

**Greater Sudbury Police Services Board
False Alarm Reduction By-Law 2002-01**

BEING A BY-LAW of the Greater Sudbury Police Services Board establishes a system for the registration of security alarm systems and reduction of false alarms.

WHEREAS the Police Services Board is responsible for the provision of police services within the City of Greater Sudbury.

AND WHEREAS the Police Services Board may, by by-law, make rules for the effective management of the police force, pursuant to section 31(6) of the Police Services Act;

AND WHEREAS the Police Services Board may pass by-laws imposing fees or charges for services or activities provided by or on behalf of it, pursuant to section 220.1(2) of Schedule M of Bill 26, as amended by the Savings and Restructuring Act, 1996;

AND WHEREAS the number of false alarms in The City of Greater Sudbury has been identified as consuming a significant quality of police resources which could be better directed to enhancing the police presence in the community;

AND WHEREAS the registration of Security Alarm Systems is an integral part of the strategy to reduce the number of false alarms in The City of Greater Sudbury and to enhance officer safety;

NOW THEREFORE the Greater Sudbury Police Services Board enacts as follows:

DEFINITIONS

1. In this by-law
 - a) "Alarm Coordinator" means the person appointed by the Chief of Police pursuant to section 3 of this by-law;

- b) "Alarm Incident" means the activation of Security Alarm System and the direct or indirect reporting of the activation to the Police Service;
- c) "Alarm Registration Number" means a number issued pursuant to section 7 of this by-law;
- d) "Board" means the Greater Sudbury Police Services Board
- e) "Chief of Police" means the Chief of Police of Greater Sudbury Police Service, or his or her designate;
- f) "False Alarm" means an Alarm Incident where there is no evidence that an unauthorized entry or unlawful act has been attempted or made into, on or in respect of a building, structure of premises and includes, but is not limited to:
 - SECTION 15.1 (1) (f)
 - i) the activation of a security alarm system during its testing;
 - ii) a security alarm system activated by mechanical failure, malfunction or faulty equipment;
 - iii) a security alarm system activated by atmospheric conditions, vibrations or power failure;
 - iv) a security alarm system activated by user error.
- g) "Registration Number Holder" means the person or entity assigned to a valid alarm Registration Number;
- h) "Police Service" means the Greater Sudbury Police Service;
- i) "Security Alarm System" means an assembly of mechanical or electrical devices which is designed or used for:

j) the detection of entry into or damage to a building, structure or premises and which emits sound or transmits a sound, signal or message when activated, but does not include a device that is installed in a "motor vehicle" or "motor home" as those terms are defined in the Highway Traffic Act; or

ii) the transmission of a manually activated emergency signal to an alarm monitoring company, but does not include a device designed to alert in case of medical emergency.

I) "Automated Teller Machine" (ATM) means a stand- alone device used to dispense or receive cash.

GENERAL REQUIREMENTS

Alarm Registration Alarm System Registration and Alarm Registration Database

2. The Chief of Police shall establish a Security Alarm System Database.
3. There shall be an Alarm Coordinator who shall be appointed by the Chief of Police. The Alarm Coordinator shall maintain and administer the Security Alarm System Database and carry out such other duties in respect of this by-law as assigned by the Chief of Police.
4. Every owner or occupant ("Applicant") of premises on which is installed a Security Alarm System shall apply to have that Security Alarm System registered with the Police Service on the form provided for that purpose by the Chief of Police. Every application for registration shall contain the names, addresses, and telephone numbers of:
 - a) an alarm monitoring company; or
 - b) at least three persons who may be contacted in the event of a security alarm activation.

5. The alarm monitoring company or the persons whose names are provided pursuant of subsection 4(b) shall be:
 - a) available to receive telephone calls from the police in the event of an Alarm Incident;
 - b) able to attend at the address of the Alarm Incident within 30 minutes of being requested to do so by the police;
 - c) capable of affording police access to the premises where the Security Alarm System is installed; and
 - d) capable of operating the Security Alarm System and able to safeguard the premises.
6. The Applicant shall ensure that the information required by section 4 is accurate and shall notify the Alarm Coordinator forthwith, in writing, of any changes in the information.
7. Upon receipt of the completed application and payment of the prescribed fee, the Alarm Coordinator shall cause the Security Alarm System to be entered on the Police Service's Alarm Database and shall issue an Alarm Registration Number. The prescribed registration fee is set out in Schedule "A" to this by-law.
8. An alarm registration number shall be valid for three years after its date of issuance.
9. No person shall be deemed to have been issued an Alarm Registration Number until the Chief of Police has issued the Alarm Registration Number. An application for an Alarm Registration Number shall not be deemed to constitute an Alarm Registration Number.
10. An Alarm Registration Number that has been granted shall be issued in the name of the person or entity occupying in which the Security Alarm System is installed.
11. An Alarm Registration Number shall not be assigned or transferred without the consent and acknowledgement of the Alarm Coordinator.

FALSE ALARM REDUCTION

12. Alarm Systems In Multiple Dwellings:

- a) A tenant of a multiple dwelling with an alarm system shall obtain an alarm registration from the Alarm Coordinator before operating or causing the operation of an alarm system in the tenant's residential unit. The tenant or property manager of the multiple dwelling unit shall obtain a separate alarm registration for any alarm system operated in offices or common areas of the multiple dwelling unit. The fee for registration or registration renewal shall be the same as the fee for a residential alarm site.
- b) If an alarm system installed by an individual tenant in a multiple dwelling unit is monitored, the tenant must provide the name of a representative of the apartment owner or property manager, who can grant access to the apartment to the keyholders or police.
- c) For the purposes of this by-law, the tenant is responsible for false alarms emitted from the alarm system in the tenant's residential unit.
- d) Each multiple dwelling unit shall be considered an alarm site.

13. The Police Service shall receive information and take action on the false alarm approved by the Council.

- 13. All ATM'S must be registered separately from any other alarm system located at that alarm site.
- 14. Each school board will register separately and provide a list of every school they oversee. Each school within the respective school boards will be allowed 1 free false alarm per school per year for the length of the registration period. Registration fee for the school boards is in Schedule "A" of this bylaw.
- 15. Where the Police Service attends at a building, structure or premises as a result of an Alarm Incident that is a False Alarm, a fee as set out in Schedule "B" shall be charged to the Registration Number Holder or to the owner of the unregistered Security Alarm System responsible for the False Alarm.

16. Any collection costs for fees or charges imposed pursuant to this by-law that are due and unpaid shall be added to the outstanding amount.
17. Any fees or charges imposed pursuant to this by-law may be added to the tax roll for any real property, all of the owners of which are responsible for paying such fees and charges, and may be collected in like manner as municipal taxes, or by a collection agency.
18. Schedule "A" and "B" are attached to and forms part of this by-law.
19. The requirements of this by-law are severable. If any requirements of this by-law are held invalid, the application of such requirements to other circumstances and the remainder of this by-law shall not be affected.
20. This by-law is not to be constructed at any time in such a fashion as to hold the Police Service or its officers liable for failing to ensure that persons comply with the provisions of this by-law.
21. This by-law shall come into force and take effect on the date upon approval by the City Council.
22. Information collected as a result of the operation of this by-law shall be governed by the provisions of the Municipal Freedom of Information and Protection of Privacy Act.

SCHEDULE "A"

FEE SCHEDULE

Registration:

Residential and Commercial under 3000 square feet	\$30.00/every three years
Commercial over 3000 square feet	\$50.00/every three years
School Boards	\$200.00/every three years
Hospitals, Health Care Facilities, Colleges And Universities	\$50.00/every three years

SCHEDULE "B"

FALSE ALARM FEE STRUCTURE

	REGISTERED	NOT REGISTERED
1st False Alarm	1 FREE/YEAR OF EACH YEAR OF REGISTRATION	\$100.00
2nd False Alarm	\$60.00	\$100.00
3rd False Alarm	\$60.00	\$100.00
4th False Alarm	\$60.00	\$100.00

Request for Decision City Council



Type of Decision									
Meeting Date	August 22, 2002				Report Date	July 16, 2002			
Decision Requested	<input checked="" type="checkbox"/>	Yes		No	Priority		High	<input checked="" type="checkbox"/>	Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Report Title
Kukagami Waste Drop-off Depot

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.
Funding is available from both current and capital allocations.	
<input checked="" type="checkbox"/>	Background Attached


Recommendation
That the staff recommendation detailed in the Kukagami Waste Drop-off Depot report dated July 16, 2002 be approved.
Recommendation Continued

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

Recommended by the C.A.O.
 M. Meito, Acting Chief Administrative Officer

Request for Decision City Council



<input type="checkbox"/>	Recommendation <i>continued</i>	<input checked="" type="checkbox"/>	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 	

Prior to amalgamation, residents of the formerly unorganized townships of Fraleck, Parkin, Aylmer, Mackelcan, Rathbun and Scadding were permitted to dump their garbage at a Ministry of Natural Resources (MNR) operated dump site. Residents would drive into the site and dump their garbage on the ground. The garbage was periodically pushed down the embankment and covered by the Kukagami Cottagers Association Dump Committee.

When this area was annexed, the City established a waste drop-off depot at this site. The depot was equipped with 2 - 40 cubic yard roll-off containers for garbage and one - 40 cubic yard recycling roll-off container.

A combination of illegal and improper use of the site along with bears have made it very difficult to maintain the site in a clean and tidy state. Staff have met with representatives of the area and on June 15, 2002 discussed the recommendations with a Mr. Ty Koskela (formerly on the Dump Committee).

Step One

To help alleviate the problems, staff is recommending that the site be staffed, gated and operated as follows:

Winter Hours - November to April
Wednesdays & Sundays 1 p.m. to 5 p.m.

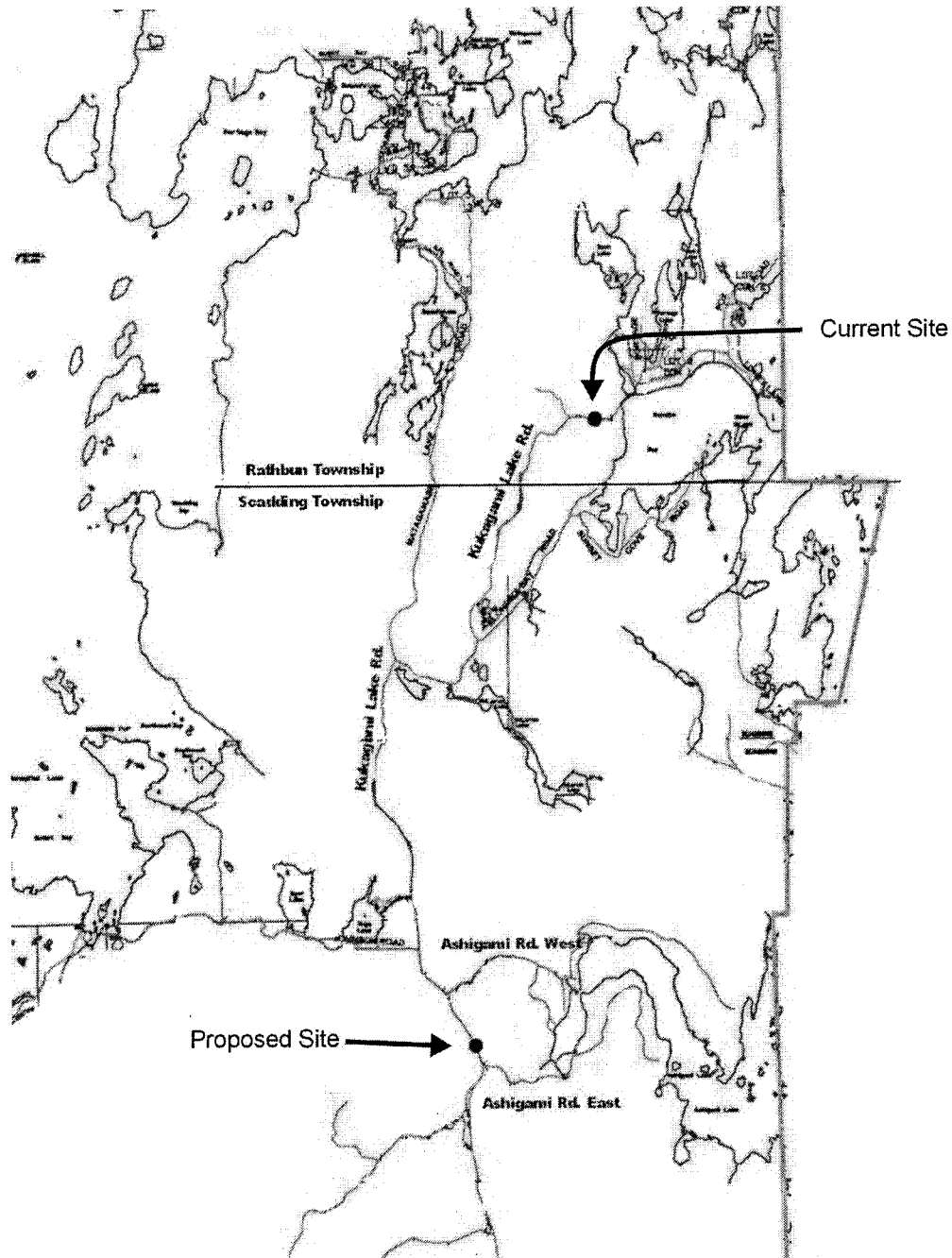
Summer Hours - May to October
Wednesdays & Sundays 2 p.m. to 8 p.m.

The depot can be staffed by an employee of Hi-Tec Securities (successful contractor for various City security services) at the current hourly rate + mileage contract prices. This cost is estimated at \$12,000 and can be funded from the Waste Disposal cost centre.

The depot attendant will ensure that only households of the area and within the City of Greater Sudbury are permitted use of the site and will also ensure that the waste is placed in the appropriate containers. The attendant will also be able to instruct residents on the proper disposal of tires, hazardous and asbestos waste.

Step Two

In order to reduce potential future liabilities or the downloading of the dump maintenance and closure requirements, staff is also recommending that the drop-off depot be relocated to a more central location. Ideally the site should be located south of the Matagamasi/Kukagami Lake Road intersection and in an area that requires minimal site work. This would include site selection and approval, site preparation work (if required) and a fenced compound and gate. The capital costs are estimated at \$6,000 and will be funded from the Waste Management Capital envelope.



Request for Decision City Council



Type of Decision									
Meeting Date	August 22, 2002				Report Date	August 8, 2002			
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
Noise By-law Exemption - Highway 144 (Dowling) Construction

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.
<p><u>Policy</u></p> <p>Noise By-law 92-10 of the former Town of Onaping Falls provides that the Council may authorize an exemption from any unnecessary and excessive noise in the case of urgent necessity.</p>	
<input checked="" type="checkbox"/>	Background Attached


Recommendation
<p>That the Ministry of Transportation of Ontario be permitted to carry out road construction for one twenty-four (24) hour period between September 1, 2002 and November 15, 2002 on Highway 144 in Dowling Township approximately 1.8 km south of Municipal Road #8 at the CPR crossing north of Marina Road.</p>
Recommendation Continued

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

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

Request for Decision City Council



<input type="checkbox"/> Recommendation <i>continued</i>	<input checked="" type="checkbox"/> Background
Please indicate if the information below is a continuation of the Recommendation or Background	
Report Prepared By  Don Bélisle General Manager of Public Works	Division Review

At the City Council meeting of June 27, 2002, Council approved a request by the Ministry of Transportation (MTO) for an exemption to the City's Noise By-law for one night during the month of August to allow for road construction on Highway 144 in Dowling Township. Due to unforeseen delays in construction, the MTO is seeking Council's approval for a twenty-four (24) hour exemption to the City's Noise By-law between September 1 and November 15, 2002. A copy of MTO's letter dated July 31, 2002 is attached as Exhibit "A".

The MTO propose to work continuously within a twenty-four (24) hour period to expedite construction and minimize disruption to both the local residents and travelling public.

The MTO have discussed the night-time work with local residents and they have no objections to the one night of work.

The work is scheduled to be carried out sometime between September 1 and November 15, 2002. The exact date has not been established. The MTO will advise the exact date when known.

By-law 92-10 of the former Town of Onaping Falls provides that no person shall create, cause or permit any noise or noises likely to disturb the inhabitants. Section 3(j) authorized the Town to exempt "in the case of urgent necessity" any unnecessary or excessive noise arising from any excavation or construction work.

Staff supports and recommends that the MTO be permitted to carry out the road construction as defined in their letter of July 31, 2002.

Aug. 2. 2002 11:08AM

EXHIBIT "A"
Northland Engineering

No.0489 P. 2



RECEIVED

AUG - 2 2002

CLERKS - DEPT.

SU-3183-040

July 31, 2002

The City of Greater Sudbury
P.O. Box 5000, Station A
Sudbury, Ontario
P3A 5P3

Attention: Ms. Angie Haché
Deputy Clerk

RE: Noise Bylaw Exemption - Ministry of Transportation

Dear Ms. Haché:

Further to our discussions, the Ministry of Transportation will not be able to complete the construction work at the CPR crossing in August due to unforeseen delays. Since resolution 2002-404 specifies August, we are requesting that another resolution be prepared for Council's consideration which indicates a construction period from September 1 to November 15, 2002. We still only require one twenty four (24) hour period.

Please forward correspondence directly to Mr. Kaz Lutecki at the MTO Office in North Bay.

Thank you for your help and we apologize for any inconvenience.

Yours truly,

NORTHLAND ENGINEERING (1987) LIMITED

T. Archuticz, P. Eng.

cc: Kaz Lutecki

TA/sg

cc Vivian Gibbons

121 Durham St.
SUDBURY, Ontario P3E 3M9
Tel: (705) 674-4401
Fax: (705) 674-5583
Email: nel@cyberbeach.net

RECEIVED

AUG 07 2002

GENERAL MANAGER
PUBLIC WORKS

northland
engineering
(1987) limited

Consulting Engineers and Planners

65

Request for Decision City Council



Type of Decision									
Meeting Date	August 22, 2002				Report Date	August 14, 2002			
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
Disposal of Surplus Fill, Various City Contracts, City of Greater Sudbury - Mansour Mining Inc.

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


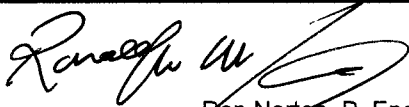
Recommendation
That due to a lack of suitable land for disposal of excavated material for various City contracts, that disposal take place on Part of Lots 10 and 11, Concession 6, Township of McKim, Parcel 53569 S.E.S., owned by Mansour Mining Inc.
Recommendation Continued

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

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

Request for Decision City Council



<input type="checkbox"/> Recommendation <i>continued</i>	<input checked="" type="checkbox"/> Background
Please indicate if the information below is a continuation of the Recommendation or Background	
Report Prepared By	Division Review
 Au 514/02 Kevin J. Shaw, P. Eng. Manager of Construction Services	 Ron Norton, P. Eng. Acting Director of Engineering Services

Regional Policy previously established by the Public Works Committee, required that surplus material from construction projects be disposed of on public property with the exception that property owners providing easements may obtain the material from the easement. Resolution 83-113 of the Engineering Committee and the report dated August 30, 1983, outline the policy (see attached).

There has been a demonstrated need for a dumpsite to receive excess material generated in the north and west ends of the City and from the Rayside-Balfour area.

A request has been received from Mansour Mining Inc., who has land suitable for such disposal on Municipal Road #35. The property is described as Part of Lots 10 and 11, Concession 6, Township of McKim, Parcel 53569 S.E.S., as shown on the attached plan.


LETTER OF CONSENT

AUG. 13, 02

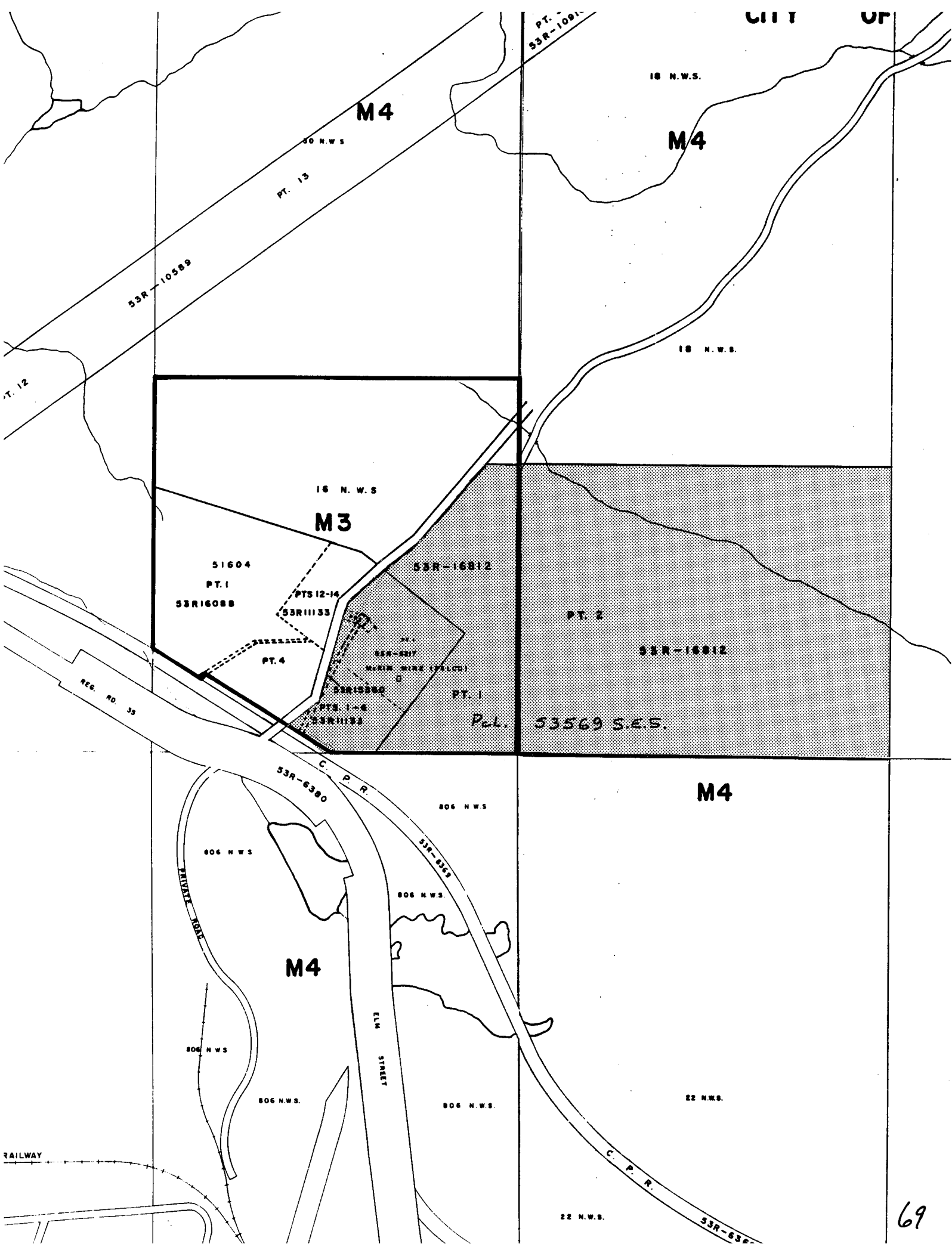
This is to confirm that the City of Greater Sudbury and its contractors have my authority to enter and dump excess excavated material from ~~Contract~~ VARIOUS CITY CONTRACTS, onto my property known as PART OF LOTS 10 & 11, CON 6, PARCEL 53569 SES, Township of M^CKIM.

It is understood that levelling of the fill will be my responsibility. I will direct the City and/or its contractors where to place the material and will ensure that any flood plain land is not filled and that any drainage courses are not obstructed.

RJSC AUG 13/02
(Witness)


(Signature of Owner)

MILAD MANSOUR
Name of Owner (please print)



**Policy - Disposal
of Surplus
Excavated Material
Regional
Construction
Projects**

Report dated August 30, 1983 was received from the Regional Engineer regarding policy for the disposal of surplus excavated material from Regional construction projects.

83-113 Peck-Hayduk: That the present policy respecting the disposal of surplus excavated material from Regional construction projects be reconfirmed:

1. That the material be placed on public properties only, except for work carried out on easements.
2. For work carried out on easements the surplus material generated from the easement can be left on the abutting property.
3. If suitable public property is not available for disposal of surplus material, alternate arrangements be approved by the Engineering Committee for disposal of material.

**Policy - Disposal
of Surplus
Excavated Material
Regional
Construction
Projects (Cont'd)**

CARRIED



Regional Municipality of Sudbury

From P.J. Morrow, P.Eng., Regional Engineer

Date August 30, 1983

☒ For Action

☐ For Information

File No. _____

☐ Planning Committee

☐ Sudbury Regional Development Corp

☒ Engineering Committee

☐ France Committee

☐ Health and Social Services Committee

☐ PAC

☐ Committee of the Whole

☐ Council

☐ Other

Subject

Disposal of surplus excavated material from Regional construction projects.

Recommendation

That the present policy respecting the disposal of surplus excavated material from Regional construction projects be re-confirmed:

1. That the material be placed on public properties only, except for work carried out on easements.
2. For work carried out on easements the surplus material generated from the easement can be left on the abutting property.
3. If suitable public property is not available for disposal of surplus material, alternate arrangements be approved by the Engineering Committee for disposal of the material.

RECOMMENDED FOR APPROVAL

SIGNATURE

P.J. Morrow, P.Eng.
Regional Engineer

Background

The matter of disposal of surplus excavated material from Regional construction projects was requested to be brought back to the Committee for examination. This matter has been to the Committee on several occasions in the past.

Engineering Committee
Re: Disposal of surplus excavated material
August 30, 1983

Background - continued

Resolutions 82-15 and 74-28 of the Committee and reports dated January 28, 1982 and February 6, 1974 outline the policy. The policy requires that surplus material be disposed of on public property with the exception that property owners providing easements may obtain material from the easement. If, however, we do not have a public property suitable for disposal within a reasonable haul distance from the construction site, the matter is to be referred to the Engineering Committee.

Such has been the case for the 1983 Algonquin Road project and the Vermilion Lake Road project.

We are still of the opinion that surplus material should go to public properties, or lands abutting an easement and that disposal should not become the responsibility of the contractors. If left in the hands of the contractors disposal could be carried out on individual properties in the construction area and unsightly areas could develop where the material is dumped. When the public property is unavailable, other arrangements would only be carried out with the concurrence of your Committee. The preferred alternate arrangement is disposal on large parcels of private property such as has been agreed to for the Algonquin Road and Vermilion Lake Road Projects.

Attachments

Request for Decision City Council



Type of Decision									
Meeting Date	August 22, 2002				Report Date	August 14, 2002			
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
Disposal of Surplus Fill, Various City Contracts, City of Greater Sudbury - Jamie Fratin

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
That due to a lack of suitable land for disposal of excavated material for various City contracts, that disposal take place on Parcel 29403 S.W.S., Part 1, Plan 53R-12769, in Lot 4, Concession 3, Township of Waters, owned by Mr. Jamie Fratin.
Recommendation Continued

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

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

Request for Decision City Council



Recommendation <i>continued</i>	x	Background
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Please indicate if the information below is a continuation of the Recommendation or Background

<p>Report Prepared By</p> <p><i>KJS</i> AUG 14/02 Kevin J. Shaw, P. Eng. Manager of Construction Services</p>	<p>Division Review</p> <p><i>Ron Norton</i> Ron Norton, P. Eng. Acting Director of Engineering Services</p>
------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------

Regional Policy previously established by the Public Works Committee, required that surplus material from construction projects be disposed of on public property with the exception that property owners providing easements may obtain the material from the easement. Resolution 83-113 of the Engineering Committee and the report dated August 30, 1983, outline the policy (see attached).

There has been a demonstrated need for a dumpsite to receive excess material generated in the south and west ends of the City.


A request has been received from Mr. Jamie Fratin, who has land suitable for such disposal on Kantola Road. The property is described as Parcel 29403 Sudbury West Section, Part 1, Plan 53R-12769, in Lot 4, Concession 3, Township of Waters, as shown on the attached plan.

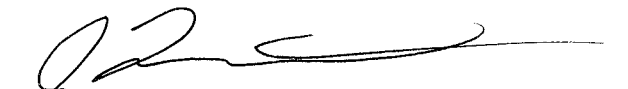
LETTER OF CONSENT

AUGUST 13, 2002

This is to confirm that the City of Greater Sudbury and its contractors have my authority to enter and dump excess excavated material from ~~Contract~~ VARIOUS CITY
CONTRACTS, onto my property known as PARCEL
29403, P.T. 1, 53R-12769 IN LOT 4, CON 3, Township of WATERS
_____.

It is understood that levelling of the fill will be my responsibility. I will direct the City and/or its contractors where to place the material and will ensure that any flood plain land is not filled and that any drainage courses are not obstructed.

 AUGUST 13/02
(Witness)


(Signature of Owner)

JAMIE FRATIN
Name of Owner (please print)

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**Policy - Disposal
of Surplus
Excavated Material
Regional
Construction
Projects**

Report dated August 30, 1983 was received from the Regional Engineer regarding policy for the disposal of surplus excavated material from Regional construction projects.

83-113 Peck-Hayduk: That the present policy respecting the disposal of surplus excavated material from Regional construction projects be reconfirmed:

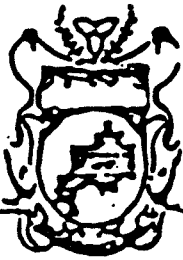
1. That the material be placed on public properties only, except for work carried out on easements.

2. For work carried out on easements the surplus material generated from the easement can be left on the abutting property.

**Policy - Disposal
of Surplus
Excavated Material
Regional
Construction
Projects (Cont'd)**

3. If suitable public property is not available for disposal of surplus material, alternate arrangements be approved by the Engineering Committee for disposal of material.

CARRIED



Regional Municipality of Sudbury

From P.J. Morrow, P.Eng., Regional Engineer

Date August 10, 1981

☒ For Action

☐ For Information

File No. _____

☐ Planning Committee

☐ Sudbury Regional Development Corp

☒ Engineering Committee

☐ Finance Committee

☐ Health and Social Services Committee

☐ PAC

☐ Committee of the Whole

☐ Council

☐ Other

Subject

Disposal of surplus excavated material from Regional construction projects.

Recommendation

That the present policy respecting the disposal of surplus excavated material from Regional construction projects be re-confirmed:

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3. If suitable public property is not available for disposal of surplus material, alternate arrangements be approved by the Engineering Committee for disposal of the material.

RECOMMENDED FOR APPROVAL

SIGNATURE

P.J. Morrow, P.Eng.
Regional Engineer

Background

The matter of disposal of surplus excavated material from Regional construction projects was requested to be brought back to the Committee for examination. This matter has been to the Committee on several occasions in the past.

Engineering Committee
Re: Disposal of surplus excavated material
August 30, 1983

Background - continued

Resolutions 82-15 and 74-28 of the Committee and reports dated January 28, 1982 and February 6, 1974 outline the policy. The policy requires that surplus material be disposed of on public property with the exception that property owners providing easements may obtain material from the easement. If, however, we do not have a public property suitable for disposal within a reasonable haul distance from the construction site, the matter is to be referred to the Engineering Committee.

Such has been the case for the 1983 Algonquin Road project and the Vermilion Lake Road project.

We are still of the opinion that surplus material should go to public properties, or lands abutting an easement and that disposal should not become the responsibility of the contractors. If left in the hands of the contractors disposal could be carried out on individual properties in the construction area and unsightly areas could develop where the material is dumped. When the public property is unavailable, other arrangements would only be carried out with the concurrence of your Committee. The preferred alternate arrangement is disposal on large parcels of private property such as has been agreed to for the Algonquin Road and Vermilion Lake Road Projects.

Attachments

Request for Decision City Council

Type of Decision

Meeting Date	August 22 nd , 2002				Report Date	August 14 th , 2002			
Decision Requested	<input checked="" type="checkbox"/>	Yes		No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of	<input checked="" type="checkbox"/>	Open		Closed

Report Title

Hanmer Municipal Drain

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

Recommendation

That K. Smart Associates Ltd. be appointed as the drainage engineer for the Hanmer Municipal Drain project.

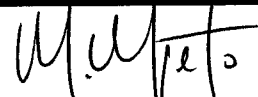
Recommendation Continued

Recommended by the General Manager



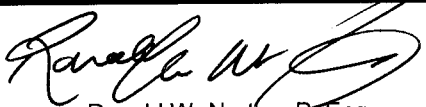
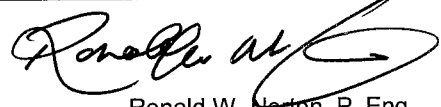
Don Bélisle
General Manager of Public Works

Recommended by the C.A.O.



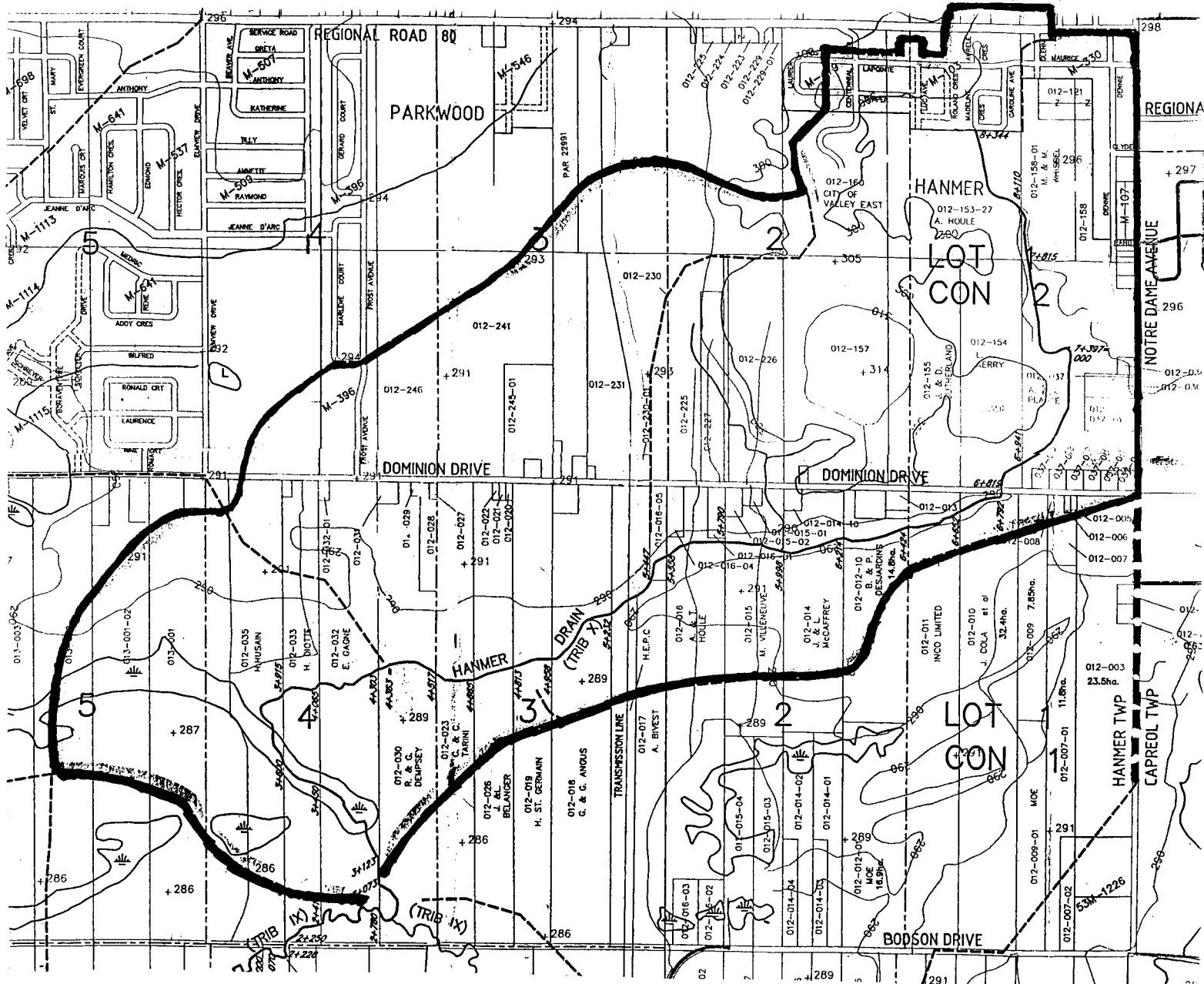
Mark Mieto
Acting Chief Administrative Officer

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  Ronald W. Norton, P. Eng. Acting Director of Engineering Services		Division Review  Ronald W. Norton, P. Eng. Acting Director of Engineering Services
<p>In 1998, the City of Valley East received flooding complaints in the area of Dominion Drive and the watercourse known as Tributary X. Exhibit '1' illustrates the drainage area of this watercourse. This watercourse is known to have been last improved in the early 1950's under a grant program.</p> <p>Over the years, the watercourse has plugged up with silt, brush, tree growth and beaver dams. As a result, the watercourse no longer has a functional defined channel and invert which leads to upstream flooding.</p> <p>A substantial portion of the lands within the drainage shed of the watercourse are used for agricultural purposes or have potential for agricultural use. The present state of the drainage course limits the agricultural use.</p> <p>Valley East City staff met with property owners in December of 1998 to hear their concerns. As a result of the meeting, the City Clerk of Valley East received a drainage petition (attached as Appendix 'A') on January 7th, 1999 signed by a sufficient number of landowners within the watershed of Lots 1 to 4, Concession 1 and 2, Township of Hanmer.</p> <p>On January 12th, 1999, the Council of the City of Valley East approved Resolution #99-07 (attached as Appendix 'B'). K. Smart Associates Ltd. were appointed the drainage engineers for this project and the proposed new drain was named the Hanmer Drain.</p> <p>As required by the Drainage Act, a meeting between the landowners within the drainage shed and the drainage engineer, K. Smart Associates Ltd. was held on January 25th, 1999. At this meeting, Mr. Kenn Smart, P. Eng., outlined a proposal to improve the watercourse.</p> <p>With input from the landowners, K. Smart Associates Ltd. proceeded to work on engineering surveys, design and analysis. At the time, negotiations were ongoing with the Provincial Government over the Provinces contribution for a drainage outlet for the reconstruction of Regional Road 80 (formerly Highway 69 North). It was anticipated that the Province would make a major contribution to the drain as an outlet for drainage from Regional Road 80. The engineer's report for the Hanmer drain was put on hold until this matter was resolved. Final word from the Province was not received until August of 2000.</p> <p>Due to amalgamation, no further expenditures by the engineer were authorized and the engineers report was not finalized.</p> <p>In the spring of 2002, landowners were once again effected by flooding and City staff believe that it is prudent to complete this project.</p>		
		81

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			
<p>In order to complete the project, we recommend that the drainage engineer, K. Smart Associates Ltd., be reappointed.</p> <p>The total cost of the Hanmer Drain project is estimated by the drainage engineer to be \$427,000.⁰⁰ The Provincial Ministry of Agriculture and Food will provide a project grant of approximately \$178,000.⁰⁰ The landowners cost share is approximately \$89,000.⁰⁰</p> <p>The City portion of the cost of the project is approximately \$160,000.⁰⁰ of which the City of Valley East had paid approximately \$90,000.⁰⁰ prior to December 31, 2000.</p> <p>In order to complete the project, the City portion of the project cost required from the 2003 budget would be approximately \$70,000.⁰⁰</p> <p>Attachment</p> <p>/bb</p>			
			82



PETITION FOR DRAINAGE WORKS BY OWNERS

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

CITY OF VALLEY EAST

(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.)

LAND ADJACENT TO WATERWORK
FLOWING THROUGH LOTS 1 TO 4
CONCESSIONS 1 AND 2 (FORMER
TOWNSHIP OF HANMER)

may be drained by means of a drainage works.

PAGE 4
2ND REGULAR COUNCIL MEETING
JANUARY 12, 1999

Hanmer Drain Petition

#99-07

Moved by: L.B. Portelance

Second by: G. Boudreau

THAT the landowners' Petition filed with the Clerk, on January 7, 1999, for drainage works to serve lands adjacent to the watercourse flowing through Lots 1 to 4, Concession 1 and 2 (former Township of Hanmer), be approved.

THAT the Petition filed with the Clerk, by Ronald W. Norton, P.Eng., Commissioner of Physical Services, on January 7, 1999, for drainage works to serve municipal roads outletting to the watercourse, flowing through Lots 1 to 4, Concession 1 and 2 (formerly Township of Hanmer), be approved.

THAT the firm of K. Smart Associates be appointed the drainage engineer for the municipal drain.

THAT K. Smart Associates include in their engineering analysis, in consultation with the Commissioner of Physical Services the ability of the facility to convey major storm flows, to recharge the watertable, to provide stormwater detention to minimize erosion and the merits of a hardened drain invert to facilitate silt removal and/or snow removal maintenance and such other terms of reference that the Commissioner of Physical Services may deem necessary.

THAT the Commissioner of Physical Services be authorized to retain a soils engineer for the project.

.....carried

February 23, 1999 Meeting

The meeting of February 23, 1999 will be held as scheduled with no delegations. Agenda to be ready on Thursday.

Request for Decision City Council

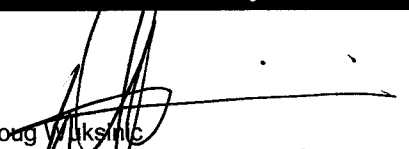


Type of Decision									
Meeting Date		August 22, 2002				Report Date		July 19, 2002	
Decision Requested		<input checked="" type="checkbox"/>	Yes		No	Priority			High
								<input checked="" type="checkbox"/>	Low
		Direction Only				Type of		<input checked="" type="checkbox"/>	Open
									Closed

Report Title
NO WHISTLE RAIL LOCATIONS

Policy Implication + Budget Impact	
	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.
None	
	Background Attached

Recommendation	
1.	That a By-law be passed consolidating the existing No Whistle locations established by By-laws of the former municipalities;
2.	That staff be authorized to meet with the Canadian National Railway and Canadian Pacific Railway representatives to discuss possible No Whistle locations requested by the public in the past or that may be requested at any point in the future, and that if these negotiations are successful to return to Council with a recommendation that a By-law be passed to establish new No Whistle locations.
	Recommendation Continued

Recommended by the General Manager
 Doug Wilksinic General Manager, Corporate Services and Acting General Manager, Emergency Services

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

Report Prepared By



Ronald Swiddle
Director of Legal Services/City Solicitor

Division Review



Ronald Swiddle
Director of Legal Services/City Solicitor

Railway engines are required to whistle at public crossings at grade under rules established by the Canadian Rail Operating Rules. These rules allow exceptions in specified locations. Railways and municipalities can work together to establish exemptions. Prior to the passage of any requesting By-law, the municipality must notify the general public and all relevant organizations of its intention to pass a Resolution forbidding the use of whistles in the area. The matter is then passed along to Transport Canada for a final determination, which must be satisfied that safety requirements are being met.

In the past, the former municipalities now forming part of the City of Greater Sudbury passed many such By-laws and went through the procedures for approval in place at that time. It is recommended that a By-law be passed consolidating these thirty-one By-laws into one By-law, continuing the No Whistle Blowing provisions.

Other requests have been made to the City of Greater Sudbury for new By-laws and applications to cease locomotive whistling at certain locations. A copy of a letter from Lise Valade-Conrad requesting a "No Whistle Zone" at the intersection of Gagnon Street and Montée Rouleau is attached. Her letter outlines the problems being experienced, and ends with a plea for Council's assistance.

Also attached is a request from Mr. Mike McGinn relating to a similar problem in Coniston. It is clear that a group of concerned citizens have been attempting to have this issue dealt with for several years.

There may also be other locations that can be examined by staff, and reviewed with the Railway companies involved. Should Council wish to forward any of these to staff, they will be added to the list of locations being reviewed.

Throughout, the safety of the public must be maintained. For this reason, railway crossings would sometimes require expensive improvements in order to allow a "No Whistle By-law" to proceed. Moreover, given that several crossings may be located in close proximity, improvements may be required to all of the crossings in order to eliminate the whistle blowing.

It is recommended that Council authorize staff to begin negotiations with the railway companies to explore the crossings in the City of Greater Sudbury complained of, and others of which we are aware, so that the process can be initiated. It is to be expected that it would take six months to a year, or maybe longer, for this matter to be processed through Transport Canada for approval, and staff will report to Council as the matter proceeds. The final decision and responsibility in those matters rest with the Rail companies, and they must be satisfied that all safety issues are addressed fully.

LISE VALADE-CONRAD

5645 GAGNON STREET • AZILDA, ONTARIO P0M 1B0 • PHONE (705) 983-0466

23 August, 2001

Mr. David Brouse
By-Law Enforcement Officer
City of Greater Sudbury
P.O. Box 5000, Station A
200 Brady Street
Sudbury, ON P3A 5P3

RECEIVED

AUG 27 2001

, BY-LAW DEPT.

Dear Mr. Brouse:

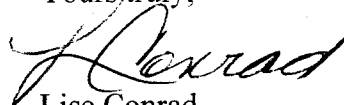
Re: Request for a "No Whistle Zone"
Intersection of Gagnon Street and Monte Rouleau, Azilda

Further to our telephone conversation, please accept this letter as my request for a "no whistle zone" at the intersection of Gagnon Street and Monte Rouleau in Azilda. This intersection is equipped with warning lights and a gate to warn against oncoming trains.

As I will demonstrate on the attached time log, the trains are very disruptive to the lives and to the tranquillity for all who live in this area. At this time, I will only speak on the behalf of my family, however, all the residents from my neighborhood share my concern. The trains whistle directly in front of my residence all hours of the day and night. This leads to broken sleep which then leads to anxiety and frustration. When I lie my baby down to sleep, I am forced to keep all the windows closed in our home because of the trains frequent whistle blows. It gets very warm in the summer when you can't open your windows. The loudness wakes him up leading to a cranky child lacking sleep. My child would jump right out of a deep sleep because of train whistles. I am not just talking about one whistle...the train engineers blow the horns 4 to 5 times for up to 5 seconds each blow as they approach the crossing. Scientifically, I would be interested in how this could affect ones hearing. To help you to understand, put a loud ringing alarm clock next to your ear this evening before settling for the night and have it set to go off 4 times every ½ hour - then do this for several days, weeks, months. We are presently being forced out of our home due to this very noisy disturbance. The train has a right to be there, however, if I drove my vehicle down the road every day and night sounding my horn continuously, I believe that would be called disturbing the peace.

As per your request, I have logged the times that the train goes by to give you a picture of how frequent it passes. Logically, I am not home 24 hours a day, therefore, I have logged parts of various days (Table 1) then pieced them together to give you a better picture of how frequent the train passes on a 24 hour basis (Table 2). To verify my data, CN could provide you with a train schedule. Pleading for your help and awaiting a positive response.

Yours truly,



Lise Conrad

encl.

Table 1: Time logged from various parts of one day when trains pass through the intersection of Gagnon Street and Monte Rouleau in Azilda. Table 2 will demonstrate an estimated 24 hour train schedule.

Date	Train Schedule
3 August, 2001	11:25 p.m. 11:30 p.m. 11:45 p.m. 12:00 a.m.
4 August, 2001	7:30 a.m. 10:00 a.m. 10:10 a.m. 11:00 a.m. 12:30 p.m. 1:30 p.m. 2:55 p.m. 10:48 p.m.
5 August, 2001	12:00 a.m. 12:20 a.m. 1:50 a.m. 2:00 a.m. 2:10 a.m. 7:00 a.m. 8:00 a.m. 9:00 a.m. 9:15 a.m. 9:50 a.m. 10:30 a.m. 11:35 a.m. 3:00 p.m. 4:50 p.m. 10:00 p.m.
6 August, 2001	12:25 a.m. 1:00 a.m. 1:20 p.m. 3:00 p.m. 3:35 p.m. 4:00 p.m. 4:15 p.m. 9:05 p.m. 10:00 p.m. 11:00 p.m. 11:20 p.m.
7 August, 2001	12:30 a.m. 6:30 a.m. 9:50 a.m. 10:10 a.m.

Table 1, continued

Date	Train Schedule
10 August, 2001	10:00 a.m. 10:30 a.m. 11:00 a.m. 11:45 a.m. 12:30 p.m. 12:45 p.m. 4:30 p.m. 4:45 p.m. 5:45 p.m. 9:00 p.m.
20 August, 2001	11:30 a.m. 1:15 p.m. 1:50 p.m. 2:10 p.m. 2:30 p.m. 3:15 p.m. 11:15 p.m. 11:45 p.m.
21 August, 2001	9:45 a.m. 10:08 a.m. 10:40 a.m. 12:00 p.m. 4:00 p.m. 5:45 p.m.
22 August, 2001	12:10 a.m. 2:00 a.m. 10:10 a.m. 10:30 a.m. 11:00 a.m. 12:50 p.m. 5:00 p.m. 7:45 p.m. 7:50 p.m. 10:00 p.m.
23 August, 2001	12:00 a.m. 2:00 a.m. 7:30 a.m. 8:00 a.m. 9:00 a.m. 10:10 a.m. 10:15 a.m. 12:00 p.m. 6:00 p.m. 10:10 p.m. 11:45 p.m.

Table 2: Estimated train schedule on a 24 hour basis.

A.M.	P.M.
12:00	12:00
12:10	12:30
12:20	12:45
12:25	1:15
12:30	1:20
1:00	1:30
1:50	1:50
2:00	2:10
2:10	2:30
6:30	2:55
7:00	3:00
7:30	3:15
8:00	3:35
9:00	4:00
9:15	4:15
9:50	4:30
10:00	4:45
10:15	4:50
10:30	5:00
10:40	5:45
11:00	6:00
11:35	7:45
11:45	7:50
	9:00
	9:05
	10:00
	10:10
	10:48
	11:00
	11:20

To Ron Swiddle
in Doug Craig
673 1451

City of Greater Sudbury

Mike McGinn

40 Walter Street, Box 131
Coniston, Ontario
P0M 1M0

SEP 14 2001

03 SEP 01

Legal Services

Mr. Doug Craig,
Member of Council,
City of Greater Sudbury,

Dear Mr. Craig,

I am writing to you on behalf of a large number of the citizens of Coniston, to ask for your assistance in solving a long standing problem in this community.

Over the years, railway traffic has increased on the line running through our community. When crossing Edward Street, the scream of their whistles has reached the point where it is adversely affecting the quality of life in our otherwise quiet neighborhood.

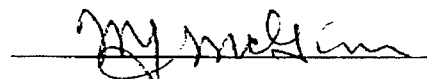
The rumble of an approaching train is no problem, and we accept this as a necessary part of living near the tracks, however the sudden piercing scream of the train whistle, sometimes two, three or four times a night causes interrupted sleep with its associated problems. We have a golf course near the crossing, and I have seen golfers cover their ears to protect their hearing, and have done so myself when in my back yard.

Prior to amalgamation, a petition was circulated and signed by an overwhelming number of residents, in an effort to stop the blowing of train whistles in Coniston. I am attaching a letter from Mr. John Fantin, a member of that group, which is self explanatory.

Now that we are a part of the City of Greater Sudbury, could we not have the whistle ban extended to the new City limits?

I know that you are very busy fulfilling your duties on council, and this may seem to be unimportant compared to the many other problems you deal with every day, but believe me when I say that it is something we have to put up with day and night, and it is important to us.

Yours truly;



M.J. McGinn

MY PHONE 694 3465
MR FANTIN 6944260

r. Mike McGinn
0 Walter Street
.O. Box 131
oniston, ON POM 1M0

001 08 30

o Whom It May Concern:

~~~~~  
In 1999 I was part of a group that decided to take up a petition to present to the Council of Nickel Centre regarding the blowing of train whistles by both the CNR and CPR as they go through Coniston. Mike Solski was the head of this group and very few people in Coniston failed to sign this petition. This petition was presented to Council and also to our Federal MP. The Town of Nickel Centre replied shortly after the petition was presented stating that they would take no action as amalgamation was a fact at year-end and that we should make a presentation to the Region of Greater Sudbury. Their reasoning was that since the Sudbury Council was already carrying insurance and was also aware of the legal requirements, that it would be easier for them to deal with this matter. Meanwhile Mike Solski passed away and nothing was done to follow up on this request. However, the whistle blowing has not abated--in fact it is probably worse and people are asking the group to get another petition. Since the petition is on record in the Town of Nickel Centre minutes, we decided to make a direct approach to the Region of Greater Sudbury.

The Region now has a "no whistle blowing policy" on all crossings as far as Romford. We are one crossing away on the CPR. On the CNR there are two crossings-- one crossing Hwy. 17, and the other at Government Road in Coniston. We sincerely hope that action will be taken on this petition.

Respectfully yours

*John Fantin*

John Fantin  
Member of the '99 Committee.

# Request for Decision City Council



## Type of Decision

|                    |                                     |     |                          |    |             |                                     |      |                          |        |
|--------------------|-------------------------------------|-----|--------------------------|----|-------------|-------------------------------------|------|--------------------------|--------|
| Meeting Date       | August 22nd, 2002                   |     |                          |    | Report Date | August 7, 2002                      |      |                          |        |
| 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

*ONTARIANS WITH DISABILITIES ACT*

## Policy Implication + Budget Impact

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

No budget impact at this time. In accordance with Council's procedural rules, this amending By-Law is on the agenda for two readings only to provide notice and will be brought back to Council for final reading at its next regular meeting, at which time the formal appointments will also be made.


☒ Background Attached

## Recommendation

That the Procedure By-Law be amended to provide for the establishment of an Accessibility Advisory Committee, and that the current members of the Transportation for the Physically Disabled Advisory Panel be appointed to the new Committee in order to assist Council with its responsibilities under the *Ontarians with Disabilities Act 2001*, and that the Transportation for the Physically Disabled Advisory Panel be dissolved and its terms of reference incorporated into the terms of reference of the Accessibility Advisory Committee.

Recommendation Continued

## Recommended by the General Manager

  
D. Wukosinic General Manager, Corporate Services and Acting General Manager, Emergency Services

## Recommended by the C.A.O.

  
Mark Mieto  
Acting Chief Administrative Officer

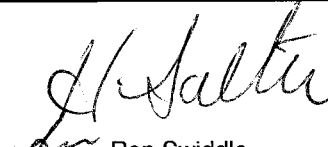
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**Report Prepared By**



Ron Swiddle  
Director of Legal Services/City Solicitor

**Division Review**



Ron Swiddle  
Director of Legal Services/City Solicitor

The *Ontarians with Disabilities Act, 2001* was passed last year by the Ontario Government, and large sections of the *Act* come into effect on September 30th, 2002. There are two distinct sets of responsibilities for the City under the *Act*, those articulated under the duties of Municipalities sections and those articulated under the Public Transportation Organizations sections. The obligations under these sections are as set out below.

Accessibility Advisory Committee:

Under the *Act*, the City must establish an Accessibility Advisory Committee, and the majority of members must be persons with disabilities. The Committee shall advise the Council in each year about the preparation, implementation and effectiveness of its accessibility plan. The Council shall also seek advice from the Committee on the accessibility for persons with disabilities to a building, structure or premises or parts of a building, structure or premises that Council purchases, constructs or significantly renovates, for which Council enters into a new lease, or that is provided as Municipal Capital Facility.

The Committee shall also review site plans and drawings set out in the *Planning Act* that the Committee selects and such plans shall be made available by Council.

At this time, the Council has in place the Advisory Panel dealing with Transportation for the Physically Disabled. Council is required to have its Accessibility Advisory Committee in place by September 30th, 2002. Rather than proceed with two bodies having related functions, it is recommended that the Procedure By-Law be amended to provide for an Accessibility Advisory Committee, and that the existing members of the Advisory Panel be asked to serve on the new body, replacing the Transportation for the Physically Disabled Advisory Panel.

The new Accessibility Advisory Panel would continue to provide advice to the City of Greater Sudbury on issues related to the Handi-Transit Service and Transportation for the Physically Disabled.

Such appointments would remain in place for the term of Council, and be advertised thereafter.

Other Municipal Duties:

Council must consider accessibility for persons with disabilities to goods and services when deciding to purchase goods and services through its procurement process.

Council must prepare an accessibility plan and seek advice from the Accessibility Advisory Committee. The accessibility plan must address the identification, removal and prevention of barriers to persons with disabilities in the City's By-laws and in its policies, programs, practices and services. The plan should include:

- a report on the measures the City has taken to identify, remove and prevent barriers to persons with disabilities;
- the measures in place to ensure that the City assesses its proposals for by-laws, policies, programs, practices and services to determine their effect on accessibility;
- a list of the by-laws, policies, programs, practices and services that the City will review in the coming years in order to identify barriers to persons with disabilities;
- the measures that the City intends to take in the coming year to identify, remove and prevent barriers to persons with disabilities; and
- all other information that the regulations prescribe for the purpose of the plan.

The City must make its plan available to the public.

As a public transportation organization, the City must prepare an accessibility plan in consultation with persons with disabilities, and it is recommended that the Accessibility Advisory Committee serve this function as well. This transportation accessibility plan shall address the identification, removal and prevention of barriers to persons with disabilities in the practices and services of the City as a transportation organization, including both public transportation and roadways, sidewalks, etc.

The Ontario Government will specify guidelines for the preparation of accessibility plans and policies under this *Act*. Regulations will also be presented.

It is recommended that the City work with its Advisory Committee to achieve the barrier-free goals of the *Act*.

# Request for Decision City Council

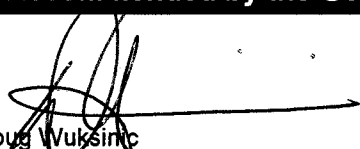


| Type of Decision   |                                     |     |  |    |             |                                     |      |  |        |
|--------------------|-------------------------------------|-----|--|----|-------------|-------------------------------------|------|--|--------|
| Meeting Date       | August 22 <sup>nd</sup> , 2002      |     |  |    | Report Date | July 19 <sup>th</sup> , 2002        |      |  |        |
| Decision Requested | <input checked="" type="checkbox"/> | Yes |  | No | Priority    | <input checked="" type="checkbox"/> | High |  | Low    |
|                    | Direction Only                      |     |  |    | Type of     | <input checked="" type="checkbox"/> | Open |  | Closed |

| Report Title                                          |
|-------------------------------------------------------|
| Amendment to By-Law - Radisson Sewer/Water Works Rate |

| 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                                                                                                                                                                                                                                                                                                                        |                          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| <p>THAT Schedule "A" of By-Law 98-208 of the former Regional Municipality of Sudbury be amended to provide for the sub-division of the remainder of Parcel 5571 in the Radisson Industrial Park, and the imposition of a hectareage charge on the newly created lots effective in 2002, as outlined on the attached Schedule "A".</p> |                          |
| <input type="checkbox"/>                                                                                                                                                                                                                                                                                                              | Recommendation Continued |

| Recommended by the General Manager                                                                                                                                                                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <br>Doug Wuksinic<br>General Manager of Corporate Services, and<br>Acting General Manager of Emergency Services |

| Recommended by the C.A.O.                                                                                                                 |
|-------------------------------------------------------------------------------------------------------------------------------------------|
| <br>Mark Mieto<br>Acting Chief Administrative Officer |

**Report Prepared By**



Cheryl Mahaffy  
Manager of Financial Planning and Policy/  
Deputy Treasurer

**Division Review**



Cheryl Mahaffy  
Acting Director of Finance/City Treasurer

**Summary:**

By-law 98-208 established the water and sewer works hectarage rate on the owners or occupants of certain lands in the Radisson Industrial Park. Each participant had the option of paying in full or paying an annual rate for 10 years, commencing in 2000. If any of the properties affected by the By-law are severed before the end of the 10-year period, and if the full and final payment has not been made for the property in question, any newly created lot(s) is to be presented to Council for the imposition of a hectarage charge for the remainder of the 10-year period. The total charges remain unchanged.

**Background:**

Water and wastewater services were extended to the Radisson Industrial Park in 1998, and a per hectarage charge was imposed on all benefitting lands. Each owner had the option of paying this charge in full, or paying ten annual instalments commencing in 2000. The By-law establishing the annual per hectare charge for these services also provided for amending the annual charges if any of the existing parcels of land were sub-divided.

The remainder of Parcel 5571 in this sub-division has now been sub-divided into thirteen (13) smaller lots, and the by-law must be amended to establish the annual charges for these new lots, and eliminate the annual charge for the original area. The new annual charges are outlined on Schedule "A", attached. There is no change in the total annual charges collected.



**Schedule "A" to By-law 2002-\_\_\_\_\_**  
**amending Schedule "A" to By-law 98-208**  
**of the former Regional Municipality of Sudbury**

| <b>Property</b>                                | <b>Registered Owner</b>        | <b>Hectares</b> | <b>Annual Payment<br/>(Sewer and Water)<br/>\$</b> | <b>Commuted Amount<br/>2000<br/>\$</b> | <b>Commuted Amount<br/>2002<br/>\$</b> |
|------------------------------------------------|--------------------------------|-----------------|----------------------------------------------------|----------------------------------------|----------------------------------------|
| Delete:                                        |                                |                 |                                                    |                                        |                                        |
| Rem. Parcel 5571<br>(excluding Road Allowance) |                                |                 |                                                    |                                        |                                        |
| Roll 160-020-285-11-0000                       | Pijo Investments Ltd.          | 4.98000         | 23,672.07                                          | 174,228.00                             | N/A                                    |
| Add:                                           |                                |                 |                                                    |                                        |                                        |
| Roll 160-020-285-11-0000                       | Pijo Investments Ltd.          | 0.54418         | 2,586.88                                           | N/A                                    | 16,063.99                              |
| Roll 160-020-285-10-0000                       | Pijo Investments Ltd.          | 0.32000         | 1,521.19                                           | N/A                                    | 9,446.28                               |
| Roll 160-020-285-07-to -09-0000                | Steel 2000 Inc. (for Lots 3-5) | 1.18358         | 5,626.41                                           | N/A                                    | 34,938.84                              |
| Roll 160-020-285-06-0000                       | Pijo Investments Ltd.          | 0.29264         | 1,391.13                                           | N/A                                    | 8,638.62                               |
| Roll 160-020-285-05-0000                       | Pijo Investments Ltd.          | 0.29264         | 1,391.13                                           | N/A                                    | 8,638.62                               |
| Roll 160-020-285-04-0000                       | Pijo Investments Ltd.          | 0.29245         | 1,390.23                                           | N/A                                    | 8,633.01                               |
| Roll 160-020-285-03-0000                       | Pijo Investments Ltd.          | 0.75510         | 3,589.54                                           | N/A                                    | 22,290.27                              |
| Roll 160-020-285-02-0000                       | Pijo Investments Ltd.          | 0.31570         | 1,500.75                                           | N/A                                    | 9,319.35                               |
| Roll 160-020-285-01-0000                       | Pijo Investments Ltd.          | 0.31570         | 1,500.75                                           | N/A                                    | 9,319.35                               |
| Roll 160-020-285-00-0000                       | Pijo Investments Ltd.          | 0.49370         | 2,346.91                                           | N/A                                    | 14,573.84                              |
| Roll 160-020-278-00-0000                       | Provencher, Marcel             | 0.17400         | 827.15                                             | N/A                                    | 5,136.41                               |
|                                                |                                | <b>4.97969</b>  | <b>23,672.07</b>                                   |                                        | <b>146,998.58</b>                      |

# Request for Decision City Council



## Type of Decision

|                    |                                     |     |                          |    |             |                                     |      |                          |        |
|--------------------|-------------------------------------|-----|--------------------------|----|-------------|-------------------------------------|------|--------------------------|--------|
| Meeting Date       | August 22 <sup>nd</sup> , 2002      |     |                          |    | Report Date | August 16 <sup>th</sup> , 2002      |      |                          |        |
| 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

Emergency Medical Services Division  
Replacement Ambulance/Emergency Response Units - Ordering Year 2003

## 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. |
| Funding source identified - no impact on Current Budget |                                                                                                                          |
| <input checked="" type="checkbox"/>                     | Background Attached                                                                                                      |

## Recommendation


WHEREAS the City of Greater Sudbury, EMS Division is required by the Ministry of Health and Long Term Care to place their First Round Year 2003 Ambulance/Emergency Vehicle Orders by the end of August 2002; and

WHEREAS the City of Greater Sudbury, EMS Division has identified for the First Round of ordering the requirement for two (2) Emergency Response Units, one (1) Emergency Support Unit, and one (1) Ambulance Unit to ensure adequate coverage of service;


IT IS RECOMMENDED THAT the Order be authorized, and that funding in the approximate amount of \$289,000 be approved from the Reserve Fund for Emergency Services - Land Ambulance.

Recommendation Continued

## Recommended by the General Manager

  
Doug Wukosinic  
General Manager of Corporate Services, and  
Acting General Manager of Emergency Services

## Recommended by the C.A.O.

  
Mark Mieto  
Acting Chief Administrative Officer

**Report Prepared By**

Tim P. Beadman  
Director of Emergency Medical Services

**Division Review**

**BACKGROUND**

The Emergency Medical Services Division (Land Ambulance) of the Emergency Services Department has a fleet of twenty-eight (28) Vehicles:

- 19 Operational Ambulance Units
- 6 Emergency Response Units
- 1 Emergency Support Unit
- 2 Administrative Units

This 24/7 Emergency Medical Service (EMS) handles a volume of 32,000 calls annually and has an ongoing requirement to replace ambulance/emergency vehicles and medical equipment to ensure service delivery in a safe and efficient manner.

The Director has identified for the First Round of ordering (August 2002), the requirement for the replacement of two (2) Emergency Response Units, one (1) Emergency Support Unit, and one (1) Ambulance Unit. The new replacement units will cost approximately \$260,000 plus applicable taxes and are to be delivered between November 2002 and June 2003.

We currently have approximately \$1.48 million available for land ambulance needs and we recommend that the purchase of these units be funded from the Reserve Fund for Emergency Services - Land Ambulance.

Upper Tier municipalities have access to the Provincial Distribution Centre (Judson Store) located in Toronto for the purchase of ambulances, Emergency Response Units and medical equipment. This facility has the advantage of bulk purchasing through a cost effective, multi-year contract. There are recognized cost advantages offered by the Judson Store which benefit both levels of government. These cost savings range from 15 - 40% compared to retail pricing.

The City has two opportunities to order ambulances for the calendar year 2003 (August or November 2002) both of which require a six (6) month lead time for delivery of these units.