




## City Agenda Report

Report To: CITY COUNCIL

Report Date: April 17, 2002

Meeting Date: April 25, 2002

**Subject:** Contract 2002-56  
Tender for Renovations to Chelmsford Station No. 11

<b>Division Review:</b>  R. G. (Greg) Clausen, P. Eng. Director of Engineering Services	<b>Department Review:</b>  D. Bélisle General Manager of Public Works	<b>C.A.O. Review:</b>  J. L. (Jim) Rule Chief Administrative Officer
Report Prepared by: Ed Vildis, Co-ordinator of Buildings & Facilities		

### Recommendation:

That Contract 2002-56, Tender for Renovations to Chelmsford Station No.11, be awarded to 343315 Ontario Ltd. o/a LaRo Construction in the amount of \$613,110.<sup>00</sup> as determined by the unit prices and quantities involved, this being the lowest tender meeting all the requirements of the plans and specifications.

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## Background:

Tenders for Contract 2002-56, Renovations to Chelmsford Station No.11 were opened at the Tender Opening Committee on April 15<sup>th</sup>, 2002, and the following are the tender results.

<u>Bidder</u>	<u>Amount</u>
Nu-Style Construction Co. (1988) Limited . . . . .	\$ 668,000. <sup>00</sup>
J. N. Construction Limited . . . . .	\$ 647,778. <sup>00</sup>
R.M. Belanger Limited . . . . .	\$ 690,000. <sup>00</sup>
Capital Construction Northern Inc. . . . .	\$ 618,000. <sup>00</sup>
Kona Builders Limited . . . . .	\$ 645,055. <sup>00</sup>
343315 Ontario Ltd. o/a LaRo Construction . . . . .	\$ 613,110. <sup>00</sup>

The tenders have been reviewed and found to be in order.

Award is recommended to 343315 Ontario Ltd. o/a LaRo Construction.

The Engineer's estimate for the works was \$594,000.<sup>00</sup>

Funding for this work in the amount of \$500,000.<sup>00</sup> is provided from the Transition Capital Budget / PWD Buildings, and the balance from the Land Acquisition Reserve Fund which has a current balance of \$618,000.<sup>00</sup>

The work involves renovations to the former Rayside Balfour Public Works garage and shops on Highway 144, to convert these facilities into a permanent Fire Station.

Report To: CITY COUNCIL

Report Date: April 17, 2002

Meeting Date: April 25, 2002

**Subject:** Tender for the Maintenance of Major Athletic Complexes  
2002, 2003 & 2004 Seasons

**Division Review:**



R. G. (Greg) Clausen, P. Eng.  
Director of Engineering Services

**Department Review:**



D. Bélisle  
General Manager of Public Works

**C.A.O. Review:**



J. L. (Jim) Rule  
Chief Administrative Officer

Report Prepared by: Doug Forrester, Co-ordinator of Community Projects

### Recommendation:

That the tender submitted by Shanlar Renovations for the Maintenance of Major Athletic Complexes for the 2002, 2003 and 2004 seasons at Terry Fox Sports Complex, Delki Dozzi Sports Complex, Queens Athletic Field, Lily Creek Sports Complex, Kinsman Sports Complex, OJA Sports Complex and Howard Armstrong Sports/Recreation Centre be accepted, this being the lowest bid meeting all specifications.

## Background:

Tenders for the maintenance of fields, buildings and grounds at Major Athletic Complexes for the 2002, 2003 and 2004 seasons were received at the Tender Opening Meeting on April 10, 2002.

Bids were received from the following:

CONTRACTOR	SITE	3 Year Total Tendered Amount, Including GST
<b>Shanlar Renovations</b>	Terry Fox Sports Complex	\$ 105,181.00
	Delki Dozzi Sports Complex	\$ 53,928.00
	Queens Athletic Field	\$ 30,495.00
	Lily Creek Sports Complex	\$ 49,755.00
	Kinsman Sports Complex	\$ 34,244.28
	OJA Sports Complex	\$ 34,745.04
	Howard Armstrong Sports/Recreation Centre	\$ 51,205.92
<b>Chris Kesek</b>	Kinsman Sports Complex	\$ 67,129.87
	Howard Armstrong Sports/Recreation Centre	\$ 67,129.87
<b>Dixon Contracting</b>	Delki Dozzi Sports Complex	\$ 68,394.40
	Kinsman Sports Complex	\$ 45,993.95
	OJA Sports Complex	\$ 39,573.95
<b>Bolan Landscaping</b>	Terry Fox Sports Complex	\$ 119,808.50
	Queens Athletic Field	\$ 47,742.00
	Howard Armstrong Sports/Recreation Centre	\$ 74,504.00
<b>Pat Greco o/a Mobile Wholesale</b>	Lily Creek Sports Complex	\$ 55,630.00
<b>Micugh Construction</b>	Queens Athletic Field	\$ 82,661.84

Micugh Construction's bids for all other facilities were incomplete and not considered.

The lowest bid for the subject tender meeting all specifications was received by Shanlar Renovations and is recommended for award. Funding is provided from the current operating budget in Citizen & Leisure Services.

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Report To: CITY COUNCIL

Report Date: April 17, 2002

Meeting Date: April 25, 2002

**Subject:** Contract 2002-16  
Asphalt/Concrete Reinstatement - South Section

**Division Review:**



A. Dagostino, P. Eng.  
Roads and Drainage Engineer

**Department Review:**



D. Bélisle  
General Manager of Public Works

**C.A.O. Review:**



J.L. (Jim) Rule  
Chief Administrative Officer

Report Prepared by: Angelo Dagostino, P. Eng., Roads & Drainage Engineer

### Recommendation:

That Contract 2002-16, Asphalt/Concrete Reinstatement - South Section, be awarded to Pioneer Construction Inc. in the tendered amount of \$314,743.<sup>85</sup>

The tender submitted by Pioneer Construction Inc. is the lowest tender meeting all contract specifications.

## Background:

Each year work is tendered to permanently reinstate service trenches at approximately 550 locations needed to repair municipal infrastructure of sanitary sewers, watermains, storm drainage and other services. This year, required repairs have been grouped into three areas of the City of Greater Sudbury.

1. South section,
2. South East section; and
3. North East, North West, South West Sections.

Contract 2002-16, Asphalt/ Concrete Reinstatement - South Section, addresses the needs to one of the areas.

Tenders for the subject contract were opened at the Tender Opening Committee at 2:30p.m., local time on 2002-04-16 and following is a summary of tenders received.

Bidder	Total Contract Price (including taxes)
Pioneer Construction Inc. ....	\$ 314,743. <sup>85</sup>
Interpaving Limited .....	\$ 322,498. <sup>00</sup>
Warren Bitulithic Limited .....	\$ 371,998. <sup>40</sup>
Pat Taylor Contracting Inc. ....	\$ 377,121. <sup>50</sup>
1183836 Ontario Ltd. o/a B.T. Paving & Snowplowing .....	\$ 405,213. <sup>81</sup>
Nordic Paving Ltd. ....	\$ 415,887. <sup>60</sup>
R.M. Belanger Limited .....	\$ 447,367. <sup>00</sup>

The lowest tender for the subject contract meeting all specifications was received by Pioneer Construction in the amount of \$ 314,743.<sup>85</sup>. We have reviewed this tender and it is recommended for approval.

The Engineer's estimate for this tender is \$360,000.<sup>00</sup> and is funded from the 2002 current budget for Public Works, roads and property restoration.

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Report To: CITY COUNCIL

Report Date: April 17, 2002

Meeting Date: April 25, 2002

**Subject:** Contract 2002-29  
Asphalt/Concrete Reinstatement - South East Section

**Division Review:**



A. Dagostino, P. Eng.  
Roads and Drainage Engineer

**Department Review:**



D. Bélisle  
General Manager of Public Works

**C.A.O. Review:**



J. L. (Jim) Rule  
Chief Administrative Officer

Report Prepared by: Angelo Dagostino, P. Eng., Roads & Drainage Engineer

### Recommendation:

That Contract 2002-29, Asphalt/Concrete Reinstatement - South East Section, be awarded to Pioneer Construction Inc. in the tendered amount of \$313,726.<sup>28</sup>

The tender submitted by Pioneer Construction Inc. is the lowest tender meeting all contract specifications.

## Background:

Each year work is tendered to permanently reinstate service trenches at approximately 550 locations needed to repair municipal infrastructure of sanitary sewers, watermain, storm drainage and other services. This year, required repairs have been grouped into three areas of the City of Greater Sudbury.

1. South section,
2. South East section; and
3. North East, North West, South West Sections.

Contract 2002-29, Asphalt/Concrete Reinstatement - South East Section, addresses the needs to one of the areas.

Tenders for the subject contract were opened at the Tender Opening Committee at 2:30p.m., local time on 2002-04-16 and following is a summary of tenders received.

Bidder	Total Contract Price (including taxes)
Pioneer Construction Inc. ....	\$ 313,726. <sup>28</sup>
Interpaving Limited ....	\$ 320,893. <sup>00</sup>
Warren Bitulithic Limited ....	\$ 371,998. <sup>40</sup>
1183836 Ontario Ltd. o/a B.T. Paving & Snowplowing ....	\$ 405,213. <sup>81</sup>
R.M. Belanger Limited ....	\$ 447,367. <sup>00</sup>

The lowest tender for the subject contract meeting all specifications was received by Pioneer Construction in the amount of \$ 313,726.<sup>28</sup>. We have reviewed this tender and it is recommended for approval.

The Engineer's estimate for this tender is \$360,000.<sup>00</sup> and is funded from the 2002 current budget for Public Works, roads and property restoration.

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Report To: CITY COUNCIL

Report Date: April 17, 2002

Meeting Date: April 25, 2002

**Subject:** Contract 2002-30 Asphalt/Concrete Reinstatement  
North East, North West, South West Section

**Division Review:**



A. Dagostino, P. Eng.  
Roads and Drainage Engineer

**Department Review:**



D. Bélisle  
General Manager of Public Works

**C.A.O. Review:**



J. L. (Jim) Rule  
Chief Administrative Officer

Report Prepared by: Angelo Dagostino, P. Eng., Roads & Drainage Engineer

### Recommendation:

That Contract 2002-30, Asphalt/Concrete Reinstatement - North East, North West, South West Section be awarded to Pioneer Construction Inc. in the tendered amount of \$232,173.<sup>02</sup>

The tender submitted by Pioneer Construction Inc. is the lowest tender meeting all contract specifications.

## Background:

Each year work is tendered to permanently reinstate service trenches at approximately 550 locations needed to repair municipal infrastructure of sanitary sewers, watermain, storm drainage and other services. This year, required repairs have been grouped into three areas of the City of Greater Sudbury.

1. South section,
2. South East section; and
3. North East, North West, South West Sections.

Contract 2002-30, Asphalt/Concrete Reinstatement - North East, North West, South West Section, addresses the needs to one of the areas.

Tenders for the subject contract were opened at the Tender Opening Committee at 2:30p.m., local time on 2002-04-16 and following is a summary of tenders received.

Bidder	Total Contract Price (including taxes)
Pioneer Construction Inc. ....	\$ 232,173. <sup>02</sup>
Interpaving Limited ....	\$ 241,499. <sup>00</sup>
Warren Bitulithic Limited ....	\$ 267,316. <sup>16</sup>
R.M. Belanger Limited ....	\$ 359,413. <sup>00</sup>

The lowest tender for the subject contract meeting all specifications was received by Pioneer Construction in the amount of \$ 232,173.<sup>02</sup>. We have reviewed this tender and it is recommended for approval.

The Engineer's estimate for this tender is \$290,000.<sup>00</sup> and is funded from the 2002 current budget for Public Works, roads and property restoration.

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## City Agenda Report

**Report To: CITY COUNCIL**

**Report Date: April 15, 2002**

**Meeting Date: April 25, 2002**

**Subject: Summer/Winter Maintenance - Former Unorganized Townships**

<b>Division Review:</b>  M. Montpellier Director of Operations	<b>Department Review:</b>  D. Bélisle General Manager of Public Works	<b>Recommended for Agenda:</b>  J/L. (Jim) Rule Chief Administrative Officer
<b>Report Authored by:</b> Robert M. Falcioni, P. Eng., Operations Engineer.		

### Recommendation:

That the City extend the current contract with Oscar Jones Contracting for summer and winter maintenance in the former unorganized Township areas of the Greater City of Sudbury, with a clause for a possible extension for a second year.

## Background:

When the unorganized Townships were amalgamated with the new Greater City of Sudbury, the contractor who maintained the roads for the former Local Roads Board agreed to continue the maintenance as per the original Ministry of Transportation schedule. It was extended at prices negotiated at that time. The contract was for a sixteen (16) month period until April 30, 2002. The agreement is based on a hourly rate for equipment supplied and included prices for work in 2002.

The contractor is prepared to extend his contract for another year at his original quoted rates. Attached are his Price Schedules. This contractor is familiar with this area and has provided excellent service under this contract.

Based on this, it is recommended that the City extend the contract with Oscar Jones Contracting for one more year with a clause to extend it for a second year if a favourable rate can be negotiated.

Funding for this work is provided from the current operating accounts for summer road and winter maintenance.

### Winter Maintenance Schedule

Item #	Item Description	Unit Prices			Location
		Jan. to Apr. 2001	Nov. 2001 to April 2002	Nov. 2002 to Apr. 2003	
1	Plow/Spreader Truck, Tandem Axle, complete with one way plow and right wing and 6.13 m <sup>3</sup> Spreader, Single Spinner	\$95.00	\$95.00	\$95.00	Kukagami Lake Rd. Ashigami Lake Rd. Frenchman Bay Rd. Eastshore Rd. Bug Lake Rd. Matagamasi Rd. Klondyke Rd. Dittburner Rd.
2	Grader Snow Plow with Wing	\$60.00	\$62.00	\$62.00	Makynen Rd. St. Cloud Main Rd. Salo Rd. Wahama Rd. Finni Rd. Peny Lane Rd. Henshell Rd. Beaver Rd. Pellinen Rd. Docking Rd. Red Deer Lake Rd. North Red Deer Lake Rd. South Red Deer Rd. Woodland Rd. Kari Rd. Johnson Rd. Jumbo Rd. Major Rd. Hungarian Rd. Kontola Rd. Cross Rd. Kivi Rd. Landing Rd. Molly's Reach Rd. Horseshoe Lk. Rd. (3.3 km) Birch Drive Pertula Rd. Axeli Rd. Sabourin Rd. Rose Court Riverbend Rd. Bruce Rd. Dill Siding Rd. (Wills) Lavola Rd. (Barnes)
3	Sanding/Spreader only	\$80.00	\$80.00	\$80.00	All roads listed above

### Summer Grading Schedule




Item #	Item Description	Unit Price			Location
		2001	2002	2003	
1	EVERY TWO WEEKS Grader	\$55.00	\$56.00	\$56.00	Kukagami Lake Rd. Ashigami Lake Rd. Red Deer Lake Rd. North Woodland Rd. Red Deer Lake Rd. South Cross Rd. Jumbo Rd. Red Deer Lake Rd.
2	EVERY THREE WEEKS Grader	\$55.00	\$56.00	\$56.00	Horseshoe Lake Rd. Birch Drive St. Cloud Main Rd. Wahama Rd. Axeli Rd.
3	EVERY FOUR WEEKS Grader	\$55.00	\$56.00	\$56.00	Makynen Rd. Hungarian Rd. Landing Rd. Molly's Reach Rd. Matagamasi Rd. Klondyke Rd. Dittburner Rd. Kontala Rd. Sabourin Rd.
4	EVERY FIVE WEEKS Grader	\$55.00	\$56.00	\$56.00	Finni Rd. Henshell Rd. Rose Court Riverbend Rd. Bruce Rd.
5	SPRING AND FALL Grader	\$55.00	\$56.00	\$56.00	Pertula Rd. Kerri Rd. Kivi Rd. Major Rd. Johnson Rd. Frenchman Bay Rd. Eastshore Rd. Peny Lane Beaver Rd. Pellenen Rd. Docking Rd. Pertula Rd. Dill Siding Rd. (Wills) Lavola Rd. (Barnes)

Report To: CITY COUNCIL

Report Date: April 17, 2002

Meeting Date: April 25, 2002

**Subject:** Intersection Control / Speed Study  
Cochrane Street

<b>Division Review:</b>  R. G. (Greg) Clausen, P. Eng. Director of Engineering Services	<b>Department Review:</b>  D. Bélisle General Manager of Public Works	<b>C.A.O. Review:</b>  J. L. (Jim) Rule Chief Administrative Officer
<b>Report Prepared by:</b> Dave Kivi, Acting Co-ordinator of Traffic & Transportation Services Soutsay Boualavong, Transportation Analyst		

### Recommendation:

That the Greater Sudbury Police Services be requested to provide increased speed enforcement on Cochrane Street and;

That the requested all-way stop control not be installed at the intersections of Cochrane Street/Mathew Street and Cochrane Street/Mont Adam Street and;

That Cochrane Street be included as one of the locations for consideration for traffic calming once a policy on traffic calming is developed by staff and approved by Council.

## **Executive Summary**

The Traffic and Transportation Section received a request from Ward 6 Councillor Mike Petryna to review the possibility of implementing speed control measures on Cochrane Street.

Based on our findings, the installation of all-way stops at the intersections of Cochrane Street/Mathew Street and Cochrane Street/Mont Adam Street are not warranted. The installation of unwarranted devices will require excessive demand of Police Services to implement the legislation.

The results of the spot speed study indicates that speeding is a problem on Cochrane Street. To reduce speed, increased police enforcement is necessary and at this time, may be the most effective method of speed control.

It is our recommendation that traffic calming measures, once approved by City Council, be implemented in order to achieve the desired level of long term speed control in this neighbourhood.

Both Councillors support these recommendations.

## **Background:**

The Traffic and Transportation Section received a request from Ward 6 Councillor Mike Petryna to review the possibility of implementing speed control measures on Cochrane Street. The following factors were included in our analysis:

- Geometric design of roadway
- Average Annual Daily Traffic (AADT)
- Warrant for an all-way stop
- Collisions information
- Spot speed study
- On-site review

Cochrane Street is a collector street constructed with an asphalt surface varying from 6 to 7.3 metres in width. It has gravel shoulders and no sidewalks. Cochrane Street carries an Average Annual Daily Traffic (AADT) volume of 3100 vehicles. The speed limit along this section is 50 km/h. Currently the roadway is used as a "cut through" for traffic from the Kingsway to Notre Dame Avenue, located in the Flour Mill Area of the City (see Exhibit "A").



The intersection of Cochrane Street at Mont Adam Street is a "T" intersection. Currently, traffic is controlled by a stop sign facing westbound traffic on Cochrane Street. Mont Adam Street is constructed to urban standard with an asphalt surface width of 9.0 metres and a sidewalk along the west side. It carries an AADT volume of 2,900 vehicles and has a speed limit of 50 km/h. The traffic volumes at Cochrane Street and Mont Adam Street are too low to warrant an all-way stop. If an all-way stop were installed, at Cochrane Street/Mont Adam Street, vehicles would have difficulty climbing the hill from a stop under slippery road conditions due to the steep grade on the south approach of Mont Adam Street. Combining these factors with the offset between Cochrane Street and Montebello Street, an all-way stop is not recommended at this location.

Cochrane Street intersects with Mathew Street at right angles and forms a standard cross street intersection. Currently, traffic is controlled by stop signs facing northbound and southbound traffic on Mathew Street. Mathew Street is a residential street constructed with an asphalt surface approximately 7.3 metres wide with gravel shoulders. It carries an AADT volume of 400 vehicles. The traffic volumes on Mathew Street are too low to warrant an all-way stop at Cochrane Street. The west approach to this intersection consists of a long downgrade of seven (7) percent for eastbound vehicles on Cochrane Street. The presence of an all-way stop at the intersection of Cochrane Street at Mathew Street may result in eastbound vehicles having difficulty stopping and westbound vehicles having difficulty climbing the hill under slippery road conditions.

A review of the City's collision information, from 1998 to 2000 inclusive, along this area revealed that there were two (2) collisions at the intersection of Cochrane Street and Mathew Street and four (4) collisions at Cochrane Street at Mont Adam. These result in collision rates of 0.5 and 1.1 collisions per million vehicle entries. While all collisions are undesirable, the number and rate of collisions are not high enough for the installation of an all-way stop at the intersections.

The Traffic and Transportation Section conducted a study of vehicle speeds on Cochrane Street on November 5, 2001. The speeds of one hundred (100) vehicles were recorded on Cochrane Street near Mathew Street. The study was conducted under ideal road and weather conditions. The results of the spot speed study are summarized on Table 1.

Table 1. Spot Speed Study

Posted Speed Limit .....	50 km/h
85th Percentile Speed .....	65 km/h
Average Speed .....	58 km/h
Percentage of Non-Compliance .....	79%
Percentage of Speed $\geq$ 10 km/h Above Posted Speed Limit .....	42%

Notes:

- 85th percentile speed is the speed at or below which 85 percent of sampled vehicles are traveling.
- Average speed is the speed at or below which 50 percent of sampled vehicles are traveling.
- Non-compliance is the percentage of drivers sampled traveling above the posted speed limit.

The results of the spot speed study indicates that speeding is a problem on Cochrane Street. Seventy-nine (79) percent of drivers were exceeding the legal speed limit and forty-two (42) percent were traveling at 10 km/h or more above the legal speed limit.

All-way stop control can be an effective device for alternating right-of-way at intersections where traffic volumes on more than one approach results in delay and where vehicle conflicts are created. The unwarranted installation of an all-way stop will result in frequent rolling stops and even a disregard for the device, eventually reducing the level of safety at the intersection. The most effective way to reduce speeding is through increased police enforcement.

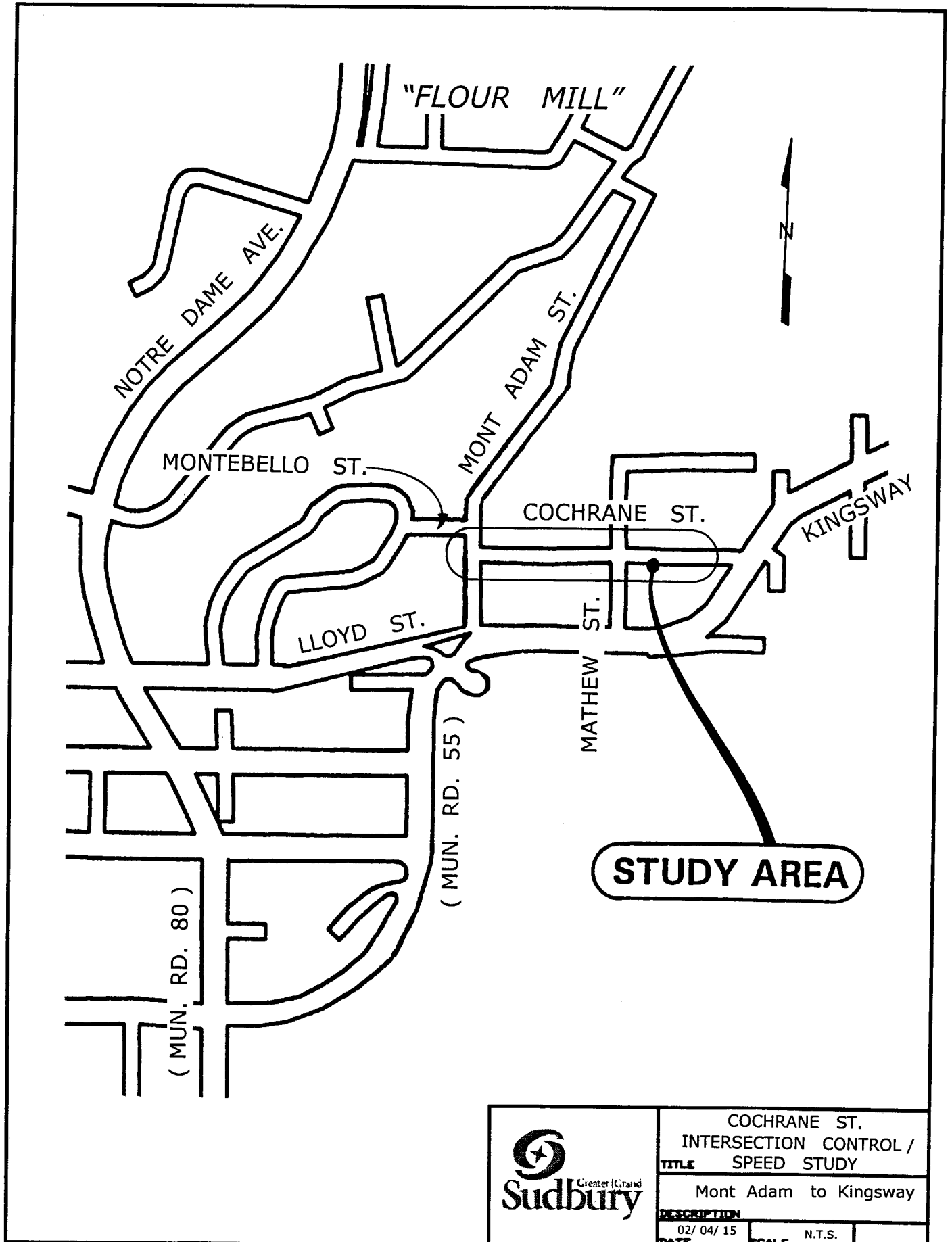
In the long term, speed control for this neighbourhood may be best addressed through passive traffic management methods such as traffic calming. Traffic calming measures can include traffic circles, chicanes, chokers, or intersection modifications. One or more of these methods could be chosen to promote slower speeds and discourage through traffic.


As approved by City Council, staff is currently developing a traffic calming policy. It is recommended that Cochrane Street be added to the list of streets to be considered for traffic calming. In the interim, it is recommended that The Greater Sudbury Police Services be requested to provide increased speed enforcement.

Both Councillors support these recommendations.

Attachment

# EXHIBIT: A



	COCHRANE ST. INTERSECTION CONTROL / SPEED STUDY		
	TITLE		
	Mont Adam to Kingsway		
	DESCRIPTION		
	02/ 04/ 15	SCALE	N.T.S.
	DATE		




## Agenda Report

Report To: **CITY COUNCIL**

Report Date: **April 12<sup>th</sup>, 2002**

Meeting Date: **April 25<sup>th</sup>, 2002**

**Subject:** The Cancellation, Reduction or Refund of Realty Taxes -  
Sections 441, 442 and 443 of The Municipal Act

Division Review:	Department Review:	Recommended for Agenda:
 S. Jonasson Director of Finance/ City Treasurer	 D. Wuksinic General Manager of Corporate Services	 J.L. (Jim) Rule Chief Administrative Officer
Report Authored by: T. Derro, Supervisor of Tax/Chief Tax Collector		

### Recommendation:

*THAT City Council authorize the cancellation, reduction or refund of Realty Taxes pursuant to Sections 441, 442 and 443 of The Municipal Act, in accordance with the Report from the Director of Finance/City Treasurer dated April 12<sup>th</sup>, 2002.*

### Executive Summary:

This Report deals with the cancellation, reduction or refund of realty taxes pursuant to Sections 441, 442 and 443 of The Municipal Act for the first quarter of 2002.

Report Title: The Cancellation, Reduction or Refund of Realty Taxes -  
Sections 441, 442 and 443 of The Municipal Act

Reviewed by: Paddy Buchanan, Acting Manager of Current Accounting Operations

Date: April 12<sup>th</sup>, 2002

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## **Background:**

Sections 441, 442 and 443 of The Municipal Act provide the authority for the cancellation, reduction or refund of realty taxes.

### Section 441:

Section 441 authorizes the cancellation of realty taxes deemed by the Treasurer to be uncollectible. This may include, but is not limited to, taxes resulting from wrongful assessment, properties obtaining exemption status, property acquisitions by the municipality, or realty taxes that exceed the value of the land. The Council of the municipality may direct the Treasurer to remove such uncollectable taxes from the Collector's Roll.

### Section 442:

Section 442 authorizes the cancellation, reduction or refund of realty taxes in the current year for such reasons as change in rate of taxation, change in tax status, fire/demolition or gross error. Section 442 applications are verified by the Municipal Property Assessment Corporation and processed by the municipality.

### Section 443:

Section 443 authorizes the reduction of realty taxes for clerical errors such as errors in keypunching, transposition of figures or mathematical calculations. Such errors occur with the preparation of the assessment roll and are confirmed by the Municipal Property Assessment Corporation prior to the tax adjustment by the municipality. Section 443 applications apply to the two (2) taxation years prior to the year in which the error(s) was made.

The Treasurer's recommendations for the cancellation, reduction or refund of realty taxes under The Municipal Act is presented to Council for approval.

As reported to Council previously, Section 441, 442 and 443 write offs under the Municipal Act will be presented to Council quarterly.

Report Title: The Cancellation, Reduction or Refund of Realty Taxes -  
Sections 441, 442 and 443 of The Municipal Act

Reviewed by: Paddy Buchanan, Acting Manager of Current Accounting Operations

Date: April 12<sup>th</sup>, 2002

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Attached for Council's information and action is Schedule "A" summarizing the tax adjustments by authority, reason and amount. Also attached is Schedule "B" which provides a more detailed property-by-property description of the tax adjustments. These write-offs relate to 2001 and prior years. Write-offs for 2002 will be processed when 2002 tax rates are set. With Council's approval of the attached write-off amounts, the corresponding penalty/interest charges remaining after the tax adjustment will be cancelled.

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**SCHEDULE 'A'**

**Adjustment of Taxes**

**Under Section 441, 442 and 443 of the Municipal Act**

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<b>Reason for Adjustment</b>	<b>Applications</b>	<b>Amount of Taxes</b>
Fire/Demolition	8	\$5,559.46
Became Exempt	1	\$23,392.37
Gross or Manifest Clerical Error	0	\$0.00
Change in Tax Class / Rate	1	\$6,110.10
Uncollectible Taxes	0	\$0.00
<b>Total</b>	<b>10</b>	<b>\$35,061.93</b>

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<b>Sharing Ratio:</b>	<b>City</b>	<b>Education</b>	<b>Total</b>
	68%	32%	100%
	\$23,842.11	\$11,219.82	\$35,061.93

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## Schedule 'B'

**RECOMMENDED APPLICATIONS TO CITY COUNCIL FOR TAX ADJUSTMENTS  
UNDER SECTION 442 OF THE MUNICIPAL ACT R.S.O. 1990  
REASON: FIRE AND OR DEMOLITION**

Council Meeting of: April 25, 2002

Item #	Roll #	Location	Assessed Property Owner	Year	# Days	Amount	Total	Comments
1	53.07.010.033.00500.0000.0	325 Autumnwood Crescent	REYNOLDS, Bruce & Theresa	2001	214	59.89	59.89	pool removed
2	53.07.020.010.05100.0000.0	1217 Falconbridge Road	823680 ONTARIO INC.	2001	172	377.03	377.03	omit to follow
3	53.07.030.027.06200.0000.0	1385 Beaumont Avenue	DALRON CSONSTRUCTION	2001	77	2,398.95	2398.95	supp on file for 2000 exempt to CT335000
4	53.07.070.011.01000.0000.0	112 Beech Street	BEECH LANE HOLDINGS INC. c/o Diane Violette	2001	210	744.37	744.37	fire and partial demolition
5	53.07.070.022.10500.0000.0	421 Morin Avenue	ZARGBINSKI, Louise	2001	319	14.88	14.88	garage demolished
6	53.07.070.023.04200.0000.0	555 Bruce Street	BRUJIC, Rade	2001	102	256.89	256.89	now vacant land
7	53.07.070.004.05300.0000.0	119 Cedar Street	RAINS INVESETMENTS LIMITED	2001	236	1,686.90	1,686.90	presently building addition to Vanguard Pharmacy Roll # 53.07.070.004.05200.0000.0 now amalgamated with 53.07.070.004.05300.0000.0
8	53.07.170.018.04200.0000.0	4869 Lafontaine Street	REYNOLDS, Wayne & Joyce	2001	118	20.55	20.55	pool removed
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## Schedule 'B'

## RECOMMENDED APPLICATIONS TO CITY COUNCIL FOR TAX ADJUSTMENTS

UNDER SECTION 442 OF THE MUNICIPAL ACT R.S.O. 1990

REASON: BECAME EXEMPT

Council Meeting of: April 25, 2002

Item #	Roll #	Location	Assessed Property Owner	Year	# Days	Amount	Total	Comments
1	53.07.060.001.00200.0000.0	0 Elm Street	510750 Ontario Limited	+1997	365	23,392.37	23,392.37	previously city owned
2								
3								
4								
5								
6								
7								
8								
9								
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## Schedule 'B'

## RECOMMENDED APPLICATIONS TO CITY COUNCIL FOR TAX ADJUSTMENTS

UNDER SECTION 442 OF THE MUNICIPAL ACT R.S.O. 1990

REASON: CHANGE IN TAX CLASS / RATE

Council Meeting of: April 25, 2002

Item #	Roll #	Location	Assessed Property Owner	Year	# Days	Amount	Total	Comments
1	53.07.140.001.18001.0000.0	109 Service Road	BELEC CORPORATION o/a Olimpia Restaurant	2001	365	6,110.10	6,110.10	Previously Commercial Now Residential
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**Report To: CITY COUNCIL**

**Report Date: April 15, 2002**

**Meeting Date: April 25, 2002**

**Subject: Ice Related User Fee Recommendations**

**Department Review:**

  
Caroline Hallsworth  
General Manager  
Citizen and Leisure Services

**Recommended for Agenda:**

  
J.L. (Jim) Rule  
Chief Administrative Officer

**Report Authored by:** Réal Carré, Director of Leisure,  
Community and Volunteer Services

### Recommendation:

That the ice related user fees and policies presented in the report from the General Manager of Citizen and Leisure Services dated April 11, 2002, be adopted and that harmonization of ice related user fees be phased in over a period of four [4] years.

## Executive Summary:

The City of Greater Sudbury Leisure Services Department has undertaken a review of ice related user fees as part of the process of harmonizing the programs and services delivered to our citizens by the Leisure Services Department in the new City of Greater Sudbury and brings forward a new ice user fee proposal for Council's consideration.

As directed by Council at their January 31, 2002 meeting, a committee of council members consisting of councillors Bradley, Dupuis, Kilgour and Petryna, was formed to review the ice user fee issue and to make recommendations to Council.

The committee reviewed the proposal and has revised the policy on non-prime rental times. The committee is recommending that Municipal Council support the original ice related user fee recommendations as presented to Council on January 31, 2002 with the understanding that we work towards realizing a minimum of 70% cost recovery at each arena.

Parks and Recreation Ontario in its summary report entitled Affordable Access to Parks and Recreation Services a Policy Development Framework suggests that:

*... Ontario Municipalities must develop effective policies to ensure affordable access to Parks and Recreation services. An effective policy will balance the municipality's requirements for revenue with the need to provide all residents with affordable access to Parks and Recreation services. It will express Council's position and reflect the community values. It will be funded in defensible principles consistently applied and widely supported by users and the general public. . . The costs and benefits of service provision and the need for user fees to supplement tax based process can be communicated through the policy development process..*

## Background:

The issue of user fees within the Leisure Services Department is a complex one, as is evidenced by a review of the latest edition of the Leisure Guide. In developing an ice user fee structure for Council's consideration staff endeavoured to reflect the social and economic circumstances of the community and the values of Council as described in "Mapping the Vision". Council has endorsed the Healthy Community movement by working with the community to develop and support policies and programs that offer a supportive environment for people to make healthy lifestyle choices and to define a balance between user fees and tax support for Leisure programs and services.

The process for reviewing ice user fees included conducting a complete inventory of the fee structures approved by the municipalities that now comprise the City of Greater Sudbury and in surveying user fee policies in other jurisdictions. As part of last spring's Ice Allocation meetings, staff discussed with our major user groups the directions and alternatives that should be considered in developing a harmonized fee structure for Council's consideration. Over the course of the fall, a draft proposal was developed and then presented to the public and to ice user groups at four meetings held in November. Out of this consultative process come the proposals submitted for Council's consideration.

The City of Greater Sudbury operates all community arenas along the same principles and has enhanced and improved service to ice user groups through the implementation of one automated facility booking system. Citizens and ice users can, with one inquiry, determine ice availability at any of our municipal arenas. Prior to the creation of the City of Greater Sudbury, a number of area municipalities charged non-residents fees to those teams and ice users who were not residents of that particular community. Now that we are all citizens of one community, there are no longer any non-resident users which represents a substantial saving for teams and individuals who are accessing ice in the City of Greater Sudbury.

The Best Practice Guidelines for User Charging for Government Services developed by the OECD suggest that *"simplicity in the fee structure is important. If substantially the same service is provided to a group of users, it can be appropriate to charge a uniform fee, notwithstanding some variability in the cost of servicing individual users"*. In simplifying booking process and harmonizing ice user fees across the City of Greater Sudbury we can ensure that each team has access to its local arena and that ice is both requested and allocated on the basis of need and geography rather than on the basis of the best or most competitive price in the community.

It is recommended to Council that they continue to differentiate between peak or prime period of demand and off-peak or non-prime periods so as to increase the attractiveness and marketability of very early morning, late night and weekday ice and to spread the demand for ice across the available hours. Furthermore, it is recommended that Council maintain the policy of having lower rates for minor sports and children's activities. In conjunction with the continuation of non-prime rates and to promote ice usage by and fitness for older adults in the community, it is recommended that Council consider adopting an older adult or senior rate that is the same as the minor sports non-prime rate.

The ice user fees that are being recommended for Council's consideration are designed to harmonize ice user fees between municipal arenas over a period of four [4] years. In order to recognize the current fee structure and to allow for the phasing in of a new fee structure, community arenas were divided into three tiers, based on the current rates, demand for ice time and the location/status of the different arenas.

- Tier I a** Sudbury Arena: Sudbury Arena is a unique facility and one which is considered to be the premiere ice surface in the community. As such it is recommended that the practice of having site specific rates at the Sudbury Arena be continued.
- Tier I b** Tier I b would include the Carmichael, Barrydowne, McClelland, Countryside and Cambrian Arenas. These facilities are traditionally booked at capacity during prime time hours and as such there is considerable demand for ice at these facilities.
- Tier II** The Facilities in Tier II would include T.M. Davies Community Centre, Centennial Arena, Raymond Plourde Arena, Chelmsford Arena, Dr. Edgar Leclair Community Centre, Garson Arena Community Centre and the Coniston Arena. These facilities are traditionally booked at close to capacity during prime time hours and as such there is considerable demand for ice at these facilities. The ice rental rates for these sites have been comparable over the years. Staff are recommending that Council consider standardizing the rates for the upcoming 2002-2003 season at these arenas and phasing these rates to the same rates as the Tier 1b arenas over a four year period. The proposed standardized 2002-2003 rates are based on the average rate for these arenas.
- Tier III** The arenas recommended for consideration as Tier III arenas are the Capreol Community Centre, the Falconbridge Arena and the Jim Coady Arena. It is recommended that Council adjust and harmonize the rates within this tier over a period of time but that these arenas maintain a lower rate than the other arenas in reflection of the fact that these sites are not as well utilized because of geographic location and/or facility status and as such are much more difficult to market to ice user groups.

The Leisure Services Department scheduled four public meetings during the week of November 19, 2001 in order to present proposed changes in user fees, related to ice usage to the general public and users of the facilities. Approximately 80 people attended the public input sessions. The general public input sessions highlighted four specific concerns related to the harmonization of user fees. The following is a summary of comments and concerns expressed: