

**2015 BUDGET PUBLIC INPUT
TUESDAY, JANUARY 20, 2015
SPEAKERS' LIST / WRITTEN SUBMISSIONS**

NO.	NAME and/or ORGANIZATION	PRESENTATION	WRITTEN SUBMISSIONS	PAGE NO.
1	Naomi Grant and Lilly Noble, Coalition for a Liveable Sudbury	✓	✓	1 - 5
2	Sarah Woods and Shannon Dennie, Junction Creek Stewardship Committee	✓		
3	Rachelle Niemela, Sudbury Cyclists Union	✓		
4	Linda Cartier, Creative Consortium	✓		
5	Lily Noble, Friends of Sudbury Transit	✓	✓	6 - 13
6	John Whitehead, Sudbury Rainbow Crime Stoppers	✓		
7	Lesley Flowers, Greater Sudbury Watershed Alliance	✓	✓	14 - 15
8	Patty Taylor, Rayside-Balfour Youth	✓	✓	16 - 20
9	Wayne Trainor, Sudbury Regional Soccer Association	✓		
10	Mike Graham, Sudbury & District Soccer Club	✓		
11	Scott Cunningham, SCAP	✓		
12	Hugh Kruzel, Northern Centre for Advanced Technology	✓		
13	Brooke Yeates, Art Gallery of Sudbury	✓		
14	Ursula Sauve, Rainbow Routes	✓		
15	Matt Alexander		✓	21
16	Diane Smith		✓	22



Coalition for a
Liveable
Sudbury

Making connections. Working toward sustainability.

January 12, 2015

Coalition for a Liveable Sudbury – written submission – Greater Sudbury 2015 budget

In its first meeting on December 9, 2014, Council directed staff to find budget options that freeze taxes for 2015, while maintaining services, to take the time to set clear priorities and business plans to guide budget decisions.

In keeping with this direction, Coalition for a Liveable Sudbury (CLS) recommends that:

- special attention be paid to opportunities to freeze spending on infrastructure projects and other projects that represent ‘business as usual’ where more modern and progressive approaches have the potential to be more cost effective, and to better reflect community priorities
- that some of these budget funds be shifted to items that are both timely and meet clearly recognized community priorities, especially those that have been chronically underfunded

Most urgently, budget funds must be shifted to:

- **annual funding for priority watershed studies (min. \$250,000 in 2015)**
- **annual funding for priority cycling infrastructure (min \$800,000 in 2015)**
- **funding for key improvements in transit service, such as improved Sunday service (estimate \$1 million)**

Another key community priority that would benefit from a shift in budget spending is the implementation of Transportation Demand Management, supported by a **Transportation Demand Manager**.

A SHIFT IN PRIORITIES – A SHIFT IN SPENDING: fiscal responsibility and a progressive approach

Finding savings in spending freezes, shifting budget spending – some examples

Note that the draft 2015 capital budget is not yet available for review, therefore examples are taken from the 2014 capital budget, which includes outlooks for 2015-2018.

<http://www.greatersudbury.ca/sudburyen/assets/File/capital.pdf>

Roads and drainage is the single largest portion of the budget, accounting for 40% of the 2014 capital budget (~\$38 million, ~\$36 million of that for roads). It is also in this area that the greatest opportunity

exists to shift budget spending to better meet community priorities while also taking a modern and progressive approach that is more economically sustainable.

Building and maintaining roads is very expensive. In Greater Sudbury, road maintenance costs in 2013 were \$18,792 per lane-kilometre. Each lane kilometre of new road added will burden future capital budgets by ~ \$20,000 each year for maintenance.

Just over \$11 million (the single largest budget line in the capital roads budget) is proposed in the 2015 outlook for new construction/widening/intersection improvements of arterials.

Funding for the Elgin Greenway reflects current community priorities, based on a strong public process. However, other new construction/widening/intersection projects accounts for over \$10 million and should be reviewed. **Freezing spending on these projects alone has the potential to save up to \$10 million (coincidentally, very close to the amount needed to realize a tax freeze).**

Such a strong focus on new roads and road enhancements is an outdated, and expensive, approach. There has been a shift in how cities deal with transportation and congestion. This includes Complete Streets policies, Transportation Demand Management strategies, and the development of alternative criteria and transportation metrics to guide the development of road networks. (For example, the state of California is seeking to implement new, more sustainable alternatives to the “Level of Service” metrics that are currently used to measure the effectiveness of our roads.

http://www.opr.ca.gov/s_sb743.php).

Currently, transit accounts for just over 1% of the capital budget, while there is no dedicated funding for priority cycling infrastructure. Investing in a transit system that better meets residents’ needs, and a minimum grid of cycling infrastructure for safe and convenient cycling transportation come at a much lower cost than building and maintaining new roads. What would it cost to meet the transportation needs intended to be met by the proposed new roads with viable alternative transportation options like transit, cycling and walking? Which proposed new roads would stay on the list, once they have been evaluated with new metrics that assess impact on all transportation modes? How much provincial infrastructure funding could be leverage with municipal investments in sustainable transportation? Until we know answers to these questions, and have done a holistic cost-benefit analysis, we should not be spending a large portion of our municipal budget on new roads that will continue to burden taxpayers into the future.

Drainage and stormwater management

Drainage and stormwater management account for only ~5% of the roads and drainage capital budget. However, this is another area well worth looking at spending freezes while new approaches are considered. Traditional storm water management focuses on piping water off-site, but that has led to some big problems. Building and maintaining storm sewer systems is a big strain on municipal budgets. Fast moving storm water discharges cause downstream flooding, erosion, and water quality problems. Modern storm water management takes a more holistic approach, grounded in watershed planning. This approach combines both ‘green’ and ‘grey’ storm water management, improving resilience and costing less. Many cities have saved money using this approach – Greater Sudbury can too.

For example

- New York: “The Green Infrastructure strategy was also found to be more cost effective “(\$0.62 per gallon for Grey Strategy vs. \$0.45 per gallon for Green Strategy).”
- “The City of Portland’s Tabor to the River plan, which showed a cost benefit of \$63 million to the city by the inclusion of green strategies in combination with a grey infrastructure approach for upgrading an undersized sewer pipe system in order to help control CSOs and improve sewer system reliability.”

http://www.unh.edu/unhsc/sites/unh.edu.unhsc/files/docs/FTL_Resource%20Manual_LR.pdf

Some of the capital road budget dollars should be shifted to current priorities: watershed studies, priority cycling infrastructure, and improved transit

Watershed Studies

The Ontario Ministry of the Environment, in their storm water management design guidelines, includes watershed studies as an essential part of storm water management, stating, “Urban development without watershed/subwatershed planning is discouraged”. However, that is what we are doing for Ramsey Lake, and all other lakes in our city, where no watershed studies have yet been completed.

Growing numbers of blue-green algae blooms, beach closures and impacts on private drinking water sources have meant growing concern for water quality, and there is strong public support for protecting the health of our lakes and waterways on which we depend for drinking water sources, fishing and recreation.

In spring of 2013, Council passed a motion “..THAT the necessary sub watershed studies be included in council’s priorities and that staff be directed to immediately begin these studies and to prepare the necessary budget options..” This needs to be done in the 2015 budget.

CLS supports the amount previously recommended by the Greater Sudbury Watershed Alliance: that **no less than \$250,000 annually be committed to completing watershed and subwatershed studies** (required watershed and subwatershed studies are identified in the Official Plan).

Sustainable transportation – cycling infrastructure

Since Council accepted the Sustainable Mobility Plan (SMP) in 2010, there has been growing public and Council support for sustainable transportation. In deliberating the 2014 budget, Council expressed support for investing in cycling infrastructure and asked staff to propose implementation strategies. However, this was not realized. Making the shift to sustainable transportation requires shifting budget spending to improved transit service, and safe and convenient cycling and pedestrian infrastructure.

As a minimum, for 2015, CLS supports SMP’s recommendation that Greater Sudbury shift \$700,000/year to implement appropriate cycling infrastructure within Greater Sudbury and \$100,000/year for paving shoulders along major arterial roads connecting outlying communities.

Greater Sudbury should consult with stakeholders such as the Sudbury Cyclists Union and the

Sustainable Mobility Advisory Panel to agree on priority cycling infrastructure for a minimum grid of cycling routes.

For example:

Infrastructure Costs (from City of Toronto)

- Protected bike lane using paint & bollards (retrofit): \$125,000/km
- Protected bike lane using hard curbs (reconstruction): \$320,000/km

(In comparison: Road resurfacing for 4-lane road: \$1,000,000/km; Road reconstruction for 4-lane road: \$4,000,000/km.)

Sustainable transportation - enhancements to transit

In additions, for 2015, CLS recommends that spending be shifted to improve Sunday service (consult transit department for amount), add capacity to handi-transit (consult transit department for amount), and to add way finding and schedule information at transit stops (estimated cost \$250,000).

Summary

In summary:

- Freezing spending on new construction/widening/intersection improvements of arterials has the potential to save up to \$10 million
- A portion of this spending should be shifted to:
 - Priority watershed and subwatershed studies (min. \$250,000)
 - Priority cycling infrastructure (min \$800,000)
 - Transit service improvements (to be determined by staff; assuming a generous ~5% increase, we will set this amount as \$1 million for the case of argument)

Total shift in spending: ~\$2 million

Potential savings: ~\$8 million

A SHIFT IN PRIORITIES: OTHER EXAMPLES

This approach could be taken in other areas as well. For example, citizens have consistently identified natural trails as their preferred leisure activity, yet they are chronically underfunded. Natural green spaces and trails are low cost, low maintenance for the city. Shifting some budget spending away from high cost high maintenance recreational facilities to trails and green spaces would give a big benefit and coincide with residents' priorities. Community gardens are also growing in popularity and would reap a large benefit from a small investment.

A SHIFT IN BUDGET SPENDING – NOT A REQUEST FOR BUDGET OPTIONS

CLS would like to reiterate that the items we have identified are not 'budget option' requests, but instead a request to shift budget spending within the existing budget.

Watershed studies and sustainable transportation are not 'extras', but instead must be adequately funded within the main budget. Indeed, making the shift to sustainable transportation and greener

storm water management has the potential to be much more cost effective than traditional approaches, as already demonstrated in other cities.

We would like to recommend that careful thought be put into bringing other select items into the core budget, rather than be voted on as 'budget options'. For example, Rainbow Routes Association and Junction Creek Stewardship Committee are two organizations with strong community support and a proven track record of leveraging additional funding and volunteer time for the benefit of the city. Greater funding certainty would recognize this value, and allow them even greater success.

COMMUNITY ENGAGEMENT IN THE MUNICIPAL BUDGET

Considering participatory budgeting

Citizens have given a strong message that they wish to be involved in their community, and there is a strong desire for greater transparency, accountability and improved communication with the city. CLS recommends considering participatory budgeting as a way of involving citizens in a meaningful and transparent way. Participatory budgeting is a process of democratic deliberation and decision-making in which ordinary people decide how to allocate part of a municipal budget.

(Here is a good resource: <http://www.participatorybudgeting.org/>)

An open process

CLS recommends an open and transparent process. Specifically, citizens and groups should be informed of the timeline and decision making process when it comes to their submissions, the outcome and rationale of the decisions on their recommendations, and the opportunity for dialogue for substantive submissions.

Contact:

Naomi Grant

Chair, Coalition for a Liveable Sudbury

grant_naomi@hotmail.com

705-674-1874

Friends of Sudbury Transit

We are a citizen group, formed in 2011,
working to help improve transit for the
citizens of Greater Sudbury

Transit Helps Solve These Transportation Problems

- ☐ Traffic congestion
- ☐ Parking congestion
- ☐ Road infrastructure costs
- ☐ Parking infrastructure costs like multi-level garages
- ☐ Automobile costs to consumers
- ☐ Inadequate mobility for non-drivers (including an aging population)
- ☐ Excessive energy consumption
- ☐ Pollution emissions
- ☐ Traffic accidents

Transit gives a big bang for the buck!

33% of Sudburians do not have access to a car.

Friends of Sudbury Transit

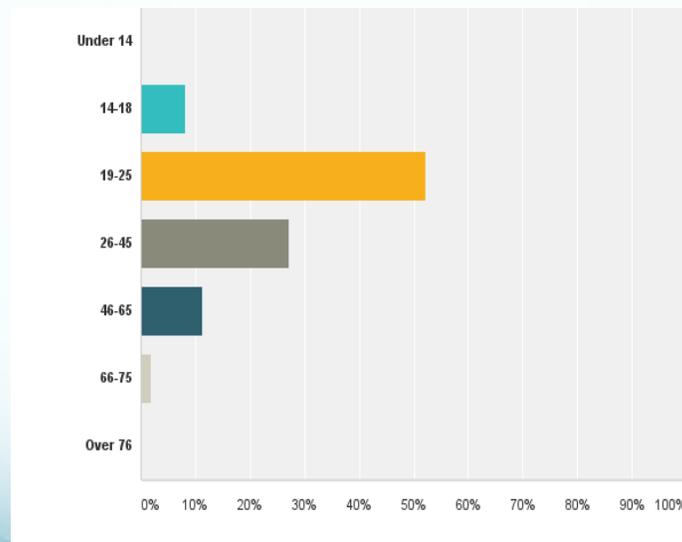
We conducted a survey and two information sessions to gather feedback from citizens on what improvements they wanted to see in transit services

Friends of Sudbury Transit

825 people completed our survey.
What age groups completed our survey?

Friends of Sudbury Transit

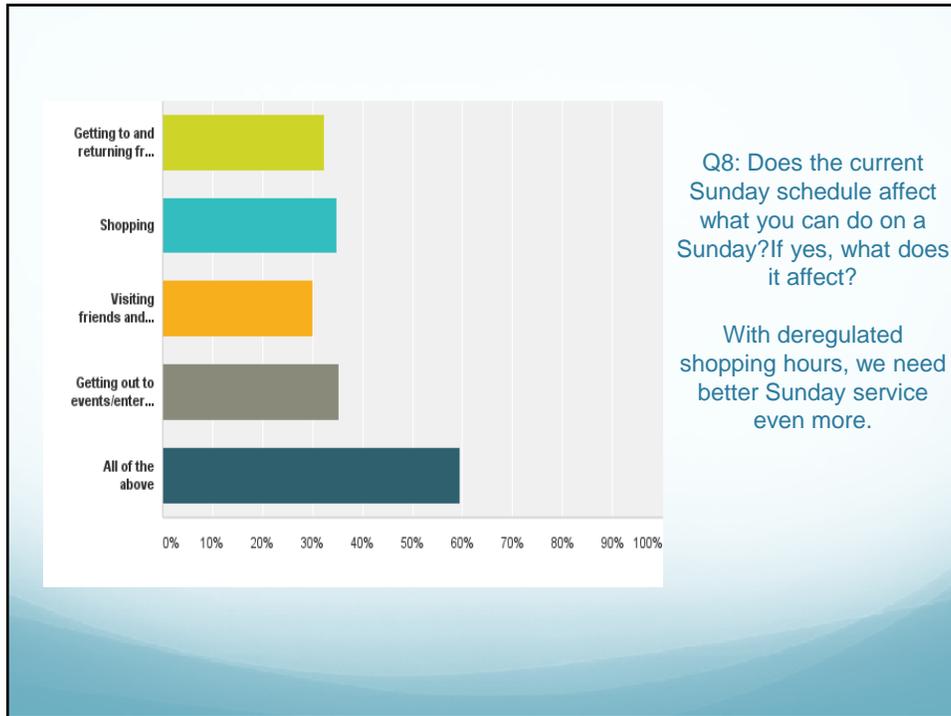
Question 3: How old are you?



Here's what they told us

Friends of Sudbury Transit





Budget Suggestions

\$1M for improved Sunday transit service

Apply for provincial Community Transportation Grant Program. Application due Jan 31st, 2015

Maintain last year's funding for Handi transit & implement a Handi transit program to help riders discover if conventional transit can work for them

Other ideas

Create Family/Day Passes

Implement a Ridership Growth Strategy to increase revenue

Allow seniors to ride free at off peak times

Add more express bus routes at peak times to reduce congestion in the city

Increase snow clearing at bus stops

Friends of Sudbury Transit

By improving transit, the city can **reduce costs** in other areas and make Sudbury a more liveable city

Friends of Sudbury Transit

Thank you

Friends of Sudbury Transit

January 13, 2015

2015 Budget Submission from Friends of Sudbury Transit

To Mayor and Council:

Friends of Sudbury Transit is a grassroots citizen group, formed in 2011, and is working to help improve transit for the citizens of Greater Sudbury.

Transit helps improve these urban problems:

- Traffic congestion
- Parking congestion
- Road infrastructure costs
- Parking infrastructure costs like multi-level garages
- Automobile costs to consumers
- Inadequate mobility for non-drivers (including an aging population)
- Excessive energy consumption
- Pollution emissions
- Traffic accidents

We conducted a survey and held two information sessions to collect input from Sudburians on what they felt were the most important changes needed for transit. 825 Sudburians completed our survey. An improved Sunday schedule was their top priority. We therefore suggest that funds be allocated for this purpose. \$1M is the estimated cost. The second change requested by riders was for more frequent bus service.

Handi transit should remain a service for those who have cognitive limitations. Funding should remain available for all disabled persons who cannot manage the complexities of conventional transit. To reduce the strain on Handi transit use, a Handi transit program should be implemented to help riders discover if conventional transit can work for them.

The [Community Transportation Grant Program](http://www.mto.gov.on.ca/english/transit/community-transportation-grant-program.shtml) is a provincial grant, which is meant to, "...provide financial assistance for the development and implementation of a community transportation initiative". Sudbury should apply and benefit from this grant to help with the above needs.

<http://www.mto.gov.on.ca/english/transit/community-transportation-grant-program.shtml> This application is due January 31, 2015.

Sincerely,

Lilly Noble
Chair,
Friends of Sudbury Transit



Greater Sudbury Watershed Alliance

January 13, 2015

Input to City of Greater Sudbury Budget 2015

The Greater Sudbury Watershed Alliance (GSWA) is concerned about protecting and improving water quality in the lakes and rivers throughout the watersheds of the City of Greater Sudbury (CGS). We are an association of 17 lake, creek and river stewardship groups.

In making a submission to the Budget Committee we are not looking for funding for special projects or a onetime allotment of funds. GSWA believes that the CGS budget should reflect a meaningful commitment to protect and improve our natural infrastructure, our city of lakes.

We recommend Watershed and Sub-watershed Studies be included in the 2015 budget:

- **Set watershed and sub-watershed studies as a budget priority - \$250,000;**
- **Place watershed and sub-watershed plans into a permanent budget line to be carried forward year after year;**
- **Accept the Official Plan lake priority list, while ensuring that Ramsey Lake is the first to be studied.**

Rationale: The budgeting for a Ramsey Lake watershed study was approved in the 2014 budget but was included within the Infrastructure umbrella. City staff is working on a Terms of Reference for the watershed studies but to our knowledge this has not yet been completed, and the Ramsey Lake watershed study has not been undertaken.

Our second recommendation is to reconsider the decision the Budget committee made to not raise fees for Water and Waste Water. This department must have adequate funding in order to permanently address the issues that lead to sewage by-passes during heavy rain events, spring flooding, or when equipment fails. Unless adequate funds are set aside to repair and replace aging infrastructure, correct the inflow and infiltration challenges, and enforce the Sewage Use By-law, the serious problem of sewage bypasses will not be properly addressed and will cost the City in the end.

Rationale: On the CGS website there is a section devoted to a Wastewater Stewardship Report. A review of these reports shows that there were 61 by-pass events in 2014. Of these, 19 occurrences were termed major. For example a particularly major event occurred on October 15, 2014 when 325,058 cubic metres of raw sewage was released into Junction Creek with only partial disinfection. Of course disinfection kills dangerous bacteria but does not prevent nutrients such as phosphorus from entering the receiving water ways. GSWA is not alone in believing that sewage by-passes must stop. We recognize that staff is doing their utmost to manage and prevent these by-passes; however, they must be provided with adequate funding if they are to correct the issues.

GSWA also recommends that the City of Greater Sudbury become the lead in a program of mandatory inspection and regular maintenance of private sewage treatment systems such as holding tanks, septic tanks, leaching beds (including outhouses and pit privies) in order to preserve fresh water resources and protect public health and safety. Following institution of such a program, re-inspections should be repeated every five years.

Rationale: We understand that this program will be costly, and that the Sudbury and District Health Unit (SDHU) is currently the chosen lead on this issue. We also understand it is partially funded by the City. Nevertheless SDHU has responsibilities beyond the city limits so; we suggest that the City of Greater Sudbury take back responsibility for private septic system inspections within the City of Greater Sudbury boundaries.

Private drinking water source protection has the potential for preventing serious consequences for rural and suburban residents who get their water from wells and surface water. Unmaintained or failing septic systems can degrade water quality and contaminate drinking water sources.

Respectfully submitted:

Lesley Flowers, Chair

Greater Sudbury Watershed Alliance



Board of Directors

- PRESIDENT: Wanda MacDonald Sudbury Counseling Services
- VICE PRESIDENT: Linda MacDonald Retired Social Worker – Community Living
- PAST PRESIDENT: Patty Taylor Social Worker- Cecil Facer

- DIRECTOR: Pauline Beaulieu
- DIRECTOR: Cathy Castanza Real Estate Agent
- DIRECTOR: Reg Devost DJ
- DIRECTOR: Rachel Devost School Bus Driver
- DIRECTOR: Tracy McMillan Finance - Cambrian College
- DIRECTOR: Constable Gilles Rainville Sudbury Police Services
- DIRECTOR: Aaron Lacasse Manager - Centre Pivot du Triangle Magique (Best Start Hub)

"The Youth Centre is a place where no one judges me"



Partners and Sponsors

- The City of Greater Sudbury
- Sudbury Police
- The Azilda Lions Club
- Chelmsford Jug Curling Committee
- The Doghouse Sports Bar
- Sandvik Mining and Construction
- Many Community Businesses
- Many Community Organizations
- Canada Summer Jobs Human Resources and Skills Development Canada



"It is a SAFE place to come to and socialize/participate in Activities"



Programs and Activities

- Daily supervised programming/supervision in a safe site offering a positive alternative for "wandering"
- Trained supervisors to sit and talk with (not counseling) that can refer to community services
- Full-time summer programs 5 days per week
- Open Tuesday - Friday during the school year from 5:00 – 9:00 p.m.
- Various Leisure programs; Pool, foosball, ping-pong, bingo, arts and crafts, table games, cooking and meal programs, theme days, outdoor activities such as baseball, soccer, football, skateboarding, Ice Hockey, floor Hockey etc.
- Computer stations for homework, safe-net browsing, job readiness (resume's, cover letters, job research)
- Electronic games (Xbox, PS2, Rock Ban, Karaoke)
- Special Events (Tournaments, Themed holiday celebrations)
- Community Participation (Community Gardens, Meal Delivery, Assisting with Lions Club events, Walk a thons etc.)
- Thematic presentation by community speakers (Police, Access Aids, Sudbury Health Unit etc.)
- Outings, Sudbury Wolves Games, Mini Putt, Go Carting, Fishing with the Police, Golfing Tournament with the Police etc.
- Referrals to other community agencies
- Most Important service that we offer is "A voice for the Youth" and a "Lending Ear"

"You can meet new people you've never met before"



Statistics

	2010	2011	2012	2013	2014
Total Attendance	7,199	6,992	6,894	5,910	5,756
Avg. Monthly Attendance	600	583	575	493	480

*Average summer attendance 710 (2014) and 900 (2011)

**Youth Centre was open Monday to Friday until 2011



"A place where people actually listen to me"



Financials (2013)

REVENUE

City of Greater Sudbury	\$40,000.00
Donation Revenue	\$6,772.39
Canteen Revenue	\$450.00
Fundraising	\$10,423.44
HRDC Grant	\$12,195.00
Total Revenue	\$69,840.83

EXPENSES

Payroll	\$42,327.06
Source Deductions	\$13,802.94
Office Supplies	\$756.08
Canteen Supplies/ Baking Supplies	\$402.54
Conference/ Travel	\$828.06
Repairs/ Maintenance	\$1,768.84
Phone	\$1,240.68
Internet	\$1,165.44
Program Supplies	\$3,923.16
Bank Service Charges	\$442.20
Golf Tournament Supplies	\$3,709.58
Other (Fundraising Expenses)	\$893.70
Total Expenses	\$71,260.28
Revenue less Expense	(-1,419.45)

"I can come here and get help with homework"



Request

We are request an additional \$20,000.00 Base funding.

These dollars will be used for:

- \$10,000.00 Full Summer Programming with additional hours of operation
- \$6,000.00 (Staffing of Centre on Fridays)
- \$2,000.00 to assist with the repairs and replacement of equipment.
- \$2,000.00 annual shortfalls

"I have voice and can speak my mind without concern"



Thank You



Questions?

From: 2015 Budget Public Input <webmaster@greatersudbury.ca>
To: <budget@greatersudbury.ca>
Date: 13/01/2015 7:10 AM
Subject: 2015 Budget Public Input

This form was sent at: 13-Jan-2015 7:09 AM

NAME: Matt Alexander

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: Transit ridership has declined over the past couple of years. To make our transit system more fiscally efficient, the only option that does not include service cuts is to increase ridership. I propose that the operating budget for Greater Sudbury transit be increased an appropriate amount, with those dollars specifically earmarked for a Ridership Growth Strategy.

Many cities have undertaken ridership growth strategies, in fact, even Sudbury commissioned a ridership growth strategy in 2006. Some of the recommendations of this strategy have been implemented, but not all.

I suggest revisiting this existing strategy, completing any outstanding initiatives, and undertaking a promotional campaign to tout successes and upcoming initiatives.

One simple thing that I think would encourage more people to take the bus, is if bus stops listed the bus routes that stop there, with route maps in our bus shelters.

Another program that would go a long way to getting more people comfortable with taking the bus, is to allow ticket holders for events at the Sudbury Arena (including Wolves games) to ride transit for free. This could be in addition to any shuttle buses so that Wolves fans can get to know where their closest bus stops are, how to use the bus schedule and where the route goes. This could be paid for through a small surcharge on the tickets, or through the redirected money described below.

DESCRIPTION: This would benefit the community by encouraging drivers who have the option of taking the bus, to actually take the bus, leaving more of the road available to those drivers who have no other option, and increasing fare box revenue without increasing fares.

ONETIME: The cost of the strategy could come from deferring (or cancelling) road widening projects that will not be necessary if the strategy is successful. If the transit ridership growth strategy is successful, this will open up the additional road capacity that road widening projects are meant to provide, but at a fraction of the cost.

ONGOING: Savings will be on-going. Good transit systems encourage on-going use and continued ridership growth. Many Sudburians don't feel comfortable riding the bus because they don't think people "like them" ride the bus. As more people use the bus, even more people will feel comfortable riding the bus.

From: 2015 Budget Public Input <webmaster@greatersudbury.ca>
To: <budget@greatersudbury.ca>
Date: 13/01/2015 2:11 PM
Subject: 2015 Budget Public Input

This form was sent at: 13-Jan-2015 2:11 PM

NAME: Diane Smith

ORGANIZATION: Taxpayer wanting taxes to be reduced

PHONE:

EMAIL:

COMMENTS1: CREATIVE -COMMON SENSE - SAVING OPPORTUNITIES:

Parks and Recreation:

Turn off the Lights at various locations during the evening: (especially during the winter months) the following locations are noticed by myself as reoccurring situations that can provide immediate and major savings:

1. Fenced wall lights (fluorescent tubes are lighting non-accessible Bell Park's Amphitheatre during the winter months. These should not be on during the winter time at all, as there are street lights in this area. Please do not light-up this locked-fenced-in area any more than it needs to be as it is a thorn in the sides of many taxpayers, it is permanently locked up unless a paid event is on, and even at that the gates are locked to keep the tax payers from resting in this area any other other time of the year. This has been noticed by myself from the summer of 2014. Note I have no objection for the pathway lights to be on, object to the fenced lights and Amphitheatre lights being on especially during the winter months.

2. Farmer's Market parking lights are ON in the pipe framed stalls at the Lisgar Streets, while street lights are also on, don't need these special lights on especially in the winter months: a. there are no vendors at these stalls in the winter time and the lights were on, this was noticed on January 12, 2015 at 7:00 pm at night and I am sure it has been on for a long long time prior to this date.

Suggestion: Parks and Recreation officials should visit their facilities twice a year (summer and winter) at night time to ensure efficient use of lights are met, that lights are turned off at night when facility is not in use at playgrounds in summer and winter.

THESE RECTIFIABLE SITUATIONS SHOULD NOT COST THE CITY ANY MORE to put in place, breakers need to be turned off. Hydro is too costly to let one light bulb be on when not in use and not needed.

Please contact me and I will walk the officials around these areas, I am sure there are other areas that need immediate attention as well.

DESCRIPTION:

ONETIME:

ONGOING: