

# DONOVAN

## ACTIVE NEIGHBOURHOOD VISION



City of Greater Sudbury, Ontario

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*Cover page photo credit: TCAT*

# TABLE OF CONTENTS

<b>National &amp; local project introduction</b>	<b>5</b>
<b>Social &amp; physical characteristics</b>	<b>8</b>
<b>Movement patterns</b>	<b>10</b>
<b>Local experience</b>	<b>13</b>
<b>Guiding principles</b>	<b>19</b>
<b>Donovan neighbourhood vision</b>	<b>21</b>
<b>Engagement and programming</b>	<b>23</b>
<b>Enhanced public space</b>	<b>26</b>
<b>Improving safety</b>	<b>29</b>
<b>Getting around</b>	<b>31</b>

# National project introduction

Active Neighbourhoods Canada (ANC) is a national partnership of organizations bringing participatory planning to 12 communities in Alberta, Ontario and Québec. ANC works with local partners in each community towards changes in the built environment that encourage active transportation, active public spaces and active, engaged citizens. This document illustrates the fourth Ontario community to join the ANC project: The Donovan neighbourhood in the City of Greater Sudbury (CGS). It is a snapshot and represents a community vision that informs future Community Improvement Planning.

The Active Neighbourhoods project employs lessons learned from the 'Green Active and Healthy Neighbourhoods' pilot created by the Montreal Urban Ecology Centre and further adapts the methods to suit local contexts.

Each local project is divided into three phases, as described on the right.

## Phase 1: Understanding

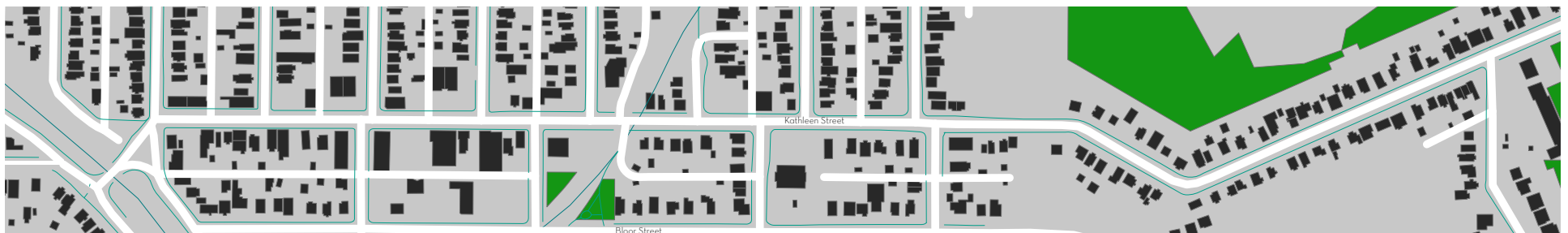
The goal of the first phase is to understand the current context of the neighbourhood in order to identify potential improvements and constraints related to mobility. Different data collection methods are used to create a 'Portrait'; including field surveys, review of existing documentation and consultation activities.

## Phase 2: Exploring

The objective of Phase 2 is to establish a common vision, define priorities for action, and propose solutions that respect the local identity and practices of the neighbourhood. During this phase a Citizen's Forum and a Professional Workshop is held.

## Phase 3: Building

Local partners collaborate on a Community Plan outlining goals and design solutions. The plan is used as a tool to strategize and partner with local municipal officials, transit authorities, other levels of government, as well as institutions, retailers and individuals towards the incremental implementation of these goals.



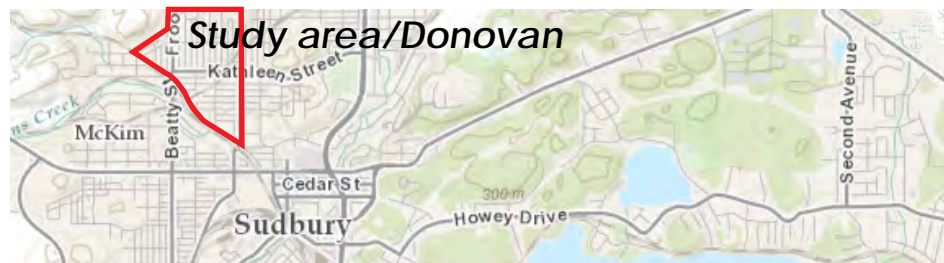
**Kathleen Street commercial area**

*Illustration credit: TCAT*

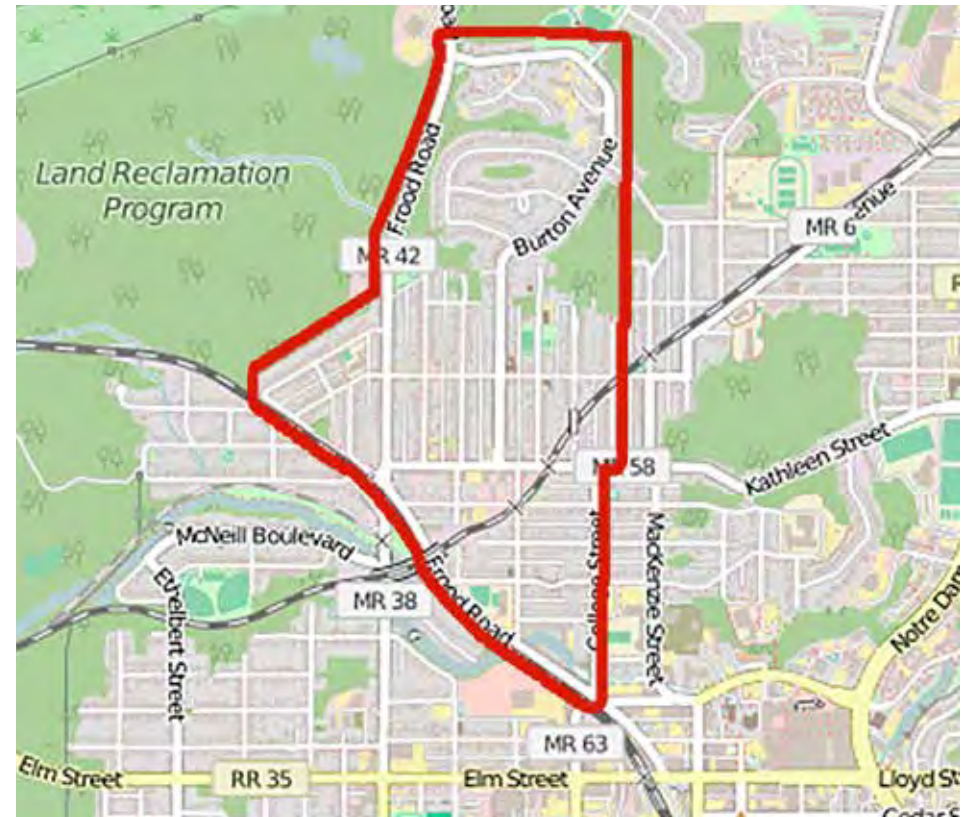
# Local project introduction

The Donovan is a neighbourhood to the northeast of the downtown core in the City of Greater Sudbury. As we found in our conversations with residents, the boundaries of the 'Donovan' vary, depending on who you talk to. The area marked in red shows the study boundaries that were decided on. There is a general consensus that the Kathleen Street commercial area constitutes the 'heart' of the community, as it is home to popular commercial destinations as well as a series of town halls for various groups that have settled in the Donovan over the years. The small lots and narrow lanes in the Donovan give the neighbourhood an intimate, village-like feeling, while also providing the foundation for an extremely walkable neighbourhood.

Active Neighbourhoods, in partnership CGS, EarthCare Sudbury has worked over the past year to engage stakeholders in the creation of a vision to improve public space and walkability in the Donovan. This vision is meant to form the foundation for a revised Community Improvement Plan that could be undertaken by the Municipality.



**Greater Sudbury**  
Map credit: City of Greater Sudbury



**Study area/Donovan**  
Map credit: City of Greater Sudbury



**Kathleen Street commercial area**  
Illustration credit: TCAT

# Local project introduction: overview

## DONOVAN ACTIVE NEIGHBOURHOODS VISION

Understanding the Neighbourhood:  
What are the barriers to a walkable Donovan?  
\*conduct survey, asset mapping, community research and dialogue with residents

Exploring Solutions: What can we do about it?  
\*Present Neighbourhood Portrait to relevant professionals and brainstorm solutions  
\*Present ideas for citizen feedback once drafted

Building a strategy: How can we get it done?  
\*Present Neighbourhood Vision to City Council  
\*Develop partnerships to implement community ideas



Photo credit: TCAT

## ...as a foundation for an updated COMMUNITY IMPROVEMENT PLAN

Building the Foundation:  
\*Getting ready \*Needs identification \*Community engagement

**GOAL:**  
*To increase pride in the community through becoming a model for active transportation and healthy living*

- OBJECTIVES:**
1. *Community engagement and events: To make public space more welcoming through ongoing cultural programming and engagement of residents*
  2. *Enhanced public space: Physical interventions in the public realm to make spaces more welcoming and useful*
  3. *Improving Safety: Programs and physical changes targeted at improving public safety*
  4. *Getting around: Changes to infrastructure that specifically encourage active modes of transportation*

Preparing the Plan:  
\*Research and analysis \*Strategic policy development  
\*Marketing strategies \*Monitoring policies \*Internal action plan

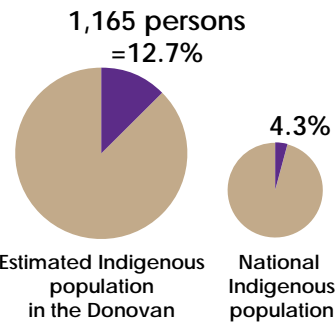
Implementing the Plan:  
\*Program establishment \*Program promotion

The 'Active Neighbourhood Vision' is designed to fit into the larger Community Improvement Plan (CIP) process. The goals of this document are intended to become the foundation for the preparation of a revised CIP. Through combining the two initiatives into one we hope to streamline the process for community improvements and also to ensure decisions are reflective of the diverse voices of residents. The graphic on the left gives an overview of how this project could fit into the typical CIP process and also summarizes the goals established by this project. Steps for a typical CIP process can be found here (<http://www.mah.gov.on.ca/Page1297.aspx>)

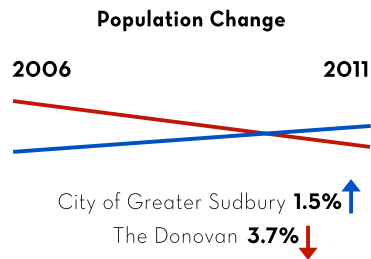
# Social & physical characteristics

## Demographics & Housing

Historically, the Donovan has been home to a mix of ethnic groups as represented by the languages spoken and by the cultural halls found in the neighbourhood. The Donovan has experienced a slow decline in population over the past 20 years and has a lower average household income than the CGS as a whole. Simultaneously, a growing Indigenous population calls the Donovan home. At the new St. David Catholic Elementary School, where over 40% of students are Indigenous, Ojibwe as a second language is offered as part of the curriculum.



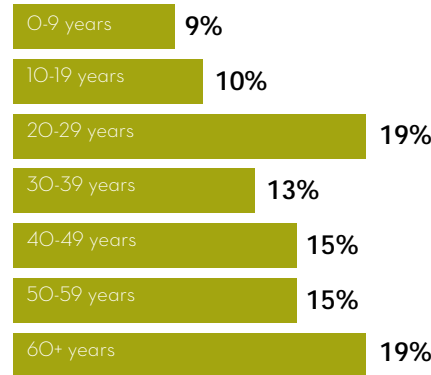
Source: 2011 National Household Survey



City of Greater Sudbury, 2015

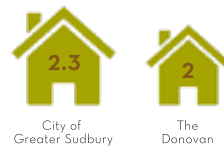
\*All data on this page, unless otherwise indicated is from the Donovan Community Profile, 2015

### Age Distribution in The Donovan

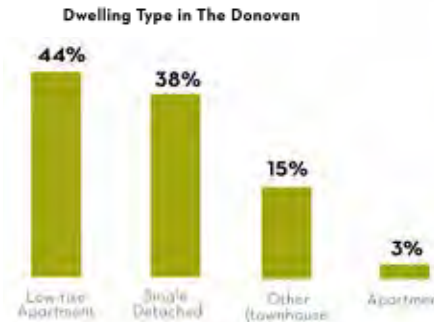


City of Greater Sudbury, 2015

### Average Household Size



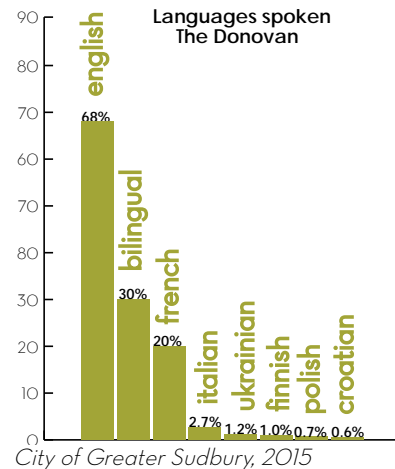
Source: 2011 National Household Survey



3060

....houses in the Donovan

density.



\$76,772

\$46,524

The Donovan Greater Sudbury

**Average Household Income (2011)**

City of Greater Sudbury, 2015

# Social & physical characteristics

## Land Use and Zoning

Primarily a low density residential neighbourhood, the Donovan is surrounded by a mix of institutional and open space uses and is bisected by the vibrant Kathleen Street, where most buildings fall under the general commercial designation.

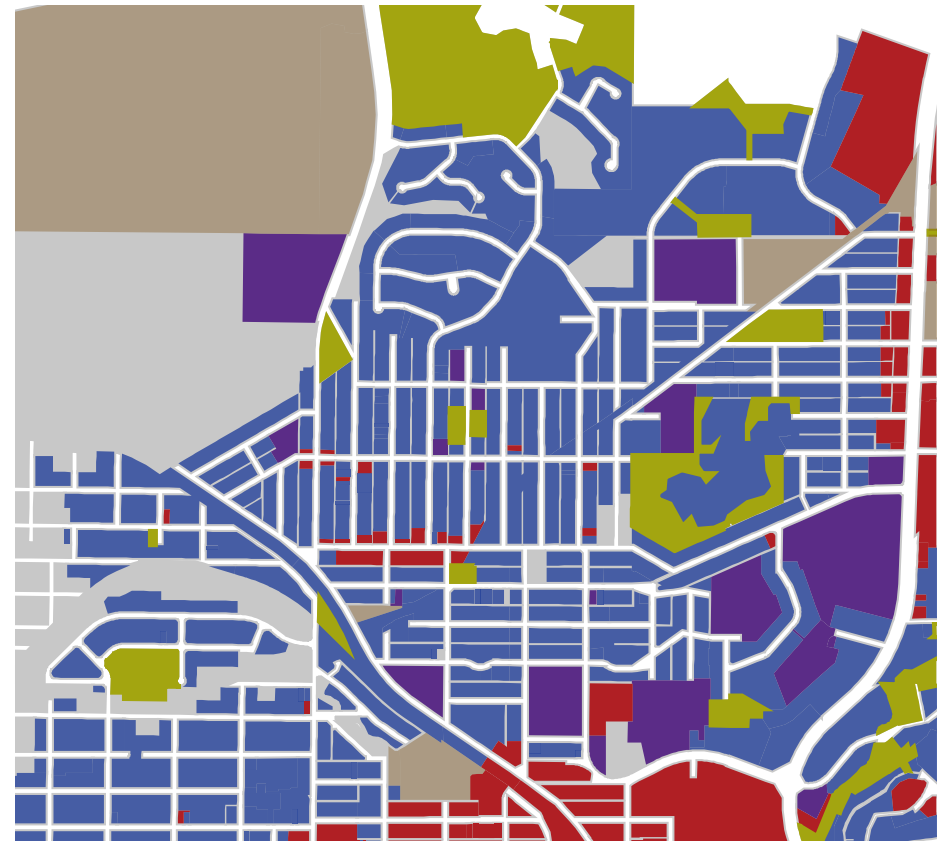
The narrow lots, small block size and proximity to commercial areas, make the Donovan highly walkable.

The Kathleen Street commercial area is included in the 2012 Town Centre Community Improvement Plan which enables certain main street areas outside the downtown core to utilize financial incentives for improvements. The Town Centre CIP provides rebates for development fees and taxes; facade and building improvement programs as well as grants for businesses to carry out feasibility studies (source: Town Centre CIP 2012).



**Kathleen Street enlargement**

*Illustration credits: TCAT*



- RESIDENTIAL
- COMMERCIAL
- INSTITUTIONAL
- PARK
- INDUSTRIAL
- OPEN SPACE

**Donovan land use map**



# Movement patterns

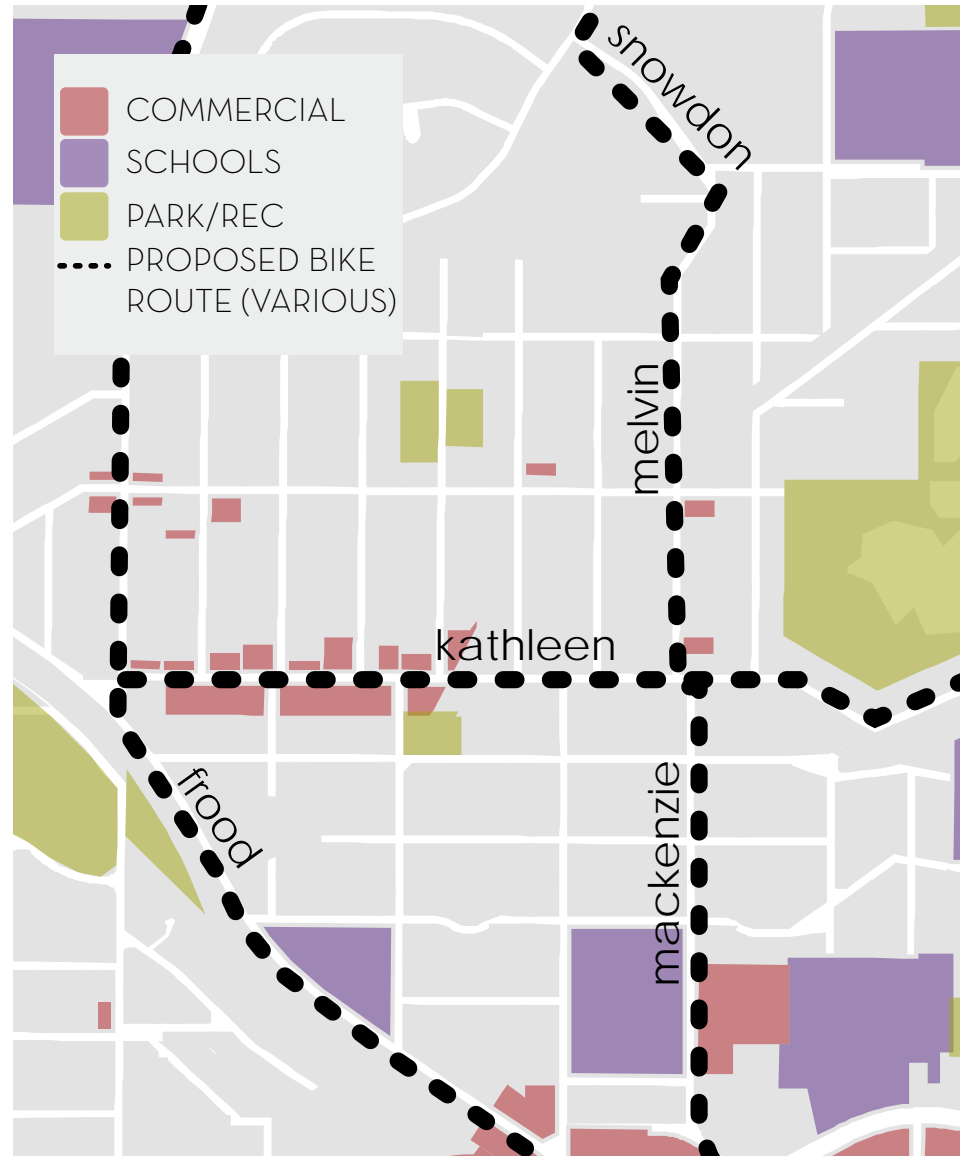
## Active Transportation Planning

Section 6 of the updated Transportation Master Plan (TMP) is entitled 'Active transportation: cycling and walking'. It outlines the various benefits of promoting active transportation in Greater Sudbury. Of particular interest to this study are the health and fitness benefits to local Donovan residents as well as the proven economic benefits that could benefit the Kathleen Street commercial area.

This plan is guided by a series of network planning principles which are expressed as a matrix to evaluate any future decisions to ensure they fit with the proposed plan. The principles promote routes that are: visible; connected/ linked; integrated, attractive & interesting; contain facility type variation (for different user groups); accessible; sustainable; context sensitive and cost effective.

Ranging from raised cycle tracks to signed bicycle routes, the plan proposes a series of types of bicycle infrastructure, predominantly on-road bike lanes and routes. The image on the right shows the planned bike routes that will have an impact on improving active transportation in the Danovan.

\*note that all recommended bike lanes are under the medium term in the phasing plan (6-10 years).



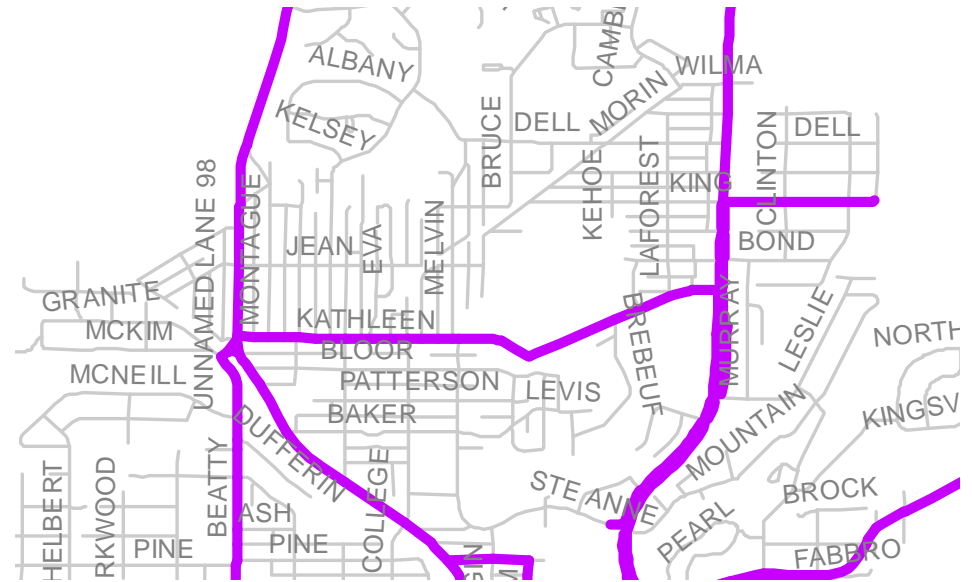
**Recommended bicycle routes (TMP)**

*Illustration credits: TCAT*

# Movement patterns

## Street classification & traffic volume

Kathleen Street and Frood Road are two main collector roads that impact travel in the neighbourhood. These are also the highest traffic volume areas and are designated trucking routes. It is important to note that these higher volume streets are sites for recommended signed bike routes in the next 10 years. A signed bike route will propose recommended routes to cyclists and alert driver to their presence, but not provide any separation between modes. Trucks pose specific danger to cyclists due to their high chassis, which can trap a cyclist under the bed. Infrastructure with a higher degree of separation between trucks and cyclists and care in road design can avoid these types of crashes.



**Local trucking routes**

*City of Greater Sudbury. Designated Truck Routes, 2010*



**Collector traffic volume**

*Illustration credits: TCAT*



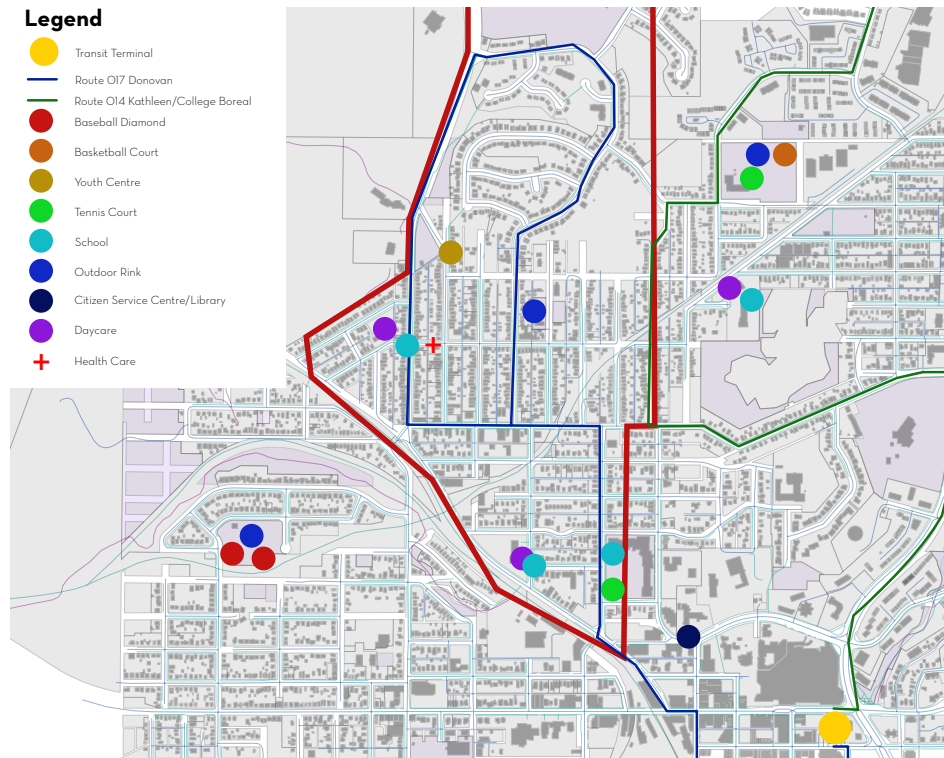
**Kathleen & Frood**

*Map data: Google*

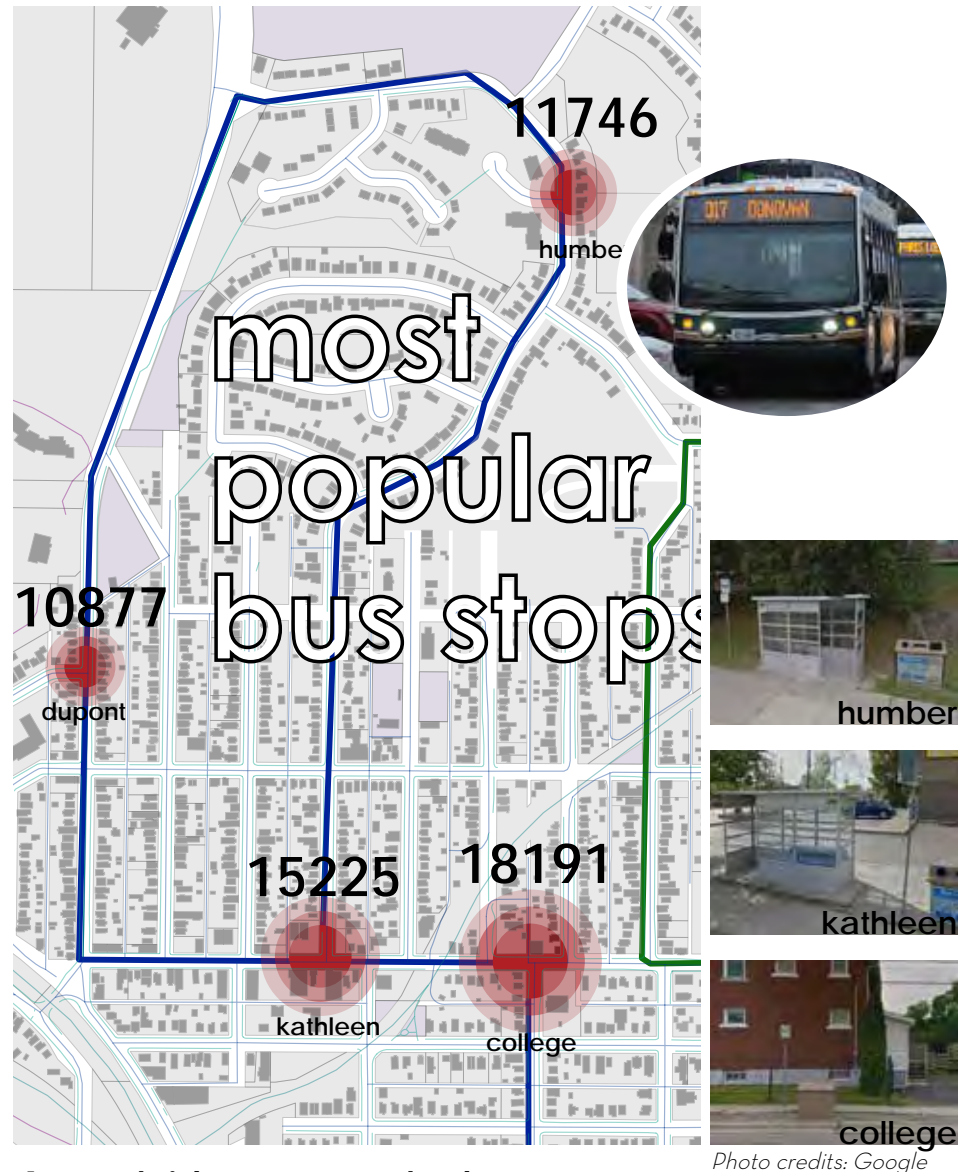
# Movement patterns

## Transit ridership and layout

Transit is an important means of travel in this neighbourhood. The Donovan bus route is a convenient way to get downtown and connect with the rest of the city. Encouraging attractive and safe routes to these bus stops, as well as providing shelter and seating is an important aspect of planning for active travel in the Donovan.



**Transit routes and key destinations**  
Illustration credit: TCAT, data from City of Greater Sudbury



**Annual riders at popular bus stops**  
Illustration credit: TCAT, data from City of Greater Sudbury

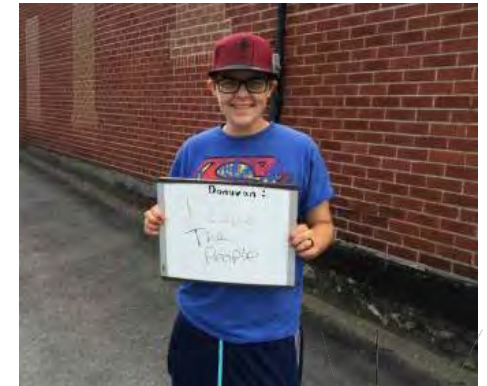
# Local experience

## Values to strive for...



Photo credit: TCAT

At the beginning of the Donovan Active Neighbourhoods Project, the convening group, a consortium of municipal staff, non-profit stakeholders and community representatives established a series of values as guiding directives for the project. The group saw inclusivity, affordability and healthy as the top three values for the future of the Donovan. On the right, Donovan residents share what they love about the neighbourhood, and how they see themselves fitting into it.



Photos of local residents



# Local experience

## The heart of the community

The Kathleen Street commercial area is the heart of the neighbourhood, containing a mix of commercial services and cultural establishments. The street has a historic fabric that is amenable to walking and recent traffic calming measures including bulb-outs at corners have created a safer pedestrian environment. The street is also home to an active commercial community that enlivens the street with well-kept and colourful facades.



Illustration: TCAT

### Kathleen Street commercial area



Illustration: TCAT

## 'One-storey' town

Sudbury is known as a 'one-storey town', and it's not surprising. This image, created by the City, shows all the land areas of southern Ontario cities fitting easily into the area of Greater Sudbury. The pre-eminence of small one storey homes in a spread out geography, makes it heavily car-dependent. However, Greater Sudbury is also a constellation city, made of a series of clusters of higher density. The Donovan, could be a model for a future of highly walkable nodes within a larger municipality.

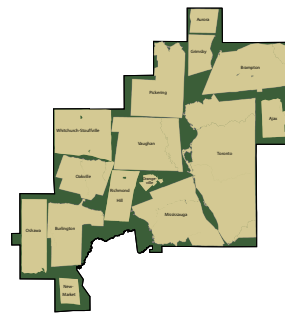


Illustration: CGS



### Historic photo, Donovan

By 363FroodRd / 573PineSt [CC BY-SA 2.0 (<http://creativecommons.org/licenses/by-sa/2.0>)], via Wikimedia Commons



# Local experience

## Community mapping

From the heart of the Donovan, the image on the left gives you an idea of how far you can walk in 5 minutes in any given direction. Information that shows people that walking is a feasible option in their community, is a low-cost way to encourage walking in the short-term while longer term supportive infrastructure is developed.

There are also many other destinations that may be reachable by foot. The graphic below presents ideas for wayfinding in the community.



Illustration: TCAT

Our asset mapping exercise showed that residents have mixed views of Kathleen Street in particular. An online poll from the Sudbury star website in 2013 also shows similar results (Sudbury Star 2013 <http://www.thesudburystar.com/2013/08/07/donovan-a-good-place-to-live>). People feel at once proud of and also tend to avoid Kathleen Street. This could be indicative of the mix of residents that call the Donovan home, and it also could point to the perception of Kathleen Street feeling safe at certain times of the day. The encouragement of active, open facades and good street lighting is important to encourage more 'eyes on the street'



Illustration: TCAT



# Local experience

## Community mapping

The map on the right illustrates some of the popular destinations that are within a short walk or bike ride away. Many of these destinations are spaces for physical activity that are open to the public, including options for winter activity. The red dashed line highlights key routes that link those destinations within the neighbourhood and adjacent neighbourhoods. Improved amenities for pedestrians and cyclists should be considered a priority along these routes.



# Local experience

## Community survey

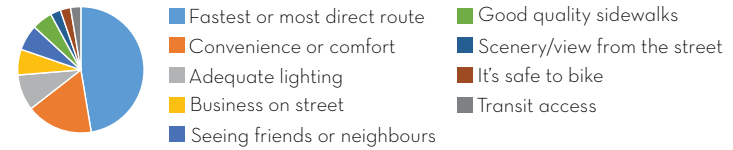
In Phase 1 of the ANC Donovan Project we surveyed over 100 people in the neighbourhood to get an idea of resident's experience of using the streets, and to understand barriers to active forms of travel. The graphics on the right show some of the data broken down by street.

Not surprisingly, the most common reasons that people choose a street are due to comfort and convenience. On the other hand, the reasons that people avoid certain streets are often due to feelings of a lack of safety, both in terms of suspicious activity and also due to dangers from traffic.

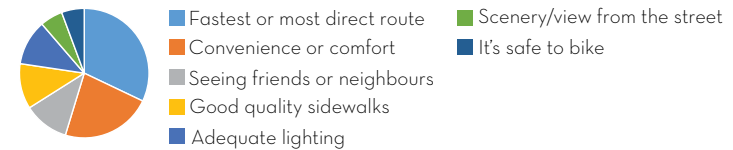
***In our survey overall, the top two reasons people avoided streets were safety concerns related to suspicious behaviour & also due to traffic....***



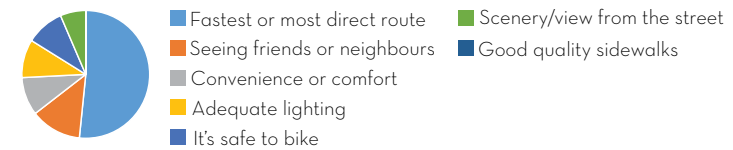
### Reasons people choose Kathleen Street



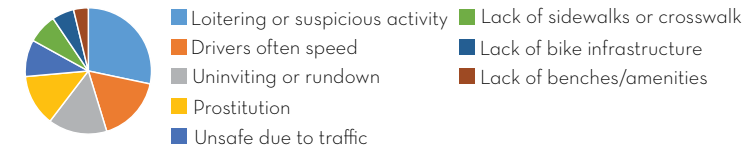
### Reasons people choose Froid Road



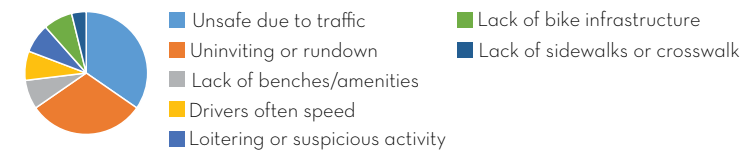
### Reasons people choose Burton Avenue



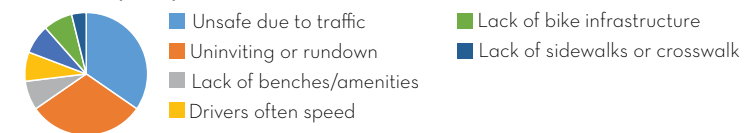
### Reasons people avoid Kathleen Street



### Reasons people avoid Melvin Street



### Reasons people avoid Froid Road



Source: Community survey, TCAT & EarthCare Sudbury



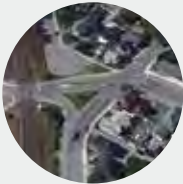
# Local experience

## Local opportunities for enhanced public space

### areas of improvement based on 9 key criteria

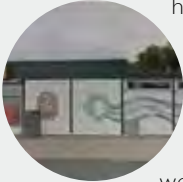
#### PROTECTION

protection against traffic -feeling safe



pedestrian amenities at highest volume intersection

protection against crime and violence-feeling secure



encouraging transparent, well-lit commercial facades

protection against unpleasant sensory experiences



street trees to provide wind protection

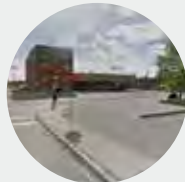
#### COMFORT

opportunities to walk



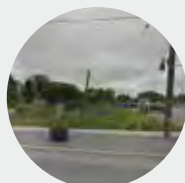
pedestrian routes to downtown

opportunities to stand/stay



programming/public art on street corners

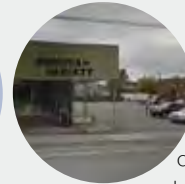
opportunities to sit



improved public seating

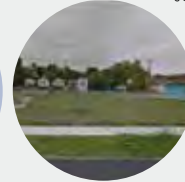
#### ENJOYMENT

human scale



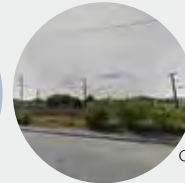
human scale amenities added to shop fronts (i.e. tables, chairs)

opportunities to enjoy positive aspects of climate



improved winter activities in local parks

positive sensory experience



views and connections to nearby parks

Illustration: TCAT



# Guiding principles

Look for these symbols to link principles with each strategy in the neighbourhood vision...



## Diversity

Neighbourhood planning is reflective of residents' voices & is engaged with the community on an ongoing basis. Further, planning decisions strive to maintain economic, social and cultural diversity by providing affordable and accessible food, housing and transportation options.



## Mobility and Connectivity

The Donovan should include safe and efficient routes connecting key destinations. People should have multiple options for getting around and all modes of travel should have the necessary amenities.



## Identity

Through unique and appealing interventions in public space and through events that celebrate the culture of the neighbourhood, planning efforts should work to instill pride and ownership in the community, enhanced shared spaces that have a unique and appealing character,



## Active & Healthy

The Donovan should have plenty of opportunities- both permanent and temporary- that encourage active and healthy lifestyles. Places for people to have fun within the neighbourhood are an important part of keeping the neighbourhood vibrant.



## Safety

Changes in the neighbourhood should improve feelings of safety in public spaces. Opportunities to improve lighting and generally to make any shared space more visible is encouraged. Further, efforts to mitigate vehicle crash prevalence should be taken.



## Green

Greater Sudbury has a rich natural heritage that has undergone remarkable rejuvenation in the last few years. Local neighbourhood planning should respect the environment by providing space for natural systems to function properly.

# Guiding principles

## Guiding documents

This vision is supported by the principles of a number of other official documents produced by the City of Greater Sudbury. Planning communities is an incremental process, where one document or set of decisions informs the next initiative. Some key documents that have informed this project are as follows.

### **Greater Sudbury Official Plan, 2006**

Section 1.3.1 of the OP states that Greater Sudbury has adopted the 'Healthy Community' model. Many of the tenets of this model are supportive of the goals of ANC model. They are as follows:

- citizen engagement in community decision-making processes;
- employment opportunities;
- accessible recreation programs and facilities;
- accessible health care and fitness facilities;
- protected natural areas;
- sound municipal infrastructure;
- an inclusive, diverse and tolerant community;
- social supports;
- a unified city;
- a safe city;
- a child and family-friendly city;
- educational opportunities; and,
- community vision and leadership

### **City of Greater Sudbury Transportation Master Plan, updated 2015**

"The City of Greater Sudbury has the opportunity to create an environment that is supportive of all modes of

transportation including walking and cycling. Infrastructure such as sidewalks, trails, bike lanes, benches and sign treatments all contribute to an improved active transportation system, but these alone will not produce a fully supportive system for the City. It is recommended that programs be put in place to support active transportation. These should focus on education, encouragement, enforcement, partnerships and support features".

### **The Donovan Community Improvement Plan 1995 and the Town Centre Community Improvement Plan 2012**

The previous Donovan CIP was completed in 1995. Many of the goals in that Plan were achieved. Future CIP's should build upon these improvements. Further, Kathleen Street falls under the Town Centre CIP which extends many of the programs from the Downtown CIP to other commercial nodes in the city.

### **The Donovan Community Profile, 2015**

This document contains a wealth of information about the demographics, history and culture of the Donovan neighbourhood. It has been a useful tool in the creation of this vision.

# Donovan neighbourhood vision

## GOAL

To increase pride and ownership in the community through becoming a model for active transportation and healthy living



The strategies below were proposed as responses to community feedback. They were developed by participants in our professional workshop.



Community engagement and events: to make public space more welcoming through cultural programming and events

- Partnerships for public art
- Community hub with centralized services
- Donovan food festival of cultures
- Donovan guide



Enhanced public space: physical interventions in the public realm to make spaces more welcoming and useful

- Development of underused space
- Improvements to Antwerp Playground
- Identity infrastructure



Improving safety: programs and physical changes targeted at improving public safety

- Speed limit reduction zones
- Porch lighting program
- Safety improvements to rail crossings



Getting around: changes to infrastructure that specifically encourage active modes of transportation

- Make Froid Road a complete street
- Changes to Kathleen and Froid intersection
- Improved pedestrian infrastructure on main roads
- Bus shelter improvement program

# Donovan neighbourhood vision



# Engagement and programming

## Overview

Public space feels welcoming when there are people engaging in a multitude of activities. A critical mass of people, or 'eyes on the street' also helps people to feel safer. In medium to low-density neighbourhoods there are often not enough destinations and population to reach this critical mass. Programming and cultural events that provide new ways for people to engage in the community is an excellent strategy to build community cohesion. This section outlines proposed initiatives for community engagement and programming that build on existing partnerships and assets.

## Partnerships for public art



Drawing on the diverse history of the Donovan, public art (wall murals, street murals, sculptures) can enliven open spaces while giving local artists opportunities for exposure. These are 'quick wins' that can be achieved with minimal investment.

The Donovan has been home to community arts group Myths and Mirrors since 1996. Myths and Mirrors has a mandate to educate and promote public participation in the arts. Providing further funding for community arts groups, the

City of Greater Sudbury can improve feelings of ownership and identity. Another possibility would be a matching funds program between local businesses and the City which would provide funds for artistic improvements to facades. Finally, the alleyways may provide opportunities for improvements through public art partnerships. An inspiring precedent for this can be found in Detroit with The Alleyway project (TAP).

Funding for public art should be coupled with a program to remove graffiti that is seen as threatening by residents.

### Local examples of public art projects



*Mackenzie Street at corner of Kathleen Street*



*Percovich Lane, behind Dave's Emporium*

### Possible locations for siting public art projects



*Alleyways throughout the Donovan*



*Montague Street stairs*



*Pedestrian bridge at Eva Avenue*

*Photo credits: Google*

# Engagement and programming

## Community hub



As an alternative to building public space outdoors, the development of a hub was proposed to create indoor space for community programming and services. Residents perceived gaps in services for the Donovan. They felt a community hub could include a number of “outposts” from a variety of sectors to improve local access. These could be satellite offices for the Sudbury & District Health Unit or other agencies. The idea of an integrated environment was suggested to be dynamic and responsive to community needs. This means that over time, the groups that have space within the hub may transition if new services are developed or if different community groups decide to take up space within the hub. Although this hub could be an excellent meeting point for creating community connections, it is still a preliminary idea. To further plan for the development of a community hub there would need to be conversations with service providers to assess capacity to provide satellite services, conversations with residents about which services are required and how to manage the use of the community space provided in the hub, and finally a space would need to be identified and acquired to host the hub. One of the suggested spaces that could be used is the old St. David School.

## Food festival of cultures



Food can be an excellent way to connect people in a community. In a neighbourhood like the Donovan, which is full of diverse cultures and people, food can be a way to share cultural experiences among groups and build local pride. A local food festival could animate the community and remind residents of all that the Donovan has to offer. This festival could also be a way to help address some of the negative perceptions that residents across Sudbury appear to have regarding the Donovan. In visiting, tasting and sharing in the rich history of the Donovan, the neighbourhood can begin to address the stigma that exists. One option for making the food festival a reality is to shut down Kathleen Street to cars and have restaurants, bakeries, other food stores, and community groups set up booths to sell food specifically for the event. To make the event affordable to all, one dish, such as an appetizer or snack could be available at each booth for under \$5. This would encourage people to try a little bit of food from each vendor and learn about the history and culture of various groups including local French, Ukrainian, Italian, vegan, Polish, and traditional Anishnaabe foods.

# Engagement and programming



Photo credit: Coalition for a Liveable Sudbury



Photo credit: Coalition for a Liveable Sudbury

## Donovan guide



A “community guide” for the Donovan was proposed as a way to build on some of the asset-mapping activities that were undertaken as part of this project. This guide would provide information about Donovan businesses, community facilities, and recreational opportunities for both local residents and visitors. To develop the guide, it was proposed that additional community input be gathered about people’s favourite places to visit and things to do. Many different formats were suggested for the guide: an online tool, a pamphlet or even a community mural that maps out prominent locations. The guide was suggested as a result of the ANC professional workshop because of its capacity to continue building connections among residents through further engagement while developing a resource to showcase local identity and community pride. Recent work by the Coalition for a Liveable Sudbury has already begun mapping out locations in the Donovan with their low-cost walk-sign intervention to highlight how long it takes to walk to key destinations in the neighbourhoods and improve wayfinding for pedestrians. The project is inspired by <https://walkyourcity.org/>.

For details visit <http://walksudbury.ca/>



# Enhanced public space

## Overview

Public space can be improved through small-scale physical interventions that produce effects throughout the neighbourhood. This approach is known as 'urban acupuncture'. If the sites for interventions are thoughtfully chosen and designed appropriately they can be a very cost-effective means of making a neighbourhood feel vibrant, safe and healthy. The following section outlines recommendations for implementing urban acupuncture in the Donovan.

## Development of underused space



Throughout the ANC project in the Donovan, members of the community and professionals have identified some key spots that are neglected and would be suitable for new uses. Depending on the ownership of the land, uses could be temporary or permanent. Two locations in particular stand out as spaces of opportunity for development of new uses. First, the triangle shaped zones created by intersection of the rail corridor and the city grid, and secondly, the large empty lot at Kathleen and Burton Streets. The photo above shows



Photo credit: Google

underused spaces near the rail corridor. This space has been identified as a potential spot for mini-park developments that can be used as recreational space and can house outdoor gym equipment. Outdoor gym equipment is becoming popular across North America as a way to encourage adults to be active in public space. Below is the local Nepahwin Gym, built in 2013. Further study is required to determine whether this site is suitable as a safe location for gym facilities.



Photo credit: CGS

# Enhanced public space

The second area of opportunity is the empty lot at the corner of Kathleen and Burton Streets. This intersection is considered a central node in the neighbourhood for pedestrians and transit users. While it remains vacant, the commercial-zoned property at the corner could be home to a multitude of temporary uses. The lot could function as a community garden with raised food-growing beds, as well as providing some comfortable seating, some inviting green space and a library lending box. The lot would function as a semi-permanent public plaza in the heart of the neighbourhood.



Illustration: TCAT

**Temporary plaza/ community garden in empty lot at the corner of Kathleen and Burton Streets**

## Improvements to Antwerp Playground



The Donovan has a number of existing parks. Improving on these assets should be a focus of the updated CIP. Improvements in the last CIP to Victory Park have proved successful, as shown by asset-mapping exercises. It is now time to shift focus to Antwerp Playground.

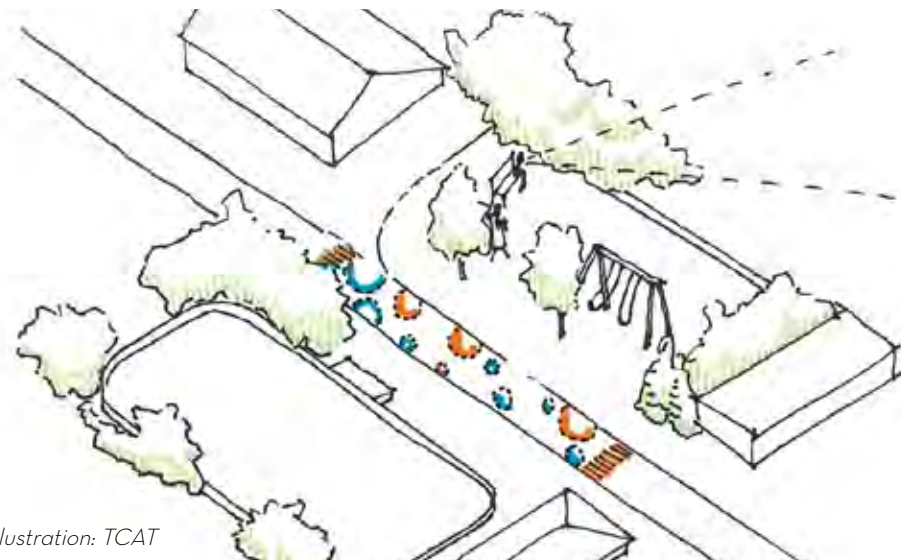
The skating rink in Antwerp Playground is popular in the winter. However, it is only staffed by one dedicated volunteer. Resources should be directed towards ongoing maintenance of this asset. Further, physical interventions can be implemented in order to make the park more attractive year-round. Adding seating in the park will make the park more useful for parents watching their children, and also provide resting spots for people of all ages. Seating for parents will also help to make the playground feel inviting to younger children, as kids in the neighbourhood feel that the park caters more to older kids at this time.

Antwerp Playground is seen as a potential location for partnerships with community-based art groups and the School

# Enhanced public space

of Architecture. Programs to paint the rink could add some colour to the park, and a partnership to design and build temporary winter 'warming huts' with students at the McEwen School of Architecture, would be an excellent way to celebrate Antwerp Playground as the 'winter park' in the Donovan.

Antwerp Playground is unique in that it has a public road running through it. There is an opportunity to make the park feel more cohesive by adding a street mural. This can provide visual traffic calming, although care should be taken to ensure that it is still clear to children that it is a street. The park is also situated on a hill, giving it an excellent view of the surrounding area. Seating should take advantage of the view looking southeast.



*Illustration: TCAT*

## **Improvements to Antwerp Playground**

## Identity infrastructure



The Donovan is well poised to be a model community for demonstrating an active public realm, and a community that encourages active transportation. For this reason it is proposed that a series of 'identity infrastructure' pieces are installed in the neighbourhood to communicate that the Donovan is a distinct and unique place and is working towards being a leader as a walkable and safe community.

A variety of public amenities have been identified as 'identity infrastructure'. Bus shelters could have a unique design in the Donovan (also discussed in Getting around section). The neighbourhood could have a new welcome sign that announces to visitors that it is a model community. Street sign toppers could be introduced to provide identity to the Donovan. Ordinary looking utilities and amenities such as planters, garbage cans and electrical boxes could be painted to reflect the diversity and culture of the Donovan. As previously discussed, there are many opportunities with local art and design groups who could add an artistic flavour to the streets.

The community has also expressed interest in illustrating the history of the neighbourhood, either through publicly posted historical photos, or placards with trilingual information.

# Improved safety

## Overview

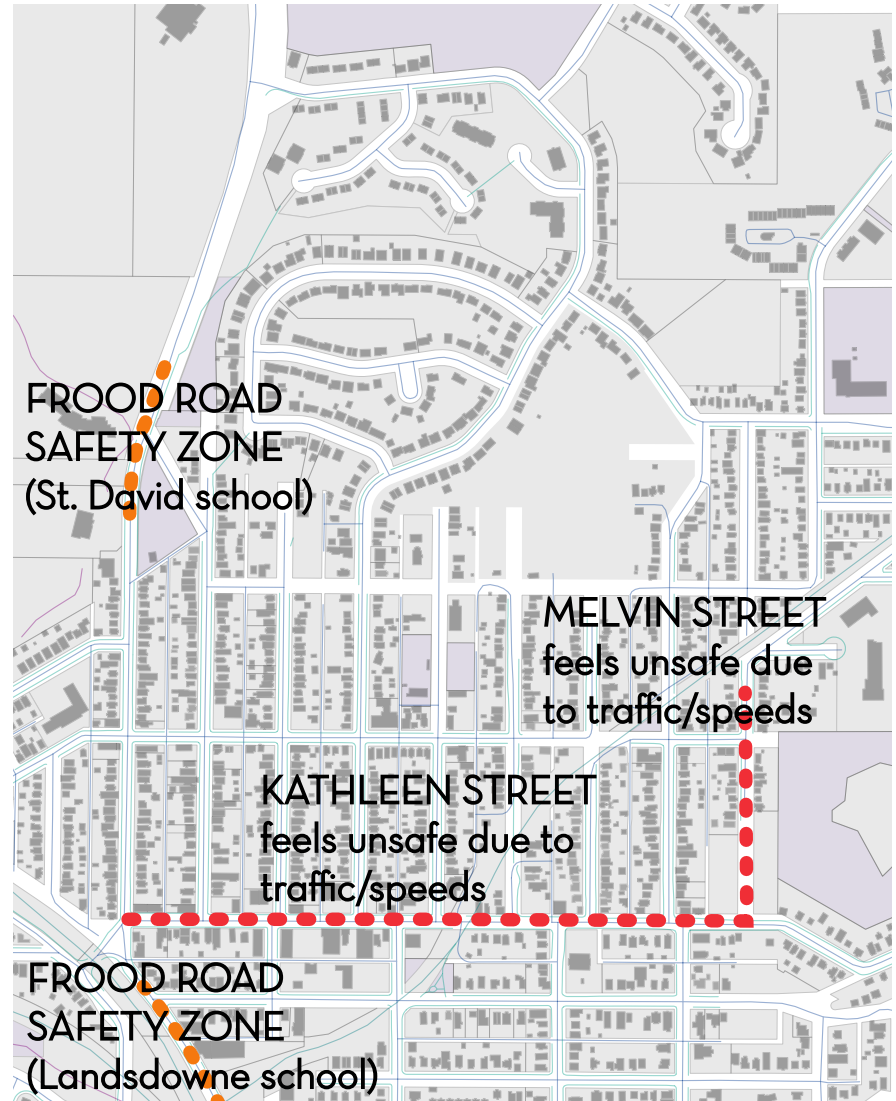
In our survey we identified a lack of perceived safety as the predominant reason why people do not like to travel by foot in the Donovan. Safety concerns were of two types: those relating to loitering and suspicious activity, and those related to traffic, especially for young people. The strategies proposed are intended to improve feelings of safety in public spaces and streets in the neighbourhood.

## Speed limit reduction zones



The likelihood of injury and/or death decreases dramatically when cars slow down. Measures as simple as reducing speed limits in areas where there is heavy pedestrian traffic can have a significant impact on the safety of a neighbourhood. Since the beginning of this study in 2015, the Donovan has seen the creation of the school safety zone which reduces speed limits from 60km to 40km on Frood Road near Lansdowne School and near St. David School.

Further study to determine whether a larger neighbourhood safety zone is warranted is encouraged. Our survey noted streets which feel unsafe due to traffic and driver speeds. Reducing speed limits at other points in the neighbourhood may promote greater comfort and safety.



**Recently implemented speed limit reduction zones & areas of concern in the Donovan**

# Improved safety

## Porch lighting program



A unique idea to improve safety at night came out of the ANC professional workshop. To build on the theme of a colourful and distinctive neighbourhood, a porch lighting program would give residents an opportunity to help light up the streets at night with colourful LED lightbulbs that could be given out by the city or another public body or agency. The lightbulbs can be distributed through a holiday or special event where the intentions and instructions for participating in the program can be communicated to the residents. The typical housing type in the Donovan has a small front porch, and if a critical mass of residents put up different coloured bulbs, it would produce an environment that feels festive and also feel more safe at night.



**Porch light program illustration**

*Illustration: TCAT*

## Safety improvements at rail crossings



Being a historic neighbourhood at the periphery of the downtown core, the Donovan intersects with two operational rail corridors. This presents some challenges for planning roads and pedestrian routes. The line that runs along Frood Road creates a break in the grid and becomes a physical and psychological barrier to accessing the downtown core. Creating routes and rail crossings that promote safe active travel should be a priority of future planning efforts. Further, the areas where the streets intersect with the secondary rail line are often poorly defined and cause potential safety issues. In particular, the photo below shows a view of the unofficial rail crossing at Jean Street. This location requires further study to determine if the volume of crossings justifies a sanctioned crossing, or a more substantial barrier.



**Jean Street rail crossing**

*Map data: Google*

# Getting around

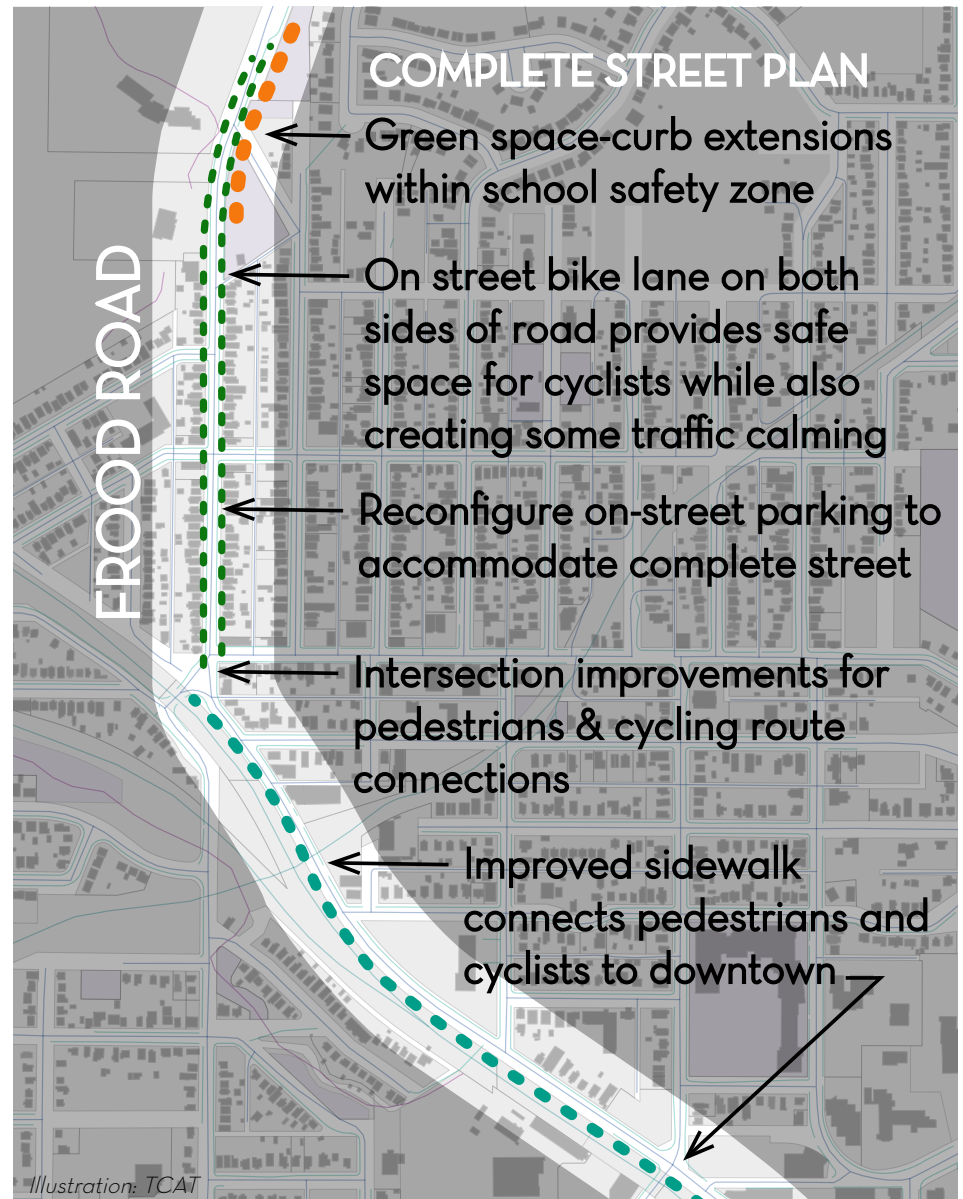
## Overview

A number of priorities have been established through the ANC engagement process. These priorities are centred around the articulation of main roads to make them less auto-centric and more inviting for active modes. The Donovan has comparatively high density, a multitude of commercial destinations and a tightly-knit grid pattern of development. These properties encourage pedestrian activity. The following suggestions go a step further in making pedestrians and/or cyclists feel more comfortable and safe on roads in the Donovan.

## Make Froid Road a complete street



Residents who walk or cycle perceive Froid Road as a problem area. It is both the highest used road in terms of traffic-volume and also the most uncomfortable to walk on for pedestrians (though in many cases the most convenient route). It is also the main artery that connects the Donovan to Downtown Sudbury. The image on the right outlines a high-level concept for making Froid Road a complete street that accommodates all modes including active transportation. Given the volumes of traffic on this road, separating modes as much as practically possible is to be encouraged.



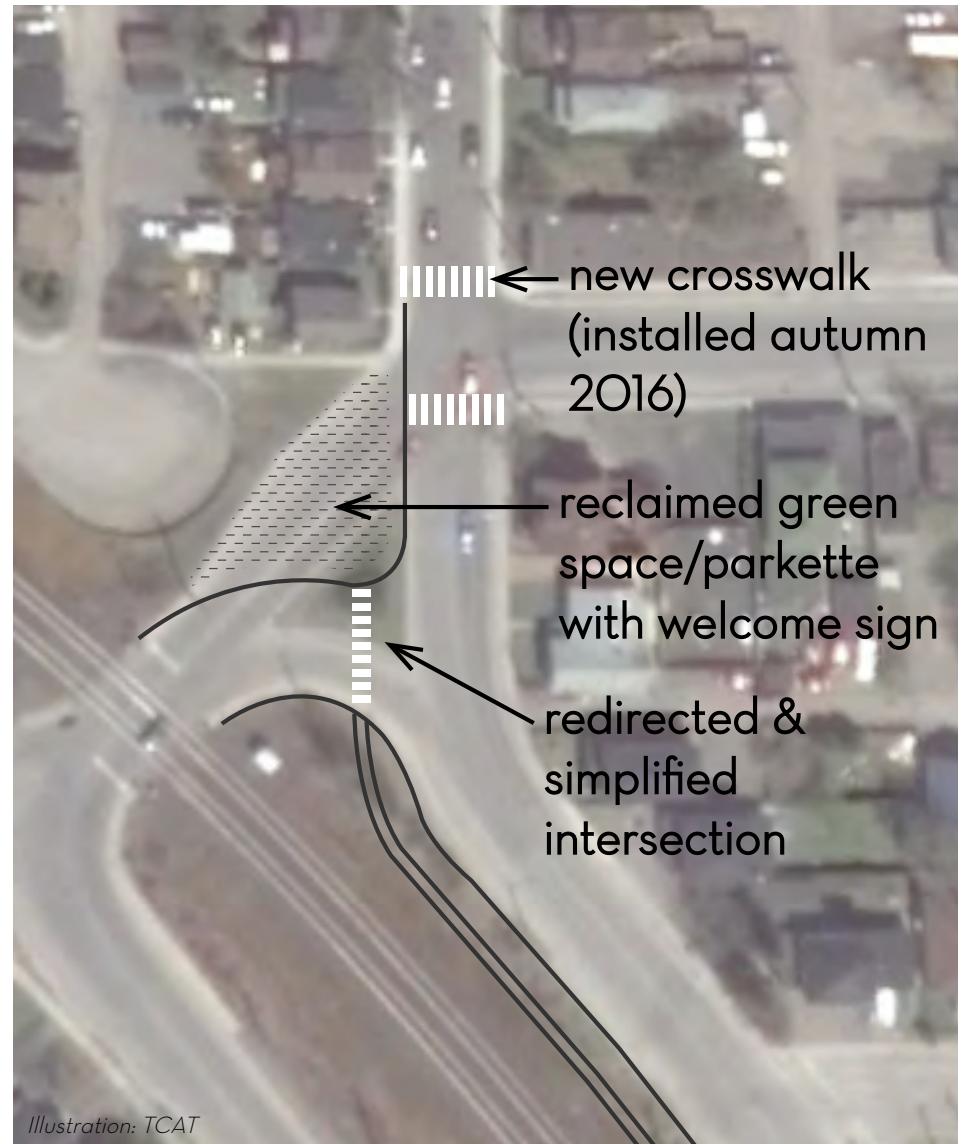
# Getting around

## Changes to Kathleen and Frood Road intersection



The intersection of Kathleen Street and Frood Road presents a series of challenges to pedestrians and vehicles. According to residents, jaywalking is common and could be reduced through better placement and clear demarcation of crosswalks. Further, the elongated intersection makes it unclear where vehicles are meant to stop. This intersection is an entry to the neighbourhood, a connection to the downtown core, and also a connection to Nolin Creek trail. Recent improvements have upgraded crosswalks and markings, however in the long term, more substantial changes may be necessary.

It is proposed that this intersection be studied and reconfigured to be simplified for drivers and to provide safer crossings for pedestrians and cyclists. The image on the right shows a conceptual scheme developed in our workshop where greenspace can be reclaimed for a pocket park. This provides an excellent location for a new welcome sign and some inviting landscaping, signalling entry into the Donovan. It is important to note that this scheme is only a concept and would require considerable study to produce a realistic design.



**Intersection redesign concept from workshop**

# Getting around

## Improved pedestrian infrastructure on main roads



It is a priority to improve the amenities that are available to pedestrians on the main collector roads that run through the Donovan. Primarily on Frood Road and Kathleen Street, and to a lesser degree, Melvin Street, College Street and Jean Street. These streets provide the most convenient and direct routes to key destinations. Providing street trees along main routes improves comfort for pedestrians by providing shade in the summer and also wind protection in the winter. Trees and planters can also be situated to provide a buffer between pedestrians and the road. Secondly, providing seating along the corridors is essential to making pedestrian routes comfortable for parents with small children, to seniors and to anyone who may need to stop and rest during their journey. Benches also encourage more people to linger in public, making spaces feel more safe for everyone. Ensuring that the sidewalk is continuous and a minimum of 1.5 metres wide is also important. Beyond this, areas of high pedestrian volume should have widened sidewalks and can have special treatments such as cobblestones to increase their aesthetic value, and to signal to people that they are in a public place that is designed for them to enjoy, and not just move through.

In Greater Sudbury, the streets have a different character during the winters, which are typically long and cold. Snow builds up on the streets and impedes pedestrians, but it can also create a barrier between cars and people. Residents in the Donovan have informed us that the snow-ploughs in Greater Sudbury often only plough the sidewalk on one side of the street. It is recommended that the concentration of amenities on these main collector roads is on the same side as the snow clearing route. This way, people will create habits that will be reinforced by both the improvements and by the snow routes over time.



Illustration: TCAT

### Examples of pedestrian infrastructure



# Getting around

## Bus shelter improvement program



Bus shelters have been identified by the community as an area for improvement in terms of facilitating better access to transit. They have also been identified as potential venues for distinctive urban landmarks in the Donovan. A potential partnership with the McEwen School of Architecture could facilitate unique designs for bus shelters in the neighbourhood. This would give students an opportunity to participate in the community, a stated objective of the school, which opened in 2013.

The bus stop at Kathleen and College Streets is seen as a priority for an inaugural custom bus shelter, as it sees the highest use in the neighbourhood and currently has no bench or shelter.

The image on the right is an example of a custom designed bus shelter by a Spanish design studio (Globe and Mail, When 7 Renowned Architects design Bus shelters, the Results are Fantastical: 2014).



*Map data: Google*

**College & Kathleen bus stop**



*Photo credit Globe and Mail*

**Distinctive bus stop design: Wang Shu Architect**