



# OPERATIONS COMMITTEE AGENDA

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Operations Committee Meeting  
**Monday, November 18, 2019**  
Tom Davies Square - Council Chamber

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## COUNCILLOR DEB MCINTOSH, CHAIR

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**Mark Signoretti, Vice-Chair**

2:00 p.m. OPERATIONS COMMITTEE MEETING  
COUNCIL CHAMBER

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## **DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF**

## **PRESENTATIONS**

1. Lively Sewer Upgrades (Phase II) - Project Update  
**(ELECTRONIC PRESENTATION) (FOR INFORMATION ONLY)**

- Wendi Mannerow, Water/Wastewater Engineer

(This presentation provides an update on the Lively Sewer Upgrades project.)

2. Garson Wells  
**(ELECTRONIC PRESENTATION) (FOR INFORMATION ONLY)**

- Akli Ben-Anteur, Water/Wastewater Project Engineer

(This presentation provides information regarding the identification of the best alternative solution to Garson wells water quality and quantities.)

## **REGULAR AGENDA**

### **MANAGERS' REPORTS**

R-1. Report dated November 6, 2019 from the General Manager of Growth and Infrastructure regarding Designated Electric Vehicle Parking Spaces. **4 - 6**  
**(RESOLUTION PREPARED)**

(This report provides a recommendation regarding appropriate revisions to the Traffic and Parking By-law 2010-1 for the designation of electric vehicle parking spaces.)

R-2. Report dated October 30, 2019 from the General Manager of Growth and Infrastructure regarding Traffic Parking By-law Amendment - Designated Traffic Lanes - Old Highway 17 (MR55) at Main Street (MR24). **7 - 9**  
**(RESOLUTION PREPARED)**

(This report provides a recommendation for amendments to the Traffic and Parking By-law 2010-1 to enable the designation of traffic lanes at the intersection of Old Highway 17 (MR55) and Main Street (MR24).)

R-3. Report dated October 30, 2019 from the General Manager of Growth and Infrastructure regarding Parking Restrictions - Burton Avenue. **10 - 13**  
**(RESOLUTION PREPARED)**

(This report provides a recommendation for appropriate parking restrictions for Burton Avenue.)

R-4. Report dated November 5, 2019 from the General Manager of Growth and Infrastructure regarding Elm Street - No Left Turn. **14 - 16**  
**(RESOLUTION PREPARED)**

(This report provides a recommendation for appropriate left turn restrictions for Elm Street.)

### **MEMBERS' MOTIONS**

**ADDENDUM**

**CIVIC PETITIONS**

**QUESTION PERIOD**

**ADJOURNMENT**

# Request for Decision

## Designated Electric Vehicle Parking Spaces

Presented To:	Operations Committee
Presented:	Monday, Nov 18, 2019
Report Date	Wednesday, Nov 06, 2019
Type:	Managers' Reports

### Resolution

THAT the City of Greater Sudbury approves the recommended by-law changes as outlined in the report entitled “Designated Electric Vehicle Parking Spaces” from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on November 18, 2019;

AND THAT staff be directed to prepare a by-law to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the recommended changes.

### Relationship to the Strategic Plan / Health Impact Assessment

The designation of electric vehicle parking spaces advances City Council’s strategic goal related to Climate Change as outlined in City Council’s adopted 2019-2027 Strategic Plan.

### Report Summary

In response to the growing use of electric and plug-in hybrid vehicles, Transportation and Innovation Services staff has been asked to review designating parking spaces in public and private lots for the exclusive use of charging electric vehicles. This report will recommend appropriate revisions to the Traffic and Parking By-law 2010-1 for the designation of electric vehicle parking spaces.

### Financial Implications

Recommendations of this report may be carried out within existing approved budget and staff complement.

**Signed By**

**Report Prepared By**  
David Knutson  
Traffic and Transportation Technologist  
*Digitally Signed Nov 6, 19*

**Manager Review**  
Joe Rocca  
Traffic and Asset Management  
Supervisor  
*Digitally Signed Nov 6, 19*

**Division Review**  
Akli Ben-Anteur  
Project Engineer  
*Digitally Signed Nov 6, 19*

**Financial Implications**  
Liisa Lenz  
Coordinator of Budgets  
*Digitally Signed Nov 6, 19*

**Recommended by the Department**  
Tony Cecutti  
General Manager of Growth and  
Infrastructure  
*Digitally Signed Nov 6, 19*

**Recommended by the C.A.O.**  
Ed Archer  
Chief Administrative Officer  
*Digitally Signed Nov 6, 19*

# Designated Electric Vehicle Parking Spaces

## Purpose

This report seeks Council approval to designate parking spaces in public and private lots for the exclusive use of charging electric vehicles. At the April 9, 2019 City Council Meeting, resolution CC2019-119 was passed, directing staff to prepare a report with recommendations to include the provisions for the designation of parking spaces for electric vehicles.

## Overview/Executive Summary

In response to the growing use of electric and plug-in hybrid vehicles, Transportation and Innovation Services staff has been asked to review designating parking spaces in public and private lots for the exclusive use of charging electric vehicles. With other municipalities already having by-laws in place to mitigate unwanted users at electric vehicle charging stations, this report will recommend the City of Greater Sudbury adopt similar by-laws governing the use of parking spaces at electric vehicle parking spaces as a proactive measure to their growing popularity and demand.

## Background

With the rise in popularity of electric powered vehicles, Electric Vehicle (EV) charging stations on both public and private property have become more common. Currently, there is no by-law in the City of Greater Sudbury which restricts the use of parking spaces with EV charging stations to electric vehicles only or limits the amount of time an electric vehicle can be parked in these spaces.

## Analysis

Other municipalities such as Burlington, London and Ottawa have all adopted these types of by-laws in recent years.

The two common issues these by-laws try to resolve are gasoline powered vehicles parking in these spaces and electric vehicles continuing to park in these spaces all day, long after the vehicle has finished charging or parking in the space and not charging at all.

The approach other municipalities have taken to correct this problem has been to designate the parking spaces in front of EV charging stations to only allow electric vehicles to park in the space. They also have placed a 4-hour time restriction on electric vehicles parked in the spaces and require the electric vehicle to be actively connected to the charger while in the parking space.

While the City of Greater Sudbury does not have any EV charging stations on City property, EV charging stations which are open to the public have been installed in

various private parking lots and in private/public spaces throughout the City. These include shopping centers, hotels, gas stations and at Science North. As vehicle propulsion trends towards electric power, more of these charging stations will be constructed in coming years and having a by-law in place to regulate these spaces will be critical.

### **Next Steps**

To ensure that electric vehicle charging stations are available for use by drivers who need to charge their electric vehicles, it is staff's recommendation to revise the current Traffic and Parking By-Law 2010-1 as follows:

- Designate parking spaces at EV charging stations for use only by electric vehicles. These spaces will be identified by a specific sign which staff will work to develop. This also gives owners of private parking lots (such as office buildings) the ability to opt out of the restriction by simply not installing the designated sign.
- Place a 4-hour time limit for electric vehicles in these parking spaces and require the electric vehicle to be actively connected to the EV charger while in the parking space.
- Implement a fine of \$25 for any vehicle found in contravention to the by-law. This fine is consistent with the fine for vehicles parked at an expired parking meter within the City.

### **Resources Cited**

City of Greater Sudbury, *Council Meeting - Motion M-4*, April 9, 2019

Accessed online:

<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=1321#agendaitem16614>

## Request for Decision

### Traffic Parking By-law Amendment - Designated Traffic Lanes - Old Highway 17 (MR55) at Main Street (MR24)

Presented To: Operations Committee

Presented: Monday, Nov 18, 2019

Report Date Wednesday, Oct 30, 2019

Type: Managers' Reports

### Resolution

THAT the City of Greater Sudbury designates the southbound curb lane to allow for left turn movements from Main Street (Municipal Road 24) onto Old Highway 17 (Municipal Road 55);

AND THAT staff be directed to prepare a by-law to amend Traffic and Parking By-Law 2010-1 to implement the recommended changes, as outlined in the report entitled "Traffic Parking By-law Amendment – Designated Traffic Lanes - Old Highway 17 (MR 55) at Main Street (MR 24)", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on November 18, 2019.

### Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters

### Report Summary

This report outlined recommends the necessary amendments to the Traffic and Parking By-law 2010-1 for the conversion of the southbound curb lane to a shared left, through and right lane.

### Financial Implications

Recommendations of this report may be carried out within existing approved operating budget.

#### Signed By

**Report Prepared By**

Soutsay Boualavong  
Traffic/Trans Eng Analyst  
*Digitally Signed Oct 30, 19*

**Division Review**

Akli Ben-Anteur  
Project Engineer  
*Digitally Signed Oct 30, 19*

**Financial Implications**

Liisa Lenz  
Coordinator of Budgets  
*Digitally Signed Oct 31, 19*

**Recommended by the Department**

Tony Cecutti  
General Manager of Growth and Infrastructure  
*Digitally Signed Nov 1, 19*

**Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Nov 1, 19*

## Traffic Parking and Bylaw Amendment Designated Traffic Lanes - Old Highway 17 (MR 55) at Main Street (MR 24)

The Transportation and Innovation Services section has received a number of requests to review how the traffic signals operate at the intersection of Municipal Road 55 and Municipal Road 24 in Lively to see if additional vehicle capacity can be added to the intersection for southbound vehicles. The common concern brought forward was long wait times and queues for southbound vehicles turning left onto Municipal Road 55.



In the eastbound and westbound directions, the intersection currently operates with protected left turn movements and simultaneous through movements for both directions. Due to the unbalanced vehicle volumes in the northbound and southbound directions, these two directions each have their own green traffic signal phase while the opposite direction remains red. This is commonly referred to as split phasing. In the southbound direction, there are two vehicle lanes. One is an exclusive left turn lane and the other is shared through and right turn lane.

Staff completed a capacity analysis and an on-site review of the intersection. Southbound vehicles were experiencing long delays and vehicle queues of over 800 metres were present during the A.M. and P.M. peak hours.

As part of the proposed 2020 Budget, this intersection is recommended for rehabilitation in 2021. As part of the design for the rehabilitation, staff will review whether an additional southbound lane can be constructed to help alleviate the capacity concerns. As an interim solution, staff have implemented a dual left turn lane to accommodate the southbound to eastbound traffic movement from Municipal Road 24 onto Municipal Road 55 by converting the existing shared through and right turn lane into a shared through, left and right turn lane. In order to officially designate the southbound curb lane to allow for left turn movements, staff recommend the Traffic and Parking By-Law 2010-1 be amended to allow left turns from the southbound curb lane.

## Request for Decision

### Parking Restrictions - Burton Avenue

Presented To: Operations Committee

Presented: Monday, Nov 18, 2019

Report Date Wednesday, Oct 30, 2019

Type: Managers' Reports

#### Resolution

THAT the City of Greater Sudbury prohibits parking at all times of the day, except Sundays from 9 a.m. to 1 p.m., on the east side of Burton Avenue from 23 metres north of Jean Street to 39 metres north of Jean Street;

AND THAT staff be directed to prepare a by-law to amend Traffic and Parking By-Law 2010-1 to implement the recommended changes as outlined in the report entitled "Parking Restrictions – Burton Avenue" from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on November 18, 2019.

#### Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

#### Report Summary

Transportation and Innovation Services staff received a request from Grace Family Church asking that the current parking on street parking restrictions be reviewed in the area of the church. This report will recommend appropriate parking restrictions for Burton Avenue.

#### Financial Implications

Recommendations of this report may be carried out within existing approved budget and staff complement.

#### Signed By

**Report Prepared By**

David Knutson  
Traffic and Transportation Technologist  
*Digitally Signed Oct 30, 19*

**Manager Review**

Joe Rocca  
Traffic and Asset Management  
Supervisor  
*Digitally Signed Oct 30, 19*

**Division Review**

Akli Ben-Anteur  
Project Engineer  
*Digitally Signed Oct 30, 19*

**Financial Implications**

Liisa Lenz  
Coordinator of Budgets  
*Digitally Signed Oct 31, 19*

**Recommended by the Department**

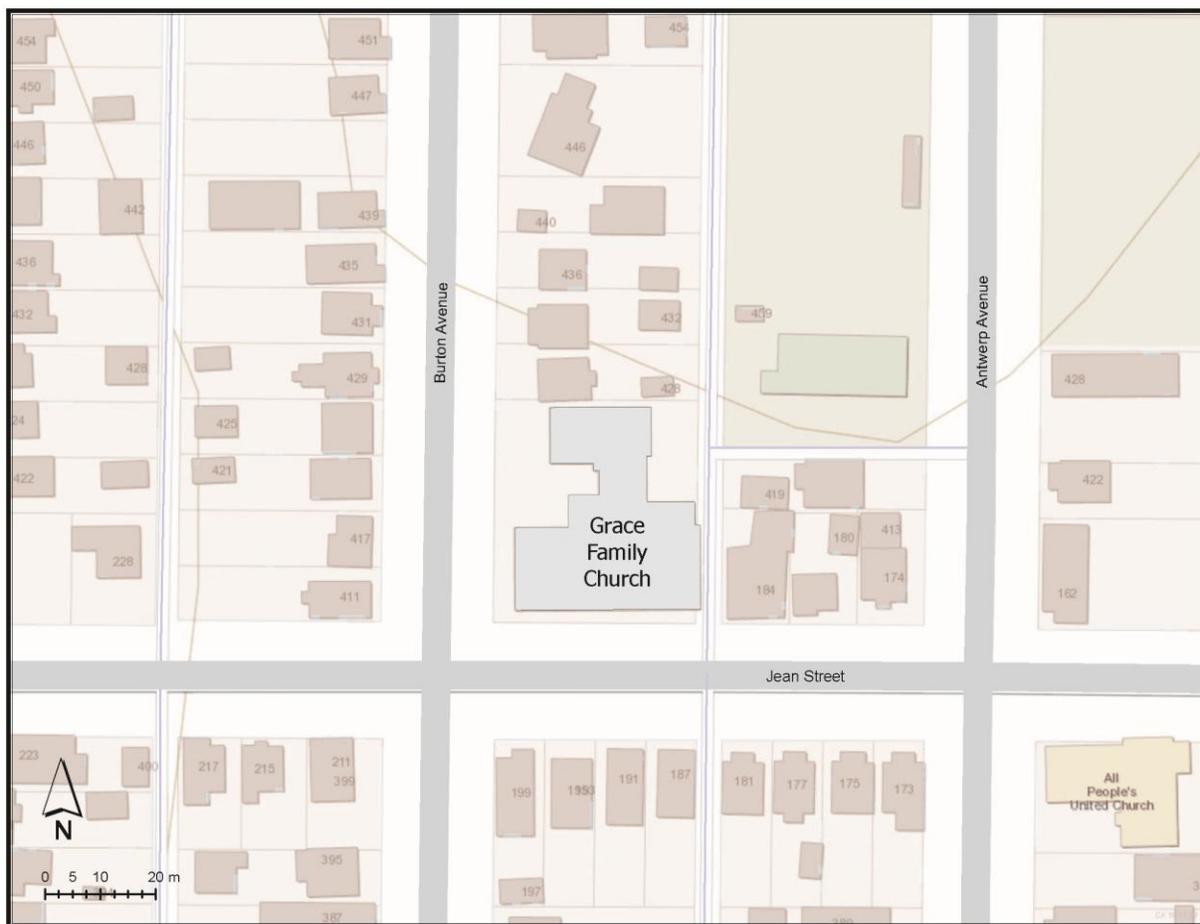
Tony Cecutti  
General Manager of Growth and  
Infrastructure  
*Digitally Signed Nov 1, 19*

**Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Nov 1, 19*

## Parking Restrictions Burton Avenue

Transportation and Innovation Services staff received a request from the Grace Family Church at the corner of Jean Street and Burton Avenue asking that the current on-street parking restrictions be reviewed in the area of the church. Burton Avenue is a paved residential roadway with an operating width of approximately 8 metres, curb and gutter and a posted speed limit of 50km/h (Figure 1 & 2). Parking is currently prohibited on the west side of the roadway from Kathleen Street to Frood Road on the east side from Jean Street to 39 metres north of Jean Street.



**Figure 1 – Burton Avenue Overview**

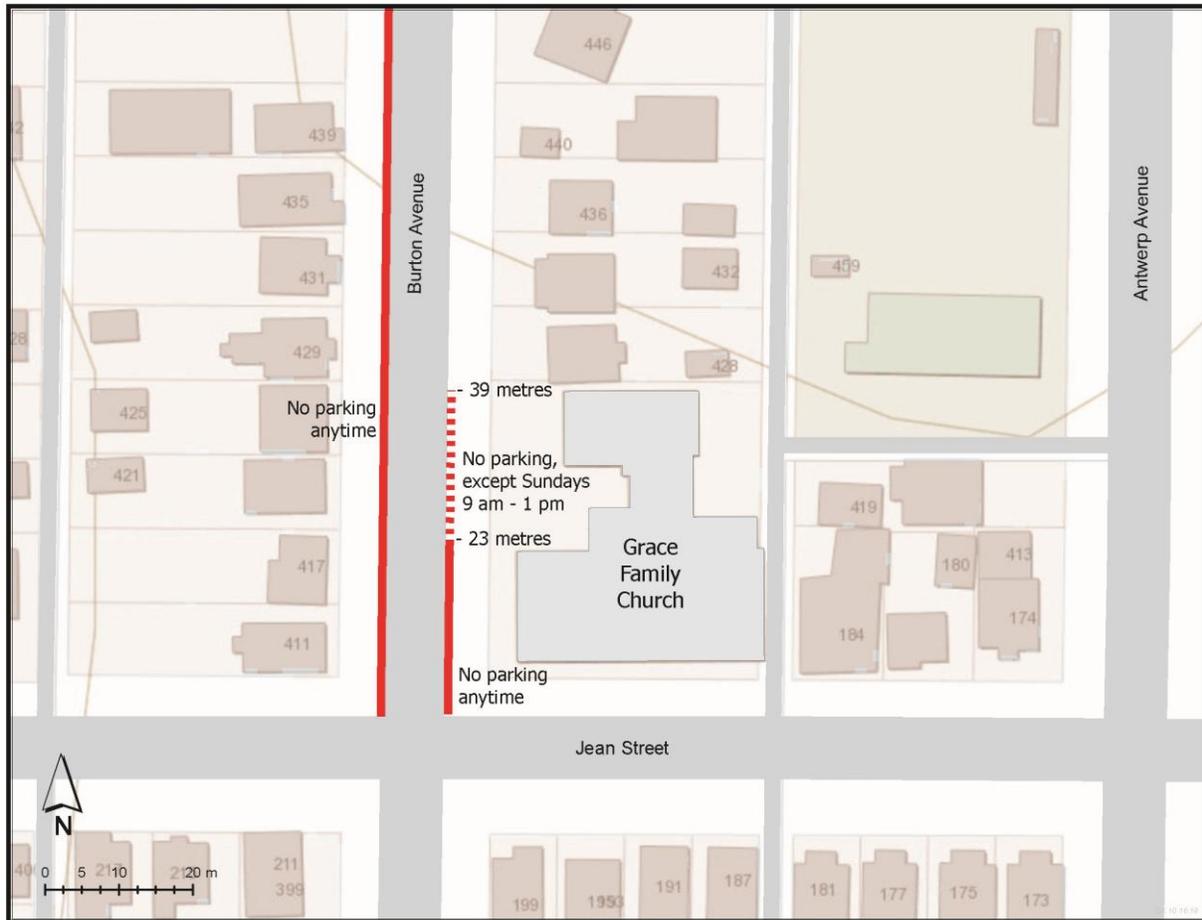


**Figure 2 – Burton Avenue Street View**

The primary function of a public road is for the safe and efficient movement of traffic. On-street parking may be considered when this criteria is met.

The Grace Family Church has brought forward a request to remove the parking restriction in front of the church on Burton Avenue. The church has only a small off street parking lot and therefore primarily relies on on-street parking for patrons of the church. They note that the current parking restriction is negatively impacting the number of available on-street parking spaces, especially for those with mobility issues who need to park closer to the main entrance of the church which fronts Burton Avenue. Staff reviewed the area and found the area from the intersection of Jean Street to 23 metres north of Jean Street is restricted under the general conditions of the Traffic and Parking By-law 2010-1 due to its proximity to the intersection. The area from 23 metres north of Jean Street to 39 metres north of Jean Street has no safety or operational need for the restriction and staff suspect the restriction was originally put in place to limit parking in front of the church. Grace Family Church would like to utilize this area for patron parking during their Sunday morning services. Completely removing the parking restriction would allow any resident to park in the area in advance of the church service, occupying the parking spaces before church services begin which would not help alleviate the parking concerns of the Grace Family Church.

Staff therefore recommends revising the parking restriction to allow parking in the above mentioned location on Sundays between 9 a.m. and 1 p.m. to coincide with church services. Figure 3 below shows an overview of the recommended parking restrictions.



**Figure 3 – Recommended Parking Restrictions**

Presented To:	Operations Committee
Presented:	Monday, Nov 18, 2019
Report Date	Tuesday, Nov 05, 2019
Type:	Managers' Reports

## Request for Decision

### Elm Street - No Left Turn

#### Resolution

THAT the City of Greater Sudbury prohibits left turns at all times of the day on Elm Street, west bound, into the private entrance to 101 & 105 Elm Street;

AND THAT staff be directed to prepare a by-law to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the recommended changes as outlined in the report entitled "Elm Street – No Left Turn" from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on November 18, 2019.

#### Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

#### Report Summary

Transport Canada has asked the City of Greater Sudbury to restrict left turns off Elm Street into the 101 & 105 Elm Street properties due to concerns of traffic queuing over the train tracks while waiting for a vehicle to turn left. This report will recommend appropriate left turn restrictions for Elm Street.

#### Financial Implications

Recommendations of this report may be carried out within existing approved budget and staff complement.

#### Signed By

**Report Prepared By**

David Knutson

Traffic and Transportation Technologist

*Digitally Signed Nov 5, 19*

**Manager Review**

Joe Rocca

Traffic and Asset Management  
Supervisor

*Digitally Signed Nov 5, 19*

**Division Review**

Akli Ben-Anteur

Project Engineer

*Digitally Signed Nov 5, 19*

**Financial Implications**

Liisa Lenz

Coordinator of Budgets

*Digitally Signed Nov 6, 19*

**Recommended by the Department**

Tony Cecutti

General Manager of Growth and  
Infrastructure

*Digitally Signed Nov 6, 19*

**Recommended by the C.A.O.**

Ed Archer

Chief Administrative Officer

*Digitally Signed Nov 6, 19*

## Elm Street – No left turns

Transport Canada issued the City of Greater Sudbury a Letter of Non-Compliance on June 20, 2018 regarding the Canadian Pacific Railway crossing on Elm Street between Frood Road and Pine Street. The concern brought forward was when west bound vehicles stopped to turn left into the private entrance for 101 & 105 Elm Street vehicles would end up queued on the rail crossing. An overview of the area is shown in Figure 1, below.



**Figure 1 – Elm Street Overview**

Transportation and Innovation Services staff along with staff from Transport Canada and Canadian Pacific Railway met on site in the summer of 2018 to review the area and look at possible corrective actions. Discussions were ongoing through 2018 and 2019 and as a first step, Transport Canada indicated that left turns off Elm Street into this

private lot would have to be prohibited and if the restriction did not prove effective, a physical deterrent would need to be constructed to restrict the left turns.

Transportation and Innovation Services staff, along with staff from the Planning Services then met with the owner of 101 & 105 Elm Street during the summer of 2019 to discuss the restrictions. The owner was receptive to the restrictions and agreed to distribute leaflets to vehicles which use the parking lot if provided by the City.

In order to meet Transport Canada's directive, staff recommends that left turns off Elm Street, west bound, be prohibited into the private entrance for 101 & 105 Elm Street. Staff will continue to work with Transport Canada to monitor the compliance of the left turn restriction and ensure vehicles do not continue to stop on top of the rail crossing.