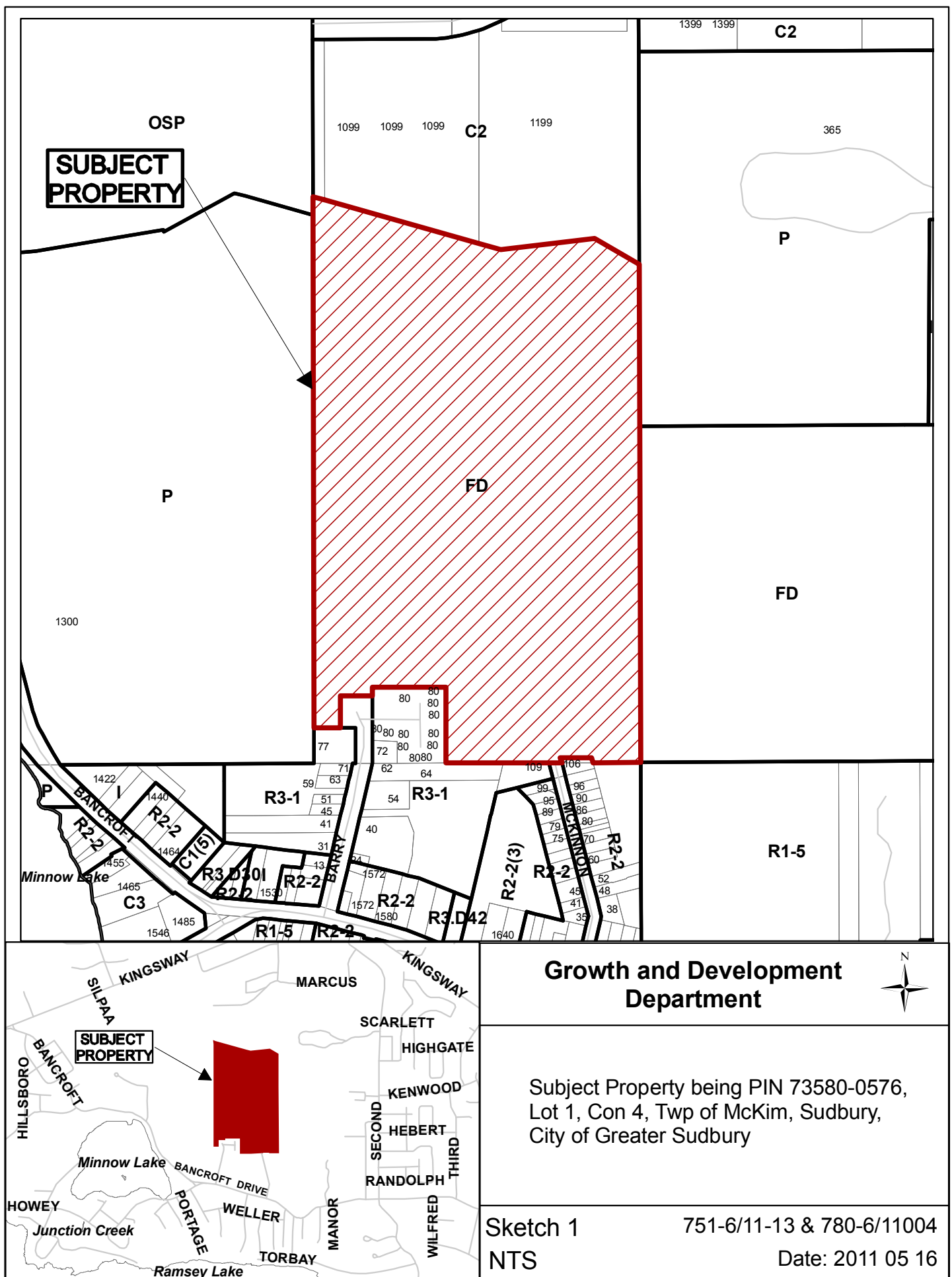
Zoning By-law

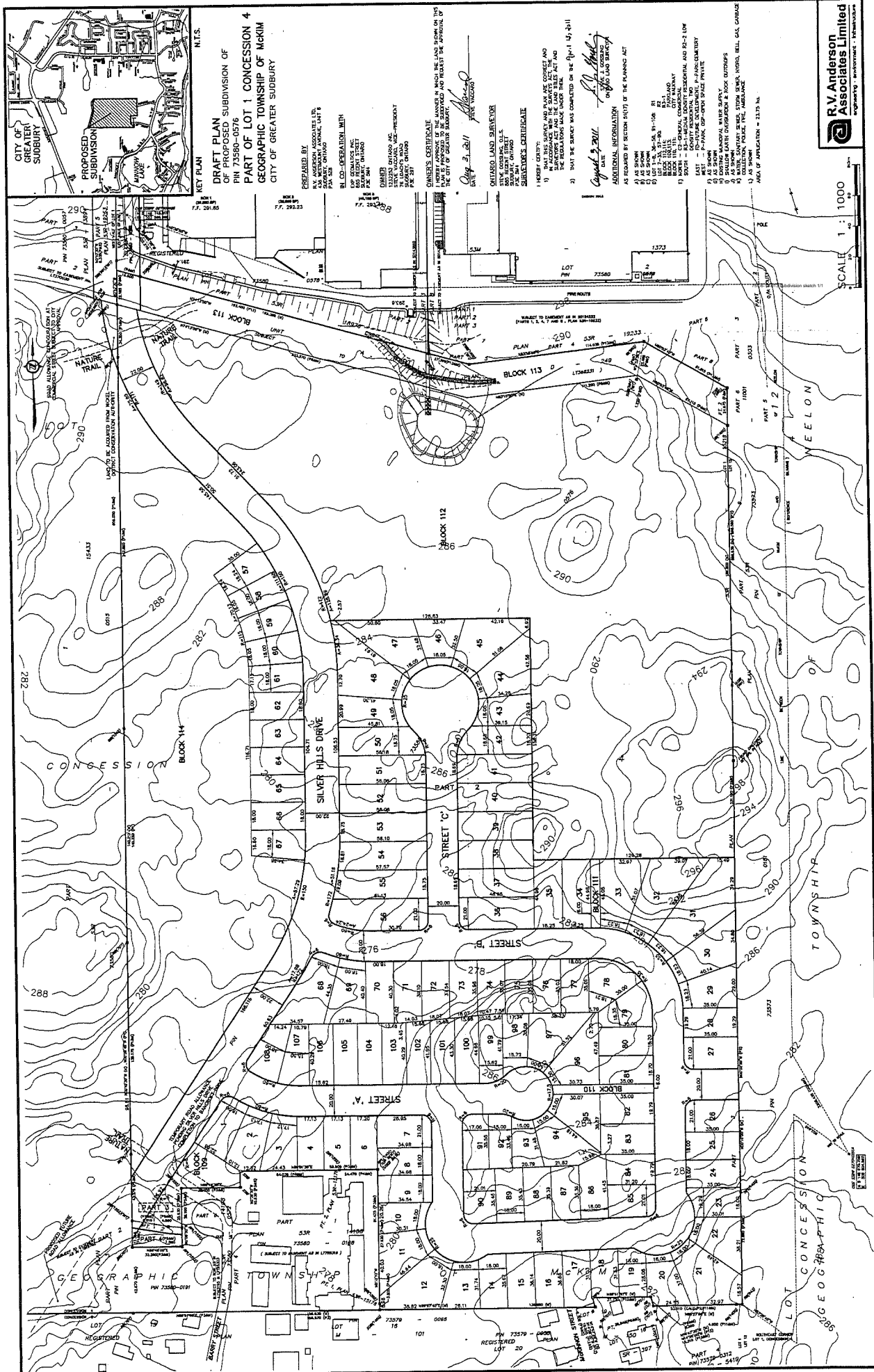
The applicant is proposing to change the zoning classification of the subject lands from "FD", Future Development to "R1-5", Low Density Residential One, "R2-2", Low Density Residential Two and "R3-1", Medium Density Residential. The amending by-law will also appropriately zone the park blocks that are to be conveyed to the City. Staff has reviewed the draft plan against the requirements of each of the above noted zones and advises that in general the lots and blocks comply with applicable zone standards. Staff notes however that the amending by-law will need to include a density factor on the blocks of land that are to be rezoned to R3-1 in order to control for the maximum number of dwelling units that would be permitted per hectare. The density factor that will be applied to the amending by-law will be determined once the draft plan is finalized as per the draft plan conditions.

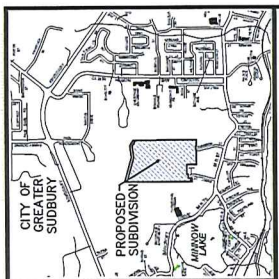
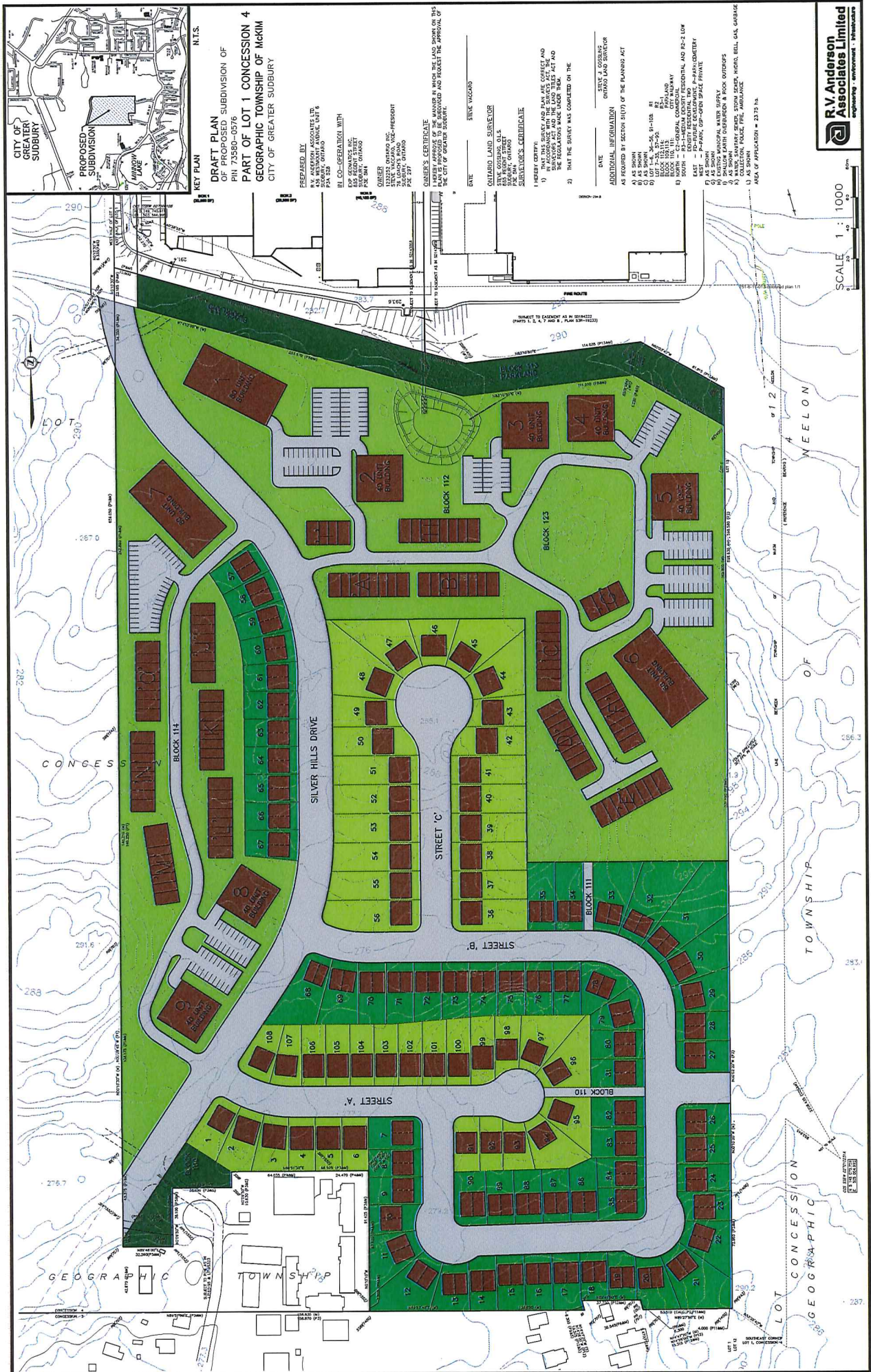
Summary

Staff has reviewed the development proposal in detail and is satisfied that it conforms to the Official Plan for the City of Greater Sudbury and it is consistent with the PPS. The development proposal represents good land use planning and would contribute to the completion of the local community. The development would also represent the contiguous expansion of an urbanized area. Site-specific matters have been addressed in this report and the recommended draft conditions would facilitate the revisions to the draft plan that have been described in this report.

The Planning Services Division recommends that the application to amend By-law 2010-100Z being the City of Greater Sudbury Zoning By-law in order to permit 45 lots for single-detached dwelling units, 63 lots for semi-detached dwelling units, and 2 blocks for medium density residential development be approved. It is further recommended that Council's delegated official be directed to issue the draft approval for the subject subdivision not sooner than 14 days following the date of the public meeting in accordance with the requirements of Section 51 (20) of the Planning Act.







KEY PLAN
DRAFT PLAN
OF PROPOSED SUBDIVISION OF
PIN 73580-0376
PART OF LOT 1 CONCESSION 4
GEOGRAPHIC TOWNSHIP OF MCKIM
CITY OF GREATER SUDBURY

PREPARED BY
R.V. ANDERSON ASSOCIATES LTD.
435 KENNEDY AVENUE, SUITE 101
SCARBOROUGH, ONTARIO
M1T 3B2
TEL: (416) 291-1111
FAX: (416) 291-1112
WWW.RVANDERSON.COM

DATE: _____
DRAWN BY: _____
CHECKED BY: _____
DATE: _____

OWNER'S CERTIFICATE
I HEREBY CERTIFY THAT THE PLAN IS CORRECT AND
IN ACCORDANCE WITH THE SUBDIVISION ACT AND
THE REGULATIONS MADE UNDER THEM.

DATE: _____
DRAWN BY: _____
CHECKED BY: _____
DATE: _____

ADDITIONAL INFORMATION
AS REQUIRED BY SECTION 21(7) OF THE PLANNING ACT

1) THE SUBDIVISION IS A RESIDENTIAL DEVELOPMENT
2) THE SUBDIVISION IS A RESIDENTIAL DEVELOPMENT
3) THE SUBDIVISION IS A RESIDENTIAL DEVELOPMENT

DATE: _____
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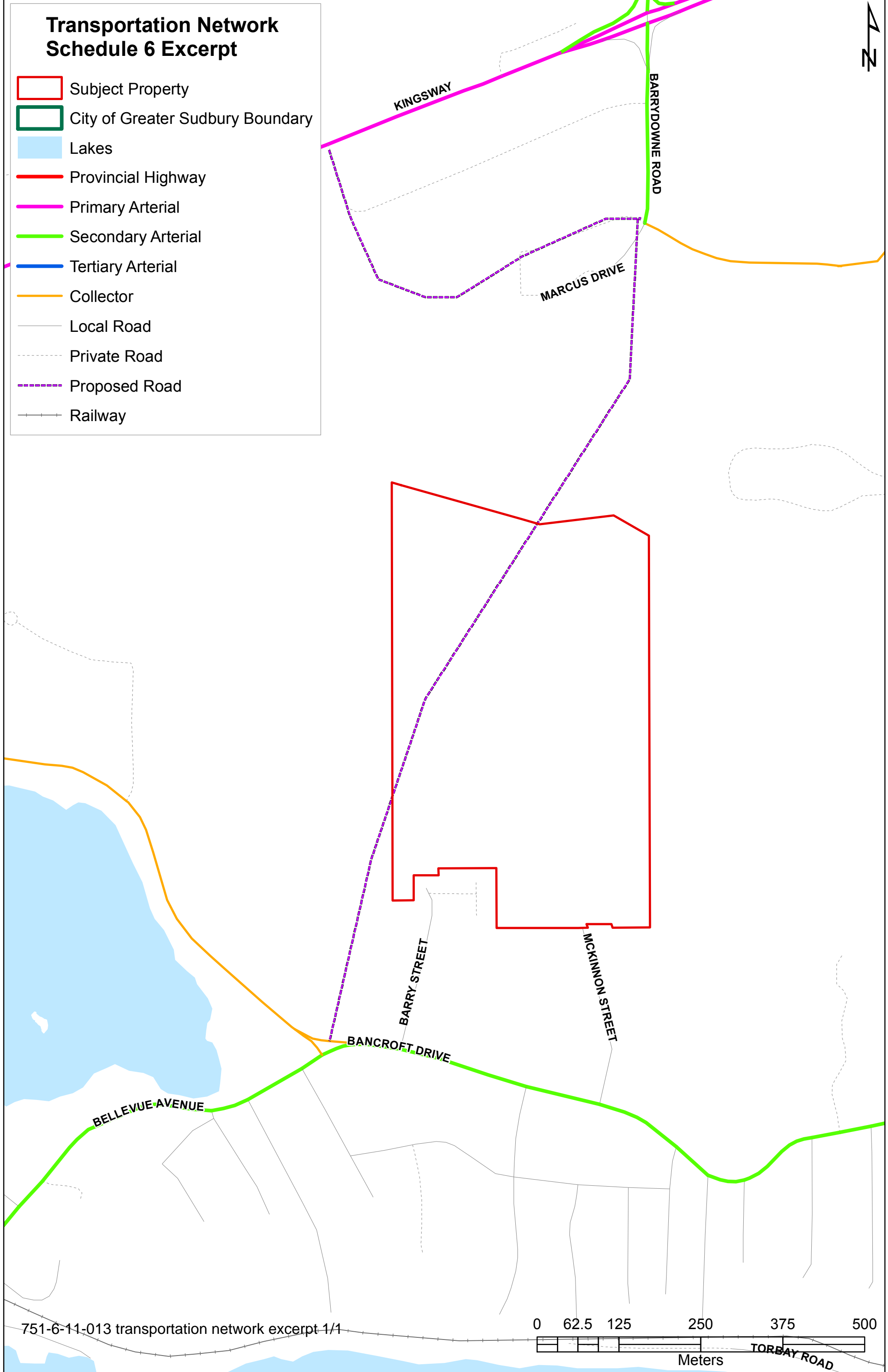
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Transportation Network
Schedule 6 Excerpt

- Subject Property
- City of Greater Sudbury Boundary
- Lakes
- Provincial Highway
- Primary Arterial
- Secondary Arterial
- Tertiary Arterial
- Collector
- Local Road
- Private Road
- Proposed Road
- Railway



SILVER HILLS, BLUEBERRY HILL LEISURE DEVELOPMENT CONCEPT

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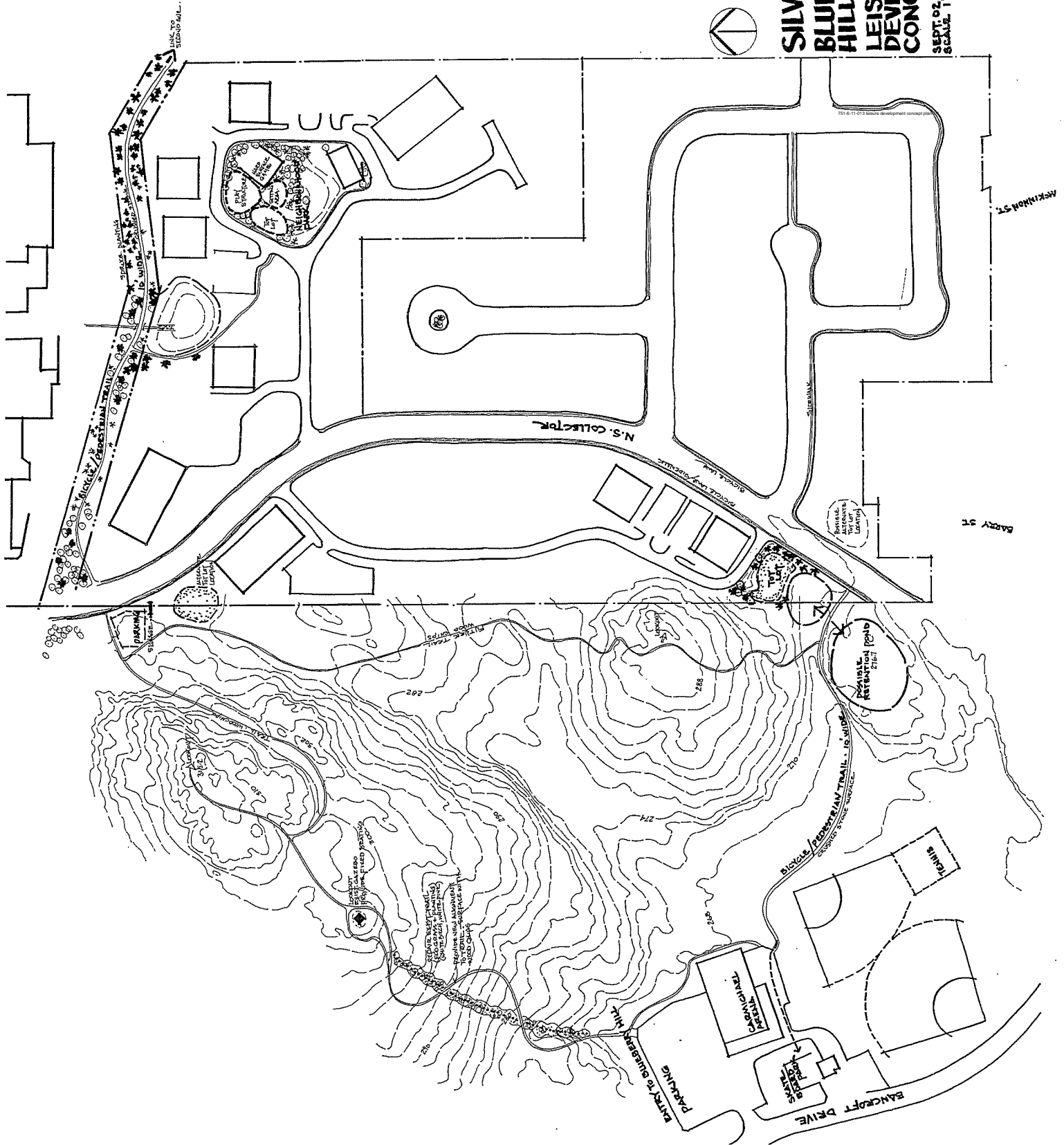




Photo 1 SUBJECT LANDS VIEWED FROM BLUEBERRY HILL
LOOKING SOUTH TOWARD BANCROFT DRIVE



Photo 2 SUBJECT LANDS VIEWED FROM APPROXIMATE
LOCATION OF NORTH-SOUTH COLLECTOR ROAD
LOOKING SOUTH TO BANCROFT DRIVE

751-6/11-13 & 780-6/11004
Photography June 4, 2012



Photo 3 SUBJECT LANDS LOOKING NORTH TO EXISTING COMMERCIAL DEVELOPMENT



Photo 4 EXISTING COMMERCIAL DEVELOPMENT TO THE NORTH OF THE SUBJECT LANDS

751-6/11-13 & 780-6/11004
Photography June 4, 2012



Photo 5 SUBJECT LANDS LOOKING NORTH-WEST
TOWARD BLUEBERRY HILL



Photo 6 SUBJECT LANDS AS VIEWED FROM BARRY
STREET LOOKING NORTH

751-6/11-13 & 780-6/11004
Photography June 4, 2012



KINGSWAY

MARCUS DRIVE

BARRY DOWNE ROAD



BANCROFT DRIVE

BARRY STREET

McKINNON STREET

BELLEVUE AVENUE

RALPH STREET

PORTAGE AVENUE

MOONEY STREET

WELLER STREET

SHAPPERT AVENUE

NEELOR AVENUE

SEGUN STREET

AVALON ROAD

MANOR ROAD



>>> George Lalonde

I was at that meeting and "...it was the unanimous opinion of those present..." is not correct!

Please don't pass on inaccurate information or attribute the opinions of a few vocal people to the majority.

We can't stop progress for the sake of possible temporary inconvenience or increased traffic. The Kingsway can no better handle more traffic than Bancroft/Howey. Road capacity will eventually catch up.

I do not support the SAY NO campaign but would like to stay on your mail list to see what opinions you pass on
George Lalonde

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

From: John Lindsay

To: Minnow Lake

Sent: Sunday, June 10, 2012 4:43 PM

Subject: For your information - Media Release

Media Release:

Immediate

Residents launch SAY NO campaign re new Minnow Lake Development

Residents of Minnow Lake have launched a SAY NO campaign with respect to aspects of a large new residential development planned for an area south of the Big Box stores with a proposed new road to Bancroft Drive.

The development by a numbered company of 720 residential units would be the largest project of this type in the Minnow Lake area. A new road would pass through this development from the Kingway to Bancroft Drive, which is a major concern to area residents.

The developer is holding a public meeting on Wednesday June 13th from 5 to 7 pm to present the plan to citizens. The development proposal will go to the city planning

committee on Monday June 25th at 5.30 pm in council chambers at Tom Davies Square.

At a recent meeting (May 29th) of the Minnow Lake Community Action Network it was the unanimous opinion of those present that this development only access from the Kingway for a number of reasons, the most significant begin the recognized fact that the Howey, Bellevue, Bancroft corridor is presently at traffic capacity. It was noted that the planning committee and city council recently rejected a development (Dalron) proposal for the Minnow Lake area due primarily the traffic loading on this corridor.

Residents are suggesting that rather than spend money unnecessarily on a proposed access road from Bancroft to the new development that emphasis be placed on continued widening of the Kingway to five lanes from the present four leading to downtown to increase traffic flow and accommodate any additional traffic and relieve excess traffic on the Howey, Bellevue, Bancroft corridor.

While the proposed new road is the major concern of residents there could be other issues with respect to the new development that may be raised as the project details are revealed.

Further information: Dot Klein
John Lindsay

>>> Daniel stachon

Hi Terry,

My name is Daniel Stachon. I have lived in minnow lake at 1421 Bancroft drive for 12 years. I have received in my mailbox a pamphlet from that says "Say NO" to a road that could meet at the corners of Bancroft and Bellevue. Since I do not get home from work until after the meeting on June 13 at minnow lake place or June 25 at city hall, I would like to share my opinion with you. Not all minnow lake residents are opposed to development for the sake of being scared of change. I think that they are going to develop the area anyways. A road needs to go to Bancroft drive from that new subdivision and this looks like the best spot to do it. If you tried to go through at the east end of the development you would come out close to the already dangerous s-turns.

I also hope that developers would see minnow lake as a good place for a grocery store. Currently we need to go to the south end or to new sudbury. In order to get to any of these stores I need to drive, my neighbors need to take a bus or a cab. I would like to see a grocery store that is within a 20 minute walk of home. The area where the big box stores is the most likely place to see this happen. Silver hills drive would make that area a 10 to 20 minute walk for Minnow Lakers west of second avenue.

Thank you for reading my e-mail,
Daniel Stachon