



OPERATIONS COMMITTEE AGENDA

Operations Committee Meeting
Monday, August 10, 2015
Tom Davies Square

COUNCILLOR ROBERT KIRWAN, CHAIR

Evelyn Dutrisac, Vice-Chair

9:00 a.m. OPERATIONS COMMITTEE MEETING
COUNCIL CHAMBER

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 July 10, 2015 from the General Manager of Growth & Development regarding Proposed ATV By-Law Update. **5 - 8**
(ELECTRONIC PRESENTATION) (RECOMMENDATION PREPARED)
 - Ed Landry, Senior Planner

(This report outlines the recent changes to Highway Traffic Act regulations and provides a recommendation regarding the City's ATV By-law.)
2. Report dated July 14, 2015 from the Executive Director, Administrative Services/City Clerk regarding Trailer Parks By-law. **9 - 19**
(ELECTRONIC PRESENTATION) (RECOMMENDATION PREPARED)
 - Darlene Barker, Coordinator of Compliance and Enforcement

(This report provides two (2) options for Council's consideration in the Licensing and Regulations of Trailer Parks in the City.)

REGULAR AGENDA

MANAGERS' REPORTS

- R-1. Report dated July 17, 2015 from the Interim Chief Administrative Officer regarding Parking Restrictions - Loach's Road, Sudbury. **20 - 22**
(RECOMMENDATION PREPARED)

(The Roads and Transportation Services Division has received requests to permit parking on the east side of Loach's Road, near north end, for people to access Laurentian University trails. The report provides information and a recommendation for consideration.)
- R-2. Report dated July 14, 2015 from the General Manager of Infrastructure Services regarding Safety Concerns - Lasalle Boulevard at 901 Lasalle Boulevard. **23 - 27**
(RECOMMENDATION PREPARED)

(Residents of 901 Lasalle Boulevard submitted a petition requesting an advanced left turn signal for westbound traffic and for the pedestrian crossing time to be increased. This report will summarize the results of the traffic studies conducted by staff and provide appropriate recommendations.)

MOTIONS

- M-1. **Five-Year Road Rehabilitation Plan**

As presented by Councillor Kirwan:

WHEREAS it has been recognized that there is a need to devote as much of our available resources as possible on the re-construction and rehabilitation of the City's arterial and collector roads;

THEREFORE BE IT RESOLVED THAT the General Manager of Infrastructure Services be directed to provide a Report to the Finance and Administration Committee or City Council on or before October 27, 2015 consisting of a five-year plan which will contain recommended rehabilitation strategies and estimated costs by road classification subject to the following: That the top priority will be the satisfactory rehabilitation of the 741 lane kilometers of major roads and arterials through re-construction and/or rehabilitation with a variety of full restoration or large area patching;

AND THAT the next priority will be the satisfactory rehabilitation of the 616 lane kilometers of the collector roads through re-construction and/or rehabilitation with a variety of surface treatment or large area patching strategies; That all re-construction and/or rehabilitation of local roads will be limited to small- and large-area patching or pot-hole repair funded where possible through the operations budget lines for summer/winter maintenance program on an emergency or out of necessity basis until the first two priorities have been satisfied;

AND THAT a minimum of 70% of the Roads Budget shall be devoted to the top two priority items;

AND THAT the plan will use the total amounts of the relevant budget lines for Roads contained in the 2016-2019 Capital Budget Outlook for Infrastructure Services.

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD AND ANNOUNCEMENTS

NOTICES OF MOTION

ADJOURNMENT

BRIGITTE SOBUSH, DEPUTY CITY CLERK

Presented To:	Operations Committee
Presented:	Monday, Aug 10, 2015
Report Date	Friday, Jul 10, 2015
Type:	Presentations

Request for Decision

Proposed ATV By-Law Update

Recommendation

THAT the City of Greater Sudbury repeals and replaces By-law 2013-131, being a By-law to Permit and Regulate the Operation of All-terrain Vehicles on Certain Highways, in order to allow multi-purpose off-highway utility vehicles, recreational off-highway vehicles, and all-terrain vehicles to use the shoulder of certain highways.

BACKGROUND

The Ontario *Highways Traffic Act* enables a council of a municipality to pass by-laws permitting the operation of off-road vehicles with three or more wheels on any highway within the municipality that is under the jurisdiction of the municipality, or on any part or parts of such highway.

On June 29, 2011, City Council passed By-law 2011-150 which authorizes All-Terrain Vehicles (ATVs) on certain City streets. This By-law was later amended by By-laws 2013-131 and 2014-224 to allow ATVs to operate on prescribed highways during the winter months. Schedule A and B define and depict, respectively, the highways on which ATVs may operate between April 1 and November 30. Schedule C and D define and depict, respectively, highways on which ATVs may operate between December 1 and March 31.

In the By-law, an ATV is defined as an off-road vehicle that: a) has four wheels, the tires of all of which are in contact with the ground; b) has steering handlebars; c) has a seat that is designed to be straddled by the driver; and d) is designed to carry **a driver only and no passengers** [emphasis added].

Signed By

Report Prepared By

Ed Landry
Senior Planner
Digitally Signed Jul 10, 15

Division Review

Mark Simeoni
Acting Director of Planning Services
Digitally Signed Jul 13, 15

Recommended by the Department

Paul Baskcomb
General Manager of Growth & Development
Digitally Signed Jul 14, 15

Recommended by the C.A.O.

Bob Johnston
Interim Chief Administrative Officer
Digitally Signed Jul 14, 15

The Province recently amended *Highway Traffic Act* regulations to allow additional types of ATVs to use the shoulders of public roads. These include two-up ATVs, side-by-side ATVs, and utility terrain vehicles (UTVs). In order to allow these new types of vehicles on designated Greater Sudbury roadways, the City would have to repeal and replace, or make amendments to the existing by-law.

Discussion

Based on comments received from the public during the 2011 consultations, there is support to allow side-by-side and two-up ATVs on municipal roadways. As noted in an April 24, 2013 staff report to Operations Committee, “throughout the public consultations specific to the ATV by-law, staff gathered the opinion that the number one question from the community was ‘Why are side-by-sides not permitted on local roads?’. This question has come up continually through phone calls, email and the ACR system. People seem to enjoy these types of off-road vehicles, and are frustrated they cannot be used on area roadways.” Up until July 1, 2015, Ontario regulations did not allow those types of ATVs on public highways.

In a June 10, 2015, CBC news article (attached) OPP inspector Mark Andrews stated “[the] new law coming into place will really clean up some of the confusion out there. People were going out buying these ATVs, UTVs and [they] still weren’t allowed on [the] roadway with it.”

New Provincial Definitions

The following (applicable) changes to Ontario Regulation 316/05 took effect on July 1, 2015

“4.1 (1) Subject to subsection (2), an off-road vehicle may be driven on a highway or part of a highway in a municipality if,

(a) a by-law made by the municipality under subsection 191.8 (3) of the Act permits the operation of the off-road vehicle on the highway or part of the highway;

(b) the off-road vehicle is driven only during the months or hours specified in the by-law, in the case where the by-law limits the operation of the off-road vehicle on the highway or part of the highway within the municipality to certain months or hours; and

(c) the requirements of Part III [of the regulation] are met.

(2) Subsection (1) does not apply to an off-road vehicle other than,

(a) an all-terrain vehicle;

(b) a multi-purpose off-highway utility vehicle; and

(c) a recreational off-highway vehicle.”

The Province now defines “multi-purpose off-highway utility vehicle”, “recreational off-highway vehicle” and “all-terrain vehicle” as follows:

“multi-purpose off-highway utility vehicle’ means an off-road vehicle that,

- (a) has four or more wheels, the tires of which are all in contact with the ground,**
- (b) has a steering wheel for steering control,**
- (c) has seats that are not designed to be straddled, and**
- (d) has a minimum cargo capacity of 159 kilograms;**

‘recreational off-highway vehicle’ means an off-road vehicle that,

- (a) has four or more wheels, the tires of which are all in contact with the ground,**
- (b) has a steering wheel for steering control,**
- (c) has seats that are not designed to be straddled, and**
- (d) has an engine displacement equal to or less than 1,000 cubic centimetres;**

‘all-terrain vehicle’ means an off-road vehicle that,

- (a) has four wheels, the tires of which are all in contact with the ground,**
- (b) has steering handlebars,**
- (c) has a seat that is designed to be straddled by the driver, and**
- (d) is designed to carry,**
 - (i) a driver only and no passengers, or**
 - (ii) a driver and only one passenger, if the vehicle,**
- (A) has one passenger seat that is designed to be straddled by the passenger while sitting facing forward behind the driver, and**
- (B) is equipped with foot rests for the passenger that are separate from the foot rests for the driver;”**

Summary and Recommendation:

The City currently makes use of enabling Provincial legislation to regulate where and when ATVs can be used on public highways. Given recent amendments to provincial legislation and regulation, City staff recommends that the existing ATV By-law be repealed and replaced to: a) revise the ‘all-terrain vehicle’ definition of its by-law to match the Ontario

regulation; and, b) incorporate the provincial definitions of “multi-purpose off-highway utility vehicle” and “recreational off-highway vehicle” into the new by-law.

Presented To:	Operations Committee
Presented:	Monday, Aug 10, 2015
Report Date	Tuesday, Jul 14, 2015
Type:	Presentations

Request for Decision

Trailer Parks By-law

Recommendation

THAT the City of Greater Sudbury selects Option 2 of this report; Repeal and replace by-law 2004-351 with a by-law to license and regulate trailer parks as described in this report;

AND THAT Staff be directed to prepare the required by-law(s) to reflect the desired option.

Finance Implications

If option 1 is approved, the City would lose approximately \$2,700 in revenues, which is related to the cost of providing the service to administer and enforce the bylaw.

If option 2 is approved, the City would increase its revenues by \$440 for each new trailer park, which would approximate the cost of bylaw resources to administer and enforce the bylaw.

Health Impact Assessment

If Council chooses Option 1 of this report a standard of regulations imposed by external agencies and through existing by-laws will assist to maintain the health and safety of the public residing in and around trailer parks. If Council chooses Option 2; to repeal and replace the current by-law, the regulations proposed will coordinate external regulatory approvals and provide additional requirements that will assist to maintain the health and safety of the occupants of trailer parks in the City. The licensing powers will encourage and motivate compliance of the regulations by owners of trailer parks.

Background

By-law 2004-351 currently licenses and regulates trailer parks and mobile home parks in the City of Greater Sudbury. It contains specific requirements for owners of trailer parks and mobile home parks to obtain a licence and maintain standards that protect the health and safety of its residents, control nuisances, and provide consumer protection for those residing in and using a trailer park.

Signed By

Report Prepared By

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Digitally Signed Jul 14, 15

Division Review

Guido Mazza
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Building Official
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Recommended by the Department

Paul Baskcomb
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Recommended by the C.A.O.

Bob Johnston
Interim Chief Administrative Officer
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After amalgamation, the City passed the trailer park by-law to regulate trailer parks and mobile homes, which was based on the former City of Sudbury model for regulating such parks. To accommodate the issues associated with amalgamation and inconsistent standards, existing trailer parks were granted licences under that by-law and have been allowed to renew annually.

In 2014 the City received an application from an existing trailer park owner to operate a new trailer park, not previously licensed by the City. Upon receipt of this application, the Issuer of Licenses determined that the owner could not meet the requirements of the by-law and as such refused issuance of a license to operate his trailer park. A review of this application and regulations in the by-law revealed that if the City continues to license and regulate trailer parks it would be necessary to revisit the requirements of the bylaw and bring it into alignment with current licensing practices, recognize existing statutory and regulatory requirements and provide greater flexibility to the park owner, while still meeting municipal concerns.

Options

Staff provides 2 options for Council's consideration; repeal the current trailer parks by-law and discontinue licensing trailer parks in the City, leaving other regulatory agencies and existing by-laws in force to regulate these businesses; or replace the existing trailer park by-law with one that contains regulations described herein, addressing the needs of the municipality while providing flexibility to owners in complying with the regulations.

Option 1 – Repeal the Current By-law

Analysis

In addition to regulating and licensing trailer parks, by-law 2004-351 also regulates and licenses mobile home parks. There are several mobile home parks in existence in the City; however none are licensed pursuant to this by-law. Mobile home parks in the City are regulated in the current Zoning By-law as only permitted in a "Residential Mobile Home" zone. New mobile home parks are not permitted by the Official Plan. Any complaints received by Compliance and Enforcement about the existing locations have been addressed by enforcing by-laws consistent with other residential areas in the City.

By-law 2004-351 contains regulations set out in Schedule B, attached to this report, that contain the requirements for trailer parks that must be met before a licence can be issued. They are very specific and prescriptive and there is no discretion or flexibility in the by-law for the Issuer of Licenses to issue a license if the requirements are not met. Most of the regulations contained in Schedule B are in place to mitigate problems and harms such as nuisance, noise, property standards, garbage, emergency access, health and safety and consumer protection. These concerns may also be addressed by enforcing existing by-laws enacted by the City and provincial statutes required by other regulatory agencies, as described herein.

- The requirements of the Property Standards By-law and Clearing of Yards By-law may be enforced to ensure the property is maintained in a safe, clean manner, free from standing water, long grass and debris, and the service buildings are maintained for their intended purposes.
- The City's noise by-laws may be enforced to address nuisance control measures in the by-law set out to mitigate concerns of noise by neighbouring properties;
- The Health Unit inspects and enforces legislation to ensure potable water is provided and the sanitary system is sufficient for the volume and use of the property. The Health Unit may contact the Ministry of the Environment if warranted.

- The City's Fire Prevention Unit has authority to inspect the site to ensure that fire access routes are maintained, fire extinguishers are on site and other fire prevention measures are provided to ensure life safety from the harm of fire.
- The Open Air Burning By-law may be enforced in trailer parks to mitigate the risk of camp fires and the Fireworks By-law to mitigate the risks associated with fireworks.
- The Electrical Safety Authority inspects the electrical connections and supply within the trailer park to mitigate electrical safety risks.
- The zoning by-law references trailer parks as "Camping Grounds", and restricts the use to a "C7 zone". The zoning by-law also requires that one parking space be required for each campsite.
- The Ontario Building Code and Zoning By-law regulate the construction of permanent structures within trailer parks.
- The Ministry of Natural Resources and Nickel and District Conservation Authority regulate the activities of trailer parks in providing conditions and/or restrictions on locations close to water bodies and the associated flood plains.

Current Trailer Parks Status

There are a total of 17 trailer parks in the City; 3 are owned by the City, 2 are provincially owned, 9 commercial trailer parks were licensed in 2014, and 3 unlicensed. The fee for a new license is \$440 which includes inspections and approvals from Zoning, Fire Prevention, Building Inspection, By-law Enforcement and the Health Unit. A renewal license which does not include approvals or inspections is \$248.48. The fees have not been adjusted or reviewed since 2004.

If Council repeals the current by-law and discontinues the licensing of trailer parks the loss of potential annual licensing fees are approximately \$3720, which is used to administer and enforce the by-law in accordance with the Ontario Municipal Act.

Option 2 – Repeal and Replace the Current By-law to License and Regulate Trailer Parks

Although there are existing regulations in place to protect the public, additional regulations of these businesses would ensure that approvals through inspections are obtained by all regulatory agencies with additional requirements in the by-law that will assist in nuisance control, emergency access, way finding measures, public safety, and consumer protection. This report provides recommendations of the regulations and processes proposed in a new by-law that will address the needs of the municipality and provide greater flexibility for compliance of these regulations by trailer park owners.

Municipal Survey

Staff has surveyed other municipalities and found that few in Ontario license and regulate trailer parks. In reviewing the by-laws, it is apparent that the level of regulation varies with each municipality. However, it was common in all of the by-laws that the applicant needs to secure, as a condition of a licence issuance, approvals by the local Health Unit, Ministry of Environment, Fire Prevention and Zoning and is required to submit a form of site plan, either pursuant to the licensing by-law or through the process laid out in the Planning Act. It is common in these by-laws to restrict the number of months in a year that the trailer park is allowed to operate. This avoids trailers in a park being used as permanent residences. The following is a table summarizing the survey.

Municipality	Fee	Operational Restrictions	Additional Inspection Fee	Total Licensed	Additional Regulations
Thunder Bay	\$217.80	None	\$50	5	License with conditions; trash disposal; cleanliness
Timmins	\$175	None		3	Access for sites; nuisance control; garbage; emergency measures
Hamilton	\$424	Apr 15 to Oct 31			Access and identification of sites; registration of campers; design and size of sites, roadways' buffer strip
Spring Water	\$200	May 1 to Nov 1 max 270 days/year	\$60		Site Plan – Planning Act; No permanent structures attached to trailers;
Kawartha Lakes	\$220	11 months of year	None	40	Access for each site, compliance with other by-laws
Otonabee-South Monaghan		Apr 15 to Oct 31 max 186 days/year	N/A	None	Site Plan – Planning Act

Consultation Process

As part of the review process, staff has consulted with City departments and external agencies that have a regulatory role, to solicit comments and concerns regarding a proposed new by-law. Internally, consultation was held with Fire Prevention Services, Building Services, Planning and Development, Parks and Legal. Input was also invited from the Ministry of the Environment, Ministry of Natural Resources, Nickel District Conservation Authority and the Sudbury and District Health Unit.

To solicit input from the trailer park owners, an information notice was forwarded to the owners of all trailer parks that staff identified within the City limits. To assist in the process, owners were asked to complete a survey form included with a meeting notice and return it to the City. After the survey results were received and reviewed a meeting was held on March 16, 2015 with trailer park owners and staff. Staff shared with the owners, goals of the proposed by-law and engaged in discussion with those present. Of the 12 trailer park owners who were provided with notice, four (4) surveys were received and three (3) trailer parks were represented at the meeting. The following table summarizes key comments which were received and staff's response to the owners.

Concerns and Comments from Owners	Response by Staff
Would like a registry of licensed trailer parks available from the City's website	This is a service we will provide as part of the license.

They felt the existing detailed regulatory requirements were too onerous, too specific, in some cases were better regulated by market demand and in some instances demand was not reflective of current market needs	Agreed. A new by-law would contain general regulations that address safety and protection for the occupants and some requirements for nuisance control. Less prescriptive and more general requirements provide flexibility for the issuance of licenses.
Some have already obtained a 2015 license. Will they need to reapply if the by-law is changed?	No. The proposed by-law will honour the 2015 licenses and provide a phase in period for compliance if required as long as the Issuer of Licenses determines that the health and safety of the residents is not compromised or if an alternative can be provided.
Concerned with the requirement of providing a site plan of the trailer park regarding the time and expense this will take if required to be professionally done.	As in the current by-law, the proposed by-law also provides for a site plan, so there are no changes to an application. The site plan need only be a drawing to scale. The site plan requirement is important for identifying sites, access routes and locations of services to reflect compliance with bylaw requirements and to assist during an emergency response.
Agreed that the requirements are less onerous than the current by-law, however some may not be able to comply immediately. They indicated that they would like a phase in period for compliance and still be able to operate.	A proposed phase in period of up to 2 years for the new by-law will assist owners in compliance, provided that the deficiencies do not compromise health and safety of the occupants of the park.
All responses state that they operate their trailer park 3 seasons of the year, most from Victoria Day weekend, to Thanksgiving.	Imposing a restriction of occupancy in trailers from Oct 31 to May 1 of the following year, will not affect operations of the current trailer parks.
Identified by one owner that at least one other trailer park is operating not in compliance with the by-law and regulations set out by the Health Department.	If the by-law is enacted it will be enforced consistently. If complaints are received an officer will investigate and follow up to ensure compliance. It will be an offence of the by-law for a trailer park owner that does not comply with the requirements set out in all by-laws, provincial and federal regulations.

New By-law

Should Council wish to continue licensing and regulating Trailer Parks in the City of Greater Sudbury, staff propose the current by-law, 2004-351, be repealed and replaced with a new by-law containing the following changes and updates;

- Change term and definition of trailer park consistent with the Zoning By-law to “Camping Ground” meaning “an area of land in which space and facilities are provided specifically for the temporary accommodation of persons in tents, or recreation vehicles for vacation or recreational purposes, and accessory uses and facilities such as administrative offices, sanitary facilities, recreational facilities and an accessory convenience store.” If approved, the by-law short title shall be “Camp Ground

Licensing By-law” and

- Include the following administrative processes that will;
 - Provide for the issuer of licenses to circulate the application for approvals from the Chief Building Official, Medical Officer of Health and Fire Chief;
 - Require the applicant to seek approvals or provide evidence of compliance with regulatory authorities such as Ministry of Natural Resources, Ministry of the Environment, Electrical Safety Authority, Nickel and District Conservation Authority, and any such other approvals as required by the Issuer of Licenses;
 - Authorize the Issuer of Licenses to issue conditional licenses;
 - Impose a re-inspection fee to those applicants that are given time and notice to correct deficiencies identified during an inspection and are in default of the notice as a result of a re-inspection. A re-inspection fee of \$200 will cover operational costs for additional inspections and provide an incentive for compliance by owners of trailer parks;
 - Require proof of insurance in the amount of at least 2 million dollars for comprehensive liability against loss or damage resulting from bodily injury to, or the death of one or more persons, or from loss or damage to property resulting from any one accident. This requirement is standard in current licensing by-laws and provides consumer protection to the occupants of the trailer park;
 - Require the Issuer of Licenses to maintain and post a list of licensed trailer parks on the CGS website. This is a service that was discussed during the consultation meeting with current trailer park owners and is an incentive for licensing;
 - Require an operator of the trailer park to comply with regulations in the by-law, if the trailer park is not owner operated;
 - Update administrative requirements and procedures for the License Issuer and the applicant for processing licenses, hearings, notices, inspections and enforcement pursuant to the by-law;
 - Provide for a transition period of 2 years for existing trailer park owners to comply with the new by-law, giving consideration to the effect non-compliance will have on health and safety requirements for the occupiers of the trailer park.

Staff also recommends setting out regulations in the by-law which provides for nuisance control for surrounding neighborhoods, protection of residents and visitors from safety hazards, and protection of the environment and access for emergency vehicles. The following table describes the proposed general requirements that will address the concerns of the municipality.

Requirements	Purpose
Post and maintain a sign at the trailer park entrance; reflective material and easily read from the highway at all times of the day and night;	Way finding by emergency responders
Post and maintain site identifiers on each site in the park which can be readily visible and easily read from any access road within the trailer park, at all times of the day and night;	
Ensure there is adequate access to the trailer park and to each site. Access shall be maintained in a condition suitable for use by emergency responders and treated as a fire route;	Unobstructed access to and from the park in the case of emergencies

Ensure there is one functioning telephone available and accessible for emergency use and emergency contact numbers posted for use	Emergency access for occupiers of the park
Equip the trailer park with such number and type of multipurpose dry chemical fire extinguishers in good working condition as are recommended by the Fire Chief;	Fire Hazards
Compliance with the Open Air Burning and Fireworks By-law	Fire Hazards and Nuisance control
Provide an adequate number of 'bear proof' storage containers for waste and ensure same are emptied on a regular basis	Safety of occupiers of the park, nuisance control
Operate the trailer park in compliance with every by-law and every statute or regulation there under of the federal or provincial government	Health and Safety, nuisance control and environmental protection
Not permit occupancy of the trailers in the park before May 1 and after Oct 31 (no permanent residency in a trailer)	Nuisance control and health and safety
Require trailers to be at least 3 m from the property line and 6 m from a highway or road boundary, unless a greater set back is required by the Zoning By-law, where in such case the greater setback shall be required.	Nuisance control and health and safety
Provide and maintain a natural screening around the boundary of the trailer park	Nuisance control

Financial Considerations

The License fee to open a new Trailer Park is \$440, and renewal of the license yearly is \$248. Revenue from licensing fees related to Trailer Parks in 2014 was approximately, \$2672. Staff is proposing that an additional re-inspection fee for non-compliance with a notice in default be approved at \$200. This fee will assist to cover operating costs, and act as an incentive for owners to comply.

City Owned Trailer Parks

Since 2009 the City has operated 3 trailer parks in compliance with the Trailer Park By-law; Ella Lake Park in Capreol, Whitewater Lake Park in Azilda and Centennial Park in Whitefish. In 2008 the City was required to reduce the number of trailer sites at Ella Lake Park from 28 to 17 to comply with the regulation in the current by-law restricting the density of trailers in a trailer park. The regulation states that the average density of tents and trailer sites shall not exceed four (4) sites per acre; and that there must a clearance of 4.7 meters between trailers which space is kept clear of all obstructions. If Council approves a new by-law, Parks Staff will have the opportunity to review City owned trailer parks to determine if additional serviced lots can be developed.

The proposed by-law does not exempt City parks from obtaining a licence pursuant to the by-law and operating it in compliance with the by-law.

Conclusion

Staff has identified that the current by-law regulating and licensing trailer parks in the City should be updated or repealed and provides 2 options for Council's consideration. Option 1 describes discontinuing licensing trailer parks and mobile homes and enforcing existing by-laws and external authorities to maintain minimum standards in trailer parks. Option 2 proposes to repeal and replace the current by-law with a by-law that provides flexibility for the issuer of licenses, is less onerous on the owners and operators of trailer parks, and addresses concerns of the municipality. The option to license provides Council with an additional tool to co-ordinate external inspections and motivate compliance by the owners through the licensing process. Through consultation with key stakeholders, staff is confident that if Council selects option 2 the proposed by-law will maintain standards addressing public safety, consumer and environmental protection, and nuisance control through compliance with regulations in the proposed by-law, existing CGS by-laws and provincial and federal legislation.

SCHEDULE "B"

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TO BY-LAW 2004-351

REQUIREMENTS FOR TOURIST CAMPS AND TRAILER CAMPS OTHER THAN MOBILE HOME PARKS

1. The owner or operator of a tourist camp or a trailer camp other than a mobile home park shall ensure:
 - (a) the camp is located on a well drained site, properly graded to insure rapid drainage and free from stagnant pools of water;
 - (b) the average density of tents and trailer sites does not exceed four units per acre;
 - (c) trailers are located one to a lot with at least a 4.7 metres clearance between trailers which space is kept clear of all obstructions.
 - (d) no trailer is located closer than 3 metres from any property line bounding the camp and 6 metres from any highway or road boundary;
 - (e) every surfaced trailer site is provided with municipal water, sewage disposal and electrical connections;
 - (f) sewage dumping trucks are provided for trailers with holding tanks;
 - (g) all access roads are constructed to the following minimum standards:
 - (i) main access road - 6.7 metres minimum width and hard surfaced;
 - (ii) lateral secondary roads - 5.5 metres minimum width;
 - (iii) one-way tent site and trailer roads - 4.6 metres minimum width;
 - (iv) tent site and trailer site parking spurs - 3.7 metres minimum width with clearings up to 5.5 metres wide to accept fold-out tent trailers;
 - (v) all drainage ditches are graded and seeded as gentle swales; and
 - (vi) all cuts and fills are kept to a minimum;

SCHEDULE "B"

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TO BY-LAW 2004-351

- (h) every tent site and tent trailer site consists of a level tent pad composed of fine gravel, permanently fixed table, a simple campfire grill, a small garbage container and a gravel spur and the specific location of that part of each site designed for the tent pad shall be clearly identified on the plans submitted to the Issuer of Licences;
- (i) where possible a sewage dumping station connected to municipal sewers, shall be provided for trailer holding tanks;
- (j) walkways are provided from the trailers to a service building which are:
 - (i) not less than .6 metres in width;
 - (ii) well marked; and
 - (iii) properly lighted at night;
- (k) each trailer lot is provided with an electrical outlet supplying at least 100 volts;
- (l) there is a hedge surrounding the camp on three sides within two years from the date of receiving the first licence;
- (m) each boundary of the camp site is at least 61 metres from any permanent residential building located outside the trailer camp;
- (n) water for drinking and domestic purposes is supplied:
 - (i) from faucets only;
 - (ii) in a manner which prohibits the use of common drinking cups;
- (o) there is an adequate supply of hot water provided at all times in the service building, for bathing and washing facilities;
- (p) there are available in the camp, water closets, baths or showers, and toilet facilities for men and women either in separate buildings at least 6 metres apart or if in the same building, separated by a sound-proof wall;

SCHEDULE "B"

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TO BY-LAW 2004-351

- (q) two flush toilets and one bath or shower are provided for each twenty trailer lots;
- (r) the service structures housing the toilet facilities are permanent structures;
- (s) each service building contains at least one slop sink for each sex, located in a separate compartment;
- (t) each service building is well lighted and heated at all times of the day or night, and is well-ventilated with screened openings;
- (u) any automatic laundry facilities provided, at the option of the owner, operator, or lessee, are provided in a quantity to maintain the ratio of one double laundry tub and ironing board for every 20 trailers;
- (v) waste from showers, bath-tubs, toilets, slop sinks and laundries is discharged directly into the City sewer system, if possible;
- (vi) all waste is kept in covered metal garbage containers;
- (vii) there are three fire extinguishers in good working order and complete with directions for their proper use for every 10 trailer lots located not farther than 61 metres from each trailer lot, as follows:
 - (i) a 4.5 kg carbon dioxide fire extinguisher;
 - (ii) a 9 kg dry chemical fire extinguisher; and
 - (iii) a 2-1/2 gallon, pressurized water fire extinguisher.

Presented To:	Operations Committee
Presented:	Monday, Aug 10, 2015
Report Date	Friday, Jul 17, 2015
Type:	Managers' Reports

Request for Decision

Parking Restrictions - Loach's Road, Sudbury

Recommendation

THAT parking be permitted on the east side of Loach's Road from 65 metres north of Aspenwood Court to the north end;

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 all in accordance with the report from the General Manager of Infrastructure Services dated July 16, 2015.

Background

The City's Roads and Transportation Department received complaints this past winter about vehicles parking on both sides of Loach's Road near the emergency access to Laurentian University (see Exhibit 'A'). Staff and students from the university were parking for extended periods narrowing the road and making it difficult for vehicles to pass each other. These problems become much worse in the winter when snow banks further reduce the width of the road.

Parking on City streets has been a problem near many institutions, especially where they have a "Pay for Parking" system like the university. In this case, the City's Traffic and Parking By-Law 2010-1 prohibits parking on both sides of Loach's Road. Therefore, as a result of the complaint, "No Parking" signs were installed on both sides of Loach's Road, north of Aspenwood Court.

Subsequent to the "No Parking" signs being installed, City staff and the Ward Councillor received complaints that people were previously able to park in this area to access the trails on Laurentian University's property.

In this area, Loach's Road is a low volume residential street constructed to a rural standard with an asphalt surface width of 6.7 metres and gravel shoulders. North of Laurentian University's emergency entrance there is only three (3) homes on the west side of Loach's Road and the university property borders the east side.

In order to provide some short term parking in support of active transportation on Laurentian University's trails, it is recommended that parking be permitted along the east side of Loach's Road from nine (9) metres north of the emergency entrance to the north end of the road. Allowing parking on only one (1) side of the

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Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Jul 17, 15

Division Review

David Shelsted
Director of Roads & Transportation
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Recommended by the Department

Tony Cecutti
General Manager of Infrastructure
Services
Digitally Signed Jul 17, 15

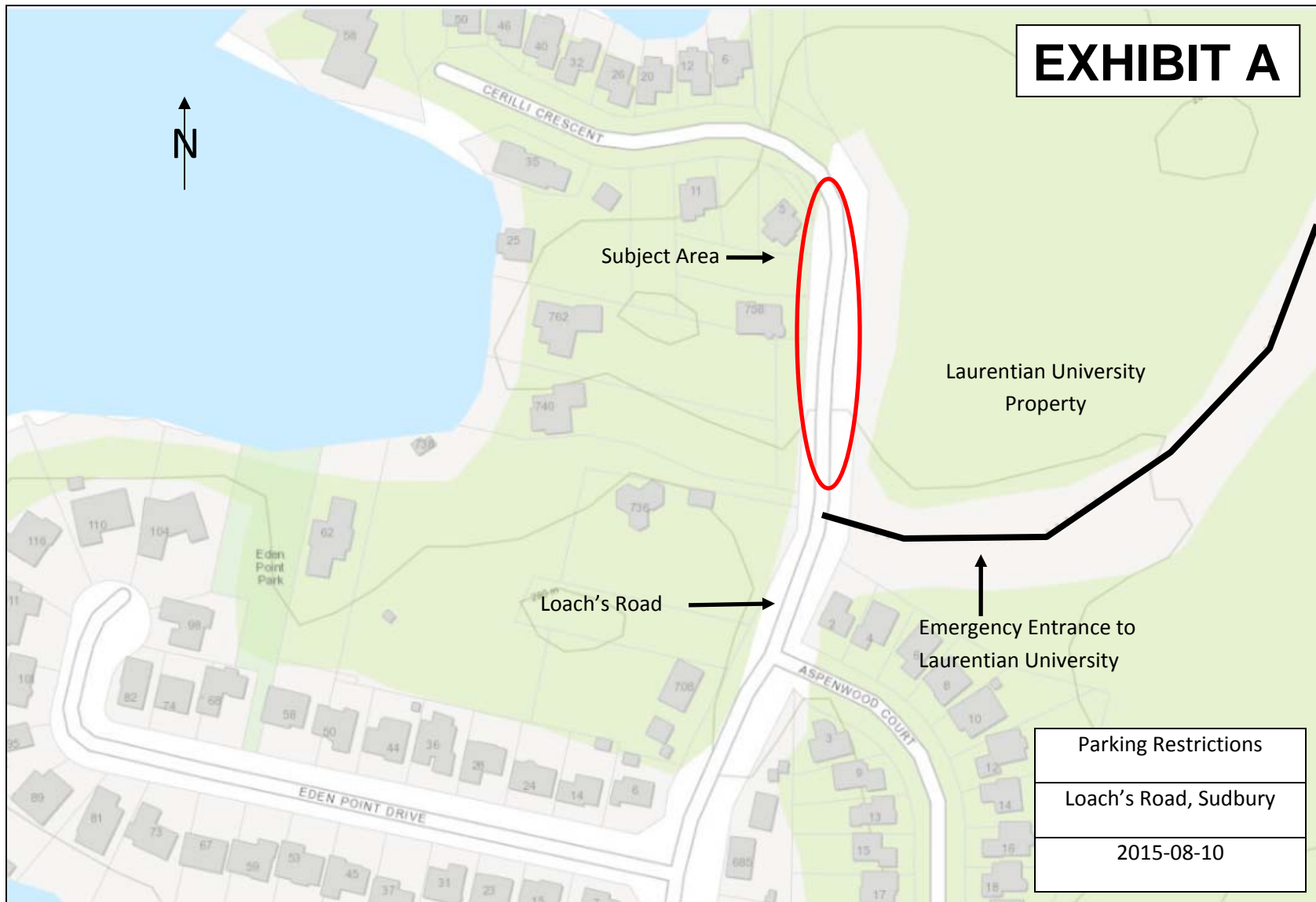
Recommended by the C.A.O.

Bob Johnston
Interim Chief Administrative Officer
Digitally Signed Jul 20, 15

road should maintain sufficient width for vehicles to pass each other.

The City's Traffic and Parking By-Law allows vehicles to park for a maximum of four (4) consecutive hours. This area should be monitored and the four (4) hour limit enforced to ensure that long term parking by students and staff of the university does not occur.

The Councillor for Ward 10 has indicated his support for staff's recommendations.



Presented To:	Operations Committee
Presented:	Monday, Aug 10, 2015
Report Date	Tuesday, Jul 14, 2015
Type:	Managers' Reports

Request for Decision

Safety Concerns - Lasalle Boulevard at 901 Lasalle Boulevard

Recommendation

THAT the City of Greater Sudbury continues to monitor traffic volumes at the intersection of Lasalle Boulevard and 901 Lasalle Boulevard to determine if an advanced left turn signal for westbound traffic becomes warranted, all in accordance with the report from the General Manager of Infrastructure Services dated July 14, 2015.

Background

At the City Council meeting of March 31, 2015, a petition was submitted requesting that an advanced left arrow phase be installed for westbound traffic at the intersection of Lasalle Boulevard and the Lasalle Court Mall/901 Lasalle Boulevard and that additional time be provided for pedestrians crossing Lasalle Boulevard (see Exhibit 'A').

The intersection of Lasalle Boulevard and the Lasalle Court Mall / 901 Lasalle Boulevard is located in New Sudbury and is currently controlled with a traffic signal (see Exhibit 'B'). Eastbound traffic at this intersection currently has an advanced left turn phase.

Westbound Advanced Left Turn Phase

Separate left turn phases are not provided at all traffic signals. The need for a left turn phase depends on a number of factors including: vehicle volume, number of left turns, collisions, delay, signal timing and intersection geometry. Left turn arrows increase delay for all other movements of traffic and should only be installed when warranted.

The Ontario Ministry of Transportation has provided a method to calculate the number of vehicles that can turn left during the green and amber phase. This method incorporates the opposing traffic volume, number of lanes that must be crossed and the signal timing of the intersection. The City uses an even more conservative value than recommended by the province. For westbound traffic at this intersection, approximately 30 vehicles will be able to make a left turn during the peak hour of traffic.

City staff completed a traffic count on May 25, 2015 to determine how many westbound vehicles were turning left during the afternoon peak hour. During that time, a total of 10 westbound vehicles turned left. As a comparison, during the same peak hour a total of 111 eastbound vehicles turned left at the same

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intersection.

A review of the City's collision information from 2009 to June 2015 revealed that there were no collisions that involved westbound left turning vehicles at this intersection during the 6 ½ year period. Based on the traffic volumes and collision history, it is not recommended that an advanced left turn phase be provided for westbound vehicles at this intersection. Staff will continue to monitor traffic volumes at this intersection to determine if an advanced left turn phase for westbound traffic becomes warranted in the future.

Pedestrian Crossing Time

The pedestrian crossing time at traffic signals is calculated based on a designated walking speed of pedestrians and the length of the crosswalk. Currently, provincial standards recommend using a normal walking speed of 1.2 metres per second, and a speed of 1.0 metres per second may be used at crosswalks frequented by children, seniors and special needs persons. Since 1998, the slower walking speed of 1.0 metre per second has been used to calculate pedestrian crossing times at this intersection. At the time, this walking speed had been selected to meet the needs of the seniors who lived in the apartments at 901 Lasalle Boulevard.

In 2014, City staff conducted a walking speed study to determine what walking speed should be used in the City of Greater Sudbury so the majority of residents could comfortably cross a roadway. It was determined that if a walking speed of 1.0 metre per second were used, 95 percent of residents within the City of Greater Sudbury will be able to comfortably cross a roadway. These results were similar to a study completed by the Transportation Association of Canada which found that 90 percent of Canadians would be accommodated by a walking speed of 1.0 metre per second. As a result of these studies, the City is now using a walking speed of 1.0 metres per second when recalculating pedestrian timing at all intersections.

There is often a misunderstanding regarding the operation of pedestrian signal displays. Although pedestrian signals are very common throughout the City of Greater Sudbury and the province of Ontario, many pedestrians do not understand the meaning of the "Walk" and "Flashing Don't Walk" symbols. Many pedestrians expect to see the "Walk" symbol displayed during their entire crossing of the intersection. However, the "Walk" symbol is intended to tell pedestrians that they may begin to walk across the intersection. The "Flashing Don't Walk" symbol means that if you are in the middle of crossing the intersection there will be enough time to complete the crossing but do not begin to cross from the curb or sidewalk. It is important to note that pedestrians continue to have the right-of-way while the "Flashing Don't Walk" symbol is being displayed.

To help residents better understand the amount of time remaining to cross an intersection, the City of Greater Sudbury installs pedestrian countdown timers at intersections with traffic signals. The countdown timer provides a numeric display that indicates the number of seconds remaining for a pedestrian to complete the crossing. The timer starts counting down when the "Flashing Don't Walk" symbol is first displayed and finishes counting (i.e. a "zero" display is shown) at the end of the "Flashing Don't Walk" period. There is no count-down displayed during the "Walk" or "Solid Don't Walk" symbols. This intersection was one of the first within the City of Greater Sudbury to have countdown timers installed for pedestrians crossing Lasalle Boulevard.

A review of the City's collision information from 2009 to June 2015 revealed that there were no collisions involving pedestrians at this intersection.

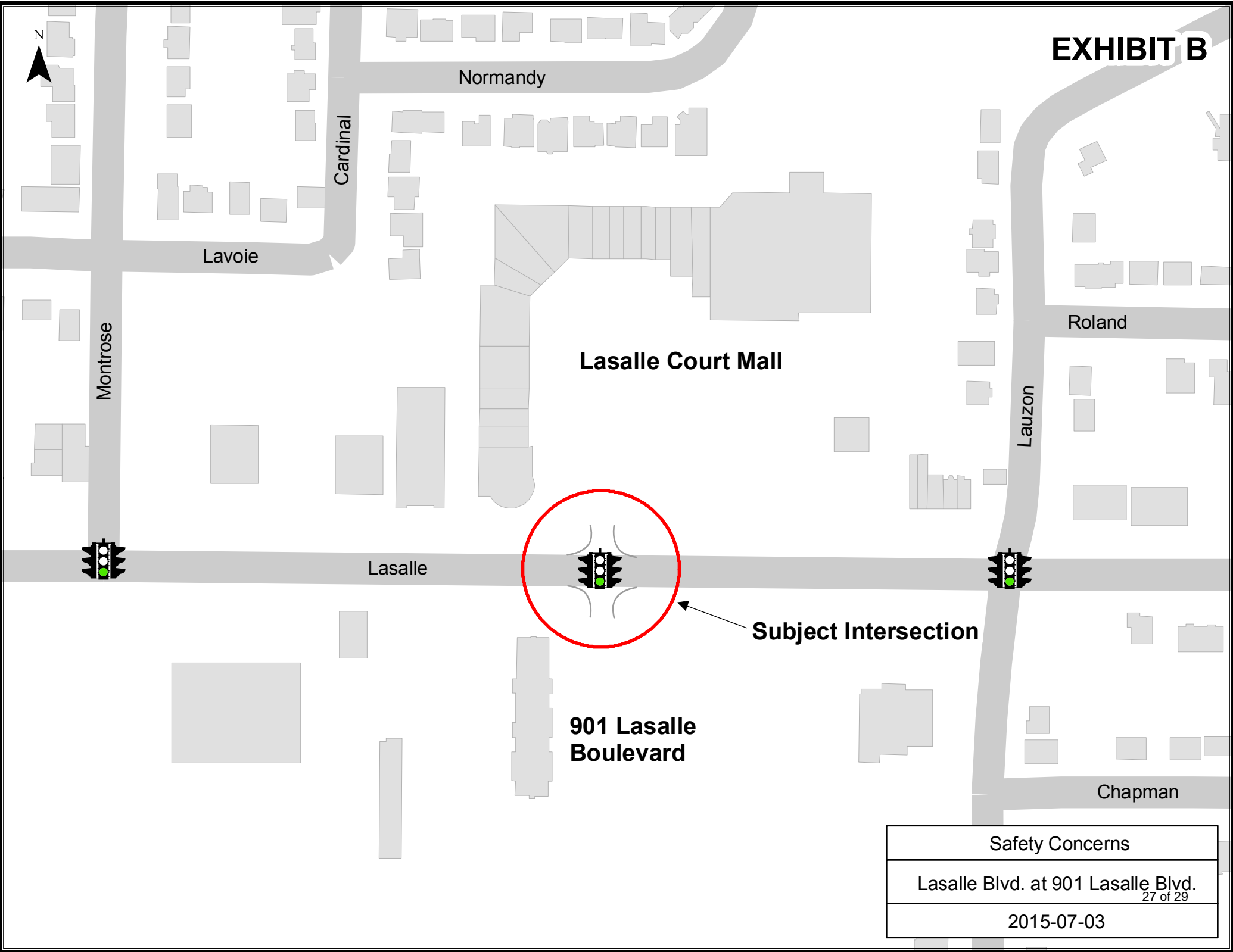
Based on the walking speed used, collision history and the safety enhancements that have been made, it is recommended that no changes be made to the pedestrian crossing time at this intersection.

PETITION

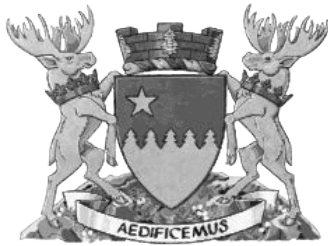
This petition is requesting that the City of Greater Sudbury install a left turning signal into 901 Lasalle Blvd. on the street lights at our entrance and to have the City increase the length of time for the walk light crossing Lasalle.

If you feel a left hand turning signal and a longer walk light would enhance your safety and the safety and the safety of others using Lasalle Blvd. at the intersection of 901 Lasalle Blvd. Please sign:

1. [REDACTED]
2. [REDACTED]
3. [REDACTED]
4. [REDACTED]
5. [REDACTED]
6. [REDACTED]
7. [REDACTED]
8. [REDACTED]
9. [REDACTED]
10. [REDACTED]
11. [REDACTED]
12. [REDACTED]
13. [REDACTED]
14. [REDACTED]
15. [REDACTED]
16. [REDACTED]
17. [REDACTED]
18. [REDACTED]
19. [REDACTED]



Safety Concerns
Lasalle Blvd. at 901 Lasalle Blvd. <small>27 of 29</small>
2015-07-03



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;

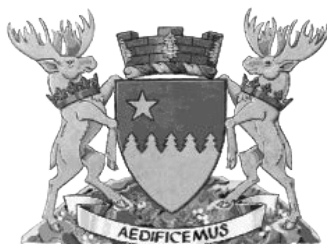
AND WHEREAS the City of Greater Sudbury official motto is "Come, Let Us Build Together," and was chosen to celebrate our city's diversity and inspire collective effort and inclusion;

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.