



May 13, 2014

City Clerk  
Tom Davies Square  
200 Brady Street  
P.O. Box 5000 Station A  
Sudbury ON P3A 5P3

**Re: Sustainable Mobility Advisory Panel: Written Submission on 2014 Development Charges**

The mandate of the Sustainable Mobility Advisory Panel (SMAP) is to assist staff and Council in implementing a vision for a holistic approach to a multi-model transportation system where citizens can walk, cycle and/or use public transit efficiently and safely to get to their destinations. One of SMAP's objectives is to assist staff in implementing the recommendations made within the Sustainable Mobility Plan (2010). This in-depth document examines and makes recommendations for Sustainable Mobility for cycling, walking, transit use and the built environment. SMAP would like to see development charges encourage Sustainable Mobility within these four areas.

**Cycling and Walking Infrastructure**

Roads should be designed to accommodate pedestrians and cyclists safely and efficiently utilizing a Complete Streets approach. Developers should provide transportation infrastructure that includes all road users, not just cars. Like Transit, a line should be included under development charges for pedestrian and cycling infrastructure funding. This infrastructure should be provided in addition to planned road work, which should already include a Complete Streets approach.

With our changing demographic patterns, which involve an aging population and a move towards smaller families, the City should look at using development charges under the parks and recreation category to fund "linear parks". This Active Transportation infrastructure is greenspace infrastructure that can provide linkages between residential areas, schools and shopping areas (and other destinations) and much needed connectivity between existing pedestrian and cycling infrastructure. These networking pathways should not only provide an alternative to travelling by car, they also should make walking and cycling more convenient, enjoyable, and efficient than the car.

Developers who incorporate these elements into their residential plans should be rewarded with reduced development charges.



## Transit Use

The SMAP would like to congratulate Council and staff on the continued allocation of development charges toward the improvement and expansion of Public Transit. Public Transit reduces road congestion and demand for parking. It provides a transportation alternative for those residents who do not have a car, are unable to drive a car, or prefer not to use one. It also provides a connection between labour and places of work, thereby supporting our workforce, businesses and economy as a whole.

To encourage growth of a more efficient transit system, SMAP recommends looking at some of the recommendations from the Ontario Ministry of Transportation's "Transit-Supportive Guidelines". The document recommends reducing "development charges...for incorporating transit stops into designs and providing transit passes to new residents".<sup>1</sup> It also recommends that single-occupant vehicle use (and thereby wear and tear on our expensive to maintain roads) can be reduced through various incentives, including "reducing development charges for new developments that include reduced parking, provide a mix of uses or that encourage use of transportation alternatives".<sup>2</sup> These transportation alternatives can also include cycling and pedestrian infrastructure, as well as transit infrastructure.

## Built Environment

To further encourage Sustainable Mobility, development charges should be lower for mixed use projects (i.e. projects that combine both residential and commercial elements), encouraging residents to walk to their destinations, thereby reducing wear and tear on the City's roads. Development charges should also be lower for infill projects and in town centres where there are already existing Active Transportation and Transit services versus Greenfield projects where Sustainable Mobility infrastructure does not exist.

SMAP is pleased to see that the report from the Chief Financial Officer on development charges state, that that "in accordance with the Growth Plan for Northern Ontario, staff will be undertaking a nodes and corridors study to review increasing densities and development opportunities along major street corridors and strategic areas of the City".<sup>3</sup> With our aging population and move to smaller families our

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<sup>1</sup>Ontario Ministry of Transportation (2012). Transit-Supportive Guidelines (page 149)  
<http://www.mto.gov.on.ca/english/transit/supportive-guideline/transit-supportive-guidelines-2012-en.pdf>. Last visited May 12, 2014

<sup>2</sup> Ontario Ministry of Transportation (2012). Transit-Supportive Guidelines (page 149)  
<http://www.mto.gov.on.ca/english/transit/supportive-guideline/transit-supportive-guidelines-2012-en.pdf>. Last visited May 12, 2014

<sup>3</sup> City of Greater Sudbury: Chief Financial Officer/City Treasurer (April 9, 2014). "Staff Report: Proposed Changes to the City's Development Charges By-Law and Rates". <http://www.greatersudbury.ca/sudburyen/assets/File/DCReportApril15.pdf>. Last visited May 12, 2014



City will need an increase in smaller housing options in more walkable neighbourhoods that have access to convenient transit.

## Conclusion

Active Transportation provides many community benefits including improved health outcomes, reduced traffic and congestion, reduced road costs, reduced parking demand, and reduced personal transportation costs.

The SMAP supports Council and staffs' efforts to ensure that developers take responsibility for implementing Greater Sudbury's Sustainable Mobility Plan in their development. The allocation of development charges toward Active Transportation and Public Transit will ensure a vibrant and progressive community development.

Sincerely

Your Sustainable Mobility Advisory Panel

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