

- Poor visual image of street relating to lack of paved shoulders/gutter (in Gatchell section), lack of landscaping, and the full view of CPR unmitigated by landscaping and/or berming, from Martindale Road to the site of the proposed food store past Douglas Street.
- There is the opportunity to designate, protect, and identify with markers heritage buildings on Lorne Street.

Industrial

- Some industrial properties on the south side of Lorne Street, near the intersection of Lorne with Martindale and near the intersection of Lorne with Kelly Lake Road, appear poorly maintained, without adequate landscaping or adequate screening.
- Gravelled shoulders along Lorne Street present a poor sight and unappealing visual image.
- The Canadian Pacific Railway corridor alongside Lorne, Martindale to past Douglas intersection, to the new supermarket, also presents a poor sight and is in need of improvement.
- The commercial establishments on Lorne, between Douglas and Regent, and Martindale to Edna Street, situated between the street curb and the CPR, contribute to the poor street image as well.

Action

- The conceptual street cross sections illustrating the potential widening of the sidewalk on the north (the business side of Lorne), together with bicycle pathway; providing for gutter, curb, and bicycle pathway on the south side, can be incorporated in the long range plans for the future widening of Lorne Street.
- A unified streetscape image through design and use of materials could be achieved. Prepare Streetscape Improvement Plan with the participation of adjacent property owners, through a BIA type of organization, to ensure cooperation and coordination of improvement of the private portion of the storefronts and yards. Alternatively, consider developing and adopting "Commercial Corridor Design Guidelines" to guide private redevelopment that may occur in the future to improve the street image, and/or to serve as a support to a potential Development Permit System

(see Regent Street Corridor).

- Encourage use of rear lanes as a way of reducing the number of vehicles that back up on Lorne.
- Encourage cooperation and coordination of Region and CPR to design and implement abatement measures (screening, berming, landscaping etc.) alongside the CP rail line including the residential side on Ontario Street (see Street Cross Section at Ontario Street). Pursue the possibility of acquiring additional right-of-way from CPR to accommodate proposed streetscape concept.
- Encourage cooperation of industrial and other business property owners to carry out improvements of their own and liven up their buildings even with wall murals and in other economical ways.

Elm Street Corridor

Businesses on Elm Street have expressed concerns about inadequate parking, and truck traffic, the latter being viewed as invasive to the character of the areas and a negative from a business point of view. Concern was also expressed about trucks turning at the Regent intersection, and the need to strengthen and preserve the commercial viability of this intersection through appropriate improvement. Lack of sidewalk on the south side of Elm, west of Eyre Street, has also been pointed out as making pedestrian circulation difficult, especially for seniors.

A streamlined process of redevelopment approval was requested to be considered.

Action

- Consider acquiring property to increase supply of parking, either on-grade or in parking garage.
- Consider metered parking by reducing travel width to two lanes.
- Optimize use of rear lanes for circulation purposes.
- A unified streetscape image can be achieved through design and proper use of materials. Prepare a Streetscape Improvement Plan and extend sidewalks on both sides, west of Eyre Street to the Big Nickel Mine Drive intersection. Alternatively, consider developing and adopting "Commercial Corridor Design Guidelines" to guide any development or redevelopment that may occur in the future and improve street image and as a support to a potential

Development Permit System.

- Consider adopting a Development Permit System as a way of streamlining approval of redevelopment proposals.
- Consider forming a BIA type of organization for implementing improvements.

Pedestrian Circulation, Bus Shelters

Several concerns relating to the pedestrians comfort were raised:

Pedestrian movement is generally inconvenient, especially for children and seniors. Lack of sidewalks on some streets discourages walking. Dean Street, where people walk to stores on Lorne Street; as well as on Elm Street, west of Eyre, have been pointed out as being in need of improvement.

Portion of Alder Street has no sidewalk. It is inconvenient, especially in winter, for pedestrians to walk to various facilities on Elm Street and downtown.

Bus stops on Poplar and Pine, as well as bus routes in streets without sidewalks, have neither shelters nor platforms. This is inconvenient, especially in winter, and discourages the use of transit.

Concern and interest were expressed on assuring a convenient and continuous circulation system with suitable landscaping, and improvements to connecting links.

Background

One of the recommendations in the Regional Official Plan Review papers, is that walking and bicycling should be encouraged and planned for as part of the transportation system, and a Pedestrian/Bicycle Master Plan should be considered.

The Secondary Plan of the City of Sudbury contains a recommendation, in the Action Programs/Projects, Subsection 5.7 h, which states:

Regional and City Council to develop a plan for an integrated, functional, safe, and aesthetically pleasing pedestrian walkway and bicycle path system.



Action

- Road allowance that links Gatchell Pool with Jane Street should be landscaped, as well as any other connecting link that is part of the pedestrian circulation system.
- Suitable walkway and snow clearing should be provided on Brennan Street for the many seniors that walk on the street to access Delky Dozzi Park as well as the church Our Lady of Perpetual Help.
- Consider extending sidewalk on Alder Street. It may also be part of access improvement on Queen's Athletic Field.
- A Pedestrian and Bicycle Circulation System Plan (see Map 2) should form part of the West End Community Plan, integrating the City-wide Trail System with linkages to the major community facilities, i.e., the Dynamic Earth project, parks, open spaces, playgrounds, schools, commercial facilities, and places of work, whenever possible.
- Consider providing a sidewalk on the side(s) of the street with bus shelters or platforms may be located, for the convenience of transit users.
- Utilize rear lanes as alternative pathways especially where adjacent streets have no sidewalks.
- Consider providing those streets conceptually identified as pedestrian and bicycle routes in the Pedestrian and Bicycle Circulation System, with at least one sidewalk.
- Form a Local Bicycle and Pedestrian Advisory Committee, which together with the existing City of Sudbury Bicycle Advisory Committee, and other such groups, can provide input in coordinating and advising in the preparation and detailing of the Circulation Plan, conceptually shown on Map 2. For examples of pedestrian and bicycle paths see Appendix.

Dynamic Earth

- Ensure that the community pathway system is integrated with Dynamic Earth to facilitate access to it by local residents, as well as by users of the Delky Dozzi Park, and of the secondary trail proposed along the Big Nickel Mine Drive.
- Consider providing either steps, or lift, or other suitable means of access at the west end of Quinn Street, to ensure a link with the community pathway

system and the Dynamic Earth site at that point, for residents of the community and other park users.

Street Improvements

A number of streets were identified as having specific problems and requests were made for specific improvements:

- Ernest Street was identified to have a drainage problem, with rain pooling at foot of the hill and in driveways. It has no sidewalks and pedestrian circulation is difficult especially for seniors in winter.
- Mary Street, at corner with Glover Street, has steep pavement starting just before the curve which makes winter driving difficult, and poor visibility for some residents to back up with their cars, given the slope and the short distance from the curve. There is inadequate room for parking in front of the access to the Park: a small, undefined space off the corner Mary/Glover Street is made do for parking.

Action

- Consider correcting surface drainage situation on Ernest Street improving conditions for walking. No recommendation for sidewalk is made at this time, as it would not be part of a pedestrian or bicycle system linking activity modes.
- Mary Street is slated for upgrading in the *Municipal Infrastructure "Needs and Assessment"* report. In detailing and carrying out the improvement, consider straightening of Mary Street and, at corner with Glover Street, provide for convenient access to the park together with parking area. Straightening the street would allow for correcting these inadequacies and leave room available for developing a small but convenient parking lot.

To provide internal/external linkages between activity nodes, secondary streetscapes and access are proposed as shown in Map 3. Uniformity and unity are to be assured through consistent streetscape design as shown in the Secondary Streetscape cross section.

Speed on Residential Street

There is a perception of some traffic related concerns, such as speeding on Logan Avenue.

The long and straight street may encourage motorists to go over the speed limit, notwithstanding a stop sign at

Quinn Street and traffic lights at Lorne Street.

Action

- Form a Traffic Calming Group or Committee to guide the preparation of a Plan sensitive to residents' needs.
- Consider the suitability of applying to Logan traffic calming measures, such as sidewalk extensions, pedestrian islands, raised crosswalks, visual modifications, chicanes (changing a street's path from straight to serpentine, to give illusion that a street no longer continues) and signage.

A number of traffic calming measures have been experimented with elsewhere. Some of which may be applicable to Logan Street. Some available examples are illustrated in Appendix.

Improvement & Use of Lanes

A number of problems were identified with regard to the use and conditions of back lanes causing inconvenience and annoyance to residents of backing properties.

Given the existing network of rear lanes over most of the community, the opportunity also exists on how to best utilize them as part community-wide circulation system.

Background

Urban design principles are being rediscovered (under the name of New Urbanism or Neo Traditional Planning) and applied in the design of new communities. Recent examples, such as the community of Cornell, in Markham, Ontario, features 1) grid street pattern 2) rear lanes 3) sidewalk on both sides of the street 4) walking distance to facilities 5) some houses built close to the sidewalk 6) access to public open spaces (Ontario Planning Journal, July/August 1999). A photograph of Cornell community is shown in Appendix.

The City of Sudbury *Secondary Plan* has Policy 2.6.4e. on laneways which reads:

"Where existing laneways provide room for traffic circulation or parking, City Council shall attempt to retain and maintain these laneways in the Old City Residential District."

Action

- In conformity with the City's *Secondary Plan* policy referred to above, enhance and utilize rear lanes as part of an integrated circulation system within the community, inclusive of pedestrian and bicycle pathways, major roads and local street, as well as accessible public open spaces. Pedestrian pathways should link activity nodes, ie. clusters of community facilities, where people can see and be seen.
- Overhead utilities lines on the lane between Tuddenham and Morrison should be looked into; they are perceived to cause problems.
- Consider ways to prevent construction trucks from using Pasadena lane.

Parks and Playgrounds

While there is a considerable number of parks, playgrounds, and ample public open spaces generally, it has been noted that some areas of the community are not adequately served with parks and playgrounds, and that some existing parks and playgrounds could be improved through better access, upgrading of facilities/equipment, site development, and programming for all ages and a broader range of interests. Visibility is an issue for Delky Dozzi Park in particular, for visitors as well as for residents from other parts of the City, given poor access and inadequate, or total lack of signage .

Residents expressed a need for parks of varying sizes and functions to meet demand of different age groups, such as primary and secondary school students, and seniors, particularly in the general area of Spruce Street. Also, the existing playground on Logan Street was identified as being in need of upgrading.

Background

Public open spaces should, ideally, be available within five minutes, or 1000 feet, from every house and place of work, have a minimum width (of 150 to 200 feet), and be of a certain size (one acre, preferably)*. Some areas within the community fall short of this standard.

* Christopher Alexander et al, *A Pattern Language* (<http://www.ozemail.com.au/~butter/pattern/ptn60.htm>)

An analysis of the open space system is provided in Map A1, found in Appendix.

The long term vision of the "Junction Creek Waterway Park" study includes extending the trail along the Big Nickel Mine Drive green corridor and the Junction Creek waterway park in a westerly direction, along the Copper Cliff Creek, to join with the Copper Cliff open space system. This is in conformity the City's Secondary Plan park/conservation use designation, and it is the general area for which the Rotary Club is planning to develop a public park.

With the exception of the parcel at the west corner of Kelly Lake Road intersection with Regional Road 55, which belongs to the Nickel District Conservation Authority, and the adjacent parcel further west which belongs to the Region, the rest of the land is owned by Inco.

Action

- In areas with insufficient parks, playgrounds, or tot lots, especially in the Spruce Street area, acquire some available vacant lands and develop for such uses as shown on Map 1.
- Designate, where available, portions of undeveloped private lands for open space uses.
- Develop public lands owned by the City or the Region for various park purposes, especially where they can be part of the proposed open space system.
- Make request to Inco to donate for public use, consider acquiring those lands identified as parts of the connecting link along the Copper Cliff Creek between intersection of Regional Road 55 and Kelly Lake Road to the east, and Balsam Street in Copper Cliff to the west, as shown in the proposed Community Improvement Plan. These lands constitute an important connecting link between the West End and Copper Cliff, and their availability should be ensured.
- When developing plans for this area, consideration should be given to suitable access to Regional Road 55 and to Kelly Lake Road, and ensure a pedestrian/bicycle pathway trail connection from West End to Copper Cliff. To ensure safety and convenience of pedestrians and bicyclists a suitable underpass should be provided at the Inco railway crossing on Regional Road 55 or a widening of the Inco bridge, whenever the opportunity may present itself to provide adequate width for the pathway. A

suitable crossing at the signalized intersection of Regional Road 55 and Balsam Street should also be provided.

- Integrate and connect scattered open spaces with one another to form a continuous system (Delky Dozzi Park, Dynamic Earth, INCO lands, City's and Region's lands, and other open spaces, institutional and recreational lands).
- Consider expanding programming and upgrading recreational/sports facilities to broaden the range of activities to suit community needs, such as for Queen's Athletic Field, and Delky Dozzi Park.
- Consider merit of expanding and upgrading the multi-sport facilities at Queen's Athletic Field to accommodate national and professional teams.
- Highly visible park and trail signs should be posted on suitable locations, e.g., on Lorne Street and Big Nickel Mine Drive, for the benefit of visitors and residents from other parts of the City.

Improvements to Delky Dozzi Park

Improvement or enhancement of the following items in and around the Park was specifically requested to be considered.

- Vandalism and safety around the field house were felt to be issues requiring attention.
- Public access to Delky Dozzi Park is inadequate: there is good access only to the south on Mary Street; there is none west and north off the Big Nickel Drive, and only one to the east by way of Brennan Street, which runs through a residential area.
- Central lighting should be provided, preferably in the middle of the Park, to ensure visibility and safer environment at night.
- The shoreline of the pond, located within race track, should be developed and made accessible for better public enjoyment of this amenity. The pond just north of the track, should also be developed and connected to the proposed secondary trail along the Big Nickel Drive and the rest of the Delky Dozzi Park.
- The underbrush should be cleared, trees pruned, and suitable landscaping provided where there is none.
- A gazebo as provided in Copper Cliff should be provided, preferably in the central area by the pond surrounded by the racing track.



- Slag shoulders of the pathway south of the soccer field need to be sodded and landscaped with trees or green edge.
- Provide for other activities in the Park for the young, like skating, in area next to the bocce court.
- Ensure that the parking lot proposed on northern part of Big Nickel site is sensitive to potential impact on backing residences.
- Access and parking to Delky Dozzi Park to be integrated with those for the Dynamic Earth and the secondary trail system.
- Policing should be considered for protection from vandalism and for security, around Field house and in the Park area generally.
- Consider passing a by-law restricting the hours dogs are allowed in the park. Alternatively, reserve for the exclusive use of dogs and their owners only a small section of the park delimited by a low fence. These measures are in effect in other jurisdictions.

Landscaping

A number of locations were identified to be in need of landscaping, including the approach from the west to the Big Nickel/Dynamic Earth, along the Big Nickel Mine Drive, and around Queen's Athletic Field. The need was also expressed for attractive landscaping and street furniture (plants, flower beds, benches, banners) on Elm Street, Regent Street, and Lorne Street.

Action

- Excess fill that the City and Region have from time to time should be used for landscaping purposes along the Big Nickel Mine Drive in the general area behind St. Hubert Separate School on Travers Street.
- For the strip of land along the west side of the Big Nickel Mine Drive and Hwy 17W, west of the intersection, request should be made to Inco to provide suitable landscaping.
- For lands on the east side of Hwy 17W, along the Big Nickel Mine Drive and lands fronting on Lorne Street by the intersection, planning policies should be in place requiring that suitable landscaping be provided by any development, including the Dynamic Earth, and any private development that may occur.
- In any proposals to improve Elm Street, Regent Street, and Lorne Street corridors, include provisions for landscaping and street furniture.

Land Use Designation

The future development of the Dynamic Earth is expected to have beneficial impact on surrounding area by stimulating development and redevelopment. Appropriate planning policies can be developed to facilitate the process and ensure suitable form of development.

There are also possibilities for development of certain lands which present opportunities to implement the objective of achieving a continuous public open space system and the objective of integrating the community with the development, as shown on attached Map 3.

This development is significant to the Region as a whole, and as such should be given priority from a planning perspective.

Action

Consider, in the long-term and in consultation with land owners, changing the existing land use designation of certain parcels, by amending the City's Secondary Plan, as generally indicated below:

- Changing the present designation of lands around the intersection of Lorne and Big Nickel Drive, and north of Lorne Street, from "Industrial" to "Commercial".
- Designate as "Public Open Space" or "public easement", and acquire, a strip of the private lands, i.e., Parcel 49432 PTS 1-4, west of Isabel Street, as well as part of Parcel 46310, PT 2, on Lorne Street, south of the proposed Dynamic Earth, to allow for trail linkages to achieve a continuous pedestrian and bicycle circulation system.
- For consistency, and in view of a proposed public park use, rectify land use designation of the City owned lands in part bordering on Victoria Street, Brodie Street, Robert Street, and MacLachlan Street, from Private Open Space "PS" to Public Park "PP".

Special Concept Area

There are two major road intersections of the Nickel Mine Drive, i.e., with Elm Street to the northwest, and with Lorne Street (Hwy 17 W) to the southwest. They are very important access points to the West End Community and the Downtown. As "symbolic entry" to the community, demarcating the urban boundary, a "gateway" should be properly defined and appropriately designed with features or markers, incorporating special man-made and/or topographical features present (see Map 1).

There are also a number of elements that need to be integrated in a well-thought out design for the Big Nickel Drive/Elm Street intersection. They include the conspicuous presence of the road intersection itself, the crossing of the trail, potential trail access points features, the development of the surrounding open space as park use, and the markers or gateway features incorporating the words "Welcome to the West End Community"

In the entry to the south, the elements to be integrated into the design include, similarly, the crossing of the trail, the conspicuous road intersection and flyover, access to the Dynamic Earth, the potential surrounding development or redevelopment, and a proposed park development.

Action

- Consider preparing a conceptual plan as well as design guidelines addressing such elements as building heights, setbacks, ground floor facades and their differentiation from upper floors, use of materials and colours, lighting, landscaping and parking treatment. This would ensure design coordination of development or redevelopment of the Special Concept Areas and assist private and public sector agencies in their implementing roles.
- Alternatively, designate the Special Concept Areas as Special Policy Area and develop detailed policies, as well as design guidelines, to assist public and private sector agencies in the development or redevelopment of the area.

Either measure will ensure coordination of development activities of the various public and private stakeholders. On the one hand it should ensure coordination of the design of the overall development, and the detailed design of the various elements of public projects, i.e., gateway features, public park features, pedestrian and bicycle circulation linkages, and trail crossing. And particularly important, for the gateway to the south, is the opportunity of ensuring that the presence of the Dynamic Earth contributes to the development of an attractive gateway to the City, through a visible public entrance and other design considerations for the part of the site looking towards the road intersection.

Signage

The need was expressed by residents for street crossing signage for the benefit of children, handicapped, and pedestrians using the lane at intersection with Mary and Tuddenham Street, as well as for signage giving directions to park users that are not residents of the immediate area.

Action

- Provide signage on external streets, such as on streets off Lorne Street, and on the Big Nickel Mine Drive, to provide directions on accessing Delky Dozzi Park
- Provide street crossing sign at Pasadena Lane intersection with Mary Street and Tuddenham Street.

Drainage

Stormwater from the Big Nickel site together with the residential area around Dean Street and the light industrial development between Lorne Street and the CPR tracks, emerges from a culvert under the tracks and drains to Junction Creek through a short stream. This water is not only contaminated by normal residential road dust and garden fertilizer but also drains from the INCO slag pile and runs through a drain under the site of the former Canada Creosote plant along Lorne Street.

Action

- Siltation control measures and upstream storm management should be encouraged. In the interests of improving the water quality of Junction Creek, present day stormwater should not be allowed to enter the creek without at least being treated by natural processes in a wetland. Though a nucleus of such a small wetland is already present in one of the old meanders of Junction Creek next to the planned Trans-Canada trail, the preferred location is upstream and an alternative site should be considered.*

The feasibility and effectiveness of such a project should be investigated.

Note: Drainage comments prepared by David Pearson in consultation with Peter Beckett; December 3, 1999.

** Recommendation modified after to staff review.*



Transit

Direct links should be provided between the residential community and key community focal points, e.g., neighbourhood and community nodes and major community facilities, to provide residents with mobility choices and encourage the use of transit.

Action

- Reassess Transit Route No. 6 so as to provide convenient transit service to West End neighbourhood residents not only to the downtown but also to the commercial facilities on Lorne Street, at Walnut Street and Oak Street.

