



OPERATIONS COMMITTEE AGENDA

Operations Committee Meeting
Monday, July 7, 2014
Tom Davies Square

COUNCILLOR JACQUES BARBEAU, CHAIR

Claude Berthiaume, Vice-Chair

11:15 a.m. OPERATIONS COMMITTEE MEETING
COUNCIL CHAMBER

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

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 July 2, 2014 from the General Manager of Infrastructure Services regarding Sludge Forcemain Relocation Project at the Vale Tailings Ponds - Update. **4 - 8**
(FOR INFORMATION ONLY)
(This report provides an update on the completion of this project and the final costs.)

REGULAR AGENDA

MANAGERS' REPORTS

- R-1. Report dated June 25, 2014 from the General Manager of Infrastructure Services regarding Advertising Contract Option to Extend. **9 - 10**
(RECOMMENDATION PREPARED)
(This report requests approval to exercise the extension option of the current advertising contract.)
- R-2. Report dated June 24, 2014 from the General Manager of Infrastructure Services regarding All-Way Stop Control - Bancroft Drive at Shelbourne Street. **11 - 15**
(RECOMMENDATION PREPARED)
(At the September 2013 Operations Committee meeting, concerns were raised with the speed of vehicles travelling on Bancroft Drive and the difficulty children were having crossing Bancroft Drive to access the playground on Shelbourne Street. This report details the results of the traffic studies completed and provides a recommendation for traffic control at this intersection.)
- R-3. Report dated June 25, 2014 from the General Manager of Infrastructure Services regarding School Zone Speed Limits - Secondary Schools. **16 - 18**
(RECOMMENDATION PREPARED)

(At the March 17, 2014 Operations Committee meeting, staff was directed to investigate reducing speed limits in the areas of secondary schools. This report details staff's findings and provides a recommendation for speed limits in the areas of secondary schools.)

- R-4. Report dated June 26, 2014 from the Acting General Manager of Growth & Development regarding Downtown Sudbury Patio Pilot Program.
(RECOMMENDATION PREPARED)

19 - 21

(This report provides an update on the Downtown Sudbury Patio Pilot Program and seeks direction to allow additional business establishments to participate in the program.)

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD AND ANNOUNCEMENTS

NOTICES OF MOTION

ADJOURNMENT

BRIGITTE SOBUSH, DEPUTY CITY CLERK

For Information Only

Sludge Forcemain Relocation Project at the Vale Tailings Ponds - Update

| | |
|---------------|-------------------------------------|
| Presented To: | Operations Committee |
| Presented: | Monday, Jul 07, 2014 |
| Report Date | Wednesday, Jul 02, 2014 |
| Type: | Correspondence for Information Only |

Recommendation

For information only.

Background

The purpose of this report is to inform Council of the final project cost for the relocation of the sludge forcemain at the Vale Tailings Ponds.

On June 11, 2013 Council received the attached report discussing the need to relocate the sludge forcemain at the Vale Tailings Ponds. The work was completed as of December 2013. Council approved funding the project costs from the Capital Financing Reserve Fund - Wastewater to an estimated amount of \$690,000.

The construction costs and the reimbursement to Vale came in significantly lower than originally estimated. As a result, the total cost to complete the relocation was \$355,784.00.

Signed By

Report Prepared By

Brad Johns
Facilities Engineer
Digitally Signed Jul 2, 14

Division Review

Nick Benkovich
Director of Water/Wastewater Services
Digitally Signed Jul 2, 14

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure Services
Digitally Signed Jul 2, 14

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Jul 3, 14

Request for Decision

Sludge Forcemain Relocation Project at the Vale Tailings Ponds

Presented To: City Council
Presented: Tuesday, Jun 11, 2013
Report Date: Wednesday, May 29, 2013
Type: Managers' Reports

Recommendation

THAT, due to the time constraints associated with the removal and relocation of the sludge forcemain at the Vale tailings ponds, and R.V. Anderson Associates Limited's previous experience and knowledge of the transfer station and forcemain system, the City of Greater Sudbury approve retaining R.V Anderson for the preliminary and detailed design, tender period assistance, contract administration and inspection in the amount of \$65,000, excluding HST; and

That the City of Greater Sudbury authorize staff to tender and award the construction of the sludge forcemain relocation to a maximum of \$500,000; and

That the City of Greater Sudbury approve the reimbursement to Vale for the actual costs, estimated to be \$125,000, excluding HST, associated with the engineering services performed by Golder Associates, and for the construction of works identified in item 4 of this report dated April 30, 2013; and

That, the City of Greater Sudbury approves the funding of these costs from the Capital Financing Reserve Fund - Wastewater.

Finance Implications

The design, tender period assistance, contract administration and inspection portion of the project is estimated to be \$65,000, excluding HST and the reimbursement to Vale for engineering and construction costs is estimated to be \$125,000, excluding HST.

The cost of relocating the sludge forcemain is estimated to be \$500,000. The estimated project total of \$690,000, excluding HST, will be funded from the Capital Financing Reserve Fund - Wastewater.

Signed By

Report Prepared By

Brad Johns
Facilities Engineer
Digitally Signed May 29, 13

Division Review

Nick Benkovich
Director of Water/Wastewater Services
Digitally Signed May 29, 13

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure
Services
Digitally Signed May 31, 13

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Jun 5, 13

Background

The City of Greater Sudbury has been operating and maintaining the Meatbird Sludge Transfer Station and sludge forcemain at the Vale tailings pond for approximately 35 years. The sludge generated at nine of the City's wastewater treatment plants is collected and hauled to the transfer station where it is pumped into Vale's tailings pond. This process will continue until the Biosolids facility is completed in 2015.

Vale has informed the City that they are committed to begin depositing tailings into a location that requires them to raise the tailings pond berm over a number of years. They are planning to start depositing tailings at the end of September 2013.

Tailings dam safety is a key priority for Vale. They have an independent Board of globally recognized experts who review their tailings areas annually for the express purpose of assuring themselves that, organizationally, they are diligent in managing risk. Pipes passing through any earthen dam create potential for piping failure and potential for preferential seepage, which is always of concern when assessing dam safety. The presence of the sludge forcemain raises this general concern. The decommissioning of the sludge forcemain once the Biosolids facility was completed was identified in 2011 while the City and Vale were working through the overall contract for utilization of the tailings ponds. This agreement extended the arrangement to the end of 2013, and has since been extended, however, Vale needs to continue to operate the tailings ponds as planned. To accommodate their tailings operation, the City is responsible for the following:

1. The sludge forcemain from the valve chamber into the pond must be re-routed at the City's expense;
2. A portion of the sludge forcemain inside the tailings pond must be removed by the City;
3. The City is responsible for retaining an engineering firm to design, and contractor to construct, the works identified in items 1 & 2;
4. The portion of sludge forcemain beneath the berm must be removed as soon as the sludge forcemain has been relocated. Vale has retained Golder Associates, as the Engineer of Record for the Guindon North Dam to complete the design of the removal and associated works for this portion of forcemain. The City will be responsible for all costs related to this work. The estimated cost of this work, including engineer services, and construction is approximately \$125,000, excluding HST;

Note: Items 1 and 2 must be completed by the end of August so item 4 can be completed by the end of September.

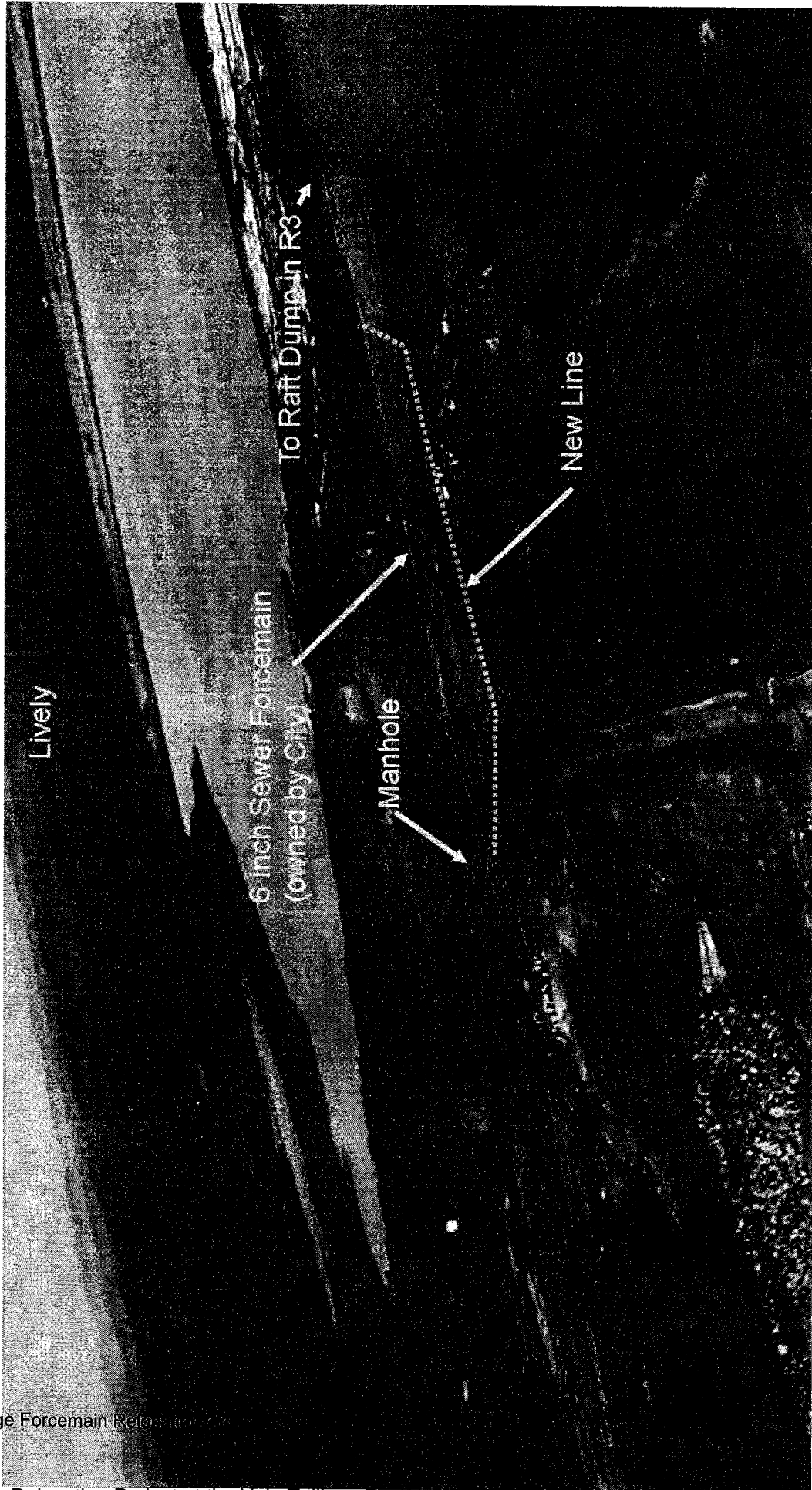
In terms of timing of the actual work, the piping needs to be removed now because the pipelines are, at present, very near the ground water surface. As the ground water table rises, the more difficult and expensive the excavation and backfilling of pipelines becomes. The pond level will lower over the next few months, but Vale will increase it in the fall to comply with their filling and water management objectives. Waiting to decommission the sludge forcemain until after the completion Biosolids facility is not an option.

This project was not identified during the 2013 capital budget deliberations and, as per the City's purchasing policy, staff must seek Council's approval to retain a consultant to assist with completing this project. Staff is recommending that R.V. Anderson Associates Limited be retained to complete the design and contract administration. They have been the Engineer of Record for the Meatbird Sludge Transfer System since the 1990's for the following projects: sludge forcemain extensions, pump replacements and grinder replacements, the discharge raft design and odour control using Bioxide. They are very familiar with the site and can expedite this project. R.V. Anderson has submitted a solicited proposal for preliminary engineering, detailed design and tender period assistance, and contract administration and inspection, totaling \$65,000, excluding HST. So that the project is not delayed, staff has issued a purchase order to R.V. Anderson in the amount of \$23,600, excluding HST, for the preliminary design phase. Once the detailed design is complete,

a tender for construction will be issued.

Excluding the engineering services and the reimbursement costs to Vale, the work associated with the relocation of the sludge forcemain is estimated to be \$500,000. Once the project is complete and the final costs are available, staff will provide Council with a project cost summary.

Removal of Forcemain from Guindon Dam Foundation



GCS Sludge Forcemain Relocation Project



Request for Decision

Advertising Contract Option to Extend

| | |
|---------------|-------------------------|
| Presented To: | Operations Committee |
| Presented: | Monday, Jul 07, 2014 |
| Report Date | Wednesday, Jun 25, 2014 |
| Type: | Managers' Reports |

Recommendation

That the City of Greater Sudbury authorize the General Manager of Infrastructure Services and the General Manager of Community Development to exercise the option to extend the municipal arena and transit advertising agreement and approve the terms of the extension as outlined in the report dated June 25, 2014 from the General Manager of Infrastructure Services regarding Advertising Contract Option to Extend.

Finance Implications

For transit services, extending the contract will provide average incremental revenue of approximately 1.5% per year (or \$10,000 over the 5 year extension term from 2015-2019, inclusive) above the current 2014 budget of \$130,000. For municipal arenas, extending the contract will provide annual revenue of \$25,000 per year over the 5 year extension term.

Background

BK Marketing has been providing advertising services to Greater Sudbury Transit since 1992 and some municipal arenas since 1990. The current contract for advertising services is set to expire on July 31st, 2014 for Municipal Arena Advertising and December 31st, 2014 for Transit Advertising. The contract was awarded subsequent to a competitive process in 2009. Under the terms of this contract the City has the option to extend the agreement for a further term of five years, from August 1st, 2014 to July 31st, 2019 with respect to arena advertising and from January 1st, 2015 to December 31st, 2019 with respect to transit advertising.

Advertising is a revenue source which assists in reducing taxpayer costs for municipal programs, services and facilities. The approval of the five year extension will be based on the same terms and conditions as presented to the Operations Committee on November 7th, 2013 and approved by Council on Tuesday, December 10th, 2013. Transit Advertising will receive compensation in the amount \$132,500 for 2015 with a \$10,000.00 increase in revenue over the extension term. Municipal arena advertising will receive an annual license fee of \$25,000.00 per year over

Signed By

Report Prepared By
 Maureen Blanchard
 Manager of Transit and Fleet Administration
Digitally Signed Jun 25, 14

Division Review
 Roger Sauvé
 Director of Transit & Fleet Services
Digitally Signed Jun 25, 14

Recommended by the Department
 Tony Cecutti
 General Manager of Infrastructure Services
Digitally Signed Jun 25, 14

Recommended by the C.A.O.
 Doug Nadorozny
 Chief Administrative Officer
Digitally Signed Jun 25, 14

the same term.

Greater Sudbury Transit grants exclusive rights to advertising on buses, bus shelters and bus benches. BK Marketing provides creative transit advertising products such as bus wraps, tail wraps and graphic displays for the tops of shelters. The bus bench program is provided as a convenience to transit passengers and are installed and maintained by BK Marketing.

Within municipal arenas, there are a number of advertising opportunities which include rink boards, ice resurfacers, interior and exterior wall signage, and entrance bulletin boards.

The sale of advertising rights requires an intensive effort and is one which has traditionally been contracted out by the City, with the service provider managing the sale, billing and installation of advertising in exchange for payment of a license fee. In the opinion of staff, this advertising contract represents very good value to the City in comparison to similar contracts at other municipalities.

Staff therefore recommends that Council authorize the General Manager of Infrastructure Services and the General Manager of Community Development to exercise the option to extend the municipal arena and transit advertising agreement.

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|---------------|-----------------------|
| Presented To: | Operations Committee |
| Presented: | Monday, Jul 07, 2014 |
| Report Date | Tuesday, Jun 24, 2014 |
| Type: | Managers' Reports |

Request for Decision

All-Way Stop Control - Bancroft Drive at Shelbourne Street

Recommendation

THAT the City of Greater Sudbury maintain the current traffic control at the intersection of Bancroft Drive at Shelbourne Street and Brentwood Court;

AND THAT the City of Greater Sudbury forward the results of the speed studies to Greater Sudbury Police Services and request that they increase the level of enforcement in the area, in accordance with the report dated June 24, 2014 from the General Manager of Infrastructure Services regarding All-Way Stop Control - Bancroft Drive at Shelbourne Street.

Background

At the September 2013 Operations Committee meeting, concerns were raised with the speed of vehicles travelling on Bancroft Drive and the difficulty children were having crossing Bancroft Drive to access the playground on Shelbourne Street. As a result of these concerns, staff was directed to bring forth a report on the appropriateness of a four way stop at the intersection of Bancroft Drive at Shelbourne Street and Brentwood Court.

Bancroft Drive at Shelbourne Street and Brentwood Court is a cross intersection located approximately 180 metres east of Fourth Avenue within Ward 11 (see Exhibit 'A'). Brentwood Court terminates in a cul-de-sac approximately 100 metres south of Bancroft Drive and has only 15 houses constructed on it. Currently this intersection is controlled with stop signs facing southbound traffic on Shelbourne Street and northbound traffic on Brentwood Court. A City playground is located 270 metres north of Bancroft Drive on Shelbourne Street. Bancroft Drive carries an annual average daily traffic volume of 5,000 vehicles in this area and is designated as a secondary arterial road. The speed limit on Bancroft Drive is 50 km/h.

A turning movement count was conducted on May 27, 2014 to determine if an all-way stop is warranted and how many people are crossing Bancroft Drive at this intersection. Applying the data from the turning movement count to the City's minimum volume warrant indicates that the vehicle and pedestrian volume from the side street meets only 21 percent of the minimum volume requirements (see Exhibit 'B'). There were a total of 22 pedestrians (18 children and 4 adults) who crossed Bancroft Drive during the seven peak

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Jun 24, 14

Division Review

David Shelsted
Director of Roads & Transportation
Services
Digitally Signed Jun 24, 14

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure
Services
Digitally Signed Jun 25, 14

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Jun 25, 14

hours. It should be noted that five of the children who crossed Bancroft Drive did so while a school bus stopped traffic on Bancroft Drive.

A review of the City's collision information from 2011 to 2013 revealed that there were no collisions at this intersection during this three year period. For an arterial roadway, the collision warrant requires a minimum of four collisions per year over a three year period.

A speed study was also completed on Bancroft Drive just east of this intersection. The speeds of over 5,000 vehicles were recorded over a 24 hour period. The average speed recorded was 52 km/h while the 85th percentile speed was 61 km/h. The 85th percentile speed is the speed at or below which 85 percent of drivers are travelling and is often used for establishing maximum speed limits. This study confirms that the majority of drivers on Bancroft Drive in the area of this intersection are travelling at speeds in excess of the 50 km/h speed limit.

Staff also reviewed sight distances at this intersection. This intersection exceeds the minimum sight distance recommended by the Transportation Association of Canada's Geometric Design Guide for Canadian Roads.

Recommendation

All-way stops are often requested by residents in response to concerns on their street such as speeding, traffic volume and safety for pedestrians, children and cyclists. Road authorities take guidance from the Ontario Traffic Manual when determining when and where to install stop signs.

"The purpose of the Ontario Traffic Manual (OTM) is to provide information and guidance for transportation practitioners and to promote uniformity of treatment in the design, application and operation of traffic control devices and systems across Ontario. The objective is safe driving behaviour achieved by a predictable roadway environment through the consistent and appropriate application of traffic control devices. Further purposes of the OTM are to provide a set of guidelines consistent with the intent of the Highway Traffic Act and to provide a basis for road authorities to generate or update their own guidelines and standards."

"The purpose of the stop sign is to clearly assign the right-of-way between vehicles approaching an intersection from different directions when traffic signals are not warranted or not yet installed and it has been determined that a yield sign is inadequate." In general, "all-way stops should only be considered at the intersection of two relatively equal roadways having similar traffic volume demand and operating characteristics".

The OTM states that all-way stops should not be used as a speed control device. While the operating speeds in the immediate proximity of an all-way stop will be lowered, the area just beyond the all-way stop typically has operating speeds that return to normal or even increase as drivers try to make up for lost time. This is clearly demonstrated on Bancroft Drive near Shelbourne Street. There is an all-way stop installed at the intersection of Bancroft Drive and Fourth Avenue which is only 180 metres west of Shelbourne Street and the recorded 85th percentile speed just east of Shelbourne Street was in excess of 60 km/h. It is clear that drivers have not reduced their operating speed due to the existing all-way stop. Additionally, the OTM recommends a minimum of 250 metre spacing between all-way stops. With an all-way stop already installed at the intersection of Bancroft Drive and Fourth Avenue, this minimum spacing could not be maintained.

As indicated above, traffic volume, pedestrian volume and collision history do not warrant the installation of an all-way stop at the intersection of Bancroft Drive at Shelbourne Street and Brentwood Court. Staff recommends that traffic control remain unchanged at this intersection.

Staff recommends that the results of the speed studies be forwarded to Greater Sudbury Police Services with a request for increased enforcement on Bancroft Drive in the area of Shelbourne Street and Brentwood Court.

EXHIBIT A

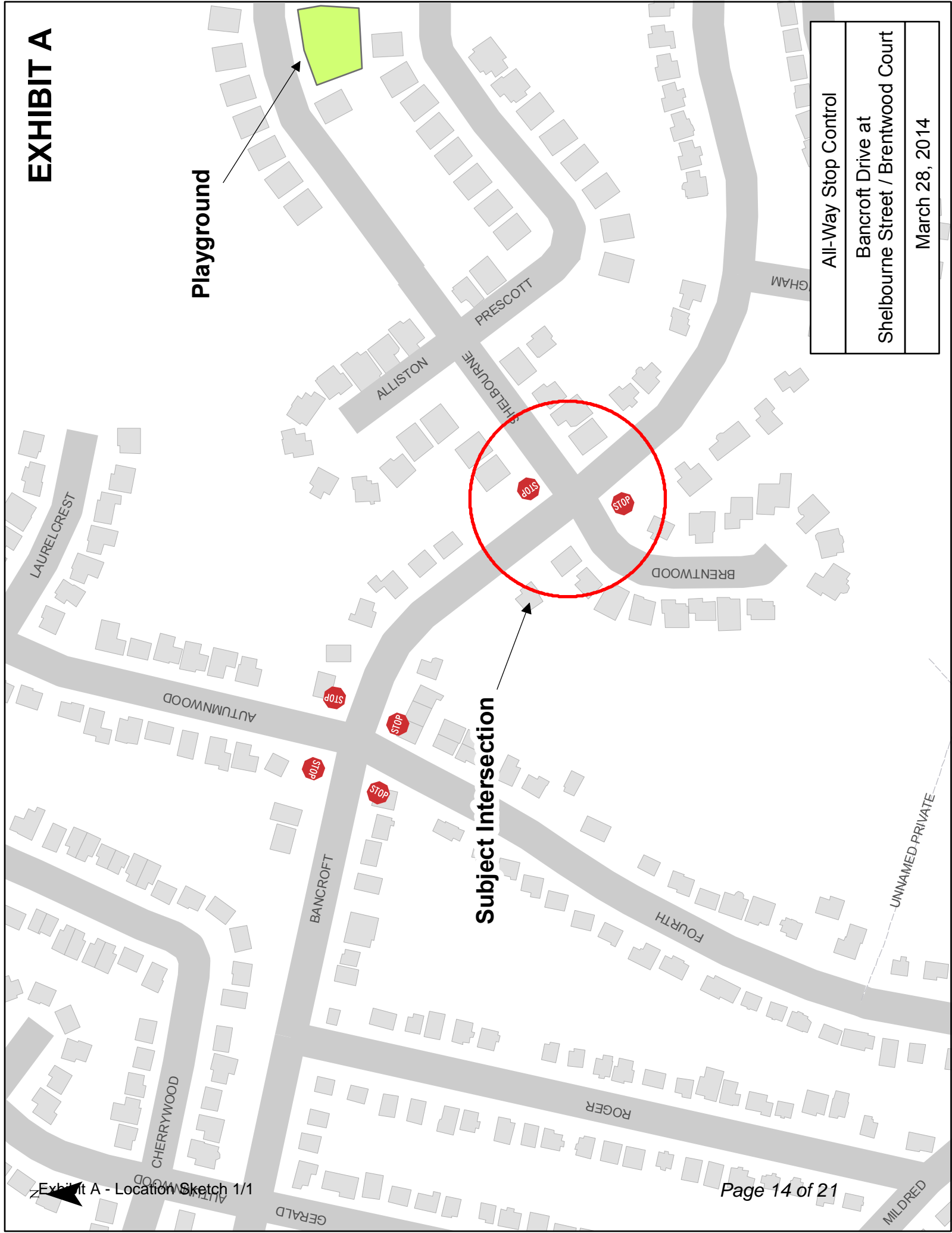


EXHIBIT B

CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

| | | | |
|-----------------------|------------------------------|----------|--------------|
| Location: | Bancroft Dr to Shelbourne St | Date: | June 2, 2014 |
| Date of TM Count: | May 27, 2014 | Analyst: | PG |
| Type of Intersection: | Cross | | |
| Roadway Type | Arterial/Major Collector | | |
| AADT of Main Road: | 7500 | | |

All-Way Stop Warrant Summary

| | | | |
|------------|-------------------------|----|-----|
| Warrant #1 | Minimum Vehicle Volume | 21 | % |
| Warrant #2 | Collision History | 0 | % |
| Warrant #3 | Traffic Control Signals | No | Y/N |

All-Way Stop Warranted? **No** Y/N

| Warrant #1 - Minimum Vehicle Volume | | | | | |
|---|--------------------------|-----------------|--------------|-------------------|--------------------|
| Roadway Type | Arterial/Major Collector | Minor Collector | Local | Vehicles per hour | Percent Compliance |
| AADT | > 5000 | 1000 - 5000 | < 1000 | | |
| Count Period | 7 hours | 4 peak hours | 4 peak hours | | |
| Total vehicle volume from all approaches is ≥ | 500/hr | 350/hr | 250/hr | 417 | 83% |
| Veh + Pedestrian volume from side street is ≥ | 200/hr | 140/hr | N/A | 42 | 21.0% |
| Traffic Split | 70/30 | 70/30 | 70/30 | 92/8 | 27% |

| Warrant #2 - Collision History | | | | | |
|---------------------------------------|--------------------------|-----------------|-------|----------------------------|--------------------|
| Roadway Type | Arterial/Major Collector | Minor Collector | Local | Total Number of Collisions | Percent Compliance |
| Total Collisions over a 3 year period | 12* | 9* | 6* | 0 | 0% |

| | | | |
|-------------------|---|-----------|------------|
| Warrant #3 | Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures. | No | Y/N |
|-------------------|---|-----------|------------|

* Only those collisions susceptible to relief through multi-way stop control must be consider (i.e. right angle and turning types).

- If the intersection meets warrant # 1, then the all-way stop is recommended regardless of the remaining warrants.
- If the intersection does not meet warrant #1 and does not meet warrant #2, then the all-way stop is not recommended.
- If the intersection does not meet warrant #1 and does meet warrant #2, then the all-way stop is recommended.

Request for Decision

School Zone Speed Limits - Secondary Schools

Presented To: Operations Committee

Presented: Monday, Jul 07, 2014

Report Date Wednesday, Jun 25, 2014

Type: Managers' Reports

Recommendation

THAT the City of Greater Sudbury reduce the speed limit to 40 km/h on the roadways listed in Exhibit 'A' in the report dated June 25, 2014 from the General Manager of Infrastructure Services regarding School Zone Speed Limits - Secondary Schools due to the presence of secondary schools;

AND THAT the sign installation be funded from the 2014 Traffic Calming Budget;

AND THAT a by-law be presented to amend Traffic and Parking By-law 2010-1 in the City of Greater Sudbury to implement the recommended changes in accordance with the said report.

Finance Implications

If approved, the expenditures will be funded through the 2014 Capital Budget.

Background

To deal with numerous requests to reduce the speed limit near schools, City Council adopted a School Zone Speed Reduction policy in 2001 and further revised the policy in 2009. The approved policy states the following:

That staff be directed to bring to the attention of City Council requests for speed reduction zones adjacent to schools based on the following considerations:

- That a school speed zone be installed at schools with primary grade aged students.
- That the school speed zone be limited to residential streets or residential collector streets.
- That the maximum speed of the roadways considered for school speed zones be 50 km/h.
- That if schools are closed, the speed limit will revert back to 50 km/h.
- That only those requests that meet the above four criteria be brought forward by staff to City Council for consideration.

All elementary schools which qualify under the approved policy have been approved to have speed reductions

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Jun 25, 14

Division Review

David Shelsted
Director of Roads & Transportation
Services
Digitally Signed Jun 25, 14

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure
Services
Digitally Signed Jun 26, 14

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Jun 26, 14

implemented. At the March 17, 2014 Operations Committee meeting, staff was directed to investigate reducing speed limits in the areas of secondary schools as well.

To determine a policy for secondary schools, a review of the best practices of 18 Ontario municipalities was completed. Eleven of the 18 municipalities reduced speed limits in the area of secondary schools. Each municipality used different criteria to determine if speed limit reductions would be allowed. It is recommended that the City of Greater Sudbury reduce speed limits in the areas of secondary schools based on the following considerations:

- That the school speed zone be limited to residential streets or residential collector streets.
- That the maximum speed of the roadways considered for school speed zones be 50 km/h.
- That if schools are closed, the speed limit will revert back to 50 km/h.

There are 17 secondary schools within the City of Greater Sudbury. Six of these schools already have 40 km/h speed limits implemented due to the close proximity of an elementary school.

City staff used the recommended policy to review the remaining 11 secondary schools. Nine of the 11 schools qualify under the proposed policy. The recommended speed limit reductions are outlined in Exhibit 'A.' It is estimated that the cost for the installation of the 34 signs required to implement the recommended speed limit reductions will be \$11,000. This will be funded from the 2014 Traffic Calming budget.

The two schools which did not qualify under the recommended policy are as follows:

1. Confederation Secondary School – This school is situated on Main Street (M.R. 15) in Val Caron. M.R. 15 has a posted speed limit of 60 km/h and is classified as a primary arterial roadway.
2. Ecole secondaire Macdonald-Cartier – This school is situated on LaSalle Boulevard. LaSalle Boulevard is classified as a secondary arterial roadway.

Recommended Secondary School Zone Speed Reductions (Sorted by Ward)

| Name | Ward | Roadway | From | To |
|----------------------------------|------|-------------------|-------------------------------------|-----------------------------------|
| Lively District Secondary School | 2 | Fifth Avenue | Sixth Avenue | A Street |
| École secondaire Champlain | 3 | Brookside Road | Errington Avenue | St.Onge Street |
| St. Charles College | 7 | Hawthorne Drive | West Leg of Claudia Court | East End of Hawthorne Drive |
| Lasalle Secondary School | 8 | Kennedy Street | Barrydowne Road | East End of Kennedy Street |
| | | Lamothe Street | Paquette Street | West End of Lamothe Street |
| Lo-Ellen Park Secondary School | 10 | Loach's Road | 90 metres East of Lady Ashley Court | Millwood Crescent |
| College Notre-Dame | 12 | Tanguay Avenue | Levis Street | South End of Tanguay Avenue |
| | | Levis Street | Montcalm Avenue | East End of Levis Street |
| | | Bloor Street | Montcalm Avenue | Levis Street |
| École secondaire du Sacré-Coeur | 12 | Kathleen Street | Notre Dame Avenue | 100 metres west of Brebeuf Avenue |
| Marymount Academy | 12 | Montcalm Avenue | Levis Street | South End of Montcalm Avenue |
| | | D'Youville Street | Levis Street | South End of D'Youville Street |
| Sudbury Secondary School | 12 | Davidson Street | College Street | Mackenzie Street |
| | | College Street | Frood Street | Ghandi Lane |
| | | Baker Street | 45 metres east of Landsdowne Street | Montcalm Avenue |

| | |
|---------------|------------------------|
| Presented To: | Operations Committee |
| Presented: | Monday, Jul 07, 2014 |
| Report Date | Thursday, Jun 26, 2014 |
| Type: | Managers' Reports |

Request for Decision

Downtown Sudbury Patio Pilot Program

Recommendation

THAT the City of Greater Sudbury approve the Downtown Sudbury Business Improvement Area Association's request to include the Townhouse Tavern at 206 Elgin Street and Frank's Delicatessen at 112 Durham Street in the Downtown Sudbury Patio Pilot Program;

AND THAT staff be directed to monitor and evaluate the Downtown Sudbury Patio Pilot Program;

AND FURTHER THAT staff be directed to prepare a report to the Operations Committee in the first quarter of 2015 that outlines the results of its evaluation and next steps with respect to the program.

Background:

On January 20, 2014 the Downtown Sudbury Business Improvement Area (BIA) and representatives from Peddler's Pub at 63 Cedar Street presented to Operations Committee and requested that a new type of patio be allowed at this establishment on a pilot basis. The new type of patio, which exists in other municipalities, involves the occupation of the entire sidewalk adjacent to the business establishment and the construction of a replacement sidewalk around the patio area in the travelled portion of the municipal right-of-way. These replacement sidewalks typically occupy on-street parking spaces. These types of patios add to the life and vitality of the streetscape during summer months. At this meeting, the Operations Committee expressed support for a pilot project at 63 Cedar Street.

Since this time, the business owner, Downtown Sudbury BIA and staff have worked to implement the proposal at the approved location. This involved the establishment of application requirements and the creation of a new application and approval process. This process was modeled after the City of Barrie precedent. As part of this process the applicant was required to submit engineering drawings for the replacement sidewalk and meet various conditions as part of the approval (e.g. patio allowed from May 1st to October 15, patio will operate during normal business hours, maintain appropriate levels of insurance, etc). A key element of this process was public consultation. The applicant was required to consult with owners and tenants within a 60 metre radius of the establishment and provide evidence of the consultation

Signed By

Report Prepared By

Jason Ferrigan
Senior Planner
Digitally Signed Jun 26, 14

Division Review

Mark Simeoni
Acting Director of Planning Services
Digitally Signed Jun 26, 14

Recommended by the Department

Paul Baskcomb
Acting General Manager of Growth & Development
Digitally Signed Jun 26, 14

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Jun 26, 14

to the City. This ensured that neighbours were aware of, and had the opportunity to provide feedback on, the proposal.

The application was approved in May. The full sidewalk patio officially opened in June.

Purpose:

This report describes and discusses the Downtown Sudbury BIA's recent request to expand and change the status of the program from a pilot to a permanent program for 2014.

Discussion:

On June 2, 2014 the Downtown Sudbury BIA Board passed the following resolution:

"14-150

WHEREAS the extended sidewalk patio 'Pilot Project' has been very successful to date, generating very positive feedback from the public, businesses and media;

AND WHEREAS this feedback has strongly expressed the need for more of this type of patio, including from a number of Downtown Sudbury BIA members;

BE IT THEREFORE RESOLVED THAT Staff be directed to move forward to eliminate the 'Pilot' designation and to make the extended patio program permanent for this season;

AND FURTHER THAT this be done in conjunction with a resolution to aggressively seek better parking solutions in the downtown."

With respect to the request to remove the pilot designation, city staff have consulted with BIA staff regarding the above resolution. It is our understanding that two downtown business owners have expressed an interest in having a similar patio at their establishments.

- The Townhouse Tavern, which is situated at 206 Elgin Street, has expressed an interest in installing a full sidewalk patio along the Grey Street frontage of the property. There is no on-street parking along this frontage. Instead, there is a loading lay-by that serves the Townhouse Tavern.
- Frank's Delicatessen, which is situated at 112 Durham Street, has expressed an interest in installing a full sidewalk patio along the Durham Street frontage of the property. A replacement sidewalk along the frontage of this property could occupy up to two on-street parking spaces.

Given the above, it would be more appropriate to expand the scope of the pilot program to include these two additional businesses in this trial year. This approach would allow additional full sidewalk patios to be introduced in select locations, improving activity on these streets, while minimizing impacts on the on-street parking supply. It would also allow for a more fulsome understanding of how these types of patios function in different areas of the downtown, further informing the planned monitoring and evaluation of the pilot program. The Downtown Sudbury BIA supports this approach and is committed to working with the City and these two additional property owners through the approval, implementation, monitoring and evaluation process, including consultation with other business owners.

With respect to the request to seek better parking solutions for the downtown, the Downtown Sudbury BIA acknowledges that this is a longer term issue that should not delay the expansion of the pilot program. The Downtown Sudbury BIA is committed to working to finding a longer term solution to parking in the downtown.

Summary:

The Downtown Sudbury Patio Pilot Program should be expanded to include the two additional businesses that expressed an interest in participating in the pilot this year, in accordance with the direction outlined in the Recommendations section of this report.