

# Request for Decision City Council




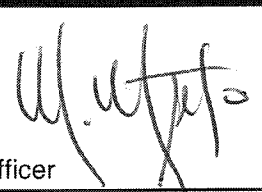
Type of Decision									
Meeting Date		March 26, 2008				Report Date		March 18, 2008	
Decision Requested		<input checked="" type="checkbox"/>	Yes		No	Priority		<input checked="" type="checkbox"/>	High
		Direction Only				Type of Meeting		<input checked="" type="checkbox"/>	Open
									Closed

Report Title
Tax Extension Agreement Roll # 210.002.043.01.000 Between the City of Greater Sudbury and Roxanne Menard

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.
N/A	
<input checked="" type="checkbox"/>	Background Attached

Recommendation
<p>THAT the appropriate by-law be enacted.</p>
Recommendation Continued

Recommended by the Department
 L. Hayes Chief Financial Officer / Treasurer


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

## Between the City of Greater Sudbury and Roxanne Menard

Date: March 18, 2008

## Report Prepared By

## Division Review

  
 T. Derro  
 Supervisor of Tax / Chief Tax Collector
**BACKGROUND**

Roxanne Menard has requested a tax extension agreement with respect to the property located at 760 Goodwill Drive in the City of Greater Sudbury. A tax extension agreement is a standard agreement. This agreement provides that if the owner fails to honour the provisions of the agreement, the agreement shall become null and void and the owner shall be placed in the position that he/she was in prior to the entering into the agreement, which may include the sale of the property by public tender.

A tax arrears certificate was registered against these lands on June 29, 2007, and the owner has one year from that date to redeem the property by paying all outstanding taxes, penalty, interest charges and costs in full in one lump sum.

However, Section 378 (1) of the *Municipal Act*, allows a municipality to enter into a tax extension agreement with the owner of the property providing an extension of time for payment of the arrears by way of a down payment and monthly payments.

The owner is agreeable to making payment of the arrears on the following schedule. It is recommended that a standard form tax extension agreement be authorized.

**CALCULATION OF PAYMENTS REQUIRED UNDER TAX EXTENSION AGREEMENT**

TS FILE NO. 07-75

	AMOUNT
(1) Outstanding taxes, penalty and interest charges on TAX ARREARS CERTIFICATE	\$ 6,771.96
(2) Additional taxes levied subsequent to tax sale proceedings	
2008	\$ 2,448.00
2009	\$ 2,448.00
(3) Estimated additional penalty and interest charge subsequent to tax sale proceedings	\$ 1,670.48
(4) Administration Charges	\$ 1,817.00
<b>TOTAL AMOUNT TO BE PAID UNDER TAX EXTENSION AGREEMENT</b>	<b>\$ 15,155.44</b>

## TO BE PAID AS FOLLOWS:

(1) Down payment on signing	\$ 5,147.05
(2) 23 Payments of \$400.00 each, starting March 1, 2008	\$ 9,200.00
(3) 1 Final Payment of \$808.39 on February 1, 2010	\$ 808.39
	<b>\$ 15,155.44</b>

# Request for Decision City Council



Type of Decision									
Meeting Date	March 26, 2008				Report Date	March 19, 2008			
Decision Requested	x	Yes		No	Priority	x	High		Low
	Direction Only				Type of Meeting	x	Open		Closed

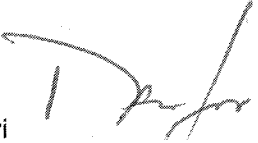

Report Title
Parking Restrictions - Navanod Road - Fourth Avenue to 200 Metres East of Fourth Avenue

Budget Impact / Policy Implication	Recommendation
<div> <div>This report has been reviewed by the Finance Division and the funding source has been identified.</div> <div></div> </div>	<div> <p>That parking be prohibited on both sides of Navanod Road from Fourth Avenue to 200 metres east of Fourth Avenue, and;</p> <p>That a By-Law be passed to amend Traffic and Parking By-Law 2001-1 in the City of Greater Sudbury to implement these changes, all in accordance with the report dated March 19, 2008, from the General Manager of Infrastructure Services.</p> </div>
<div> <div>X</div> <div>Background Attached</div> </div>	<div> <div></div> <div>Recommendation Continued</div> </div>

Recommended by the Department	Recommended by the C.A.O.
<div> <p>Greg Clausen, P. Eng. General Manager of Infrastructure Services</p> </div>	<div> <p>Mark Mieto Chief Administrative Officer</p> </div>

**Date:** March 19, 2008

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Report Prepared By	Division Review
 Dave Kivi Co-ordinator of Transportation & Traffic Engineering Services	 Robert M. Falcioni, P. Eng. Director of Roads and Transportation

**Background:**

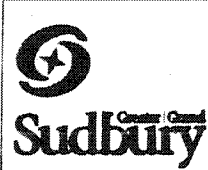
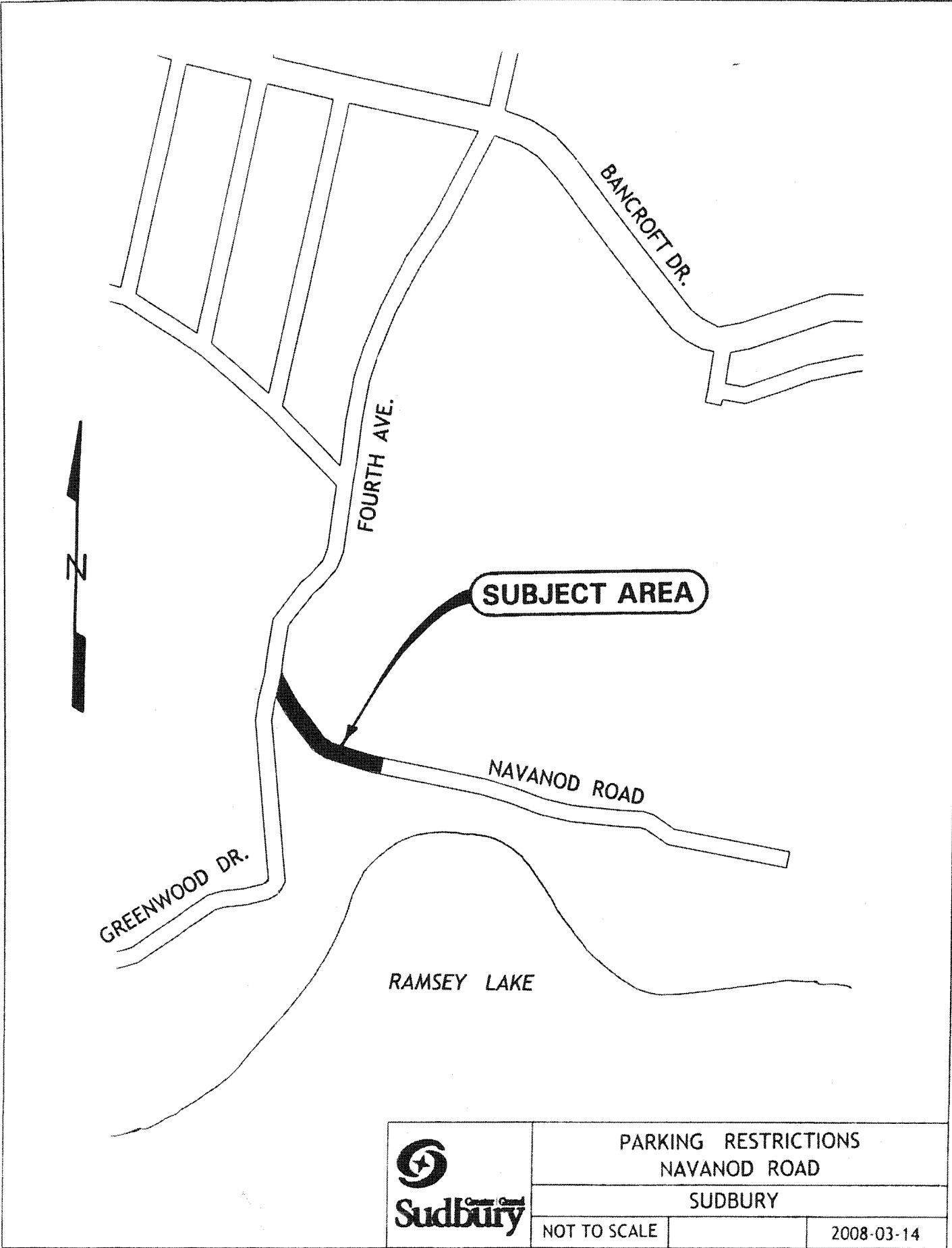
The City's Traffic and Transportation Engineering Services Section received a request from area residents to prohibit parking along Navanod Road from Fourth Avenue to 200 metres east of Fourth Avenue.

Navanod Road is a local residential roadway that runs along the north side of Ramsey Lake (see Exhibit "A"). It is constructed to a rural standard with an asphalt surface width of seven (7) metres and gravel shoulders. There is a sharp horizontal curve and a vertical curve in the area, just east of Fourth Avenue. The speed limit is 50 km/h and parking is currently allowed along both sides of the road.

It has been brought to our attention that vehicles often park on the hill and along the curve. The vehicles encroach on the travel lanes creating visibility and safety problems. These problems become even worse in the winter with the presence of snow banks that further reduce the width of the road.

A site visit confirmed the presence of parked vehicles in this area. To improve safety, we recommend that parking be prohibited along both sides of Navanod Road from Fourth Avenue to 200 metres east of Fourth Avenue. It is recommended that a By-Law be passed to amend Traffic and Parking By-Law 2001-1 in the City of Greater Sudbury, to implement these changes. Ward 11 Councillor, Janet Gasparini, supports this recommendation.

EXHIBIT: A



PARKING RESTRICTIONS NAVANOD ROAD		
SUDBURY		
NOT TO SCALE		2008-03-14


# Request for Decision City Council

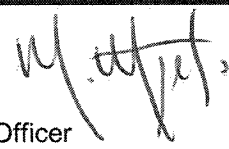


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Meeting Date		March 26, 2008				Report Date		March 19, 2008			
Decision Requested		x	Yes		No	Priority		x	High		Low
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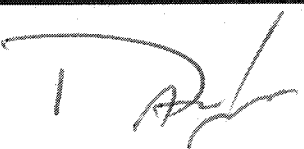
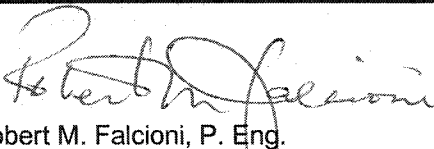
Report Title
Traffic Control - Spruce Meadows Subdivision Phase 2, Hazelton Subdivision Phase 1, Algonquin 2 Subdivision Phase 4, Moonglo West Subdivision Phase 3, Moonlight Ridge Subdivision Phase 1 and Belanger Trottier Subdivision

Budget Impact / Policy Implication	Recommendation
<div style="border: 1px solid black; padding: 5px;"> <p>This report has been reviewed by the Finance Division and the funding source has been identified.</p> </div>	
	<p>That Shane Street at Fleetwood Drive intersection be controlled with a "Stop" sign facing southbound traffic on Fleetwood Drive, and;</p> <p>That Shelbourne Street at Prescott Street and Alliston Street intersection be controlled with "Stop" signs facing both westbound traffic on Prescott Street and eastbound traffic on Alliston Street, and;</p> <p>That Trailview Drive at Trailside Court intersection be controlled with a "Stop" sign facing southbound traffic on Trailside Court, and;</p> <p>That Moonrock Avenue at Nova Drive be controlled with a "Stop" sign facing southbound traffic on Nova Drive, and;</p> <p>That Rheal Street at Equinox Crescent be controlled with a "Stop" sign facing southbound traffic on Equinox Crescent, and;</p>
<div style="border: 1px solid black; padding: 5px;"> <p>X Background Attached</p> </div>	<div style="border: 1px solid black; padding: 5px;"> <p>x Recommendation Continued</p> </div>

Recommended by the Department
 Greg Clausen, P. Eng. General Manager of Infrastructure Services

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

Date: March 19, 2008

Report Prepared By	Division Review
 Dave Kivi Co-ordinator of Transportation & Traffic Engineering Services	 Robert M. Falcioni, P. Eng. Director of Roads and Transportation

**Recommendation - continued:**

That Rheal Street at Estelle Street be controlled with a "Stop" sign facing northbound traffic on Estelle Street, and;

That Trotter Avenue at Anizette Court intersection be controlled with a "Yield" sign facing southbound traffic on Anizette Court, and;

That McNevin Street at McKeen Street intersection be controlled with a "Yield" sign facing westbound traffic on McKeen Street, and;

That a By-Law be passed to amend Traffic and Parking By-Law 2001-1 in the City of Greater Sudbury, to implement the recommended changes, all in accordance with the report from the General Manager of Infrastructure Services, dated March 19, 2008.

**Background:**

There are currently many new subdivisions being developed in the City of Greater Sudbury. The following report recommends the appropriate traffic control at the newly assumed intersections:

**I. Spruce Meadows Subdivision - Phase 2, Azilda**

Phase 2 of Spruce Meadows Subdivision is currently being developed in Azilda (see Exhibit "A"). The City of Greater Sudbury will assume both Shane Street and Fleetwood Drive as public roads.

Fleetwood Drive intersects with Shane Street at a right angle and forms a "T" intersection. It is recommended that traffic at this intersection be controlled with a "Stop" sign facing southbound traffic on Fleetwood. This is a standard form of traffic control at a "T" intersection.

**II. Hazelton Subdivision - Phase 1, Sudbury**

Hazelton Subdivision is currently being developed north of Bancroft Drive (see Exhibit "B"). The City of Greater Sudbury will assume Shelbourne Street, Prescott Street and Alliston Street as public roads.

Prescott Street and Alliston Street intersect with Shelbourne Street at a right angle and form a "Cross" intersection. It is recommended that traffic at this intersection be controlled with "Stop" signs facing both westbound traffic on Prescott Street and eastbound traffic on Alliston Street.

Date: March 19, 2008

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**III. Algonquin 2 Subdivision - Phase 4, Sudbury**

Algonquin 2 Subdivision is currently being developed in the south end of the City (see Exhibit "C"). The City of Greater Sudbury will assume Trailside Court as a public road.

Trailside Court intersects with Trailview Drive at a right angle and forms a "T" intersection. It is recommended that traffic at this intersection be controlled with a "Stop" sign facing southbound traffic on Trailside Court.

**IV. Moonglo West Subdivision - Phase 3, Sudbury**

Moonglo West Subdivision is currently being developed west of Regent Street (see Exhibit "D"). The City of Greater Sudbury will assume Moonrock Avenue (from the west limit at Arnold Street to the west limit at Nova Drive).

Moonrock Avenue intersects with Nova Drive at a right angle and forms a "Cross" intersection. It is recommended that traffic at this intersection be controlled with a "Stop" sign facing southbound traffic on Nova Drive. In the future when Nova Drive is extended to the south, a "Stop" sign facing northbound traffic on Nova Drive will be installed.

**V. Moonlight Ridge Subdivision - Phase 1, Sudbury**

Moonlight Ridge Subdivision is currently being developed east of Levesque Street (see Exhibit "E"). The City of Greater Sudbury will assume an extension of Rheal Street from Estelle Street to the east limit at Equinox Crescent.

Rheal Street now extends easterly beyond Estelle Street to form a "T" intersection. It is recommended that a "Stop" sign facing northbound traffic be placed on Estelle Street.

Equinox Crescent intersects with Rheal Street at a right angle and forms a "T" intersection. It is recommended that traffic at this intersection be controlled with a "Stop" sign facing southbound traffic on Equinox Crescent. In the next Phase, Rheal Street will be extended further east to Hines Street and Equinox Crescent will be extended southerly to Rheal Street to form a second "T" intersection.

**VI. Belanger Trottier Subdivision, Chelmsford**

Belanger Trottier Subdivision is currently being developed in Chelmsford (see Exhibit "F"). The City of Greater Sudbury will assume Trottier Avenue and Anizette Court as public roads.

Anizette Court intersects with Trottier Avenue at a right angle and forms a "T" intersection. Due to low traffic volume from Anizette Court and adequate sight distances, it is recommended that traffic at this intersection be controlled with a "Yield" sign facing southbound traffic on Anizette Court. "Yield" signs are appropriate when sight lines are good and stopping is not always required.



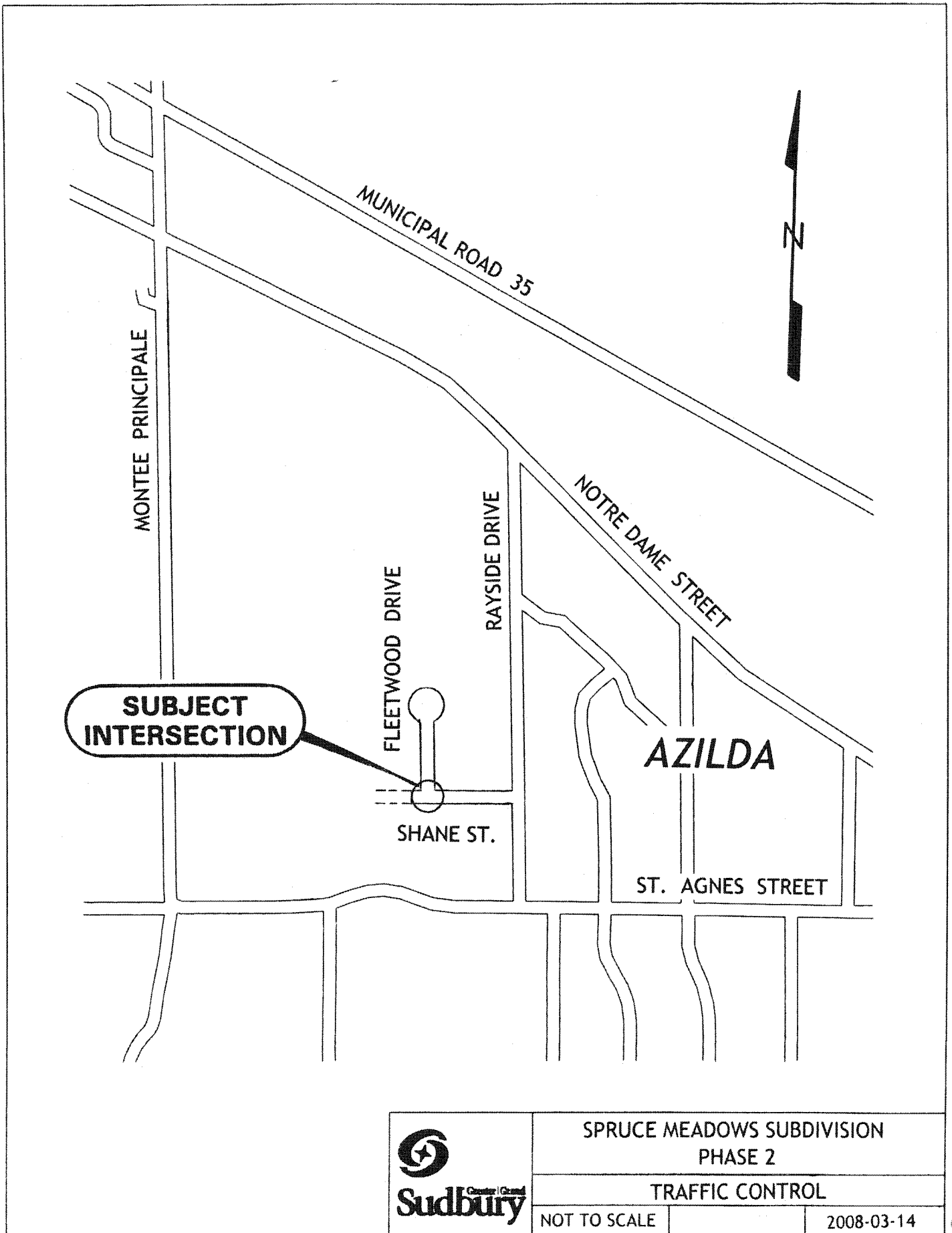
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**VII. McNevin Street at McKeen Street, Copper Cliff**

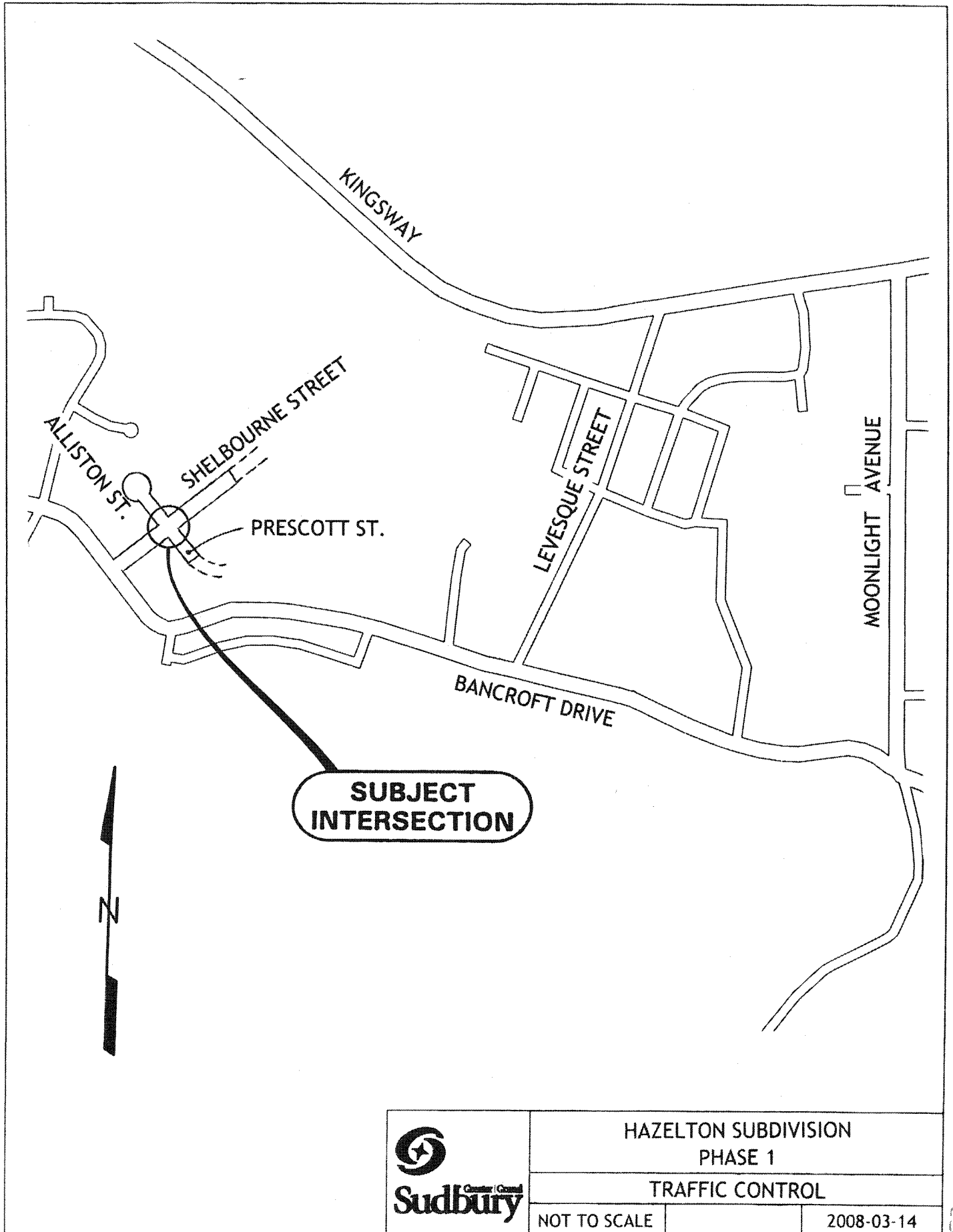
McKeen Street intersects McNevin Street forming a "T" intersection (see Exhibit "G"). Currently, there is no traffic control at the intersection. Uncontrolled intersections have no "Stop" or "Yield" signs and the "Right of Way" rule applies. Under this rule, the driver on the left yields the "Right of Way" to the vehicle on the right. Uncontrolled intersections are becoming less common in urban areas. It is recommended that traffic at this intersection be controlled with a "Yield" sign facing westbound traffic on McKeen Street.

It is recommended that a By-Law be passed to amend Traffic and Parking By-Law 2001-1 in the City of Greater Sudbury, to implement the above recommended changes.

# EXHIBIT: A



# EXHIBIT: B



# EXHIBIT: C

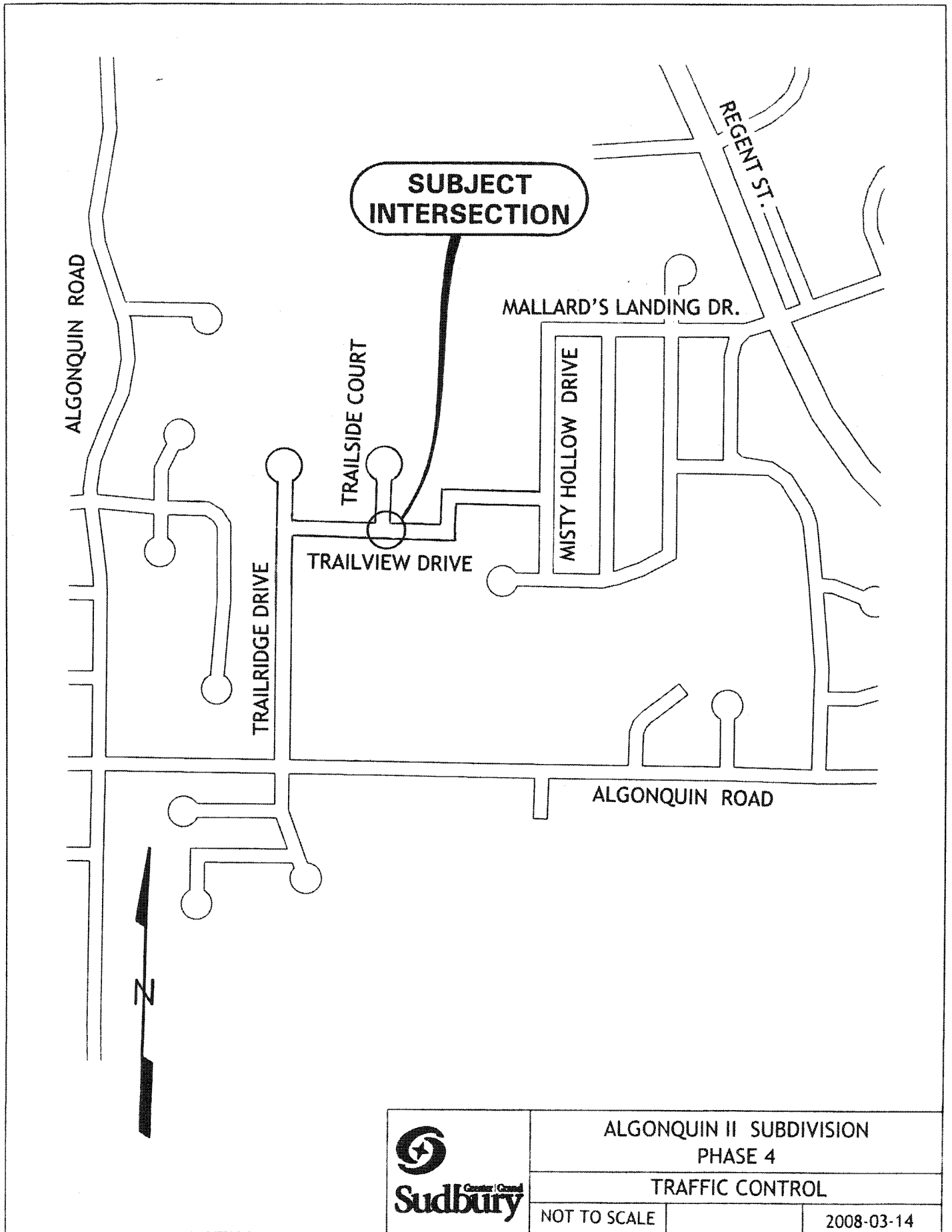
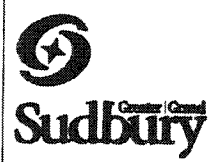
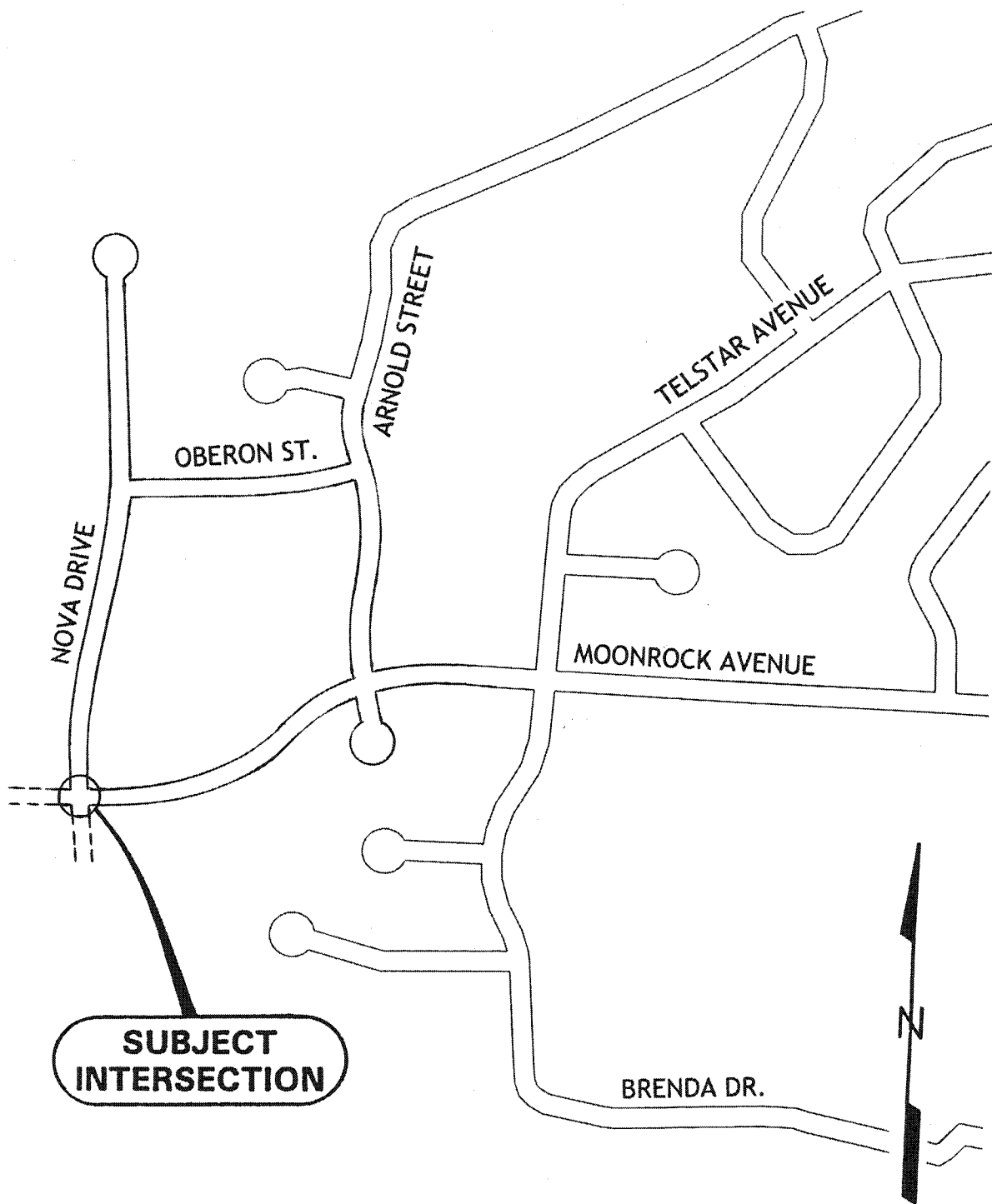


EXHIBIT: D



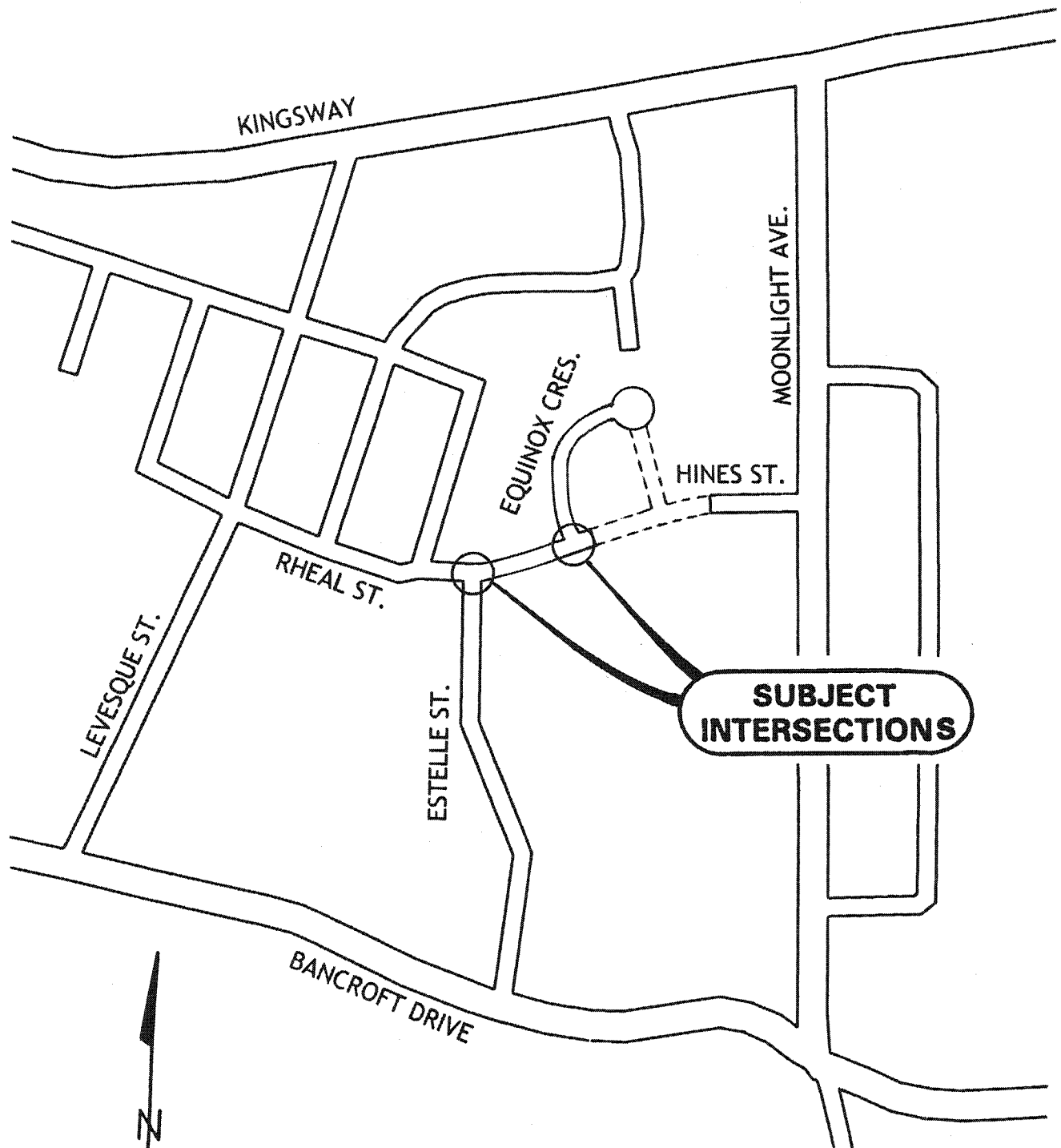
MOONGLO WEST SUBDIVISION  
PHASE 3

TRAFFIC CONTROL

NOT TO SCALE

2008-03-14

# EXHIBIT: E



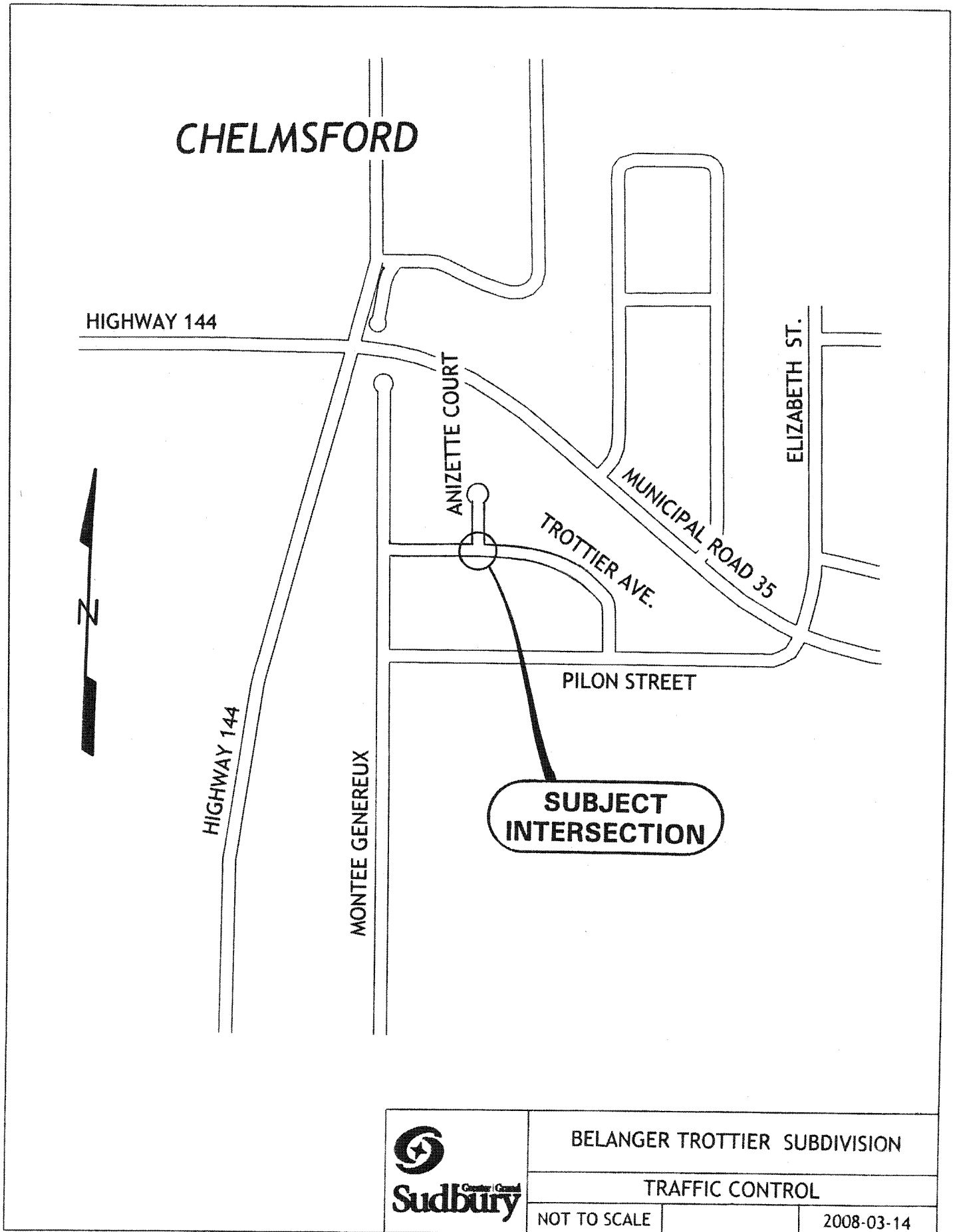
MOONLIGHT RIDGE SUBDIVISION  
PHASE 1

TRAFFIC CONTROL

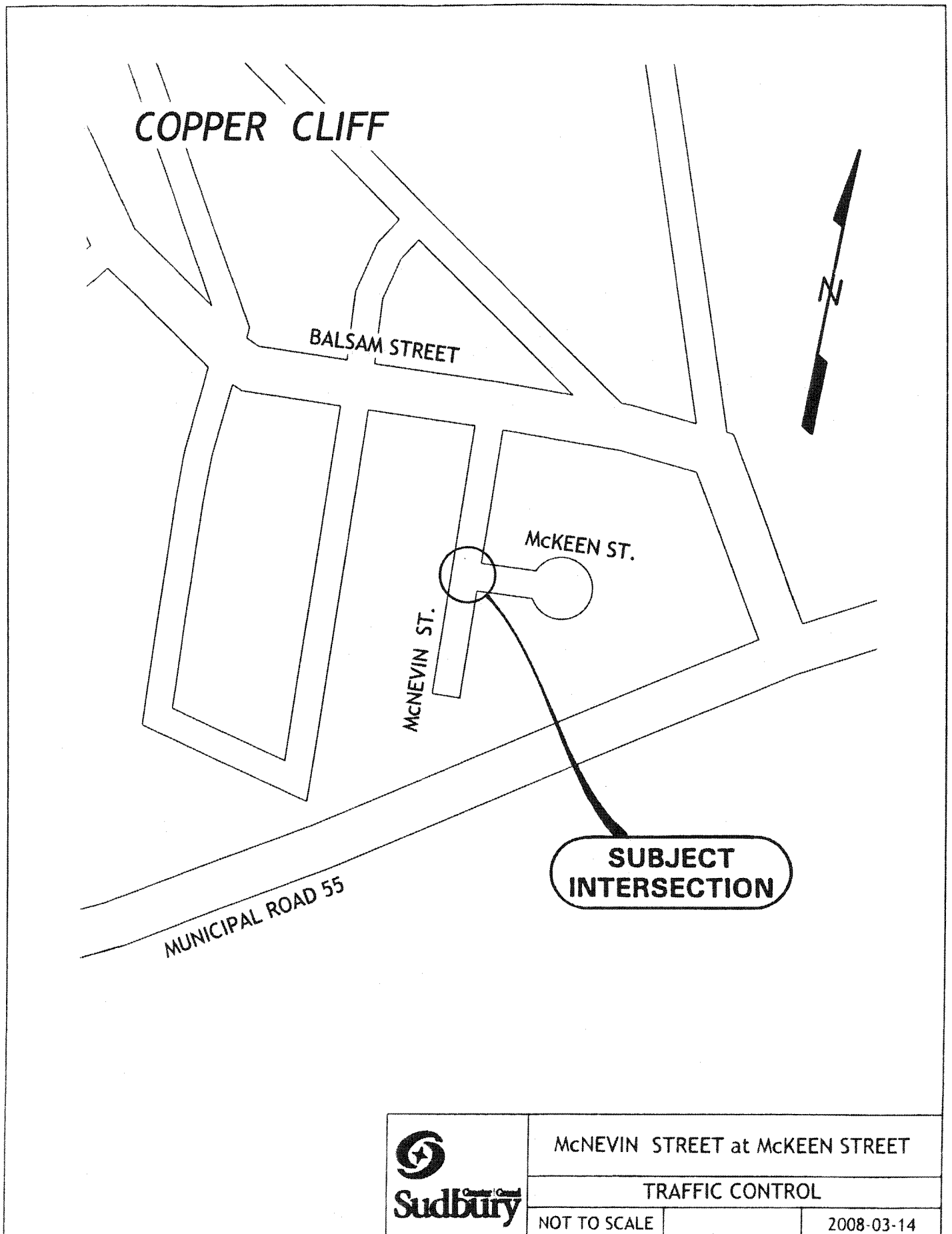
NOT TO SCALE

2008-03-14

# EXHIBIT: F



# EXHIBIT: G





# Request for Decision City Council



Type of Decision									
Meeting Date	March 26, 2008				Report Date	March 18, 2008			
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 checked="" type="checkbox"/>	Open	<input type="checkbox"/>	Closed

Report Title
Tax Adjustments under Sections 357 and 358 of the Municipal Act


Budget Impact / Policy Implication	Recommendation
<p>This report has been reviewed by the Finance Division and the funding source has been identified.</p> <p>Of the total taxes to be struck from the tax roll, the City's portion is \$43,157.75. This amount, as well as previous amounts struck from the roll for 2007, is well within the budget amount for the tax write offs.</p>	<p>THAT the amount of \$70,998.01 be struck from the tax roll.</p>
<input checked="" type="checkbox"/> Background Attached	<input type="checkbox"/> Recommendation Continued

Recommended by the Department
 Lorella Hayes Chief Financial Officer / Treasurer

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

Date: March 18, 2008

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Report Prepared By	Division Review
 Tony Derro Supervisor of Tax / Chief Tax Collector	

### Background

Sections 357 and 358 of the Municipal Act provide the authority for the cancellation, reduction or refund of realty taxes.

### Section 357

Section 357 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 357 applications are verified by the Municipal Property Assessment Corporation and processed by the municipality.

### Section 358

Section 358 of the Municipal Act authorizes the reduction of realty taxes for clerical errors such as errors in key punching, 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 358 applications are limited 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 are presented to Council for approval. 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.

The Municipal Act provides for a notification / appeal process for property owners that have applied for a tax adjustment. Notices were sent to property owners on or before February 22, 2008 and all queries / concerns were addressed by the Tax Department prior to the preparation of the attached Schedule B and none of the applicants have requested an appearance before the Hearing Committee of Council.

**SCHEDULE 'A'**  
**APPLICATIONS TO CITY COUNCIL FOR TAX ADJUSTMENTS**  
**UNDER SECTIONS 357/358 OF THE MUNICIPAL ACT**  
**MARCH 26,2008**

<i>Reason for Adjustment</i>	<i>Applications</i>	<i>City Portion</i>	<i>Education Portion</i>	<i>CBI / FBI</i>
Fire or Demolition	15	\$ 34,294.41	\$ 22,695.82	\$ -
Class Change	2	\$ 2,634.01	\$ 803.28	\$ -
Exempt	8	\$ 6,229.33	\$ 3,930.56	\$ 410.60
Assessment Reduced	1	\$0.00	\$0.00	\$ -
<b>TOTAL:</b>	<b>26</b>	<b>\$ 43,157.75</b>	<b>\$ 27,429.66</b>	<b>\$ 410.60</b>

**Schedule 'B'**

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Schedule 'B'  
**RECOMMENDED APPLICATIONS TO CITY COUNCIL FOR TAX ADJUSTMENTS**  
**UNDER SECTIONS 357/358 OF THE MUNICIPAL ACT**  
**MARCH 26, 2008**

Item #	Roll #	Class	Location	Assessed Property Owner	Assessed Value	Year	# Days	General Rate	City Portion	Education Rate	Education Portion	CBI/FBI Rate	CBI/FBI Portion	Total	Comments	CHANGE IN TAX RATE
1	210 012 050	ITN CTN	KIRKWOOD MINE	INCO LIMITED	300,280 (300,280)	2007	365	0.03803413 0.02666750	11,420.89 (8,007.72)	0.02613175 0.01984045	7846.84 (5,957.69)	0.00 0.00	0.00 0.00	19267.73 -13965.41	NO LONGER INDUSTRIAL	
2	090 015 137	RTEP CTN	2091 LONG LAKE RD	477331 ONTARIO LTD	63,130 (63,130)	2007	365	0.01712830 0.02947050	1,081.31 (1,860.47)	0.00264000 0.01984045	166.66 (1,252.53)			1247.97 -3113.00	DEMOLITION/NEW CONSTRUCTION	
2	TOTAL:															
								\$ 2,634.01			\$ 803.28	\$ -	\$ -	\$ 3,437.29		

Schedule 'B'  
RECOMMENDED APPLICATIONS TO CITY COUNCIL FOR TAX ADJUSTMENTS  
UNDER SECTION 357 OF THE MUNICIPAL ACT  
MARCH 26, 2008

Item #	Roll #	Class	Location	Assessed Property Owner	Assessed Value	Year	# Days	General Rate	City Portion	Education Rate	Education Portion	CBI / FBI Rate	CBI / FBI Portion	Total	Comments	BECAME EXEMPT
1	070 004 055	CTN EN	133 CEDAR ST	1238463 ONTARIO LIMITED	88,270	2007	306	0.02947050	2,180.87	0.01984045	1,468.22	0.00554848	410.60	4,059.69	Exemption for Hospital purposes	
					88,270			0.00000000	0.00	0.00000000	0.00			0.00		
2	070 008 010	RTES EN	BROCK ST	CITY OF GREATER SUDBURY	18,500	2007	53	0.01712830	46.01	0.00264000	7.09			53.10	Purchased by City	
					18,500			0.00000000	0.00	0.00000000	0.00			0.00		
3	070 007 069	RTES EN	COCHRANE ST	CITY OF GREATER SUDBURY	18,800	2007	53	0.01712830	46.76	0.00264000	7.20			53.96	Purchased by City	
					18,800			0.00000000	0.00	0.00000000	0.00			0.00		
4	030 030 111	RTEP EN	MAGNOLIA BLVD	CITY OF GREATER SUDBURY	65,000	2007	40	0.01712830	122.01	0.00264000	18.81			140.82	Purchased by City	
					65,000			0.00000000	0.00	0.00000000	0.00			0.00		
5	060 006 032	RTFP EN	ROXBOROUGH DR	CITY OF GREATER SUDBURY	2,900	2007	46	0.01712830	6.26	0.00264000	0.96			7.22	Purchased by City	
					2,900			0.00000000	0.00	0.00000000	0.00			0.00		
6	060 006 031	RTFP EN	ROXBOROUGH DR	CITY OF GREATER SUDBURY	2,900	2007	46	0.01712830	6.26	0.00264000	0.96			7.22	Purchased by City	
					2,900			0.00000000	0.00	0.00000000	0.00			0.00		
7	160 013 01201	RTFS EN	MCKENZIE	CITY OF GREATER SUDBURY	17,600	2007	365	0.01617622	284.70	0.00264000	46.47			331.17	Vested by City	
					17,600			0.00000000	0.00	0.00000000	0.00			0.00		
8	020 003 006	CTN EN	1174 LANSING AVE	LANSING AVE BAPTIST CHURCH	120,000	2007	365	0.02947050	3,536.46	0.01984045	2,380.85			5,917.31	Became Exempt	
					120,000			0.00000000	0.00	0.00000000	0.00			0.00		
8				TOTAL:					\$ 6,229.33		\$ 3,930.56		\$ 410.60	\$ 10,570.49		

**Schedule 'B'**

**ASSESSMENT REDUCED**