

Request for Decision City Council



Type of Decision									
Meeting Date	February 13, 2003				Report Date	February 5, 2003			
Decision Requested		Yes	<input checked="" type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Report Title
Biodiesel Presentation

Policy Implication + Budget Impact	
<input type="checkbox"/>	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.
n/a	
<input checked="" type="checkbox"/>	Background Attached

Recommendation
FOR INFORMATION ONLY
Recommendation Continued

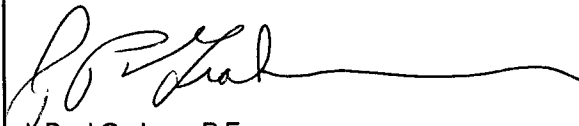
Recommended by the General Manager
 D. Bélisle General Manager of Public Works

Recommended by the C.A.O.
 M. Mieto Chief Administrative Officer

1

Date: February 5, 2003

Report Prepared By



J. Paul Graham, P.Eng.
Plants Engineer

Division Review

Mr. Govindh Jayaraman, Senior Partner of Topia Energy Inc., will be making a presentation to Council with respect to the development of a biodiesel plant in Sudbury. In addition to the plant, the project will provide a significant stimulus to the agricultural community from Sault Ste. Marie to North Bay.

Request for Decision City Council



Type of Decision									
Meeting Date	February 13, 2003				Report Date	February 4, 2003			
Decision Requested	<input checked="" type="checkbox"/>	Yes		No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Report Title
Tender Award Contract 2003-41 Waste Collection Services: Area 3

Policy Implication + Budget Impact	
<input checked="" type="checkbox"/>	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.
<p>This is a three year contract and funding is in the 2003 current budget, and will be provided in the current budgets for 2004 to 2006.</p>	
<input checked="" type="checkbox"/>	Background Attached


Recommendation
<p>That Contract 2003-41, Waste Collection Services - Area 3, be awarded to William Day Construction Limited, in the amount of \$ 302,317.53, as determined by the unit prices and quantities involved, this being the lowest tender meeting all the requirements of the plans and specifications.</p>
Recommendation Continued

Recommended by the General Manager
 D. Bélisle, General Manager of Public Works

Recommended by the C.A.O.
 J. Nieto, Chief Administrative Officer

Request for Decision City Council



Recommendation <i>continued</i>	X	Background
Please indicate if the information below is a continuation of the Recommendation or Background		
Report Prepared By  C. Mathieu, Manager of Waste Management		Division Review

Tenders for Contract 2003-41, Waste Collection Services - Area 3 (communities of Capreol, Hanmer, Val Therese, Val Caron, Blezard Valley and McCrea Heights) were opened at the Tender Opening Committee on Tuesday, February 4, 2003, and the following bidders submitted tenders:

BIDDER	AMOUNT (7% GST Included)
Canadian Waste Services Inc.	\$ 349,997.19
Miller Waste Systems	\$ 361,183.94
William Day Construction Limited	\$ 302,317.53
Manager's Estimate	\$ 315,000.00

The tenders were reviewed and the following results are provided:

BIDDER	Tender Amount
Canadian Waste Services Inc.	\$ 349,997.19
No errors.	
Miller Waste Systems	\$ 361,183.94
No errors.	
William Day Construction Limited	\$ 302,317.53
No errors.	

Award is recommended to William Day Construction Limited.

Funding for this work is provided from the Public Works, Waste Management 2003 Current Budget.

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Request for Decision City Council

Type of Decision

Meeting Date	2003-02-13				Report Date	2003-01-31			
Decision Requested	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High	<input type="checkbox"/>	Low
	Direction Only				Type of	<input checked="" type="checkbox"/>	Open	<input type="checkbox"/>	Closed

Report Title

RESIGNATION/APPOINTMENT - SUDBURY METRO CENTRE

Policy Implication + Budget Impact

This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.

Budget Impact: None

Policy Implication: None

Background Attached

Recommendation

THAT the resignation of Suzanne Nacinovic-Flamand (Best Western Hotel) from the Board of Directors, Sudbury Metro Centre, be accepted, with regret, effective immediately;

AND THAT Mr. Bob Conlin (William's Coffee Pub, Commerce Centre, 43 Elm Street) be appointed to fill the vacancy on the Board of Directors, Sudbury Metro Centre, for the term ending November 30th, 2003 or until his successor is appointed.

Recommendation Continued

Recommended by the General Manager


Doug Wuksinic,
General Manager of Corporate Services

Recommended by the C.A.O.


Mark Mieto,
Acting Chief Administrative Officer

Request for Decision City Council



Recommendation <i>continued</i>	Background
Please indicate if the information below is a continuation of the Recommendation or Background	
Report Prepared By	Division Review
<p>On January 17th, 2003, Sudbury Metro Centre advised the City Clerk's office that Suzanne Nacinovic-Flamand (Best Western Hotel) had resigned as a Director of Sudbury Metro Centre. The Sudbury Metro Centre Board invited the next name on the list of interested candidates to fill this position. Mr. Bob Conlin (William's Coffee Pub, Commerce Centre, 43 Elm Street) agreed to fulfil the term of Ms. Nacinovic-Flamand's appointment which expires on November 30th, 2003 or until his successor is appointed.</p> <p>The foregoing resolution is presented for the approval of City Council.</p>	
<div data-bbox="1442 1940 1507 2001">6</div>	



January 17, 2003

City of Greater Sudbury
PO Box 5000, Stn. A
200 Brady St.
Sudbury, Ontario
P3A 5P3

RECEIVED

CLERKS - DEPT

ATTENTION: T. MOWRY
City Clerk

Dear Thom:

RE: BOARD OF DIRECTORS ... Sudbury Metro Centre

This is to advise that **Suzanne Nacinovic-Flamand (Best Western Hotel)** has relocated out of the City and will no longer be a Director on the Board of Sudbury Metro Centre.

Mr. Bob Conlin (William's Coffee Pub, Commerce Centre, 43 Elm St.) is the next person on the list per our original election results and has agreed to join the Board for the balance of the Term.

Would you please have Council ratify this appointment at their next meeting.

Should you require additional information, please do not hesitate to contact me.

Sincerely,

Maureen M. Luoma
Executive Director

cc Directors, Sudbury Metro Centre

Request for Decision City Council




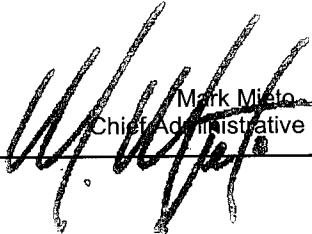
Type of Decision									
Meeting Date	February 13, 2003				Report Date	February 5, 2003			
Decision Requested	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High	<input type="checkbox"/>	Low
	Direction Only				Type of Meeting	<input type="checkbox"/>	Open	<input type="checkbox"/>	Closed

Report Title
Macher - Perras Municipal Drain

Policy Implication + Budget Impact	
n/a	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.
<input checked="" type="checkbox"/>	Background Attached

Recommendation
<p>-THAT the City of Greater Sudbury accept the petition for a Municipal/agricultural Drainage works submitted by landowners within the area described as Lot 1 and Part of Lot 2, Concession 2, Rayside Township and Part of Lot 12, Concession 2, Blezard Township, which was filed with the Clerk on the tenth day of January 2003 and that the City of Greater Sudbury appoint the engineering firm of K. Smart Associates Limited as the drainage engineer for this project.</p>
Recommendation Continued

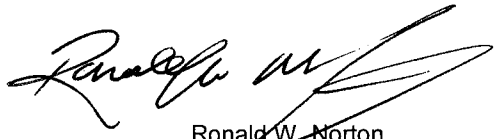
Recommended by the General Manager
 Don Bélisle General Manager of Public Works

Recommended by the C.A.O.
 Mark Miele Chief Administrative Officer

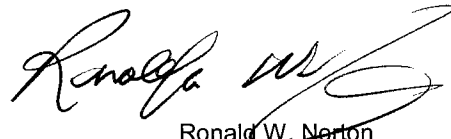
8

Date: February 4, 2003

Report Prepared By

Ronald W. Norton
Acting Director of Engineering Services

Division Review

Ronald W. Norton
Acting Director of Engineering Services

The City of Greater Sudbury is in receipt of a drainage petition (Exhibit 1 attached) from landowners within Lot 1 and Part of Lot 2, Concession 2, Rayside Township and Part of Lot 12, Concession 2, Blezard Township. The location of these lands is shown on the map attached to this report as Exhibit 2. Some of the petitioners have agricultural lands with large acreage. These lands would benefit from an improved drainage outlet and tributary field drains (ditches).

The Drainage Act of Ontario provides a process whereby landowners can improve land drainage through the creation of a Municipal/Agricultural Drain. The City of Greater Sudbury is required by the Drainage Act to administrate the process. The Provincial Ministry of Agriculture provides substantial grants to facilitate these projects when agricultural lands are involved.

The petition submitted by landowners fronting and or adjacent to Bruno Street has been reviewed by the Public Works Department. A preliminary review of topographic maps and input from the Nickel District Conservation Authority suggests that this location could receive improvement in drainage if a Municipal/Agricultural Drain is constructed. The Engineering Division recommends the approval of the petition to Council.

One of the initial steps in the process is the appointment of a drainage engineer to study the problem and to recommend a solution in an engineer's report.

The engineering consulting firm of K. Smart Associates Limited have studied and implemented numerous Municipal/Agricultural Drains in Rayside Balfour, Dowling Township, Valley East, West Nipissing and southern Ontario. We are satisfied that they have the expertise and experience to successfully implement this project under the Drainage Act. The Public Works Department recommends the appointment of K. Smart Associates Limited as the drainage engineer for this project.

Exhibit '1'
FORM 3

Drainage Act, R.S.O. 1990, c. D.17, s. 4
R.R.O. 1990, Reg. 274, Form 3

PETITION FOR DRAINAGE WORKS BY OWNERS

We, being owners, as shown by the last revised assessment roll, of lands in the

Municipality of Sudbury
Rayside township

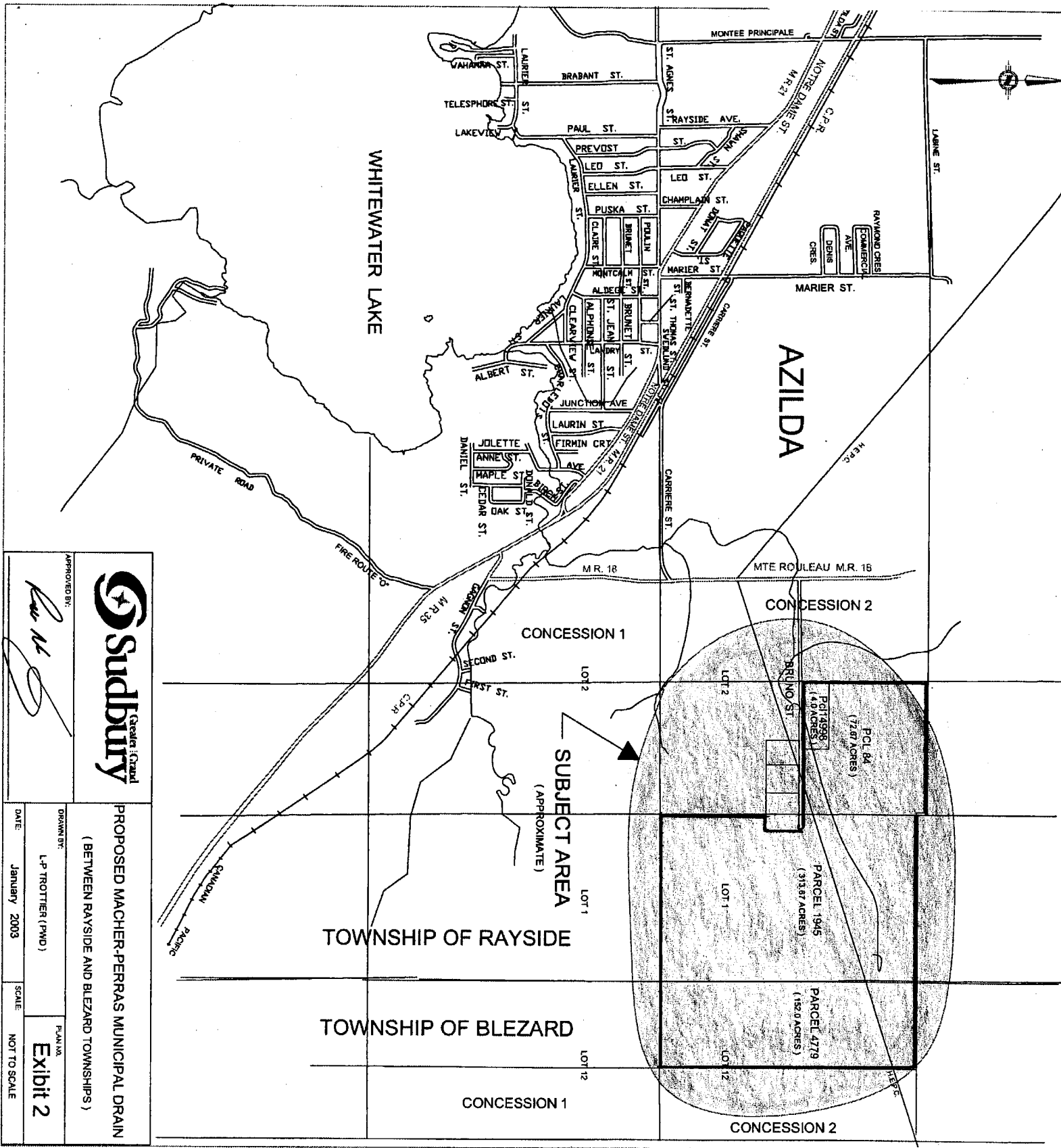
(Insert name of municipality or names of municipalities)

requiring drainage, hereby petition that the area more particularly described as follows:

(Describe the area by metes and bounds, giving each lot and part of lot, number of concession or street, and hectares in each lot or part of lot. Attach extra sheet if required.)

Lot 1	Concession 2	313 ACRES
Lot 12	" 2	152 ACRES
Lot 2	" 2	75 ACRES
Lot 4	" 2	5 ACRES

may be drained by means of a drainage works.



PROPOSED MACHER-PERRAS MUNICIPAL DRAIN

(BETWEEN RAYSIDE AND BLEZARD TOWNSHIPS)

DRAWN BY:

L.P. TROTTER (PMD)

PLAN NO.

Exhibit 2

DATE:

January 2003

SCALE:

NOT TO SCALE

APPROVED BY:

[Signature]

Request for Decision City Council

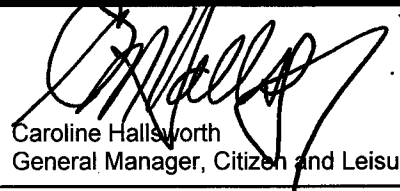



Type of Decision									
Meeting Date	February 13, 2003				Report Date	January 31, 2003			
Decision Requested	<input checked="" type="checkbox"/>	Yes		No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Report Title
Draw from Library Reserve Fund

Policy Implication + Budget Impact	
<input checked="" type="checkbox"/>	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.
	Background Attached

Recommendation
<p>THAT Council approve a draw from the Library Reserve Fund in the amount of \$25,000 to be used to retain a consultant to prepare a branch space needs analysis for the Greater Sudbury Public Library.</p>
Recommendation Continued

Recommended by the General Manager
 Caroline Halls-worth General Manager, Citizen and Leisure Services

Recommended by the C.A.O.
 Mark Mieto Chief Administrative Officer

Date: January 31, 2003

Report Prepared By

Caroline Hallsworth
General Manager, Citizen and Leisure Services

Division Review

Executive Summary:

Libraries and library services are changing and these changes impact on the physical environment of the library branch. Many of the fourteen branches in the Greater Sudbury have been located in their current locations for years and were designed prior to the introduction of barrier free access, public access computers, alternate format collections and the library as a community meeting place. There is a need for the Board to initiate a Branch Redevelopment Planning process to guide the Greater Sudbury Public Library now and in the future. Consequently, at its meeting of January 24, 2002, the Greater Sudbury Public Library Board passed the following resolution:

That the Greater Sudbury Public Library Board request that Council approve a draw from the Library Reserve Fund in the amount of \$25,000 to be used to retain a consultant to prepare a branch space needs analysis for the Greater Sudbury Public Library.

Background:

One of the primary responsibilities of the Library Board is to ensure ongoing evaluation of the library services currently provided within the community. To make effective decisions about the capital requirements and priorities for branch redevelopment across the fourteen library branches currently operated in the City of Greater Sudbury, the Board needs to review existing branch locations, population served now and in the future, collection size and type, circulation and proximity to other branches within the context of the *Ontario Public Library Guidelines* and with other space planning models accepted as standards within the library community.

In planning and evaluating branch space, consideration must be given to all four components of the library's collection: books; periodicals; non-print; and digital. District libraries have different collection space needs than neighbourhood and town libraries as they have more extensive reference collections. In Greater Sudbury, we also need to ensure that we have appropriate space needs for collections in both English and French that respond to the changing demographics of the community. For example, at South Branch need has evolved over the past ten years for space for French language materials. Digital information formats require

Date: January 31, 2003

computer work stations and printers if the public is to access to collection content effectively. In many of our branches, books stacks are full height and the aisle space is minimal, both of which are barriers to library patrons with special needs and which make it difficult for children to access collections.

The allocation of space between public and staff uses has changed as libraries move to centralized technical services which reduces the amount of staff space required and to decentralized programming which increases the amount of meeting room and group space required in the branches. As school libraries provide fewer resources, there are new requirements for age appropriate study space for both individuals and groups in all of our branches. Appropriate and accessible washroom space is an issue in many of our branches.

The *Ontario Public Library Guidelines* and planning protocols suggest that the first step to effective evaluation of services is to complete an internal assessment of the service and the resources required to provide the service within the framework of accountability to taxpayers. This internal assessment is then reviewed against space and operating standards and becomes the basis of a development plan for library branch renewal which will guide the Greater Sudbury Public Library system over the course of the next ten years in planning for capital projects related to branch renewal and redevelopment.

In implementing a Branch Renewal Plan for the Greater Sudbury Public Library system, the Board will be ensuring its ability to respond strategically to changing community needs and will enhance its ability to access alternate and competitive funding opportunities which may become available in future years.

The Board therefore requests that Council approve a draw from the Library Reserve Fund in the amount of \$25,000 to be used to retain a consultant to prepare a branch space needs analysis for the Greater Sudbury Public Library. The current balance in the Library Reserve Fund is \$147,000. The space needs analysis will assist both the Board and staff in developing a short and long term strategy and priorities for branch re-development.

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	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open	<input type="checkbox"/>	Closed

Report Title

Northeast Mental Health Centre: Pinegate Addiction Services

Policy Implication + Budget Impact

N/A This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.

Recommendation Implication: The Ministry of Health and Long-Term Care will be briefed about the Council of Greater Sudbury's concerns pertaining to the financial status of Pinegate Addition Services and the inadequacy of provincial funding.

☒ Background Attached

Recommendation

Whereas the first budget increase in global base budget funding received by the Northeast Mental Health Centre from the Ministry of Health and Long-Term Care in the past 11 years was 2% for the 2002/2003 fiscal period; and

Whereas the 2002/2003 Operating Plan submitted to the Ministry of Health and Long-Term Care by the Northeast Mental Health Centre in April 2002 projected a deficit of \$172,640; and

Whereas one of the options to address the deficit was to temporarily co-locate the men and women's Withdrawal Management Services for a 12 week period beginning January 6, 2003; and

Whereas the Ontario Federation of Community Mental Health and Addiction Programs cites in

☒ Recommendation Continued

Recommended by the General Manager

Catherine Sandblom
Acting General Manager
Health and Social Services

Recommended by the C.A.O.

Mark Mieto
Chief Administrative Officer

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Date: February 4, 2003

Report Prepared By

Bernadette Walicki
Program Coordinator - Community Initiatives

Division Review

Outcomes and Effectiveness: The Success of Community Mental Health and Addiction Programs (2003) that "most organizations have seen their base budget decline by over 20% since 1992, as their funding has not kept pace with the increased cost of providing services".

Therefore, let it be resolved that the Council of the City of Greater Sudbury will lobby the provincial government for permanent and adequate funding for addiction services by using the situation faced by the Northeast Mental Health Centre as a local example of where service delivery is compromised due to financial pressures as a result of under-funding.

Background

The Northeast Mental Health Centre is required by the Ministry of Health and Long-Term Care to submit a balanced budget. With a projected deficit of \$172,640 for the 2002/2003 Pinegate Addiction Services global budget, several options to address the shortfall were considered. Once such option was to temporarily co-locate the men's and women's Withdrawal Management Services. Although the Northeast Mental Health Centre's preference would have been to maintain the services separately, it was decided that co-location was the option that provided the best ability to maintain service delivery while allowing the Northeast Mental Health Centre to move towards a balanced budget.

The Northeast Mental Health Centre received approval from the Ministry of Health and Long-term Care to implement the temporary measure for a period of 12 weeks, starting January 6, 2003. Renovations of the women's Withdrawal Management Program site, to the sum of \$27,000, took place to accommodate the co-location. In addition, a comprehensive communication and implementation plan was created in order to ensure a smooth transition. The situation is being closely monitored and evaluated. In fact, a workgroup was established with key partners, including the Greater Sudbury Police Services, Sudbury Regional Hospital, Northern Regional Recovery Continuum, Salvation Army Centre, Rockhaven and Manitoulin Community Withdrawal Management Program. The focus of the workgroup is to minimize the possible impact on clients through the development formal and informal partnerships.

To date, there have been occasions where the co-located Withdrawal Service has reached capacity whereby the 2 women's and 3 men's observation beds have been occupied. Although there are other beds available within the facility, new patrons are required to stay in observation beds until they are stable enough to be moved to a room. When observation beds have reached capacity, alternative arrangements are made for those in need. For example, in cases where a referral is made by Greater Sudbury Police Services, the client will remain in custody. The Northeast Mental Health Centre reviews bed capacity statistics throughout the week with the Crisis Intervention Unit at Sudbury Regional Hospital's St. Josephs site.

There are approximately 24 Withdrawal Management Service programs throughout the province. Co-located facilities have been identified in all with the exception of 4 male and 3 female facilities in Toronto, St. Catherine and Hamilton. Although Health Canada has defined best practices as they pertain to treatment and rehabilitation for women with substance abuse problems, the standards have been created

Date: February 4, 2003

as the highest quality of service to achieve. The Northeast Mental Health Centre could not realize the implementation of best practices given their financial standing, however, endeavours to review their budget regularly in an attempt to reduce the 12 week co-location time period.

The Northeast Mental Health Centre is working closely with the Ministry of Health and Long-Term Care to develop a long-term plan that will meet the needs of the community. Further, the Northeast Mental Health Centre has recently been approved for a \$1.5 million capital funding project for the Withdrawal Management Program and will seek community input through a consultation process. To date, \$25,000 of the capital funds has been received by the Northeast Mental Health Centre to specifically develop the long-term plan for the delivery of substance abuse services that reflect the needs of clients and best practices. It is expected that the plan will be complete by the summer of 2003.

The provincial government did dedicate an additional \$2.4 million in base funding for substance abuse programs across the province, which resulted in a 2% increase for the Northeast Mental Health Centre, however, the announcement was the first of its kind in ten years. The additional funding, even though welcome, does not address the financial pressures experienced by addictions service providers. The Ontario Federation of Community Mental Health and Addiction Programs reports in *Outcomes and Effectiveness: The Success of Community Mental Health and Addiction Programs* (2003) that "community-based care is more effective than hospital care".

Request for Decision City Council



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Report Title
School Zone Speed Limit Algonquin Road

Policy Implication + Budget Impact	
n/a	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.
<input checked="" type="checkbox"/>	Background Attached

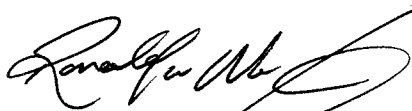
Recommendation
<p>-THAT a 40 km/h speed limit be established on sections of Algonquin Road, Countryside Drive and Rockwood Drive that are adjacent to Algonquin Road Public School.</p> <p>-THAT the City of Greater Sudbury Legal Department prepare the amendment to the Traffic and Parking By-Law 2002-1 to implement the new speed limits.</p>
Recommendation Continued

Recommended by the General Manager
 Don Bélisle General Manager of Public Works

Recommended by the C.A.O.
 Mark Mieto Chief Administrative Officer

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Date: February 5, 2003

Report Prepared ByRonald W. Norton
Acting Director of Engineering Services**Division Review**Ronald W. Norton
Acting Director of Engineering Services**Background**

The City of Greater Sudbury Traffic and Transportation section has received a request from school officials to reduce the speed limit on both sections of Algonquin Road adjacent to Algonquin Road Public School to 40 km/h. Algonquin Road Public School is located in the south end of the City of Greater Sudbury in the northeast quadrant of the intersection of Algonquin Road and Countryside Drive / Rockwood Drive (see Exhibit "A").

Traffic at the intersection of Algonquin Road and Countryside Drive / Rockwood Drive is currently controlled by an all-way stop. Both the north/south and east/west legs of Algonquin Road are designated as collector streets and have 50 km/h speed limits. Sidewalks have been provided along the north and east side of the two roadways.

As a result of similar requests in the past, section staff prepared a report and policy on September 12, 2001 which establishes a framework to deal with said requests (Exhibit "B" attached).

The policy set out in the September 12, 2001 report was adopted by City Council on September 27, 2001. The approved policy stated:

School Zone Speed Reductions

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

- That school speed zones be installed at schools with primary grade aged students.
- That the school speed zone be limited to residential streets or residential collector streets.
- That the maximum speed of the roadways considered for school speed zones be 50 km/h.
- That the request for the reduction be brought forward by both the Transportation Officer for the School Board, the Principal of the school and the Parent School Council.
- That only those requests that meet the above four criteria be brought forward by staff to City Council for consideration.

In keeping with the City of Greater Sudbury's school zone speed policy, requests have been received from the Transportation Officer of the School Board, the school's Principal, and the school's Parent Council (see Exhibits "C, D, and E"). As Algonquin Road is a residential collector with a 50 km/h speed limit and Algonquin Road Public School is a primary grade school, the policy criteria are satisfied.

Analysis

In consideration of the request, staff have conducted further examination and research into speed control in school zones.

It is understandable that school officials and parents often seek improved safety measures for primary school age children in the area close to schools where children may conflict with vehicles on the road. This is particularly important when speeding vehicles are observed in these areas.

The implementation of the 40 km/h school speed zone is intended to:

- reduce the incident of accidents;
- reduce the severity of accidents;
- improve driver behaviour in and around schools;
- highlight to motorists that they are approaching a school and should modify their behaviour accordingly (i.e. travel more slowly, be more alert)

In implementing the policy, the City of Greater Sudbury can use Section 128(2) of the Highway Traffic Act which allows the Council to set a prescribed full time speed limit within a defined area of a roadway or use Section 128(5) of the Highway Traffic Act which sets the prescribed speed limit of 40 km/h between 8:00 a.m. and 5:00 p.m. on school days within a defined area of a roadway.

The use of Section 128(5) requires that the signage and flashing amber light shown in Exhibit "F" be used as required by Regulation 615(5)(1) of the Highway Traffic Act. The flashing amber light increases driver awareness of the sign and speed limit.

Staff have examined the cost of implementing the Section 128(5) installations. Units can be powered with solar energy or hydro. The installation of solar power units will cost approximately \$5,500.00 per sign and the hydro unit will cost \$3,000.00 to \$3,500.00 per sign depending on the proximity of hydro power. Choosing the lower cost hydro unit, a standard installation on one street would cost \$6,000.00 to \$7,000.00. The implementation of four (4) flashing light signs at the Algonquin Road location would cost approximately \$12,000.00 to \$14,000.00

At present, the City Traffic By-Law contains approximately nineteen (19) locations where Council has established 40 km/h speed limits in the area of schools. Since the speed zones were not established under Section 128(5) no flashing lights are implemented. If the City of Greater Sudbury establishes a policy requiring flashing lights in school zones, it would cost approximately \$133,000.00 to implement in existing areas.

Studies have shown that installation of signs with the flashing lights are moderately effective with an 85 percentile speed reduction of 2 to 6 km/h. However, all studies note that a significant number of motorists continue to travel at inappropriate speeds and that the mean speed generally remains unchanged. Given the relatively high cost of installation and the limited reduction in overall speeds, it may not be an effective use of funds.

As previously noted, the City of Greater Sudbury currently has approximately nineteen (19) locations of 40 km/h speed zones in school areas. The cost of establishing these full time speed reduction zones was limited to the nominal cost of the sign installations.

Date: February 5, 2003

The problem of reducing or controlling traffic speeds near schools is common to all urban municipalities.

A recent speed study in Toronto on a collector road near a school with a 50 km/h limit found that:

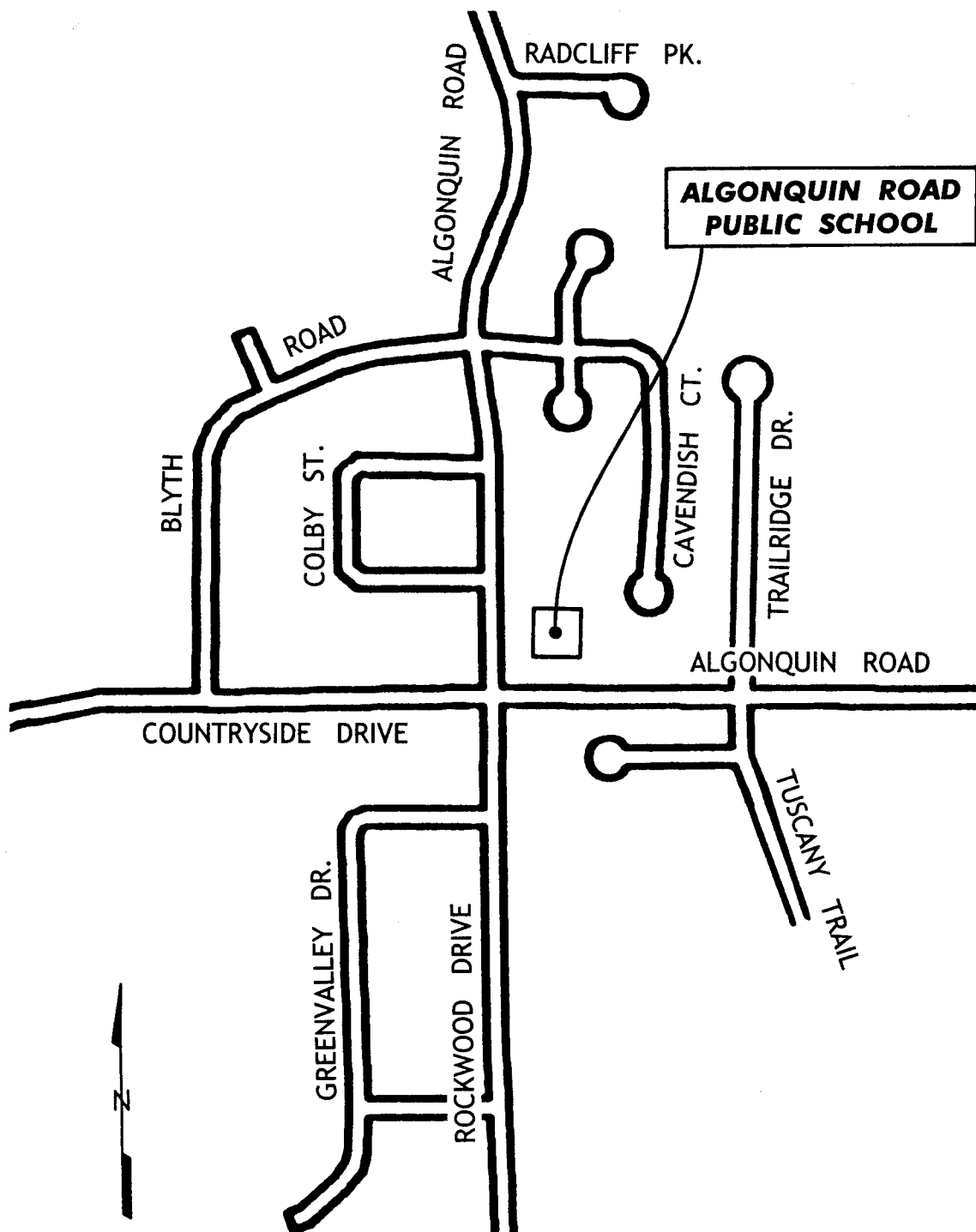
- 46% of motorists obeyed the speed limit
- 45% travelled 1 to 10 km/h over
- 4.6% travelled 11 to 14 km/h over
- 2.7% travelled 15 to 20 km/h over
- 1.3% travelled more than 20 km/h over

The speed study is representative of how motorists comply with such posted speeds and that compliance with the speed limit is directly related to the amount of enforcement.

In meeting the objectives of the implementation of the 40 km/h speed zone in the area of the Algonquin Public School, staff will continue to evaluate economic means of increasing driver awareness of the 40 km/h speed. This will include examination of additional pavement markings, co-ordination of police enforcement and use of the community speed reduction program. The Traffic and Transportation Section will monitor traffic speed in this area during the year.

In conclusion, staff recommend the reduction of the 50 km/h speed limit to 40 km/h on the sections of Algonquin Road, Countryside Drive and Rockwood Drive that are adjacent to the Algonquin Road Public School as shown in Exhibit "G" and that the City of Greater Sudbury Traffic and Parking By-Law 2002-1 be amended accordingly.

EXHIBIT: A



LOCATION MAP

ALGONQUIN ROAD
PUBLIC SCHOOL

2003/02/05

N.T.S.



City Agenda Report

Newfile - T+T
School
Zone Speed

Report To: CITY COUNCIL

Report Date: September 12, 2001 Meeting Date: September 27, 2001

Subject: Speed Reduction School Zones

Department Review:

D. Bélisle

for D. Bélisle
General Manager of Public Works

Recommended for Agenda:

J.L. (Jim) Rule
Chief Administrative Officer

Report Authored by: R.R. Hortness, Co-ordinator of Traffic & Transportation

Recommendation:

That the City of Greater Sudbury adopt the attached **School Zone Speed** policy to deal with the numerous requests to implement lower rates of speed on roadways adjacent to Schools, and:

That City Council approve the required amendment to the Traffic and Parking By-law to implement a School Zone Speed reduction.



Executive Summary:

There is a desire of many residents to implement some form of speed control in the area of neighbourhood schools. The Highway Traffic Act allows municipalities to implement school zone speed limits. This report recommends a policy for the implementation of these school zones.

Background:

Traffic and Transportation staff often receives requests for speed reduction adjacent to schools. Based on a request from a councillor (see exhibit "A"), the Traffic and Transportation Section carried out a review of school zone speed reductions.

The request for speed reduction adjacent to Westmount Public School was previously dealt with by staff from the 'old' City of Sudbury. Their analysis of the information provided from the City of Greater Sudbury Police Services, and empirical data, supported the retention of the existing speed limit within the area.

In response to the request by the Councillor the City of Greater Sudbury Traffic and Transportation staff carried out a speed study in the area and found that the average speed on Westmount Avenue in the vicinity of the school is only 45 km/hr and the 85th percentile speed was 57 km/hr. This data, as well as a lack of speed related collisions along Westmount Avenue, again did not support a general reduction in speed within the area.

The presence of children walking to or playing around school zones creates a instinctive response in any parent to make the areas around schools as safe as possible. The first response is to lower the speed limit. The Highway Traffic Act offers municipalities the ability to address citizen's concerns by designating areas near specific schools as reduced speed zones during normal school times.



The following is the appropriate section of the Highway Traffic Act.

Rate in school zones -- s. 128(5)

(5) The council of a municipality and the trustees of a police village may by by-law,

(a) designate a portion of a highway under its jurisdiction that adjoins the entrance to or exit from a school and that is within 150 metres along the highway in either direction beyond the limits of the land used for the purposes of the school; and

(b) prescribe a rate of speed of 40 kilometres per hour for motor vehicles driven on the portion of a highway so designated on days on which school is regularly held and prescribe the time or times between the hours of 8.00 a.m. and 5.00 p.m. at which the speed limit is effective.

There are speed reduction zones that were previously implemented specifically to address concerns around school areas.

In some instances the implementation of a 40 km/h zone around a school can in of itself be a hazard. As an example, a reduction of speeds to 40 km/h by time of day, day of week and time of year, is confusing. The requirement for these speed zones to be variable by time of day and day of week on higher volume, higher speed roadways will create confusion and is a hazard, for unlike residential streets. Many of the drivers on these roadways do not travel a route on a regular basis.

The implementation of school speed zones should be limited to residential streets and residential collectors that have a posted speed of 50 km/h. If this form of control is installed on arterials or higher volume/speed collector roadways, it would in effect create speed traps for the drivers and increase hazards to both pedestrians and motorists.

Should City Council recommend the implementation of school speed zones, it is recommended that the following policy be used as the criteria for the recommendation of school zone speed reductions to City Council.



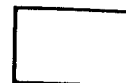
School Zone Speed Reductions.

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

- That school speed zone be installed at schools with primary grade aged students.
- That the school speed zone be limited to residential streets or residential collector streets.
- That the maximum speed of the roadways considered for school speed zones be 50 km/h.
- That the request for the reduction be brought forward by both the transportation officer for the school board, the principal of the school and the parent school council.
- That only those requests that meet the above four criteria be brought forward by staff to City Council for consideration.

The implementation period of this policy will be required so that;

- 1) staff can work with the City of Greater Sudbury Police Services to carry out an information campaign to inform the public of this new incentive by the City of Greater Sudbury;
- 2) a survey of existing speed reduction zones that were implemented due to adjacent schools, can be carried out and implemented into the new legislation;
- 3) staff can work with the school boards to develop a process of review and implementing those school speed zones as per the existing policy.





Rainbow District School Board
Algonquin Road Public School

2650 Algonquin Road

Sudbury ON P3E 4X6

Telephone: (705) 522-3171 Fax: (705) 522-7987



D. Chew
 B.Comm, B.Ed, C.M.A.
 Principal

August 23, 2002

Mr. Ron Norton
 City of Greater Sudbury
 P.O. Box 5000, Station A
 200 Brady Street
 SUDBURY, ON P3A 5P3

Dear Mr. Norton:

Re: School Zone Speed Reduction Policy - Algonquin Rd. Public School, Algonquin Road

For the safety of our students it would be most appreciated if the speed on the roadways adjacent to Algonquin Road Public School was reduced.

Parents and staff of the school are concerned about the safety of our student population.

Approximately 30%, or seventy plus students, are walkers. A large percentage of these children are ten years of age and younger.

There are no crossing guards to assist students who must cross busy streets. Also, this area of the city is expanding and as new homes are built traffic continues to increase.

Your assistance in assuring the safety of our students is most appreciated.

I look forward to a reply at your earliest convenience.

Sincerely,

Dawn Chew

DC:km

cc.: Mr. Greg Clausen, Director of Engineering Services, City of Greater Sudbury
 Ms. Joanne Harrison, Manager of Transportation, Rainbow Dist. School Board
 Mr. Ray Hortness, Traffic Coordinator, City of Greater Sudbury

Greater Sudbury
Traffic & Transportation
P.O. Box 5000 Stn. A,
200 Brady St.,
Sudbury, Ontario
E3A 5P3

January 21, 2003

Attention Dave Kivi.

On behalf of the Parents' Council at Algonquin Road Public School, we are requesting a reduction in the speed limit on Algonquin Road from Radcliff Street to St. Benedict's Separate High School. There is currently only one sidewalk located on the east side of Algonquin Road, which makes it dangerous for children who live on such streets as Blyth Street, Colby Drive, Vintage Green and Algonquin Road who have to cross Algonquin to get to school or attend city-run playground activities in the summer.

Algonquin Road Public School currently has an enrollment of more than 260 children, many of whom walk to school starting at ages as young as four years. In addition, various points on Algonquin Road are designated school bus pick up and drop off points.

When compounded with speeding drivers, crossing Algonquin makes it dangerous for our children especially in the winter when snowbanks are high (small children can not be seen by approaching drivers) and the actual road width is decreased by snowbanks.

We would like to have the speed limit reduced to 40 kilometres per hour from the current 50 kilometres.

Thank you for your help in this matter.

Monika Berens

Monika Berens
Chair - Algonquin Road Public School

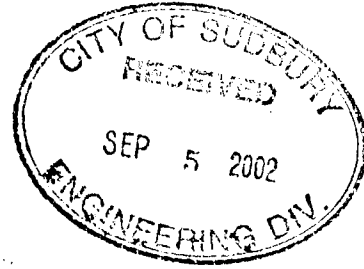
P.S. I can be contacted at 523-1524 (home), 523-2339 (work) or through Algonquin Road Public School at 522-3171. If you need any further information, please do not hesitate to call.

To: Dave Kwi
for review
Run 15
Sept 19, 2002
Exhibit 'E'

850 Barrydowne, Suite / Bureau 305 • Sudbury • Ontario • P3A 3T7 • Tel./ Tél. (705) 521-1234 • Fax / Téléc. (705) 521-1344

September 2, 2002

R.Greg Clausen
Director of Engineering Services
PO Box 5000 Stn A
Sudbury, ON P3A 5P3



Dear Mr. Clausen;

The Transportation Services of the Sudbury Student Services Consortium supports the reduction of the speed limit to 40 Km (with flashing signs for Algonquin Public School).

Together we can ensure the safety of students.

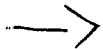
Sincerely



Jo-Anne Harrison
Transportation Services

RECEIVED
SEP 05 2002

CITY OF GREATER SUDBURY ENGINEERING



cc: D. Chew, Algonquin Public School Principal
G. Ewin, Director of Education

jh/lg

Exhibit 'F'

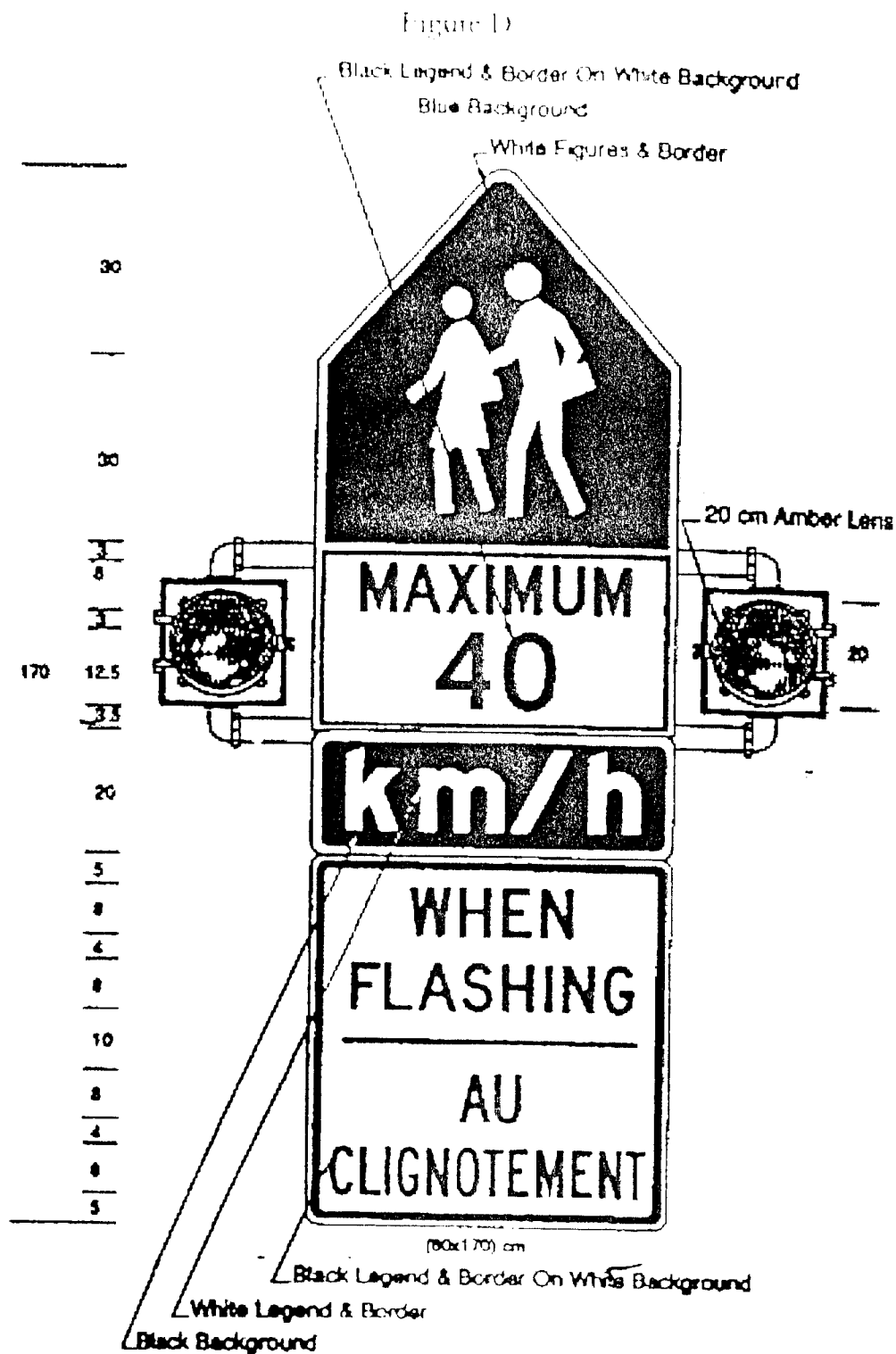
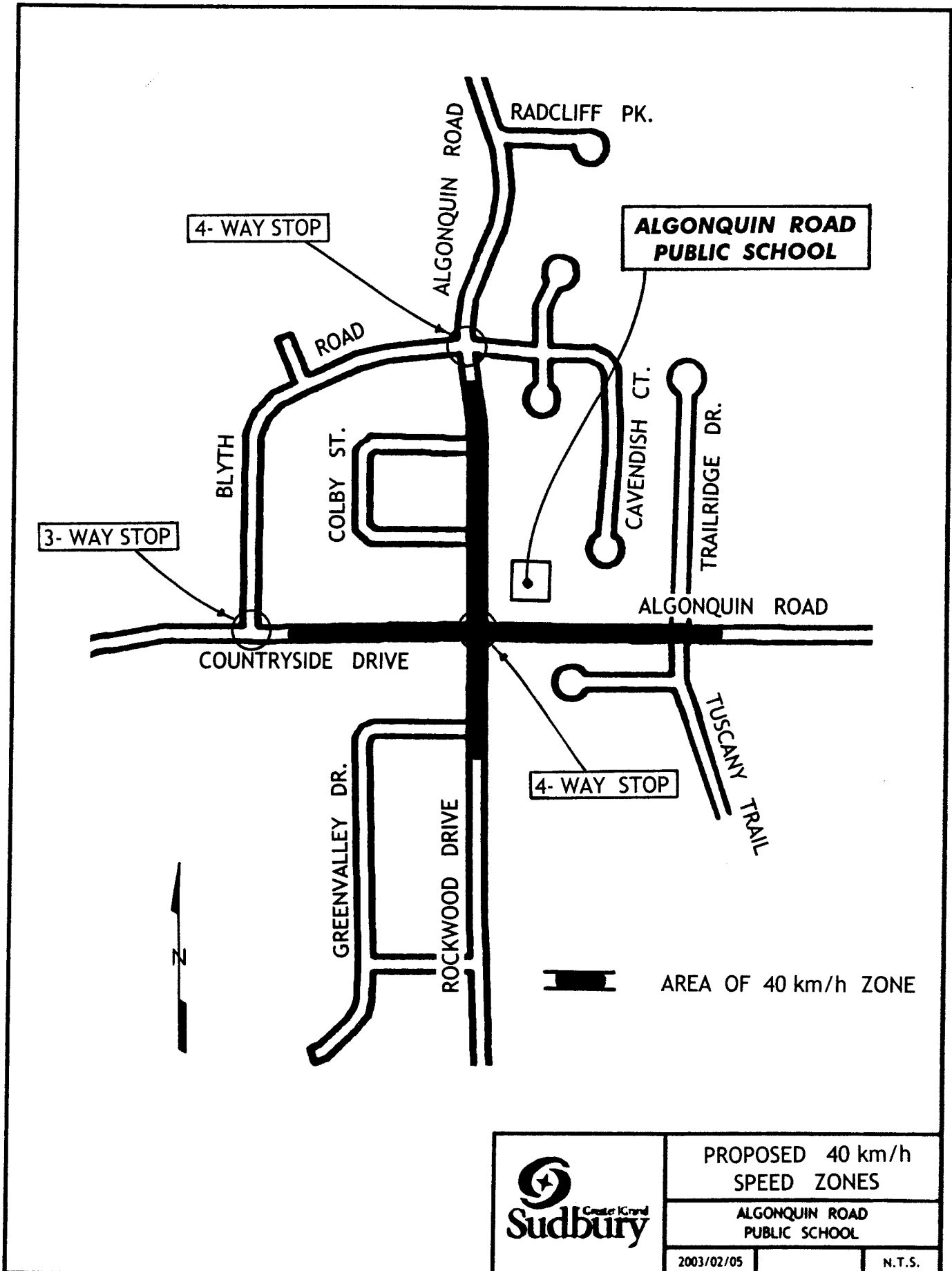


EXHIBIT: G



Request for Decision City Council



Type of Decision

Meeting Date	February 13 th , 2003			Report Date	January 31 st , 2003				
Decision Requested	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	Priority	<input type="checkbox"/>	High	<input type="checkbox"/>	Low
	Direction Only				Type of Meeting	<input type="checkbox"/>	Open	<input type="checkbox"/>	Closed

Report Title

Development Liaison Advisory Committee Status Report to City Council

Policy Implication + Budget Impact

This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.

n/a

☒ Background Attached

Recommendation

FOR INFORMATION ONLY

Recommendation Continued

Recommended by the General Manager


D. Nadorozny, General Manager of Economic Development and Planning Services

Recommended by the C.A.O.


M. Mieto
Acting Chief Administrative Officer

Date: January 31st, 2003

Report Prepared By

W. E. Lautenbach
Director of Planning Services

Division Review

W. E. Lautenbach
Director of Planning Services

Council has requested that the Development Liaison Advisory Committee (DLAC) prepare a regular report to Council on progress being made toward meeting building permit benchmarks.

The Building Permit Year End Benchmark Report enclosed is the summary report for the year 2002. It reflects the Building Services Division's continuing effort to successfully achieve the turnaround times desired by the City's development community in issuing building permits. As requested by DLAC, new single residential dwellings and new commercial, institutional, and industrial buildings should be issued in ten (10) days and minor permits in both categories should be issued in five (5) days.

Results enclosed indicate that while we have not fully met these targets, the Department continues to make progress toward achieving these objectives. Of 1735 permits benchmarked and issued in 2002, 1094 were issued within targeted timeframes and 641 were issued past the desired benchmarks. However, averages and time spreads for permits issued outside the benchmarks continue to improve in relation to last year's results indicating positive progress toward achieving desired turnaround times.

It should be noted that Building Services' staff continue to act as ombudsmen for our clients. As a result, benchmarks are well ahead of the upcoming benchmarking requirements being imposed by the Province under Bill 124 (BRAGG). This has occurred at the same time that permit volumes are increasing which speaks well of the initiatives put in place by staff and the development community. As well, registered builders who regularly deal within the system have turnaround times below the averages achieved by one time builders due to their familiarity with requirements under the Code.

Also enclosed is a "Cost of Development Progress Report" which was requested by Council. This report highlights progress made to date by DLAC and staff in achieving a series of recommendations recommended by the Transition Board regarding development issues.

Of the 43 recommendations proposed, 9 have been fully implemented, 11 have been partially implemented, 17 are currently being reviewed and 6 still remain to be started.

DLAC and staff continue to see these as priorities and are continuing to pursue them as resources permit. Overall good progress is being made in this area.

The Development Liaison Advisory Committee, at its meeting of January 23rd, 2003, passed the following resolution related to this matter:

Moved: Ron Martin, President, Sudbury Construction Association
Seconded: Celia Teale, Dalron Construction

"THAT DLAC has reviewed Building Services' benchmark information for September 1, 2002, through December 31, 2002, and is satisfied and supportive of the progress made in this area; and

34

Date: January 31st, 2003

FURTHER, that DLAC has reviewed the Cost of Development - Progress Report which outlines actions taken and status of the Cost of Development recommendations made by the Transition Board and is pleased with the progress made to date; and

FURTHER, that DLAC's approval of these matters be communicated to City Council as per Council's request for regular updates."

Attachments - Building Permit Year End Benchmark Report
- Cost of Development Progress Report

INTEROFFICE CORRESPONDENCE

January 17, 2003

MEMO TO: Guido Mazza

FROM: Gisèle Martin

SUBJECT: Benchmark Review - Year End

This report deals with statistics related to the length of time it took Building Services to issue permits in the City of Greater Sudbury during January 1 to December 31, 2002. Benchmark results have been charted for easy referencing and are included in this report.

Highlights of review by permit classification

A. New Residential

- ▶ Total # of permits issued 308
 - ▶ # of permits issued for applications processed prior to 2002 6
 - ▶ # of permits issued for 2002 applications 302
- ▶ # of permits issued over the 10-day benchmark 109
- ▶ # of permits excluded due to additional development approvals and/or applications delayed by applicant or commenting agencies 76
 - ▶ COA: 8
 - ▶ SDHU: 39
 - ▶ Rezoning: 1
 - ▶ Applicants: 61

Average # of days taken to issue 226 permits: 8.4

COMMENTING AGENCIES	# OF APPROVALS RECEIVED OVER 10-DAY BENCHMARK
Fire	1
Hydro	11
NDCA	11
Plans Examination	21
Public Works - Roads & Drainage/Sewer & Water	27
TOTAL	71

Memo to Guido Mazza
SUBJECT: Benchmark Review - January 1 to December 31, 2002

January 17, 2003

Highlights of review by permit classification - Cont'd...

B. Miscellaneous Residential

- ▶ Total # of permits issued 1,122
 - ▶ # of permits issued for applications processed prior to 2002 9
 - ▶ # of permits issued for 2002 applications 1,113
- ▶ # of permits issued over the 5-day benchmark 322
- ▶ # of permits excluded due to additional development approvals and/or applications delayed by applicant or commenting agencies 48
 - ▶ COA: 11
 - ▶ Rezoning: 0
 - ▶ SDHU: 21
 - ▶ Applicants: 145

Average # of days taken to issue 1,065 permits: 4.7

COMMENTING AGENCIES	# OF APPROVALS RECEIVED OVER 5-DAY BENCHMARK
Fire	12
Hydro	27
NDCA	61
Plans Examination	109
Public Works - Roads & Drainage/Sewer & Water	86
TOTAL	295

C. New Commercial/Industrial/Institutional

- ▶ Total # of permits issued 18
 - ▶ # of permits issued for applications processed prior to 2002 3
 - ▶ # of permits issued for 2002 applications 15
- ▶ # of permits issued over the 10-day benchmark 11
- ▶ # of permits excluded due to additional development approvals and/or applications delayed by applicant or commenting agencies 7
 - ▶ COA: 0
 - ▶ Rezoning: 0
 - ▶ SDHU: 0
 - ▶ SPCA: 8
 - ▶ Applicants: 10

Average # of days taken to issue 8 permits: 11.6

Memo to Guido Mazza

January 17, 2003

SUBJECT: Benchmark Review - January 1 to December 31, 2002

Highlights of review by permit classification - Cont'd...

C. New Commercial/Industrial/Institutional - Cont'd...

COMMENTING AGENCIES	# OF APPROVALS RECEIVED OVER 10-DAY BENCHMARK
Fire	5
Hydro	1
NDCA	5
Plans Examination	6
Public Works - Roads & Drainage/Sewer & Water	0
Other (Com. Certs. A-S-M-E-G & Letter of Undertaking)	11
TOTAL	28

D. Miscellaneous Commercial/Industrial/Institutional

▶ Total # of permits issued	287
▶ # of permits issued for applications processed prior to 2002	16
▶ # of permits issued for 2002 applications	271
▶ # of permits issued over the 5-day benchmark	199
▶ # of permits excluded due to additional development approvals and/or applications delayed by applicant or commenting agencies	45
▶ COA:	4
▶ Rezoning:	2
▶ SDHU:	2
▶ SPCA:	11
▶ Applicants:	118

Average # of days taken to issue 226 permits: 13.4

COMMENTING AGENCIES	# OF APPROVALS RECEIVED OVER 10-DAY BENCHMARK
Fire (includes Fire Marshall)	128
Hydro (includes ESA)	12
NDCA	16
Plans Examination	95
Public Works - Roads & Drainage/Sewer & Water	29
Other (Com. Certs. - A-S-M-E-G & Min. Health & Labour)	78
TOTAL	358

Memo to Guido Mazza

January 17, 2003

SUBJECT: Benchmark Review - Year End Report

Please advise if you require additional information or clarification on the statistics being provided to you.

gym

Attachs.

c.c. R. Pitre
B. Lautenbach
D. Nadorozny

J:\rmanbc\WPDATA\REPORTS.GYMBENCHMARKS 2002\YEAR END BENCHMARK REPORT - 2002.wpd

APPENDIX A

CHART 1 - Comparison of Amount of Time Taken to Issue Building Permits - 1994-1999

PERMIT TYPE	1994		1995		1996		1997		1998		1999	
	No. of Permits	Average No. of Days to Issue	No. of Permits	Average No. of Days to Issue	No. of Permits	Average No. of Days to Issue	No. of Permits	Average No. of Days to Issue	No. of Permits	Average No. of Days to Issue	No. of Permits	Average No. of Days to Issue
Residential New Construction	499	30.4	233	19.7	310	17.2	253	14.5	225	11.2	127	9.1
Residential Minor Construction Renovations, Additions, garages, sheds, porches, decks	745	18.5	609	15.2	769	11.3	847	9.7	949	8.8	887	5.5
Commercial/Industrial New Construction	26	58.9	34	43.2	21	23.5	28	21.8	27	12.3	8	11.4
Commercial/Industrial Minor Construction	192	33.6	167	27.3	197	19	266	17.0	232	11.3	238	10.4

Note: In all four permit categories, permit issuance was affected by additional development approvals and/or applications being delayed at the request of the applicant or commenting agency. The figures outlined below reflect the number of 1999 permits per category which were affected:

1998	1	21	2	29	3	4	4	8
1999	1	33	2	68	3	14	4	40

CHART 1 - Comparison of Amount of Time Taken to Issue Building Permits - 2000-2002

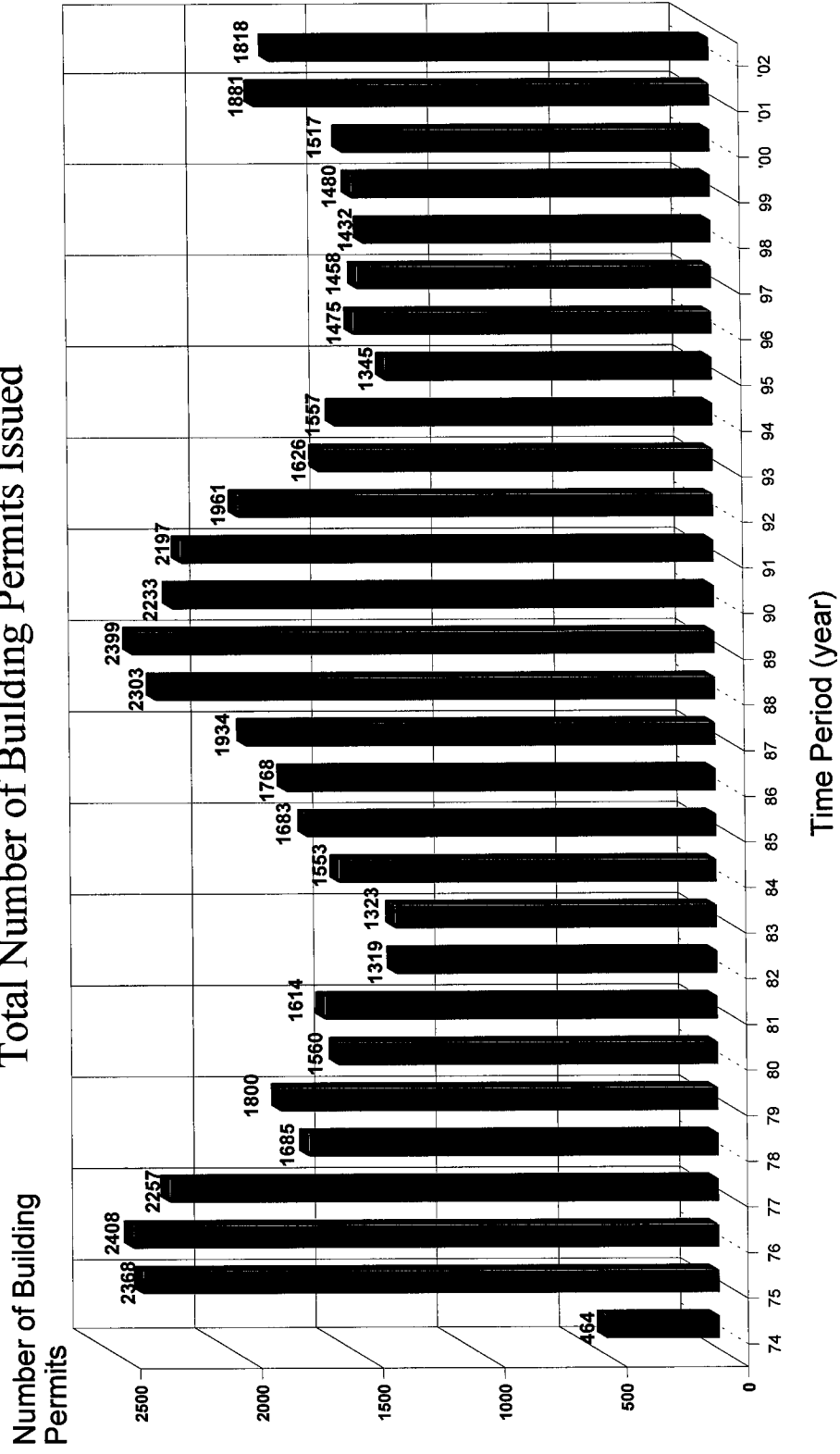
PERMIT TYPE	2000		2001		2002	
	No. of Permits	Average No. of Days to Issue	No. of Permits	Average No. of Days to Issue	No. of Permits	Average No. of Days to Issue
Residential New Construction	137	8	165	8.8	226	8.4
Residential Minor Construction Renovations, Additions, garages, sheds, porches, decks	989	5.8	1223	5.4	1,065	4.7
Commercial/Industrial Institutional New Construction	21	11	10	12.4	8	11.6
Commercial/Industrial Institutional Minor Construction	226	8.8	222	13.1	226	13.4

Note: In all four permit categories, permit issuance was affected by additional development approvals and/or applications being delayed at the request of the applicant or commenting agency. The figures outlined below reflect the number of permits in 2001 and 2002 which were affected:

2001	1	42	2	67	3	7	1	58
2002	1	76	2	48	3	7	1	45

Regional Municipality of Sudbury 1974 - 2000 City of Greater Sudbury 2001 - 2002

Total Number of Building Permits Issued

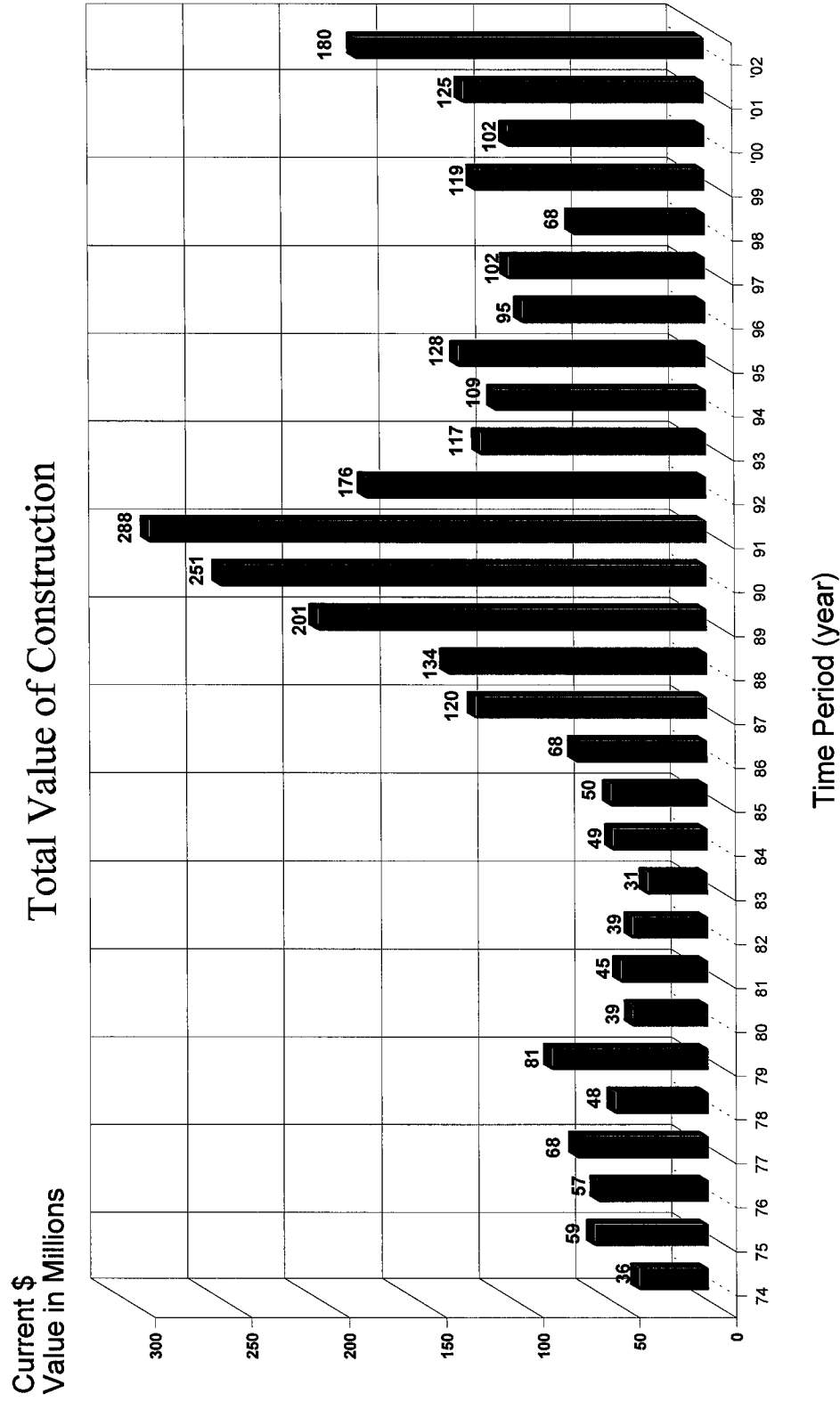


Source: Building Services Section
Prepared by the Planning Services Division

A1

Regional Municipality of Sudbury 1974 - 2000

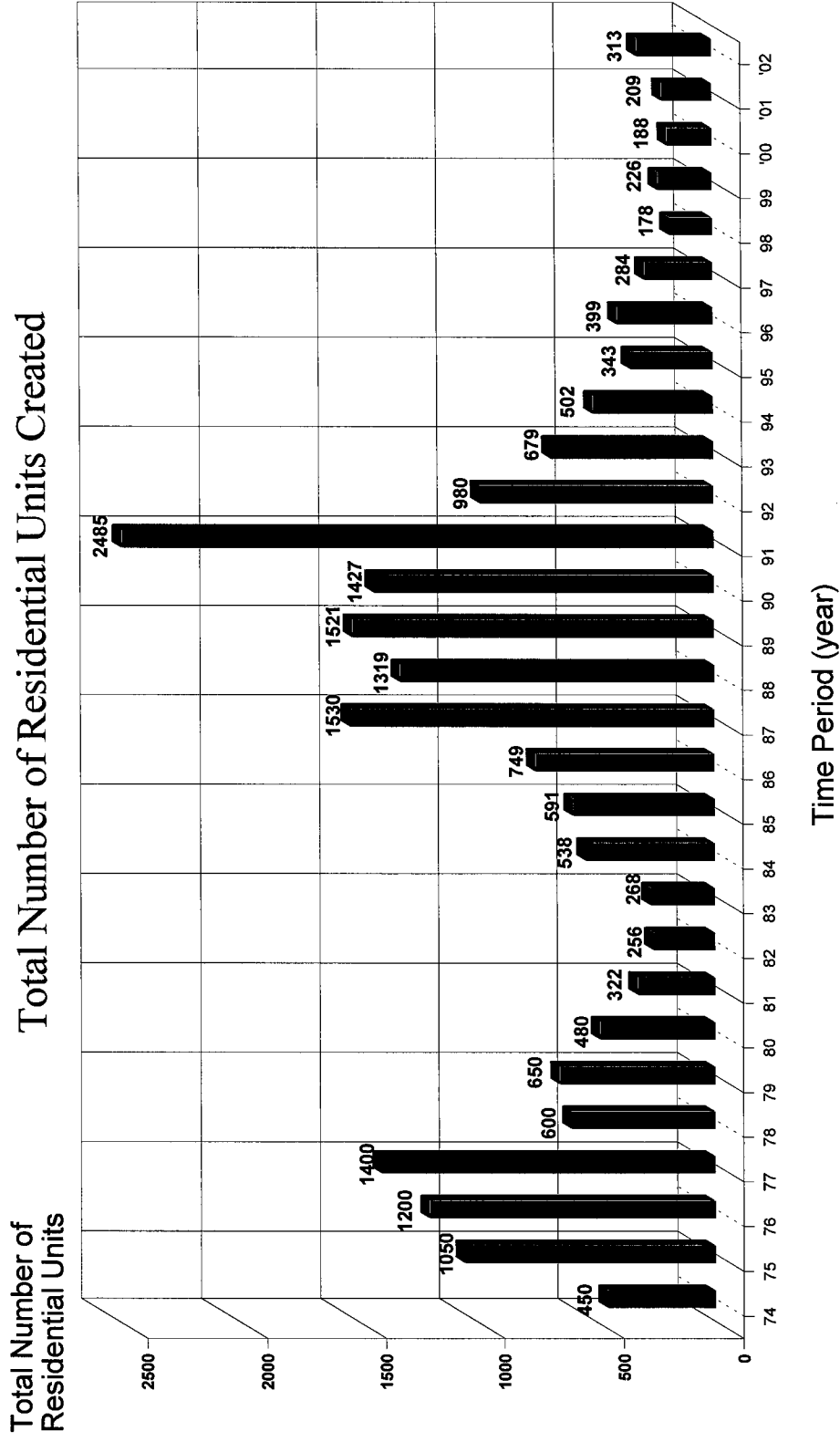
City of Greater Sudbury 2001 - 2002



Source: Building Services Section
Prepared by the Planning Services Division

A2

Regional Municipality of Sudbury 1974 - 2000 City of Greater Sudbury 2001 - 2002



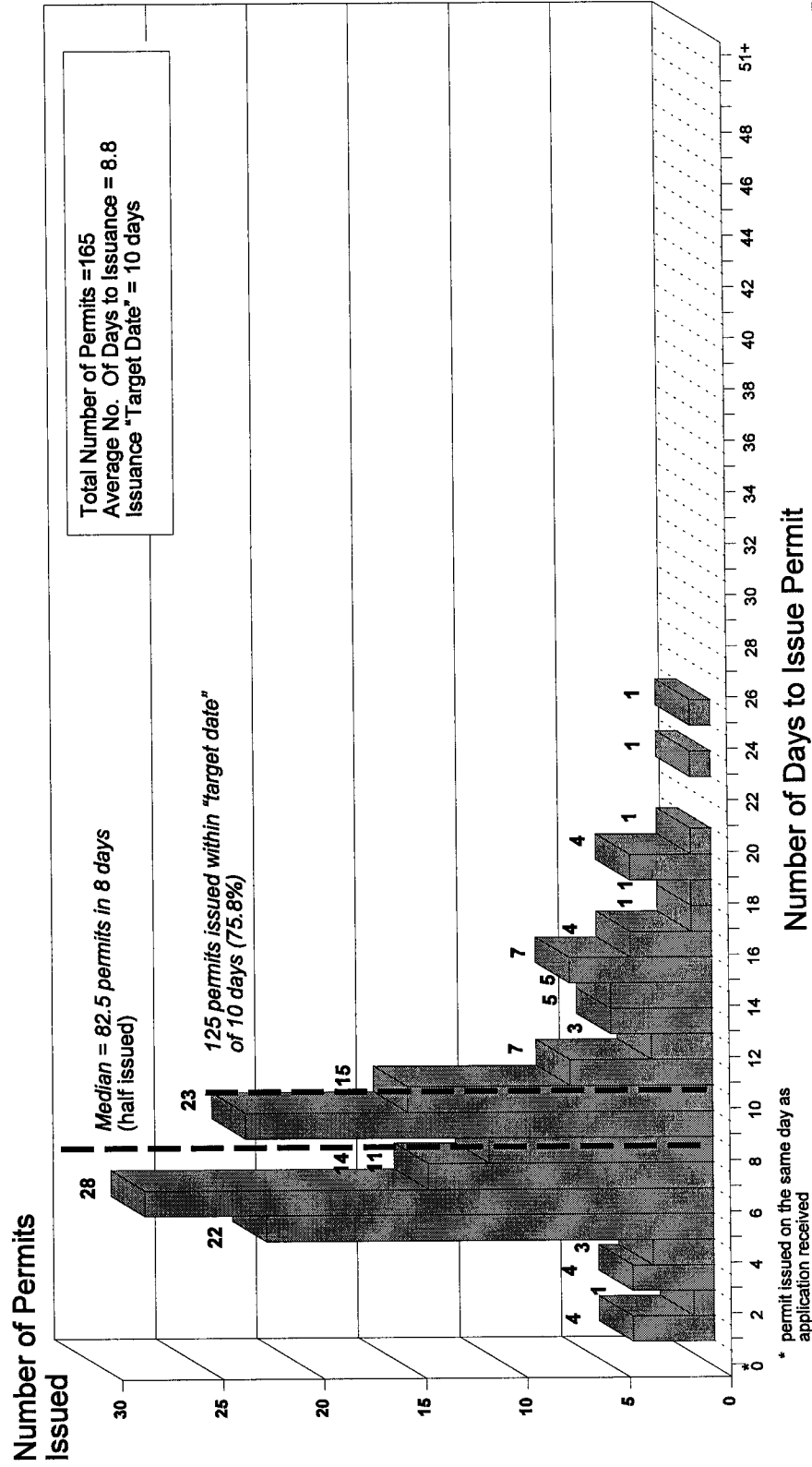
Source: Building Services Section
Prepared by the Planning Services Division

Building Permit Tracking

Residential - New Construction

Single Family Dwellings, Cottages & Multi-Units

2001



Source: Building Services Section
Prepared by the Planning Services Division

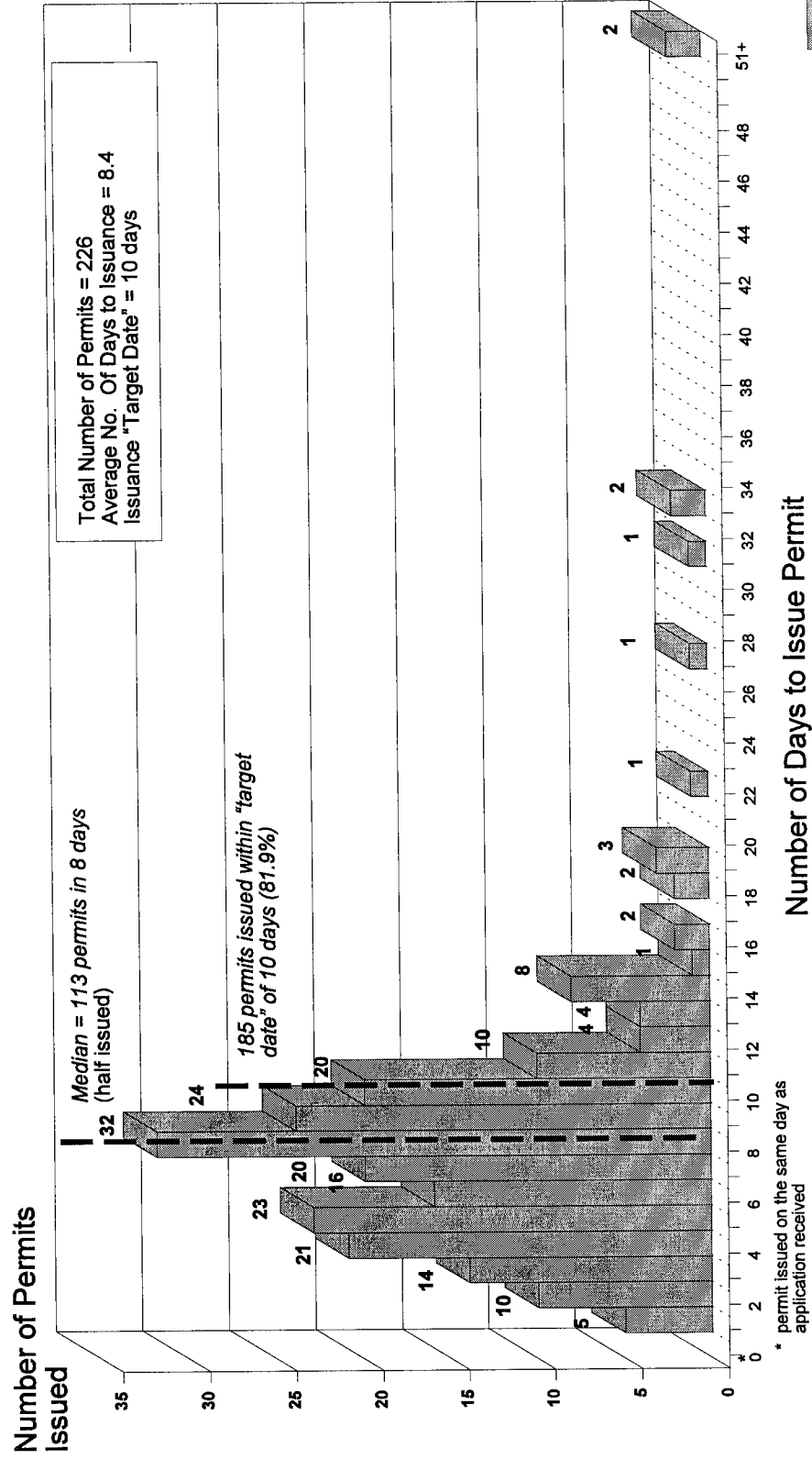
A4

Building Permit Tracking

Residential - New Construction

Single Family Dwellings, Cottages & Multi-Units

2002



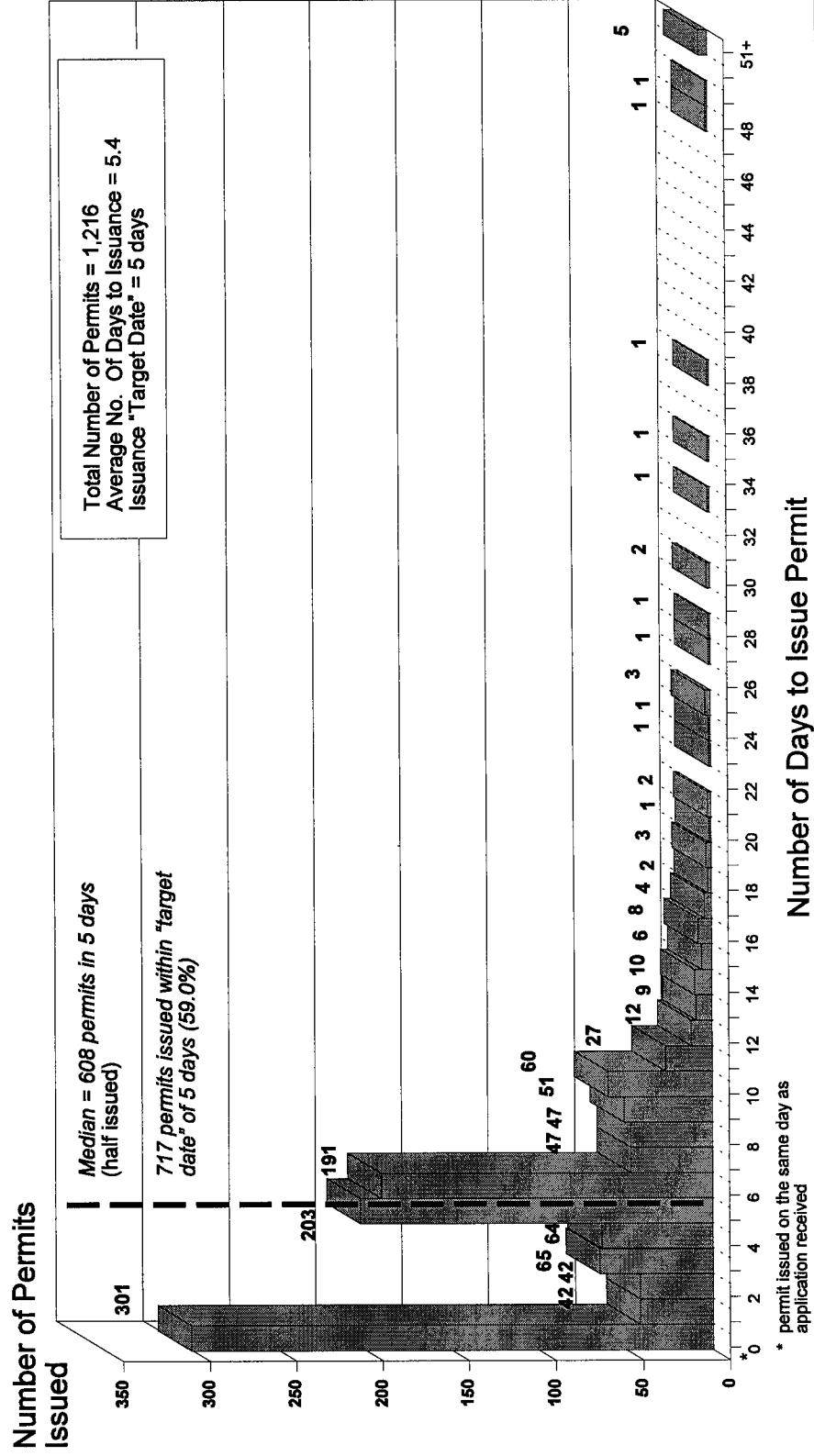
Source: Building Services Section
Prepared by the Planning Services Division

Building Permit Tracking

Residential - Minor Construction

Additions, Garages, Sheds, Decks & Renovations

2001



Source: Building Services Section
 Prepared by the Planning Services Division

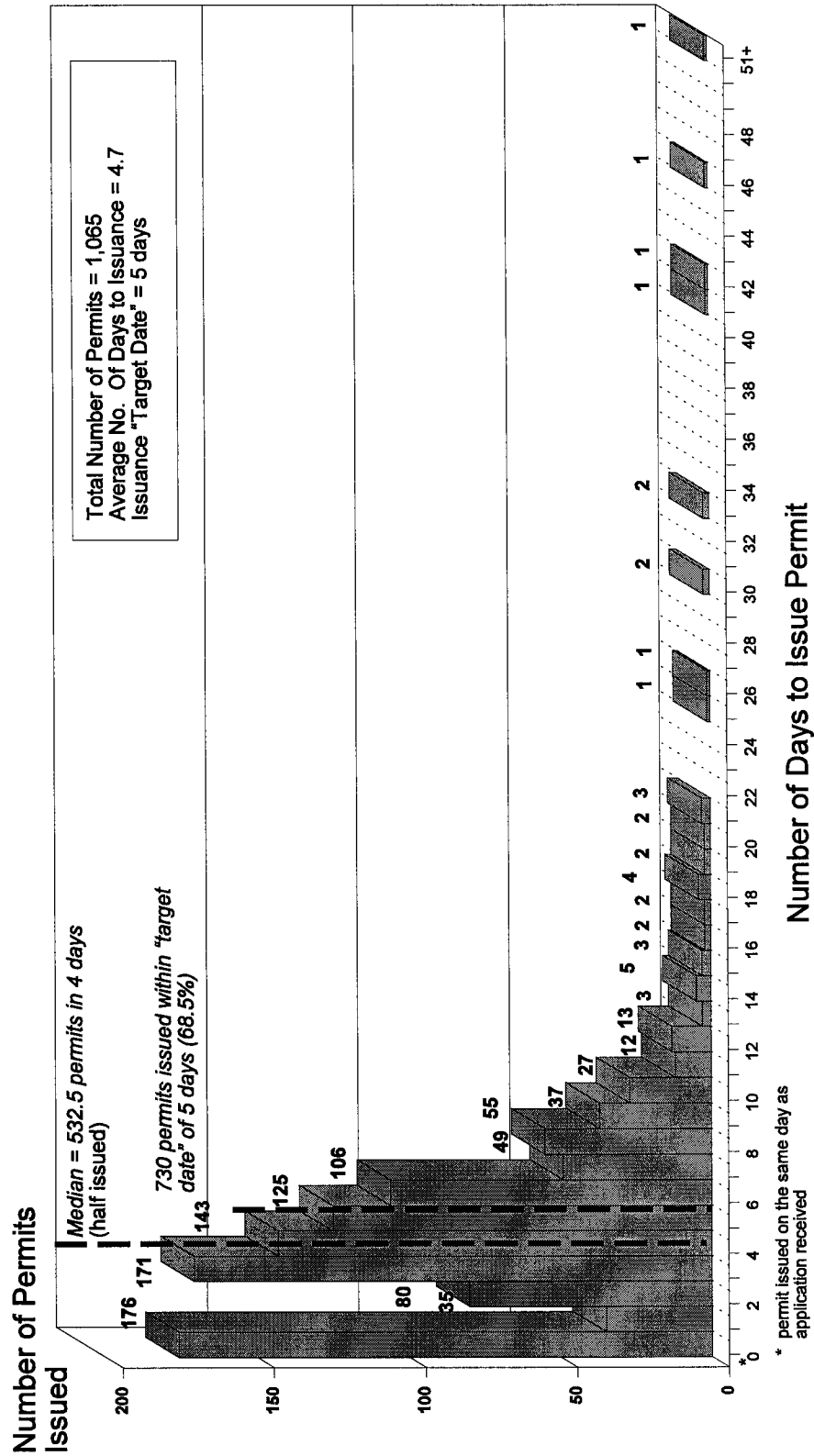
A6

Building Permit Tracking

Residential - Minor Construction

Additions, Garages, Sheds, Decks & Renovations

2002

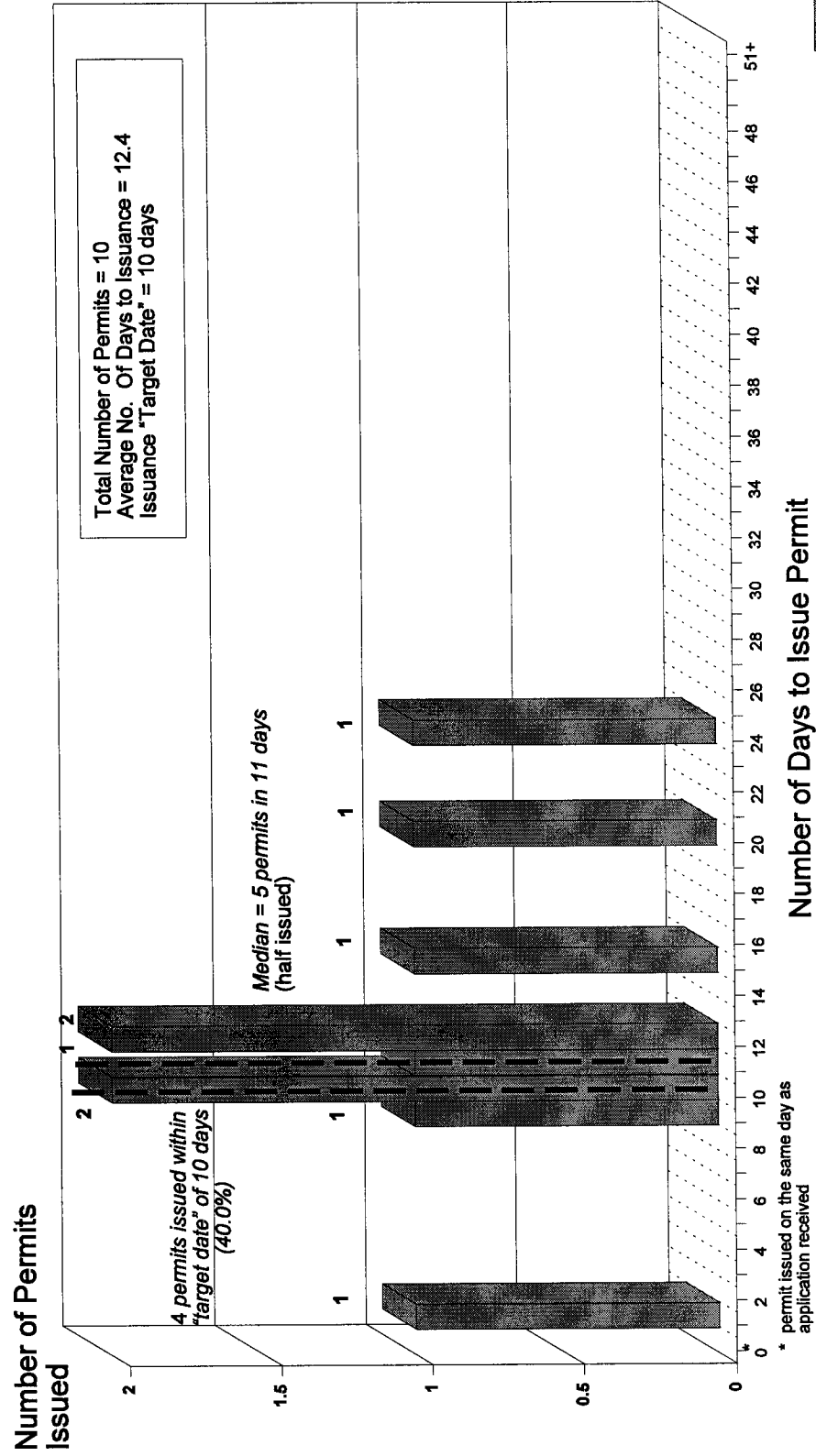


Source: Building Services Section
Prepared by the Planning Services Division

Building Permit Tracking

Commercial / Industrial / Institutional - New Construction

2001



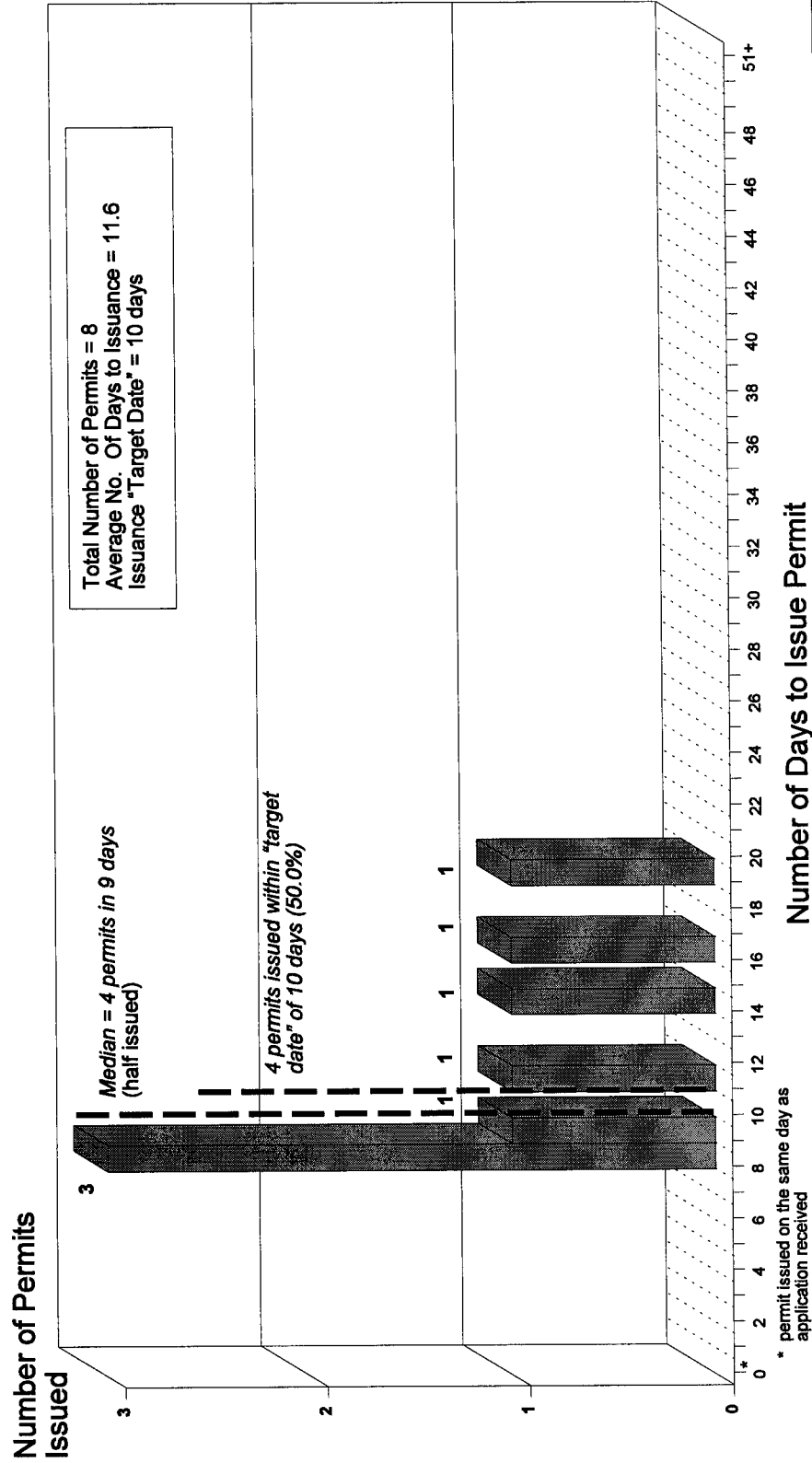
Source: Building Services Section
Prepared by the Planning Services Division

A8

Building Permit Tracking

Commercial / Industrial / Institutional - New Construction

2002



Source: Building Services Section
Prepared by the Planning Services Division

A9