

# Request for Decision City Council



## Type of Decision

|                    |                                     |     |                          |    |                 |                                     |      |                          |        |
|--------------------|-------------------------------------|-----|--------------------------|----|-----------------|-------------------------------------|------|--------------------------|--------|
| Meeting Date       | September 30 <sup>th</sup> , 2004   |     |                          |    | Report Date     | September 22 <sup>nd</sup> , 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

Traffic Control - Cedar Green Subdivision

### 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 traffic at the intersection of Cedargreen Drive and Ashgrove Street be controlled with a stop sign facing westbound traffic on Ashgrove Street, and;

That a By-Law be passed to amend the City of Greater Sudbury Traffic and Parking By-Law 2001-1 to implement the recommended change.

Recommendation Continued

### Recommended by the General Manager

Don Belisle  
General Manager of Public Works

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

Mark Mieto  
Chief Administrative Officer

Date: September 22<sup>nd</sup>, 2004

**Report Prepared By**



Nathalie Mihelchic, P. Eng.  
Manager of Transportation Engineering Services

**Division Review**



R.G. (Greg) Clausen, P. Eng.  
Director of Engineering Services

Background:

Cedar Green Subdivision is located in the community of Garson on the north side of Falconbridge Road (see Exhibit 'A'). An extension of Cedargreen Drive and Ashgrove Street have recently been constructed and accepted as public roads by the City of Greater Sudbury.

Ashgrove Street intersects with Cedargreen Drive at approximately 70 degrees forming a "T" intersection. It is recommended that traffic be controlled with a stop sign facing westbound traffic on Ashgrove Street at Cedargreen Drive. This is a standard form of traffic control at this type of intersection.

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

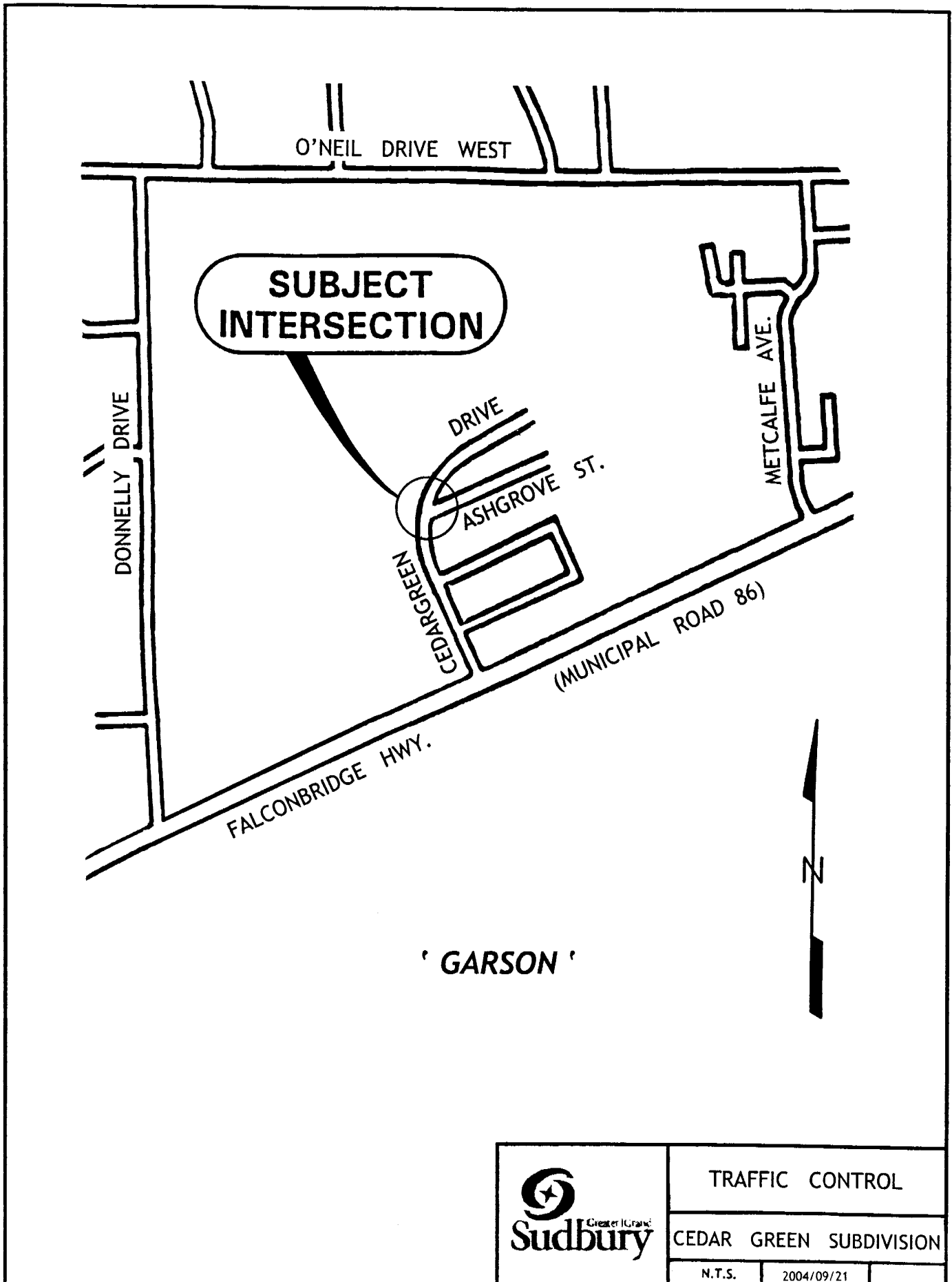
**The City of Greater Sudbury**


Schedule "N" to By-Law 2001-1

**Through Highways**

| <b>ADD:</b>                         |                                   |                              |
|-------------------------------------|-----------------------------------|------------------------------|
| <b>Highway</b>                      | <b>From</b>                       | <b>To</b>                    |
| Cedargreen Drive<br>(Nickel Centre) | North Limit, Falconbridge Highway | North Limit, Ashgrove Street |

# EXHIBIT: A



|  |                         |            |
|--|-------------------------|------------|
|  | TRAFFIC CONTROL         |            |
|  | CEDAR GREEN SUBDIVISION |            |
|  | N.T.S.                  | 2004/09/21 |

# Request for Decision City Council



| Type of Decision   |                              |     |                                     |    |             |                                     |      |  |        |
|--------------------|------------------------------|-----|-------------------------------------|----|-------------|-------------------------------------|------|--|--------|
| Meeting Date       | Thursday, September 30, 2004 |     |                                     |    | Report Date | Monday, September 20, 2004          |      |  |        |
| 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 Directly Operated Licensed School Age Programs

**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**

Report is for information only.

Recommendation Continued

**Recommended by the General Manager**

*C Matheson*

Catherine Matheson  
General Manager, Health and Social Services

**Recommended by the C.A.O.**

*Mark Mietz*

Mark Mietz  
Chief Administrative Officer

Date: September 20, 2004

**Report Prepared By**



Brenda J. Moxam  
Program Specialist, Children Services Division

**Division Review**



Carmen Ouellette  
Director, Children Services Division

**Background:**

The 2004 - 2005 school year marked the opening of two new directly operated licensed school age programs, one at St. Theresa's School on Walford Road and the second at St. Michael's School on Samson Street.

St. Theresa's school in past years had an unlicensed after school program, which was operated by the Citizen and Leisure Services Department of the City of Greater Sudbury. Collaboration between Citizen and Leisure Services and the Children Services Division determined that by licensing this program and meeting the Day Nurseries Act requirements, additional licensed child care spaces would be accessible to the families of our community. This is the first licensed child care program to be located at St. Michael's School.

Currently there are 12 children enrolled at St. Michael's and 10 children enrolled at St. Theresa's with anticipation that the number of children will increase as the school year progresses. Both programs are currently licensed for 30 children. Staff supervising both programs are qualified and have graduated from a community college with an Early Childhood Education diploma.

The partnership developed between Centre des jeunes citoyens/Junior Citizens Day Care Centre and these schools are indeed beneficial to the children of our community and a foundation for future licensed child care programs.

A number of activities both planned and spontaneous are set up each day for the children, in a fun, safe environment. Activities include snack, homework time, gross motor activities (gym/outside), crafts, experiments, cooking, cooperative games and much more to provide each child with the opportunity to learn, grow and socialize within a high quality program.

In addition to this, the licensed capacity at the main site of Centre des jeunes citoyens/Junior Citizens Daycare (located in the Centre For Life Building) has also been expanded due to a partnership with the Older Adult Centre. As of September 7<sup>th</sup> the centre has been able to provide after school care to a group of 15 children in the Kinsmen Room A. This group of children required care beyond the traditional hours of daycare and is a direct support to families on shift work. Currently the main site is open from 7:15 a.m. until 12:15 a.m., Monday to Friday serving over 130 children from the ages of 18 months to 12 years of age.

# Request for Decision City Council



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|                    |                    |     |                                     |    |             |                                     |      |                                     |        |
|--------------------|--------------------|-----|-------------------------------------|----|-------------|-------------------------------------|------|-------------------------------------|--------|
| Meeting Date       | September 30, 2004 |     |                                     |    | Report Date | September 22, 2004                  |      |                                     |        |
| Decision Requested |                    | Yes | <input checked="" type="checkbox"/> | No | Priority    |                                     | High | <input checked="" type="checkbox"/> | Low    |
|                    | Direction Only     |     |                                     |    | Type of     | <input checked="" type="checkbox"/> | Open |                                     | Closed |

## Report Title

Walking: The Ultimate Medicine


### 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

|                              |                          |
|------------------------------|--------------------------|
| <p>FOR INFORMATION ONLY.</p> |                          |
|                              | Recommendation Continued |

### Recommended by the General Manager

  
 Catherine Matheson  
 General Manager, Health and Social Services

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

  
 Mark Meito  
 C. A. O.

**Report Prepared By**

Chris Stewart  
Seniors' Consultant

**Division Review**

In March 2002, 300 Greater Sudbury residents 55 years and older were surveyed by the Mayor and Council's Roundtable on Seniors' Issues, Huntington University and Oracle Research to determine the level of activity undertaken by City's seniors. The results indicated that less than 50% of respondents were active in a walking program and that 70% wanted specially designed seniors' activity programs. In addition, 76% of women 55 to 64 years supported the development of community walking trails, and 62% of men did the same.

In response to the survey, the Mayor and Council's Roundtable on Seniors' Issues, the Ministry of Tourism and Recreation, Citizens and Leisure Services, Health and Social Services, Economic Development and Planning and the Sudbury and District Health Unit partnered to "walk towards a solution". With funding from the Ministry of Tourism and Recreation (\$15,000), the Health and Social Services Department (\$10,000) and the City of Greater Sudbury and in-kind contributions (\$10,000), a project was developed: Walking, the Ultimate Medicine.

The goals of Walking, the Ultimate Medicine were to: enhance the opportunity for older adults in the City of Greater Sudbury to achieve better health and mobility and to live independently, longer and reduce injury from falls by strongly encouraging their participation in walking programs; and, to increase activity of older adults, younger friends and family through the development and maintenance of sustainable walking programs and venues.

The project design included sponsoring "Train the Trainer" Workshops to develop leadership and participation in community-based walking programs; the provision of written materials; one-time start-up equipment loans for the distribution of pedometers to motivate participants and to help set personal goals; and to provide a community focal point for seniors walking in a unique setting adjacent to Pioneer Manor on the Trans Canada Trail and to share the results of this community development project with others interested in mobilizing seniors.

To date, activities of the Walking, the Ultimate Medicine project have included: a kick-off walk at Science North, the Garlic Walk, Older Adult Centre Walk, Walden Walk, Valley East Walks, Onaping Falls Walk, Seniors Club President's Walks, the development of sun-safety posters and walking kits to name a few. In total, there have been 400 participants and 150 pedometers distributed.

In recognition of the City's efforts to promote walking for seniors, Councillor Ted Callaghan, Catherine Matheson and Chris Stewart were invited to present highlights of this successful project at a workshop held by the International Society for Aging and Physical Activity's 6<sup>th</sup> World Congress on Aging and Physical Activity held in London Ontario in August 2004. Over 500 of the world's leading academics and practitioners in the field of activity and aging were present. Greater Sudbury is a model community for the pursuit of senior wellness.



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|                    | Direction Only                      |     |                          |    | Type of     | <input checked="" type="checkbox"/> | Open | <input type="checkbox"/> | Closed |

## Report Title

**Accessibility Planning**

### 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

WHEREAS the Ontarians with Disabilities Act mandates municipalities and public transportation systems to prepare annual accessibility plans; and

WHEREAS all annual accessibility plans report on the measures the organization has taken to identify, remove and prevent barriers to persons with disabilities and describe the measures in place to ensure that facilities, programs and services are reviewed for accessibility; and

WHEREAS the municipality is required to have an Accessibility Advisory Committee whose duty it shall be to advise the Council in each year about the presentation, implementation and effectiveness of the accessibility plan;

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   | Division Review |
|--|-----------------|
| Caroline Hallsworth<br>General Manager, Citizen and Leisure Services |                 |

NOW THEREFORE BE IT RESOLVED that the Council of the City of Greater Sudbury approve the 2004 - 2005 City of Greater Sudbury Accessibility Plan and the 2004 - 2005 Greater Sudbury Transit Accessibility Plan; and

FURTHER THAT Council endorses the Terms of Reference for the Accessibility Advisory Committee as presented.

**EXECUTIVE SUMMARY**

Council approved the first City of Greater Sudbury Accessibility Plan and the first Greater Sudbury Transit Accessibility Plan in 2003. As required under the Ontarians with Disabilities Act, these plans must be updated annually and approved by Council no later than September 30 of each year.

**BACKGROUND**

Accessibility planning supports accessible, integrated service delivery that fully respect the rights and dignity of persons with disabilities and that provides appropriate alternatives for those who are unable to use more traditional service delivery frameworks. The City of Greater Sudbury Accessibility Plan is co-ordinated by Carlos Salazar from the C.A.O.'s office. The Greater Sudbury Transit Accessibility Plan is co-ordinated by Citizen and Leisure Services.

The City of Greater Sudbury Accessibility Plan and the Greater Sudbury Transit Accessibility Plan describe the process by which the municipality and the transit system identify, review and prevent barriers to public access to municipal facilities, services and programs and includes a list of barriers to be addressed and measures which will be undertaken to ensure barrier removal is completed as expeditiously as possible within the municipality's existing resources. A barrier is defined as *a human made design flaw in the environment that prevents or hinders a person with a disability from fully participating in society or from accessing a service.*

The attached accessibility plans update the City of Greater Sudbury Accessibility Plan and the Greater Sudbury Transit Accessibility Plan approved by Council in 2003. The plans identify a number of barriers, including physical barriers, information or communication barriers, attitudinal barriers, and policies or practices, which make it difficult for a person with a disability to access services and for each barrier, identifies strategies for barrier removal and remediation.

Once approved by Council, the City of Greater Sudbury Accessibility Plan and the Greater Sudbury Transit Accessibility Plan will be posted on the City of Greater Sudbury website and distributed to those who provided input and requested a copy of the plan.

The municipality is required to have an Accessibility Advisory Committee whose duty it shall be to advise the Council in each year about the presentation, implementation and effectiveness of the Accessibility Plan. While the Accessibility Advisory Committee has been in place since 2002 to "assist Council with its responsibilities under the Ontarians with Disabilities Act", Terms of Reference for the Accessibility Advisory Committee had not previously been developed and endorsed by Council and are attached to this report for the consideration of Council.

The Accessibility Advisory Committee will be asking to make a presentation to Council later this year to present their advice on the implementation of accessibility guidelines for municipal facilities and their advice on the implementation of site plan review guidelines as is described in their work plans for 2004-2005.

#### Attachments

## **2004 – 2005 CITY OF GREATER SUDBURY ACCESSIBILITY PLAN**

The following activities are designed to implement Council's adopted Accessibility Plan:

1. Workshop with the Accessibility Committees of the larger public sector in Sudbury  
October 27 or 28, 2004
2. Accessibility Design Guidelines
  - 2.1. May - June 2004 Call for Proposals/Selection  
Chair, Earl Black, Ed Vildis (Public Works), Purchasing Section
  - 2.2. July - September 2004 Development Draft Guidelines
  - 2.3. October - November 2004 - Review, training, adoption of guidelines
3. Community Facility Assessments and Audit Reports - October 2004 – February 2005
  - 3.1. Based on the adopted guidelines
  - 3.2. Tom Davies Square
  - 3.3. Howard Armstrong Recreation Centre
  - 3.4. Valley East Citizen Service/Library
4. Site Plan Review Guidelines
  - 4.1. July - September, 2004 Canadian Urban Institute research
  - 4.2. November 2004 - February 2005 Development and Adoption of Site  
Plan Review Guidelines
5. Sensitivity Training for Frontline Staff – Cambrian College  
November 2004 – February 2005
6. Explore a voluntary assessment program for businesses similar to the Seniors  
Friendly project - January - April 2005
7. Public process for 2005 -2006 Accessibility Plan March - May 2005
8. Preparation/Adoption of 2005 -2006 Plan – May - September 2005

# GREATER SUDBURY TRANSIT ACCESSIBILITY PLAN

*The freedom to make choices is, in our mobile society, dependent upon the freedom to move.*

— Colorado Transit

## **Aim**

The aim of the Greater Sudbury Transit Accessibility Plan is to describe measures that Greater Sudbury Transit has taken and will take to identify, remove and prevent barriers to public access to Greater Sudbury Transit.

## **Objectives**

The Greater Sudbury Transit Accessibility Plan describes the process by which Greater Sudbury Transit identifies, reviews and prevents barriers to public access to the Transit system and includes a list of barriers to be addressed and measures which will be undertaken to ensure barrier removal is completed as expeditiously as possible within the resources allocated to Greater Sudbury Transit services.

## **Description of Greater Sudbury Transit**

The City of Greater Sudbury was created on January 1, 2001 combining the Region of Sudbury, the Cities of Sudbury and Valley East and the Towns of Walden, Rayside-Balfour, Onaping-Falls, Capreol and Nickel Centre into one municipality which spans 3,627 square kilometers and is the largest Ontario city by land mass. The City of Greater Sudbury is almost 2/3 the size of Prince Edward Island and has a population of 155,219.

Greater Sudbury Transit vehicles drive 3.2 million kilometers annually, providing 134,733 hours of service and 3.5 million passenger trips. Greater Sudbury Transit uses a fleet of 50 buses to deliver services across a route network that spans the community. The North/South route coverage is 45.7 km while the East/West route length is 68 km. While all of our buses have some accessibility features, fully accessible low floor buses are scheduled on designated accessible routes which provide services to areas of high population density, post-secondary institutions, seniors residences and the hospitals/medical arts communities. Six new fully accessible buses were purchased in 2004. This increased the number of fully accessible vehicles in our fifty vehicle fleet to twenty-one. All of the remaining vehicles have some accessibility features. As vehicles are replaced, we continue to work to having a fully accessible transit fleet.

Conventional transit services are supplemented by Handi-Transit. A Request For Proposal for the provision of Handi-Transit services in the new City of Greater Sudbury was issued in 2002 and implemented in the spring of 2003. There is now one Handi-Transit service provider and centralized dispatch for the service which is delivered using all new vehicles.

## **Accessibility Advisory Committee**

The Accessibility Advisory Committee (AAC) was established by the Council of the City of Greater Sudbury as mandated by the Ontarians with Disabilities Act and is comprised primarily of persons with disabilities. The role of the Accessibility Advisory Committee is to provide advice, to Council, on an annual basis about the preparation and implementation of two accessibility plans: the Greater Sudbury Transit Accessibility Plan and the Greater Sudbury Accessibility Plan.

The Members of the Accessibility Advisory Committee are:

Elizabeth Lounsbury (Chair)  
Nancy Baron (Vice-Chair)  
Bob Bannister  
Earl Black  
Shirley Childs  
Councillor Claude Berthiaume  
Councillor Terry Kett

The Co-ordinator for the Greater Sudbury Transit Accessibility Plan is Caroline Hallsworth, General Manager of Citizen and Leisure Services. Other members of the staff team who have assisted the Accessibility Advisory Committee with their deliberations are:

|                 |  |
|-----------------|--|
| Roger Sauvé     | Director, Greater Sudbury Transit                                    |
| Robert Gauthier | Supervisor of Transit Operations                                     |
| Lisa McAuley    | Executive Assistant, General Manager of Citizen and Leisure Services |

## **Greater Sudbury Transit Commitment to Accessibility Planning**

*The City of Greater Sudbury is a growing, world-class community bringing talent, technology and a great northern lifestyle together. Our Mission is to provide excellent access to quality municipal services and leadership in the social, environmental and economic development of the City of Greater Sudbury. Amongst the values of the City of Greater Sudbury are a commitment to high quality service with a citizen focus and managing the resources in our trust efficiently, responsibility and effectively. One of the stated broad goals of the municipality is to promote the well-being of our citizens in a healthy, safe and stimulating community.*

The people of the City of Greater Sudbury support the rights of persons of all ages and abilities to enjoy equal opportunities and to participate fully in the life of the community. The preamble to the *Ontarians with Disabilities Act* states "that Ontarians with disabilities experience barriers to participating in the mainstream of Ontario society". Geographic distance and physical accessibility are two barriers that prevent persons with disabilities from participating freely in all aspects of society and they are barriers that can be removed through the introduction of an accessible transit service to all areas of the community. The City of Greater Sudbury has removed geographic barriers between communities and is committed to the continued and strategic expansion of its area transit system so as to enable all citizens to have the freedom to move within our city.

The goal of Greater Sudbury Transit is to be a public transit system that is accessible, integrated to the degree possible, that fully respects the rights and dignity of persons with disabilities and that provides appropriate alternatives for those who are unable to use even the most accessible conventional transit services. This goal is derived from the Ontario Human Rights Commission Consultation Report entitled "Human Rights and Public Transit Services in Ontario".

Based on these principles of integration and respect for dignity, it is our goal to integrate as many riders as possible on our accessible conventional transit system while providing a parallel system for those citizens who cannot access our highly accessible route system so that we can provide accessible transportation to the more than 95% of the residents of our new city who live within 2 kilometers of our service boundaries.

### **Barrier Identification Process**

Greater Sudbury Transit has identified a barrier as a human made design flaw in the environment that prevents or hinders a person with a disability from fully participating in society or from accessing a service, in this case Transit.

The Greater Sudbury Accessibility Advisory Committee meets quarterly and provides advice to the municipality on the preparation, implementation and effectiveness of the Greater Sudbury Transit Accessibility Plan. As part of the annual review process, public meetings are held to identify barriers to access of Greater Sudbury Transit by persons with disabilities and to brainstorm for potential solutions for removal of these barriers. Following the public meetings, the Accessibility Advisory Committee meets to review the Greater Sudbury Transit Draft Accessibility Plan and to provide advice on strategies to monitor progress in barrier removal and prevention. The 2004 Draft Greater Sudbury Transit Accessibility Plan will be presented to Council for approval. Following approval, the communication portion of the plan will be activated.

### **Recent Barrier Removal Initiatives**

Greater Sudbury Transit has a history of Transportation Accessibility Planning. The City of Sudbury introduced a Full Accessibility Implementation Plan in 1993. In the spring of 2001 a public consultation process was held to assist staff and the Transportation Accessibility Advisory Panel in developing a new Handi-Transit policy for Council's consideration. Three public meetings were held at different community venues and there was a series of dialogues with community agencies including the VON and CNIB. On August 14, 2001 the new City of Greater Sudbury adopted a Policy on Transportation for Persons with Physical Disabilities which phased in service level harmonization over a 5 year period. Council approved the first Greater Sudbury Transit Accessibility Plan on April 10, 2003.

### **Accessibility Planning Process**

The City of Greater Sudbury and Greater Sudbury Transit recognize the value of soliciting input from citizens, and in particular from transit users, in identifying barriers to public access of Greater Sudbury Transit and accordingly scheduled a full day of public consultations on May 12, 2004. The goal of the meeting was to hear from all those interested in accessible transit systems in the City of Greater Sudbury. Participants were asked to identify barriers, be they physical barriers, information or communication barriers, attitudinal barriers, policies or practices, which make it difficult for a person with a disability to access Greater Sudbury Transit. For each barrier identified, participants were also asked to make suggestions as to how the barrier might be overcome.

The meeting was advertised in community newspapers in both official languages and in addition, letters of invitation were sent to twenty-seven interested groups in the community. All participants were referred to the Ontarians with Disabilities Act website at <http://www.gov.on.ca/mczcr/accessibility/index.html> ; to the Ontario Human Rights Commission Consultation Report on Public Transit website at [www.ohrc.on.ca/english/consultations/transit-consultation-report.shtml](http://www.ohrc.on.ca/english/consultations/transit-consultation-report.shtml) ; and to the 2003 Greater Sudbury Transit Accessibility Plan at <http://www.city.greatersudbury.on.ca/english/citizenleisure/DepartDownloads/departdownloads.cfm> for background information.

The public meeting was structured so that groups with similar interests could attend at the same time, so as to ensure a comprehensive discussion of related issues. Approximately twenty-eight people attended during the course of the day and the schedule of the discussions was as follows:

- 11:00 a.m. - 12:15 p.m.      Physical and mobility disabilities
- 1:00 p.m. - 2:15 p.m.      Sensory impairments including hearing loss, speech disorders, and vision impairments
- 2:30 p.m. - 2:15 p.m.      Intellectual and learning disabilities, mental health

Two written submissions were received by the Accessibility Advisory Committee.

As part of the public consultation process, barriers identified and addressed as part of the 2003 Greater Sudbury Accessibility Plan were presented to the public for their information. These barriers are described below:

| 2003 BARRIER TYPE AND DESCRIPTION  | 2003 ACTION TAKEN TO REMOVE BARRIER   |
|--|---|
| <b>PHYSICAL BARRIERS</b>   |   |
| Current tie-down systems don't meet the needs of all wheelchair users.   | As part of the daily maintenance routines, tie-downs are cleaned to ensure that they are free of salt and fully operational. As tie-downs are replaced Greater Sudbury Transit will standardize to the Q-strait retractable hook system. New vehicles received in 2004 have the Q-strait system.  |
| Handi-Transit hours of services are not standardized and there is no evening and weekend services in commuter areas. | The Handi-Transit policy adopted in August 2001 phases in standardized service hours over a period of five years with annual incremental increases in resources and service hours. In 2004, evening service hours were added to commuter areas. Saturday service to commuter areas will be phased in 2005 by which time the service areas will be harmonized to previously approved service levels. As part of the 2005 budget deliberations, an amendment to the policy relating to Sunday service in commuter areas will be presented to Council for their consideration. |



| 2003 BARRIER TYPE AND DESCRIPTION   | 2003 ACTION TAKEN TO REMOVE BARRIER  |
|---|--|
| Snowbanks at bus stops, intersections and curbs make it difficult to access Transit vehicles.   | Ensure that snowbanks are removed at bus stops and Handi-Trans drop-off points and that the path between the bus stop and the intersection is cleared.   |
| Not all routes are serviced by accessible buses.  | <p>Increase the number of routes with accessible buses by ensuring that all new buses purchased are accessible buses.</p> <p>Review the maintenance cycle for all buses with lifts to ensure that lifts are always functional. When possible, the extending ramps will be replaced with flip ramps which are more reliable.</p> <p>Route schedules will be reviewed to ensure that maximization of access.</p>   |
| Passengers with visual impairments and cognitive impairments have difficulty knowing where the vehicle is en route.   | Greater Sudbury Transit operators ensure that passengers disembark at the appropriate stop whenever the passenger requests assistance in identifying their destination.  |
| <b>COMMUNICATION/INFORMATION BARRIERS</b>   |  |
| The Transit Information Line is not accessible for those with hearing impairments and the Transit Centre does not have publically accessible TTY service.   | There is a TTY line at the Citizen Call Centre which may be used by those with hearing impairments to access transportation information. Alternatively, citizens may use the Bell Relay service.   |
| Alarms and signals are not accessible to all users.   | The farebox system and stop requested signs have both visual and auditory signals. Supervisors have been instructed to work with Security Staff to ensure that everyone is evacuated from the Transit Centre in the event of a fire.   |
| Passengers with hearing impairments do not realize that the operator is making an announcement. In the event of an emergency when buses are stopped or re-routed, individuals who have hearing impairments, communication disorders and or cognitive disabilities may be at risk. | Greater Sudbury Transit provides regular training to all operators. As part of the 2003 training, a protocol was developed for this situation. Operators will stand-up, turn around and face passengers when making an announcement, particularly if that announcement is related to service delays or safety. In the case where service is re-routed or stopped, the operators will exit all passengers through the front door and verify that they are aware of the situation and have a transportation alternative. When necessary, the supervisor will be contacted to assist passengers with alternate transportation arrangements. |
| Passengers with cognitive impairments have trouble paying their fares correctly. On occasion, they may have insufficient funds or have forgotten their pass.  | Greater Sudbury Transit fareboxes count and display the fare paid as coins are deposited in the farebox. Greater Sudbury Transit has a policy that no passenger is ever stranded.  |

| 2003 BARRIER TYPE AND DESCRIPTION   | 2003 ACTION TAKEN TO REMOVE BARRIER  |
|---|--|
| Bus stops are not highly visible  | As bus stop signage is replaced, efforts will be made to ensure that high contrast colours on bus stop poles and on bus stop signage is used and that bus stop poles are located near sidewalks so that they can be detected by long cane users.   |
| Transit Centre signage, particularly the platform signs and destination signs over the bus front window are difficult to read for persons with visual impairments.  | A new signage program is being developed for the Transit Centre. As part of that process, efforts will be made to use high contrast, preferably black on white, signage with large, clear print and to hang signs at eye level so that individuals can approach and read the signs. Consideration will be given to the installation of tactile braille signage on Transit Centre platforms. Bus numbering/naming system was reviewed for ease of visibility and we have ensured consistency of platform assignment.  |
| Transit schedules are difficult to read and understand.   | As transit schedules are re-designed, they will be reviewed for simplicity of both text and layout. Consideration will be given to printing large-print and braille versions of the schedules. Greater Sudbury Transit is committed to ensuring that passengers get to their destinations. Information staff are directed to spend whatever time is required with passengers to ensure that they understand the transit schedule and how to reach their destination. Greater Sudbury Transit provides ridership training for groups and individuals with special needs.  |
| Operators are not aware of the needs of passengers with special needs.  | Ensure that operator training includes modules on sensitivity training. While some speakers recommended identification of those with special needs through a special system of passes, other users felt that forced identification of special needs passengers stigmatized those who are trying to integrate in the community. At the request of passengers or their legal guardian, Transit will include information on crew guides relating to special needs passengers who regularly use that route (ie. destination information). Greater Sudbury Transit provides a mechanism for voluntary self-identification using green pass holders. |
| <b>POLICY OR PROCEDURAL BARRIERS</b>  |  |
| Periodically, a non-accessible bus is used on a route that is designated as accessible. Not all operators are familiar with the protocol for providing transportation when the accessible bus is not available. | Greater Sudbury Transit provides regular training to all operators. As part of the 2003 training, the protocol for operators in this situation was reviewed. Operators contact the supervisor to ensure either that an accessible bus is arriving immediately or that an accessible taxi is dispatched to the bus stop.  |

| 2003 BARRIER TYPE AND DESCRIPTION  | 2003 ACTION TAKEN TO REMOVE BARRIER  |
|--|--|
| Pedestrian and wheelchair passengers attempt to use the ramps at the same time, with some passengers attempting to move in the opposite direction of the wheelchair. | Greater Sudbury Transit provides regular training to all operators. As part of the 2003 training, a protocol was developed for this situation. Operators announce the use of the ramp and at which door it is being used and ask that pedestrian passengers wait until the ramp is retracted before using that door. |
| Passengers with cognitive impairments have trouble paying their fares correctly. On occasion, they may have insufficient funds or have forgotten their pass.         | Greater Sudbury Transit fareboxes count and display the fare paid as coins are deposited in the farebox. Greater Sudbury Transit has a policy that no passenger is ever stranded.  |

Transit fares can be a barrier to access and concerns were raised at the public input meetings in 2003 regarding the transit fare and transfer policy as it applied to children and adults who are dropping children off at daycare. As a result of this input, the City of Greater Sudbury introduced family friendly fares. Children age four and under now ride free on Greater Sudbury Transit and their parents will no longer have to pay twice when re-boarding buses at local day care centres.

### Barriers Identified and Timeframes for Barrier Removal

Greater Sudbury Transit staff in consultation with the Accessibility Advisory Committee reviewed each and every item identified through the 2004 public input process and identified all those items which were barriers to public access of transit for inclusion in this plan. Items specific to a particular individual have been included in the barrier identification process only if they apply to transit users as a group. Barriers which were identified and which do not form part of the Greater Sudbury Transit Accessibility Plan, such as a request for audible traffic signals at a particular intersection, were referred to appropriate staff for resolution. Items identified at the public meeting, which which have already been addressed and resolved are not included in this report. Examples of requests previously resolved include the request for accessible service to Silver City, the request for an alternate bus stop at the Southridge Mall and, the request to have both audible and visual signals on the stop request and fare box systems.

Some of the items raised in the public meeting were discussed with the Accessibility Advisory Committee and deemed not to be barriers to access of public transportation. For example, some individuals expressed concerns about the requirements to book Handi-Transit in advance and expressed the opinion that there should be a process that allows for emergency bookings. While passengers are required to book trips two days in advance, exceptions are always medical for medical appointments, to attend funerals and for similar emergencies and whenever schedules and resources allow, shorter notice trips are accommodated.

The City of Greater Sudbury's Policy on Transportation for Persons with Physical Disabilities reflects an Ontario Court ruling that persons with disabilities who need assistance in order to use transit services because of cognitive disabilities need attendants and not parallel transit systems.

In 2003, the Alzheimer Society made a presentation at the public meeting on accessible transit, advocating that individuals with dementia be allowed to access Handi-Transit so that they might ride without an attendant. The Accessibility Advisory Committee was asked to provide advice on this issue in 2003. Safety and accessibility issues for all passengers were considered and the AAC concluded that the Handi-Transit system is not an appropriate transportation solution for passengers with dementia as the vehicle operator can not ensure that the passenger remains seated, seatbelted and safe during the ride

and as the transit operator is not responsible for escorting the individual passenger once they disembark from the service vehicle and enter the destination point. Essentially, the issue is not one of functional ability to access conventional transit, but rather one of the need for an attendant. Accordingly, Greater Sudbury Transit implemented measures to facilitate ridership by attendants on conventional transit, including the provision of training passes for attendants and the review of an attendant or escort pass program for ambulatory passengers with special needs.

As part of its presentation to the public meeting in 2004, the Alzheimer Society requested that individuals attending their day program be allowed to access Handi-Transit service. The Alzheimer Society identified that the issue of escorting riders once they disembark would be resolved as arrangements would be made to have day program staff meet the Handi-Transit vehicle and escort the clients into the day program site.

Handi-Transit is designed for those who can ride and use the service independently and there is a concern about supervision while dementia patients are on the vehicle. As described in the Ontario Court Ruling the issue is one of provision of an attendant while using the service, and it is appropriate to apply the service eligibility criteria differently for those with cognitive disabilities than with those with physical disabilities. Further, there are concerns that those with cognitive disabilities who are not participants in the day program will then request that they be provided with the same service, which could open the service to challenges that the service is discriminating against a particular group of disabled persons as the same level of service that is provided to one group of dementia patients is not provided to another group of dementia patients. Should the eligibility criteria be challenged in this scenario, the City would be required to “reasonably justify” the distinction between the two groups and to demonstrate that this is not an arbitrary distinction that is being made between the groups. Accordingly, after a complete review of this issue, the Accessibility Advisory Committee recommended that the Handi-Transit service policy as currently approved should remain in effect as access to transit for persons with cognitive disabilities is an attendant issue and not an accessibility issue.

Barriers identified as part of the 2004 Greater Sudbury Transit Accessibility Plan review, together with strategies for removal and/or prevention and responsibilities for resolution are identified below. The Accessibility Advisory Committee advised that all barriers which can be removed or addressed at little or no cost should be of highest priority, as should those barriers which have a significant impact on persons with disabilities ability to access Greater Sudbury Transit.

| 2004 BARRIER TYPE AND DESCRIPTION         | 2004 STRATEGY FOR REMOVAL and/or PREVENTION                              | 2004 RESPONSIBILITY, TIMETABLE & RESOURCES REQUIRED   |
|---|--|---|
| <b>PHYSICAL BARRIERS</b>                  |  |   |
| Not all bus shelters are fully accessible | Inspect bus shelters to ensure that there are no steps into the shelter. | Supervisor of Transit Operations will ensure inspections are completed and initiate any remedial work required. |

| <b>2004 BARRIER TYPE AND DESCRIPTION</b>  | <b>2004 STRATEGY FOR REMOVAL and/or PREVENTION</b>  | <b>2004 RESPONSIBILITY, TIMETABLE &amp; RESOURCES REQUIRED</b>   |
|---|---|--|
| <p>Not all routes are serviced by accessible buses. Particular reference was made to ensuring that the routes servicing Valley East are accessible.</p> | <p>All routes are serviced by vehicles with some accessibility features. Twenty-one of fifty buses in the fleet are fully accessible and are assigned to routes with high passenger volumes and serving medical and educational centres. In 2004, an accessible bus was assigned to Route 704 which services Valley East. The number of routes with accessible buses will be increased by ensuring that all new buses purchased are fully accessible.</p> | <p>Director, Greater Sudbury Transit is responsible for periodically reviewing bus allocation and route design to ensure maximization of access using existing fleet. Over the 10 - 15 year cycle of fleet renewal, all routes should be serviced by fully accessible buses.</p>   |
| <p>Vehicles are sometimes stopped too far from the curb, making it difficult to access the sidewalk.</p>  | <p>Greater Sudbury Transit provides regular training to all operators who will be reminded of the importance of ensuring that the bus is stopped so as to allow access to the sidewalk.</p>   | <p>Driver Trainer will ensure this is reviewed in the next round of regular training.</p>  |
| <p>Access through front doors on accessible buses can be difficult scooter users. Mid vehicle entry points should be considered.</p>                    | <p>When purchasing new vehicles, consideration will be given to preferred entry points. Most accessibility features on a vehicle are located at the front of the bus and proximity to the operator is advantageous for accessibility and for provision of assistance as required.</p>   | <p>Director, Greater Sudbury Transit will give consideration to preferred entry points.</p>  |
| <p>Handi-Transit schedules are not efficiently designed and routes are long which adds to the passenger ride time.</p>                                  | <p>Work with the service provider to review route planning and dispatch. The AAC reviewed current arrangements to transfer the Echo machine using Handi-Transit vehicles and determined that this service should be discontinued so as to maximize availability of vehicles to passengers and shorten trip times.</p>   | <p>Accessibility Advisory Committee will meet with the service provide to discuss scheduling in more detail. The Supervisor of Transit Operations will work with service provider and share our expertise on route design and scheduling. Service provider to provide regular statistical reports on usage. The hospital has been advised that effective September 7, 2004 Handi-Transit will no longer transfer the Echo Machine between sites.</p> |

| 2004 BARRIER TYPE AND DESCRIPTION   | 2004 STRATEGY FOR REMOVAL and/or PREVENTION  | 2004 RESPONSIBILITY, TIMETABLE & RESOURCES REQUIRED  |
|---|--|--|
| <b>INFORMATION AND COMMUNICATION BARRIERS</b>   |  |  |
| There is no visual fire alarm system at the Transit Centre.   | Transit inspectors and security staff have been instructed to ensure that the building is fully evacuated in the event of a fire alarm. A visual fire alarm system will be considered.   | Director, Greater Sudbury Transit has provided direction to supervisors and security staff in this regard. Installation of a visual fire alarm system will be considered when the fire alarm system is inspected in 2004.  |
| The Transit Information Line is not accessible for those with hearing impairments and the Transit Centre does not have publically accessible TTY service. | There is a TTY line at the Citizen Call Centre which may be used by those with hearing impairments to access transportation information. Alternatively, citizens may use the Bell Relay service. New signage programs at the Transit Centre allow citizens to obtain schedule and service information on site. | The Bell Relay system provides access to the Transit Information Line for those with hearing impairments. Alternatively, they may use the TTY at the Citizen Call Centre to make inquiries as to Transit schedules.  |
| <b>ATTITUDINAL BARRIERS</b>   |  |  |
| Dispatch staff at Handi-Transit are not always sensitive towards or patient with clients.   | Sensitivity and customer service training is required for dispatch staff. More information as to rider satisfaction is required.   | Service provider was in attendance at the public meeting and committed to follow-up and deliver sensitivity and customer service training to dispatch staff. A survey of Handi-Transit users will be conducted in 2004-2005 to measure rider satisfaction with the delivery of the service and to identify opportunities for improvements to the quality of the service. |
| Staff at the Transit Kiosk are not always sensitive towards persons with special needs.   | Sensitivity and customer service training is required for Transit Kiosk staff. In some cases, service staff are not aware of a client's special needs.   | Director, Greater Sudbury Transit to advise Transit Kiosk service provider of this concern and to request that staff training be increased to address this concern. As part of this training awareness kiosk staff will be reminded of the self identification program.  |

### Review and Monitoring Process

Each year, the Accessibility Advisory Committee will review the barriers listed in the previous year's plan to provide advise as to the effectiveness of the implementation process and to measure the extent to which barriers have been removed and prevented as described in the Accessibility Plan. The Accessibility Advisory Committee meets quarterly and includes in its discussions a review of accessibility issues

pertaining to access to Greater Sudbury Transit. Discussions will be held with community partners and advocacy groups to ensure that the Greater Sudbury Transit Accessibility Plan is implemented in accordance with their stated needs.

### **Communication of the Greater Sudbury Transit Accessibility Plan**

The Greater Sudbury Transit Accessibility Plan will be presented to the Council of the City of Greater Sudbury for their approval on September 30, 2004. The plan will be made available on the City of Greater Sudbury Website and will be sent by e-mail or regular mail to all participants in the planning process who have indicated that they wish to receive a copy of the plan. The City of Greater Sudbury will work with the Canadian Institute for the Blind to make alternative format copies of the plan available to those who require it. The release of the Greater Sudbury Transit Accessibility Plan will be the subject of a City of Greater Sudbury Press Release.

**CITY OF GREATER SUDBURY  
THE ACCESSIBILITY ADVISORY COMMITTEE  
TERMS OF REFERENCE**

**Preamble:**

According to different statistical sources, about 18,000 people in the City of Greater Sudbury have a long-term disability, of which about 900 are children and 8,000 Seniors 65+. Our seniors' population is the fastest growing segment of our demographics. The statistics also show that about 2,000 children are considered 'at risk' for physical disabilities.

The Ontarians with Disabilities Act, 2001 (ODA) received Royal Assent on December 14, 2001. The purpose of the ODA is to improve opportunities for people with disabilities through identification, removal and prevention of barriers to participation in the life of the province and the City of Greater Sudbury.

The City plays a crucial role in the planning and development of our communities: in their streets, parks, public transit, libraries, social housing, ambulance services, public buildings and elections. Responsibilities, which include enforcing the barrier-free access requirements of the Ontario Building Code and implementing key accessibility considerations under the ODA, are crucial to realizing a vision of local communities that improve accessibility and mobility for their residents.

City Council adopted the following policy on Universal Access in October 2003:

**“By adopting this policy, our services, programs and facilities will be accessible to people with disabilities regardless of the type of disability and age. Council understands that the implementation of this policy statement requires financial resources and changes on how we deliver services and build our infrastructure, from sidewalks to libraries.**

**Towards this end, departmental Business Plans and budgets will be required to include specific initiatives to implement this policy over time in consultation with Council's Accessibility Advisory Committee in a manner that is transparent to the community. The Council's yearly Accessibility Plan will provide the policy direction to the departments for the implementation of this Policy on Universal Access.”**

**Duties:**

Section 34.6 of the Council Procedure By-law defines the role of the Committee “to assist Council with its responsibilities under the Ontarians with Disabilities Act, 2001 and this Committee shall fulfill all responsibilities and provide all advice as required by the Act”. In particular the Committee will:

- a) Advise the council in each year about the preparation, implementation and effectiveness of:
  - i The City of Greater Sudbury Accessibility Plan
  - ii The Greater Sudbury Transit Accessibility Plan;
  
- b) Advise the municipality on:
  - i Accessibility Standards for public facilities and programs
  - ii Accessibility Guidelines for private sector development as part of the Site Plan Review Process Guide;



- c) Based on adopted Accessibility Guidelines, the AAC may *select and review*, in a timely manner the site plans and drawings for new development, described in section 41 of The Planning Act;
- d) As requested by Council, provide advice to the municipality on matters related to Accessibility.

**Committee Membership:**

**Voting Members**

A maximum of twelve (12) members consisting of:

- a) Two members of City Council;
- b) A majority of members, minimum of seven (7) shall be persons with disabilities representative of the range of disabilities noted in the “ODA 2001”.
- c) A maximum of three members who may not have a disability, and may be a caregiver of a person with disabilities.

Each voting member of the Committee is an independent representative to the Committee and does not represent the concerns of only one disability or group. The members of this Committee shall work together for the purpose of developing a common approach that is reasonable and practical.

**Appointment Principles:**

Appointments to the Accessibility Advisory Committee are conducted in accordance with the City of Greater Sudbury Rules of Procedure By-Law 2002-202.

In addition to the provisions of the Council Procedure By-Law and to ensure an inclusive Advisory Committee, the Municipal Council is requested to ensure that:

- Application forms shall be available in alternative formats upon request to the City Clerk’s Office;
- The methods of advertising Advisory Committee vacancies shall be tailored to the specific needs of this Committee. For example, in addition to local newspaper advertisements, targeted advertising will take place through publications and/or local agency web sites, and will be distributed in alternative formats as appropriate. Further, the application process will be designed to allow for sufficient time for those with special needs to respond to the call for nominations.

**Accommodations for Participation at Meetings**

Members to City of Greater Sudbury AAC serve without remuneration. Members who are persons with disabilities will be provided with those resources and accommodations necessary for them to fully participate in the meetings of the Committee, which might include such services as sign language interpretation or notetaking services. Members of the AAC who require accommodations for participation at meetings are requested to discuss those requests with City staff who will make the necessary arrangements. The City will pay for these services directly and upon receipt of an invoice from the service provider.

**Frequency of Meetings**

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Meetings will usually be held quarterly basis, with additional meetings scheduled on an as needed basis.

The quarterly meetings of the Committee shall be advertised by the City Clerk's Department in accordance with their protocols for advertising Committee meetings in the local media.

Staff provides assistance to and serves as resource persons for Advisory Committees; however as Advisory Committee Meetings are informal by nature, city staff does not resource formal meeting protocols such as minute taking.

# Request for Decision City Council




| Type of Decision   |                                     |     |                          |    |                 |                                     |      |                          |        |
|--------------------|-------------------------------------|-----|--------------------------|----|-----------------|-------------------------------------|------|--------------------------|--------|
| Meeting Date       | September 30, 2004                  |     |                          |    | Report Date     | September 23, 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                 |
|------------------------------|
| SCS Insurance Adjusters Ltd. |

| 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>There is no budget impact since increases have been incorporated into 2005 budget estimates.</p> |  |
| <input type="checkbox"/>  | Background Attached  |

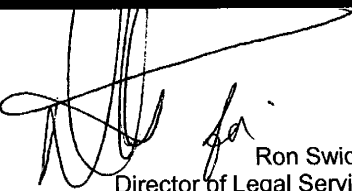
| Recommendation  |                          |
|---|--------------------------|
| <p>THAT Council consider passing the following Resolution:</p> <p>THAT the Treasurer be authorized to negotiate with SCS Insurance Adjusters Ltd. for the Claims Adjustment Agreement to be extended for a one year period ending December 31<sup>st</sup>, 2005.</p> |                          |
| <input type="checkbox"/>  | Recommendation Continued |

| Recommended by the General Manager  |
|---|
| <br>Doug Wuksinic<br>General Manager of Corporate Services |

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

Date: September 23, 2004

**Report Prepared By**



Ron Swiddle  
Director of Legal Services/City Solicitor

**Division Review**

Ron Swiddle  
Director of Legal Services/City Solicitor

**BACKGROUND:**

In the fall of 2000 the Transition Board for the City of Greater Sudbury entered into an Agreement with SCS Insurance Adjusters Ltd. for the provision of adjusting services. In 2003, City Council approved an extension of this contract for the fourth year. At a recent meeting of Council, Council provided some indication that it would like to extend this contract for a fifth year. Accordingly a Resolution to this effect has been prepared for Council's consideration. Should Council not wish to extend the contract, the matter will proceed to a public tender.

# Minutes

|   |                   |
|---|-------------------|
| <b>City Council</b>   | <b>2004-09-16</b> |
| <b>Planning Committee</b>   | <b>2004-09-21</b> |
| <b>Special Meeting of Council<br/>(Special Priorities Session) {TO BE TABLED}</b> | <b>2004-09-24</b> |
| <b>Priorities Committee {TO BE TABLED}</b>  | <b>2004-09-29</b> |
| <b>Tender Opening Committee</b>   | <b>2004-09-14</b> |
| <b>Tender Opening Committee</b>   | <b>2004-09-21</b> |

**THE SEVENTEENTH MEETING OF THE COUNCIL  
OF THE CITY OF GREATER SUDBURY**

**C-11  
Tom Davies Square**

**Thursday, September 16, 2004  
Commencement: 5:10 p.m.**

**DEPUTY MAYOR CRAIG, IN THE CHAIR**

Present Councillors Bradley; Caldarelli; Callaghan; Gasparini; Kett; Reynolds; Rivest; Thompson (A 5:12 p.m.); Mayor Courtemanche

City Officials M. Mieto, Chief Administrative Officer; C. Mathieu, Acting General Manager of Public Works; C. Hallsworth, General Manager of Citizen & Leisure Services; C. Matheson, General Manager of Health & Social Services; D. Nadorozny, General Manager of Economic Development & Planning Services; A. Stephen, General Manager of Emergency Services; D. Wuksinic, General Manager of Corporate Services; I. Davidson, Chief of Police, Greater Sudbury Police Service; S. Jonasson, Director of Finance/City Treasurer; R. Swiddle, City Solicitor/Director of Legal Services; P. Thomson, Director of Human Resources; J. Nicholls, Acting Director of Emergency Medical Services; D. Donaldson, Fire Chief; D. Braney, Property Negotiator/Appraiser; B. Battison, Deputy Fire Chief; M. Leduc, Deputy Fire Chief; K. Matthies, Acting Co-ordinator of Human Resources; T. Mowry, City Clerk; CJ Caporale, Council Secretary

Declarations of Pecuniary Interest None declared.

"In Camera" 2004-455 Rivest-Bradley: That we move "In Camera" to deal with Property and Personnel Matters in accordance with Article 15.5 of the City of Greater Sudbury Procedure By-law 2002-202 and the Municipal Act, 2001, s.239(2)(f).

**CARRIED**

Recess At 6:59 p.m., Council recessed.

Reconvene At 7:10 p.m., Council moved to the Council Chamber to continue the regular meeting.

Chair **HIS WORSHIP MAYOR DAVID COURTEMANCHE, IN THE CHAIR**

Present Councillors Bradley; Caldarelli; Callaghan (D 9:10 p.m.); Craig; Gasparini; Kett; Reynolds; Rivest; Thompson

**C.C. 2004-09-16 (17<sup>TH</sup>) (1)**