

Request for Decision City Council



Type of Decision

Meeting Date	August 12, 2004				Report Date	August 5, 2004			
Decision Requested	<input checked="" type="checkbox"/>	Yes		No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Report Title

Request to Paint Access Covers (Manhole Covers), Myths and Mirrors Community Arts

Policy Implication + Budget Impact

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

n/a

Background Attached

Recommendation

That Myths and Mirrors Community Arts be allowed to paint decorative designs on access covers (manhole covers) on the Durham Street sidewalk, provided there are no commercial messages of any sort.

Recommendation Continued

Recommended by the General Manager

D. Bélisle
General Manager of Public Works

Recommended by the C.A.O.

M. Mieto
Chief Administrative Officer

Date: August 5, 2004

Report Prepared By



D. Bélisle
General Manager of Public Works

Division Review

We received the enclosed request from Myths and Mirrors Community Arts to paint decorative designs on access covers (manhole covers) in the Downtown area.

We have no objection provided there is no commercial messaging of any kind associated with the designs. We regularly receive requests from various groups and commercial establishments to use City property such as sidewalks, retaining walls, light standards, and water towers, as backdrops for signs.

Attachment

**MYTHS AND MIRRORS COMMUNITY ARTS**

344 Burton Avenue
Sudbury, Ontario: P3C 4K5
705-674-0282 (t); 705-671-1782 (f); myths@vianet.ca

Dear Mr. Belisle,

I am writing to request the City of Greater Sudbury's permission for an art project that we are initiating with downtown residents, youth and business owners. We are proposing to paint approximately ten manhole covers along the sidewalks of Durham and Elm Streets. The theme of the designs is 'belonging', and the style of the designs will be mandalas (circles with geometric forms). They promise to be colourful additions to the downtown.

We have consulted with the business and property owners along these streets, and have received no negative responses: some of the businesses are even taking part in the design process. The Sudbury Metro Centre has agreed to work with us on the publicity of the project.

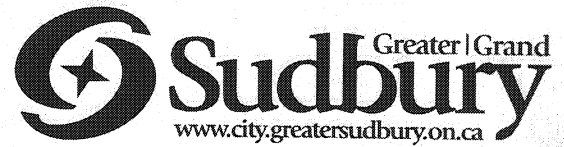
We would like to start the painting on Friday, August 13, to be completed Wednesday, August 25. All the manhole covers are on sidewalks; to ensure participant and pedestrian safety we will have markers around the structures, as well as staff with flyers explaining the project. And of course we will comply with whatever safety measures deemed pertinent by the city.

Once again, we would like to thank you for considering another one of Myths and Mirrors' unusual requests.

Yours Truly,

Laurie McGauley
Artistic Director

Request for Decision City Council



Type of Decision

Meeting Date	August 12, 2004				Report Date	July 2, 2004			
Decision Requested	<input checked="" type="checkbox"/>	Yes		No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Report Title

APPOINTMENT OF BOARD MEMBER, SUDBURY & DISTRICT HEALTH UNIT

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.

POLICY:

Council will first accept the resignation of Councillor Gainer as a Member of the Board of Directors, Sudbury and District Health Unit. Council will then have the option of either making a Citizen appointment or having an election to appoint a Member of Council to fill the vacancy for the remainder of the term of Council. Both procedures would be made in accordance with Council's Procedure By-law 2002-202, as amended.

BUDGET IMPACT:

There is no budget impact associated with this Request for Decision.

Background Attached

Recommendation

Option #1- Council Appointee:

THAT Council accepts the resignation of Councillor Gainer as a Member of the Board of Directors of the Sudbury and District Health Unit effective June 24, 2004;

A N D T H A T C o u n c i l l o r _____ be appointed to the Board of Directors of the Sudbury and District Health Unit for the term ending November 30, 2006, or until such time as his/her successor is appointed.

Recommendation Continued

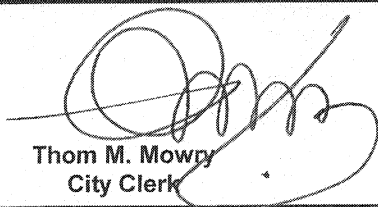
Recommended by the General Manager


Doug Wukosinic
General Manager of Corporate Services

Recommended by the C.A.O.


Mark Mieto
Chief Administrative Officer

Report Prepared By



Thom M. Mowry
City Clerk

Division Review



Ron Swiddle
Director of Legal Services and City Solicitor

Recommendation continued:

Option #2 - Citizen Appointee:

THAT Council accepts the resignation of Councillor Gainer as a Member of the Board of Directors of the Sudbury and District Health Unit effective June 24, 2004;

AND THAT the vacancy on the Board be filled by a Citizen Appointment made in accordance with Procedure By-law 2002-202.

Executive Summary:

Councillor Gainer resigned as a Member of the Board of Directors of the Sudbury and District Health Unit effective June 24, 2004.

Council has the option of filling the vacancy either by appointing a Member of Council or directing that the vacancy be filled by way of a Citizen Appointment made in accordance with Council's Procedure By-law.

This Report provides some background on the make-up of the current Board of the Health Unit and sets out the procedure for the election by Council of a Member of Council or Citizen Appointment.

The new member of the Board would serve for the remaining term, that is until November 30, 2006 or until his/her successor is appointed.

Appointments to the Board need only to be confirmed by resolution.

Background:

Section 7 of the *City of Greater Sudbury Act, 1999* provides that the City of Greater Sudbury is to be represented on the Sudbury and District Health Unit by Seven (7) Members of Council to be appointed by Council. The Council of the day, by resolution, expressed the opinion that the Board would benefit from Citizen participation and lobbied the Government of Ontario to amend the make up of the Board. In response the Government passed Ontario Regulation 462/01 which, while maintaining the City's representation on the Board at 7, required at least 1 of the 7 to be a Member of Council and at least 1 of the 7 to be a "person other than a member of Council".

The previous Council by Resolution 2002-81 set the City's representation on the Board at 6 Members of Council and 1 Citizen appointed by the Council.

Option #1 - Council Appointee:

Council at its meeting held on 2003-12-11 appointed the following six (6) Members of Council to the Board of the Sudbury and District Health Unit:

Councillor Berthiaume
Councillor Caldarelli
Councillor Dupuis
Councillor Gainer
Councillor Gasparini
Councillor Rivest.

Selection:

The following Members of Council are eligible to be appointed to fill the vacancy created by the resignation of Councillor Gainer:

Councillor Bradley
Councillor Callaghan
Councillor Craig
Councillor Kett
Councillor Reynolds
Councillor Thompson; and,
Mayor Courtemanche.

The selection of the Council appointee will be conducted in accordance with Section 36 of the Procedure By-law. In the event of an equality of votes, then the successful candidate is to be determined by lot conducted by the Clerk.

Council's procedure requires that in the event more than one (1) candidate is nominated for the position, then a roll call vote of Members of Council shall be held.

Ballots have been prepared in anticipation of an election for the convenience of Members of Council.

Where all Members of Council are in attendance, **seven (7) votes are required to fill each vacancy.**

It is always in order for a Member of Council to nominate themselves and to vote for themselves.

Under Robert's Rules of Order a nomination does not need a second.

A copy of Article 36 is attached to this report for the convenience of Members of Council.

Once the successful candidate has been selected, then a resolution will be introduced appointing the successful candidate. A by-law is not required to confirm the appointment.

Option #2 - Citizen Appointee:

In the event that Council selects Option #2-Citizen Appointee then the City Clerk's Office would be responsible for advertising and collecting Applications for the Citizen appointment to the Board of the Sudbury and District Health Unit (SDHU). However, in accordance with past practice, the Board of the SDHU would review the applications and recommend to Council the name of the Citizen to be appointed.

In accordance with Council's previous direction, photocopies of all Applications received would also be provided to all Members of Council.

As required by Council's Procedure By-law, these positions would be advertised in both official languages of the City of Greater Sudbury and in both community publications and the usual large circulation newspapers.

SUMMARY:

- 1. Where the number of Member(s) of Council required to fill the appointment is nominated, then, a motion to appoint the nominee shall be presented and voted upon;**
- 2. If more than the number required to fill the appointment is nominated, then Council shall hold an election, in accordance with Article 36 of the Procedure By-law.**
- 3. Once the position on the Board has been selected by Council, then the appointment will be confirmed by resolution of Council.**
- 4. Where all Members of Council are in attendance, seven (7) votes are required to fill the vacancy.**

SUMMARY continued:

5. It is always in order for a Member of Council to nominate themselves and to vote for themselves.

Under Robert's Rules of Order a nomination does not need a second.

6. Where no applicant receives the majority required for appointment and where two or more applicants are tied with the ***least number of votes***, a special roll call vote shall be taken to decide which of the tied applicants with the least number of votes ***shall be dropped from the list of names to be voted on in the next vote.***
7. In the event a Member of Council request a vote by paper ballot a supply of ballots will be available.



VOTING CHART

Majority Vote

(7 Members of Council are required for quorum)

Number of Members Present and Voting	Majority Vote
13	7
12	7
11	6
10	6
9	5
8	5
7	4

*

ARTICLE 36

NOMINATION COMMITTEE - CITIZEN APPOINTMENTS

36.1 **Made by Committee of the Whole- Procedure**

Appointments to the various local boards, Advisory Panels and corporations of the Corporation shall be recommended by the Committee of the Whole at a meeting called for that purpose. In making such appointments, the procedure set out in this article shall apply unless otherwise provided in a shareholders declaration.

36.2 **Advertising - position - requirements - to local citizens**

At least 30 days prior to the Committee meeting at which a Citizen appointment is scheduled to be considered the Clerk shall place an advertisement in a local newspaper to run on at least two occasions and place an advertisement on radio or television or both, as the Clerk deems advisable, on at least one occasion outlining the position to be filled and inviting applications from interested citizens. A copy of each advertisement shall be provided to each Member of Council.

36.3 **Applications - in writing - time limitation**

All Citizen applications for appointment must be in writing and received by the Clerk at least four clear days prior to the meeting of Council concerned.

36.4 **Applications - qualifying - included - Committee of the Whole Agenda**

Copies of all applications received for each position from qualifying applicants shall be included with the agenda material for the Committee of the Whole meeting concerned.

36.5 **Applicants - qualified - exact number - motion**

Where there are only the exact number of qualified applicants as required for any position or positions, a motion to appoint the applicants to the position or positions concerned shall be presented and voted upon.

36.6 **Applicants - qualified - more than required - selection**

If there are more qualified applicants than positions available, then the Committee of the Whole shall recommend from the qualified applicants the ones to fill the position or positions concerned.

36.7 Roll call vote - Council - taken - regarding applicants

A roll call vote of the Committee of the Whole shall be taken with respect to the qualified applicants for each position available.

36.8 Appointment - determined - by vote - exception

If upon the first roll call vote no applicant receives the votes of the majority of Members present, the name of the applicant receiving the least number of votes shall be dropped and the Members shall proceed to vote anew and so continue until either an applicant receives the votes of the majority of Members present, at which time such applicant shall be declared to be the recommended candidate; or, it becomes apparent by reason of an equality of votes that no applicant can be recommended by the voting process.

36.9 Voting - unsuccessful - position selected - by lot

Where by reason of an equality of votes, it becomes apparent that no applicant can be selected by the voting process, then the recommended applicant shall be the applicant selected by lot by the Clerk.

36.10 Special vote - applicants tied - least number of votes

In the case where no applicant receives the majority required for appointment on a roll call vote, and where two or more applicants are tied with the least number of votes, a special roll call vote shall be taken to decide which of the tied applicants with the least number of votes shall be dropped from the list of names to be voted on in the next roll call vote.

36.11 Staff Member - appointment - conditions

Except where prohibited by law, Committee of the Whole may recommend the appointment a Member of staff to a local board or outside agency in the place of a Member of Council when no Member of Council wishes to be appointed.

36.12 Further votes

If no person receives more than half the votes, the Clerk shall take another vote, excluding the person who received the fewest votes in the previous vote; if two or more persons received the fewest votes, the Clerk shall choose the person to be excluded by lot.

36.13 Term of Appointment - Citizens

Citizens appointed by Council to Advisory Panels, local boards and committees shall be appointed for the term of office coinciding with the term of Council, or the terms set out in such appointments, and until their successors are appointed unless otherwise provided by Council or by law.

36.14 Council Appointments - ballots

At the first regular meeting of a new Council, or as soon thereafter as is reasonable, Council shall appoint Members to Committees by way of simultaneous, written, signed ballots which will be read aloud by the Clerk and recorded in the minutes.

36.15 Council Appointments - destruction of ballots

These ballots, as well as ballots used for simultaneous roll-call votes generally, may be destroyed by the Clerk and need not be retained following the confirmation of the minutes.



EXAMPLES OF TIE VOTES

(All Members of Council Present - Four Nominees)

Candidate	Votes Received
A	6
B	4
C	3
D	0

Result: Candidate D is dropped from the next vote.

Candidate	Votes Received
A	5
B	4
C	3
D	1

Result: Candidate D is dropped from the next vote.

EXAMPLES OF VOTES
(All Members of Council Present)
(Three Nominees Remaining)

Candidate	Votes Received
A	6
B	4
C	3

Result: Candidate C is dropped from the next vote.

Candidate	Votes Received
A	5
B	3
C	3
D	1

Result:

1. Candidate D is dropped.
2. A special roll call vote is taken to decide which of the tied Candidates B or C shall be dropped from the list of names to be voted on in the next roll call vote.
3. Then a roll call vote shall be taken of the remaining two Candidates: A and one of B or C.

**THE CONSEQUENCES OF SAMPLE TIE VOTES
(All Members of Council Present -Five Nominees)**

Candidate	Votes Received
A	3
B	4
C	2
D	2
E	2

Result:

- 1. A special roll call vote is taken to decide which of the tied Candidates (C, D, or E) shall be dropped from the list of nominees to be voted on in the next roll call vote.**
- 2. Then a roll call vote shall be taken of the remaining four Candidates: A, B and two of C, D or E.**

**THE CONSEQUENCES OF SAMPLE ZERO VOTES
(All Members of Council Present -Six Nominees)**

Candidate	Votes Received
A	4
B	4
C	2
D	3
E	0
F	0

Result:

1. Candidates E and F are dropped from the next vote.
2. Then a roll call vote shall be taken of the remaining four
Candidates: A, B, C and D.

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Request for Decision City Council




Type of Decision									
Meeting Date	August 10 th , 2004				Report Date	August 5, 2004			
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
NO WHISTLE RAIL 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.
<p>Funding for this project is recommended from the Capital Financing Reserve Fund - General. If improvements to any of the railway crossings are recommended, these will be brought back to Council for consideration.</p>	
<input checked="" type="checkbox"/>	Background Attached

Recommendation
<ol style="list-style-type: none"> 1. That an Engineering firm be retained to carry out detailed safety assessments for the seventeen rail locations of the Canadian Pacific Railway, (CPR) as set out in this report. 2. That a deposit of \$ 5,000 be paid to the Canadian National Railway, (CNR) for the preparation of detailed safety assessments for three rail locations of the CNR as set out in this report. 3. That funding for the above in the approximate amount of \$90,000 be provided from the Capital Financing Reserve Fund - General.
Recommendation Continued

Recommended by the General Manager
 Doug Wuksinic General Manager of Corporate Services

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

Date: August 5, 2004

Report Prepared By



Ron Swiddle
Director of Legal Services/City Solicitor

Division Review



Ron Swiddle
Director of Legal Services/City Solicitor

BACKGROUND

Attached is a copy of a Report first presented to Council in 2002 outlining some of the requirements of Federal legislation, Transport Canada, and the Railways, should Council wish to implement additional No Whistle rail locations in the City of Greater Sudbury. Council considered this Report and passed the following resolution:

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

The Consolidation By-law was passed by Council dealing with the existing No Whistle locations. Staff have undertaken a review, including digital photos, of thirty rail locations in the City where train whistling is still in effect. This was required before representatives of the CNR and CPR were contacted because it was necessary to know the location and state of these rail locations. Twenty of the thirty locations which were reviewed are identified in the attachment for which Council may wish to have detailed safety assessments undertaken by an engineering firm or by the CNR. Seventeen of the twenty locations belong to the CPR and three to the CNR.

Staff struggled with the issue as to what criteria should be followed in order for a particular rail location to be included in the list that is recommended for detailed safety assessments and perhaps a No Whistle location. Factors such as the number of motorists and pedestrians using the location and the development nearby are of prime importance. Although the Maley Drive rail location of the CNR is included in the list of the twenty locations recommended for a safety assessment, staff are aware that on 2003-08-08, Council passed a resolution petitioning the CNR to install signalized railway crossings at this location due to a tragic fatal accident here in December 2001. The City has also been negotiating with the CNR and Transport Canada for funding for improvements to enhance safety at this location. The Maley Drive location was included in the list for the sake of completeness and staff realize that Council may not wish to implement No Whistle provisions at this location. However, it should be noted that Maley is one of the locations where the City has received requests from the public for a No Whistle location.

Date: August 5, 2004

After having reviewed the twenty locations referred to above, the representatives of the CPR and the CNR were contacted to determine what their and Transport Canada's requirements are in order to implement No Whistle provisions at rail locations in the City. Correspondence from the CPR and the CNR were received which outlines their requirements and Transport Canada's regulations.

The CPR requires that an applicant for a No Whistle provision at rail locations hire a professional engineer to undertake a detailed safety assessment for each location in question. The applicant is responsible for all fees and for the cost of any improvements as are identified in the report. The cost of a detailed safety assessment report for each location is between \$3,000 - \$5,000. The CPR also requires an agreement for liability insurance as was done for the Portage Avenue pedestrian location in the Minnow Lake and the Chisholm street location in Coniston. These agreements were executed in the 1990s.

The applicant is responsible for paying its share of the cost of the liability insurance. If the applicant fails to adhere to the agreement, the CPR can reinstitute whistling at these locations.

The CNR requires a deposit for the costs of the detailed safety inspections and it retains an engineer to carry out the work. It does not make any reference to an agreement for liability insurance but may still require one. Since only three of the rail locations identified, including Maley Drive, belong to the CNR, the cost of the assessments for the CNR locations will not likely be a major expense, and even less so, if Maley Drive is excluded from the list for the reasons as discussed above. However, none of the CNR locations has gates, and gates will likely be a requirement in order to implement a No Whistle provision at a particular location. **The overriding concern is always public safety.**

Eight out of the seventeen CPR locations have gates and bells. The City has received complaints from the public for No Whistle provision at the Montee Rouleau location. This location has bells and gates and may be a good candidate for a No Whistle regulation. In contrast, the noise from train whistles at the CNR locations at Edward Avenue and Government Road in Coniston have long been the subject of public complaints, but these locations do not have any gates which would probably be required if a No Whistle provision is implemented there. The City should have an indication as to the cost of improvements, such as gates, etc., because of the discussions with the CNR at the Maley Drive location.

Staff are cognizant of the fact that Transport Canada has a program called "Direction 2006" which was instituted to improve rail safety at rail locations across Canada. The City has in fact applied for funding from this program to cover some of the costs for the improvements to the Maley Drive location. We are not aware of any funding programs to cover improvements for No Whistle provisions at rail locations. It is recommended that Council authorize the retention of an engineer to undertake the detailed safety assessments for the seventeen CPR locations as set out in this report. It is also recommended that Council authorize the payment of \$ 5,000 to the CNR as a deposit for the safety assessments on the three locations of the CNR. No improvements would be made without further reports and approval by Council.

CANADIAN PACIFIC RAILWAY (CPR) LOCATIONS TO BE CONSIDERED

- 1) Marier St. - Mileage 86.91 Cartier Sub. - this location has gates, flashing lights and signs indicating a rail crossing.
- 2) Montee Principale - Mileage 83.91 Cartier Sub. - has gates, lights, etc.
- 3) Municipal Road #15 - Mileage 90.57 Cartier Sub. - has gates, lights, etc.
- 4) Main Street - Mileage 90.94 Cartier Sub. - has gates, lights, etc
- 5) Errington Street - Mileage 91.37 Cartier Sub. - no gates, has lights, etc.
- 6) Montpellier Road - Mileage 91.64 Cartier Sub. - has gates, lights, etc.
- 7) Marina Road - Mileage 102.37 Cartier Sub. - has gates, lights, etc.
- 8) Boy Scout Road - Mileage 103.89 Cartier Sub. - has gates, lights, etc.
- 9) Robinson Drive - Mileage 67.14 Cartier Sub. - no gates has lights, etc.
- 10) Savard Street - Mileage 67.57 Cartier Sub. - no gates, has lights, etc.
- 11) Mill Road - Mileage 66.18 Cartier Sub. - no gates, has lights, etc.
- 12) Magill Street - Mileage 7.21 Webbwood Sub. - no gates, has lights, etc.
- 13) Municipal Road #24 - Mileage 9.03 Webbwood Sub. - no gates, has lights, etc.
- 14) St. Louis Ave - Mileage 11.63 Webbwood Sub. - no gates, has lights, etc.
- 15) Bay Street - Mileage 18.23 Webbwood Sub. - no gates, has lights, etc.
- 16) Edward Avenue - Mileage 71.29 - Cartier Sub. - no gates, has lights etc.
- 17) Montee Rouleau - Mileage 85.41 Cartier Sub. - has gates, has lights etc.

CANADIAN NATIONAL RAILWAY (CNR) LOCATIONS TO BE CONSIDERED

18) Government Road - Mileage 257.17 Bala Sub. - in the old municipality of Nickel Centre - no gates, has lights etc.

19) Maley Drive - Mileage 263.18 Bala Sub. - in the old City of Sudbury - no gates, has lights etc.

20) Cote Boulevard - Mileage 271.52 Bala Sub. - in the old City of Valley East. - no gates, has lights etc.

Request for Decision City Council

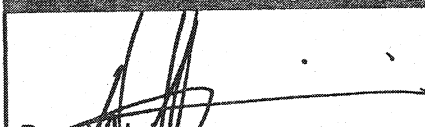


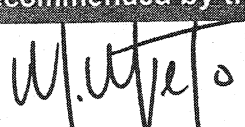
Type of Decision									
Meeting Date	August 22, 2002			Report Date	July 19, 2002				
Decision Requested	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Priority	<input type="checkbox"/>	High	<input checked="" type="checkbox"/>	Low
	Direction Only			Type of	<input checked="" type="checkbox"/>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

Report Title
NO WHISTLE RAIL LOCATIONS

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

Recommendation
<ol style="list-style-type: none"> That a By-law be passed consolidating the existing No Whistle locations established by By-laws of the former municipalities; That staff be authorized to meet with the Canadian National Railway and Canadian Pacific Railway representatives to discuss possible No Whistle locations requested by the public in the past or that may be requested at any point in the future, and that if these negotiations are successful to return to Council with a recommendation that a By-law be passed to establish new No Whistle locations.
Recommendation Continued

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

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

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Report Prepared By



Ronald Swiddle
Director of Legal Services/City Solicitor

Division Review



Ronald Swiddle
Director of Legal Services/City Solicitor

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

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

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

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

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

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

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

LISE VALADE-CONRAD

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

23 August, 2001

RECEIVED

AUG 27 2001

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

BY-LAW DEPT.

Dear Mr. Brouse:

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

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

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

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

Yours truly,



Lise Conrad

encl.

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

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

Table 1, continued

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

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

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

Mr. Doug Craig
673 1151

Mike McGinn

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

SEP 14 2001

03 SEP 01

Legal Services

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

Dear Mr. Craig,

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

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

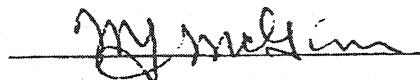
The rumble of an approaching train is no problem, and we accept this as a necessary part of living near the tracks, however the sudden piercing scream of the train whistle, sometimes two, three or four times a night causes interrupted sleep with its associated problems. We have a golf course near the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

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

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

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

Yours truly;



M.J. McGinn

MY PHONE 694 3465
MR FANTIN 6944260

r. Mike McGinn
0 Walter Street
.O. Box 131
oniston, ON P0M 1M0

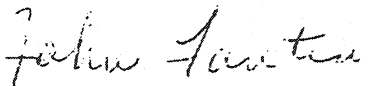
001 08 30

o Whom It May Concern:

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

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

Respectfully yours



John Fantin  
Member of the '99 Committee.

# Request for Decision City Council



## Type of Decision

|                    |                                     |     |                          |    |             |                                     |      |                          |        |
|--------------------|-------------------------------------|-----|--------------------------|----|-------------|-------------------------------------|------|--------------------------|--------|
| Meeting Date       | August 10, 2004                     |     |                          |    | Report Date | July 22, 2004                       |      |                          |        |
| 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

**Snowboard Terrain Park Proposal**

### Policy Implication + Budget Impact

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

No Financial Impact

Background Attached

### Recommendation

WHEREAS a terrain park will enhance the winter experience at the Adanac Park and;

WHEREAS a terrain park does not require use of a lift or of any other permanent installation;

BE IT RESOLVED that staff be directed to issue a Request for Proposal seeking a private sector partner who might be interested in operating a terrain park at Park at no cost to the City during the 2004-2005 winter season.

Recommendation Continued

### Recommended by the General Manager

  
Caroline Hallsworth  
General Manager, Citizen and Leisure Services

### Recommended by the C.A.O.

  
Mark Mieto  
Chief Administrative Officer

**Report Prepared By**

Caroline Hallsworth  
General Manager, Citizen and Leisure Services

**Division Review**

**EXECUTIVE SUMMARY**

The City of Greater Sudbury has received an unsolicited proposal to operate a snowboard terrain park at the Adanac Park.

**BACKGROUND**

During the 2004 Budget Process, Pinnacle Sports Marketing Incorporated made a presentation, requesting a grant from the City of Greater Sudbury in support of a snowboard terrain park at the Adanac Hill. At that time, Pinnacle Sports Marketing was requesting a grant in the amount of \$30,523, use of the city's snow-making equipment and dozer as well as city staff time to operate the equipment required to construct the park. The total financial impact of their request was \$35,000. This option was not accepted by Council during the budget process.

Recently, Pinnacle Sports Marketing Incorporated presented a second proposal to the City of Greater Sudbury, requesting that the City lease a portion of the Adanac Park to Pinnacle Sports Marketing Incorporated, for their use as a snowboard terrain park. Pinnacle Sports Marketing advises that they would be responsible for all costs associated with the operation of the snowboard terrain park and that no municipal funding, municipal staff or municipal equipment would be requested. The proposal presented by Pinnacle Sports Marketing Incorporated was not solicited by the City of Greater Sudbury and as such there are a number of issues associated with this proposal on which Council is asked to provide direction.

Firstly, the Adanac Task Force Planning Committee and its two subcommittees are working on a number of initiatives relating to the Adanac Site, including the Adanac Master Plan and Business Plan and the Adanac Winter Experience. To date, plans for the future development of the Adanac Hill site have not been developed and it would be premature to commit to either a long-term lease or to any permanent structures or to changes to the hill environment which might limit future opportunities at the Adanac Hill. Should Council wish to proceed with a snowboard terrain park, it is recommended that any agreement related to such a park be a short-term agreement and that it would be a requirement of the agreement that any shaping of the hill which is required to support the terrain park be reversed at the conclusion of the contract period. A terrain park does not require use of a lift or other permanent structure.

Should Council wish to proceed to allow the development of a snowboard terrain park as a short-term project at the Adanac Park site, then a second issue to be considered is how such a

relationship might be structured. The Municipal Act prohibits the City from leasing land to any commercial establishment for less than fair market value. Therefore, the City would be in violation of the Municipal Act if they decided to lease a portion of the Adanac site for \$1.00 per year as was requested by Pinnacle Sports Marketing.

An alternative to leasing the facility would be to enter into a Public Private Partnership Agreement in which the City seeks a private partner to operate a terrain park at the Adanac site. The Purchasing By-Law is intended to ensure that an open, accountable and transparent process is used when the City is purchasing services and providing opportunities to the private sector. The City's usual practice would be that once an opportunity for a public-private partnership is identified, that the opportunity would be offered publically by way of a Request for Proposal as described in the Purchasing By-Law. There is one privately operated Ski Hill in the City of Greater Sudbury and there are four retail businesses (including Pinnacle Sports) which sell ski and/or snowboard equipment. Any of these businesses might be interested in the opportunity to operate a terrain park. Therefore, it is recommended that should Council wish to proceed with a snowboard terrain park at the Adanac Hill, that staff be directed to issue an RFP for this opportunity.

In order to have a terrain park in place for this winter season, it would be important to proceed to issue the RFP immediately, so that the successful proponent is able to perform site work prior to the onset of the winter season.



# Request for Decision City Council




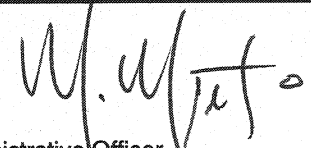
| Type of Decision   |                                     |     |  |    |             |                                     |      |  |        |  |
|--------------------|-------------------------------------|-----|--|----|-------------|-------------------------------------|------|--|--------|--|
| Meeting Date       | August 12, 2004                     |     |  |    | Report Date | July 22, 2004                       |      |  |        |  |
| 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             |
|--------------------------|
| <b>Adanac Ski Chalet</b> |

| 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>WHEREAS the Adanac Ski Chalet was badly damaged by fire and;</p> <p>WHEREAS long term plans for the Adanac Park area include re-location of the Chalet building;</p> <p>BE IT RESOLVED THAT staff be directed to arrange to have the damaged chalet demolished and;</p> <p>FURTHER THAT Council approves the creation of an Adanac Ski Chalet Reserve Fund AND;</p> <p>FURTHER THAT the net proceeds from the insurance settlement for the Adanac Ski Chalet, plus a contribution from the Insurance Reserve Fund in the amount of \$50,000, being the deductible portion of the loss, be credited to the Adanac Ski Chalet Reserve Fund.</p> |
| Recommendation Continued                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| Recommended by the General Manager                                                                                                                          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <br>Caroline Hallsworth<br>General Manager, Citizen and Leisure Services |

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

| Report Prepared By                                                                                       | Division Review |
|----------------------------------------------------------------------------------------------------------|-----------------|
| <p style="text-align: center;">Caroline Hallsworth<br/>General Manager, Citizen and Leisure Services</p> |                 |

**EXECUTIVE SUMMARY:**

The Adanac Ski Chalet was badly damaged by a fire on July 2, 2004 and requires either substantial repairs or reconstruction. The Adanac Ski Chalet is covered by insurance. There are three options related to the building, which include repairing the current building, demolishing the current building, and the recommended option of demolishing the current building and designating the insurance settlement towards the future construction of a new chalet.

**BACKGROUND:**

On July 2, 2004 the Adanac Ski Chalet was badly damaged by fire. According to the insurance reports, the fire originated on the south side of the building. Flames and smoke migrated through the balance of the building, damaging framing, insulation, cabinetry, room finishes and roofing. The building has been temporarily secured with boarding of windows, doors and roof areas, however the building in its current condition presents a vandalism risk and should be either repaired or taken down as expeditiously as possible.

The Adanac Ski Chalet building was insured and the insurance claim settlement includes both the building and the contents. Should the City of Greater Sudbury elect to repair or rebuild the building, the insurance company settlement would be for \$156,461.65, less the \$50,000 deductible for a payment from the insurance company in the amount of \$106,461.65. In addition to these amounts, there would be a \$10,000 settlement for the contents damaged in the fire. The deductible amount would be covered from the City of Greater Sudbury's insurance reserve fund. Should the City of Greater Sudbury elect not to repair or rebuild the building, the insurance company settlement would be based upon the actual cash value of the building, that is to say replacement cost less depreciation. The depreciated value of the building is \$43,187.00. Including the loss of contents of \$10,000 the amount from the company would be \$53,187 again less the \$50,000 deductible for a payment from the insurance company in the amount of \$3,187.00.

Accordingly, Council has three options related to the Adanac Ski Chalet Building. The first option would be to repair the current building, at its current site. The second option would be to demolish the building and not replace it. The third and recommended option would be to demolish the current building with a view to erecting a new building at the Adanac Site, which new building would be designed and located to support the future development of the Adanac Park.

The Adanac Ski Chalet building is located at the base of the hill, the design of the building does not meet requirements related to accessibility and the building is not well laid out to accommodate a variety of activities within Adanac Park. The capital plans for the Adanac Park area have long included a plan to relocate and rebuild the chalet away from the run off area of the hill.

Of particular concern, is the fact that the chalet is located in the hill run off area. In recent years, there have been three serious bodily injury accidents as a result of collisions with the chalet and/or deck areas. In addition to these serious accidents, there have been numerous minor injuries related to collisions with

the chalet that have not resulted in insurance claims. The City has attempted to mitigate the risk of collision injuries by securing hay bales on the hill side of the building and deck, to cushion the impact should an accident occur. While there have been accidents with skiers colliding with the chalet building and deck, the runoff requirements for tobogganing and tubing are even longer than for skiing as tubes and toboggans do not have the same abilities to turn and stop. Should the Adanac Park Master Plan and Business Plan contain recommendations to introduce tubing or tobogganing at the main hill area, the chalet would have to be moved prior to implementation of these activities.

While the location of the chalet is a liability for the redevelopment of the hill, there are a number of other concerns relating to the chalet that should be considered. The washrooms are located on the lower level of the building and are not accessible to anyone who has difficulty with stairs. The chalet is not designed to properly accommodate ancillary businesses, such as pro shops, classrooms for instructional program or day camp use and other elements which could be an integral part of any business plans to operate a self sustaining multi-season facility at the site.

Accordingly, it is recommended that rather than repairing the chalet at its current site, that Council support the demolition of the existing building and the future re-location of the chalet. The cost of the demolition of the chalet is \$9,000 which would be funded from the insurance settlement. It is recommended that the balance of the funding from the insurance settlement be placed in a reserve fund for the specific purpose of rebuilding the Adanac Ski Chalet. The Adanac Ski Chalet would not be rebuilt until such time as Council has approved a plan for the further development of the Adanac Park site. Council is advised that the cost of construction of a new chalet will depend largely on the uses required and design of the new building and therefore the insurance settlement will not cover all such new costs.

In the interim, a trailer or tents would be used to support the activities of the Adanac Winter Experience.

# Request for Decision City Council



| Type of Decision   |                                     |     |                          |    |                 |                                     |      |                          |        |
|--------------------|-------------------------------------|-----|--------------------------|----|-----------------|-------------------------------------|------|--------------------------|--------|
| Meeting Date       | August 12, 2004                     |     |                          |    | Report Date     | July 27, 2004                       |      |                          |        |
| 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                                                  |
|---------------------------------------------------------------|
| <b>Renovations to Accommodate EMS at existing ES Stations</b> |

| Policy Implication + Budget Impact                              |                                                                                                                          |
|-----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/>                             | This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified. |
| Funding source identified - No impact on the operational budget |                                                                                                                          |
| <input checked="" type="checkbox"/>                             | Background Attached                                                                                                      |

| Recommendation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>WHEREAS the City of Greater Sudbury ES Department has identified the requirement to complete renovations at existing city ES Stations; and</p> <p>THAT Council authorize the ES Department to carry out the renovations; and</p> <p>THAT the order be authorized, and that funding in the approximate amount of \$230,000 plus applicable taxes costs be approved from the Reserve Fund for Emergency Services - Land Ambulance; and,</p> <p>THAT the GM Emergency Services be authorized to tender out this work and enter into any agreements required for the completion of this project.</p> |
| Recommendation Continued                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| Recommended by the General Manager                     |
|--------------------------------------------------------|
| <br>Alan Stephen<br>General Manager Emergency Services |

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

Date: July 27, 2004

**Report Prepared By**



Joe Nicholls  
Director Emergency Medical Services

**Division Review**

**Executive Summary**

That Council authorize the Emergency Services Department to carry out renovations in Long Lake, Van Horne, Leon, and Minnow Lake Emergency Services Stations. These renovations are to improve working conditions for both Fire and EMS staff that cohabit these stations that have resulted from a chronic over crowding within the facilities.

These renovations would consist of developing space within the existing foot print (no addition on to existing buildings) of the Stations. These newly developed spaces be dedicated to the EMS Division to support EMS Operations and reduce over-crowding at these stations during the duty shift.

The Architect placed a cost (attached) of the renovations at \$229,008 that includes consulting fees. In order to address the chronic over crowding it was decided recommend this project move ahead and the project be funded from the Reserve Fund for Emergency Services - Land Ambulance.

**Background:**

The City of Greater Sudbury assumed responsibility for the provision of land ambulance services on January 1, 2001. It was decided at that time that EMS would cohabit with the Fire Services whenever possible. This strategy was based on two issues: First, the Fire Stations are ideally located within the deployment zones in each of their respective areas of the city, minimizing response times. Secondly, the cost of building new stations was prohibitive and redundant in light of the location of the current stations.

During the planning phase site visits were conducted by both EMS and Fire Services staff, these visits identified concerns in regards to space within the existing halls. However, the GM at that time chose not to address these issues to save money. Since 2001 EMS has increased its deployment within the old City which has increased over crowding within the four main stations.

The EMS Division operates out of one main Headquarters, located at McFarlane Lake Complex on Hwy 69, South as well as five (5) satellite reporting stations located in Levack, Chelmsford, Walden, Valley East and Capreol. Three of these satellite stations Levack, Walden, and Valley East are cohabited with the Fire Service, Chelmsford and Capreol are stand alone EMS buildings.

The EMS Division utilizes a system that sees all EMS resources that provide emergency coverage within the old city limits deployed out of our Headquarters located at the McFarlane Lake Complex. This method of deployment minimizes the need for numerous dedicated EMS stations to be built and maintained within the old city limits to support balanced emergency coverage. This deployment system is more efficient in managing our resources

Date: July 27, 2004

The EMS Division deploys 14 vehicles from our Headquarters nine (9) EMS vehicles Mon - Fri day shift, seven (7) vehicles Sat - Sun, and five (5) vehicles Mon - Sun night shift from this one station. The utilization of staggered shift start times ensures that balanced emergency coverage is maintained. The EMS Crew take their breaks with Fire Crews at an assigned Emergency Services Stations located within each of the Roaming Zones.

These zones are Long Lake Emergency Services Station (South End), Van Horne Emergency Services Station (City Core), Leon Emergency Services Station (New Sudbury), Minnow Lake Emergency Services Station (Minnow Lake), and Garson Emergency Services Station (Garson). The location of these Fire Stations provide excellent response times within each of the zones.

The four main ES Stations (Fire Stations) Long Lake, Van Horne, Leon, and Minnow Lake were built to support approximately four fire-fighters on duty at one time. The introduction of paramedics has increased the number of staff in these halls by as much as 50%. In addition, EMS crews have paramedic students doing clinical ride-outs through-out the year. Every vehicle that is deployed usually has students attached to it for at least 10 months of the year, the fire stations also have students present from time to time.

There is inadequate space within the eating/ crew lounge area during meal breaks with as many as 10 - 12 staff trying to find a place to sit and eat. The Crew area is so congested in the New Sudbury Station EMS staff sit in the garage behind the trucks to take breaks and eat their meals. The introduction of paramedics into these small halls resulting in chronic over crowding has resulted in poor morale amongst the Emergency Services Staff who are working out of the stations.

A short term measure to deal with the over crowding has forced EMS to limit the number of EMS vehicles at the Long Lake, Leon and Minnow Lake Stations to one. This measure places excessive number of vehicles at the Van Horne Station although it is a bigger station it has little parking so the placement of additional vehicles results in parking problems. These additional vehicles should be deployed equally amongst the stations to improve emergency response and address the over crowding.

In Long Lake, Leon, and Minnow Lake Stations the crew area doubles as the training room. This results in conflicting needs when the fire crews are conducting training in the lounge area and the EMS crews are coming in for a coffee or meal breaks or during downtime.

To address the issue a committee was formed and Co-Chaired by the Director EMS and Fire Chief that had front line members from both EMS and Fire. The committee's mandate was to review each station and develop a plan that would address the over crowding. The committee met numerous time and conducted site visits at each of the four stations they also solicited comments from other staff members.

The committee developed and endorsed a plan to develop a dedicated space in each of the four stations that EMS could use during breaks and down time, relieving the over crowding that exists within the current crew area. These spaces would provide an area were paramedics could take their breaks and allow the exchange of confidential call information as part of a critique process with students and their partners when required. The space would provide an area for paramedics to study for Continuing Medical Education and re-certification requirements. In addition, the Supervisor would have a place were he could sit and discuss EMS issues with the staff.

The plans call for the removal or movement of walls that would result in a second crew area with adequate dimensions to support a minimum of six EMS staff during meal periods and shift down time. This will address the chronic over crowding that has occurred in the existing crew area's since assumption of land ambulance services.

Date: July 27, 2004

These plans were referred to the GM who had an Architect provide preliminary drawings and cost estimates for this project. Additionally, the Architect also review the generator capacity at each of the four ES Stations to determine costs associated with increasing there capacity to meet the current needs within the stations.

The Architect placed a cost (attached) of the renovations at \$229,008 that includes consulting fees, the cost to upgrade the generators to meet the current needs was \$218,900 including consulting fees. It was decided that we need to move ahead immediately on the renovations funding the project through the Reserve Fund for Emergency Services - Land Ambulance. The generator upgrade would be looked at for completion in 2005 through the upcoming 2005 budget process.

## Preliminary Project Budget - Executive Summary

### Emergency Service Station Renovations

|                             | Construction Cost | Cost/SF | Consultant Fee | TOTAL        |
|-----------------------------|-------------------|---------|----------------|--------------|
| <b>Interior Renovations</b> |                   |         |                |              |
| Minnow Lake                 | \$34,729.50       | \$91.39 | \$3,500.00     | \$38,229.50  |
| Long Lake                   | \$32,280.06       | \$50.60 | \$3,500.00     | \$35,780.06  |
| Van Horne                   | \$50,931.60       | \$62.11 | \$5,000.00     | \$55,931.60  |
| Leon                        | \$57,458.64       | \$73.29 | \$7,500.00     | \$64,958.64  |
| Rayside                     | \$31,108.80       | \$51.68 | \$3,000.00     | \$34,108.80  |
| TOTAL                       | \$206,508.60      | \$65.81 | \$22,500.00    | \$229,008.60 |

### Emergency Power Upgrades

|             |              |  |             |              |
|-------------|--------------|--|-------------|--------------|
| Minnow Lake | \$54,000.00  |  | \$5,400.00  | \$59,400.00  |
| Long Lake   | \$90,000.00  |  | \$9,000.00  | \$99,000.00  |
| Van Horne   | \$17,500.00  |  | \$1,750.00  | \$19,250.00  |
| Leon        | \$37,500.00  |  | \$3,750.00  | \$41,250.00  |
| Rayside     | \$0.00       |  | \$0.00      | \$0.00       |
| TOTAL       | \$199,000.00 |  | \$19,900.00 | \$218,900.00 |

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