



OPERATIONS COMMITTEE AGENDA

Operations Committee Meeting
Monday, February 29, 2016
Tom Davies Square

COUNCILLOR ROBERT KIRWAN, CHAIR

Evelyn Dutrisac, Vice-Chair

3:00 p.m. OPERATIONS COMMITTEE MEETING
COMMITTEE ROOM C-11

Council and Committee Meetings are accessible. For more information regarding accessibility, please call 3-1-1 or email clerks@greatersudbury.ca.

DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

PRESENTATIONS

1. Report dated February 10, 2016 from the General Manager of Infrastructure Services regarding Gatchell Outfall Sewer EA. **4 - 5**

(ELECTRONIC PRESENTATION) (RESOLUTION PREPARED)

(The recommended long term solution for the Gatchell Outfall Sewer Environmental Assessment Study will be presented to Operations Committee for their approval. This meeting will occur subsequent to the second (and final) Public Consultation Session for the project and will include a summary of stakeholder questions / concerns and how they were addressed. Council's approval of the recommended solution will be requested via a prepared resolution.)

CONSENT AGENDA

(For the purpose of convenience and for expediting meetings, matters of business of repetitive or routine nature are included in the Consent Agenda, and all such matters of business contained in the Consent Agenda are voted on collectively.

A particular matter of business may be singled out from the Consent Agenda for debate or for a separate vote upon the request of any Councillor. In the case of a separate vote, the excluded matter of business is severed from the Consent Agenda, and only the remaining matters of business contained in the Consent Agenda are voted on collectively.

Each and every matter of business contained in the Consent Agenda is recorded separately in the minutes of the meeting.)

CORRESPONDENCE FOR INFORMATION ONLY

- C-1. Report dated February 10, 2016 from the General Manager of Infrastructure Services regarding Winter Control Operations Update for December 2015. **6 - 7**

(FOR INFORMATION ONLY)

(Monthly financial update of Winter Control Operations.)

REGULAR AGENDA

MANAGERS' REPORTS

- R-1. Report dated February 9, 2016 from the General Manager of Infrastructure Services regarding Parking Restrictions - Wabagishik Road, Walden. **8 - 10**

(RESOLUTION PREPARED)

(The Roads and Transportation Services Division received a request to restrict parking on Wabagishik Road. The specific area of concern is near the south limit of the road that is used as a boat launch. The report provides information and a recommendation for consideration.)

- R-2. Report dated February 9, 2016 from the General Manager of Infrastructure Services regarding Parking Restrictions - Pine Street, Sudbury. **11 - 13**
(RESOLUTION PREPARED)

(Roads and Transportation staff received a request to review on-street parking on Pine Street near the N'Swakamok Native Friendship Centre. The report will provide a recommendation to address safety concerns along this section of Pine Street.)

- R-3. Report dated February 9, 2016 from the General Manager of Infrastructure Services regarding Street Lighting Policy Update. **14 - 24**
(RESOLUTION PREPARED)

(In May 2014, City Council adopted a street lighting policy for the City of Greater Sudbury. Since the adoption of this policy, staff have identified some areas of the policy which need refinement. This report will recommend some changes to the street lighting policy and provide a supplement to the policy in respect to pathway lighting.)

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD AND ANNOUNCEMENTS

NOTICES OF MOTION

ADJOURNMENT

Request for Decision

Gatchell Outfall Sewer EA

Presented To: Operations Committee

Presented: Monday, Feb 29, 2016

Report Date Wednesday, Feb 10, 2016

Type: Presentations

Resolution

THAT the City of Greater Sudbury receives the report dated February 10, 2016 from the General Manager of Infrastructure Services, entitled “Gatchell Outfall Sewer EA” and authorizes staff to proceed with the next steps of the Gatchell Outfall Sewer project.

Finance Implications

Funding for the detailed design of the preferred solution from the Gatchell Outfall Sewer EA was included in the 2010 Wastewater Capital Envelope. Additional funding required for the resulting construction project, estimated at \$6,000,000 is included in the 2017-2020 Wastewater Capital Budget outlook

Class EA Study

The Gatchell Outfall Sewer Schedule B Class EA study is being undertaken to identify, evaluate, and confirm the preferred long-term solution for the replacement of a failed section of trunk sanitary sewer, known as the Gatchell Outfall Sewer. The Class EA study is nearing completion, with its first public consultation session held in June 2010 and the second session in January 2016. The accompanying presentation, dated February 29, 2016 summarizes the evaluation of the nine alternatives considered and confirms the recommended solution, which is the construction of a new section of rock tunnel, connecting to the “Gatchell Tunnel” portion of the existing rock tunnel. The presentation includes stakeholder comments received to-date and indicates how they were addressed.

The Project

The next steps of the Gatchell Outfall Sewer project are: completion of the Schedule B Class EA Study (spring 2016), detailed design of the preferred solution (summer 2016 – winter 2017) and construction of the preferred solution (winter 2017 – winter 2019).

It is recommended that the City of Greater Sudbury authorize staff to proceed with the next steps of the project.

Signed By

Report Prepared By

Wendi Mannerow
Water & Wastewater Engineer
Digitally Signed Feb 10, 16

Division Review

Nick Benkovich
Director of Water/Wastewater Services
Digitally Signed Feb 10, 16

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure Services
Digitally Signed Feb 11, 16

Recommended by the C.A.O.

Kevin Fowke
Acting Chief Administrative Officer
Digitally Signed Feb 16, 16

Background

In May 2007, the north bank of Junction Creek, just upstream of Kelly Lake Road experienced a slope failure exposing and failing a portion of the City's trunk sanitary sewer main known as the Gatchell Outfall Sewer. Emergency repairs were implemented, to maintain sanitary sewer service to the residences and businesses in the serviced area which includes Gatchell and a portion of Copper Street.

It was determined that permanent repairs to replace the failed section of sewer in place would be extremely complex and costly and subject to risks of future slope failure. The City concluded to undertake a Municipal Class EA to identify, evaluate, and confirm the preferred long-term solution for the replacement of this section of the Gatchell Outfall Sewer. The City retained R.V. Anderson Associates Limited to complete the EA and also retained AMEC Environment & Infrastructure to complete a geotechnical investigation to support the EA.

In late April 2013, citizens reported another slippage of the north bank of Junction Creek along the newly constructed walking trail, in the same general area of the previous bank failure. Emergency repairs were undertaken at that time and slope stability monitoring has been on-going ever since. In October 2013, City staff provided a report to Operations Committee regarding the resulting emergency work that occurred at the site in 2013. As the operational costs for monitoring of the slope are on-going, a final report regarding the emergency work has not yet been provided.

For Information Only

Winter Control Operations Update for December 2015

Presented To: Operations Committee

Presented: Monday, Feb 29, 2016

Report Date: Wednesday, Feb 10, 2016

Type: Correspondence for Information Only

Resolution

For Information Only

BACKGROUND

This report provides the financial results of the 2015 winter roads operations up to and including the month of December 2015. As depicted in Table 1 below, the result for 2015 is a \$600,000 under expenditure. Certain estimates were necessary to account for outstanding invoices.

Signed By

Report Prepared By

Shawn Turner
Manager of Financial & Support
Services

Digitally Signed Feb 10, 16

Division Review

David Shelsted
Director of Roads & Transportation
Services

Digitally Signed Feb 10, 16

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure
Services

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Recommended by the C.A.O.

Kevin Fowke
Acting Chief Administrative Officer

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Table 1 2015 Winter Control Summary			
	2015 YTD		
	Budget	Actual	Variance
Administration & Supervision	2,314,799	2,318,837	(4,038)
Sanding/Salting/Plowing	6,815,161	6,128,280	686,881
Snow Removal	533,798	380,626	153,172
Sidewalk Maintenance	881,420	722,847	158,573
Winter Ditching/Spring Cleanup	1,700,197	1,785,227	(85,030)
Miscellaneous Winter Roads	4,201,750	4,464,087	(262,337)
TOTAL	16,447,125	15,799,904	647,221

2015 Winter Control Activities

As shown in Table 2 below, the City received approximately 215 centimetres or 84 percent of the average annual snowfall. From January to April approximately 115% of the average annual snowfall was received. Extremely low snowfalls of 37% and 24% of the average snowfall occurred in November and December respectively.

This below average snowfall in November and December contributed to an under expenditure for the year of approximately \$600,000 in winter control activities. Large under expenditures occurred in sanding/salting/plowing, snow removal and sidewalk maintenance. Over expenditures in winter ditching/spring cleanup and miscellaneous winter roads partially offset some of these savings.

Table 2 2015 Snowfall							
	Jan.	Feb.	Mar.	Apr.	Nov.	Dec.	Total
Normal 30 year avg. (cm)	60	52	35	17	30	63	257
2015 Actual (cm)	68	57	42	22	11	15	215
% of Actual to Normal	113	109	121	130	37	24	84

Summary

In summary, winter roads operations for 2015 resulted in an under expenditure of approximately \$600,000.

Presented To:	Operations Committee
Presented:	Monday, Feb 29, 2016
Report Date	Tuesday, Feb 09, 2016
Type:	Managers' Reports

Request for Decision

Parking Restrictions - Wabagishik Road, Walden

Resolution

THAT the City of Greater Sudbury removes the existing parking prohibition on both sides of Wabagishik Road from the south limit to 91 metres north of the south limit;

AND THAT the City of Greater Sudbury prohibits parking on the east side of Wabagishik Road from the south limit to 200 metres north of the south limit;

AND THAT a by-law be prepared to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the recommended changes in accordance with the report dated February 9, 2016 from the General Manager of Infrastructure Services.

Background

Roads and Transportation Services staff received a request from area residents to review ongoing parking concerns on Wabagishik Road.

Wabagishik Road is located at the western limits of the City of Greater Sudbury in the former Town of Walden. This gravel rural residential roadway has an operating width of approximately six (6) metres. There is a steep downgrade which begins at the driveway entrance to 614 Wabagishik Road and continues to the boat launch at the south limit of the road (see Exhibit 'A'). Currently, parking is prohibited on both sides of Wabagishik Road from the boat launch to 91 metres north of the boat launch, between the hours of 7:30 a.m. to 9:00 a.m. and 3:30 p.m. to 6:00 p.m., Monday to Friday.

Users of the boat launch are parking their vehicles and trailers on both sides of the road from the boat launch to the crest of the hill near 614 Wabagishik Road.

The primary function of a public road is for the safe and efficient movement of traffic. On-street parking is usually permitted when this criteria is met. Due to the width of Wabagishik Road, when there is parking on both sides of the road, it becomes difficult to access the boat launch and for area residents to access their properties.

Signed By

Report Prepared By

Joe Rocca
Acting Co-ordinator of Transportation &
Traffic Engineering Services
Digitally Signed Feb 9, 16

Division Review

David Shelsted
Director of Roads & Transportation
Services
Digitally Signed Feb 9, 16

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure
Services
Digitally Signed Feb 11, 16

Recommended by the C.A.O.

Kevin Fowke
Acting Chief Administrative Officer
Digitally Signed Feb 16, 16

To improve safety, it is recommended that the existing time of day parking restrictions be removed and parking be prohibited at all times along the east side of Wabagishik Road from the boat launch to 200 metres north of the launch. Prohibiting parking on the east side of Wabagishik Road will allow safe access to the abutting properties and leave enough room for a single lane of traffic.

N

Nairn
Centre

Bell Road

Highway 17

Wabagishik Road

Nagy Road

Entrance to 614
Wabagishik Road

Subject Area

Current extent of
time of day
parking restrictions

Boat Launch

Wabagishik Lake

Subject Area

Wabagishik Lake

Parking Restrictions

Wabagishik Road of 26

January 27, 2016

Presented To:	Operations Committee
Presented:	Monday, Feb 29, 2016
Report Date	Tuesday, Feb 09, 2016
Type:	Managers' Reports

Request for Decision

Parking Restrictions - Pine Street, Sudbury

Resolution

THAT the City of Greater Sudbury prohibits parking on the east and north sides of Pine Street from Elm Street to College Street;

AND THAT a by-law be passed by City Council to amend Traffic and Parking By-law 2010-1 in the City of Greater Sudbury, to implement the recommended changes all in accordance with the report from General Manager of Infrastructure Services dated February 9, 2016.

Background

Roads and Transportation staff received a request from an area property owner to review on-street parking near the N'Swakamok Native Friendship Centre on Pine Street in Sudbury.

Pine Street is a local roadway located in the downtown area of the old City of Sudbury (see Exhibit 'A'). In the area staff was asked to review, Pine Street is constructed to an urban standard with an asphalt surface width of 8.5 metres and a sidewalk on the west and south sides of the road. Pine Street widens to a surface asphalt width of approximately 11 metres as it approaches College Street. Parking is currently permitted on the east side of Pine Street from 23 metres north of Elm Street to 63 metres east of College Street and on the south side from College Street to 80 metres east of College Street. Parking is prohibited on the remainder of Pine Street between Elm Street and College Street.

The primary function of a public road is for the safe and efficient movement of traffic. On-street parking is usually permitted when this criteria is met. When vehicles are parked on Pine Street near the N'Swakamok Native Friendship Centre, it is very difficult for opposing traffic to safely pass each other. This problem is worsened in the winter months with the presence of snow banks. In addition, the parked vehicles have made it difficult to enter and exit the N'Swakamok Native Friendship Centre parking lot.

To improve safety on Pine Street and for users of the N'Swakamok Native Friendship Centre parking lot, staff recommends that parking be prohibited on the east and north side of Pine Street from Elm Street to

Signed By

Report Prepared By

Joe Rocca
Acting Co-ordinator of Transportation &
Traffic Engineering Services
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Division Review

David Shelsted
Director of Roads & Transportation
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Digitally Signed Feb 9, 16

Recommended by the Department

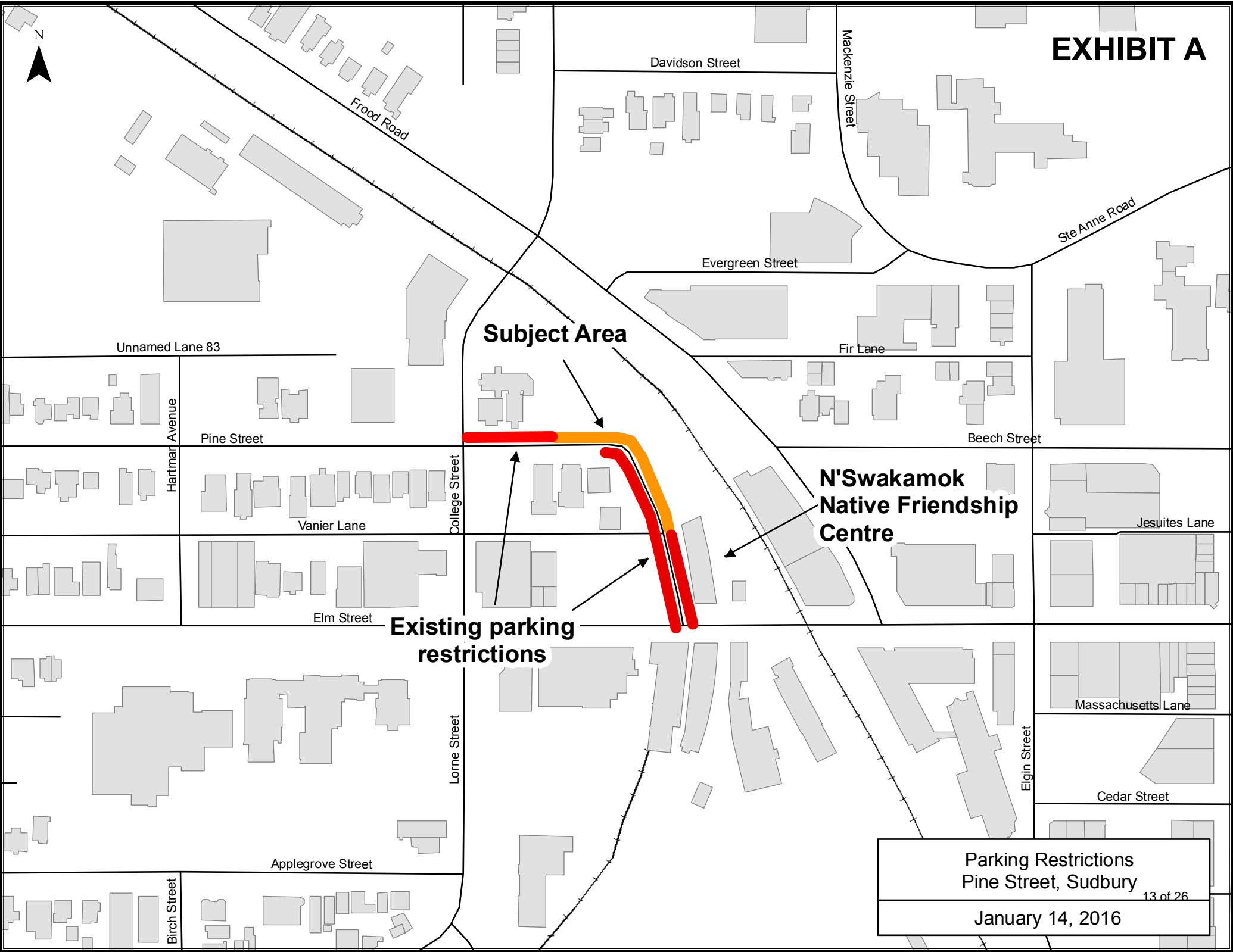
Tony Cecutti
General Manager of Infrastructure
Services
Digitally Signed Feb 11, 16

Recommended by the C.A.O.

Kevin Fowke
Acting Chief Administrative Officer
Digitally Signed Feb 16, 16

College Street. Councillor Landry-Altmann has indicated her support of the recommendation.

EXHIBIT A



Presented To:	Operations Committee
Presented:	Monday, Feb 29, 2016
Report Date	Tuesday, Feb 09, 2016
Type:	Managers' Reports

Request for Decision

Street Lighting Policy Update

Resolution

THAT the City of Greater Sudbury revises the street light standard for municipal right-of-ways in accordance with the report dated February 9, 2016 from the General Manager of Infrastructure Services.

Background

In April 2014, City Council adopted a street lighting policy for the City of Greater Sudbury (see Exhibit "1"). The adopted policy was based upon the American National Standard Practice for Roadway Lighting (RP-8) with some modifications. One of the modifications limited new street light installations to areas which the Official Plan designated as a "Community" or "Non-Urban Settlement".

Since working with this new policy, staff has identified some areas which are residentially zoned and fall just outside of the "Community" and "Non-Urban Settlement" boundaries. In consultation with Planning Services staff, it was determined that the street lighting policy should instead utilize Land Use designations from the Official Plan to define the areas for new street light installations. Schedules 1a, 1b and 1c from the Official Plan showing the Land Use designation can be found in Exhibits "2", "3", and "4".

It is recommended that the street lighting policy be amended to allow the installation of new street lights to areas where at least one side of the road falls within one of the following Land Use Designations:

- Downtown
- General Industrial
- Heavy Industrial
- Institutional
- Living Area 1
- Living Area 2
- Mixed Use Commercial
- Regional Centre

Signed By

Report Prepared By

Joe Rocca
Acting Co-ordinator of Transportation &
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Division Review

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Director of Roads & Transportation
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Town Centre

The Spot Street Light Warrant will also be updated to reflect the use of the Land Use Designations instead of the “Community” and “Non-Urban Settlement” boundaries.

Staff was also asked to supplement the street lighting policy with respect to pathways which run between the homes of residents and connect two right-of-ways. It is challenging to provide lighting in these existing locations. In most cases, poles and a source of electricity are not located within the pathways and where they are available it is extremely difficult to provide light to the walkway without lighting the backyards of the abutting lands.

It is recommended that lighting for existing unlit and new pathways only be installed on an as-requested basis and only if the pathway connects two lit public right-of-ways where both right-of-ways are open and maintained by the City throughout the year. A request for pathway lighting must be made by all properties which abut the pathway. The lighting of existing pathways will be subject to the spot street light warrant review and the availability of both electrical power and capital funding. For pathways in new developments, the underground infrastructure will be provided during the development of the pathway. Pathways shall be lit to 2.0 lux with a uniformity ratio of 6.0:1.



Request for Decision

Pedestrian Lighting Standards for Road Right-of-ways

Presented To:	Operations Committee
Presented:	Monday, Mar 17, 2014
Report Date	Thursday, Mar 06, 2014
Type:	Presentations

Recommendation

THAT the City of Greater Sudbury approve the modified version of the spot street light warrant;

AND THAT the City of Greater Sudbury approve the revised street light standard for municipal right-of-ways in accordance with the report dated March 6, 2014 from the General Manager of Infrastructure Services.

Background

The current streetlight policy is to light roadways and not sidewalks. Street lights installed on the same side of the road as a sidewalk will also provide lighting on the sidewalk and adjacent properties due to light spilling. This is commonly referred to as "light pollution" and has become a concern and nuisance for some residents. The Dark Skies movement is generally associated with the need to preserve and protect the nighttime environment and our heritage of dark skies through environmentally responsible outdoor lighting. To address these concerns, Council approved a Light Pollution Policy in 2012.

In 2012, Greater Sudbury Utilities (GSU) completed an upgrade of the hydro infrastructure along Lorne Street from Webbwood Drive to Martindale Road. As part of the upgrade, the hydro infrastructure, including poles with streetlights, was moved from the north side of the roadway to the south side of the roadway. Moving the street lights to the south side of the roadway has resulted in slightly higher lighting levels on the road, however there is no longer any "light pollution" providing light on the sidewalk or adjacent property owners.

Several concerns were raised by residents as a result of the reduced lighting levels along the sidewalk on Lorne Street. Staff was directed by Council "to seek out best practices from other municipalities, develop a policy for sidewalk lighting standards for Council's consideration, identify the possibility of joint planning policy between Greater Sudbury Hydro Inc. and the City of Greater Sudbury when the poles are being located, and report back to Council or Operations Committee."

City staff has completed a review of the right-of-way lighting policies of the City of Burlington, City of

Signed By

Report Prepared By

David Shelsted
Director of Roads & Transportation
Services
Digitally Signed Mar 6, 14

Division Review

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Director of Roads & Transportation
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Recommended by the Department

Tony Cecutti
General Manager of Infrastructure
Services
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Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Mar 6, 14

Edmonton, City of Hamilton, and City of Ottawa. Except for the City of Edmonton, each municipality has developed their policy using the American National Standard Practice for Roadway Lighting (RP-8) as the basis and making modifications as per their City's requirements. The road and walkway lighting policy for the City of Edmonton is based on the Transportation Association of Canada (TAC) Guide for the Design of Roadway Lighting. It is important to note that TAC's Guide for the Design of Roadway Lighting recommends identical minimum lighting levels as those in RP-8.

RP-8 has been developed by the Illuminating Engineering Society of North America (IESNA). IESNA has been the technical authority on illumination for over 100 years. Its objective has been to communicate information on all aspects of good lighting practices to its members, the lighting community and consumers. Through technical committees, the IESNA correlates research, investigations and discussions to guide the lighting community through consensus-based lighting recommendations. The IESNA Committee on Roadway Lighting has been producing guidelines for roadway lighting since 1928. The current guideline, RP-8, has evolved from earlier documents and considers the latest research, international standards, experience and equipment technology.

RP-8 was originally published in 2000 and was reaffirmed in 2005. The primary purpose of the guideline is to serve as the basis for design of fixed lighting for roadways, adjacent bikeways, and pedestrian ways. As stated within RP-8, the purpose of the guideline is to provide recommended practices for designing new continuous lighting systems for roadways and it is not intended to be applied to existing lighting systems until such systems are redesigned.

It is recommended that the City of Greater Sudbury utilize the most current version of the RP-8 standard, for right-of-way lighting only, with the following modifications:

1. The standard will only be applied to new roadways and capital projects which involve the widening of the roadway. Existing roadway lighting will remain at current lighting levels as recommended by RP-8.
2. Right-of-way lighting will only be provided in areas designated as 'communities' and 'non-urban settlements' in the Official Plan (refer to Exhibit A). For 'rural and waterfront areas,' right-of-way lighting will only be provided at intersections of public roadways, areas with geometric deficiencies (for example, substandard horizontal curves with posted advisory speed) or collision prone locations.
3. The roadway lighting levels will take precedence over sidewalk lighting levels for sidewalks located more than 2.5 m away from the light pole. Therefore, roadways will not be over lit in order that the lighting of sidewalks in distant locations or on the side of the road opposite a single sided lighting installation achieves the average lighting level as outlined in RP-8.
4. The vertical illuminance component of the sidewalk lighting criteria identified in RP-8 may not be practical to implement in some circumstances and therefore is not utilized by this policy.
5. When the installation of a new sidewalk is restrained to a specific side of the roadway by the terrain (for example, rock outcrops or sharp drop-offs beyond the edge of pavement) or other obstruction, and it is not economically feasible to provide additional lighting for the sidewalk, the roadway will not be over lit in order that the lighting of the sidewalk achieves the average lighting level as outlined in RP-8.

It is recommended by staff, that walkways which run between the homes of residents and connect two right-of-ways continue to not be lit. In most cases, poles are not located within these walkways and where poles exist, it is extremely difficult to provide light to the walkway without lighting the backyards of the abutting lands.

It is also recommended that this policy be the minimum lighting requirement for any private road that is to be assumed by the City.

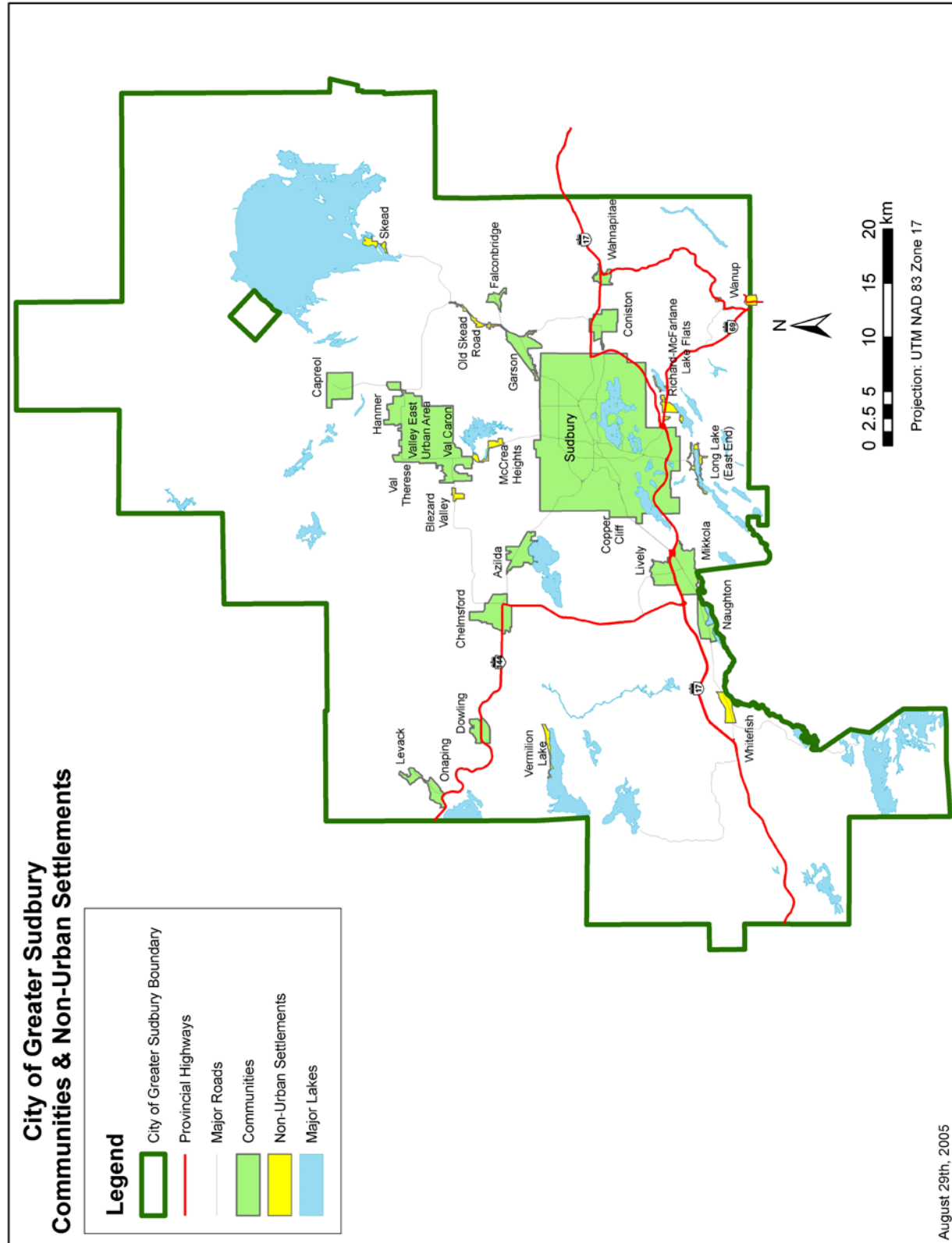
The City also arranges for the installation of street lights through its spot treatment program. Each year a small portion of the Roads capital budget is allocated to this program (\$45,000 in 2014). Through this program, locations requested by residents are put through an initial screening process and then ranked according to a series of factors. Once the final ranking is completed, estimates for the installation of street lights are obtained from GSU. Based on the provided estimates and the annual budget, the highest ranking locations are approved for installation until allocated funds for the year are exhausted. Locations which warrant the installation of a street light but are not installed due to funding limits are carried over to subsequent years and ranked against new requests. In a typical year, the City will receive 50 requests for new installations and will arrange for 10 to 15 street lights to be installed.

The City's Spot Street Light Warrant is a modified version of the warrant for lighting arterial, collector and local roads which is found in TAC's Guide for the Design of Roadway Lighting. It is recommended that the modified RP-8 standard apply to the spot treatment program as well. For example, street lights will only be installed within communities or non-urban settlements as designated by the Official Plan unless the area of concern has a geometric deficiency. See Exhibit B for a copy of the City of Greater Sudbury Spot Street Light Warrant which has been updated to include a screening question related to the modified RP-8 standard. In addition, City staff will work with Greater Sudbury Police Services to provide improved street lighting in identified areas. These projects will also be funded from the Spot Street Light program.

City staff along with GSU staff has investigated possible ways to improve lighting levels on the sidewalk on the north side of Lorne Street. The existing lighting does not meet the above standard for sidewalk lighting. As part of the pole relocation project, a series of poles will remain on the north side of Lorne Street that may be used for the installation of additional lighting for the sidewalk. However, the remaining poles are spaced inconsistently and will result in dark areas and some poles may need to be replaced due to their condition or their proximity to the road. Additional poles would need to be installed to provide uniform lighting. Consistent with this policy, it is proposed to upgrade the lighting of this section of Lorne Street as part of the next capital project. This section of Lorne Street is currently identified in 2016 in the Roads capital budget outlook.

For all future utility pole relocation projects, GSU and City staff will review this lighting policy prior to the relocation of street lights.

EXHIBIT: A



City of Greater Sudbury Spot Street Light Warrant

Location: _____
 Number of Lights Requested: _____
 Analyst: _____
 Field Review Date: _____
 Photo Taken? Yes No
 Warrant Completion Date: _____

Initial Screening

- | | | |
|---|-----|----|
| 1. Is there existing lighting at the requested location? | Yes | No |
| 2. Is there existing full lighting on the roadway? | Yes | No |
| 3. Will a new pole be required for the requested location? | Yes | No |
| 4. Is the requested location outside of a 'community' or 'non-urban settlement' as defined by the Official Plan? (If a geometric deficiency will be addressed, select No) | Yes | No |

If "Yes" to ANY of the above questions, the location does not qualify for a spot street light.
 If "No" to ALL of the above questions, proceed to the Ranking section below.

Ranking

	Ranking Factor	Rating Factor					Weight	Rating	Score
		1	2	3	4	5			
1	Classification	Lane	Local	Collector/ Tertiary Arterial	Secondary Arterial	Primary Arterial	1.0		
2	Driveways and Entrances/km	<20	20 to 40	40 to 60	60 to 80	> 80	1.4		
3	Horizontal Curve Speed Reduction (km/h)		<10	10 to 20	20 to 30	>30	5.5		
4	Vertical Grade (%)	<3	3 to 4	4 to 5	5 to 7	>7	0.4		
5	Sight Distance (m)	>210	150 to 210	90 to 150	60 to 90	<60	0.2		
6	Parking	Prohibited	Loading	Off Peak	One Side	Both Sides	0.1		
7	Operating or Posted Speed (km/h)	<=40	50	60	70	>=80	0.6		
8	Pedestrian Nighttime Activity Level (#/peak hour)			Low (<10)	Medium (11 to 99)	High (>=100)	3.2		
9	Percentage of Development Adjacent to Road (%)	nil	nil to 30	30 to 60	60 to 90	>90	0.2		
10	Area Classification	Rural	Industrial	Residential	Commercial	Downtown	0.2		
11	Distance from Development to Roadway (m)	>60	45 to 60	30 to 45	15 to 30	<15	0.2		
12	Ambient (off Roadway) Lighting	Nil	Sparse	Moderate	Distracting	Intense	1.4		
13	Safety (# of nighttime collisions from previous 3 years or GSPS priority rating)	0	1	2	3	>3	5.6		
							Total		

Field Notes

Review Criteria

Full Lighting is when the entire roadway width within a defined area has lighting in a uniform manner.

The Horizontal Curve Reduction speed is determined by measuring the comfortable speed of the horizontal curve using a ball bank meter.

Pedestrian Nighttime Activity is estimated using the adjacent land uses.

Ambient Lighting Definitions

Sparse - typically includes rural roadways with little or no development

Moderate - typically includes rural or urban roads with some building lighting and development outside of commercial areas.

Areas with residential and industrial development will typically have moderate ambient lighting.

Distracting - typically is downtown commercial areas with well lighted building exteriors adjacent to the roadway. It can also include commercial development where lighting is used to attract attention to businesses.

Intense - typically is areas with large advertising signs, sports lighting and other intense light sources adjacent to the roadway.

Schedule 1a Land Use Overview

Legend

- Municipal Boundary
- Community Boundary
- Lake

Transportation Network

- Provincial Highway
- Road Network
- Private Road
- Proposed Road
- Railway

Land Use**Living Area**

- Living Area I
- Living Area II

Employment Area

- Downtown
- Regional Centre
- Town Centre
- Mixed Use Commercial
- Institutional

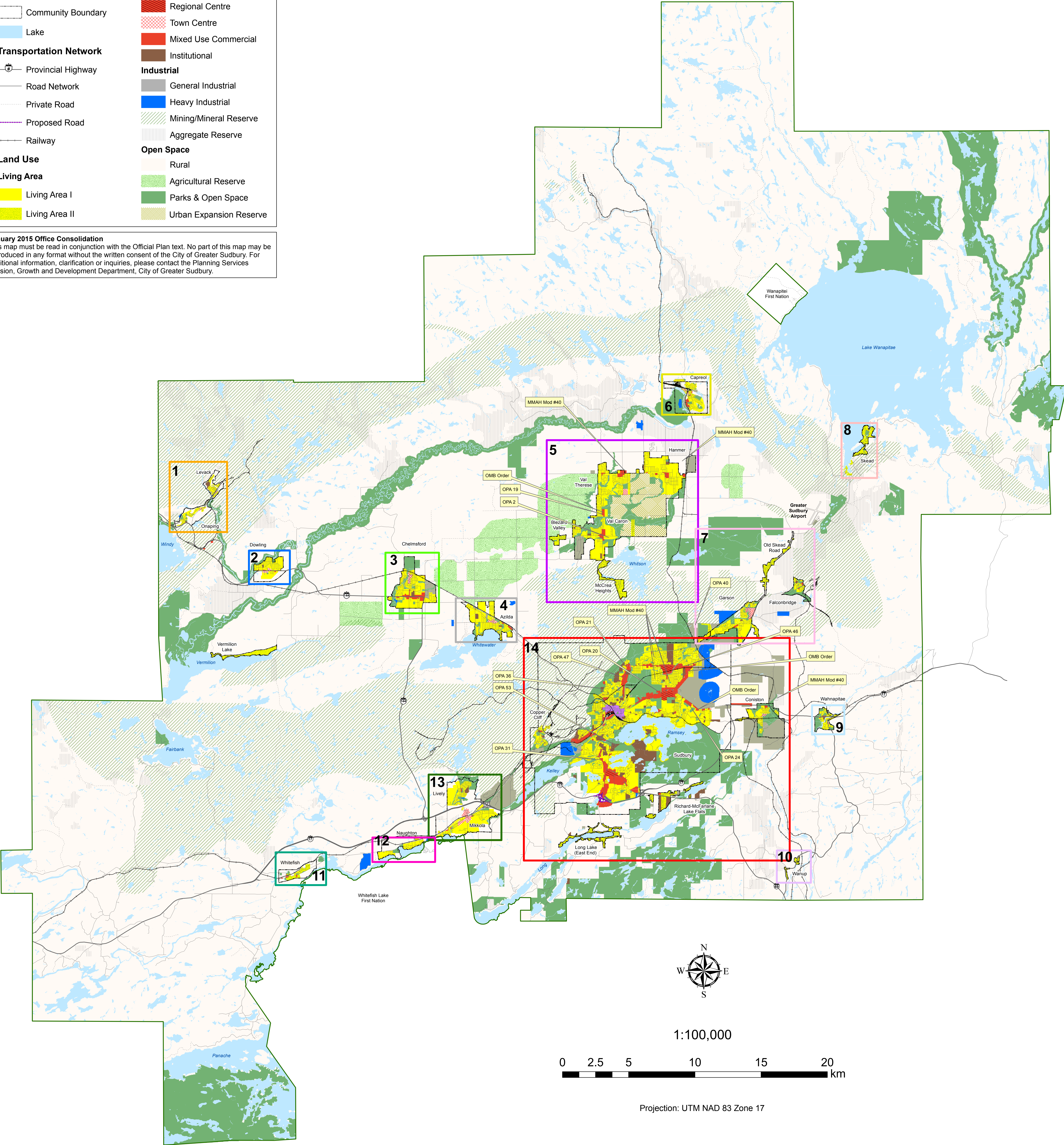
Industrial

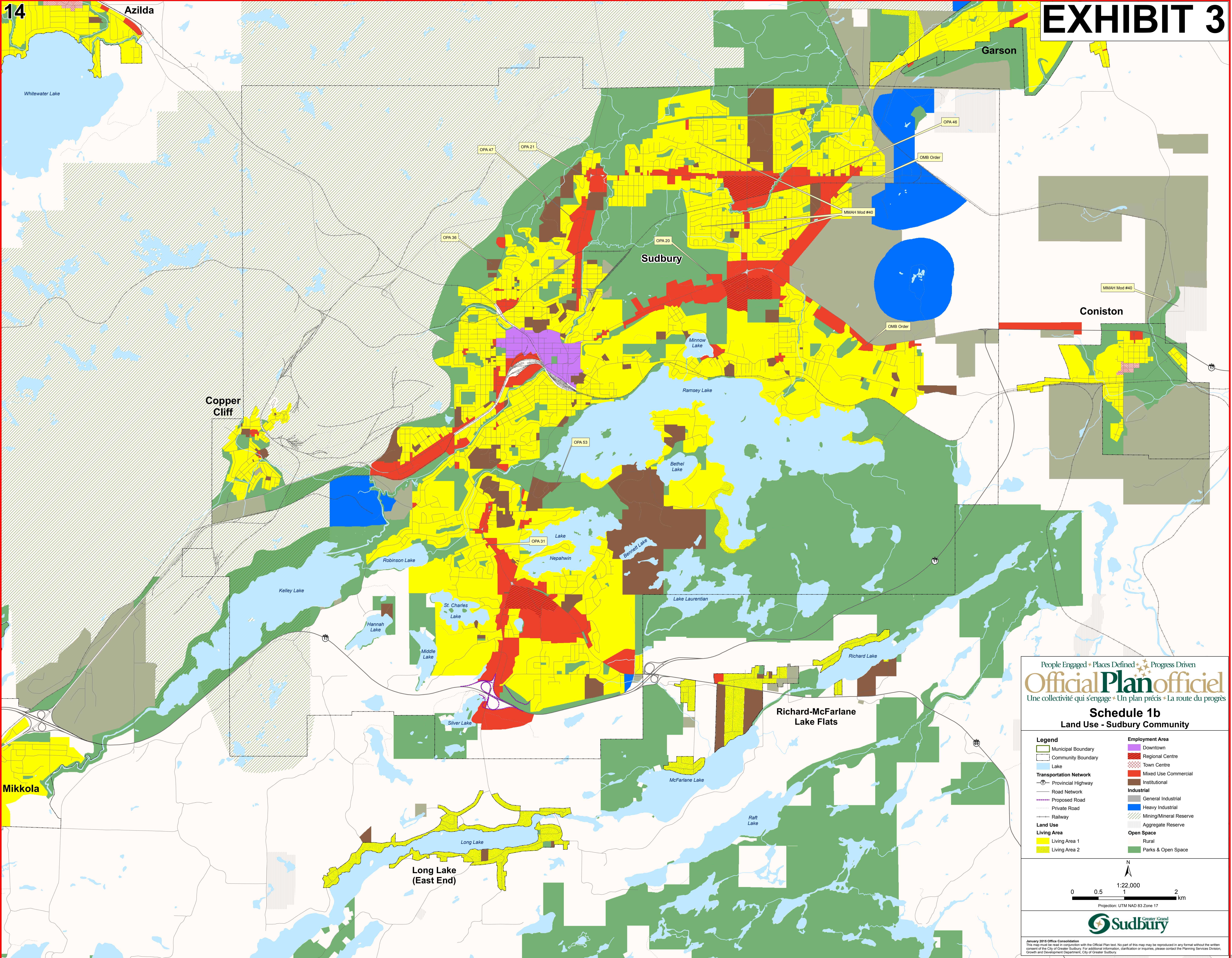
- General Industrial
- Heavy Industrial
- Mining/Mineral Reserve
- Aggregate Reserve

Open Space

- Rural
- Agricultural Reserve
- Parks & Open Space
- Urban Expansion Reserve

January 2015 Office Consolidation
This map must be read in conjunction with the Official Plan text. No part of this map may be reproduced in any format without the written consent of the City of Greater Sudbury. For additional information, clarification or inquiries, please contact the Planning Services Division, Growth and Development Department, City of Greater Sudbury.

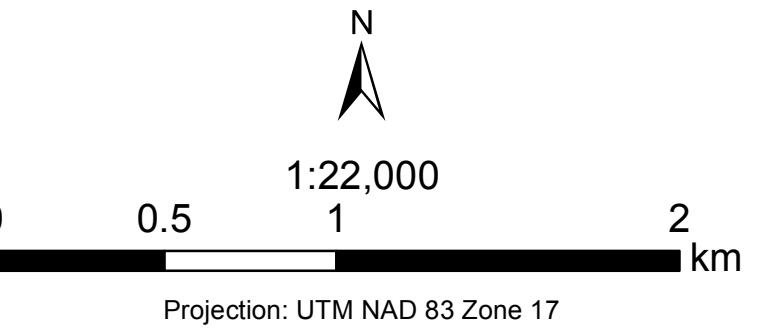




People Engaged • Places Defined • Progress Driven
Official Plan officiel
Une collectivité qui s'engage • Un plan précis • La route du progrès

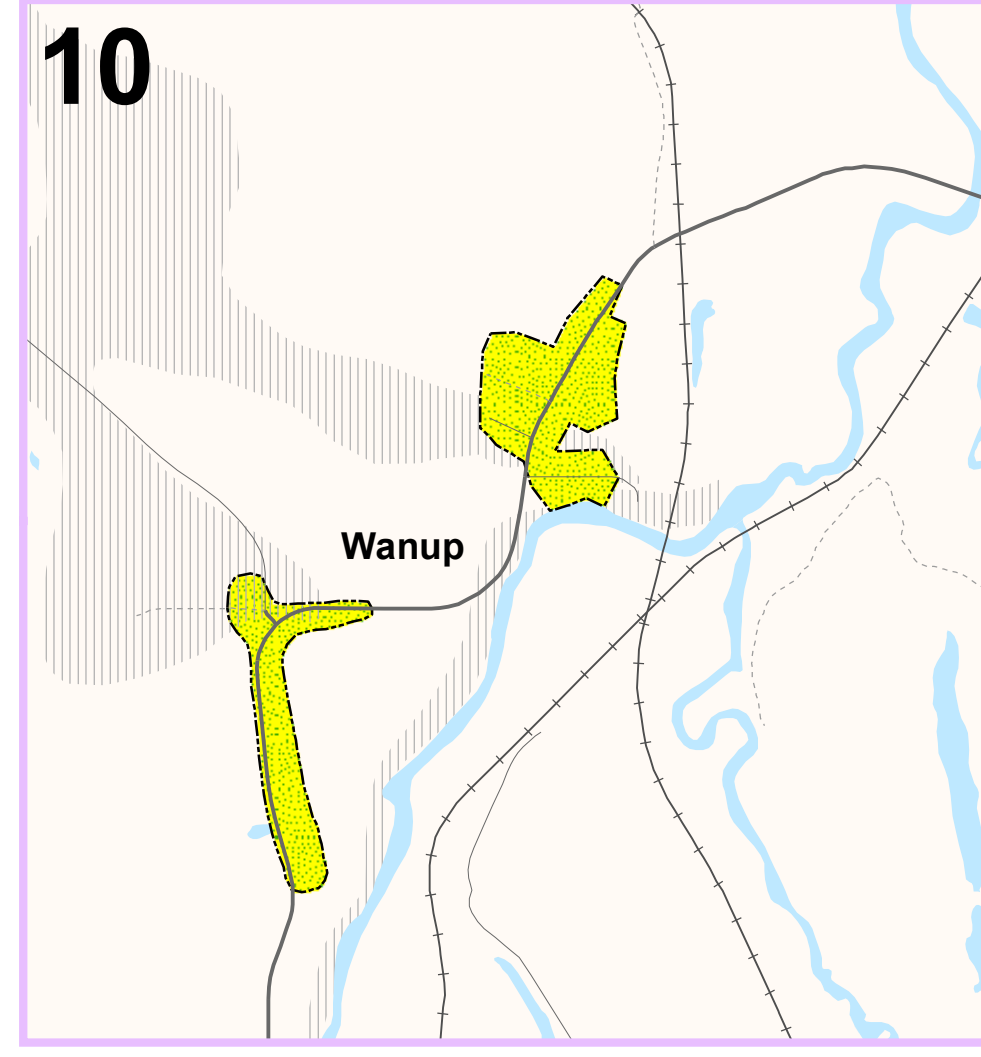
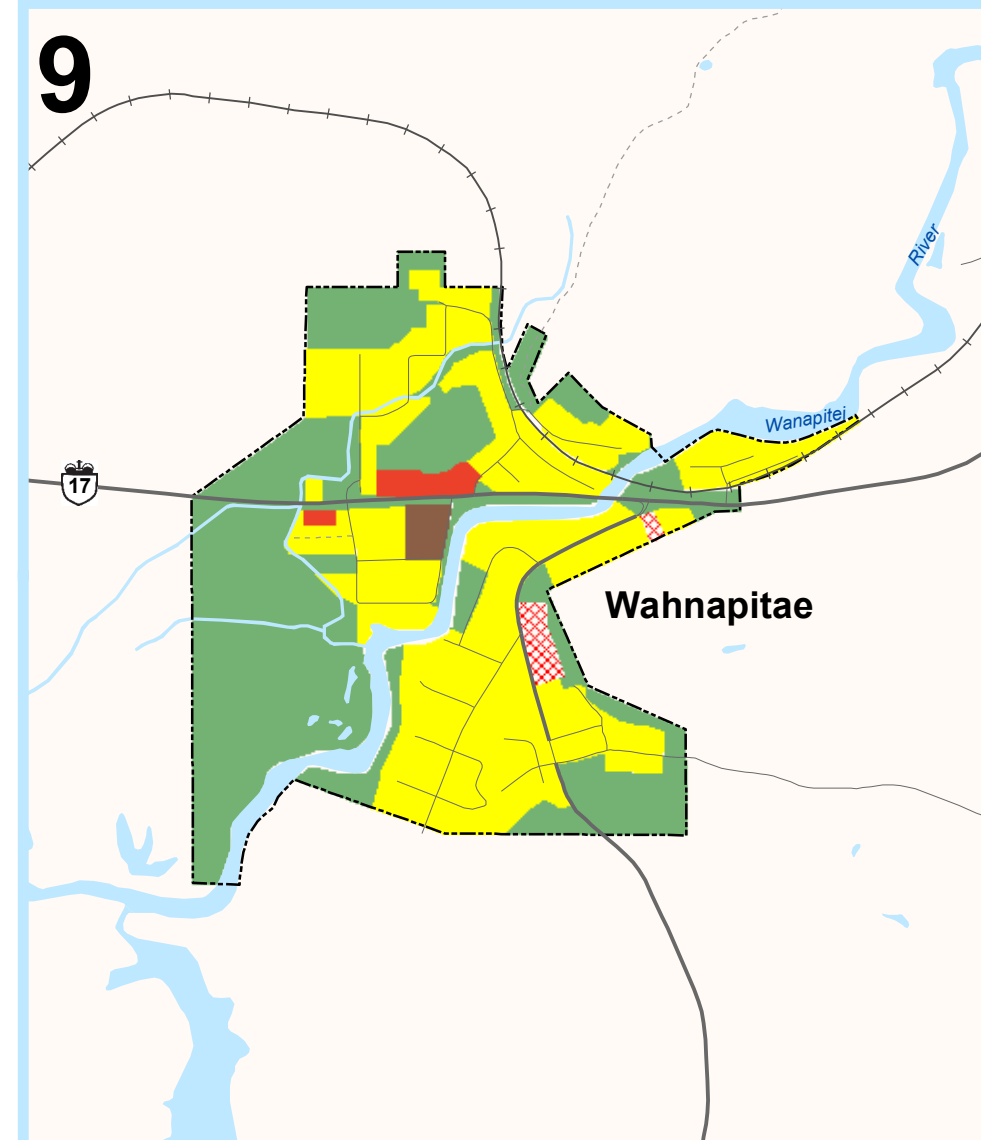
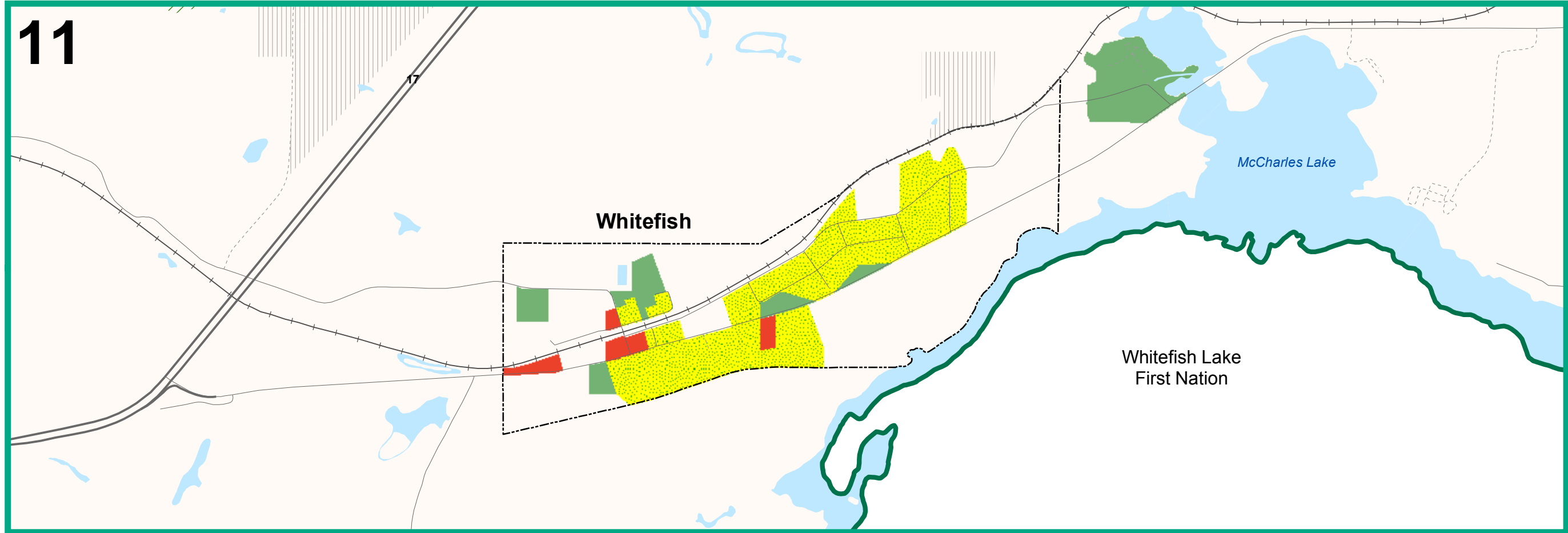
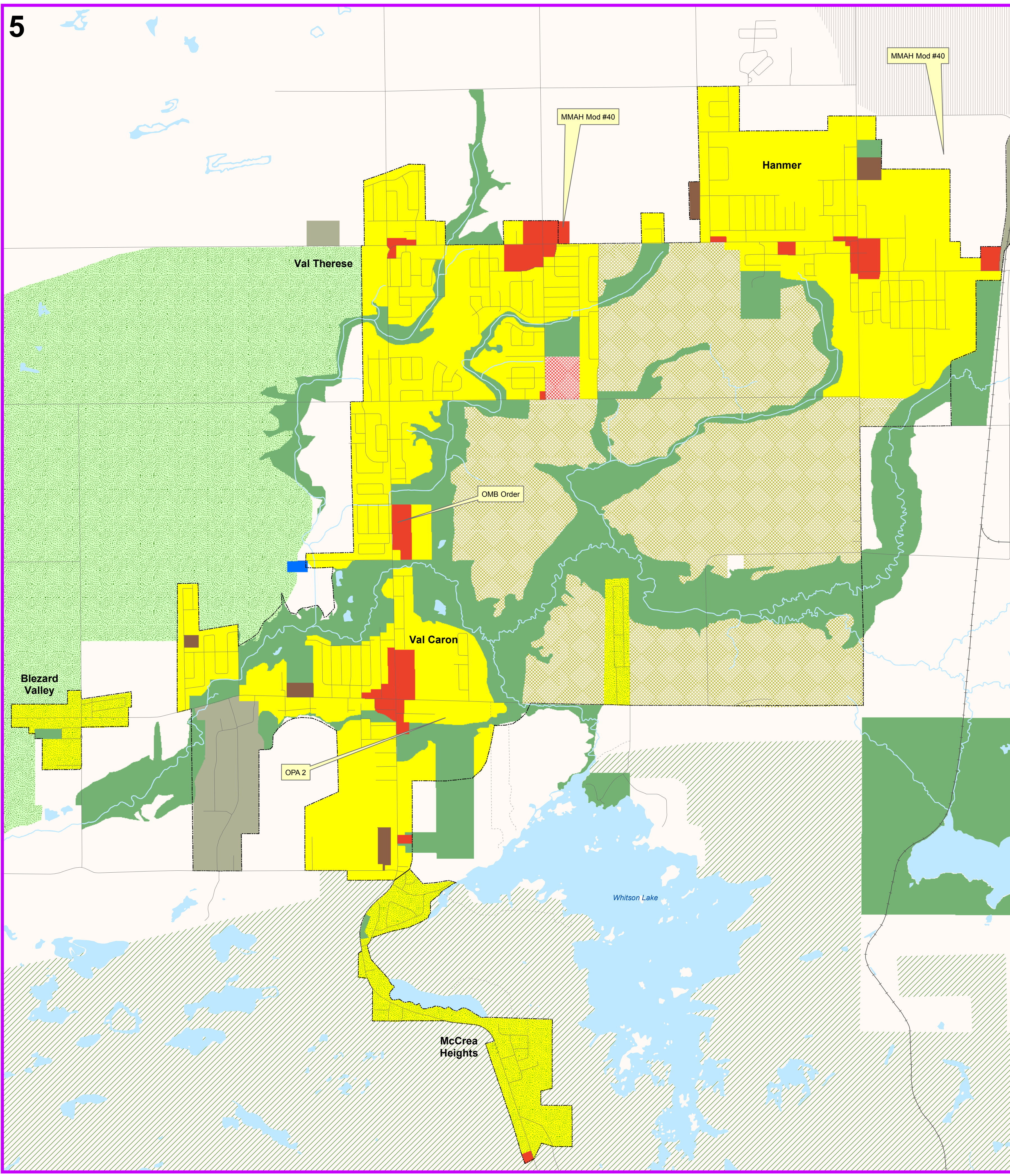
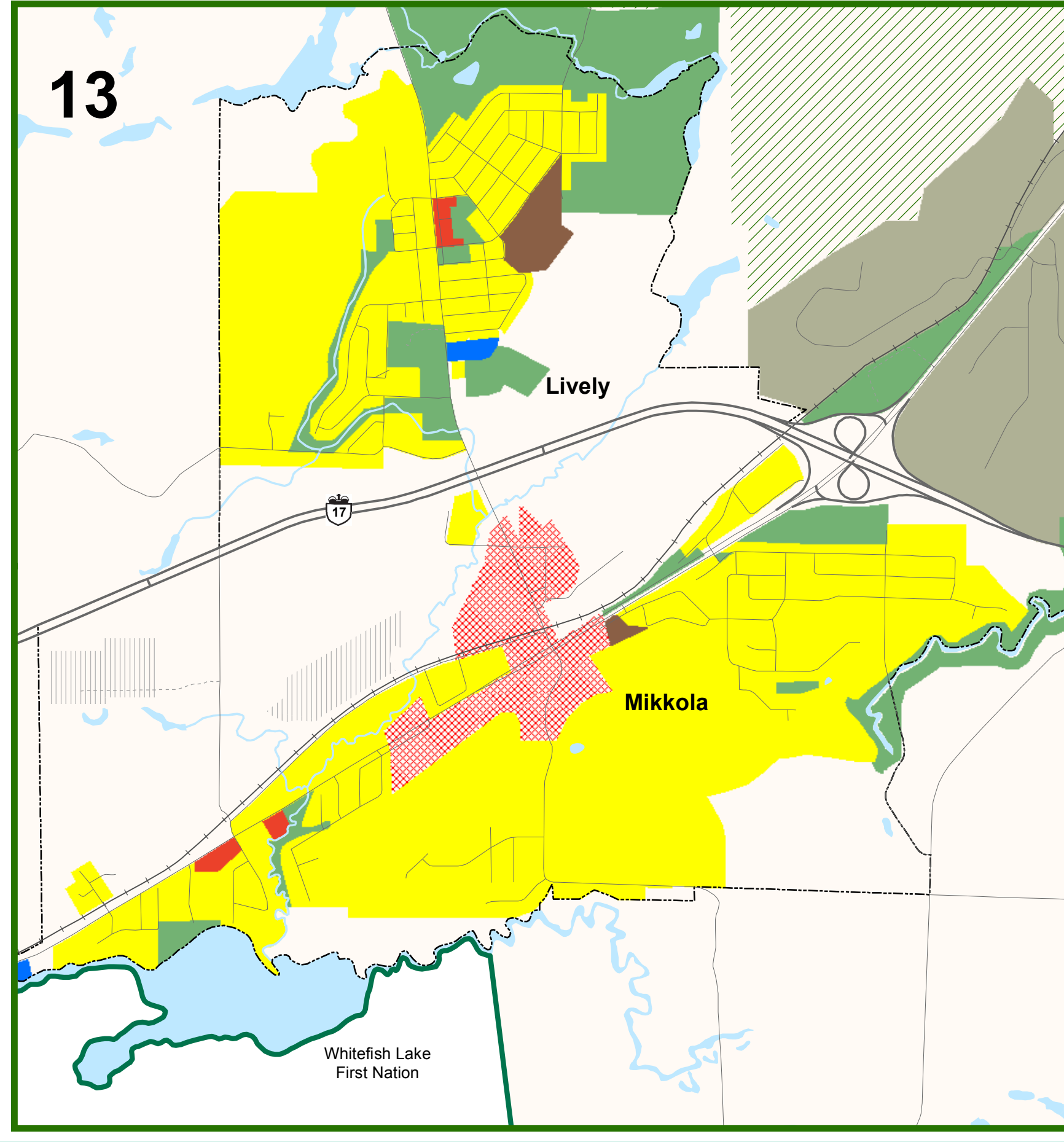
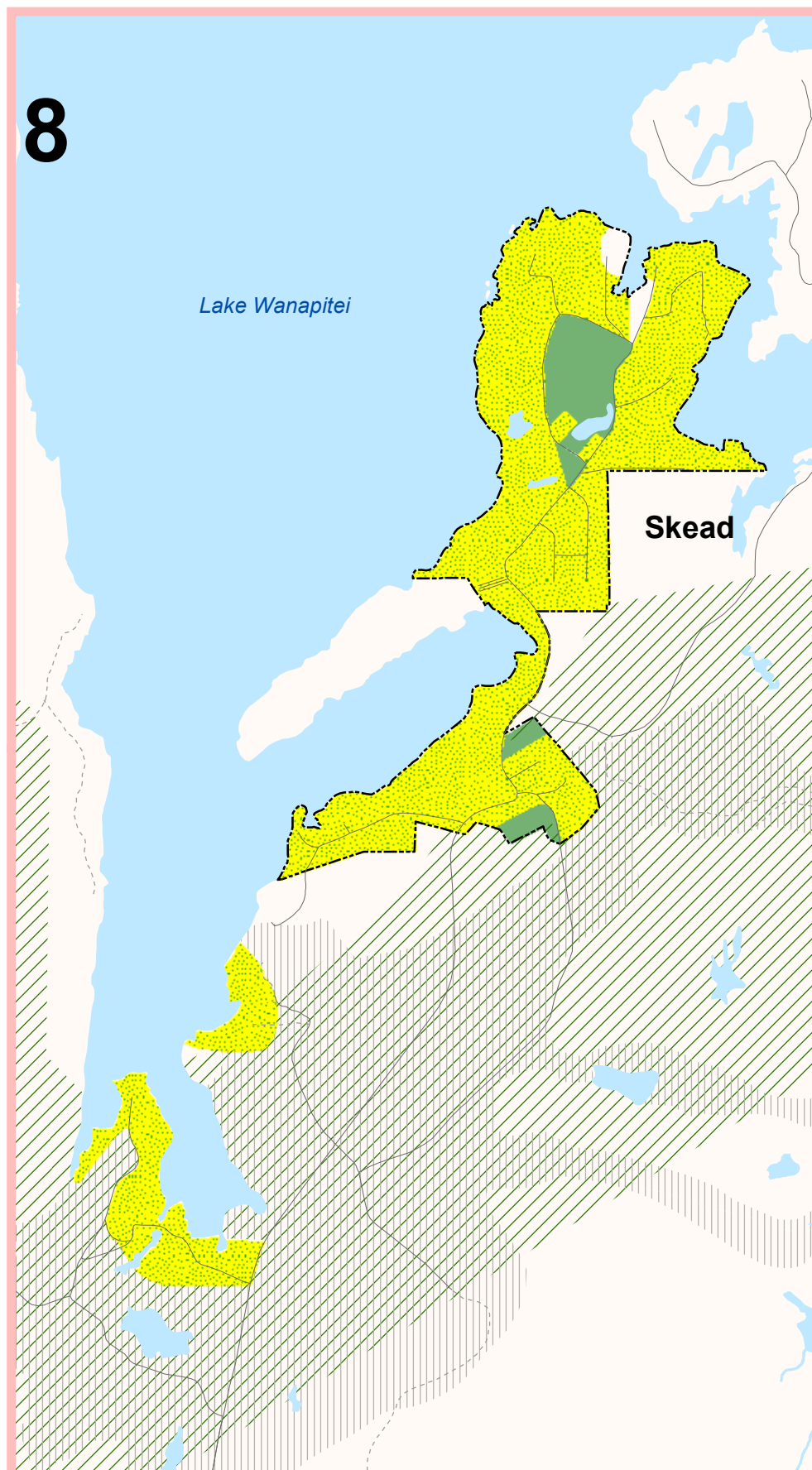
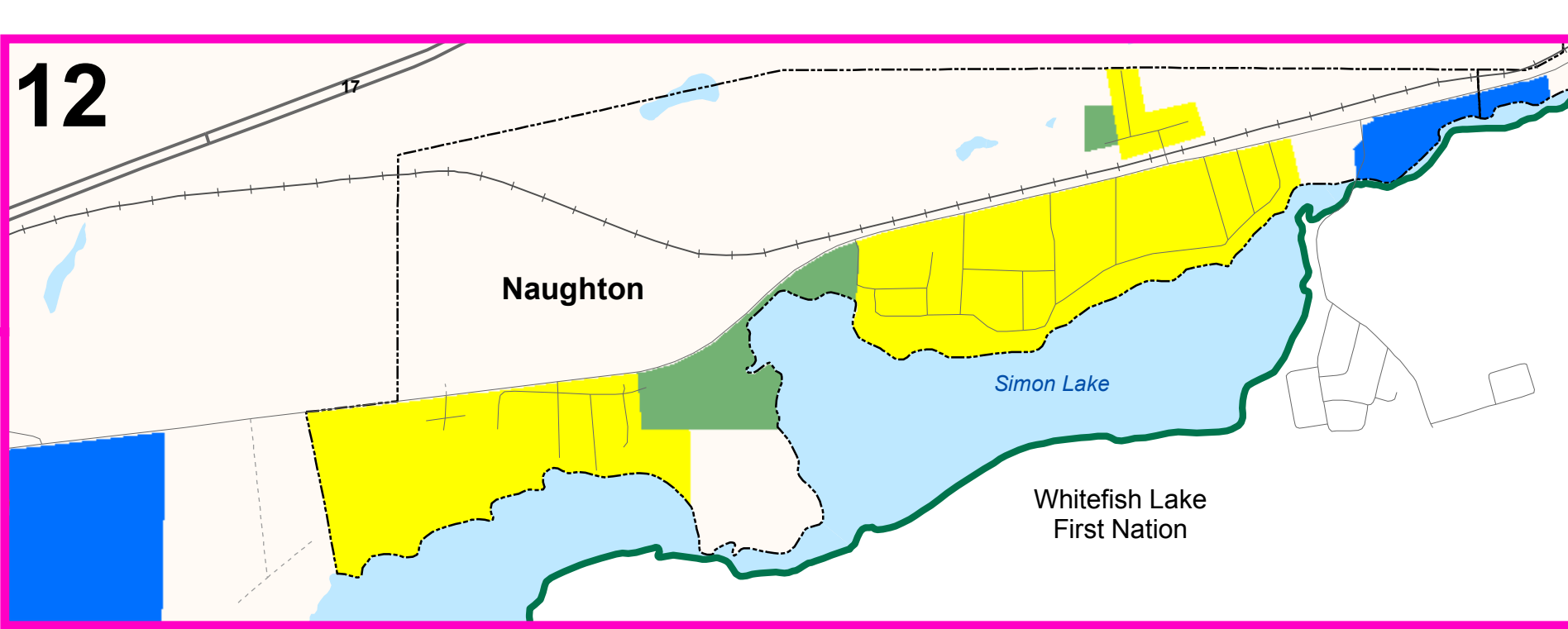
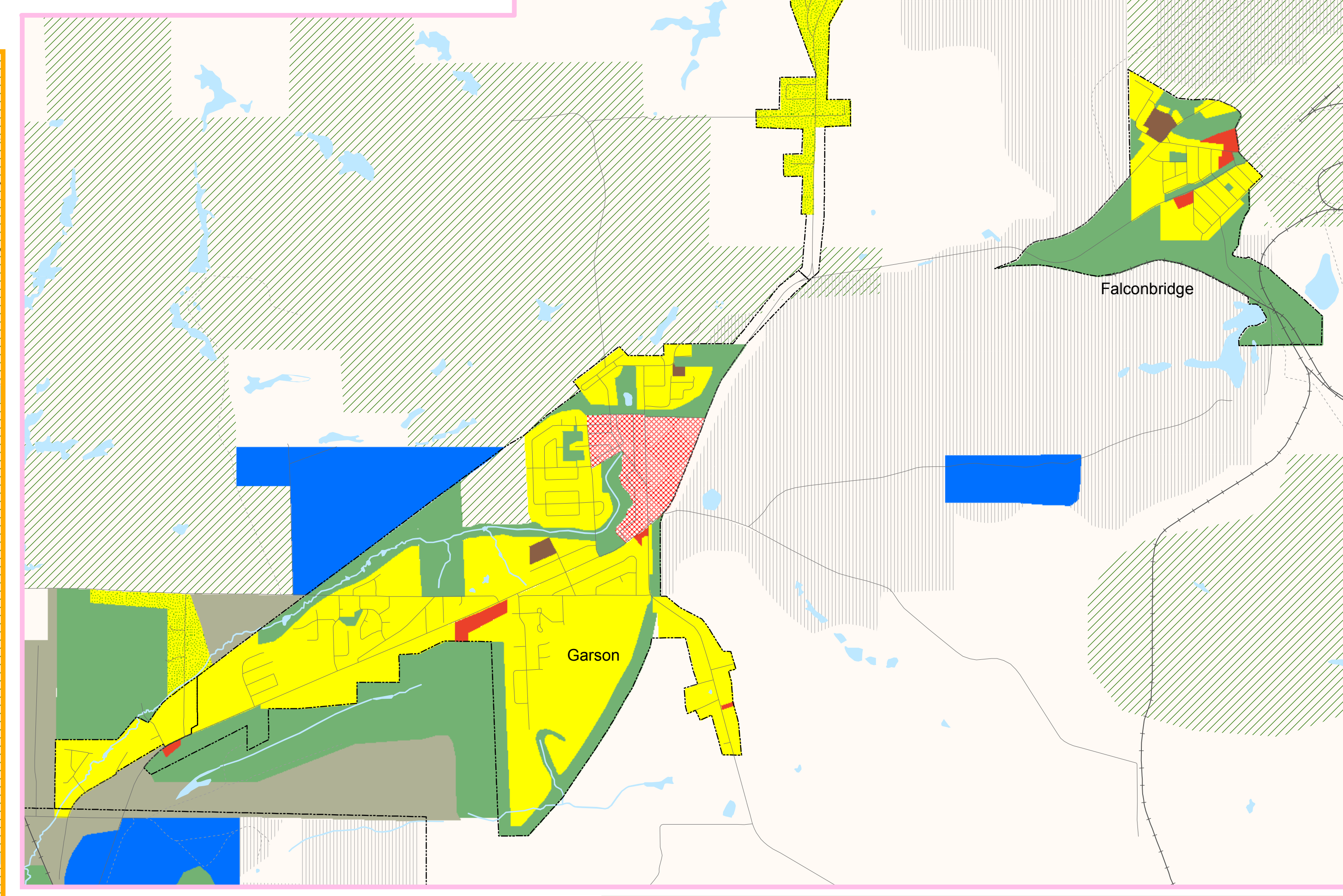
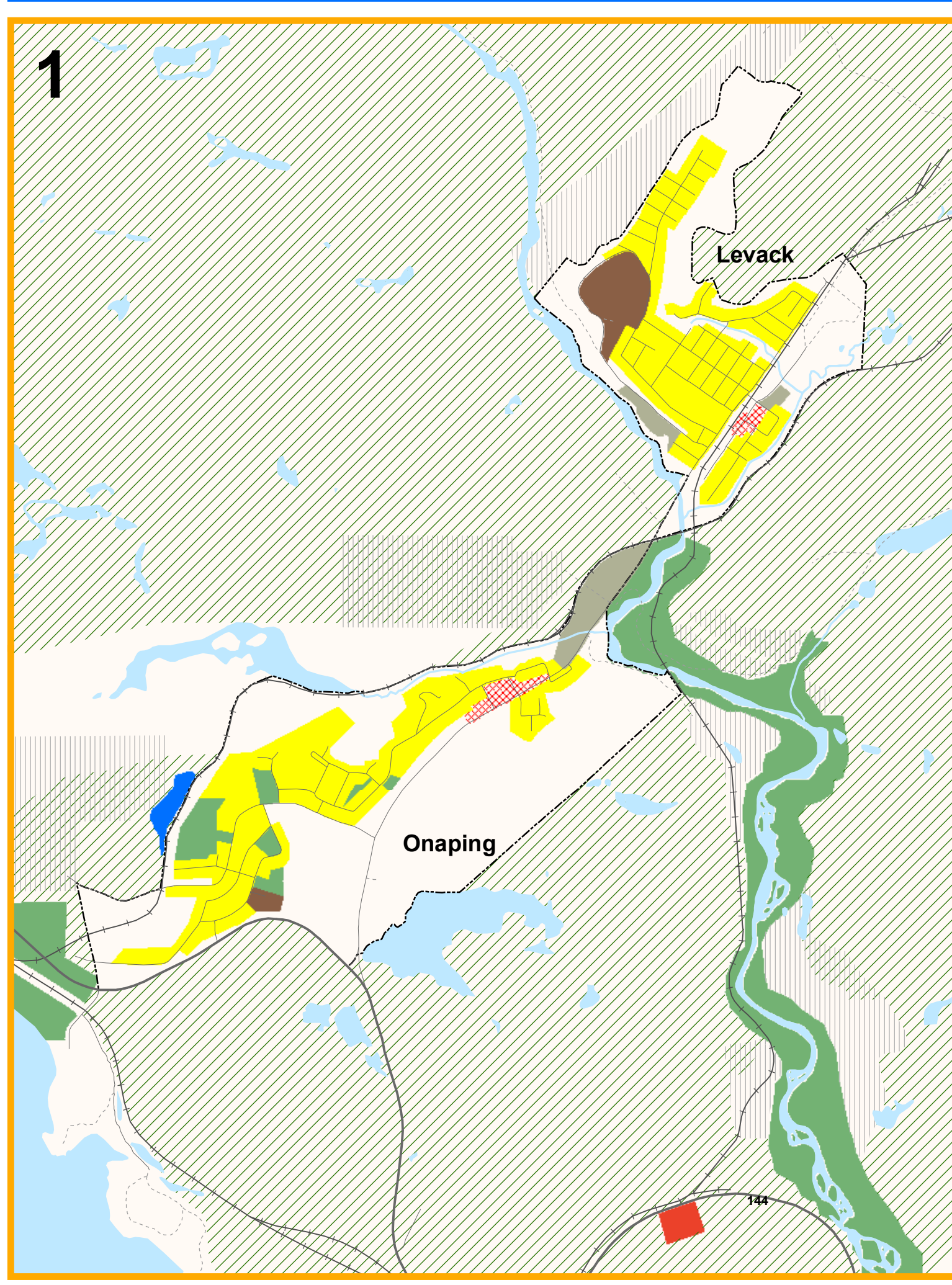
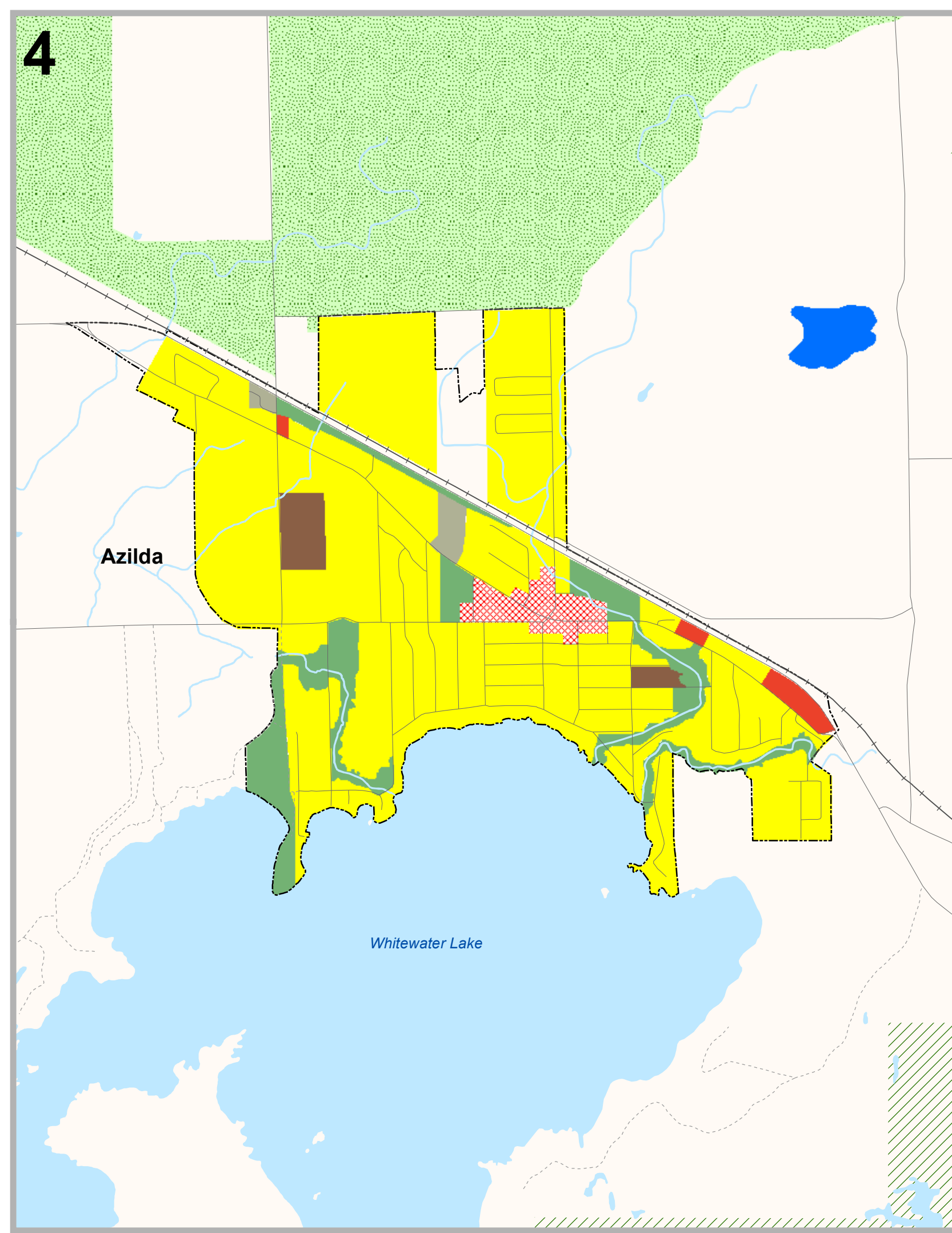
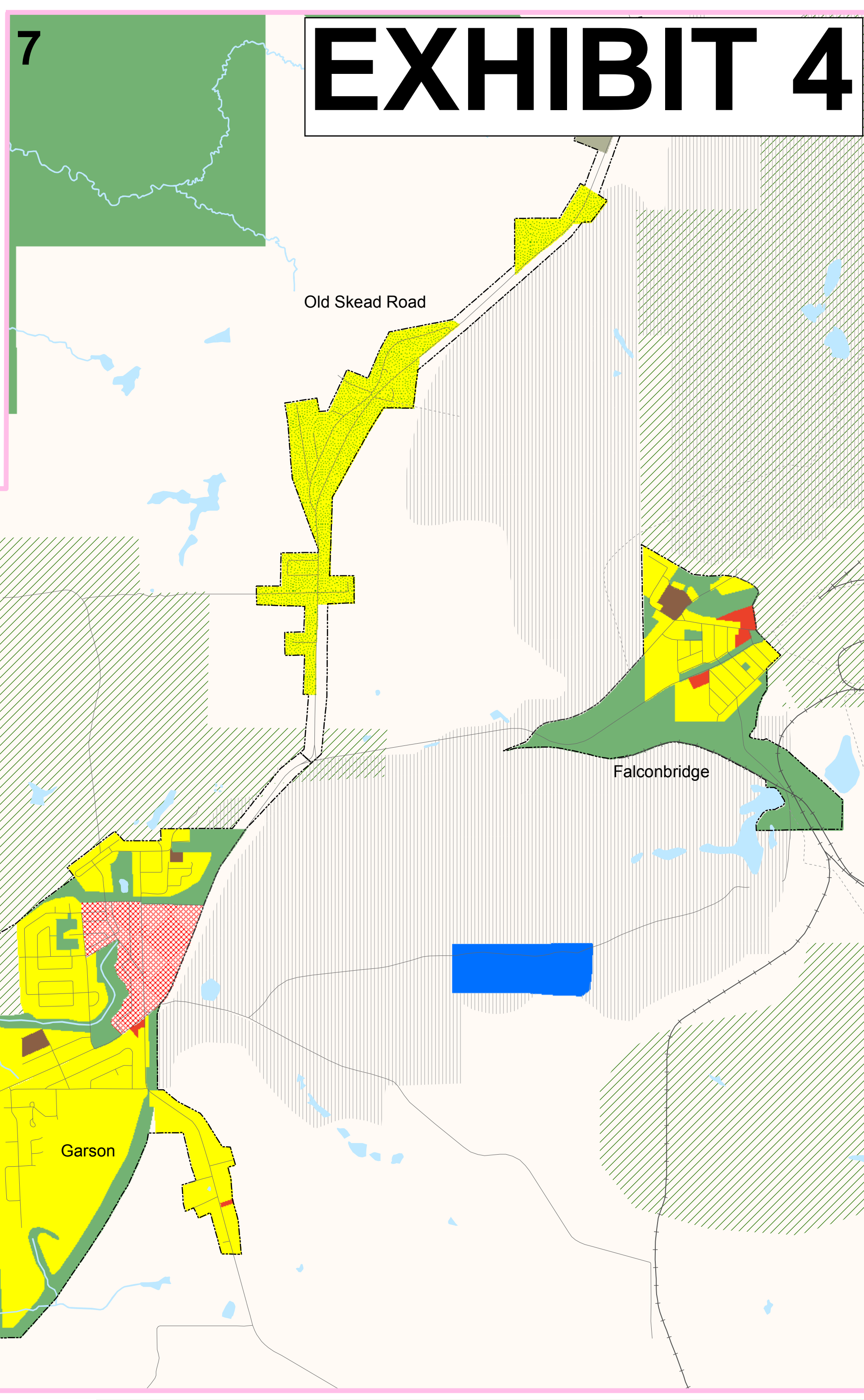
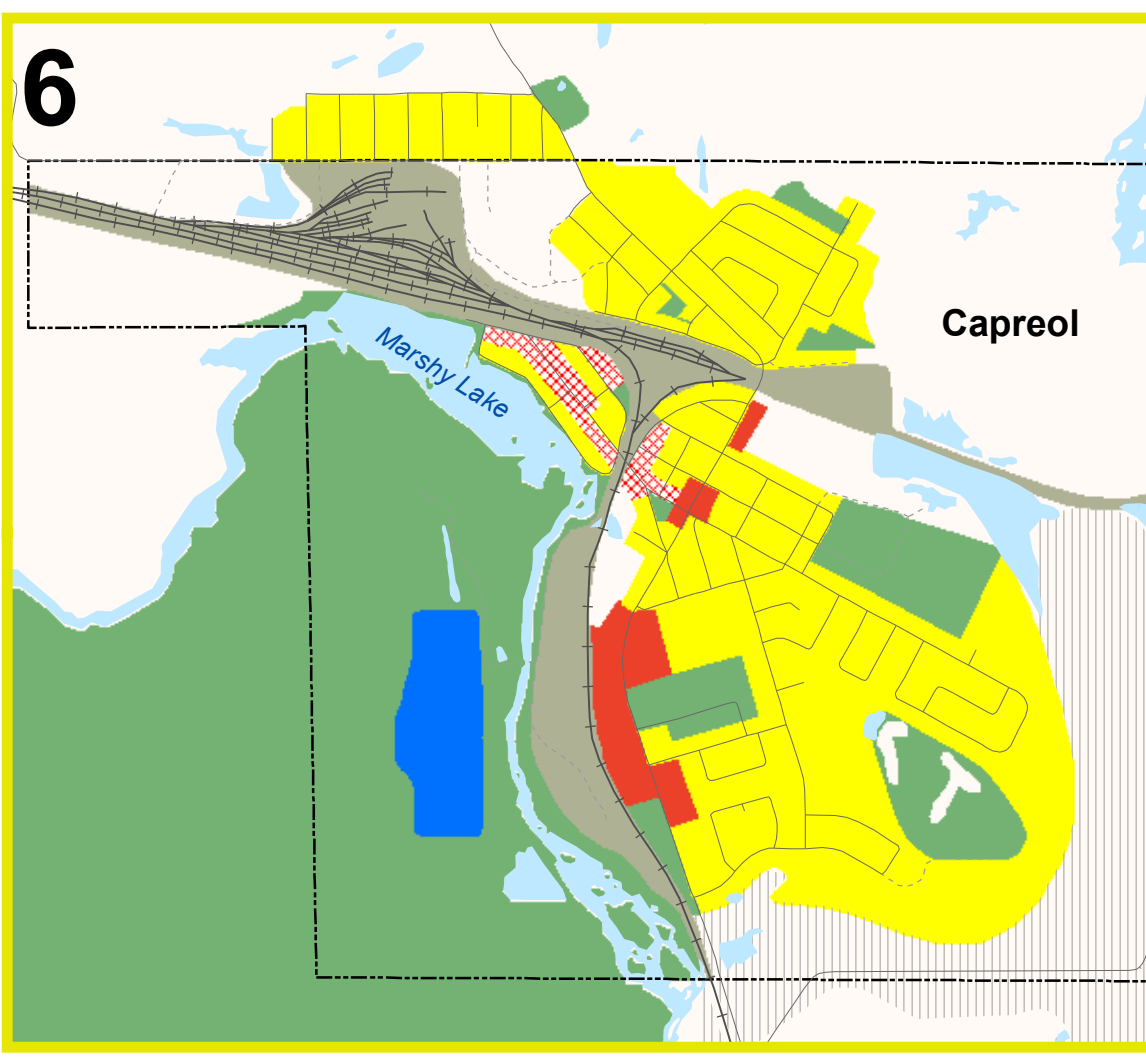
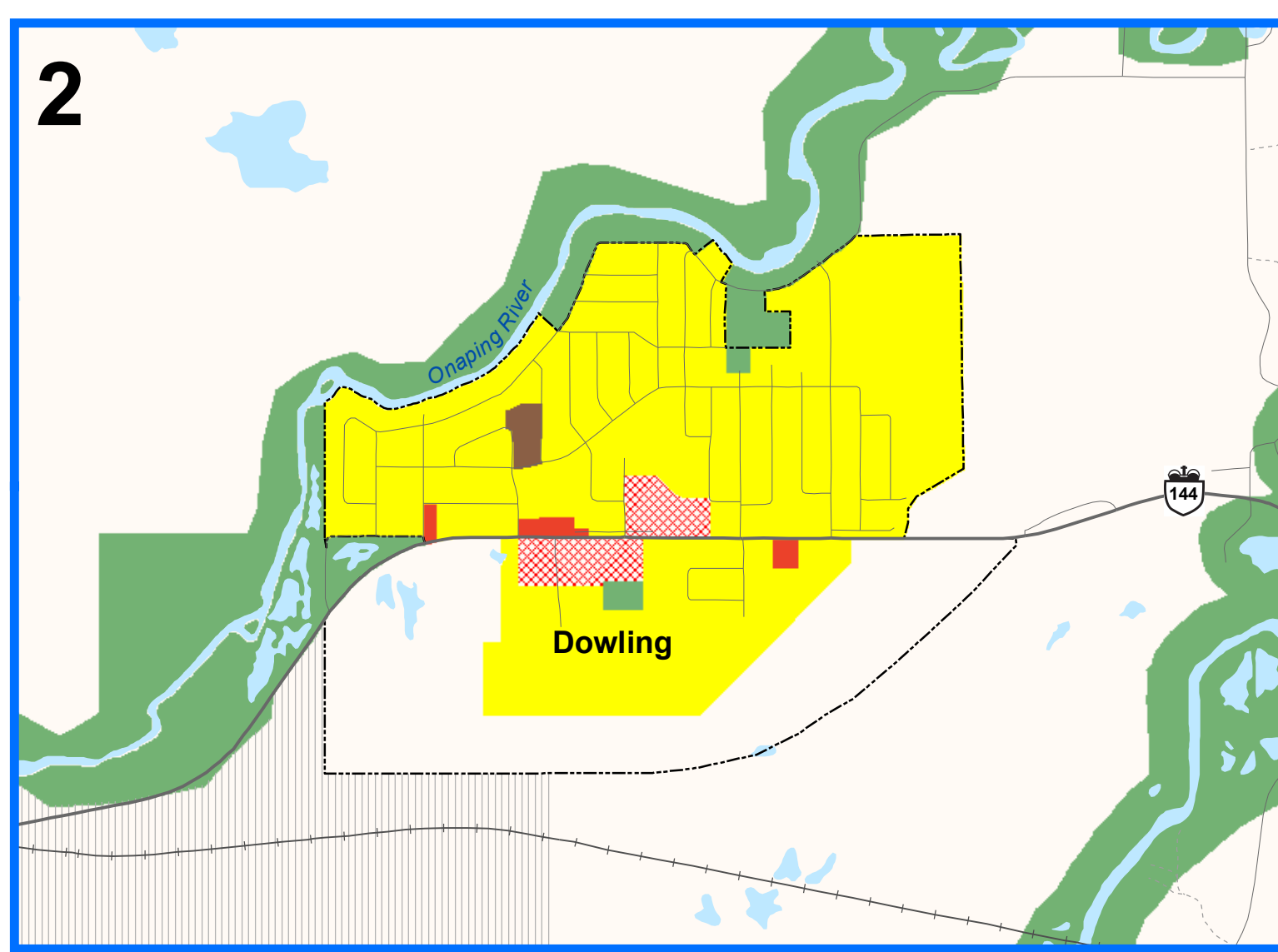
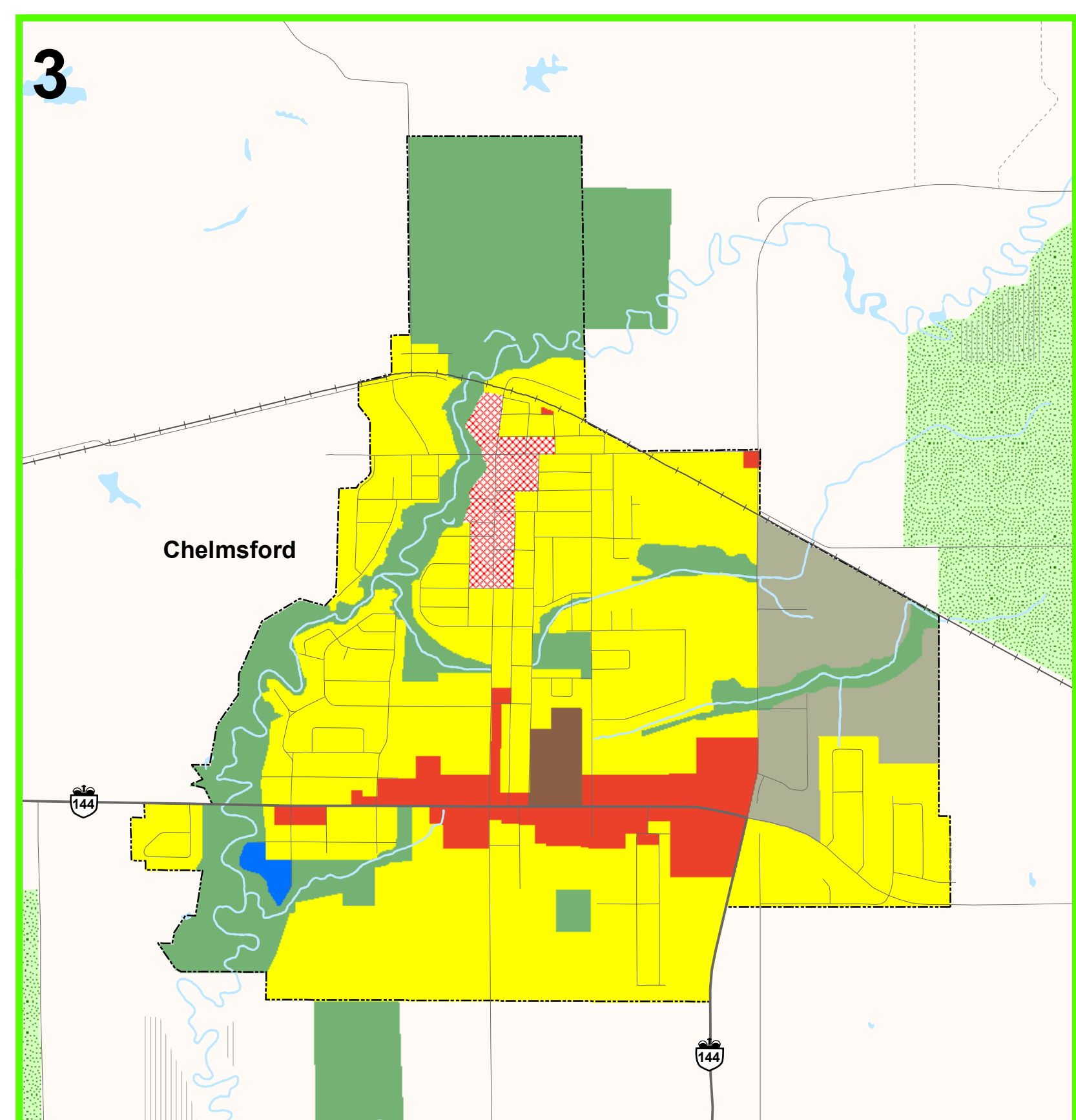
Schedule 1b
Land Use - Sudbury Community

Legend	
	Municipal Boundary
	Community Boundary
	Lake
Transportation Network	
	Provincial Highway
	Road Network
	Proposed Road
	Private Road
	Railway
Land Use	
	Living Area 1
	Living Area 2
Employment Area	
	Downtown
	Regional Centre
	Town Centre
	Mixed Use Commercial
	Institutional
Industrial	
	General Industrial
	Heavy Industrial
	Mining/Mineral Reserve
	Aggregate Reserve
Open Space	
	Rural
	Parks & Open Space



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EXHIBIT 4



People Engaged • Places Defined • Progress Driven

Official Plan officiel

Une collectivité qui s'engage • Un plan précis • La route du progrès

Schedule 1c

Land Use - Community Insets

Legend	Employment Area
Municipal Boundary	Town Centre
Community Boundary	Mixed Use Commercial
Lake	Institutional
Road Network	Industrial
Provincial Highway	General Industrial
Road Network	Heavy Industrial
Private Road	Mining/Mineral Reserve
Proposed Road	Aggregate Reserve
Railway	Open Space
Land Use	Rural
Living Area 1	Agricultural Reserve
Living Area 2	Parks & Open Space
	Urban Expansion Reserve

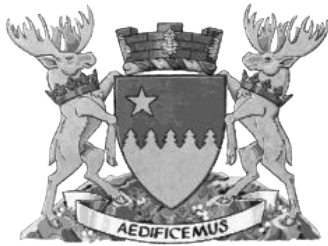
0 0.5 1 2 3 4 km

1:22,000

Projection: UTM NAD 83 Zone 17

Sudbury Greater Grand

December 2014 Office Consolidation
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City of Greater Sudbury Charter

WHEREAS Municipalities are governed by the Ontario Municipal Act, 2001;

AND WHEREAS the City of Greater Sudbury has established Vision, Mission and Values that give direction to staff and City Councillors;

AND WHEREAS City Council and its associated boards are guided by a Code of Ethics, as outlined in Appendix B of the City of Greater Sudbury's Procedure Bylaw, most recently updated in 2011;

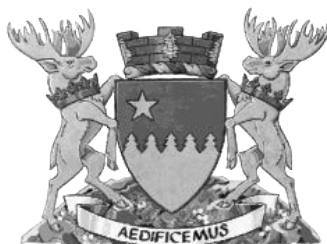
AND WHEREAS the City of Greater Sudbury official motto is "Come, Let Us Build Together," and was chosen to celebrate our city's diversity and inspire collective effort and inclusion;

THEREFORE BE IT RESOLVED THAT Council for the City of Greater Sudbury approves, adopts and signs the following City of Greater Sudbury Charter to complement these guiding principles:

As Members of Council, we hereby acknowledge the privilege to be elected to the City of Greater Sudbury Council for the 2014-2018 term of office. During this time, we pledge to always represent the citizens and to work together always in the interest of the City of Greater Sudbury.

Accordingly, we commit to:

- Perform our roles, as defined in the Ontario Municipal Act (2001), the City's bylaws and City policies;
- Act with transparency, openness, accountability and dedication to our citizens, consistent with the City's Vision, Mission and Values and the City official motto;
- Follow the Code of Ethical Conduct for Members of Council, and all City policies that apply to Members of Council;
- Act today in the interest of tomorrow, by being responsible stewards of the City, including its finances, assets, services, public places, and the natural environment;
- Manage the resources in our trust efficiently, prudently, responsibly and to the best of our ability;
- Build a climate of trust, openness and transparency that sets a standard for all the City's goals and objectives;
- Always act with respect for all Council and for all persons who come before us;
- Ensure citizen engagement is encouraged and promoted;
- Advocate for economic development, encouraging innovation, productivity and job creation;
- Inspire cultural growth by promoting sports, film, the arts, music, theatre and architectural excellence;
- Respect our historical and natural heritage by protecting and preserving important buildings, landmarks, landscapes, lakes and water bodies;
- Promote unity through diversity as a characteristic of Greater Sudbury citizenship;
- Become civic and regional leaders by encouraging the sharing of ideas, knowledge and experience;
- Work towards achieving the best possible quality of life and standard of living for all Greater Sudbury residents;



Charte de la Ville du Grand Sudbury

ATTENDU QUE les municipalités sont régies par la Loi de 2001 sur les municipalités (Ontario);

ATTENDU QUE la Ville du Grand Sudbury a élaboré une vision, une mission et des valeurs qui guident le personnel et les conseillers municipaux;

ATTENDU QUE le Conseil municipal et ses conseils sont guidés par un code d'éthique, comme l'indique l'annexe B du Règlement de procédure de la Ville du Grand Sudbury dont la dernière version date de 2011;

ATTENDU QUE la devise officielle de la Ville du Grand Sudbury, « Ensemble, bâtissons notre avenir », a été choisie afin de célébrer la diversité de notre municipalité ainsi que d'inspirer un effort collectif et l'inclusion;

QU'IL SOIT RÉSOLU QUE le Conseil de la Ville du Grand Sudbury approuve et adopte la charte suivante de la Ville du Grand Sudbury, qui sert de complément à ces principes directeurs, et qu'il y appose sa signature:

À titre de membres du Conseil, nous reconnaissons par la présente le privilège d'être élus au Conseil du Grand Sudbury pour le mandat de 2014-2018. Durant cette période, nous promettons de toujours représenter les citoyens et de travailler ensemble, sans cesse dans l'intérêt de la Ville du Grand Sudbury.

Par conséquent, nous nous engageons à :

- assumer nos rôles tels qu'ils sont définis dans la Loi de 2001 sur les municipalités, les règlements et les politiques de la Ville;
- faire preuve de transparence, d'ouverture, de responsabilité et de dévouement envers les citoyens, conformément à la vision, à la mission et aux valeurs ainsi qu'à la devise officielle de la municipalité;
- suivre le Code d'éthique des membres du Conseil et toutes les politiques de la municipalité qui s'appliquent à eux;
- agir aujourd'hui pour demain en étant des intendants responsables de la municipalité, y compris de ses finances, biens, services, endroits publics et du milieu naturel;
- gérer les ressources qui nous sont confiées de façon efficiente, prudente, responsable et de notre mieux;
- créer un climat de confiance, d'ouverture et de transparence qui établit une norme pour tous les objectifs de la municipalité;
- agir sans cesse en respectant tous les membres du Conseil et les gens se présentant devant eux;
- veiller à ce qu'on encourage et favorise l'engagement des citoyens;
- plaider pour le développement économique, à encourager l'innovation, la productivité et la création d'emplois;
- être une source d'inspiration pour la croissance culturelle en faisant la promotion de l'excellence dans les domaines du sport, du cinéma, des arts, de la musique, du théâtre et de l'architecture;
- respecter notre patrimoine historique et naturel en protégeant et en préservant les édifices, les lieux d'intérêt, les paysages, les lacs et les plans d'eau d'importance;
- favoriser l'unité par la diversité en tant que caractéristique de la citoyenneté au Grand Sudbury;
- devenir des chefs de file municipaux et régionaux en favorisant les échanges d'idées, de connaissances et concernant l'expérience;
- viser l'atteinte de la meilleure qualité et du meilleur niveau de vie possible pour tous les résidents du Grand Sudbury.