

# Request for Decision City Council



Type of Decision									
Meeting Date	August 22, 2002				Report Date	August 9, 2002			
Decision Requested		Yes	<input checked="" type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting		Open		Closed

Report Title
Summer Surface Treatment/Gravel Patching, Various Locations

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
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	
<b>Report Prepared By</b>  D. Bélisle General Manager of Public Works	<b>Division Review</b> 

Council will recall having directed the General Manager of Public Works to proceed with summer road work on less travelled rural roads, at an estimated cost of \$550,000. Council also passed Resolution #2002-446, authorizing the General Manager of Public Works to award quotations in excess of \$100,000.

"That the General Manager of Public Works be authorized to solicit quotations through electronic advertising and direct communication with known service providers, for the provision of summer roads works and that the General Manager be authorized to award quotations in excess of \$100,000, notwithstanding the requirements of Schedule "C" to By-law 2001-2."

Work is proceeding well on the roads shown in the following table, with completion expected by mid to late September. Work is being performed by Public Works staff and private contractors. One major contract in the amount of \$170,558 has been awarded to Miller Paving for the required surface treatment work. Miller Paving was the sole bidder on this contract at an initial cost of \$217,670.00, whereas the estimate was \$175,000. In consultation with the City Solicitor and Manager of Supplies and Services, it was decided that it would be appropriate to negotiate a lower price with this sole bidder. We did so, and through a combination of the bidder lowering his unit costs, and the City supplying granulars and grading with its own forces, the price was lowered to \$170,558.

Council will note as well that some projects were increased in scope with the applications of Capital funds approved in the 2001 and 2002 Capital Budget for secondary roads. In total, \$625,000 will have been spent this summer on secondary roads.

Road Section	Length	Work	Budget	
			Maintenance	Capital
West Bay Road	3.5 km	gravel & surface treatment	\$140,000	
Errington S & Lavallee	1.0 km	gravel & surface treatment	60,000	
Bradley/Joanette/Morgan	patches	gravel & surface treatment	30,000	
Bodson/Kalmo/Main	1.8 km	gravel & surface treatment	110,000	
Frenchman Lake Road	0.5 km	gravel & surface treatment	35,000	
Fairbank Lake Road E.	patches	gravel & surface treatment	40,000	
Ronka/Boundary	patches	gravel	50,000	\$ 30,000
Matagamasi Lake Road	patches	gravel	50,000	
Makynen/Cross	patches	gravel		15,000
Red Deer Lake Road N & S	patches	gravel	35,000	
Moonlight Avenue	0.5 km	gravel & surface treatment		30,000
TOTAL			\$550,000	\$75,000

# Request for Decision City Council

## Type of Decision

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

## Report Title

**New Cobden Road Municipal Drain**


## Policy Implication + Budget Impact

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

## Recommendation

<p><b>For Information</b></p>	
	Recommendation Continued



## Recommended by the General Manager

 Don Bélisle General Manager of Public Works
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## Recommended by the C.A.O.

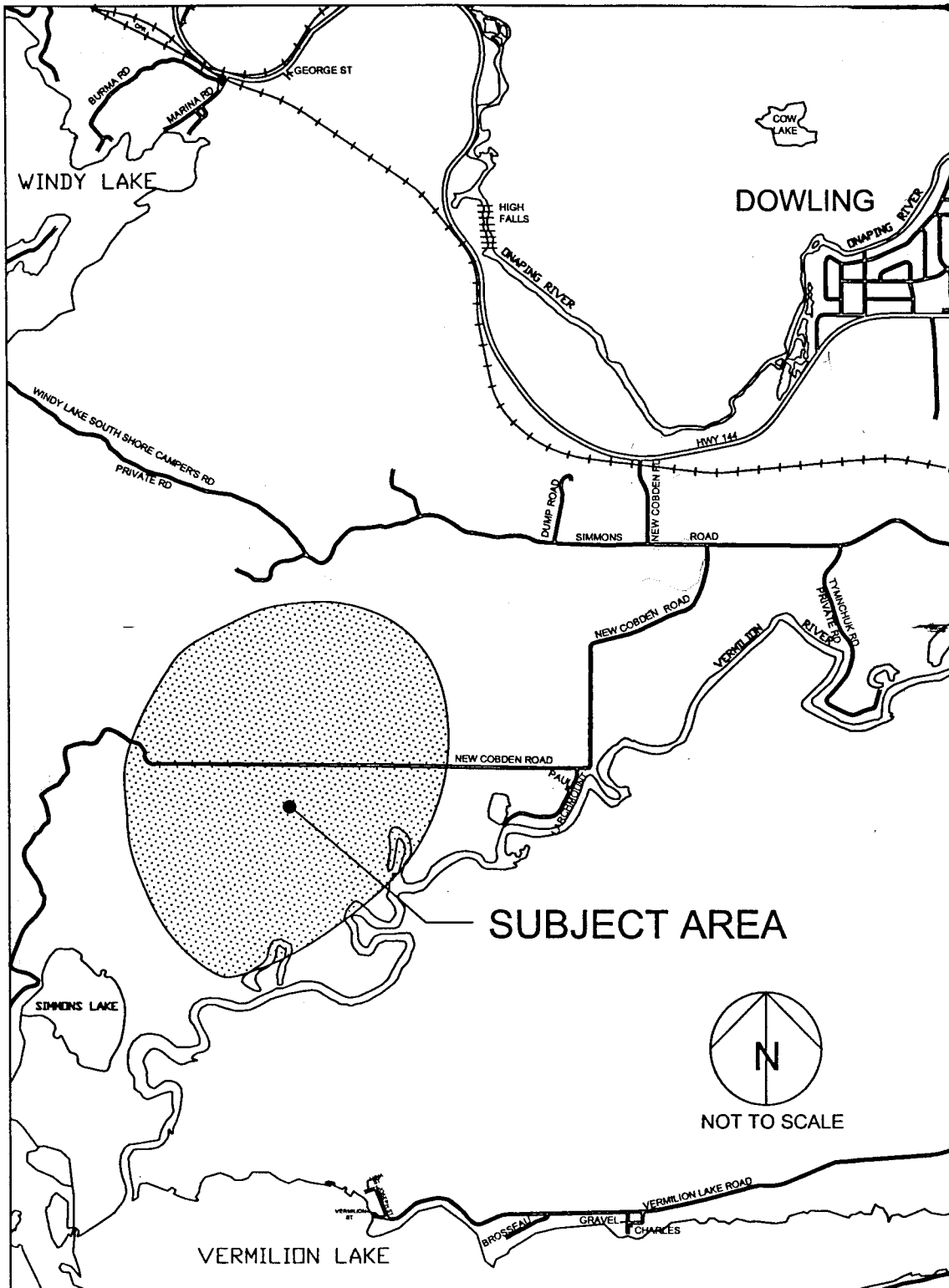
 Mark Mieto Acting Chief Administrative Officer
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# Request for Decision City Council

<b>Recommendation</b> <i>continued</i>	<b>x</b>	<b>Background</b>																												
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<div style="background-color: black; color: white; text-align: center; padding: 5px; margin-bottom: 10px;"><b>Report Prepared By</b></div> <div style="text-align: center;">               Ronald W. Norton, P. Eng.              Acting Director of Engineering Services         </div>	<div style="background-color: black; color: white; text-align: center; padding: 5px; margin-bottom: 10px;"><b>Division Review</b></div> <div style="text-align: center;">               Ronald W. Norton, P. Eng.              Acting Director of Engineering Services         </div>																													
<p>Council has previously approved the construction of the New Cobden Road Municipal Drain set out on Exhibit 1. Tenders for the Cobden Road Municipal Drain closed on July 9, 2002.</p> <p>The following two tenders were received:</p> <table style="width: 100%; margin-top: 20px;"> <thead> <tr> <th style="width: 60%;"></th> <th style="text-align: right; width: 40%;">Construction Cost</th> </tr> </thead> <tbody> <tr> <td>Lacroix Construction Co. (Sudbury) Ltd.</td> <td style="text-align: right;">\$ 236,952.75</td> </tr> <tr> <td>Pioneer Construction Inc.</td> <td style="text-align: right;">\$ 240,818.91</td> </tr> </tbody> </table> <p>The drainage engineers construction cost estimate was \$ 111,850.00. The submitted tenders were substantially over the engineers estimate and both tenders were rejected due to cost.</p> <p>Under the provisions in section 59 (1) of the Drainage Act RSO 1980, the municipality cannot award any tender over more than 33% of the drainage engineer's estimate without the agreement of the property owners who signed the drainage petition. As a result of the initial two drainage meetings, the drainage engineer and City staff were aware that the property owners within the drainage area were very sensitive to the cost of the project and would not accept the project costs as tendered.</p> <p>In consultation with the appointed drainage engineer, K. Smart Associates Ltd., staff decided to divide the work into three smaller projects to promote economy of the overall project.</p> <p>In order to expedite the project to take advantage of seasonal construction conditions, quotations for the three smaller projects were invited from qualified drainage contractors.</p> <p>The following quotations were received on Monday, August 12, 2002:</p> <table style="width: 100%; margin-top: 20px;"> <thead> <tr> <th style="width: 60%;"></th> <th style="text-align: right; width: 40%;">Construction Cost</th> </tr> </thead> <tbody> <tr> <td><b>1. Drain A</b></td> <td></td> </tr> <tr> <td>763535 Ontario Inc. o/a Labelle Brothers Excavating</td> <td style="text-align: right;">\$34,932.00</td> </tr> <tr> <td>Lacroix Construction Co. (Sudbury) Ltd.</td> <td style="text-align: right;">\$49,021.75</td> </tr> <tr> <td><b>2. Drains B to E</b></td> <td></td> </tr> <tr> <td>763535 Ontario Inc. o/a Labelle Brothers Excavating</td> <td style="text-align: right;">\$41,191.50</td> </tr> <tr> <td>Lacroix Construction Co. (Sudbury) Ltd.</td> <td style="text-align: right;">\$88,118.35</td> </tr> <tr> <td><b>3. Work on New Cobden Road</b></td> <td></td> </tr> <tr> <td>Lacroix Construction Co. (Sudbury) Ltd.</td> <td style="text-align: right;">\$28,328.90</td> </tr> <tr> <td>763535 Ontario Inc. o/a Labelle Brothers Excavating</td> <td style="text-align: right;">\$30,200.00</td> </tr> <tr> <td>Ray Vachon Construction</td> <td style="text-align: right;">\$35,880.00</td> </tr> </tbody> </table>				Construction Cost	Lacroix Construction Co. (Sudbury) Ltd.	\$ 236,952.75	Pioneer Construction Inc.	\$ 240,818.91		Construction Cost	<b>1. Drain A</b>		763535 Ontario Inc. o/a Labelle Brothers Excavating	\$34,932.00	Lacroix Construction Co. (Sudbury) Ltd.	\$49,021.75	<b>2. Drains B to E</b>		763535 Ontario Inc. o/a Labelle Brothers Excavating	\$41,191.50	Lacroix Construction Co. (Sudbury) Ltd.	\$88,118.35	<b>3. Work on New Cobden Road</b>		Lacroix Construction Co. (Sudbury) Ltd.	\$28,328.90	763535 Ontario Inc. o/a Labelle Brothers Excavating	\$30,200.00	Ray Vachon Construction	\$35,880.00
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# Request for Decision City Council

Recommendation <i>continued</i>	Background																										
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<p>Staff are prepared to accept the low bidders for each of the projects. The construction cost of the three projects are set out below:</p> <table style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 60%;"><b>Drain A</b></td> <td style="width: 40%; text-align: right;"><b>Construction Cost</b></td> </tr> <tr> <td>763535 Ontario Inc. o/a Labelle Brothers Excavating</td> <td style="text-align: right;">\$34,932.00</td> </tr> <tr> <td><b>Drain B to E</b></td> <td></td> </tr> <tr> <td>763535 Ontario Inc. o/a Labelle Brothers Excavating</td> <td style="text-align: right;">\$41,191.50</td> </tr> <tr> <td><b>Work on New Cobden Road</b></td> <td></td> </tr> <tr> <td>Lacroix Construction Co. (Sudbury) Ltd.</td> <td style="text-align: right;"><u>\$28,328.90</u></td> </tr> <tr> <td><b>Total Construction Cost Of All Three Projects</b></td> <td style="text-align: right;"><b>\$104,452.40</b></td> </tr> </table> <p>It is noted that the total project construction cost is now under the drainage engineer's estimate of \$111,850.00.</p> <p>The following project awards have been made:</p> <table style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 60%;"><b>Drain A</b></td> <td style="width: 40%; text-align: right;"><b>Total Cost Including G.S.T.</b></td> </tr> <tr> <td>763535 Ontario Inc. o/a Labelle Brothers Excavating</td> <td style="text-align: right;">\$37,377.24</td> </tr> <tr> <td><b>Drain B to E</b></td> <td></td> </tr> <tr> <td>763535 Ontario Inc. o/a Labelle Brothers Excavating</td> <td style="text-align: right;">\$44,074.90</td> </tr> <tr> <td><b>Work on New Cobden Road</b></td> <td></td> </tr> <tr> <td>Lacroix Construction Co. (Sudbury) Ltd.</td> <td style="text-align: right;">\$30,311.92</td> </tr> </table>		<b>Drain A</b>	<b>Construction Cost</b>	763535 Ontario Inc. o/a Labelle Brothers Excavating	\$34,932.00	<b>Drain B to E</b>		763535 Ontario Inc. o/a Labelle Brothers Excavating	\$41,191.50	<b>Work on New Cobden Road</b>		Lacroix Construction Co. (Sudbury) Ltd.	<u>\$28,328.90</u>	<b>Total Construction Cost Of All Three Projects</b>	<b>\$104,452.40</b>	<b>Drain A</b>	<b>Total Cost Including G.S.T.</b>	763535 Ontario Inc. o/a Labelle Brothers Excavating	\$37,377.24	<b>Drain B to E</b>		763535 Ontario Inc. o/a Labelle Brothers Excavating	\$44,074.90	<b>Work on New Cobden Road</b>		Lacroix Construction Co. (Sudbury) Ltd.	\$30,311.92
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<div style="border: 1px solid black; display: inline-block; padding: 2px 10px;">158</div>																											



## EXHIBIT I PROPOSED NEW COBDEN ROAD MUNICIPAL / AGRICULTURAL DRAIN

DRAWN BY W.A.T.	REV No
DATE APRIL 18, 2001	REV DATE
SCALE NOT TO SCALE	CAD/FILE No.
APP'D	SHEET

# 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		Yes	<input checked="" type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of	<input checked="" type="checkbox"/>	Open		Closed

## Report Title

Update: Long-term Financial Plan

### Policy Implication + Budget Impact

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

☒ Background Attached

### Recommendation

FOR INFORMATION ONLY

Recommendation Continued

### Recommended by the General Manager


  
Doug Wuksinic  
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**



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

**Division Review**

**Background:**

The Long-term Financial Plan commissioned by the City of Greater Sudbury was divided into four unique phases, with deliverables scheduled to occur throughout the Summer and Fall of 2002; and the Final Financial Plan was to be presented to the Priorities Committee at its Meeting scheduled for Wednesday, October 23<sup>rd</sup>, 2002.

Having said this, we have come to the realization that the original timeframe was optimistic because of many factors; eg. the unavailability of key members and contributors due to unforeseen and unscheduled circumstances, as well as additional time needed to provide the best information available. Consequently, the timeframe must be adjusted by three weeks, and the Revised Schedule is as follows:

- Phase One: Identification of Issues, Initial Stakeholder Input and Report to Council was completed with Hemson Consulting Ltd. Presentation to Council on Tuesday, July 9<sup>th</sup>, 2002
- Phase Two: Development of Scenarios and Report to Council now scheduled for Presentation at the Priorities Committee Meeting of Wednesday, September 11<sup>th</sup>, 2002
- Phase Three: Establishment of Financial Plan Principles and Stakeholder Input with Report to Council now scheduled for the Priorities Committee Meeting of Wednesday, October 9<sup>th</sup>, 2002
- Phase Four: Completion of the Draft Financial Plan, Financial Advisor and Stakeholder Reviews by October 31<sup>st</sup>, 2002; with Presentation of the Final Financial Plan to Council at the Priorities Committee Meeting of Wednesday, November 13<sup>th</sup>, 2002.

# Request for Decision City Council




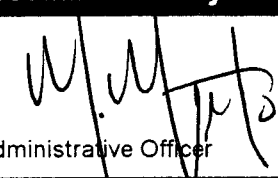
Type of Decision									
Meeting Date		August 22, 2002				Report Date		August 15, 2002	
Decision Requested			Yes	<input checked="" type="checkbox"/>	No	Priority		<input checked="" type="checkbox"/>	High
		Direction Only				Type of Meeting		<input checked="" type="checkbox"/>	Open
									Closed

Report Title
\$2 Billion Canada Strategic Infrastructure Fund

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
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	
<b>Report Prepared By</b>  D. Bélisle General Manager of Public Works	<b>Division Review</b>

On August 9, 2002, Allan Rock, Minister of Industry and Minister Responsible for Infrastructure, released the eligibility criteria for the \$2 Billion Canada Strategic Infrastructure Fund previously announced in the 2001 Federal Budget.

The attached news release sets out an unprecedented \$75 million threshold formula per project, essentially eliminating all Canadian municipalities except but the few largest urban centres and Provinces. The only local project that readily satisfies the social and economic objectives of this new Federal initiative, as well as the \$75 million threshold formula, is the four-laning of Provincial Highway 69 South, from Sudbury to Parry Sound. In fact, just the first phase of this project, four-laning from Sudbury to Burwash, meets the \$75 million formula, and the required Preliminary Design and Environmental Assessment for this portion of the project was completed in 1999. A recent minor amendment to the completed Environmental Assessment, dealing with the northerly 8.8 kms from Sudbury to Highway 537, was launched in May of this year, in preparation for detailed design and tendering. That process nears completion, ideally positioning this project for eligibility under the recent Federal announcement.

For Council's information, the Provincial four-laning of Highway 69 South has undergone a number of delays, interruptions, and modifications over the past decade, but remains well positioned to qualify under the recent Federal criteria.

- Early 1990's: Provincial Planning Study, four-laning Highway 69 South, 60 kms, Sudbury to French River.
- 1996: Planning Study suspended.
- 1998: Planning Study resumed, 20 kms, Sudbury to Burwash.
- 1999: Planning Study and Environmental Assessment Study completed, 20 kms Sudbury to Burwash.
- 2002: Proposed amendment to 1999 Environmental Assessment Study, 8.8 kms, Sudbury to Highway 537, in preparation for detail design and tendering.

To assist Council's appreciation of the scope and cost of this project, "rule of thumb" estimates for the four-laning of Highway 69S have been \$4 million per km.

On August 22, 2002, Council will hear a presentation on the four-laning of Highway 69 South from Mr. Rick Bartolucci, MPP for Sudbury. At that time, Council may wish to formulate resolutions addressed to the appropriate Provincial and Federal Ministries in order to move this project ahead, supported by the \$2 Billion Canada Strategic Infrastructure Fund.

Attachment



Industry Industrie  
Canada Canada

Canada

*[Handwritten signature]*

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CANADA'S BUSINESS AND CONSUMER SITE

## Allan Rock Releases Parameters for New Infrastructure Programs

**August 09, 2002 (OTTAWA)** -- Allan Rock, Minister of Industry and Minister responsible for Infrastructure, today released the parameters for the \$2 billion Canada Strategic Infrastructure Fund and the \$600 million Border Infrastructure Fund announced in Budget 2001.

"The new Canada Strategic Infrastructure Fund had been structured to be more flexible for all regions of the country and better respond to the needs of Canadians and their communities -- whether rural or urban," said Minister Rock. "The Government of Canada will now seek partnerships across Canada to manage major infrastructure projects in five key categories."

Similarly, the Border Infrastructure Fund has been designed to support the initiatives in the Smart Border Action Plan by reducing border congestion, improving the flow of goods and services and expanding infrastructure capacity over the medium term.

"Seventy percent of Canada-U.S. truck traffic goes through just six crossing points," said Minister Rock. "As a result, the majority of the Border Infrastructure Fund will be invested in Windsor, Sarnia, Niagara Falls and Fort Erie in Ontario; Douglas, British Columbia; and Lacolle, Quebec. These projects will amplify the benefits of Government investments in border security made earlier this year."

Deputy Prime Minister and Finance Minister John Manley consulted widely on both the Strategic Infrastructure Fund and the Border Infrastructure Fund. The program parameters released today are a result of Minister Manley's work. With his ongoing responsibility for Border Security, Minister Manley will continue to play a key role in the Border Infrastructure Fund.

"I welcome the opportunity to move this program forward as quickly as possible," said Minister Rock.

Government officials have been mandated to formalize discussions with potential partners with a view to identifying large-scale infrastructure projects quickly.

A detailed background is attached.

Contact:

Selena Beattie  
Press Secretary  
Office of Allan Rock  
(613) 995-9001

Ghyslaine Charron

Director of Communications  
Office of Infrastructure Canada  
(613) 948-1148

## **CANADA STRATEGIC INFRASTRUCTURE FUND AND THE BORDER INFRASTRUCTURE FUND**

A high quality of life is one of the hallmarks of Canadian society. Investments in public infrastructure are key contributors to sustaining and increasing our quality of life and ensuring that cities and communities remain strong engines of economic growth. Modern and efficient infrastructure will also support Canada's goal of becoming one of the most innovative countries in the world.

It would be impossible to enjoy a high quality of life without ensuring that core public infrastructure such as water and sewage plants, highways, local roads and public transit systems were adequate to the role that they must play in our economy and in our daily lives -- whether we live in urban or rural parts of the country. Our cultural and recreational infrastructure must also be able to meet the needs of Canadians.

The Canada Strategic Infrastructure Fund and the Border Infrastructure Fund will be flexible enough to target funding to strategic needs in all regions of the country. The economic and social benefits of such investments will accrue well beyond the location in which the investments will take place.

Investments in public infrastructure are fundamental to our quality of life and our prospects for continued economic growth and we look forward to continued strong partnerships with provinces, municipalities and the private sector in building a Canada that is well equipped to succeed in the 21st century.

### **Canada Strategic Infrastructure Fund**

While previous infrastructure programs have been successful, it has become apparent that some large-scale infrastructure projects across the country are beyond the scope and capacity of existing programs. The \$2 Billion Canada Strategic Infrastructure Fund, announced in Budget 2001, responds to these needs.

The new Strategic Infrastructure Fund complements Canada's other infrastructure programs but differs in its orientation. It emphasizes partnerships with any combination of municipal, provincial, territorial governments, as well as the private sector, and each partnership will be governed by specifically tailored arrangements. Investments will be directed to projects of major national and regional significance, and will be made in areas that are vital to sustaining economic growth and supporting an enhanced quality of life for Canadians.

### **New Flexibility**

In recognition of the unique needs and capacity that exist across the country, the new Strategic Infrastructure Fund has been structured to better respond to existing and emerging needs of Canadians. Under the existing infrastructure programs, funding allocations are generally based on a per capita formula and costs are generally shared between the three levels of government.

Under the new Strategic Infrastructure Fund, we are increasing the

contribution of the Government of Canada to a maximum of 50 per cent of total eligible costs and embracing a broader range of partnerships to fulfil regional priorities. As there are vast differences in the populations of Canada's provinces and territories, we have established a threshold formula for defining "large-scale" projects.

In Prince Edward Island, Newfoundland, Nunavut, Yukon and the Northwest Territories where populations are under 750,000, total eligible project costs must be at least \$10 million. In Nova Scotia, New Brunswick, Saskatchewan and Manitoba where populations range between 750,000 and 1.5 million, the threshold will be at least \$25 million, and in Quebec, Ontario, Alberta and British Columbia where populations are over 1.5 million, the threshold will be at least \$75 million of total costs. This will ensure that funded projects are large-scale and strategic within the context of the province or territory in which they are housed.

The Government is looking forward to working with provinces, territories, municipalities and the private sector to begin implementation of the new Strategic Infrastructure Fund as soon as possible. To that end, federal officials have been mandated to formalise their discussions with their provincial and territorial counterparts as soon as possible.

### **Investment Categories**

The new program may invest in five categories of infrastructure that are vital to advancing Canada's social and economic objectives:

#### **1. Highway and Railway Infrastructure**

Investments may be made in large-scale projects that facilitate the movement of goods and people on Canada's National Highway System, or highways that connect to the National Highway System and mainline rail network for the purposes of increasing the productivity, economic efficiency, and safety of Canada's surface transportation system.

#### **2. Local Transportation Infrastructure**

Investments may be made in large-scale projects that facilitate the safe and efficient movement of goods and people, ease congestion, or reduce the emission of greenhouse gases and airborne pollutants. This will help address priorities such as climate change. Major investments in public transportation in Canada's major urban centres will help our communities work better and be healthier places to live.

#### **3. Tourism or Urban Development Infrastructure**

Investments may be made in large-scale projects that promote Canada as a leading destination for tourists or which promote urban development. This will ensure that tourism continues to contribute to the economic well being of Canadians and to serve as a bridge between Canada and the world.

#### **4. Water or Sewage Infrastructure**

Investments may be made in large-scale projects that provide for safe, clean, and reliable drinking water, or which provide for the environmentally responsible and sustainable treatment of wastewater. Investments in improved water and wastewater facilities are important because they not only directly benefit quality of life and the health of Canadians, but they also help protect aquatic habitat and promote economic growth.

#### **5. Broadband**

Investments may be made in large-scale projects that expand broadband networks in Canada. This will ensure that Canadians who live and work in rural and remote communities have access to services such as distance learning and tele-health and can seize more business opportunities. Such investments will also help Canada maintain its international leadership.

### **The Border Infrastructure Fund**

Border infrastructure is critical to our growing economic and trade relationship with the United States. The \$600-million Border Infrastructure Fund (BIF) will support the initiatives in the Smart Borders Action Plan by reducing border congestion and expanding infrastructure capacity over the medium term.

The Plan is based on four pillars: (i) the secure flow of people, (ii) the secure flow of goods, (iii) secure infrastructure, and (iv) information-sharing and co-ordination in the enforcement of these objectives.

The recently announced Free and Secure Trade (FAST) program will revolutionise the way commercial shipments move across the Canada-U.S. border and will result in a streamlined clearance process and greater efficiency in the shipment of goods.

Similarly, the Canada-US border-wide "fast-lane" program called NEXUS aims at speeding the flow of pre-screened low-risk travellers.

The \$600 million Border Infrastructure Fund will ensure that the necessary investments are made to support and amplify the benefits of NEXUS and FAST.

As some 70 per cent of Canada-U.S. cross-border truck traffic goes through just six crossing points, Canada needs to improve the efficiency at these border points. Hence, most of the funding available through the Border Infrastructure Fund will be invested in Windsor, Sarnia, Niagara Falls and Fort Erie, in Ontario; in Douglas, British Columbia; and in Lacolle, Quebec. Funding will also be available to address capacity and congestion problems at other crossings.

The Border Infrastructure Fund will employ a comprehensive approach towards sustaining and increasing the long-term efficiency of the Canada-U.S. border. Eligible projects for the new program fall into three distinct categories:

#### **1. Physical Infrastructure**

Projects for the improvement of physical infrastructure at or around border crossings include dedicated lanes, local access roads and other transportation infrastructure leading to and from a crossing; additional lanes and approaches; and Canadian highways that provide direct access to a border. These improvements to infrastructure will better facilitate the free flow of people and goods across the border.

#### **2. Intelligent Transportation System Infrastructure**

Projects such as smart card and transponder technology, traffic management systems as well as projects moving clearance centres away from the border, through initiatives such as inland inspection will help to monitor and improve the flow at our border crossings.

#### **3. Improved Analytical Capacity**



Traffic modelling and research of border flows are fundamental to continued economic growth and security as well as the establishment of sound public policy. This category will facilitate planning and policy development by showing the impact of potential changes in parameters such as physical infrastructure, security, staffing levels, and customs and immigration policies.

Data collection and management will also enable Canada to support the free flow of people and goods in a safe and secure environment. Eligible recipients include the provinces, municipalities, private sector firms, public and private transportation authorities and agencies.

#### **Funding and Investment Criteria**

The Border Infrastructure Fund will be implemented in co-operation with provincial, territorial and municipal governments, and with other partners from the public and private sectors on both sides of the Canada-U.S. border. The Government of Canada will make a maximum contribution of 50 per cent towards the total eligible costs of projects that will be selected based on the following investment criteria:

- Reduces congestion;
- Enhances capacity;
- Co-ordination with adjacent U.S. border facility and road access network;
- Supports implementation of the Smart Borders Action Plan;
- Enhances safety and security at border crossings; and
- Financial participation of other public and private sector partners.



Government  
of Canada

Gouvernement  
du Canada

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Date Modified: 2002-08-12



[Important Notices](#)

# Request for Decision City Council

## Type of Decision

Meeting Date	August 22 <sup>nd</sup> , 2002				Report Date	July 3 <sup>rd</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 Meeting	<input checked="" type="checkbox"/>	Open	<input type="checkbox"/>	Closed

## Report Title

**Hydro One - Herbicide Spraying Application Along Road Rights-of-Way**

## Policy Implication + Budget Impact


<b>N/A</b>	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.
<b>X</b>	Background Attached

## Recommendation

**THAT the City of Greater Sudbury approves Hydro One's request to carry out herbicide spraying under their power lines on City owned properties provided all directives and regulations of Health Canada's Pest Management Regulatory Agency (PMRA) and the Ontario Ministry of the Environment are strictly followed.**

Recommendation Continued

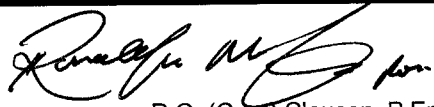
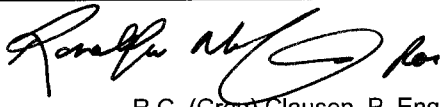
## Recommended by the General Manager

  
Don Bélisle  
General Manager of Public Works

## Recommended by the C.A.O.

  
Mark Mieto  
Acting Chief Administrative Officer

# Request for Decision City Council

<b>Recommendation</b> <i>continued</i>	<b>x</b>	<b>Background</b>
Please indicate if the information below is a continuation of the Recommendation or Background		
<div style="background-color: black; color: white; text-align: center; padding: 5px; font-weight: bold;">Report Prepared By</div> <div style="text-align: center; margin-top: 20px;">   R.G. (Greg) Clausen, P.Eng.  Director of Engineering Services </div>	<div style="background-color: black; color: white; text-align: center; padding: 5px; font-weight: bold;">Division Review</div> <div style="text-align: center; margin-top: 20px;">   R.G. (Greg) Clausen, P. Eng.  Director of Engineering Services </div>	
<p>Hydro One - Forestry Services has requested permission to control vegetation growth under their hydro distribution lines on City property.</p> <p>After initial mechanical removal or trimming of trees and brush cutting, Hydro One propose to selectively hand-spray herbicides on all fresh cuts. The herbicide they use is Garlon 4 Herbicide.</p> <p>A copy of Hydro One's letters dated April 11<sup>th</sup> and 16<sup>th</sup>, 2002, MSDS fact sheets on Garlon 4 Herbicide and several other information Fact Sheets on Garlon 4 are attached in <b>Appendix 'A'</b> for Council's information.</p> <p>According to documentation provided, Garlon 4 "has the potential to harm any woody or broadleaf plant that comes in direct contact with the spray solution... Garlon 4 will not harm grasses, like those in your lawn. Garlon 4 does not have an effect on animals or insects".</p> <p>Hydro One technicians hand spray the herbicide on all "fresh cuts" after the tree removal / brushing operation has been completed. Their technicians are all licensed applicators in compliance with Ministry of the Environment regulations.</p> <p>Mr. John Negustanti, Pesticide Specialist for the Sudbury office of the Ministry of the Environment, advises that Garlon 4 is one of the newer generation of herbicides and has not posed any problems when used by licensed applicators and according to written instructions.</p> <p>As discussed in their letters, Hydro One requires the permission of the property owner before they can perform vegetation control. Approximately fifty percent of their distribution lines are located on either private property or public property within the City of Greater Sudbury. Maps of the areas they propose to spray will be available at the Council meeting.</p> <p>To date, only 3 or 4 percent of private land owners have objected to the proposed spraying of herbicides. In these locations, Hydro One will not spray adjacent public property to ensure that the request of the private land owner is not compromised. Hydro One advises that they use this product across the province. Only the Regional Municipality of Muskoka has refused permission to spray on municipal owned property. At the time of writing this report, no one from Muskoka was available to clarify their objection.</p> <p>Neither Sudbury Hydro Plus nor the City of Greater Sudbury, use herbicide sprays for vegetation control. Localized weed control is done by licensed contractors at hydro substations, only when necessary.</p>		

# 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>Ms. Carrie Regenstreif, Co-ordinator of the Junction Creek Stewardship Committee (JCSC) has advised that JCSC has no objections to this application provided that all MOE guidelines are strictly followed including no spraying within 15 metres of any water body; and that City and MOE staff monitor the spraying program.</p> <p>Based on review of submitted documentation and discussions with Mr. John Negustanti, staff support the request by Hydro One. However, because of the sensitivity of this subject, especially in-light of the Lake Water Quality initiatives being undertaken in the City, and recent concerns regarding vegetation spraying at a public meeting on a proposed Municipal/Agricultural drain, staff has requested that Hydro One attend the Council meeting.</p> <p>Mr. Al Thompson, Distribution Asset Manager of Hydro One will be available at the Council meeting of August 22<sup>nd</sup>, 2002 to answer any questions of Council.</p> <p><i>Attachment</i> <span style="float: right;"><i>/bb</i></span></p> <div style="text-align: right; border: 1px solid black; padding: 2px; width: 50px; margin: 0 auto;">172</div>			



## FORESTRY SERVICES

Trevor Guindon  
Forestry Technician  
947 Falconbridge Road, P.O. Box 2040, STN "A", Sudbury, On P3A 4R8  
Telephone: (705) 566-8955 x3265, Cell: (705) 561-0770, Fax: (705) 566-8975

Tuesday, April 16, 2002

## Letter of Application Re: Herbicide Application City of Greater Sudbury

Greg Clausen  
Director of Engineering Services  
City of Sudbury  
Public Works Dept.,  
P.O. Box 5000, STN A  
200 Brady Street  
Sudbury, On P3A 5P3

Dear Greg:

Thank you for our meeting on Tuesday April /09 regarding the proposed line clearing and brush cutting with herbicide application. As you requested, here is a letter seeking approval from the City of Greater Sudbury for the rights to remove or trim trees, cut brush and apply herbicide in the regular maintenance of our power lines on city property. At Hydro One our top priority is the delivery of power in a safe, reliable and environmentally responsible manner.

As you can appreciate, vegetation management is necessary to ensure that minimum clearances are maintained between vegetation and energized apparatus.

Hydro One uses a variety of Line Clearing techniques on its distribution and transmission corridors. To aid in the control of vegetation, a herbicide; Garlon 4, is applied as a cut stump treatment as well as a low volume basal application. Garlon 4 is a federally approved herbicide applied by licensed applicators in compliance with the Ministry of the Environment. This is a selective application, targeting non-compatible vegetation only. Application equipment consists of backpacks connected to application wands, similar to those found at your local hardware store – no aerial spray equipment will be used. The spot application of Garlon is very selective with the goal of leaving the Right of Way as green as possible. An outlined map detailing the proposed area will be delivered with this letter. Most of the town property requiring treatment consists of land adjacent to roadside; Sudbury owns about half and private landowners own the other half. All private landowners have been notified with only 3-4 % objecting to its use. To date we have talked with over 800 private landowners in the areas outlined. It is our intention, where a private landowner requests us not to apply herbicide; we will not apply herbicide to the adjacent town land either.

We will include a Garlon fax sheet in this package that is also very informative. Also we will make available Hydro One staff to a Committee of a Whole meeting as soon as possible as we would like to begin our work program soon.

Looking forward to working with you on this.

Hydro One  
Trevor Guindon  
Forestry Technician  
Sudbury District

April 11, 2002

City of Greater Sudbury  
P.O. Box 5000, Station 'A'  
200 Brady Street  
Sudbury, ON  
P3A 5P3

Attention: Mr. Ron Norton  
Co-ordinator of Technical Services  
Public Works Department

Dear Sir:

Thank you for meeting with Hydro One the other day concerning the maintenance of Hydro One's lines on the City of Greater Sudbury property.

On the defined Transmission corridors on City property, Hydro One proposes to hand cut the brush and treat the stumps via low pressure back-pack sprayer with Garlon 4 in a mineral oil solution. By using this method, we can selectively leave compatible species and minimize resurgence of the stump.

On the defined Distribution corridors within the City limits, Hydro One will use the same method mentioned above or spot spray the smaller stems with the same product/method. All herbicides used by Hydro One are approved by the Federal Government. It is Hydro One's policy and responsibility to notify all property owners of it's intent to apply herbicide prior to the application. We propose to commence work by May 1<sup>st</sup>. All personnel in charge of this work are licensed by the Ministry of the Environment and Energy of Ontario. All personnel participating in this work must attend a training session specific to this work annually. This 'in-house' training session is recognized by the MOEE.

When we apply herbicides, we are mandated to post signs identifying: "Warning", a "Pictogram" identifying do not enter, "Pesticide Use", "For information, contact a toll free number", "Date sprayed", The trade name of the "Pesticide", the "Registration Number", and what the pesticide is "To Control".

Our history and our current notification process proves we have 3%-4% refusal for a variety of reasons. Where a property owner requests that we not apply herbicides, we respect that decision, and utilize alternate work methods.

Hydro One considers herbicides used responsibly in compliance with the label to be a good tool in maintaining it's power line rights of way. This safe method allows us to minimize rate increases and maintain line security to our customers as well.

Your authorization for this annual maintenance work is appreciated.

Yours truly

A handwritten signature in black ink, appearing to read "Ron Norton", followed by a horizontal line.

Trevor Guindon  
District Forestry Technician  
Sudbury District  
957 Falconbridge Road  
Station 'A', Box 2040  
Sudbury, ON  
P3A 4R8

# **WHAT YOU SHOULD KNOW ABOUT**

## **GARLON\* 4 HERBICIDE**

Vegetation managers use Garlon\* 4 herbicide to control unwanted weeds, brush and trees beneath electrical power lines, along railway beds, roadsides, pipelines and other rights-of-way including range and pasture. Garlon is a trademark of DowElanco Canada Inc. for herbicides containing triclopyr as the active ingredient.

The following information provides specifics on Garlon 4, and explores questions commonly asked by people concerning its use.

### **Why do you need to control vegetation along the right-of-way?**

For most rights-of-way uses, safety remains a major reason for managing vegetation. Trees, brush and weeds along these rights-of-way can create hazards.

For driver and passenger safety, vegetation must not be allowed to block traffic signs or roadside markers. It also must not conceal guardrails or overtake road shoulders. Vegetation must not obstruct driver vision at intersections or block the line-of-site around curves. Excessive vegetation also prevents proper drainage, which can damage roadbeds by creating potholes and other hazards.

Trees growing into power lines can cause electrical power outages and make maintenance difficult and dangerous. In addition, areas around utility substations and land beneath transmission towers require a vegetation-free zone to prevent fire hazards and ensure the transfer of electricity. Railway companies need to control weeds along their rights-of-way to maintain roadbeds. Weeds hold water around railway ties. This causes them to rot, increasing chances for derailment accidents. Sparks from the rails can also ignite weeds and brush growing too close to the roadbed, which can create a fire hazard for neighboring residents. Brush that obstructs motorists' views at railway crossings is especially dangerous. Preventing it from growing, can help avert car/train accidents.

### **Why do you need to use Garlon 4? - Can't you just cut the vegetation?**

Mowing and trimming remain important parts of any right-of-way maintenance program. But mechanical means alone cannot protect the right-of-way adequately. Besides being very labor-intensive, mechanical methods can lead to soil erosion. And, flailing blades and moving parts pose a danger to employees, livestock and wildlife.

Flying debris from mowers can potentially damage your property. Mowing creates multiple resprouts the plant's natural defense to the cutting. This only worsens the vegetation problem.

In some cases, mechanical methods quite simply cannot be used. Steep terrain may limit access by mowers, and in the case of railways and substations, their crushed-stone construction makes mechanical weed control impossible.

Garlon 4 controls unwanted brush and eliminates resprouting. Because of this improved control, crews and heavy machinery visit the right-of-way less frequently, meaning less impact on property near yours.

### **Who will be applying Garlon 4?**

A vegetation manager plans Garlon 4 herbicide treatments and oversees crew activities. Trained, professional applicators apply Garlon 4 in designated areas using approved application techniques. Organizations may use on-staff crews or hire custom applicators. In either case, these applicators follow directions on the product label, which is reviewed by Health Canada, Pest Management Regulatory Agency (PMRA).

### **How do I know these applicators are trained properly?**

It's in the best interest of any organization to hire qualified people to handle applications for the good of the organization itself and its standing in the community. Also, many provinces enforce strict standards requiring applicators



to be certified. An experienced crew foreman oversees the application process to ensure all workers follow the specified vegetation-control plan outlined by the vegetation manager.

## **How will they apply Garlon 4?**

Crews apply Garlon 4 to unwanted vegetation through a variety of application techniques. Options include foliar, basal bark and cut-stump treatments. Foliar applications spray solution on the plant's leaves. Basal bark techniques apply solution to the lower 30 to 50 centimeters of bark at the base of brush. And cut-stump applications spray or brush solution on the stump's surface after tree removal.

The vegetation manager assesses plant variety and size, and environmental conditions at each site before determining the correct application rate and technique for that location. The manager considers many factors, such as season, temperature, weather and terrain.

## **How do these applicators know they are applying the correct amount of Garlon 4?**

Again, the label indicates the rates to be used. Before an application begins, crews test the application equipment and calibrate all spray nozzles to ensure they meet these label directions.

## **Will Garlon 4 harm my ornamentals or garden?**

Garlon 4 has the potential to harm any woody or broadleaf plant that comes in direct contact with the spray solution. Therefore, applicators take care to apply Garlon only on targeted vegetation specified by the vegetation manager. Garlon 4 will not harm grasses, like those in your lawn.

Crews use extra caution to protect your ornamentals or garden by leaving untreated "buffer" zones that add an extra measure of protection. The basal application technique makes damage to ornamentals or gardens highly unlikely. Once crews apply Garlon 4 to the target vegetation's bark, it essentially "locks" into the plant. When making foliar applications, crews monitor wind speed and direction to assure accuracy.

Drift-control agents can be mixed with the spray solution. These agents help the solution form larger, heavier droplets that aid application accuracy and reduce chances for off-target drift.

## **Is Garlon 4 considered toxic?**

Toxicity is a material's ability to cause injury. Like most substances, too much Garlon 4 can be toxic if the amount you're exposed to is high enough. However, if ingested, Garlon 4 has low toxicity when compared to many substances we come in contact with daily. For instance, table salt is about as toxic as Garlon 4; aspirin is three times more toxic than Garlon 4; and caffeine is 15 times more toxic than Garlon 4.

People often confuse toxicity with hazard. To determine hazard, you must consider dose. Dose makes the difference. Many substances that are beneficial in small doses can be harmful in large doses. That's why you reach for only two aspirin when you have a headache that's the prescription. However, you know taking a larger dose could be dangerous.

When you think about Garlon 4, you should think in these same terms. It's unlikely anyone, even an applicator, could receive a dose large enough to be harmed.

## **How do you know the amount of Garlon 4 applied won't hurt animals?**

Garlon 4 affects plants only. The herbicide's active ingredient disrupts the growth process within the plant by affecting enzymes unique to plants. Garlon 4 does not have a similar effect on animals or insects.

However, as indicated earlier, any compound in a high enough concentration can be toxic. To ensure there are no unintended effects to pets, livestock or wildlife, the PMRA requires extensive testing. Researchers determine the highest dose of a product that an animal can be exposed to and still show no negative effect, and call this the No-Observable-Adverse-Effect Level (NOAEL).

Scientists also determine a maximum exposure level - exposure to the highest estimated concentration level that could be expected with normal use. Using these two measurements, they calculate a "safety factor" for effects on

animals. This factor shows a multiple of the maximum exposure level that an animal would have to be exposed to in order to reach the NOAEL.

For instance, a safety factor of 10X means that an animal would have to be exposed to ten times the maximum exposure level expected with a maximum labeled application rate of Garlon 4

As you can see in the Safety Assessment chart, there's a large margin of safety for birds. However, you'll find no additional margin of safety figures for aquatic organisms. This reflects laboratory studies that show Garlon 4 applied directly to water and artificially maintained for 96 hours at a concentration equal to 4.7 litre per hectare, in a 30 cm deep stream or pond, is potentially harmful to aquatic organisms.

But, scientists conducting field trials in a natural aquatic setting find it's impossible to maintain that laboratory concentration for 96 hours due primarily to degradation. These Garlon 4 study results show that the moderately toxic ester formulation quickly converts to the practically non-toxic technical acid within 2 hours. In other words, intentional applications to water in outdoor field trials did not reach toxic levels for the length of time necessary to cause harm.

Although these aquatic studies indicate some margin of safety, applicators do not apply Garlon 4 to water. In addition, they leave buffer zones (land where no herbicide is applied) between the application site and lake, river or stream to add an extra measure of protection.

In addition to the safety factor, you'll also find a relative toxicity designation. Scientists group substances together according to their toxicity level, as you see on the scale above. Each animal group may respond differently to a substance. For instance, a substance might be slightly toxic to birds and at the same time highly toxic to aquatic organisms. Therefore, it is important to consider the toxicity category when evaluating a product for use near certain habitats.

Toxicity Scale	
Low	Practically Nontoxic
	Slightly Toxic
	Moderately Toxic
	Highly Toxic
High	Very Highly Toxic

Safety Assessment for Wildlife			
Animal	Type of Exposure	Safety Factor	Toxicity Category
Bobwhite	Diet	17X	Moderately Toxic
Mallard	Diet	17X	Moderately Toxic
Bluegill	Freshwater	**	Moderately Toxic
Rainbow Trout	Freshwater	**	Moderately Toxic
Daphnia magna	Freshwater	**	Moderately Toxic
Eastern Oysters	Saltwater	**	Highly Toxic
Pink Shrimp	Saltwater	**	Moderately Toxic

\*\*There is no safety factor over maximum labeled rate

## How does this relate to my protection?

To avoid exposure from the application, you should stay away from the treated area until leaves, stems and bark have dried. Since the product degrades in a short time and is absorbed into the vegetation, you can control your exposure by using common sense and avoiding the area for those hours. If you were to become exposed, it would happen through either accidental ingestion, like eating treated berries, or skin absorption from touching treated vegetation before it dries. The next two sections will address these two situations.

## **What if I have eaten some treated berries?**

You should not consume berries that have been treated with Garlon 4. However, scientists have studied accidental ingestion. These studies, like the animal studies mentioned above, use the No-Observable-Adverse-Effect Level (NOAEL) as a benchmark. Based on these studies and residue levels likely to be found at the highest labeled use rate, scientists have determined that an average person (68 kg/150 pounds) could accidentally consume 10.4 litres of treated berries each day for the rest of his or her life without experiencing any adverse effects.

## **What if I walk across a treated area?**

Exposure may occur from walking across an area still damp from a foliar treatment. However, the dose you would receive from this type of activity is not likely to cause any harm. Using NOAEL figures and the maximum expected exposure, scientists have determined that an average person (68 kg/150 pounds) has a safety factor of 2,000\*\* times over the exposure received when walking through an area that was sprayed at the maximum labeled rate. Of course, we do not recommend walking through a treated area until the vegetation has dried completely.

## **Do I need to stay indoors during the application?**

No. However, it's a good idea to stay away from the application site during treatment and shortly after. If applicators apply the foliar treatment, avoid the area for several hours until the vegetation dries.

## **What happens to plants after they've been treated?**

The active ingredient, triclopyr, works like a growth regulator found only in plants. It enters treated vegetation through leaves, stems and bark, and uses the plant's own transportation system to move into the roots and leaves. It induces rapid growth, which disrupts food production and causes the plant to die from lack of nutrients.

## **Will Garlon 4 remain in the soil?**

Garlon 4 is broken down by soil microorganisms (fungi and bacteria) and sunlight. Final breakdown products are carbon dioxide, water and other organic materials. The breakdown rate depends on rainfall, soil temperature and how these factors impact soil microorganism activity the main cause of breakdown. The time required to break down 50 percent of the active ingredient ranges from 30 to 45 days.

## **Is it likely that Garlon 4 will seep into groundwater?**

It is not likely that Garlon 4 will seep into groundwater due to environmental factors and the product's chemical properties. Garlon 4 binds tightly to soil organic matter and clay particles, which limits its downward movement in soil. Researchers find most of the active ingredient remains in the upper 30 centimeters — far from the water table.

## **Who may I contact for more information?**



DowElanco Canada Inc.  
201, 1144- 29th Avenue N.E.  
Calgary, Alberta T2E 7P1

Canada-wide: 1-800-667-3852

## Material Safety Data Sheet

## Garlon 4\* Herbicide

\*Trademark of Dow AgroSciences - Dow AgroSciences Canada Inc. is a licensed user

In Case of Emergency Call (519) 339 3711

**1. Product identification:**

**Product name:** Garlon\* 4 Herbicide  
**Product code numbers:** 38322  
**Product GMID numbers:** 4510, 4447, 5652  
**MSDS number:** DASCI-012  
**Effective date:** April 11, 2000  
**Date printed:** November 21, 2001

**Supplier:**  
 Dow AgroSciences Canada Inc.  
 1144 - 29 Avenue N.E.  
 Calgary, Alberta,  
 Canada, T2E 7P1  
[www.dowagro.ca](http://www.dowagro.ca)

This product is regulated under authority of the Pest Control Products Act

**2. Composition:**

Component	CAS number	%(w/w)
Triclopyr (as butoxyethyl ester)	064700-56-7	61.6
Other ingredients		38.4
Including:		
Kerosene	008008-20-6	
Proprietary surfactants	not available	

**3. Hazard Identification:****Emergency Overview:**

This product is an amber liquid with a kerosene-like odor. Toxic irritating vapors may be produced if involved in a fire. This product is moderately toxic to fish and aquatic invertebrates on an acute basis.

**Potential Health Effects:**

**Eyes:** This product may cause slight temporary (transient) eye irritation.

**Skin contact:** Prolonged or repeated exposure may cause skin irritation.

**Skin absorption:** A single prolonged exposure is not likely to result in this material being absorbed in harmful amounts. Repeated or frequent exposure may result in this product being absorbed in harmful amounts.

**Ingestion:** Small amounts ingested incidental to normal handling are not likely to cause injury. Swallowing amounts larger than that may cause injury. If aspirated (liquid enters the lung), it may cause lung damage or severe toxicity due to chemical pneumonia.

**Inhalation:** Excessive exposure may cause irritation to upper respiratory tract. Symptoms of excessive exposure may be central nervous system effects from kerosene in the formulation.

**4. First - Aid Measures:**

**Eyes:** Flush eyes with plenty of water.

**Skin:** Wash off in flowing water or shower.

**Ingestion:** Do not induce vomiting unless instructed to do so by qualified medical

personnel. Get medical attention and transport to a medical facility at once.

**Inhalation:** Remove individual to fresh air. If breathing is difficult, qualified personnel should administer oxygen. Get medical attention if effects occur.

**Note to physician:**

This product contains a petroleum-based solvent. In case of ingestion, the decision of whether to induce vomiting or not should be made by the attending physician. If lavage is performed, endotracheal and/or esophageal control is suggested. Danger from lung aspiration must be weighed against toxicity when considering emptying the stomach. Employ supportive care. Treatment should be based on the judgment of the physician in response to reactions of the patient.

**5. Fire-fighting Measures:**

**Auto-ignition temperature:** Not available

**Flash point:** 64°C (TCC)

**Flammability limits:** Not determined

**Extinguishing media:** Water fog, foam (AFFF at 3% or 6%), CO<sub>2</sub>, dry chemical.

**Sensitivity to mechanical impact/static discharge:** Not available

**Unusual fire and explosion hazards:** This product is combustible. Toxic irritating vapors may be formed if this product is involved in a fire. Contain fire-fighting water for future disposal.

## Material Safety Data Sheet

## Garlon 4\* Herbicide

\*Trademark of Dow AgroSciences - Dow AgroSciences Canada Inc. is a licensed user

In Case of Emergency Call (519) 339 3711

**Fire-fighting equipment:** Use positive-pressure self-contained breathing apparatus and full turnout gear.

**6. Accidental Release Measures:**

Soak up small spills with absorbent material. Avoid the use of water in cleanup. If water is used for cleanup, it must be contained and disposed of in accordance with Section 13. Disposal Considerations. Triclopyr is an herbicide that acts on many broad-leaved plants including many shrubs and trees. Avoid contaminating soil near desirable vegetation. Do not allow spilled material to contaminate water supplies. For large spills, dike and barricade the affected area, eliminate ignition sources, and contact Dow AgroSciences at 519 339 3711.

**7. Handling and Storage:**

**Handling:** Keep this product out of reach of children or animals. Do not use this product near heat or open flame. This product is harmful if swallowed, inhaled or absorbed through the skin. Avoid contact with eyes, skin and clothing. Users should wash hands and face before eating, drinking, chewing gum, using tobacco or the toilet.

**Storage:** Store this product at temperatures greater than -2°C or agitate before use. Do not ship or store with food, feed, seed, or clothing.

**8. Exposure Controls, Personal Protection and Exposure limits:**

**Exposure guidelines:**

Triclopyr BEE ester: Dow Industrial Hygiene Guide is 2 mg/m<sup>3</sup>, as acid equivalent, skin. Kerosene: Dow Industrial Hygiene Guide is 10 mg/m<sup>3</sup>.

Proprietary surfactants: not available

**Engineering controls:** Provide general and/or local exhaust ventilation to control airborne levels below the exposure guidelines.

**Breathing:** Atmospheric levels should be maintained below the exposure guidelines. When respiratory protection is required for certain operations, use an approved air-purifying respirator.

**Protective Clothing:** For brief contact during manufacture, warehousing and transport, wear clean body-covering clothing. During operations where exposure to the concentrated product may occur, use protective clothing impervious to this product. Selection of specific items such as face-shield, respirator, boots, gloves, apron

or full body suit will depend on the operation being carried out. Applicators and other field handlers, including persons repairing or cleaning application equipment, must wear clean body-covering clothing, impervious gloves and boots. In addition, persons making and/or transferring field dilutions of this product must wear an impervious apron.

**Eyes:** Use safety glasses

**Other protection:** None specified

**9. Physical and Chemical Properties:**

**Boiling point:** 150°C

**Vapor pressure:** 0.1 mm Hg at 37.8°C (as kerosene)

**Vapor density:** >1

**pH:** Not available

**Appearance:** Amber liquid

**Odor:** Kerosene-like

**Coefficient of water/oil distribution:** Not available

**Specific gravity:** 1.08

**Evaporation rate:** Not available

**Solubility in water:** Emulsifies

**Freezing point:** Not available

**Odor threshold:** Not available

**10. Stability and Reactivity:**

**Stability:** This product is combustible. Avoid sources of ignition if temperature is near or above flash point (64°C).

**Incompatibility:** Acid, base and oxidizing materials

**Hazardous decomposition products:**

Hydrogen chloride, nitrogen oxides and phosgene may result under fire conditions.

**Hazardous polymerization:** Will not occur

**11. Toxicological Information:**

**Skin absorption:** LD50 (rabbit) is >2000 mg/kg.

**Ingestion:** LD50 (rat) is 1581mg/kg (male) and 1338 mg/kg (female).

**Inhalation:** Not available

**Sensitization:** Prolonged or frequently repeated skin contact may cause allergic skin reactions in some individuals. No allergic skin reaction is expected with the field-diluted product.

**Chronic effects:** Repeated excessive exposure may cause liver, kidney and blood effects.

**Cancer:** Triclopyr did not cause cancer in long-term animal studies. In a lifetime animal dermal carcinogenicity study, an increased incidence of skin tumors was observed when kerosene was

## Material Safety Data Sheet

## Garlon 4\* Herbicide

\*Trademark of Dow AgroSciences - Dow AgroSciences Canada Inc. is a licensed user

In Case of Emergency Call (519) 339 3711

applied at doses that also produced skin irritation. The response was similar to that produce in skin by other types of chronic chemical/physical irritation. No increase in tumors was observed when non-irritating dilutions of kerosene were applied at equivalent doses, indicating that kerosene is unlikely to cause skin cancer in the absence of long-term continued skin irritation.

**Birth defects:** For triclopyr butoxyethyl ester, birth defects are unlikely. Exposures having no effect on the mother should have no effect on the fetus. Triclopyr did not cause birth defects in animals; other effects were seen in the fetus only at doses, which caused toxic effects to the mother.

**Reproductive effects:** Triclopyr butoxyethyl ester has been shown not to interfere with reproduction in animal studies.

**Mutagenicity:** Results of *in-vitro* and animal mutagenicity studies with triclopyr were negative.

**12. Ecological Information:**

Triclopyr (acid) is considered not toxic to bees. Triclopyr (acid) is moderately toxic to fish and aquatic invertebrates on an acute basis.

Triclopyr (acid) is slightly toxic to birds on an acute basis. For more complete ecotoxicological information contact Dow AgroSciences at 800 667 3852.

**Degradation and Metabolism:**

**In soil:** Fairly rapid degradation of triclopyr occurs by microbial activity, with an average half-life of 46 days, depending on soil and climatic conditions. The major product of degradation is 3,5,6-trichloro-2-pyridinol (which has a half-life in soil of 30 to 90 days) with smaller amounts of 3,5,6-trichloro-2-methoxypyridine.

**In plants:** In plants, the half-life of triclopyr is 3 to 10 days. The main metabolite is 3,5,6-trichloro-2-methoxypyridine.

**In animals:** In mammals, following oral administration, excretion is primarily via the urine as the unchanged compound. For details of minor urinary metabolites, see: C. Timchalk et al. Toxicology 1990, 62, 71.

**13. Disposal Considerations:**

Dispose in secure landfills or by registered use, in compliance with all applicable federal, provincial and municipal laws and regulations. If these wastes cannot be disposed of according to label instructions, contact the Federal or Provincial Departments of Environment for guidance.

**14. Transport Information:**

Transportation of Dangerous Goods Act classification for this product may be obtained by contacting the Dow AgroSciences Solutions Center at 800 667 3852.

**15. Regulatory Information:**

**Pest Control Products Act registration number:** 21053

**For information phone:** 800 667 3852

**Master reference:** 004788

**MSDS status:** Revised Sections:

1. Product Identification
4. First - Aid Measures
9. Physical and Chemical Properties
11. Toxicological Information
15. Regulatory Information

**Replaces MSDS dated:** September 23, 1998

**16. Other Information:**

**National Fire Code classification:** Class 3A

**NFPA ratings:** Health: 2; Flammability: 2; Reactivity: 0.

**Notice:** The information contained in this Material Safety Data Sheet ("MSDS") is current as of the effective date shown in Section 1 of this MSDS and may be subject to amendment by Dow AgroSciences Canada Inc. ("DASCI") at any time. DASCI accepts no liability whatsoever which results in any way from the use of MSDS, which are not published by DASCI, or have been amended without DASCI express written authorization. Users of this MSDS must satisfy themselves that they have the most recent and authorized version of this MSDS and shall bear all responsibility and liability with respect thereto. Any conflict or inconsistencies as to the contents of this MSDS shall be resolved in favor of DASCI by the most recent version of the MSDS published by DASCI.

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## *Garlon\*4* HERBICIDE

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Garlon 4 Herbicide is registered by the federal government for controlling unwanted woody plants and broadleaf weeds under specific conditions and at certain sites. All vegetation is controlled for safety reasons. For example, left unmanaged, trees and brush can interfere with the flow of electricity, hinder maintenance crews or limit driver visibility.

Garlon 4 may be used on noncropland and rights-of-way such as land under or adjacent to electrical powerlines, communication lines and pipelines, and along roadsides and railroads. Garlon 4 may also be used along fencerows, around farm buildings, and on military bases, industrial, manufacturing and storage sites.

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### How Garlon 4 Works

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Garlon 4 is a selective herbicide. This means it controls numerous unwanted plants while allowing desirable vegetation, such as grasses, to flourish. The active ingredient, triclopyr, works like a natural growth regulator found only in plants. It enters treated vegetation through the leaves and stems, and uses the plant's own transportation system to move throughout — into the leaves and roots. Triclopyr makes the plant grow too rapidly, which disrupts food production, and causes the plant to die from lack of nutrients.

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### When Garlon 4 Can Be Used

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The federal and provincial governments have approved the use of Garlon 4, with the appropriate application method, for every season. This means it can be applied on actively growing weeds, and actively growing or dormant brush.

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### What Happens to Garlon 4 in the Environment

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Triclopyr, the active ingredient in Garlon 4, attaches to organic material in surface soil layers. This restricts its movement deeper into the soil, and thus the potential to reach groundwater. Once in the soil, there's very little chance for surface runoff, because triclopyr is degraded rapidly by microorganisms. Although Garlon 4 is not used for controlling weeds in aquatic environments, should it reach a stream, pond or ditch, it will be degraded rapidly by processes that occur in the presence of sunlight and water. In soil or water, triclopyr breaks down into naturally occurring compounds such as carbon dioxide and water.

(Garlon® 4, continued from other side)

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## How Garlon 4 Affects Wildlife

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When Garlon 4 is used according to the label, it poses no risk to wildlife. Eliminating selected weeds and brush with Garlon 4 means less competition for desirable plants. This encourages grasses and other low-growing vegetation to re-establish in the treated areas, making them more aesthetically pleasing, and producing an environment where many wildlife species can thrive.

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## The Weather's Role

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Application crews pay close attention to weather conditions. They monitor wind speed, temperature and humidity. They also assess the probability of rain. Garlon 4 is only applied during proper weather conditions to ensure the herbicide reaches targeted plants.

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## Garlon 4 Application Methods

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Trained and qualified application crews apply Garlon 4 on weeds, and on the leaves, bark and stumps of brush and trees. The product's label specifies directions that help ensure these crews apply the herbicide properly.

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## Where to Call for More Information

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If you have questions about Garlon 4 that haven't been answered here, ask the person who gave you this sheet or call DowElanco directly. We'll put you in touch with a specialist who can answer your questions. Call us toll-free in Ontario and Quebec: \_\_\_\_\_, and in the Atlantic and Western Provinces: 1-800-387-4133.

- Carol Saunders (403-735-8812) for regulatory and licencing issues
- Solution Centre (800-667-3852) for technical issues



DowElanco Canada Inc.  
17705 Leslie Street  
Newmarket, Ontario L3Y 3E2



# Request for Decision City Council

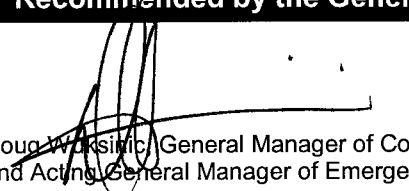


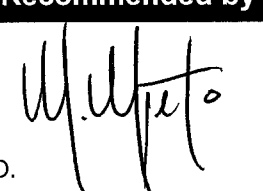
Type of Decision									
Meeting Date	August 22, 2002				Report Date	July 18, 2002			
Decision Requested	<input checked="" type="checkbox"/>	Yes		No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of	<input checked="" type="checkbox"/>	Open		Closed

Report Title
Licensing Committee

Policy Implication + Budget Impact	
<input checked="" type="checkbox"/>	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.
<p><b>POLICY IMPACT:</b> This will be a review of the Business License Policy of the former municipalities.</p> <p><b>FINANCIAL IMPACT:</b> None.</p>	
<input checked="" type="checkbox"/>	Background Attached

Recommendation
<p>That Council establish a Licensing Task Force consisting of Councillor _____ and Councillor _____ and to report back to Council no later than the December council meeting and that only one Member constitute a quorum of this Task Force for hearing purposes.</p>
Recommendation Continued

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

Recommended by the C.A.O.
 Mark Mieto Acting C.A.O.

**Report Prepared By**



Ron Swiddle, Director of Solicitor and Clerks /  
City Solicitor

**Division Review**



Ron Swiddle, Director of Solicitor and Clerks /  
City Solicitor

Pursuant to the City of Greater Sudbury Act, the licensing by-laws of the former municipalities remain in place within their former boundaries. At this point, the City of Greater Sudbury has not merged these licensing by-laws into an uniform document for the City of Greater Sudbury, and the patchwork quilt of licensing requirements and fees remain in place. No licensing applies in the areas added into the City of Greater Sudbury that were not in former municipalities.

Pursuant to regulations passed under the City of Greater Sudbury Act, these by-laws will expire January 1, 2003, unless replaced earlier by a new by-law. Accordingly, Council must now take action to rationalize these by-laws and review the situation.

An additional opportunity presents itself to Council. The new Municipal Act coming into effect on January 1, 2003 gives the City additional abilities and powers relating to licensing that did not exist in the past. Similarly, new restrictions apply that would have required amendments or changes to the by-laws in any event. Accordingly, it is recommended that Council proceed at this time to develop a new licensing by-law that takes advantage of the new powers, and that this step be performed at this time in order to avoid repeating the work.

It is not mandatory that Council license any trades. There are clearly advantages and disadvantages to licensing.

The new Municipal Act allows registration as opposed to licensing. Council may see fit, for example, to replace licensing of certain trades with a registration system. This could be to the benefit of all parties concerned, provided that the public can be adequately protected. This is something that Council will have to consider on a case-by-case basis.

In order to develop a new licensing by-law, public hearings will be required. Some of these public hearings could be lengthy, and it is to be expected that more than one such hearing will be required over the next few months.

The City of Greater Sudbury Community Development Corporation at its July meeting established an Ad-Hoc Committee of three Members to review the business licensing by-laws and to make recommendations. This committee consists of Steve Irwin, Shirley Plexman, and Councillor Ron Dupuis. It is recommended that these Members of the Committee be invited to work together with the Task Force.

Accordingly, it is recommended that Council establish a two person sub-committee to work with staff on developing a new licensing by-law and that this Committee proceed to hold the necessary public hearings required under the Act. The matters would be returned to Council with reports from the sub-committee before the by-law is passed.

A second option would be for staff to draft the reports directly to Council, Council to provide a direction on drafting the by-law, and for the full Council to hold the necessary public hearings. Council may feel that this item is of sufficient importance to call for this commitment of time from the entire Council.

# Request for Decision City Council

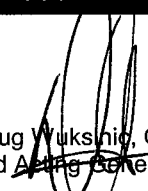


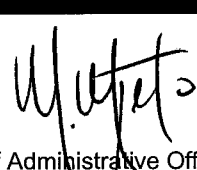
Type of Decision									
Meeting Date	August 22, 2002				Report Date	July 16, 2002			
Decision Requested	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High	<input type="checkbox"/>	Low
	Direction Only				Type of	<input checked="" type="checkbox"/>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

Report Title
Virtual Meetings Private Member's Bill

Policy Implication + Budget Impact	
<input checked="" type="checkbox"/>	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.
<p><b>POLICY IMPLICATION:</b> None. If the Member's Bill is passed, Council could then consider procedure by-law amendments.</p> <p><b>BUDGET IMPACT:</b> None. All costs can be absorbed within existing accounts.</p>	
<input checked="" type="checkbox"/>	Background Attached

Recommendation
<p>That a resolution be passed authorizing an application for a Private Member's Bill to give the City of Greater Sudbury and its local boards, including Police Services, Library, and Health Unit, the authority to hold virtual meetings and that Mr. Rick Bartolucci be asked to sponsor this Private Members Bill on behalf of the City of Greater Sudbury and the support of all local members of the Provincial Legislative Assembly be sought.</p>
Recommendation Continued

Recommended by the General Manager
 Doug Wukshinic, 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**



Ron Swiddle, Director of Legal Services  
City Solicitor

**Division Review**



Ron Swiddle, Director of Legal Services,  
City Solicitor

Municipalities in Ontario are not allowed to conduct virtual meetings. (In this report "virtual meetings" are meetings at which one or more members are not actually present at the location of the meeting but are participating and voting by electronic means.) This is not a new concept in the public sector. The Provincial Legislature has provided in the Education Act for school boards to conduct such meetings.

We had been optimistic that the new Municipal Act coming into effect January 1st, 2003 would include this ability. This is not the case, even though the Province has indicated that municipalities will have greater ability to conduct their own affairs under the new act.

Municipalities may apply to the Legislature for a private bill on matters that directly affect them but which are not part of the general law of the Province. It is our recommendation that this course of action be sought so that Council can have this power available to it. In this way it can function as a test procedure that might become popular in municipalities throughout the Province.

It can be borne in mind that the City of Greater Sudbury encompasses considerable geographic territory, larger than some of the school boards that have this power under the Education Act. The Health Unit's territory is considerably broader, and the Health Unit itself could benefit from such a provision as could the Police Board and Library Board.

There are occasions, due to temporary illnesses or travel, when Councillors or other Board Members are unable to attend important meetings of Council or their Boards in person. This legislation and its accompanying regulations, paralleling that already in place for school boards, would allow the meetings to occur with one or more members participating by way of electronic conferencing.

It is not recommended that the entire Council be replaced by computer monitors. The existing Education Act regulations provide relatively strict parameters and these are proposed to be continued. For example, the requirements for the location of the meeting would have to continue as it currently exists in the Municipal Act and in the City's Procedural By-Law. Only a limited number of Councillors or members of a local board would be permitted to attend from a remote location. At a minimum, the majority of the members would have to be at the location specified, and could possibly be closer to 75%. In the case of the present Council, that would require 10 of the 13 members to be present at the meeting location.

Another requirement would be for the Chair of the meeting and the Clerk to be at the meeting location and not at a remote location. There are other restrictions that would also apply.

This request was made to the Ministry in the drafting of the Municipal Act, and was not granted by the Ministry. It is hoped that a Private Member's Bill being limited in scope to Greater Sudbury as a test area, might be more successful.

It would require having a member of the legislature to sponsor the bill. Accordingly, we have contacted Mr. Rick Bartolucci to be the sponsor, with his knowledge of the area and his extensive municipal background. He was both a member of Sudbury City and Regional Council, and the deputy mayor, and his background would be useful in presenting the arguments before the legislative committee. We would also expect some preliminary discussions with the policy branch of the Ministry of Municipal Affairs and Housing concerning the drafting of the Bill.

The cost of an application for a Private Bill includes the application fee and publication costs, which can be absorbed within existing line accounts. It is a relatively inexpensive process, and will take some months to proceed.

# Request for Decision City Council

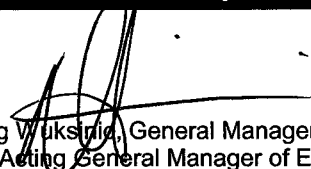



Type of Decision									
Meeting Date	August 22, 2002				Report Date	July 22, 2002			
Decision Requested	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High	<input type="checkbox"/>	Low
	Direction Only				Type of	<input checked="" type="checkbox"/>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

Report Title
Street Naming Project

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.
<p>As the project proceeds, Council will make determinations of policy that will have an impact the budget. Until those determinations are made, the budget impact is unknown. At this stage, it is only recommended that the project be undertaken with decisions to be made at a later date.</p>	
<input checked="" type="checkbox"/>	Background Attached

Recommendation	
<p>That a two member ad-hoc committee of Council consisting of Councillor _____ and Councillor _____ be established to work with staff to review the street name problems in the City of Greater Sudbury, make recommendations to Council on a procedure for rectifying those problems, hold all necessary public hearings for street name changes, and report back to Council from time to time.</p>	
<input type="checkbox"/>	Recommendation Continued

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

Recommended by the C.A.O.
 Mark Mieto Acting C.A.O.

**Report Prepared By**



Ron Swiddle  
Director of Legal Services / City Solicitor

**Division Review**



Ron Swiddle  
Director of Legal Services / City Solicitor

## **Executive Summary**

There are 914 street names within the City of Greater Sudbury that are identical, or confusing with other street names, and that should be reviewed by Council for possible change. The rationale for these changes is reviewed in this Report, and it is recommended that a two-member Committee of Council be established to commence work with staff on this project.

## **Background**

When the City of Greater Sudbury was created on January 1<sup>st</sup>, 2001, many street names that were unique to an Area Municipality became the subject of confusion as they were repeated in more than one Municipality. For example, there are now five separate Albert Streets within the City of Greater Sudbury, along with one Albert's Road.

This Report outlines the necessity of changing the names of some of these streets and outlines the necessary procedures that will have to be followed.

It is to be expected that the procedures outlined will take approximately a year or two to complete. In the newly-formed City of Ottawa, the Transition Board there took this issue on as a project during the transition year of 2000 and completed the matter with a final Report to Council in August of 2001. In Ottawa's case, 136 street name changes were required.

In the City of Greater Sudbury our preliminary count indicates that there are approximately 914 streets which have names that are identical, similar, or confusing, and which Council should examine.

Staff has examined Ottawa's in-depth analysis and approach to this problem, and feel that we can follow a similar procedure for our much bigger problem. In this regard, neither Bell Canada nor Canada Post is compelled to maintain historical references to previous municipality names. Bell Canada is currently pro-actively encouraging municipalities that either have or are about to amalgamate to eliminate street name duplication as quickly as is feasible. It is their objective to work with municipalities to have these references eliminated ideally within 24 months so that, once again, only the new municipality names remain. As the names of the old municipalities whether officially or unofficially fade into the past, it will ultimately become more and more

difficult and confusing for the public (and especially for tourists) to differentiate between streets with the same name. The solution is to either change the street name or render the name clearly unique. Further, Bell Canada has recently adopted the policy that, for all future amalgamated cities, the PERS - Public Emergency Reporting Service system, cannot be implemented until all street names have been rendered unique.

### **Emergency Dispatch**

The primary concern that arises when discussing duplicate street names is the potential for confusion and the resulting delay in emergency response. In 2001, the local 911 Call Centre, a service available to our 155,000 residents and thousands of tourists annually, received 41,757 emergency calls.

Of significant concern is the proportion of incoming emergency calls received from cell phones and the fact that the use of cell phones to obtain emergency assistance is ever increasing. Currently, cell phone calls equate to 85% of all calls to the 911 Call Centre. Currently 25% of Canadians have cell phones compared to 17% in 1999. In comparison, Japan is currently contending with a cell phone saturation of 80%, and our rates should be expected to rise.

All emergency services and 911 operators must deal with the issue of duplicate streets on a daily basis. Over and above the 41,757 calls to the 911 Centre, there are thousands of additional calls annually from individuals who attempt to call police, ambulance and fire services directly. The Police communication section indicates that when a caller utilizes the police emergency number or calls from a cellular telephone, no personal address information is displayed at the Call Centre and the call taker must identify the location of the emergency by questioning the caller. Callers do not always know where they are.

Understanding that many callers are under considerable stress when making an emergency call, identifying their exact location in a timely manner is a challenge. Cell phone callers and non-residents in a predicament often resort to locating the nearest street sign and providing this information to the call taker. When that street sign bears the name of one of a number of duplicate street names, additional questioning must take place, which again takes valuable time. The opportunity for increased confusion clearly exists. The most efficient way to address this issue is to eliminate duplicate street names.

In a recent example, an Emergency 911 call was placed to seek medical help for a victim suffering shortness of breath at a numbered address on Notre Dame. The Central Ambulance Communications Centre in Sudbury dispatched an urgent call to the City's Ambulance unit. The Paramedic crew was unable to locate the residence / patient and only after 11 minutes had elapsed, it was determined the call for emergency medical assistance was for Notre Dame, Unit One, in Azilda, not the City core. An ambulance unit was dispatched from the Chelmsford Ambulance Station and arrived 15 minutes after the original request for emergency assistance was initiated. The 11 minute delay was created by duplication of street names and could have been prevented.



There are a large number of streets that have the same name, streets broken into two sections, and house numbering systems inappropriate for use by emergency agencies.

Emergency service representatives have stressed that street names need to be clear and unique to avoid confusion for the service providers, the business sector and the general public when attempting to locate a property. "Hard to find can mean hard to help."

While emergency services view the use of cell phones as a real advantage in terms of convenience, the location of the call remains an issue. When an emergency call is received from a cell phone, the only information displayed on the 911 screen is the Automatic Number Identification/Automatic Location Identification (ANI / ALI) of the cellular provider. The caller must describe his or her specific location using the only indicators available at the scene of the emergency. Typically, this is the name of the street and the house number. Call takers have advised that, under stress, a caller will typically remember the proper name of the street but will either not remember or give an incorrect suffix. Without clear property identification, the ability for the call taker to confirm the location of an emergency within the optimum first few critical seconds will be seriously affected.

Police, ambulance and fire have provided examples of problems arising from duplicate street names. The most compelling example occurred in the City of Peterborough. A coroner's inquest followed an unfortunate death in 1995. The findings of the inquest brought to the foreground the importance of first response effectiveness, the relationship between clear municipal addressing and ability to provide the service within the critical first few minutes. In this case, confusion with duplicate street names contributed to a fifteen-minute delay in the arrival of the ambulance at the proper location. In his testimony, the pathologist indicated the recovery probability of an individual having a heart attack declines about 2% to 10% per minute starting with the estimated probability of 70% to 80% survival at the time of the incident. In most life-threatening situations, time is the critical element and any delay in way finding will decrease the probability of recovery.

### **Way Finding**

Clear property identification is paramount to the effective location of our residents, businesses and the general public in an emergency situation. Clear identification is necessary to receive even basic services, as for example, mail/parcel delivery, people visiting our City or simply ordering a pizza. Individuals who have experienced delays in service delivery due to confusion with municipal addressing have indicated their support of this issue.

The City has designated some major corridors as "municipal roads". This numbering and naming system may be beneficial to the general public in accessing parts of our City, but this system should not be confused with the formal names of the streets, which remain notwithstanding the municipal road numbering system. Similarly, the regional road naming system that existed up to the end of 2000 did not replace the local names for the regional roads, and those road names remain.

### *Factors affecting way finding*

A majority of property information databases, including the system used at the 911 Call Centre, are address-based systems. In an emergency, this information is relayed to the Call Centre in one of the following two ways:

Calls received from land lines (a hard wired phone connection) that are linked to an information database, displaying information related to the service address (the origin/location of the call), a business headquarters and/or the billing address.

Calls received from cell phones and all other emergency calls not received at the 911 Centre that provide no information about the location of the caller.

If information is provided, a typical address string includes the individual or company name, the civic number, the street address and any extension (i.e. prefix or suffix) and the municipality.

Note: *In both cases, the caller must confirm his or her location before dispatch of emergency services is possible. Any confusion arising while attempting to confirm the address will result in a delay.*

### **Project Proposal**

It is proposed that an Ad Hoc Committee be established consisting of two Councillors. It is recommended that staff review with the Councillors recommended proposals to review the items in detail. In many cases, the proposed settlement of an issue of name change will be easy and obvious. If, for example, one of the repeated street names is unopened, that name should be changed as opposed to one of the opened streets.

In many cases, however, the solution will not be obvious and the item will generate a lot of public concern. In many cases the street names are historical in nature or have other important reasons to remain, and Council will wish to respect those issues wherever possible.

Accordingly, it is recommended that the Committee proceed to address this problem in several steps.

- Identify the scope of the project and the issues and reasons for proceeding.
- Develop a series of rules for making a preliminary recommendation as to the names to be changed.
- Hold Public Hearings with affected individuals to allow them to speak to the issues.
- Make recommendations to Council.

# 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

Report to Province regarding Transition Funding

## Policy Implication + Budget Impact

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

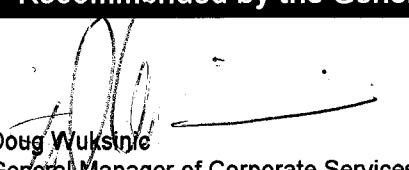
☒ Background Attached

## Recommendation

THAT the Transition Financial Assistance Report, appended hereto, detailing transition gross expenditures of \$18.3 million to December 31<sup>st</sup>, 2001 be approved, and be forwarded to the Province, in accordance with the City of Greater Sudbury's Agreement with the Ministry, as authorized by By-Law 2001-93A.

Recommendation Continued

## Recommended by the General Manager

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

## Recommended by the C.A.O.

  
Mark Mieto  
Acting Chief Administrative Officer

195

**Report Prepared By**

  
Cheryl Mahaffy  
Manager of Financial Planning and Policy/  
Deputy Treasurer

**Division Review**

  
Cheryl Mahaffy  
Acting Director of Finance/City Treasurer

**Summary:**

The Province authorized a \$22.4 million Grant to the City of Greater Sudbury to assist in paying or reimbursing transition costs resulting from the January 1<sup>st</sup>, 2001 restructuring. One of the conditions of the Grant is that the Ministry of Municipal Affairs and Housing is to be provided with an Annual Expenditure Report, supported by a Resolution of Council, detailing transition costs and expenditures, for each of the years 2001 to 2003.

**Background:**

By-law 2001-93A authorized the Mayor and Clerk to execute a Transition Funding Agreement between the City of Greater Sudbury and the Minister of Municipal Affairs and Housing. The Agreement outlined a number of conditions, including:

- That the Municipality would report the Grant as revenue in fiscal year 2001;
- That the Municipality would use all of the Grant to pay or reimburse its transition costs as a result of the January 1<sup>st</sup>, 2001 restructuring;
- That the Municipality is to maintain proper financial records and books of account respecting the use of the Grant.
- That the new Municipality will use best efforts to provide the Ministry with an Annual Expenditure Report, supported by a Resolution of Council, on or before March 31<sup>st</sup> of the following year, detailing transition costs and expenditures for the fiscal years 2001, 2002, and 2003.

All of these points have been or are being complied with, with the exception of the timing of this Report. The 2001 Audit is just now being finalized, and submitting the Report before the completion of the audit would have been premature.

The Transition Financial Assistance Report is attached. The total Transition Budget of \$32.7 million net, as approved in the 10-year Capital Plan, is shown in the first column, and expenditures to December 31<sup>st</sup>, 2000 and 2001 are shown in the next two columns. The final column totals expenditures to the end of 2001. To date, gross expenditures total \$18.3 million. The format of the Report should satisfy the Ministry's requirements, and will be forwarded to the Minister upon approval of Council.

**CITY OF GREATER SUDBURY**  
**Transition Financial Assistance Report**  
**at December 31, 2001**

Allocation	Budget	Expenditures to Dec 31/00	Expenditures to Dec 31/01	Total Expenditures
Transition Board Expenses - 2000 and 2001	1,415,800	1,415,800	141,073	1,556,873
Contribution from CGS re Transition Bd.	-	-	(141,073)	(141,073)
<b>Subtotal...</b>	<b>1,415,800</b>	<b>1,415,800</b>	<b>-</b>	<b>1,415,800</b>
<b>Transition Implementation</b>				
Salary Continuation	-	-	285,408	285,408
Other Salary Costs	435,000	-	538,200	538,200
Benefits Expense	-	-	47,767	47,767
Other Benefit Costs	-	-	91,166	91,166
Advisor - Wages and Benefits	200,000	-	139,801	139,801
Council Orientation	12,000	-	11,858	11,858
Delayed Implementation	1,400,000	-	1,400,000	1,400,000
Voluntary Exit Packages	7,700,000	-	4,762,049	4,762,049
Vacation Payouts	1,400,000	-	597,528	597,528
Incremental Staff Costs	170,000	-	111,323	111,323
Inaugural	20,000	-	19,150	19,150
Office Expense - Exec. Advisor	7,500	-	14,354	14,354
IT Relocation	38,000	-	25,679	25,679
Travel Expense - Exec. Advisor	7,500	-	19,878	19,878
Sale of Surplus Assets	(300,000)	-	-	-
<b>Subtotal...</b>	<b>11,090,000</b>	<b>-</b>	<b>8,064,161</b>	<b>8,064,161</b>
<b>ERP Project</b>				
Staff Implementation	800,000	-	352,696	352,696
ERP Implementation	1,456,000	-	1,492,001	1,492,001
ERP Software	1,085,000	-	1,071,877	1,071,877
Hardware/Software	557,000	-	342,941	342,941
Performance Measurement	300,000	-	-	-
ERP Travel Expense	195,000	-	199,342	199,342
<b>Subtotal...</b>	<b>4,393,000</b>	<b>-</b>	<b>3,458,857</b>	<b>3,458,857</b>
<b>Corporate Services - Miscellaneous</b>				
Pay Equity	75,000	-	-	-
Salaries - Internal Auditor	59,780	-	19,077	19,077
Fringes - Internal Auditor	6,220	-	2,029	2,029
Job Evaluation System	25,000	-	-	-
Fleet Maintenance System	90,000	-	-	-
Consultant - Benefits	150,940	-	-	-
Consultant - Financial	372,000	-	236,072	236,072
Legal Costs	80,000	-	80,000	80,000
Graphics Design	72,000	-	-	-
<b>Subtotal...</b>	<b>930,940</b>	<b>-</b>	<b>337,178</b>	<b>337,178</b>
<b>Citizen and Leisure Services</b>				
Equipment - Capital	270,000	-	276,694	276,694
Millennium	235,000	-	30,939	30,939
Consultant	150,000	-	108,157	108,157
Capreol	20,000	-	25,513	25,513
Chehmsford	30,000	-	52,392	52,392
Chehmsford Phase 2	500,000	-	512,182	512,182
Garson	50,000	-	63,697	63,697
Lively	30,000	-	44,762	44,762
Onaping Falls	25,000	-	41,370	41,370
Onaping Falls Phase 2	100,000	-	61,432	61,432
Valley East	25,000	-	38,043	38,043
Training	30,000	-	9,776	9,776
Contingency	37,500	-	8,156	8,156
<b>Subtotal...</b>	<b>1,502,500</b>	<b>-</b>	<b>1,273,113</b>	<b>1,273,113</b>
<b>Economic Development / Planning</b>				
Aerial Photos and Base Mapping	220,000	-	25,921	25,921
Harmonize Official Plan	160,000	-	-	-
Harmonize Zoning By-laws	130,000	-	-	-
Prep - Housing Statements	50,000	-	-	-
<b>Subtotal...</b>	<b>560,000</b>	<b>-</b>	<b>25,921</b>	<b>25,921</b>
<b>Public Works</b>				
Radios	20,000	-	-	-
Signage Costs	400,000	-	52,241	52,241
Vans	80,000	-	-	-
Council Chamber Modification	500,000	-	68,541	68,541
Energy Retrofits	240,000	-	-	-
Fuel Systems	120,000	-	-	-
Office Reconfiguration	50,000	-	13,175	13,175
Salt Domes	480,000	-	-	-
Tom Davies Square Modifications	500,000	-	297,188	297,188
Transit Wall	50,000	-	30,980	30,980
Works Depots	3,047,500	-	320,230	320,230
Auction Savings	(216,000)	-	(113,063)	(113,063)
<b>Subtotal...</b>	<b>5,271,500</b>	<b>-</b>	<b>669,292</b>	<b>669,292</b>
<b>Emergency and Police Services</b>				
Breathing Apparatus	619,800	-	615,322	615,322
3 Pumps	930,000	-	-	-
Heavy Hydraulic Equipment	175,000	-	-	-
Volunteer Paging System	130,000	-	133,722	133,722
Voice Radio Communication	5,347,800	-	1,940,679	1,940,679
Police Services	403,000	-	89,115	89,115
Finance Charges	-	-	20,000	20,000
Contribution from Current - 2001 (Police Radio)	-	-	(70,000)	(70,000)
<b>Subtotal...</b>	<b>7,605,600</b>	<b>-</b>	<b>2,728,838</b>	<b>2,728,838</b>
<b>Total Net Expenditures to Date</b>	<b>32,769,340</b>	<b>1,415,800</b>	<b>16,557,360</b>	<b>17,973,160</b>
<b>Total Gross Expenditures to Date</b>	<b>33,285,340</b>	<b>1,415,800</b>	<b>16,881,496</b>	<b>18,297,296</b>
<b>Project Financing</b>				
Provincial Assistance	(22,400,000)	-	(22,400,000)	(22,400,000)
Contribution from Current - 2001	(5,700,000)	-	(5,700,000)	(5,700,000)
Contribution from Current - 2002	(2,900,000)	-	-	-
Contribution from Current - 2003	(1,100,000)	-	-	-
Contribution from Current - 2004	(669,340)	-	-	-
<b>Total Financing to Date</b>	<b>(32,769,340)</b>	<b>-</b>	<b>(28,100,000)</b>	<b>(28,100,000)</b>
<b>Net....</b>	<b>-</b>	<b>1,415,800</b>	<b>(11,542,640)</b>	<b>(10,126,840)</b>

# 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	<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

Renewal of Community Sponsored Contract between the City of Greater Sudbury, the Ministry of Health and Long Term Care and Dr. Walter Kealy

## Policy Implication + Budget Impact

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

## Recommendation

Whereas the City of Greater Sudbury has been designated an underserved area by the Ministry of Health and Long Term Care; and

Whereas, the Onaping Falls Community Sponsored Clinic has made medical care available to citizens living in that area for the past several\_ years;

Therefore be it resolved that the Acting General Manager of Health and Social Services be authorized to negotiate the renewal of a Community Sponsored Clinic contract between the City of Greater Sudbury, the Ministry of Health and Long Term Care and Dr. Walter Kealy for the period February 1, 2003 to January 31, 2006.

☒ Background Attached

Recommendation Continued

## Recommended by the General Manager

*C. Sandblom*

Catherine Sandblom  
Acting General Manager of  
Health and Social Services

## Recommended by the C.A.O.

*Mark Mieto*

Mark Mieto  
Acting C.A.O.

Date: August 14, 2002

**Report Prepared By**

Frances Caldarelli  
Coordinator of Health Initiatives

**Division Review**

Name  
and Title

Community Sponsored Contracts are an alternate model to billing fee-for-service and are available to eligible communities in Northern Ontario which have been designated as underserved and require a complement of one or two physicians. Contracts are for one, two or three year terms.

In February of 2000, the Ministry of Health and Long Term Care, the former Town of Onaping Falls and Dr. Walter Kealy renewed a three year "Community - Sponsored Contract for General/Family Physicians". That contract began on February 1st 2000 and runs until January 31st 2003. Under the terms of that contract, the former Town of Onaping Falls was named as the clinic administrator, a task which was subsequently transferred to the City of Greater Sudbury at the time of amalgamation January 2001.

Community Sponsored Clinic contracts require a community contribution which, in the case of this contract, has consisted of the contract administration, utilities, office cleaning, and snowplowing and snow clearing in the parking area.

Presently all monies for the clinic with the exception of Dr. Kealy's salary are flowed from the Ministry of Health and Long Term Care through the City. As well, the clinic's secretary-receptionist is on the City of Greater Sudbury payroll as a contract employee.

In order to provide greater efficiency for both the City of Greater Sudbury and Dr. Kealy, it is recommended that the City enter discussions with Dr. Kealy to renew the contract for three years whereby Dr. Kealy would act as the clinic administrator and would employ the medical secretary-receptionist and any other staff directly. In order to make this financially feasible for Dr. Kealy, City staff are negotiating with the MoHLTC for an increase in the clinic's budget to cover these administrative costs. Self administration by the physician would provide the City with less liability for overages incurred by the physician.

The City of Greater Sudbury, in its requirement for community contribution, would continue to provide utilities, office cleaning and snow plowing and snow removal for the clinic as budgeted by Council.

# Request for Decision City Council



Type of Decision									
Meeting Date	August 22 <sup>nd</sup> , 2002				Report Date	August 15 <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
Throne Speech - Tax Incentive Zones

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

Recommendation	
That an assessment of tax incentives utilized in jurisdictions outside of Ontario as well as potential new tax incentives be undertaken by a professional economist to determine which approach(s) would be most beneficial to Greater Sudbury and Northern Ontario and what legislative changes would be required to implement such incentives.	
<input type="checkbox"/>	Recommendation Continued

Recommended by the General Manager

Recommended by the C.A.O.
<div style="display: flex; align-items: center;"> <div style="margin-right: 20px;"> Mark Mieto Acting C.A.O. </div> </div>

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**Report Prepared By**

Paul Baskcomb

Mauro Manzon

Manager of Community  
and Strategic Planning

Senior Planning Technician

**Division Review**

**Background:**

On May 9<sup>th</sup>, 2002 the Lieutenant Governor of Ontario delivered the Speech from the Throne. Contained within the Throne Speech was the following statement indicating the provincial government's intention to create "tax-incentive zones" in rural and northern communities:

"Planning for the future also means allowing smaller and more remote regions of the province to take advantage of the economic growth seen in larger urban centres. That is why your government will introduce legislation to create tax-incentive zones. These zones will encourage both large and small businesses to invest, relocate or expand in rural and northern communities, creating economic growth and giving young people the opportunity to live, work, raise a family and give back to the communities where they grew up."

Tax incentives are used extensively in the U.S. and in some other parts of the world as a means of stimulating economic development and take many forms. A preliminary summary of some of the tax incentive measures utilized in North America was undertaken by city staff. This research revealed a complexity in the range of tax incentives available and in the range of criteria and approaches taken in the implementation of the incentives. A copy of this report, entitled "Zone-Specific Tax Incentives: An Overview", is attached.

In order for the City to be proactive and to participate in any future deliberations with the province or others regarding tax incentives, it seems prudent that the City should retain the expertise to research, consult and make recommendations as to which tax incentives would be desirable in the Greater Sudbury and Northern Ontario context and to identify the legislative changes necessary to implement these incentives.

The cost associated with retaining the economic analysis expertise (not available at the City) to carry out this assessment is estimated at \$5 - \$10,000 and would be covered through existing financial resources available through the CAO's office. Laurentian University will be contacted to determine if there are local experts available to participate in this exercise.

The recommendations and information resulting from this exercise will also be of assistance to the Mayor as he participates with the Northeastern Ontario Smart Growth Panel and continues discussions he initiated with the Northern Ontario Mayors' Coalition regarding tax-incentive zones.

## **Zone Specific Tax Incentives: An Overview**

Mauro Manzon, Senior Planning Technician  
Community and Strategic Planning Section  
Department of Economic Development and Planning

June 13, 2002

## **Zone-Specific Tax Incentives: An Overview**

Zone-specific tax incentives are not used extensively in Canada. This is differentiated from general tax policy, which typically does not target specific geographic zones or regions. While recent provincial budgets have created a more competitive tax regime in Ontario, municipalities are prevented by legislation from offering many of the zone-specific incentives widely available in the United States.

### ***United States***

An extensive range of tax incentives are offered in the United States through various levels of jurisdiction, including Federal, State and Local programs. In comparison, the use of tax incentives to stimulate investment in redevelopment areas is limited in Canada. Only a select range of area-specific incentives are currently applied, mostly local policies administered by municipal governments (development charge exemptions, fee waivers, facade improvement programs, etc.).

The United States Federal Government, in conjunction with state and local levels of government, has been active in providing incentives designed to stimulate investment and employment in specific areas designated by legislation. Most notably, the U.S. Dept of Housing and Urban Development (HUD) has been proactive in developing a range of programs offered at various levels of geography. Based on nominations received from state and local officials, the program is structured on three main designations: Empowerment Zones, Enterprise Communities, and Renewal Communities. In urban areas, these zones are communities and neighbourhoods which form part of a larger metropolitan area. Dispersed rural areas can also be designated as incentive zones. Within each area, there must be evidence of economic decline (e.g., high unemployment rates). The availability of benefits and criteria for designation vary for each zone type and are specified in Federal legislation. Some of these innovative benefits include grants and loan guarantees, wage credits, tax deductions, bond financing, capital gains tax reductions, as well as other incentives geared to business development and housing.

Tax incentives in the United States are generally designed to encourage businesses to locate or expand operations in designated zones. Within this context, businesses could relocate to zone areas, in keeping with the objective of revitalizing communities in decline. The eligibility requirements and criteria used to determine qualified businesses are complex and vary widely depending on the specific incentive and the zone type. In general, a business qualifies based on the following criteria:

- it actively conducts business in the zone;