

Request for Decision

Elm Street - On Street Parking

Presented To: Operations Committee

Presented: Tuesday, Apr 02, 2013

Report Date Wednesday, Mar 06, 2013

Type: Presentations

Recommendation

THAT the City of Greater Sudbury not permit on-street parking on Elm Street between Lorne Street and Paris Street, and;

THAT the City's Transportation Study Report review the need and timing for the Ste. Anne Road extension and other road network improvements to reduce traffic volumes on Elm Street, in accordance with the report dated March 6, 2013 from the General Manager of Infrastructure Services.

Background

At the Traffic Committee meeting held on March 21, 2011, the Committee directed staff "to prepare a report regarding the proposal to allow on-street parking on Elm Street as proposed by the Downtown Village Development Corporation and Downtown Sudbury BIA".

As a result of the request, staff prepared a report that was presented to the Traffic Committee on June 17, 2011 (see Exhibit 'A2'). The report reviewed the impact of permitting parking along both sides of Elm Street from Lorne Street to Paris Street. Due to capacity problems at the signalized intersections and diversion of through traffic to residential areas, staff recommended that on-street parking not be permitted. Subsequently, the Traffic Committee agreed to defer this item until such time as the Downtown Master Plan had been completed. The Traffic Committee also agreed to a request by Councillor Caldarelli for a report with an option to consider on-street parking on one side of Elm Street from Lorne Street to Paris Street.

Subsequently, staff prepared a report that was presented to the Operations Committee on April 16, 2012 (see Exhibit 'B2'). At the City Council meeting on May 1, 2012, the pilot project was approved with parking permitted on Elm Street except during weekday rush hours from 7:30 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.

Following Council's decision, a pilot project was implemented on the south side of Elm Street, from Elgin Street to Lisgar Street from June 1 to September 7, 2012. The pilot project consisted of two hour free

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parking between the hours of 9:00 a.m. and 4:00 p.m., Monday to Friday. Parking was prohibited on weekdays during rush hours from 7:30 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. Overnight and weekend parking was also permitted for a maximum four hour period. With existing parking prohibitions remaining in close proximity to the signalized intersections, a total of 18 on-street parking spaces were created for the pilot project.

A significant advertisement campaign was developed for the pilot project to advise the public of the free parking on Elm Street. Advertising the pilot project consisted of the following initiatives:

- Public service announcement distributed to all local news media (print, radio and television).
- Public service announcement posted on the City of Greater Sudbury website, Facebook account and via Twitter.
- Flyers and posters were developed and hand delivered to all local business establishments on or near the Elm Street pilot project, including the Downtown Sudbury BIA.
- Downtown Sudbury parking flyer was distributed by the City's Parking Section.
- Banners were hung from light standards through the parking area.
- The appropriate regulatory parking signs were installed along the route and were supplemented with painted lines on the concrete curb.
- A public service announcement was also distributed to the media at the end of the trial.

In order to determine the impact and effectiveness of the pilot project, staff conducted a number of studies both before and during the trial. These studies included a review of safety, operational impacts, public comments and parking enforcement. The results of staff's review are presented below. It is noted that during the pilot project, the City was undertaking a roadway rehabilitation project on Brady and Douglas Streets from Lorne Street to the CPR underpass. The project included lane closures and traffic delays that occurred concurrent with the pilot project. The Brady/Douglas Street corridor is a parallel route to Elm Street and the construction project would have an impact on the data that was collected during the trial.

Safety

It is difficult to assess the impact that the on-street parking has had on safety with only a three month trial. Some of the safety concerns related to parking include the following:

- Need for frequent lane changes.
- Difficult maneuvers to access and exit parking lane.
- Drivers and passengers exiting vehicles adjacent to busy through traffic lane.
- Congestion created results in vehicles stopping on railway tracks more often.

A review of the City's collision records from June 1 to September 7, 2012 revealed there was one collision that was directly related to the pilot project and a second collision that may have been related. The first collision occurred on Elm Street at Elgin Street where an eastbound vehicle in the curb lane changed lanes to bypass parked vehicles, striking a vehicle in the left lane. In the second collision, an eastbound tractor trailer was stopped in the curb lane just west of Lisgar Street. The back of the trailer was encroaching into the left lane and was struck from behind. While not indicated in the collision report, the tractor trailer may have been merging over into the curb lane just past the last parked vehicle.

The City also received many complaints about parking on Elm Street during the trial. One of the main concerns stated by residents was the safety hazards created by the on-street parking. Seventeen of the 70 complaints received indicated that they were concerned about the safety of permitting on-street parking.

Railway Crossing

Roads and Transportation Services received a letter on August 3, 2012 from Transport Canada regarding the Elm Street railway crossing (see Exhibit 'C2'). In the letter, Jeffrey Young of Transport Canada outlines two separate inspections where railway inspectors observed vehicle traffic queued from the Elm at Elgin Street intersection overhanging the railway tracks. This occurred twice during each inspection. Staff conducted an analysis of the queue lengths from this intersection using SimTraffic software. The results of the analysis indicate that from 3:00 p.m. to 4:00 p.m., the queue of vehicles from the intersection will overhang the railway crossing on two occasions during the hour.

Additionally, Transport Canada expressed safety concerns with the clearing of traffic queues after the passage of a train, stating "It should be pointed out that I can see the issue to traffic queuing over the tracks in both the eastward and westward directions becoming more intensified during the passage of a train when the traffic backs up while waiting for the train to clear the crossing. As the Elm Street crossing is a three track crossing, the risk of a second train approaching the crossing as the first train clears presents a greater risk of possible train/vehicle collision to traffic being stranded on the tracks". Since the time required to disperse this eastbound traffic will be increased with the reduced capacity of Elm Street, there will be an even greater risk of a possible collision between a vehicle and a train should parking be permitted on Elm Street.

Transport Canada also requested in their letter that the missing "Do Not Stop on Tracks" signs and painted stop bars be replaced at the railway crossing. These items have been replaced since receiving the letter.

Public Comments

One way to gauge public opinion for a trial project is to keep a record of calls and emails into the City's 3-1-1 system. Prior to initiation of the pilot project, the City's Call Centre was contacted to set up a system to track calls from the public that relate to the Elm Street Pilot Parking Project.

From June 1 to September 12, 2012, a total of 70 calls and emails were received by the City related to the pilot project. The 70 comments were received from 64 different people. In all of the cases, the comments were negative towards the project. Some of the common themes for the negative comments include the following:

- Creates traffic congestion and delay.
- Dangerous/unsafe.
- Vehicles parked illegally during rush hour.
- Ticketing too much.
- Ticketing too little.

Also, the complaints received by the City appear to come from residents from all areas of the City and even from visitors who live outside the City. The following table indicates the locations where the complaints originated.

Place of Resident for Calls to 3-1-1 Regarding On-Street Parking Pilot Project

Anonymous	6
Azilda	3
Copper Cliff	2
Dowling	1
Espanola	1

Estaire	1
Garson	1
Hanmer	1
Lavigne	1
Lively	2
Skead	1
Sudbury	40
Val Caron	3
Whitefish	1
Total	64

The Downtown Partnership (Downtown Subury BIA and DVDC) also collected comments from the public. They received a total of 216 letters/postcards of which 164 were in support of the pilot project and 52 were against. The cover letter from the Downtown Partnership and the other letters received are attached (Appendix 'B').

Traffic Volumes

City staff conducted traffic volume counts before and during the pilot parking project to determine if volumes or traffic patterns would be altered due to the on-street parking.

To compare the volumes, staff conducted peak hour turning movement counts at the intersection of Elm Street and Elgin Street in May and August of 2012. The counts were conducted for a total of 7 hours from 7:30 a.m to 9:30 a.m, 11:30 a.m. to 1:30 p.m, and 3:00 p.m. to 6:00 p.m.

The counts show that eastbound traffic volumes increased slightly by a total of 2 percent (85 vehicles) over the 7 hour count. While overall volumes remained relatively similar, it was noted that heavy truck traffic volumes increased from 54 vehicles in May to 70 vehicles in August, a 30 percent increase. It is suspected that the increase in truck volumes was influenced by road construction occurring on Brady Street. While a percentage of vehicles may have avoided Elm Street due to the on-street parking, it appears a similar percentage used Elm Street as a detour around the construction on Brady Street. The effect of the construction on Brady Street to traffic volumes is more evident when looking at the westbound traffic volumes. A comparison of the May and August traffic volume counts shows an increase of the overall volume by 11 percent (357 vehicles) and an increase of heavy truck volume by 26 percent (16 heavy trucks).

A comparison of the May 2012 count to a count conducted at the same intersection in May 2011 shows that eastbound volumes in 2012 were down five percent while westbound volumes were up two percent. Heavy truck volumes were nearly identical between the two counts. In the eastbound direction, there were three less trucks in 2012 and in the westbound direction there were two additional trucks in 2012. These small discrepancies between the 2011 and 2012 counts are typical and demonstrate the small fluctuations that occur on a daily basis.

Speed and Delay Studies

One way to measure the impact of on-street parking on Elm Street is to undertake speed and delay studies before and after the pilot project was implemented. City staff conducted a total of 26 vehicle runs on Elm Street, from Elgin Street to Lisgar Street. The runs were conducted in both directions between 9:00 a.m. and 4:00 p.m.

From the vehicle runs, the average speed is calculated by the sum of the total distance travelled divided by the time required to travel the total distance and dividing that by the number of runs conducted in the study. A summary of the results can be found in the following table:

Direction of Travel	Study Period	Average Speed (km/h)	Average Total Travel Time (s)
Eastbound	Before Pilot Project	18.7	60
	During Pilot Project	10.6	96
	Difference	- 8.1 km/h	+ 36 seconds
Westbound	Before Pilot Project	14.1	78
	During Pilot Project	10.0	102
	Difference	- 4.1 km/h	+ 24 seconds

The results from the speed runs were as expected. For eastbound traffic, the average operating speed was decreased by 43 percent from 18.7 km/h to 10.6 km/h. Travel time increased by 36 seconds (60 percent) after the introduction of parking. These results can be attributed to the decreased capacity of Elm Street and subsequent increase in traffic congestion. The increased delay to drivers can be represented as an annual dollar value. The following formula represents the annual dollar value for eastbound weekday traffic between the hours of 9:00 a.m. and 4:00 p.m.:

$$\text{Total Annual Cost} = \text{OCC} * \text{W} * \text{D} * \text{SV} * (\text{TTD} - \text{TTB}) / 3600 * \text{Average Canadian Wage}$$

OCC = average person occupancy rate = 1.2

W = weeks in a year = 52

D = days in a week = 5

SV = study volume (eastbound volume from 9 AM to 4 PM) = 3726

TTB = total travel time before pilot project

TTD = total travel time during pilot project

Average Canadian Wage (October 2012 - from Statistics Canada) = \$23.92

$$\text{Total Annual Cost} = 1.2 * 52 * 5 * 3726 * (96 - 60) / 3600 * \$23.92$$

$$\text{Total Annual Cost} = \$278,072 \text{ per year}$$

Based on the above calculation, the total annual cost of increasing the travel time of eastbound vehicles by 36 seconds is just over \$278,000.

From the above table, it is noted that westbound traffic also had a 4.1 km/h reduction (29 percent decrease) in the average speed and a 24 second increase (31 percent increase) in travel time. These results are likely due to the increase in traffic volume resulting from drivers avoiding the construction that was taking place on Brady Street. As noted in the Traffic Volume section, there was not an increase in volume for the eastbound direction.

Intersection Capacity

One of the main concerns expressed by staff regarding parking on Elm Street is the congestion and delay that would result along this major arterial roadway. Previous analysis indicated that during the peak periods, the volume of traffic would exceed the capacity of the roadway, long delays and rerouting of traffic would

occur. The decision to run the pilot project during the summer months, when traffic volumes are usually lower and to prohibit parking during the rush hours, helped lessen these concerns.

In order to determine the impact that the pilot project had on intersection capacity and delay, analysis before and during the pilot were conducted. Detailed turning movement counts were undertaken at the intersection of Elm Street and Elgin Street on May 9, 2012 and again on August 14, 2012 during the pilot project. These counts were analyzed using Synchro software and a summary of the results are presented in the following table:

Intersection Capacity Analysis – Elm Street at Elgin Street

Time Period	12:30 p.m. to 1:30 p.m.				3:00 p.m. to 4:00 p.m.			
Scenario	Before		During		Before		During	
Movement	Eastbound Through	Westbound Through	Eastbound Through	Westbound Through	Eastbound Through	Westbound Through	Eastbound Through	Westbound Through
Volume/Capacity Ratio	0.49	0.48	0.75	0.52	0.61	0.63	0.81	0.59
Total Delay (seconds)	22	24	35	25	23	25	39	26
Level of Service	B	C	D	C	C	C	D	C
95 th percentile Queue Length (m)	40	46	97	50	54	52	109	57

As shown above, the time periods from 12:30 p.m. to 1:30 p.m. and from 3:00 p.m. and 4:00 p.m. were both analyzed. The results indicate that before parking was permitted, capacity, delay and level of service were good. Where parking was permitted on the south side of Elm Street, delays start to occur for eastbound through traffic. From 12:30 p.m. to 1:30 p.m., the level of service (LOS) goes from 'B' to 'D'. Later in the afternoon from 3:00 p.m. to 4:00 p.m., when traffic volumes are higher LOS goes from 'C' to 'D'.

While vehicle counts and capacity analysis were only undertaken at the intersection of Elm at Elgin Street, similar results would be expected at the Durham at Lisgar Street intersection. This is supported by the speed and delay studies that showed a 36 second increase in eastbound travel time from Elgin Street to Lisgar Street.

The above capacity analysis table also provides information regarding the typical maximum queue lengths that can be expected with and without parking. With parking on the south side of Elm Street, the queue length for eastbound traffic is 97 metres from 12:30 p.m. to 1:30 p.m. and 109 metres from 3:00 p.m. to 4:00 p.m. The queuing of vehicles is an important safety consideration as the at grade CP rail crossing is located approximately 110 metres west of Elgin Street. The results of staff's analysis indicate that during the

afternoon, the queue of eastbound vehicles can extend up to the tracks and sometimes over the tracks. This situation was confirmed by a Transport Canada official who indicated that on two occasions from 1:30 p.m. to 2:30 p.m. the queue of eastbound vehicles extended back from Elgin Street resulting in drivers stopping on the tracks. Vehicles stopping on the tracks are a serious concern that was discussed in the railway crossing section.

Occupancy Rates

City staff conducted two types of surveys during the pilot parking project to determine the utilization of the free parking being offered on Elm Street. One survey, conducted by staff driving on Elm Street at various times of the day, recorded the number of vehicles parked between Elgin Street and Durham Street and between Durham Street and Lisgar Street. The second survey had City staff record the license plate numbers of parked vehicles at three specific times of the day, 10:00 a.m., 12:00 p.m. and 2:00 p.m. A total of 74 site visits were made during the three month period.

A summary of the observed occupancy rates are as follows:

Area	Occupancy Rate			
	Morning	Noon	Afternoon	Daily Avg.
Elgin Street to Durham Street	56%	58%	36%	50%
Durham Street to Lisgar Street	27%	41%	32%	34%
Total – Elgin Street to Lisgar Street	41%	50%	34%	42%

As shown, the average daily occupancy rate is 42 percent.

In 2010, IBI Group conducted surveys to determine the utilization of all on-street parking spaces for the Strategic Parking Plan for the City of Greater Sudbury. The reported occupancy rates were for entire street lengths. A summary of the occupancy rates for on-street parking locations near Elm Street and a comparison to the pilot project occupancy rates are as follows:

Area	Daily Occupancy Rate	Elm Street Occupancy Rate	% difference
Cedar Street	90%	42%	-48%
Durham Street	75%		-33%
Larch Street	81%		-39%
Lisgar Street	82%		-40%

The free Elm Street parking pilot had occupancy rates of 33 percent to 48 percent less than the historical occupancy rates for paid on-street parking on nearby roadways. Some of the reasons for the low occupancy rates may include the following:

- Safety concerns.
- Difficulty parallel parking.
- Unfamiliarity with pilot program.
- Inconvenient location.
- Narrow lane widths.

If drivers had to pay for parking as they do on other downtown streets, it is likely that even lower occupancy rates would be experienced.

Fifty license plate surveys were conducted during July and August between 9:00 a.m. and 4:00 p.m. to determine how many different vehicles were utilizing the pilot parking project. The license plates for a total of 409 vehicles were recorded with 157 (38 percent) being repeat users of the pilot parking project. Thirteen vehicles (three percent) were found to have been parked in ten percent or more of the surveys conducted, and likely belong to business owners, staff or residents in the immediate area.

Road Maintenance

Elm Street is designated as an arterial road and is considered as a Class 1 to 3 road for the purpose of winter maintenance. During a winter snow storm the City applies salt to these major routes to help break the bond between the snow and ice and the road. Once five centimetres of snow has fallen, the City continuously plows these main roads in order to keep traffic moving. During the winter months the presence of parked vehicles along Elm Street would severely hamper snow clearing efforts. Snow windrows can be expected to develop between the parking lane and through traffic which can narrow the driving lane and make it difficult to enter and exit from the parking lane. If parking were permitted along Elm Street, an increase in the snow removal budget would be required.

Parking Enforcement

Elm Street parking restrictions were enforced during regular patrols by the service provider under contract to enforce parking restrictions and metered parking in the downtown area.

The officers hours of work are currently 8:30 a.m. to 4:30 p.m. Enforcement of the morning parking restrictions on Elm Street, prohibited parking between 7:00 a.m. and 9:00 a.m. were done in the first one half hour of the beginning of the shift, from 8:30 a.m. to 9:00 a.m. Enforcement of the afternoon parking restrictions, prohibited parking between 4:00 p.m. to 6:00 p.m. was conducted during the last half hour of the shift, from 4:00 p.m. and 4:30 p.m. Using the current hours of coverage of parking control officers, restrictions in place for a total of four hours only received one hour of parking enforcement. The two hours maximum parking during the permitted times, between 9:00 a.m. and 4:00 p.m. was conducted occasionally, however no violations of this regulation were observed.

During the pilot project the following parking infraction notices were served:

- 59 parking in the restricted areas from 4:00 p.m. and 4:30 p.m.
- 9 parking in the prohibited areas on Elm Street during the patrol shift of the parking officers.

The officers contracted to enforce parking in the downtown work the hours conducive to the effective paid parking times, at the parking meter or in the municipal parking lots, 9:00 a.m. to 6:00 p.m. This is also during the peak business hours of the day and parking is at more of a demand than at other times. Should the pilot project be continued, the cost of enforcement would increase to ensure that Elm Street is patrolled starting at 7:00 a.m. and continue until 6:00 p.m.

Conclusion

Based on a review of traffic operations, including safety, public comments, traffic delay/congestion, occupancy rates, and road maintenance concerns, staff recommends that the existing parking restrictions remain in place and that parking not be permitted along the south side of Elm Street between Elgin and Lisgar Streets. It is recommended that the City's Transportation Study Report review the need and timing for the Ste. Anne Road extension and other road network improvements to reduce the traffic volumes on Elm Street.



Request for Decision

Elm Street - Lorne Street to Paris Street, Sudbury, On-Street Parking

Presented To:	Traffic Committee
Presented:	Friday, Jun 17, 2011
Report Date	Wednesday, Jun 01, 2011
Type:	Managers' Reports

Recommendation

That on-street parking NOT be permitted on Elm Street between Lorne Street and Paris Street, and;

That the proposed Transportation Study Report review the need and timing for the Ste. Anne Road extension and other road network improvements to reduce traffic volumes on Elm Street, and;

That bicycle routes through downtown be planned based on recommendations contained in the Downtown Sudbury Master Plan that is currently being prepared and the proposed Transportation Study Report, all in accordance with the report from the General Manager of Infrastructure Services dated June 1, 2011.

Background:

At the Traffic Committee meeting held on March 21, 2011, the Committee directed staff "to prepare a report regarding the proposal to allow on-street parking on Elm Street as proposed by the Downtown Village Development Corporation and Downtown Sudbury BIA including bicycle lanes".

Elm Street between Lorne Street and Paris Street is designated as a secondary arterial roadway and forms part of a major east/west link in the City's road network (**see Exhibit 'A'**). At one time, Elm Street was also a major link in the provincial highway system providing a connection between Highway 17 East and West. In 1990, daily traffic volumes on Elm Street were 22,000, east of Durham Street. With construction of the Brady Street extension, and Highway 17 By-Pass in the 1990's, daily traffic volumes have been reduced to 20,500, east of Lorne Street, and 16,000, east of Durham Street. Traffic counts indicate that hourly traffic volumes are fairly consistent between 8:00 a.m. and 6:00 p.m. During the afternoon peak hour, traffic volumes range from 1,500 to 2,000 along Elm Street through downtown.

Between Lorne Street and Lisgar Street, Elm Street is constructed with four (4) lanes of traffic, and wide sidewalks on both sides. The road has an asphalt surface width of approximately 42 feet which results in lane widths of 10 to 11 feet which are narrow for an arterial roadway. As there are no left turn lanes within

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EXHIBIT: A2

this section of Elm Street, left turn prohibitions are in place at Elgin Street, Durham Street, and Frood Road, at certain times of the day. The intersection of Elm Street and Lisgar Street is widened to provide a westbound left turn lane.

In 2001 a report was presented to Council that recommended that on-street parking **not** be allowed on Elm Street due to the reduced Level of Service (LOS) as a result of the congestion of the corridor.

CAPACITY ANALYSIS

Existing Conditions

Based on existing turning movement counts at the signalized intersections from Lorne Street to Paris Street, staff has undertaken a capacity analysis for the afternoon peak hour for this section of Elm Street. The results of the capacity analysis are shown on Table 'A' below. As indicated, the major movements at the intersections are currently operating at a reasonable Level of Service (LOS) of 'B' to 'D'. The westbound through movement on Elm Street at Elgin Street is currently nearing capacity. Currently, average operating speed from Lorne Street to Paris Street is calculated at 19 km/h.

Scenario # 1 – Parking on Both Sides, No Diversion of Traffic

Staff completed a second analysis assuming that parking was permitted along both sides of Elm Street, between Lorne Street and Lisgar Street. The results of the analysis show that serious congestion will occur along Elm Street with Level of Service ranging from 'E' to 'F'. Average travel speed through the study area is estimated to be 11 km/h after parking is allowed.

Table A

SUMMARY OF INTERSECTION CAPACITY ANALYSIS PM PEAK HOUR					
Scenario	Parameters	Elm @ Elgin		Elm @ Durham	
		EBT	WBT	EBT	WBT
Existing	V/C	0.67	0.84	0.35	0.57
	Approach Delay	23.8	42.5	21.6	10.5
	LOS	C	D	C	B
	Maximum Queue Length	67	109	62	20
Parking on Both Sides with no diverted traffic	V/C	0.91	1.55	0.66	0.93
	Approach Delay	56.3	386.2	55.9	431.8
	LOS	E	F	E	F
	Maximum Queue Length	141	288	103	179
Parking on Both Sides with	V/C	0.73	0.85	0.41	0.42

EXHIBIT: A2

diverted traffic	Approach Delay	26.2	56.2	24.3	8.4
	LOS	C	E	C	A
	Maximum Queue Length	93	132	76.5	19

Level of Service (LOS)	Delay per Vehicle (Seconds)
A	≤ 10
B	>10 and ≤ 20
C	>20 and ≤ 35
D	>35 and ≤55
E	>55 and ≤80
F	>80

The reduction of the Level of Service (LOS) is consistent with the analysis of the 2001 Council Report for on-street parking on Elm Street.

Scenario # 2 – Parking on Both Sides. With Diverted Traffic

Due to the high level of congestion and delay on Elm Street, created by the on-street parking, many drivers will choose to divert to alternate routes and by-pass the downtown all together. In order to determine the number of trips that may be diverted from Elm Street, and the alternate routes that would be taken, the City's Transportation Model was utilized. The Transportation Model was developed in support of the City's 2006 Official Plan, and is based on household surveys, and census tract information.

Exhibit 'B' shows the change in hourly traffic volumes on the road network after parking is permitted along both sides of Elm Street. As shown on the Exhibit, traffic volumes are significantly reduced on Elm Street in the westbound direction by 300 to 480 vehicles per hour (vph). Eastbound traffic is also reduced by 150 to 195 vph. While the reduced traffic volumes provide a benefit to capacity on Elm Street, the diverted traffic will adversely impact a number of other corridors in the City. Some of the routes that will be impacted include:

- Beech Street and Frood Road
- Brady Street, Douglas Street and Lorne Street south of Douglas Street
- College Street, Evergreen Lane/Davidson Street and Ste. Anne Road
- MacKenzie Street and Kathleen Street
- LaSalle Boulevard

While some of these roadways such as Brady Street are designated as arterial roads and are intended to carry commuter traffic from other areas of the City, many are not. Frood Road, College Street, MacKenzie Street, Kathleen Street and others are designated as collector roads with residential development on both sides. They are not intended to be used as cut through routes for drivers avoiding congestion along the City's major arterial roadways. It is estimated that 3,000 to 5,000 vehicle trips per day may be diverted away from Elm Street to these other roads.

The Transportation model indicates that capacity problems and congestion will occur on College Street as

EXHIBIT: A2

well as parts of Elm Street and Brady Street if parking was permitted.

A more detailed capacity analysis was completed for the signalized intersections on Elm Street, with the volumes adjusted. Due to on-street parking, the results confirm that capacity problems will still occur if parking is permitted. Level of service for eastbound traffic on Elm Street will fall to “D” and “E”.

Based on the capacity problems that will be created, and diversion of traffic through residential areas, staff does not recommend that parking be permitted on Elm Street.

Parking Details

Based on as-built drawings, and a site review, it is estimated that approximately 44 parking spaces could be provided on Elm Street. Parking has not been included east of Lisgar Street due to the mid-block uncontrolled pedestrian crossing. Parking has also not been included on the north side of Elm Street, west of the CPR tracks, and adjacent to the planter boxes in front of the Rainbow Centre. Parking within close proximity to the signalized intersections (15 to 18 metres) is not permitted to provide very short right hand turn lanes, and allow for the turning movements of large trucks, fire trucks and busses.

There are currently a total of 3,490 public and private parking spaces within the downtown. The additional parking spaces on Elm Street would represent a 1.3 percent increase in total parking spaces.

Implementation of parking on Elm Street will require the installation of approximately 24 parking meters, or seven (7) to eight (8) pay and display machines. In addition, approximately 36 parking signs on 18 supports will be required.

Trains

Canadian Pacific Railway currently has a three (3) track, at grade, crossing of Elm Street, located west of Froad Road. This railway crossing currently causes substantial delays to traffic on Elm Street and intersecting streets. Reducing Elm Street to one (1) lane will result in greatly increased delays and create much longer traffic queues. The effects of the congestion will remain long after the train has cleared the crossing.

Ste. Anne Road Extension

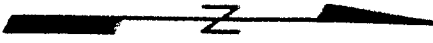
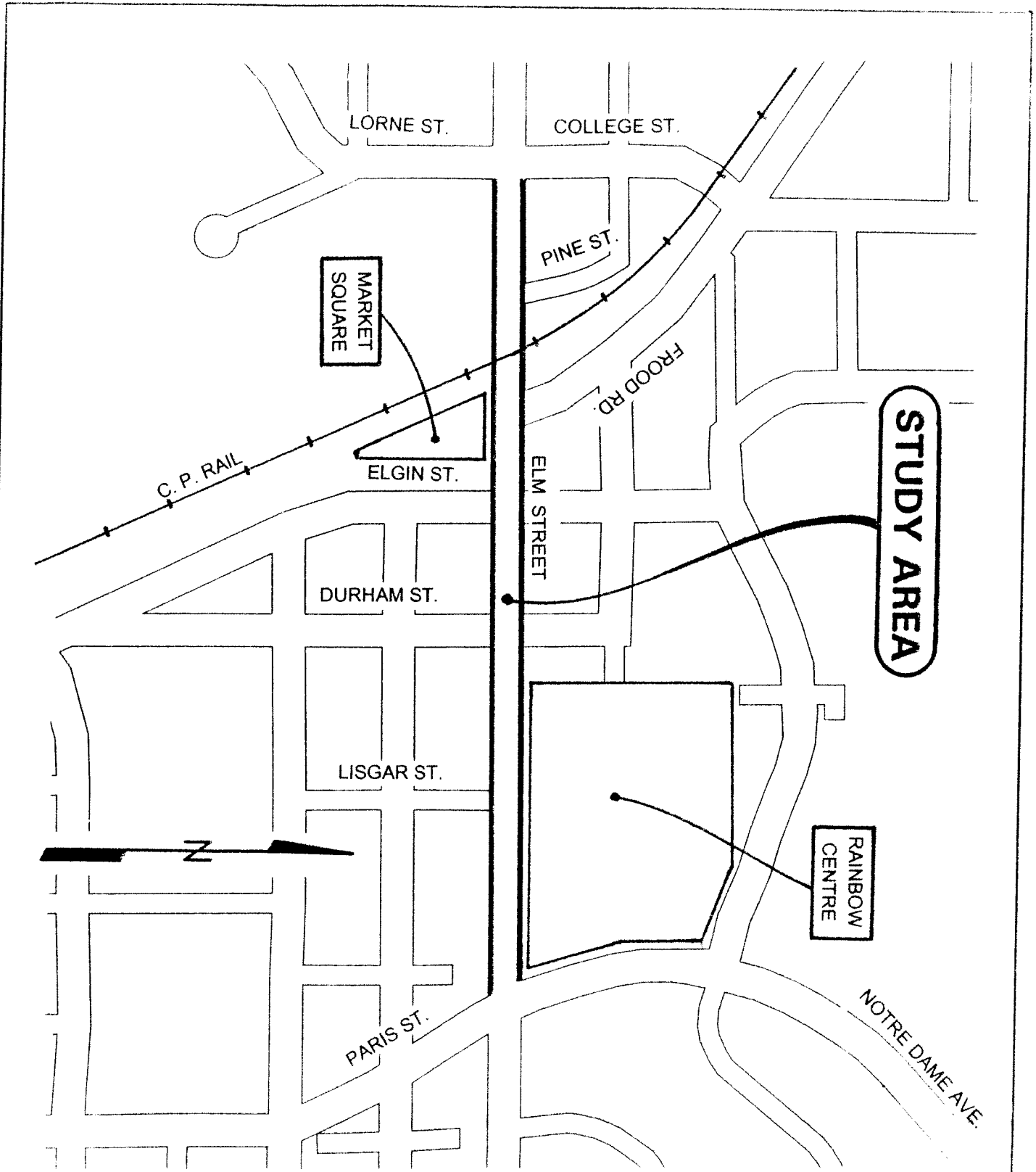
The 2005 Transportation Study indicates that the westerly extension of Ste. Anne Road to College Street will provide relief to Elm Street between Lorne Street and Froad Road. Moderate traffic reductions will also occur on Elm Street from Froad Road to Paris Street. The attached **Exhibit ‘C’** shows the change in traffic volumes that will result if Ste. Anne Road were extended and parking was permitted on both sides of Elm Street.

The 2005 Transportation Study recommended that the City “undertake detailed feasibility/operational studies for this improvement to address area growth or other localized operational deficiencies”.

There continues to be a desire to reduce traffic volumes on Elm Street through downtown to allow for on-street parking, and other right-of-way beautification initiatives. Therefore, staff recommends that the proposed Transportation Study Report review the need and timing for the Ste. Anne Road extension, and other road network improvements that may be required to reduce traffic volumes on Elm Street.

Bicycle Lanes

Due to the narrow cross-section and high traffic volumes on Elm Street, bicycle lanes are not recommended. The Downtown Sudbury Master Plan is currently reviewing bicycle routes and related infrastructure for downtown. Preliminary findings of the study indicate that bicycle lanes/paths be provided on the Ste. Anne Road/Frood Road/Elgin Street corridors to facilitate travel through the downtown. The proposed Transportation Study Report will also undertake a review of bicycle facilities in the City that will build on supporting documents such as the Sustainable Mobility Plan, and Bicycle Technical Master Plan. It is recommended that bicycle facilities through downtown Sudbury be planned based on the recommendations contained in the Downtown Sudbury Master Plan and proposed Transportation Study Report.




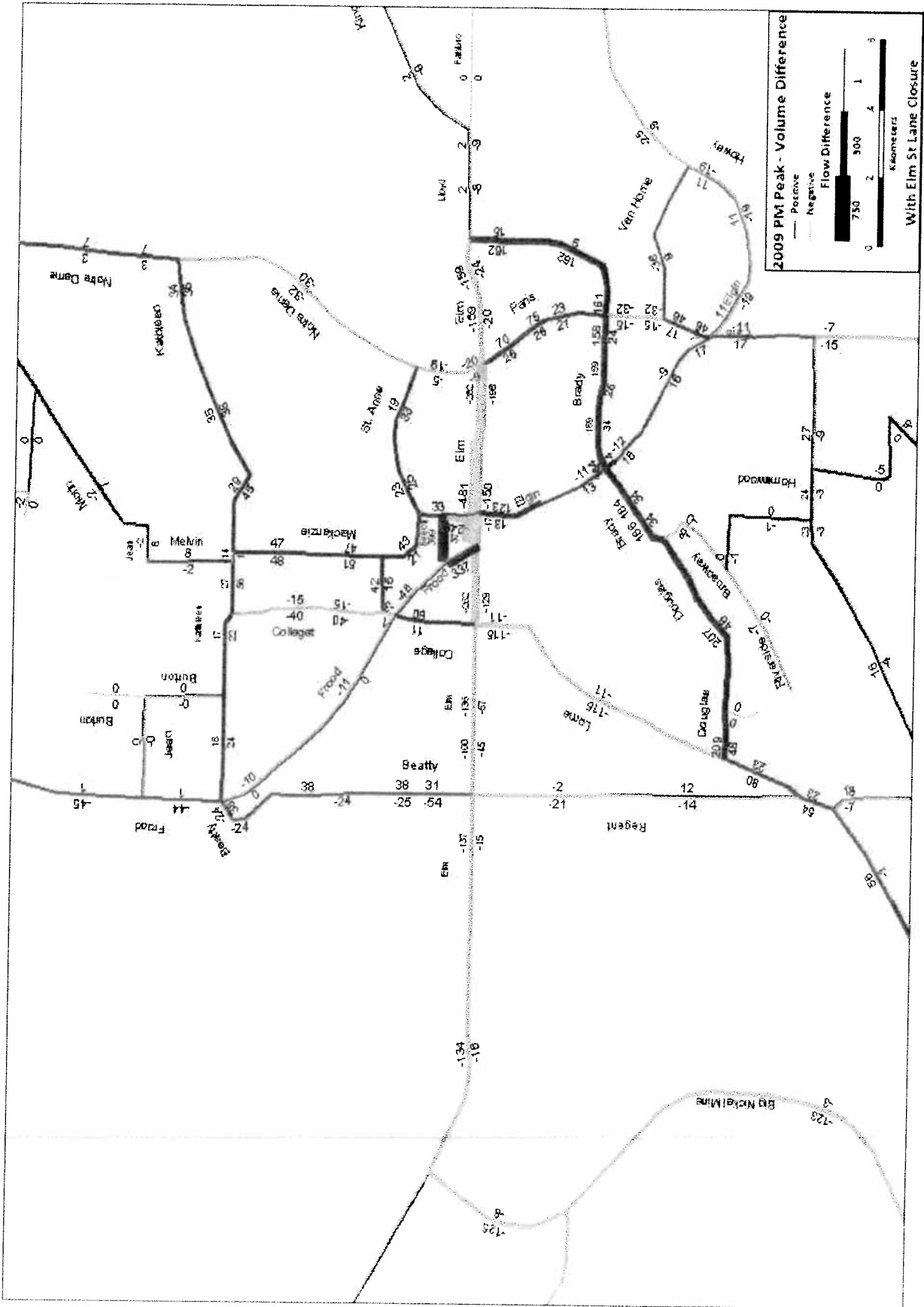
	ELM STREET LORNE STREET to PARIS STREET	
	ON - STREET PARKING	
	NOT TO SCALE	2011-05-17

Exhibit B – Change in 2009 PM Peak Volumes with Parking on Both Sides





Request for Decision

Elm Street - On-Street Parking

Presented To:	Operations Committee
Presented:	Monday, Apr 16, 2012
Report Date	Wednesday, Apr 04, 2012
Type:	Managers' Reports

Recommendation

That on-street parking NOT be permitted on Elm Street between Lorne Street and Paris Street, and;

That the proposed Transportation Study Report review the need and timing for Ste. Anne Road extension and other road network improvements to reduce traffic volumes on Elm Street, and;

That bicycle routes through the downtown be planned based on recommendations contained in the Downtown Sudbury Master Plan and the Transportation Study Report that is currently being prepared, all in accordance with the report from the General Manager of Infrastructure Services dated April 2, 2012.

Background

At the Traffic Committee meeting held on March 21, 2011, the Committee directed staff “to prepare a report regarding the proposal to allow on-street parking on Elm Street as proposed by the Downtown Village Development Corporation and Downtown Sudbury BIA including bicycle lanes”.

As a result of the request, staff prepared a report dated June 11, 2011 that was presented to the Traffic Committee on June 17, 2011 (**see Appendix ‘A’**). The report reviewed the impact of permitting parking along both sides of Elm Street from Lorne Street to Paris Street. Due to capacity problems at the signalized intersections and diversion of through traffic to residential areas, staff recommended that on-street parking not be permitted. Subsequently, the Committee agreed to a motion by Councillor Landry-Altmann to defer this item until such a time as the Downtown Master Plan has been completed. The Committee also agreed to a request by Councillor Caldarelli for a report with an option to consider on-street parking on one (1) side of Elm Street from Lorne Street to Paris Street.

As the issue of on-street parking along Elm Street is linked to the Downtown Master Plan, staff asked that IBI Group review the possibility of providing parking along one (1) side of Elm Street. IBI Group prepared the City’s Strategic Parking Plan in 2010, and the Transportation Position Paper prepared in support of the Downtown Master Plan. In both of these documents, on-street parking on both sides of Elm Street is not recommended owing to the traffic congestion that would likely occur.

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Apr 4, 12

Division Review

David Shelsted, MBA, P.Eng.
Director of Roads & Transportation
Services
Digitally Signed Apr 4, 12

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
Services
Digitally Signed Apr 4, 12

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Apr 5, 12

EXHIBIT: B2

In a memorandum dated July 22, 2011, IBI Group submitted the results of their updated review (**see Appendix 'B'**). Their analysis is based on traffic counts taken by the City in July 2011. As indicated by IBI Group, the typical nominal capacity of a single lane of traffic on a roadway in a downtown area is 600 vehicles per hour. Overall, traffic volumes are lower on Elm Street west of Lisgar Street than they are west of Elgin Street. Therefore, IBI Group recommended that the "least risk" option from a transportation perspective is to conduct a pilot project that would consist of allowing parking on the south side of Elm Street (eastbound lane), between Elgin Street and Lisgar Street during the summer months. The summer was chosen for the pilot project as traffic volumes are generally lower. This recommendation is consistent with a recommendation contained in the Draft Downtown Sudbury Master Plan that was presented to the Planning Committee on January 23, 2012.

Additional Analysis and Recommendation

As indicated by IBI Group, the theoretical capacity of a single lane of traffic on a downtown street is approximately 600 vehicles per hour (VPH). The counts taken in July 2011 indicate that eastbound volumes west of Lisgar Street are near or exceed 600 VPH for most of the afternoon.

The analysis conducted by IBI Group looked at the roadway in general, and not at the affected intersections. The previous intersection analysis contained in the staff report dated June 1, 2011 indicated that with only one (1) lane, the intersection of Elm Street and Durham Street will experience capacity problems in the eastbound direction unless drivers choose to take alternate routes to avoid Elm Street.

Also, the analysis prepared by IBI Group did not consider the impacts of trains at the at-grade rail crossing located west of Elgin Street. It is acknowledged that permitting parking east of the tracks, on the downstream side, will have less of an impact on traffic operations than if it was on the upstream (west) side. However, it will still take much longer for vehicle queues to dissipate and for operations to return to normal after the train has passed with only a single lane for traffic on the downstream side.

Based on a review of traffic operations, staff recommends that the existing parking restrictions remain in place, and that parking not be permitted along the south side of Elm Street between Elgin Street and Lisgar Street. Should Council decide to implement on-street parking along Elm Street as recommended in the Downtown Sudbury Master Plan, it should be implemented as a pilot project. The pilot project would occur during the summer months (June 1st to August 31st) on the south side of Elm Street between Elgin Street and Lisgar Streets. It is estimated that approximately 18 parking spaces can be created in this area. These 18 parking spaces represent a 0.5 percent increase in available parking downtown. It is also recommended that the maximum time limit for parking be set at a maximum of two (2) hours. This should ensure a turnover of the parking spaces, and is consistent with maximum time allowed at parking metres. It is estimated that the cost of installing the required parking control signs for the pilot project is \$2,500.

If the pilot project is approved for implementation, staff will review the impact of the pilot project on traffic operations and safety, and report back to the Operations Committee in the fall 2012.



**Request for Decision
Elm Street - Lorne Street to Paris Street,
Sudbury, On-Street Parking**

Presented To: Traffic Committee
Presented: Friday, Jun 17, 2011
Report Date: Wednesday, Jun 01, 2011
Type: Managers' Reports

show/hide decisions

Decisions

Report dated May 27, 2011 was received from the General Manager of Infrastructure Services regarding Elm Street - Lorne Street to Paris Street, Sudbury, On-Street Parking.

The Committee agreed to a motion by Councillor Landry-Altman to defer this item until such a time as the Downtown Master Plan has been completed.

The Committee also agreed to a request by Councillor Caldarelli for a report with an option for considering on-street parking parking on one side of Elm Street from Lorne Street to Paris Street and peak hour lane exchange.

Recommendation

That on-street parking NOT be permitted on Elm Street between Lorne Street and Paris Street, and;

That the proposed Transportation Study Report review the need and timing for the Ste. Anne Road extension and other road network improvements to reduce traffic volumes on Elm Street, and;

That bicycle routes through downtown be planned based on recommendations contained in the Downtown Sudbury Master Plan that is currently being prepared and the proposed Transportation Study Report, all in accordance with the report from the General Manager of Infrastructure Services dated June 1, 2011.

Background:

At the Traffic Committee meeting held on March 21, 2011, the Committee directed staff "to prepare a report regarding the proposal to allow on-street parking on Elm Street as proposed by the Downtown Village Development Corporation and Downtown Sudbury BIA including bicycle lanes".

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation
& Traffic Engineering Services
Digitally Signed Jun 1, 11

Division Review

Robert Falcioni, P.Eng.
Director of Roads and
Transportation Services
Digitally Signed Jun 1, 11

**Recommended by the
Department**

Greg Clausen, P.Eng.
General Manager of
Infrastructure Services
Digitally Signed Jun 1, 11

Elm Street between Lorne Street and Paris Street is designated as a secondary arterial roadway and forms part of a major east/west link in the City's road network (**see Exhibit 'A'**). At one time, Elm Street was also a major link in the provincial highway system providing a connection between Highway 17 East and West. In 1990, daily traffic volumes on Elm Street were 22,000, east of Durham Street. With construction of the Brady Street extension, and Highway 17 By-Pass in the 1990's, daily traffic volumes have been reduced to 20,500, east of Lorne Street, and 16,000, east of Durham Street. Traffic counts indicate that hourly traffic volumes are fairly consistent between 8:00 a.m. and 6:00 p.m. During the afternoon peak hour, traffic volumes range from 1,500 to 2,000 along Elm Street through downtown.

Recommended by the C.A.O.
 Doug Nadorozny
 Chief Administrative Officer
Digitally Signed Jun 1, 11

Between Lorne Street and Lisgar Street, Elm Street is constructed with four (4) lanes of traffic, and wide sidewalks on both sides. The road has an asphalt surface width of approximately 42 feet which results in lane widths of 10 to 11 feet which are narrow for an arterial roadway. As there are no left turn lanes within this section of Elm Street, left turn prohibitions are in place at Elgin Street, Durham Street, and Frood Road, at certain times of the day. The intersection of Elm Street and Lisgar Street is widened to provide a westbound left turn lane.

In 2001 a report was presented to Council that recommended that on-street parking **not** be allowed on Elm Street due to the reduced Level of Service (LOS) as a result of the congestion of the corridor.

CAPACITY ANALYSIS

Existing Conditions

Based on existing turning movement counts at the signalized intersections from Lorne Street to Paris Street, staff has undertaken a capacity analysis for the afternoon peak hour for this section of Elm Street. The results of the capacity analysis are shown on Table 'A' below. As indicated, the major movements at the intersections are currently operating at a reasonable Level of Service (LOS) of 'B' to 'D'. The westbound through movement on Elm Street at Elgin Street is currently nearing capacity. Currently, average operating speed from Lorne Street to Paris Street is calculated at 19 km/h.

Scenario # 1 - Parking on Both Sides, No Diversion of Traffic

Staff completed a second analysis assuming that parking was permitted along both sides of Elm Street, between Lorne Street and Lisgar Street. The results of the analysis show that serious congestion will occur along Elm Street with Level of Service ranging from 'E' to 'F'. Average travel speed though the study area is estimated to be 11 km/h after parking is allowed.

Table A

**SUMMARY OF INTERSECTION CAPACITY ANALYSIS
 PM PEAK HOUR**

Scenario	Parameters	Elm @ Elgin		Elm @ Durham	
		EBT	WBT	EBT	WBT
Existing	V/C	0.67	0.84	0.35	0.57
	Approach Delay	23.8	42.5	21.6	10.5
	LOS	C	D	C	B

	Maximum Queue Length	67	109	62	20
Parking on Both Sides with no diverted traffic	V/C	0.91	1.55	0.66	0.93
	Approach Delay	56.3	386.2	55.9	431.8
	LOS	E	F	E	F
	Maximum Queue Length	141	288	103	179
Parking on Both Sides with diverted traffic	V/C	0.73	0.85	0.41	0.42
	Approach Delay	26.2	56.2	24.3	8.4
	LOS	C	E	C	A
	Maximum Queue Length	93	132	76.5	19

Level of Service (LOS)	Delay per Vehicle (Seconds)
A	≤ 10
B	>10 and ≤ 20
C	>20 and ≤ 35
D	>35 and ≤55
E	>55 and ≤80
F	>80

The reduction of the Level of Service (LOS) is consistent with the analysis of the 2001 Council Report for on-street parking on Elm Street.

Scenario # 2 – Parking on Both Sides, With Diverted Traffic

Due to the high level of congestion and delay on Elm Street, created by the on-street parking, many drivers will choose to divert to alternate routes and by-pass the downtown all together. In order to determine the number of trips that may be diverted from Elm Street, and the alternate routes that would be taken, the City's Transportation Model was utilized. The Transportation Model was developed in support of the City's 2006 Official Plan, and is based on household surveys, and census tract information.

Exhibit 'B' shows the change in hourly traffic volumes on the road network after parking is permitted along both sides of Elm Street. As shown on the Exhibit, traffic volumes are significantly reduced on Elm Street in the westbound direction by 300 to 480 vehicles per hour (vph). Eastbound traffic is also reduced by 150 to 195 vph. While the reduced traffic volumes provide a benefit to capacity on Elm Street, the diverted traffic will adversely impact a number of other corridors in the City. Some of the routes that will be impacted include:

- Beech Street and Froad Road

- Brady Street, Douglas Street and Lorne Street south of Douglas Street
- College Street, Evergreen Lane/Davidson Street and Ste. Anne Road
- MacKenzie Street and Kathleen Street
- LaSalle Boulevard

While some of these roadways such as Brady Street are designated as arterial roads and are intended to carry commuter traffic from other areas of the City, many are not. Frood Road, College Street, MacKenzie Street, Kathleen Street and others are designated as collector roads with residential development on both sides. They are not intended to be used as cut through routes for drivers avoiding congestion along the City's major arterial roadways. It is estimated that 3,000 to 5,000 vehicle trips per day may be diverted away from Elm Street to these other roads.

The Transportation model indicates that capacity problems and congestion will occur on College Street as well as parts of Elm Street and Brady Street if parking was permitted.

A more detailed capacity analysis was completed for the signalized intersections on Elm Street, with the volumes adjusted. Due to on-street parking, the results confirm that capacity problems will still occur if parking is permitted. Level of service for eastbound traffic on Elm Street will fall to "D" and "E".

Based on the capacity problems that will be created, and diversion of traffic through residential areas, staff does not recommend that parking be permitted on Elm Street.

Parking Details

Based on as-built drawings, and a site review, it is estimated that approximately 44 parking spaces could be provided on Elm Street. Parking has not been included east of Lisgar Street due to the mid-block uncontrolled pedestrian crossing. Parking has also not been included on the north side of Elm Street, west of the CPR tracks, and adjacent to the planter boxes in front of the Rainbow Centre. Parking within close proximity to the signalized intersections (15 to 18 metres) is not permitted to provide very short right hand turn lanes, and allow for the turning movements of large trucks, fire trucks and busses.

There are currently a total of 3,490 public and private parking spaces within the downtown. The additional parking spaces on Elm Street would represent a 1.3 percent increase in total parking spaces.

Implementation of parking on Elm Street will require the installation of approximately 24 parking meters, or seven (7) to eight (8) pay and display machines. In addition, approximately 36 parking signs on 18 supports will be required.

Trains

Canadian Pacific Railway currently has a three (3) track, at grade, crossing of Elm Street, located west of Frood Road. This railway crossing currently causes substantial delays to traffic on Elm Street and intersecting streets. Reducing Elm Street to one (1) lane will result in greatly increased delays and create much longer traffic queues. The effects of the congestion will remain long after the train has cleared the crossing.

Ste. Anne Road Extension

The 2005 Transportation Study indicates that the westerly extension of Ste. Anne Road to College Street will provide relief to Elm Street between Lorne Street and Frood Road. Moderate traffic reductions will also occur on Elm Street from Frood Road to Paris Street. The attached **Exhibit 'C'** shows the change in traffic volumes that will result if Ste. Anne Road were extended and parking was permitted on both sides of Elm Street.

The 2005 Transportation Study recommended that the City "undertake detailed feasibility/operational studies for this improvement to address area growth or other localized operational deficiencies".

There continues to be a desire to reduce traffic volumes on Elm Street through downtown to allow for on-street parking, and other right-of-way beautification initiatives. Therefore, staff recommends that the proposed

Transportation Study Report review the need and timing for the Ste. Anne Road extension, and other road network improvements that may be required to reduce traffic volumes on Elm Street.

Bicycle Lanes

Due to the narrow cross-section and high traffic volumes on Elm Street, bicycle lanes are not recommended. The Downtown Sudbury Master Plan is currently reviewing bicycle routes and related infrastructure for downtown. Preliminary findings of the study indicate that bicycle lanes/paths be provided on the Ste. Anne Road/Frood Road/Elgin Street corridors to facilitate travel through the downtown. The proposed Transportation Study Report will also undertake a review of bicycle facilities in the City that will build on supporting documents such as the Sustainable Mobility Plan, and Bicycle Technical Master Plan. It is recommended that bicycle facilities through downtown Sudbury be planned based on the recommendations contained in the Downtown Sudbury Master Plan and proposed Transportation Study Report.

Supporting Documents

1. Exhibit A - Elm Street-Lorne Street to Paris Street (pdf)
2. Exhibit B - Elm Street-Change in 2009 PM Peak Volumes with Parking on Both Sides (pdf)
3. Exhibit C - Elm Street-Change in 2009 PM Peak Volumes with Parking on Both Sides and Ste (pdf)



IBI Group
5th Floor--230 Richmond Street West
Toronto ON M5V 1V6 Canada

tel 416 596 1930
fax 416 596 0644

Memorandum

To/Attention	Jason Ferrigan	Date	July 22, 2011
From	Brian Hollingworth	Project No	28852
cc	Dave Kivi, David Kalviainen, David Shelsted, Ross Burnett	Steno	tpw
Subject	Elm Street On-Street Parking		

Background

Over the past several years, there has been a growing discussion on the merits of permitting on-street parking on Elm Street within Downtown Sudbury. Specifically, businesses along Elm Street feel that on-street parking would increase their attractiveness to a broader customer base.

The feasibility of on-street parking on Elm Street was first examined in 2010 as part of the Strategic Parking Plan for the City of Greater Sudbury. In that City-wide parking plan, it was recommended that as a general policy, on-street parking be maximized. In addition to addressing the high demand for on-street parking, it was noted that *"increased capacity of on-street parking means that parking supply increases without using more land or major construction."* However, with respect to Elm Street, on-street parking was not recommended owing to the traffic congestion that would likely occur with only one lane in each direction. It was also noted that if an alternative route through the Downtown for Highway 55 is created via College Street and Ste. Anne Road, Elm Street would become a candidate for on-street parking.

Downtown Master Plan Recommendations

Through the Downtown Master Plan exercise, the desire for increased on-street parking was re-emphasized by a number of stakeholders, including businesses on Elm Street. The **Draft** Downtown Sudbury Mobility and Infrastructure Study (which was prepared by IBI Group as part of the overall Master Plan) included a recommendation to "provide on-street parking wherever possible with simple pricing structures that are responsive to parking demand." With regard to Elm Street, the mobility study noted that *"on-street parking could be permitted on one or both sides of the street as a pilot project. This would become permanent when the Ste Anne Road/College Street connection is completed. Initially the parking could be free to avoid the need for new meters."*

Analysis

Given that both the City-wide Parking Plan and the Downtown Master Plan acknowledge the desire to provide on-street parking on Elm Street, but caution about the potential traffic impacts and need for a diversion route, the City requested that additional analysis of the options and impacts be undertaken. The analysis presented herein supplements the analysis undertaken by City staff and documented in the report to council on June 1, 2011.

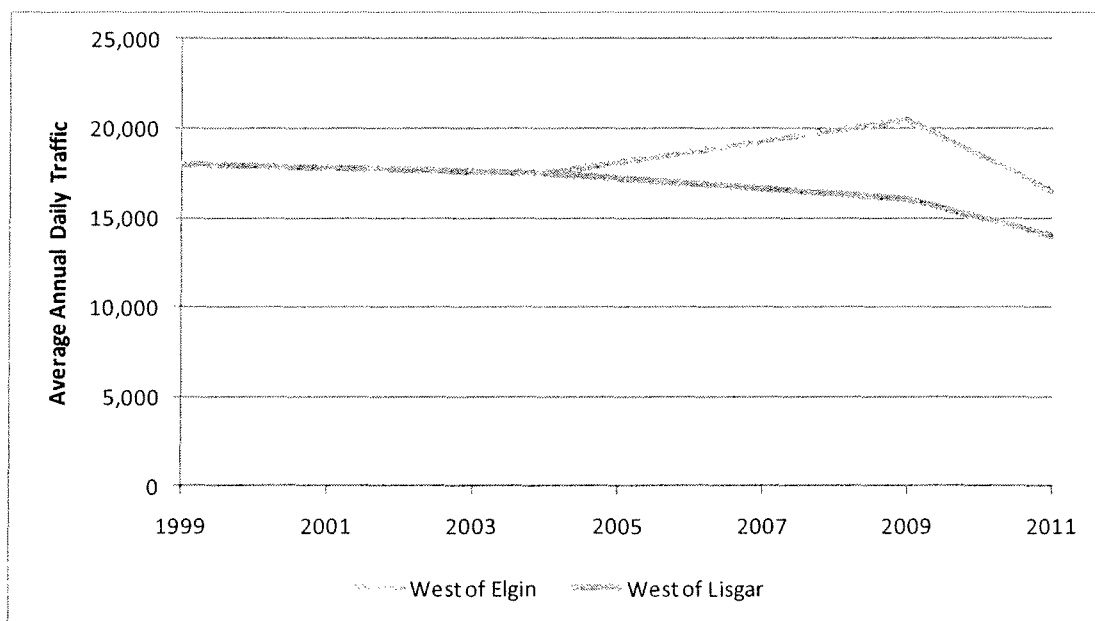
Jason Ferrigan

Historic Traffic Levels

The historic traffic levels along Elm St are shown in Exhibit 1. It shows that traffic levels west of the intersection with Lisgar have been steadily declining over the past 12 years, and are now 22% lower than in 1999. Traffic levels west of Elgin are 9% lower than 12 years ago, although traffic levels were highest in 2009.

It is reasonable to expect that traffic levels have stabilized and that the most recent counts from 2011 are representative of near term future conditions.

Exhibit 1: Historic AADT Levels

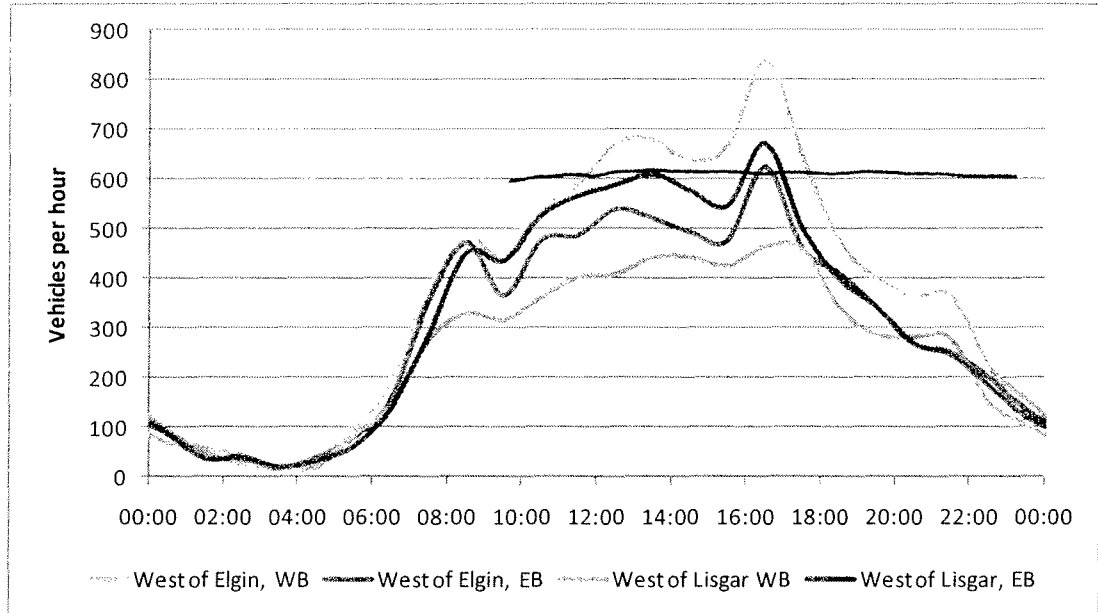


Temporal Distribution

The hourly traffic volumes by time of day at the two locations on Elm St are shown in Exhibit 2. They show that volumes are generally highest in the PM peak period, and that volumes during the day are generally higher than in the AM peak period. The exhibit also shows that westbound traffic volumes on Elm St west of Elgin are above 600 vehicles per hour (the typical nominal capacity of a single lane in a downtown area) from noon until 18:00. However, eastbound traffic volumes west of Elgin and west of Lisgar rise significantly above 600 vehicles per hour for only a single hour in the day.

Jason Ferrigan

Exhibit 2: Traffic Volumes by Time of Day



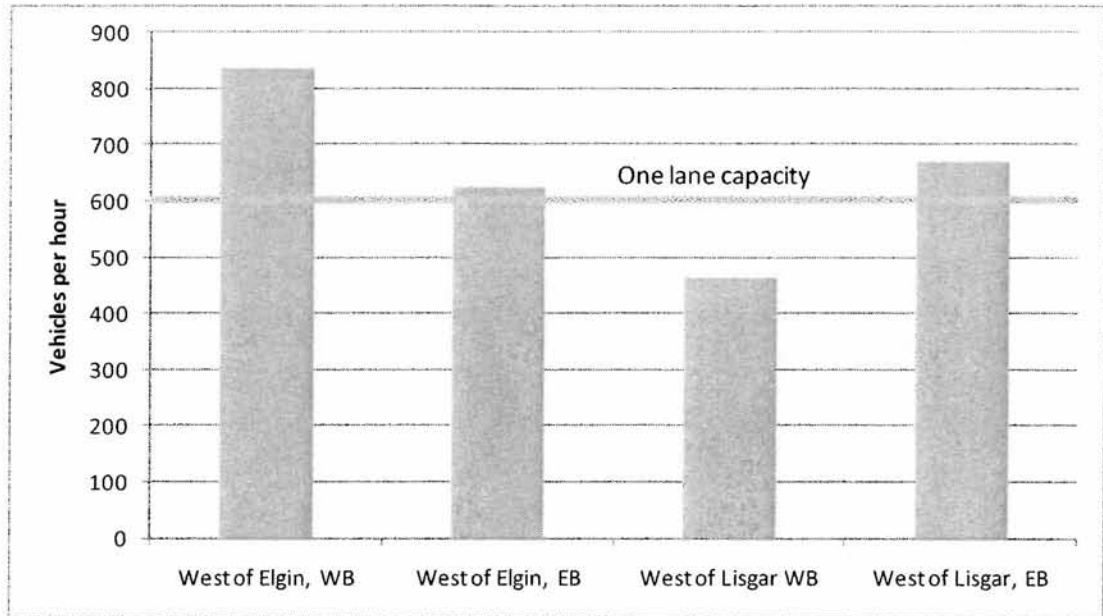
Volumes in Relation to Capacity

Traffic volumes in the busiest hour at the two locations are shown in Exhibit 2. The horizontal orange line (at 600 vehicles per hour) indicates the typical maximum capacity of a single lane in a downtown urban environment. The exhibit shows that current volumes on Elm Street west of Elgin exceed the capacity of a single lane, especially westbound. Similarly, the eastbound volumes on Elm St west of Lisgar also exceed the capacity of a single lane. Accordingly, it is reasonable to expect that if lanes are reduced by allowing on-street parking, there will be some congestion and/or need for traffic diversion.

It should be noted that this simple analysis does not account for the impacts of trains at the at-grade crossing west of Elgin Street, an issue that has been raised by City staff.

Jason Ferrigan

Exhibit 3: Elm St Peak Hour Volumes



Identification of Alternatives

If parking is to be provided on Elm Street, there are several potential options including:

- Allowing parking on both sides of the street
- Allowing parking only during the off-peak hours
- Allowing parking on one-side of the street
- Allowing parking only on a portion of the street.

Any of the above could be implemented as a pilot project to test the impacts on traffic.

Recommended Alternative

As a pilot project, it is recommended that a "least-risk" option (from a traffic perspective) be pursued. This would consist of allowing parking on the south side of Elm Street (eastbound lane). Parking would be limited to the sections between Elgin Street and Lisgar Street. Staff estimate that this would provide for approximately 18 on-street spaces.

As a pilot project, the parking would be free such that the cost of installing metres is avoided. Time limits would need to be set to limit parking to 1 hr or 2 hrs to ensure it is not simply used by employees.

The rationale for this alternative is as follows:

- Traffic volumes are lower in the eastbound direction
- Avoids issues with queuing due to train crossings
- Rainbow Centre on the north side has on-site parking

Jason Ferrigan

Consistency with Previous Recommendations

As noted previously the Strategic Parking Plan, which has been presented to Council, did not recommend on Elm Street until the College St/Ste. Anne Road connection was completed. This recommendation was based on the proposal to provide on-street parking on both sides of the street on a permanent basis. A pilot project was not considered at that time.

Conversely, the Downtown Master Plan is supportive of allowing on-street parking on Elm Street, but under a different set of conditions; namely:

- That on-street parking be provided as a pilot project to test the impacts on traffic level of service. Ideally the pilot would occur during the summer when volumes are lower.
- That parking is permitted only on the south side between Elgin and Lisgar

It is also noted that since the Strategic Parking Plan was completed, there have been additional calls for on-street parking by businesses on Elm Street, expressed during consultations for the Downtown Master Plan. In addition, largely guided by the Downtown Master Plan consultation activities, there is also a growing Vision for the downtown to become more walkable and vibrant environment with a reduced emphasis on vehicle movement. An increase in parking activity and congestion levels is not inconsistent with that Vision.

EXHIBIT: C2

From: "Young, Jeffrey" <jeffrey.young@tc.gc.ca>
To: 'David Shelsted' <David.Shelsted@city.greatersudbury.on.ca>, 'Dave Kivi' <dave.kivi@greatersudbury.ca>, 'Tony DeSilva' <Tony.DeSilva@greatersudbury.ca>
Date: 8/3/2012 12:48 PM
Subject: Elm Street Railway Crossing - Mile 79.43 Cartier Subdivision - CP Rail - Traffic Queuing Issues
CC: "Lee, Scott" <Scott.Lee@tc.gc.ca>, "Williams, Duwayne" <Duwayne.Williams@tc.gc.ca>, Allan Mielke <Allan_Mielke@cpr.ca>, 'NormandThibert' <Normand_Thibert@cpr.ca>

4900 Yonge Street
North York, Ontario
M6N 1A3

August 3, 2012

Mr. David Shelsted, P. Eng
Director of Roads and Transportation Services
City of Greater Sudbury
1800 Frobisher Street
PO Box 5000
Station A
Sudbury Ontario P3A 5P3

Dear Sir,

On Thursday July 19th, 2012, the undersigned Railway Safety Inspector conducted monitoring activities at the Railway Crossing at Grade, Mile 79.43 Cartier Subdivision and Elm Street in the City of Sudbury.

During the monitoring activities, which were conducted between 1335 and 1430, the following observations were made;

- a) Four instances of westbound vehicle stopping the left hand lane of Elm Street to turn left into the "Surplus Liquidators" establishment. Subsequent traffic behind the left hand turning vehicle stopped so that they were fowl of the railway tracks.
- b) Two instances where eastbound vehicular traffic queued from the traffic signals at Elgin Street to the railway tracks, so that traffic stopped fowl of the railway tracks.
- c) One instance where westbound vehicle traffic queued from the traffic signals at Lorne Street to the railway tracks, so that traffic stopped fowl of the railway tracks.
- d) One instance where two trespassers were observed walking between the rails of the tracks from a point from the north to Elm Street.

EXHIBIT: C2

Further to the above monitoring activities, on August 1, 2012, a regulatory inspection of the Crossing Works at the Elm Street crossing was conducted by the undersigned inspector. During the inspection, the following was observed;

- a) Two additional instances were vehicular traffic queued from the traffic lights at Elgin Street to a point where the traffic was standing foul of the railway tracks.
- b) The white painted stop bars on the west side of the crossing are missing.
- c) The road way signage indicating to traffic to "Do Not Stop On Tracks" which have been located at this crossing historically are missing.

In conversation with CP Rail, it is my understanding that the City of Sudbury is conducting a pilot program where by vehicles are being permitted to park in the right hand lane of Elm Street during non rush hour periods between Elgin and Durham Street. As this practice effectively reduces the roadway from a four lane road to a two lane road, a natural traffic bottleneck occurs which may be contributing to the eastbound traffic queuing onto the railway tracks.

During the pilot project, and before parking be made permanent, it is recommended that the City of Sudbury undertake a traffic study to determine the frequency and severity that any new parking arrangement may have on vehicle traffic queuing onto the railway tracks on Elm Street.

The observed westbound traffic queue from the traffic lights at Lorne Street to the railway tracks was not as frequent as the eastbound traffic queue during the periods that traffic was observed. However, in conversation with CP Rail, during rush hour traffic, the westbound traffic queues from Lorne Street to the railway tracks on a regular basis. The City may also wish to further study the westbound traffic queuing issue as well to determine if any mitigating measures can be taken.

It should be pointed out that I can see the issue to traffic queuing over the tracks in both the eastward and westward directions becoming more intensified during the passage of a train when the traffic backs up while waiting for the train to clear the crossing. As the Elm Street crossing a three track crossing, the risk of a second train approaching the crossing as the first train clears presents a greater risk of possible train/vehicle collision to traffic being left stranded on the tracks.

Currently, CP Rail has a permanent 10 Mile per Hour slow order on the Elm Street crossing until the crossing is occupied. As trains due not whistle for this crossing, and until the traffic queuing issues are resolved, it is my opinion that the permanent 10 MPH slow order remain. I will communicate my opinion to the Railway.

I request that the City of Sudbury provide comment to the above within 30 days to the undersigned. I am willing to meet with the City as well as the Railway in an effort to find any solutions or address any concerns.

Sincerely,

Jeffrey Young, CET
Regional Railway Signal Systems Inspector
Transport Canada - Surface
4900 Rue Yonge Street
North York, Ontario M2N 6A5

Telephone: (416) 973-5902
Fax: (416) 973-9907
Cell: (416) 985-5754
Email: Jeffrey.Young@tc.gc.ca

DOWNTOWNSUDBURY.com**RECEIVED**

March 1, 2013

MAR 04 2013

City of Greater Sudbury
 PO Box 5000, Stn A
 Sudbury, ON P3A 5P3

OFFICE OF
 CHIEF BUILDING OFFICIAL

ATTENTION: GUIDO MAZZA
 Director of Building Services/Chief Building Official

Dear Guido:

RE: ELM ST. TRAFFIC CALMING

On behalf of the 'Downtown Partnership' ('Downtown Sudbury' BIA and the DVDC), I am enclosing letters of support (164) that have been collected both during and following the Elm St. Traffic Calming 'Pilot Project' undertaken during the three month period June-August, 2012. Letters received not supporting the project are also enclosed (52).

The project was initiated as a 'Pilot Project' as recommended through the Downtown Master Plan, with the primary objective of **traffic calming**. There is no question that the project was successful in meeting this as it did indeed slow traffic, even with key alternate routes (Brady St) under construction.

It is important to point out that, while the City has collected numerous statistics related to traffic flow, delays, etc., as a result of the addition of on-street parking, this project was not intended as simply a 'parking project' (although the addition of parking spaces in our downtown is critical at this time). As is outlined as a key premise in the Downtown Master Plan, the goal and philosophy behind this project (and all projects within the Plan) is about creating a strong **pedestrian friendly** core – one that encourages economic development and compliments the Healthy Communities initiatives.

While we understand the various concerns that have been raised, we also feel that moving forward with the philosophy of the Downtown Master Plan is critical. If the key concern is in fact that there is deemed to be no alternate routes to by-pass the core, we would respectfully request that the Ste. Anne's extension – or the Larch St. extension – be moved to a 'top priority' in the action list with the objective of completion within the next five years.

Yours truly,



fa Jeff MacIntyre
 Chair
 Enc.

August 22nd, 2012

Ms. Maureen Luoma

Executive Director, Downtown Sudbury

7 Cedar Street, Unit 102

SUDBURY, Ontario, P3E 1A2

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

RE: Parking on Elm Street

Dear Ms. Luoma

We fully support the decision to create parking on the south-east bound lane of Elm Street. On-street parking is very convenient and both of us park there at least four times a week for about 30 minutes each time while we visit various downtown businesses. The businesses we frequented all mentioned that this parking option was very helpful and beneficial to them. We have met several citizens who wholeheartedly agreed with us and who enjoyed the convenience as well.

We are also drivers who use Elm Street and for the first couple of days we needed to remind ourselves to change lanes as the right lane was now reserved for parking. However, it did not take long for us or others to get used to the change as we rarely see any congestion or backed up traffic. It seems that traffic has slowed down to a safer level and it is now much more pleasant to go through town, as a driver, a cyclist and as a pedestrian. The elimination of a fast-moving highway through our centre of town is a move in the right direction and a decision that most forward-looking cities have adopted years ago. We highly recommend the change and hope that this and other traffic-slowing and life enhancing methods will be expanded and adopted permanently.

Sincerely

Hervé Sauvé *U. Sauvé*

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

Ms. Maureen Luoma
Downtown Sudbury
7 Cedar St.
Sudbury, Ontario P3E 1A1

Re: Downtown Parking

Dear Maureen,

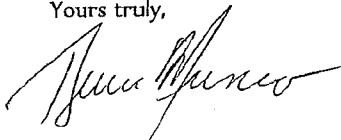
I understand the City is looking at the parking issue along Elm Street. As a resident of Sudbury for many years I have always looked forward to being able to shop downtown as almost every business downtown is locally owned. In contrast, the Big Box stores and mall stores are almost exclusively owned by U.S. and Canadian conglomerates and any profits generated leave our city.

There used to be a very convenient lot at the corner of Cedar and Elgin Street but that lot was sold to the owners of the Scotia Tower for their parking. The City was kind enough to give an option of metered parking at Market Square. Although Market Square moved the parking another 100 yards outside the convenient parking, it was at least a compromise. Last year, with the sale of Market Square to the university, a number of parking spots were eliminated from the downtown.

It would be great to bring back the convenience of the on-street parking on Elm Street. It would benefit the retailers and shoppers alike. It could slow the traffic conveniently such that people would use Brady Street as it was intended....to divert the traffic away from the downtown core. I think the trial that was done in the summer proves that the on-street parking works. If I could offer a suggestion though; proper signage would go a long way to making drivers aware, and then they could make their choice of routes to travel.

Let's give the shoppers that would like to support local businesses an opportunity to do so.

Yours truly,



Bruce Munro

Ms. Maureen Luoma
Downtown Sudbury
7 Cedar St.
Sudbury, On., P3E1A1

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

Re: Downtown Parking

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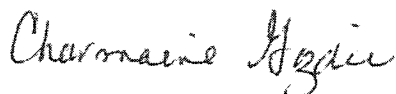
I understand the City is looking at the parking issue along Elm Street. We are a local company who employ a number of residents of who live in the Greater City of Sudbury. For many years we have supported locally owned businesses which are located in the downtown area. In contrast, the Big Box stores and mall stores are almost exclusively owned by U.S. and Canadian conglomerates and any profits generated leave our city.

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Let's give the shoppers and local companies that would like to support local businesses an opportunity to do so.

Yours truly,



Charmaine Gazdic
Vice-President Group Sales & Consulting
Schuster Boyd McDonald

Ms. Maureen Luoma
Downtown Sudbury
7 Cedar St.
Sudbury, Ontario P3E 1A1

RECEIVED

MAR 04 2013

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Re: Downtown Parking

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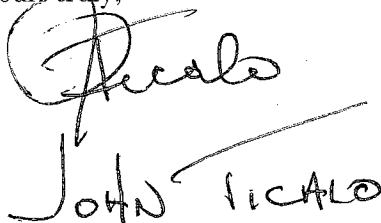
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Yours truly,


JOHN TICALO

Ms. Maureen Luoma
Downtown Sudbury
7 Cedar St.
Sudbury, Ontario P3E 1A1

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

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Let's give the shoppers that would like to support local businesses an opportunity to do so.

Yours truly,



TOM QUERNEY



428 Westmount Ave
Unit 1A
Sudbury, ON
P3A 5V8
Ph: 705-222-2086
F: 705-222-8368

Ms. Maureen Luoma

Downtown Sudbury

7 Cedar St.

Sudbury, Ontario P3E 1A1

Re: Downtown Parking

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MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

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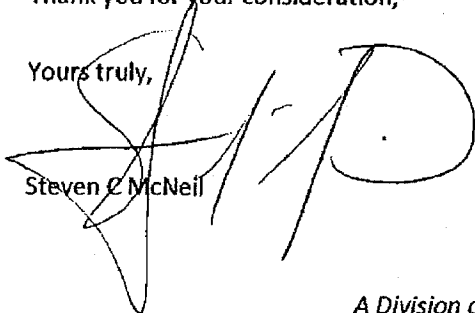
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There used to be a very convenient lot at the corner of Cedar and Elgin Street but that lot was sold to the owners of the Scotia Tower for their parking and last year, with the sale of Market Square to the university, a number of parking spots are to be eliminated from the downtown and I fear the parking situation to be heading in reverse to its mandate to enable downtown to flourish with people and finance.

It would be great to bring back the convenience of the on-street parking on Elm Street. It would benefit the retailers and shoppers alike, not to mention slow the traffic conveniently such that people would use Brady Street as it was intended. I think the trial that was done in the summer proves that the on-street parking works... I can prove that alone with my 2 random visits to Records on Wheels for some impulse purchases and having had the ability to meet the person responsible for my newly opened office supply account at Querney'. If I could offer a suggestion though; proper signage would go a long way to making drivers aware, and then they could make their choice of routes to travel.

Thank you for your consideration,

Yours truly,


Steven E McNeil

A Division of the Morris Group of Companies

RECEIVED

January 16th 2013

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

Dear Mayor and Councillors,

I would like to register my support for the implementation of permanent on-street parking, at off- peak hours, between Lorne and Paris on Elm St.

A very successful parking pilot project took place in the Summer of 2012 despite the lack of adequate signage and the short duration of the project. Many building owners are reporting that the change was very positive and are asking that the project be continued and made permanent.

Thank you for recognizing and supporting how important it is to calm traffic in our downtown core and to provide increased on-street parking options.

Many property owners along Elm St. are presently investing, and about to invest, millions of dollars into buildings along Elm St. They need your support. To introduce permanent parking on Elm St. will lead to increased revenues for the City not only from the meter revenue and from the reduction of large truck use that creates excessive wear and tear on the streets, but most importantly, from the increased assessments that will arise by providing this amenity to the buildings along Elm St.

Sincerely,

PATSG, SALZILLO

PAT'S FASHIONS
66 ELM STREET, UNIT 101
SUDBURY, ON P3C 1R8
705-586-3525

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

January 16th 2013

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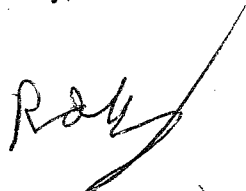
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Sincerely,


INDEPENDENT LIVING
SUDBURY-MANITOULIN

RECEIVED

January 16th 2013

MAR 04 2013

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CHIEF BUILDING OFFICIAL

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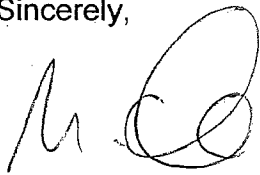
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Sincerely,



KWIK COPY DESIGN + PRINT CENTRE

RECEIVED

MAR 04 2013

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CHIEF BUILDING OFFICIAL

January 16th 2013

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Sincerely,



Elm News
59 Elm St

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

January 16th 2013

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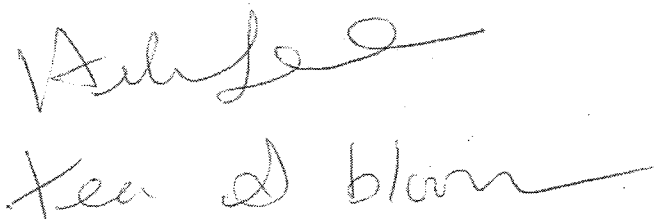
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Sincerely,



Ken A Blom

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Sincerely,

Marianne Lee

tee & bloom

RECEIVED

MAR 04 2013

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CHIEF BUILDING OFFICIAL

January 16th 2013

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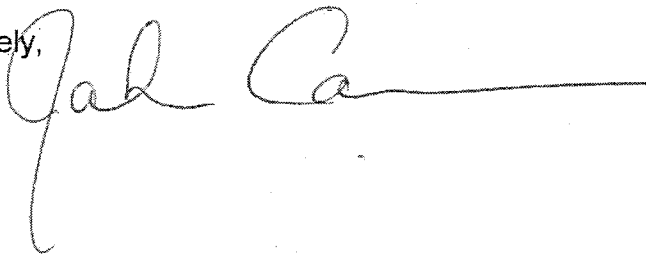
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Sincerely,

Danell Moss

B.J. Little Redent's & Reptile's

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

January 16th 2013

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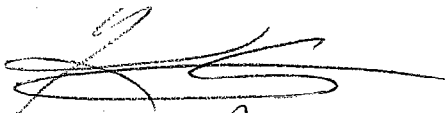
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Sincerely,



Kirk Petkowski

PRESIDENT

SymboTerve

El Mercado

RECEIVED

January 16th 2013

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

Dear Mayor and Councillors,

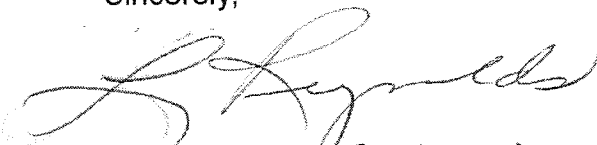
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Sincerely,



LYNNE REYNOLDS

RECEIVED

January 16th 2013

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

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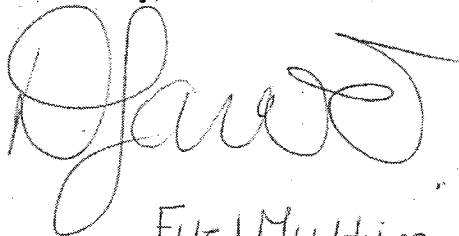
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Sincerely,


David
Fuel Multimedia

La Boulangerie du Village

104 Durham St.
Sudbury ON P3E 3M7

RECEIVED

January 15th, 2013

MAR 04 2013

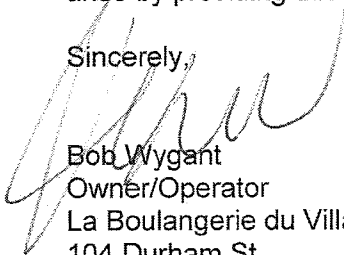
OFFICE OF
CHIEF BUILDING OFFICIAL

Attention: Mayor Matchuck and City Councillors,

As a downtown business owner, I would like to register my strong support for the implementation of permanent on-street parking, at off-peak hours, between Lorne and Paris on Elm St. A very successful parking pilot project took place in the Summer of 2012 despite the lack of adequate signage and the short duration of the project. Many building and business owners are reporting that the change was very positive and are asking that the project be continued and made permanent.

Thank you to Mayor and Council for recognizing and supporting how important it is to calm traffic in our downtown core and to provide increased on-street parking options. Many property owners along Elm St. are presently investing, and about to invest, millions of dollars into buildings along Elm St. They need your support. To introduce permanent parking on Elm St. will lead to increased revenues for the City not only from the meter revenue and from the reduction of large truck use that creates excessive wear and tear on the streets, but most importantly, from the increased assessments that will arise by providing this amenity to the buildings along Elm St.

Sincerely,



Bob Wygant
Owner/Operator
La Boulangerie du Village
104 Durham St.
Sudbury, ON P3E 3M7
Tel. 705.675.5000

Ilyas & Ruby Essajee
231 River Oaks Blvd. West
Oakville ON. L6H 3V2

Date: March 8th, 2011

To: Downtown Village Development Corporation
88 Durham St.
Sudbury, Ontario
P3E 3M6

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

I am the owner of the former "Silverman " building at 67 Elm St. in Sudbury and have been following the efforts of the Downtown Village Development Corporation to facilitate new residential projects in the downtown core.

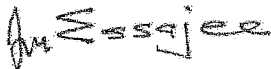
I am aware that their new business plan is focused on residential and business attraction and job creation in downtown Sudbury. I believe that this direction is extremely important for the future health of the downtown.

Should financial incentives, beyond the present T.I.F. program, become available they would help to make this project financially viable and I would undertake to develop the residential conversion project on the second and third floors of my building. Such a project would create 12-14 spacious 1 and 2 bedroom apartments and require an investment of 2.5 to 3 million dollars.

To make this residential conversion project viable, I would also require parking spaces to be made available on Elm St. or in the parking lot directly behind my building to accommodate the needs of residential tenants.

Parking on Elm St. will also help me to retain my existing commercial tenancy that is presently in need of on-street parking for its customers.

I would like to express my support for the efforts of the Downtown Village Development Corporation and ask that their mandate to facilitate residential development, business attraction and job creation in downtown Sudbury be supported.



Ilyas Essajee

Owner, 67 Elm St.
Phone Number: (905) 845 2491
E-Mail: ilyas.essajee@amec.com

Date: March 7, 2011

To: Downtown Village Development Corporation Board of Directors
88 Durham St.
Sudbury, Ontario
P3E 3M6

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

I am writing to express support for the Downtown Village Development Corporation's new business plan which seeks to facilitate the development of several hundred new residential units in Sudbury's historic downtown core over the next three years. We believe that an organization with such a focus will be a major benefit to property owners interested in undertaking new construction as well as conversion projects.

We will need to invest between 1.5 and 2 million dollars to create up to 10 upscale apartments. Our project seeks to create urban loft style apartments and to preserve a landmark heritage building. It will serve to provide an appealing life style option not presently available in downtown Sudbury.

We encourage the City of Greater Sudbury to consider some of the financial incentives being recommended by the Downtown Village Development Corporation that would help to make our project viable.

We also request that parking spaces be made available on Elm Street. We are attempting to lease our main floor commercial space and finding the lack of on-street parking to be a major barrier. We have completed floor plans and will begin immediately as soon as the right market conditions prevail.

Janice Lee

September 26 2012

Dear Editor and Local Citizens:

I would like to voice our support for the Elm Street pilot parking project which has now concluded.

The downtown heart of our community only benefits from activities that promote stopping and shopping. While this action in itself is no magic pill any activity that stimulates consumer vendor interaction provides the first step to rejuvenating our downtown.

I could not argue that "all change is good" but I would state with clarity that "no change is death". While some may feel that Elm Street is a quick artery from one side of our community to the other and would use it as they would any super highway, I say; slow down, stop, smell the roses, heck, buy some roses or do some of your other shopping in your downtown community.

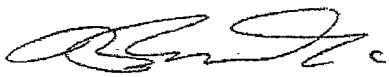
We all need time to adapt to new ideas. Many times we dismiss issues too quickly only later to regret we didn't give it a chance.

Sudbury's Downtown is in flux; the new Architectural School and planed residential developments will encourage more entrepreneurs to invest in our community. In turn, this will provide a destination for those who are looking for a unique living and shopping experience.

This process takes time. New ideas that support the downtown community today will only help generate better ideas tomorrow.

It all starts with that first step. It may seem wobbly and open to criticism but, I hope it is the first of many that will help generate the needed momentum that can drive shared prosperity to our transitioning community.

Sincerely Yours.



Daniel Brouillette H.B.Com. MBA
VP Marketing/Communications
Options for Homes Greater Sudbury

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL



130 Elm St., Sudbury, ON P3C 1T6 Tel: (705) 560-9770 Fax: (705) 560-9800

City of Greater Sudbury
200 Brady Street
P3A 5P3

Re: Elm Street Parking

To whom it may concern;

As a business on Elm Street I wish to express my support for Elm Street parking. I believe it is very important to make this parking permanent as it provides valuable and convenient on street parking for businesses in the area.

An additional benefit to Elm Street parking is that it slows down and calms the traffic on Elm Street. This will then reduce noise and increase the desire for pedestrian traffic which is vital to the success of businesses on the Elm.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Arnold".

Ron Arnold
President

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL



Coalition for a
Liveable
Sudbury

Making connections. Working toward sustainability.

RECEIVED

November 14, 2012

MAR 04 2013

City of Greater Sudbury
P.O. Box 5000 Station A
200 Brady Street
Sudbury ON P3A 5P3

OFFICE OF
CHIEF BUILDING OFFICIAL

Re: Adoption of parking on Elm Street

To whom it may concern:

This summer, the City held a pilot project putting parking on Elm Street in the downtown. This pilot project was received favourably by downtown businesses and others, and was observed to calm traffic and make the area more pedestrian friendly.

Many examples have demonstrated that improving conditions for pedestrians leads to more foot traffic, and more drop-in customers for businesses, leading to higher sales, and a more vibrant street atmosphere that attracts yet more people.

The Coalition for a Liveable Sudbury urges the City to extend the Elm Street parking project, and to work towards further pedestrian and cycling improvements in the downtown. These steps are supportive of the Downtown Master Plan, and a vibrant downtown for our City.

Regards,

Naomi Grant, Chair
Coalition for a Liveable Sudbury
78 Roxborough Drive
Sudbury, Ontario
P3E 1J7
email: grant_naomi@hotmail.com



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MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

LARCHE COMMUNICATIONS INC.
c/o KICX 91.7 FM
80 Elm Street
Sudbury, Ontario
P3C 1R8

From the office of:

Mick Weaver
General Manager, General Sales Manager

Phone: 705-671-7330 ext. 302
Fax: 705-671-7320
E-mail: mick.weaver@kicx917.com

December 4, 2012

City of Greater Sudbury
200 Brady Street
P3A 5P3

Re: Elm Street Parking

To whom it may concern;

As a business on Elm Street I wish to express my support for Elm Street parking. I believe it is very important to make this parking permanent as it provides valuable and convenient on street parking for businesses in the area.

An additional benefit to Elm Street parking is that it slows down and calms the traffic on Elm Street and eliminates most of the heavy truck traffic coming through downtown. This will then reduce noise and increase the desire for pedestrian traffic which is vital to the success of businesses on the Elm.

As a broadcaster with a street level studio on Elm Street heavy truck activity is picked up by our microphones and limits our ability to do live broadcasts on the street level. We have noticed the difference in the short trial period and would love to see this become a permanent service for downtown.

Yours truly,

Mick Weaver
General Manager/General Sales Manager
KICX 91.7FM Hot New Country

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

Stonegate Properties

September 5th, 2012

Dear Editor,

Re: Elm Street Parking

I understand that there is some discussion within the local community regarding allowing parking on Elm Street.

An affiliate of our company has owned a building at 66 Elm Street for a number of years, during which time, as a frequent visitor to Sudbury, I have had an opportunity to get to know the downtown.

I have been impressed in general terms at the efforts at revitalization that have been made by both the municipality and other stakeholders.

As we own buildings in different towns across Ontario, we get an opportunity to look at and compare how different municipalities deal with parking issues in their downtown areas, and creating adequate parking at minimal or no cost is an essential component. Clearly, Sudbury has a long way to go in achieving this goal.

In many ways Sudbury is fortunate, in that the downtown is fairly small, and therefore the possibilities for improvement may be easier to achieve.

Businesses making the commitment to operate in the downtown area are faced with many challenges, of which parking is a major one. In addition, by not allowing parking on Elm Street, the area is essentially being split in two, which creates added problems and is not helpful to local residents or business in general.

It would certainly seem logical and quite obvious to me that at the very least, parking should be allowed on this street, both to assist business and build community, and also to connect all of the areas downtown, rather than dividing them, as is now the case.

I would certainly understand if parking were restricted during certain hours, perhaps early morning or late afternoon, but I believe that if the municipality is serious about helping the downtown to grow, allowing parking on this street will achieve a number of positives with minimal negative impact on traffic.

In our time, a balanced approach to these issues is always the most helpful.

Stonegate Properties Inc.

Malcolm Friedland



RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

January 16th 2013

Dear Mayor and Councillors,

I would like to register my support for the implementation of permanent on-street parking, at off- peak hours, between Lorne and Paris on Elm St.

A very successful parking pilot project took place in the Summer of 2012 despite the lack of adequate signage and the short duration of the project. Many building owners are reporting that the change was very positive and are asking that the project be continued and made permanent.

Thank you for recognizing and supporting how important it is to calm traffic in our downtown core and to provide increased on-street parking options.

Many property owners along Elm St. are presently investing, and about to invest, millions of dollars into buildings along Elm St. They need your support. To introduce permanent parking on Elm St. will lead to increased revenues for the City not only from the meter revenue and from the reduction of large truck use that creates excessive wear and tear on the streets, but most importantly, from the increased assessments that will arise by providing this amenity to the buildings along Elm St.

Sincerely,

Bara Gyorgel

Jan 26th 2013

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

January 16th 2013

Dear Mayor and Councillors,

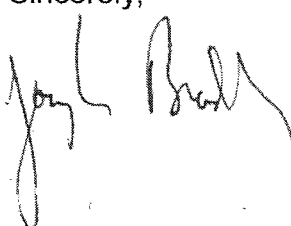
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Sincerely,

 (Joe Bradbury)



Cinéfest Sudbury
International Film Festival / Festival international du film

March 21, 2011

Katleen Poulin
73 Elm Street, Sudbury

Dear Katleen,

One of the key objectives of the newly introduced Cinéfest Sudbury Visitor Experience Initiative is to establish a highly visible and accessible storefront box office. In search of a new office location, 73 Elm was short listed as a possibility. However, one of the deciding factors in not choosing this location was the lack of close proximity parking that would allow patrons, ticket purchasers and volunteers a quick in-and-out service.

Should you require additional information, I can be reached at 705-688-1234.

RECEIVED

MAR 04 2013

**OFFICE OF
CHIEF BUILDING OFFICIAL**

Sincerely,

Tammy Frick
Festival Director
tammyfrick@cinifest.com



March 17, 2011

Downtown Village Development
Corporation
7 Cedar Street, Suite 102
Sudbury, ON P3E 1A2

Attn: Susan Thompson

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL


This letter is a request that Council for the city of Greater Sudbury prioritize the immediate creation of on-street parking for Elm Street. As a long standing retailer in downtown Sudbury, I can speak to the importance of such an initiative.

The availability of street parking on Elm Street would have a major impact on customer service, increased drop-in traffic and would help other property owners attract business to their commercial spaces.

Moreover, I support the efforts of the Downtown Village Development Corporation to facilitate private sector investment in residential conversion and new construction projects in the downtown. This, along with their focused business attraction program will lead to the creation of hundreds of jobs over the next three years while stabilizing and growing the tax base in the City of Greater Sudbury.

A strong and vibrant downtown core sends a positive signal about Sudbury as a place to invest, live and grow.

Best regards,


John Querney, President

3/13/2011

RECEIVED

Susan Thompson
Downtown Village Development Corporation
88 Durham St.
Sudbury, Ontario

MAR 04 2013
OFFICE OF
CHIEF BUILDING OFFICIAL

Dear Susan;

As an owner of the Mackey Building in downtown Sudbury, we are grateful of the efforts of the Downtown Village Development Corporation to help facilitate new business as well as new residential facilities in the downtown core.

As we have discussed, we love the history that this building has and the historical value it has to the city of Sudbury, as well as the potential for creating residential units on the top floors and commercial live/work units on the main floor. Our challenge is that to create the upscale facility in the current building (while preserving the history of Sudbury) adds the financial burden of renovation which is far more costly to new construction. However the long-term sustainability is the benefit to the renovation for the City.

If financial incentives were to become available we would consider up to 45 upscale contemporary suites as well as live/work units which have become extremely popular in the Greater Toronto Area.

All this said, parking continues to be a problem. A solution to this would be to allow parking on Elm Street, which virtually does not cost the city but benefits the local businesses and is a start to resolve the parking issues for people who wish to live in the downtown core.

Please, do what you can to get us parking on Elm Street in an effort to revitalize the downtown core and bring business back to the "city centre" so that our project could become viable.

Sincerely,

Janice Schier

JANICE SCHIER
• 118-120-2111 • 1-800-461-5111 • 1-800-461-5111

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

January, 2013

Dear Mayor Matichuk and City Council:

RE: ELM STREET TRAFFIC CALMING PROJECT

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MAR 04 2013

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MAR 04 2013

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MAR 04 2013

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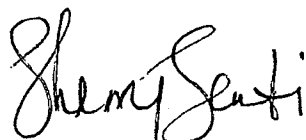
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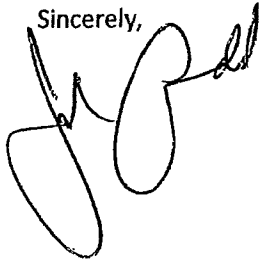
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Sincerely,

A handwritten signature in black ink, appearing to be 'J. P. ...', written over the word 'Sincerely,'.

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

January, 2013

Dear Mayor Matichuk and City Council:

RE: ELM STREET TRAFFIC CALMING PROJECT

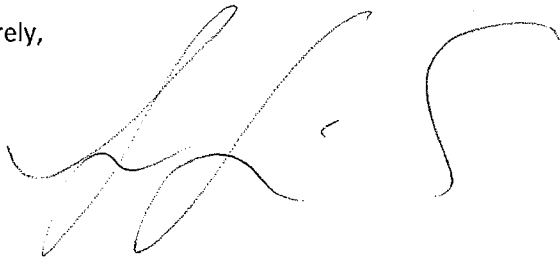
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Sincerely,

A handwritten signature in black ink, appearing to be the initials 'H.S.' with a stylized flourish extending to the right.

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

January, 2013

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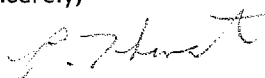
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CHIEF BUILDING OFFICIAL

January, 2013

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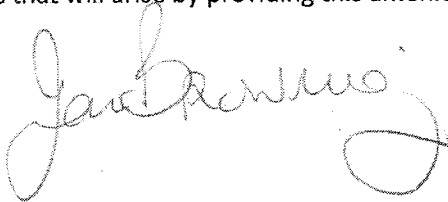
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January, 2013

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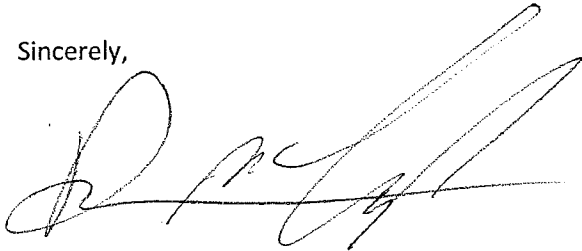
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Sincerely,



Brian McLaughlin

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

January, 2013

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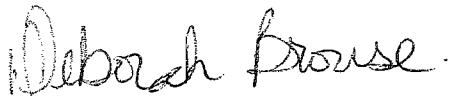
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RECEIVED

MAR 04 2013

**OFFICE OF
CHIEF BUILDING OFFICIAL**

January, 2013

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Sincerely,



JOANNE CHEVRIER

RECEIVED

January, 2013

MAR 04 2013

**OFFICE OF
CHIEF BUILDING OFFICIAL**

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Sincerely,

A handwritten signature in black ink, appearing to be 'A. Matichuk', with a long horizontal line extending to the right.

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

February 1, 2013

Dear Mayor Matichuk and City Council:

RE: ELM STREET TRAFFIC CALMING PROJECT

I would like to register my support for the implementation of permanent on-street parking, at off-peak hours, between Lorne and Paris on Elm St.

I feel that the pilot parking project that took place in the Summer of 2012 was extremely successful despite the short duration of the project. The feedback from our customers was very positive and I believe that the project should certainly be continued and (even better) be made permanent.

With the construction of The Laurentian School of Architecture now underway, (which will be a wonderful addition to downtown Sudbury) the downtown is certainly in need of more parking. Thank you for recognizing and supporting how important it is to provide increased on-street parking options.

Another great benefit of on-street parking on Elm St. is the traffic calming effect. I am a business/building owner on Elm St. & certainly found the parking project to be beneficial to business. Our customers loved having the ability/option to park on Elm! I also reside in a loft apartment above my business with my family, including my 12 year old son. We all love living downtown & the ease with which we can walk to the businesses/places/activities we frequent. Therefore, I personally feel that the safety aspect of calming the traffic on Elm is also a great benefit. I feel, as I'm sure you do, that our downtown Sudbury should be a vibrant, clean, & safe city, accessible to all. Calming traffic on Elm & increasing parking in the city will go a long way to helping realize this goal.

I understand that many other property owners along Elm St. are presently investing, and about to invest, into buildings along Elm St. This is exciting & they need your support. To introduce permanent parking on Elm St. would certainly help the businesses along Elm St. (new & old alike) to succeed, but also, will lead to increased revenues for the City from the meter revenue.

Sincerely,



Stephanie Jutzeler
The Spa at 61 Elm
(705)586-7722

RECEIVED

January, 2013

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

Dear Mayor Matichuk and City Council:

RE: ELM STREET TRAFFIC CALMING PROJECT

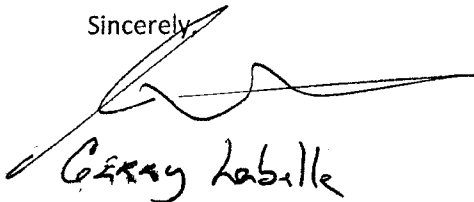
I would like to register my support for the implementation of permanent on-street parking, at off-peak hours, between Lorne and Paris on Elm St.

A very successful parking pilot project took place in the Summer of 2012 despite the lack of adequate signage and the short duration of the project. Many building owners are reporting that the change was very positive and are asking that the project be continued and made permanent.

Thank you for recognizing and supporting how important it is to calm traffic in our downtown core and to provide increased on-street parking options.

Many property owners along Elm St. are presently investing, and about to invest, millions of dollars into buildings along Elm St. They need your support. To introduce permanent parking on Elm St. will lead to increased revenues for the City not only from the meter revenue and from the reduction of large truck use that creates excessive wear and tear on the streets, but most importantly, from the increased assessments that will arise by providing this amenity to the buildings along Elm St.

Sincerely,



Gerry Labelle

January, 2013

RECEIVED

MAR 04 2013

Dear Mayor Matichuk and City Council:

**OFFICE OF
CHIEF BUILDING OFFICIAL**

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Sincerely,



*Records on Wheels.
Elm St.*

RECEIVED

March 25th, 2011

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL

Dear Susan;

I have been following all the comments on Facebook regarding the parking issue on Elm St.

I am a baking/catering business that for the time being runs a commercial kitchen out of my home. I would like to find a location downtown sometime this year.

The other day I spoke to Katleen Poulin about a spot in her building on Elm St. when the renovations are done. The one big issue on Elm St. is the lack of parking, therefore the lack of traffic needed to make my business successful.

I want to open a café/bakery/deli in that location, but of course it depends on a lot of foot traffic. Elm St. the way it is now is not attractive for my kind of business that depends on walk in traffic. Elm St. needs a major renovation including parking of course, but also trees, benches etc. that will make that area a draw for people to walk to. As it is now, I don't even want to go for a walk along Elm St. It's really sad looking. This I believe must happen sooner than later. Elm St. is really shabby looking right now.

I admire people like Katleen Pouling who want to restore these old buildings back to their glory. Sudbury has sadly demolished many of the old buildings that used to grace our downtown. The ones that are left should be protected by the city even if not owned by them, by not allowing renovations that would harm the character of the building...look at the old Kresge's building...really sad looking.

Parking is the number one problem right now affecting Elm St. Without that no business like mine will even consider that area.

I want to urge the councillors to take this very seriously. In Ottawa they have selective parking along major arteries. You can't park during morning and evening high traffic times, but during the day it's parking for anyone. It works great there and should work here just as well. I also would suggest banning large

semi-trucks from using Elm St. There are a lot of different routes they can take without coming right downtown.

I realize I've touched on other topics, but they are all related. One won't work without the other.

Please help us get the downtown working like it should.

Pat Charles

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includes PattyCakes

MONDAY AM. 05/11/2012

TO: DOWNTOWN SUDBURY ^{FAX} 705-673-7586
OFFICE OF THE MAYOR/MEMBERS OF COUNCIL
^{FAX}

Appendix 'B'

RE: REQUEST FOR SUPPORT FOR DOWNTOWN ELM STREET PARKING -
TRIAL CLOSURE OF ONE LANE WE DO NOT SUPPORT FOR REASONS BELOW

To the City of Greater Sudbury Mayor and Council,
As a downtown business and/or property owner, I wish to strongly request that the parking on Elm St. become permanent. The pilot project this past summer was extremely successful in its objective of traffic calming and is the beginning of strengthening the pedestrian friendly environment so many are working towards. Please assist those of us who are trying to revitalize the downtown core and to help provide that vibrant urban lifestyle that is so badly needed.
Best regards,

NO, ~~IT~~ DO NOT,

NO PEOPLE AVOIDED
ELM - WHO SHOULD HAVE BEEN ENCOURAGED, TO DRIVE BY/TROUGH. RE-ASSESS ONE WAY ON DURHAM TO ENCOURAGE TRAFFIC (NOW ONLY NORTH BOUND) TO ENCOURAGE CIRCULATION-ACCESS. & RECOMMENDING THAT

CITY STAFF IS ACCURATE IN SAYING WE NEED TO COMPLETE PERIPHERAL ROADWAY(S) BEFORE IMPLEMENTING THIS REDUCTION TO ONE (1) LANE ON ELM, e.g. ST ANNE'S RD - MACKENZIE TO FROOD CONNECTION (LONG RECOMMENDED),

(ON ELM)

THE INVESTMENT GROUP/BLOG ~~OWNER~~ OWNER(S) OF A ^{ELM ST} BLOG LACK PARKING IN BACK (LANEWAY & LOT) TO REALIZE THEIR PLAN, THEIR INTEREST, PLUS THAT OF CONTINGENT BUSINESS (WHOSE DELIVERY TRUCKS USING ELM PARKING) SHOULD FIND ANOTHER OPTION TO SOLVING THEIR PROBLEM, AND NOT PARKING ON ELM WHICH IS DISRUPTIVE TO THE SMOOTH FLOW OF TRAFFIC. BY ACCEDING TO THEIR NEED WE ARE CREATING A PROBLEM FOR THE PUBLIC AT LARGE.

John Rutherford (RUTHERFORD)
BLACK CAT (96 DURHAM)
(35 YEARS RETAILING IN THE DOWNTOWN ON DURHAM ST)
TEL 705-673-6718

RECEIVED

MAR 04 2013

OFFICE OF
CHIEF BUILDING OFFICIAL