

Request for Decision City Council



Type of Decision

Meeting Date	February 8, 2006				Report Date	January 31, 2006			
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

On-Street Parking - Belfry Avenue, Sudbury

Policy Implication & Budget Impact

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

There is no budget impact.

Recommendation

THAT parking be prohibited along the north side of Belfry Avenue from Attlee Avenue to the north limit, 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 change, all in accordance with the report from the General Manager of Infrastructure and Emergency Services, dated January 31, 2006.

☒

Background Attached

Recommendation Continued

Recommended by the Department

Alan Stephen
General Manager - Infrastructure & Emergency Services

Recommended by the C.A.O.

Mark Mieto
Chief Administrative Officer

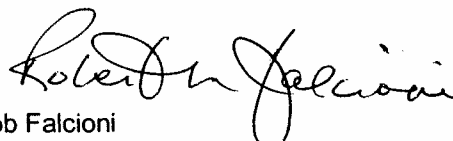
Date: January 31, 2006

Report Prepared By



Dave Kivi
Acting Manager of Transportation

Division Review



Bob Falcioni
Director of Roads and Transportation

Background

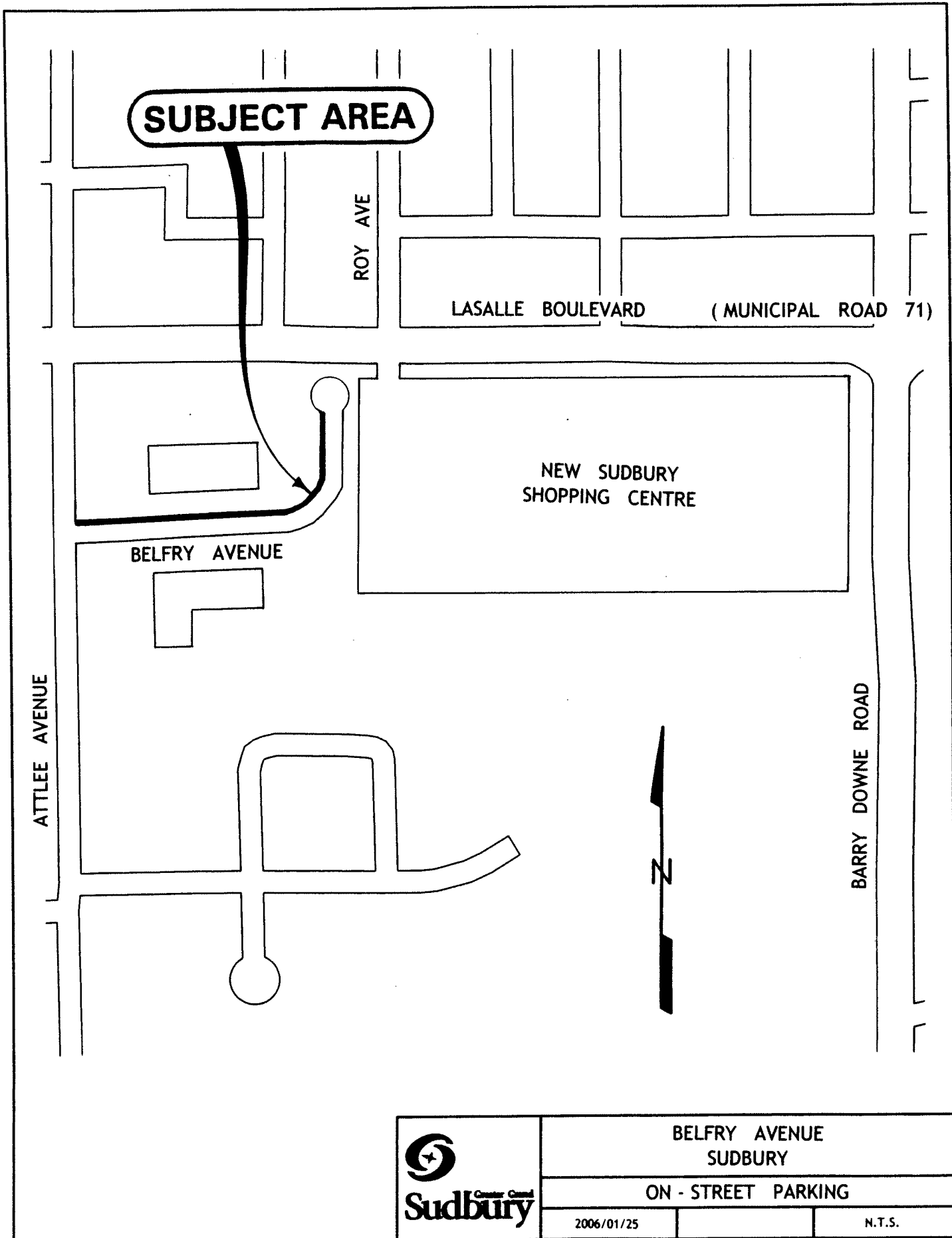
Belfry Avenue is located in New Sudbury near the New Sudbury Shopping Centre (see **Exhibit 'A'**). Recently, Belfry Avenue has been reconstructed to close access onto Lasalle Boulevard and open access through to Attlee Avenue.

Belfry Avenue is constructed to an urban standard with an asphalt surface width of 9 metres. Apartment buildings are located on the north and south sides of the street. Currently, vehicles are parking along both sides of the street making it difficult for opposing traffic to by-pass each other.

During discussions with area residents regarding the reconstruction of Belfry Avenue and closure of access to Lasalle Boulevard, it was agreed that parking would be prohibited along the north side of the road.

To reduce congestion and improve safety, staff recommends that a By-law be passed to prohibit parking along the north side of Belfry Avenue from Attlee Avenue to the north limit.

EXHIBIT: A



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Report Title

Traffic Control - Cedar Green, Foxborough, and Riverglen Subdivisions

Policy Implication & Budget Impact

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

There is no budget impact.

Recommendation

THAT traffic at the intersection of Racicot Drive and Goldenwood Court be controlled with a "yield" sign facing eastbound traffic on Goldenwood Court, and

THAT traffic at the intersection of Torrington Street and Ellsmere Drive/Braemore Court be controlled with "stop" signs facing northbound traffic on Braemore Court and southbound traffic on Ellsmere Drive, and

THAT traffic at the intersection of Mikkola Road and Bonnie Drive be controlled with a "stop" sign facing eastbound traffic on Bonnie Drive, 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 and Emergency Services, dated January 31, 2006.

☒ Background Attached

Recommendation Continued

Recommended by the Department

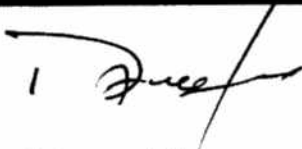
Alan Stephen
General Manager - Infrastructure & Emergency Services

Recommended by the C.A.O.

Mark Mieto
Chief Administrative Officer

Date: January 31, 2006

Report Prepared By



Dave Kivi
Acting Manager of Transportation

Division Review



Bob Falcioni
Director of Roads & Transportation

Background

Cedar Green Subdivision - Racicot Drive Extension Phase IV

Racicot Drive Extension Phase IV of Cedar Green Subdivision is currently being developed (see **Exhibit 'A'**). An extension of Racicot Drive and a new Goldenwood Court are being constructed.

Goldenwood Court intersects with Racicot Drive at right angles and forms a "T" intersection. Due to low traffic volumes and adequate sight distances, a "yield" sign is appropriate. It is recommended that traffic at this intersection be controlled with a "yield" sign facing eastbound traffic on Goldenwood Court.

Foxborough Subdivision - Phase I

Phase I of Foxborough Subdivision is currently being developed (see **Exhibit 'B'**). An extension of Torrington Street and a new Braemore Court are being constructed.

Braemore Court intersects with Torrington Street opposite Ellsmere Drive forming a "cross" intersection. It is recommended that traffic at this intersection be controlled with "stop" signs, facing northbound traffic on Braemore Court and southbound traffic on Ellsmere Drive.

Riverglen Subdivision - Phase IV

Phase IV of Riverglen Subdivision is currently being developed (see **Exhibit 'C'**). An extension of Bonnie Drive is being constructed.

Bonnie Drive intersects with Mikkola Road at a right angle and forms a "T" intersection. It is recommended that traffic at this intersection be controlled with a "stop" sign facing eastbound traffic on Bonnie Drive.

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 recommended changes.

EXHIBIT: A

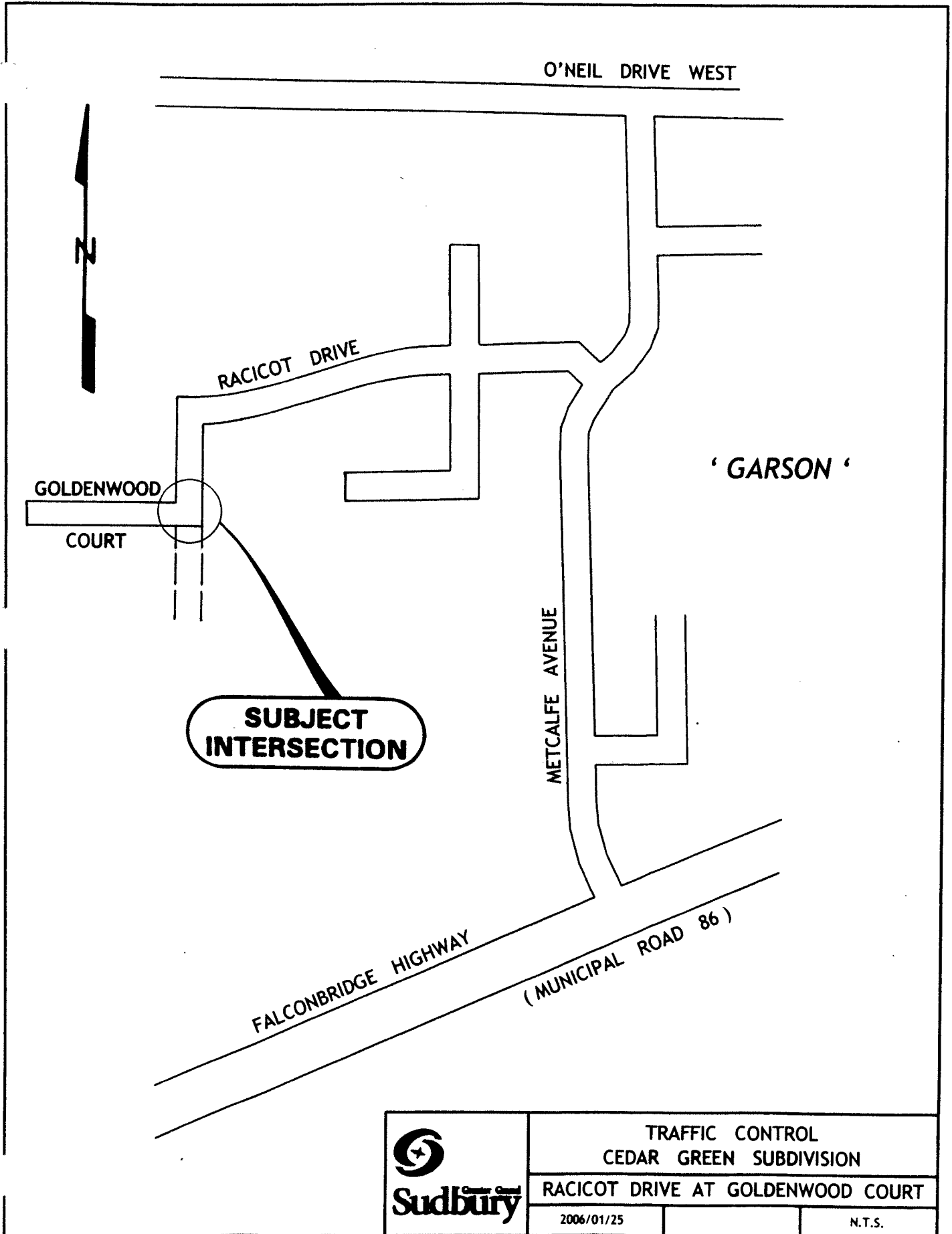
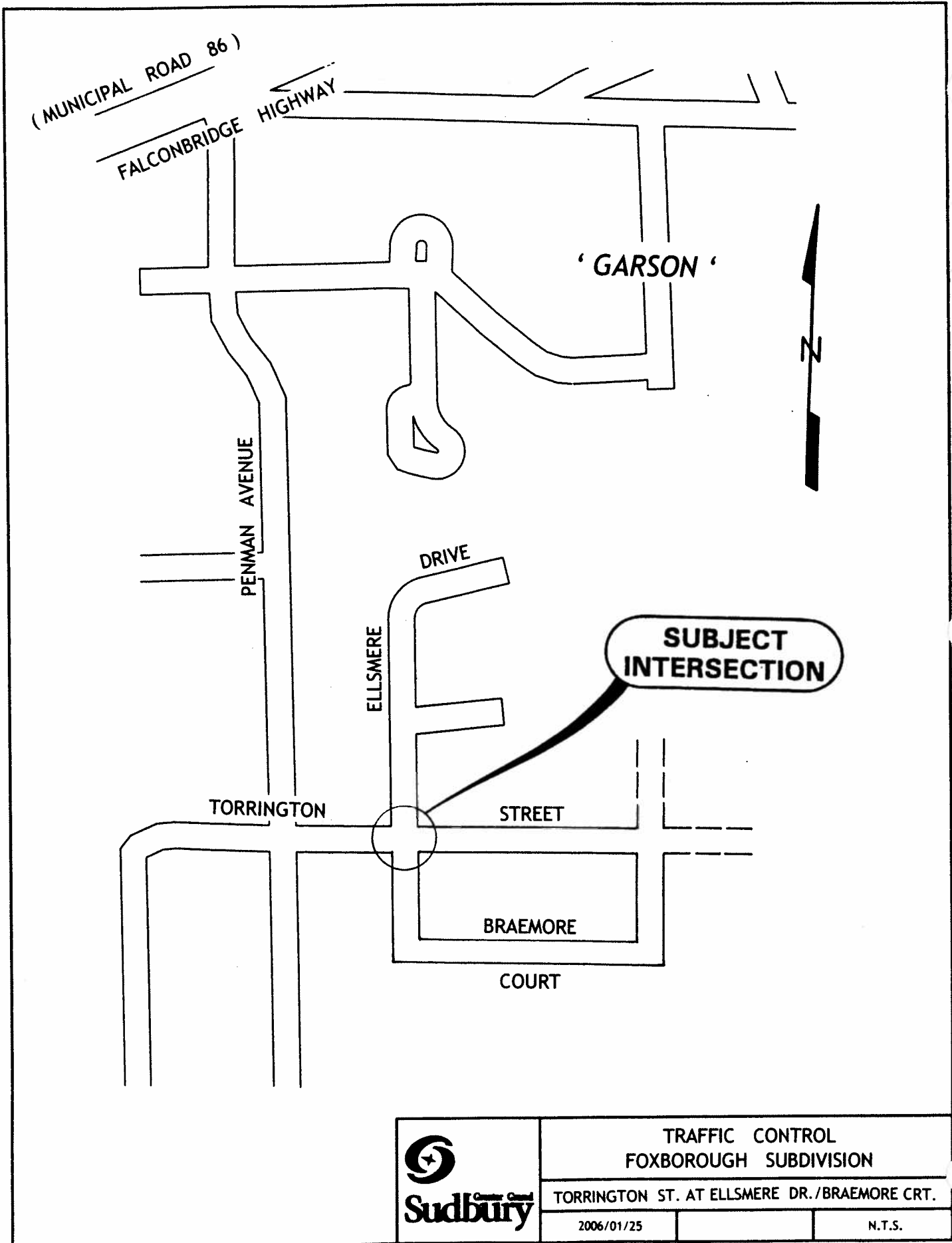
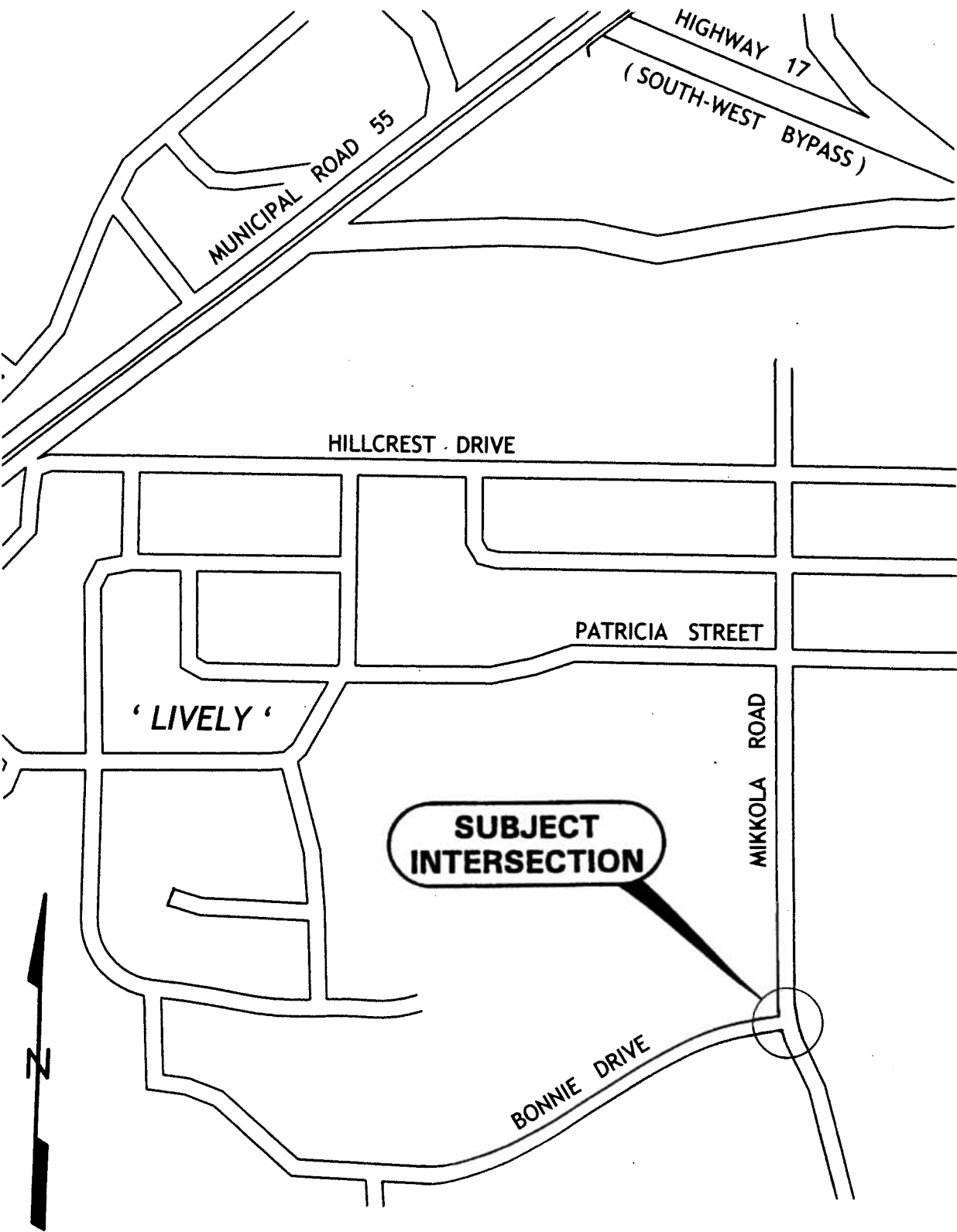



EXHIBIT: B





	TRAFFIC CONTROL		
	RIVERGLEN SUBDIVISION		
	MIKKOLA ROAD AT BONNIE DRIVE		
	2006/01/25		N.T.S.