



OPERATIONS COMMITTEE AGENDA

Operations Committee Meeting
Monday, March 2, 2020
Tom Davies Square - Council Chamber

COUNCILLOR DEB MCINTOSH, CHAIR

Mark Signoretti, Vice-Chair

2:00 p.m. OPERATIONS COMMITTEE MEETING
COUNCIL CHAMBER

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DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

REGULAR AGENDA

PRESENTATIONS

1. Winter Control Operations Update
(ELECTRONIC PRESENTATION) (FOR INFORMATION ONLY)
 - Randy Halverson, Director of Linear Infrastructure Services

(This presentation provides information regarding the financial results of the 2020 winter roads operations up to and including the month of January 2020.)
2. Capital Projects Update
(ELECTRONIC PRESENTATION) (FOR INFORMATION ONLY)
 - David Shelsted, Director of Engineering Services

(This presentation provides an update on the Water/Wastewater and Roads Capital Program.)
3. Report dated February 18, 2020 from the General Manager of Growth and Infrastructure regarding Paris - Notre Dame Bikeway Design. **4 - 13**
(ELECTRONIC PRESENTATION) (RESOLUTION PREPARED)
 - LyAnne Chénier, Co-Ordinator of Roads and Transportation Administration

(This presentation provides a recommendation regarding the design of the Paris-Notre Dame Bikeway and proposes a segment for construction in 2020.)

MANAGERS' REPORTS

- R-1. Report dated February 4, 2020 from the General Manager of Growth and Infrastructure regarding Waste Collection Services - Additional Support Programs. **14 - 20**
(RESOLUTION PREPARED)

(This report provides a recommendation regarding additional programs to support residents during the transition to every other week collection services.)
- R-2. Report dated February 14, 2020 from the General Manager of Growth and Infrastructure regarding Waste Collection Services - Large Furniture, Appliances and Electronics. **21 - 29**
(RESOLUTION PREPARED)

(This report provides a recommendation regarding alternate service level options for the collection of large furniture, appliances and electronics.)

MEMBERS' MOTIONS

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD

ADJOURNMENT

Presented To:	Operations Committee
Presented:	Monday, Mar 02, 2020
Report Date	Tuesday, Feb 18, 2020
Type:	Presentations

Request for Decision

Paris - Notre Dame Bikeway Design

Resolution

THAT the City of Greater Sudbury uses the remainder of the Ontario Municipal Commuter Cycling (OMCC) funding to construct the segment of the Paris Norte Dame Bikeway from Lasalle Boulevard to Wilma Street in 2020, as outlined in the report entitled "Paris – Notre Dame Bikeway Design", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on March 2, 2020.

Relationship to the Strategic Plan / Health Impact Assessment

In line with Council's direction for the 2019-2027 Strategic Plan, the implementation of the Paris – Notre Dame Bikeway will contribute to the achievement of the strategic objective of 'Climate Change'. The Bikeway will provide a viable alternative for residents to choose to cycle for transportation, which may lead to increased mitigation of the impacts of climate change locally. It is also in line with Council's strategic objective of 'Create a Healthier Community'. Installing safe, separated cycling infrastructure and providing connection to major destinations will help Greater Sudbury attain "Silver Bicycle Friendly Community" status.

Report Summary

This report provides an update on the status of the Paris-Notre Dame Bikeway. It also provides a cost estimate of the remainder of the 9 km of the Bikeway to be constructed as well as a recommendation for the first segment to be constructed in 2020.

Financial Implications

The recommended first phase of the project to be constructed in 2020, from Wilma Street to Lasalle Boulevard, will cost an estimated \$3.5 million and will be funded using the 2017, 2018, 2019 and 2020

Signed By

Report Prepared By

LyAnne Chenier
Co-Ordinator of Roads and
Transportation Administration
Digitally Signed Feb 18, 20

Manager Review

Joe Rocca
Traffic and Asset Management
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Division Review

David Shelsted
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Planning Services
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Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Feb 18, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and
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Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
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Cycling Infrastructure accounts. The total of these accounts plus the Ontario Municipal Commuter Cycling (OMCC) Program funds is approximately \$3.9 million.

Paris-Notre Dame Bikeway Design Update

1 Project introduction and Background

1.1 Introduction

In 2016, the City Council approved the Transportation Master Plan (TMP). The TMP proposes a comprehensive network of cycling facilities that will enable greater uptake in active modes of transportation. Also in 2016, a feasibility study was undertaken for the Paris Street / Notre Dame Avenue corridor to retrofit existing asphalt boulevards to provide a barrier curb separated cycle track for cyclists. This 9 km bikeway, recommended as a short term priority in the TMP, will form a north-south spine of the City's growing commuter cycling network once complete.

On December 4, 2017, the City of Greater Sudbury received confirmation of provincial funding in the amount of \$1,100,000 from the Ontario Municipal Commuter Cycling (OMCC) Program towards the implementation of approved, eligible cycling infrastructure projects. Under the OMCC program requirements, the City has put forth a municipal contribution of \$225,000 from the approved 2018 Cycling Infrastructure Capital Budget, towards the delivery of eligible projects.

In September 2018, a consultant was competitively retained to complete the engineering design of the bikeway. The engineering design is being funded 80% from the OMCC funding and 20% from municipal contributions previously included within the 2018 Capital Budget. Previous update on this project was presented at the July 2019 Operations Committee meeting.

1.2 Description

The Paris-Notre Dame Bikeway ('Bikeway') is planned to be a physically separated cycling facility on Paris Street and Notre Dame Avenue that will act as a spine to connect the City's cycling network from Regent Street in the south to Turner Avenue in the north.

Currently, Paris Street and Notre Dame Avenue are primary arterial roads with average annual daily traffic volumes which range from 26,000 to 32,000 vehicles. Both streets have sidewalks on both sides of the corridor, with the exception of the east side of Notre Dame Ave between Louis Street and Leslie Street. Cycling infrastructure is limited to the first segment of the Bikeway that was completed in 2017 between York Street and Walford Road.

The engineering design of the physically-separated cycling facility of the remainder of the 9 km project was completed in two phases. The South Phase extends from Walford Road to Regent Street while the North Phase focuses on the segment from York Street to

Turner Avenue (Figure 1). This also includes the addition of a school bus lay-by at Rumball Terrace in the South Phase and a sidewalk on the east side of Notre Dame Avenue between Louis Street and Leslie Street in the North Phase of the bikeway.



Figure 1. Paris – Notre Dame Bikeway project limits.

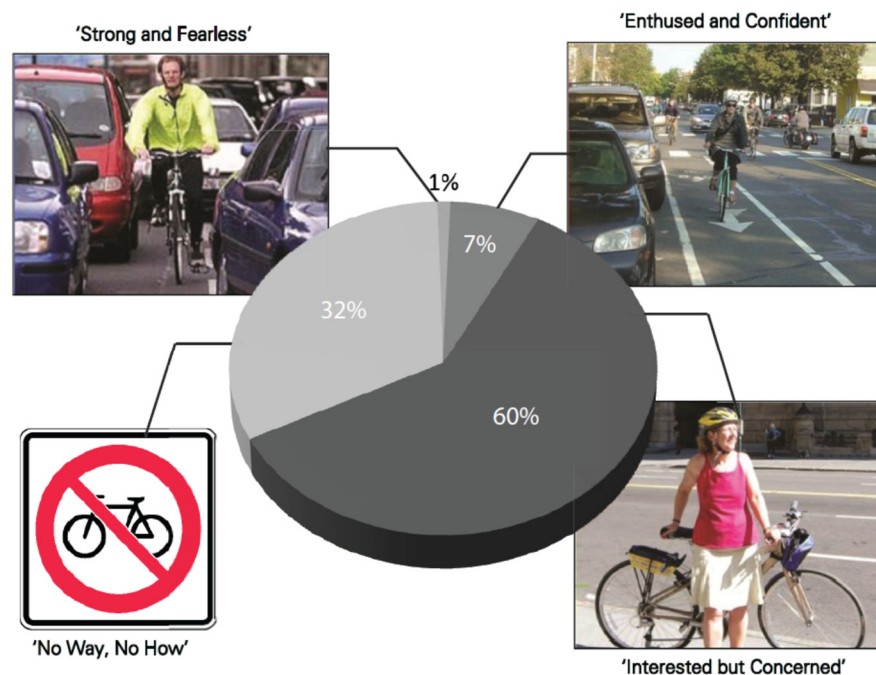
2 Project Benefits

2.1 Environmental Benefits

Climate change is one of the most important environmental issues of our time. Climate change is caused by the increase in concentrations of greenhouse gases (GHG) in the atmosphere. As a result of the UN Intergovernmental Panel on Climate Change 'Global Warming of 1.5 °C' report, Council carried a motion (Resolution CC2019-151) on May 28, 2019 declaring a climate emergency.

At the November 2019 City Council meeting, staff presented the draft Community Energy and Emissions Plan (CEEP). The CEEP identified that transportation is responsible for 43% of GHG emissions in Greater Sudbury and identified initiatives intended to meet the target of net-zero (GHG) emissions by 2050. One of the ways Greater Sudbury will reduce GHG emissions from transportation is by encouraging people to get out of their cars and onto bikes and transit for their daily commute and other frequent trips.

A key opportunity and measure of success for this project will be its ability to transition residents from travelling in single occupant vehicles to choosing to cycle as transportation. To successfully achieve this mode shift, the Bikeway project is being designed to appeal to the significant proportion (60%) of the population that is “interested but concerned” (Figure 2). The “interested but concerned” group describes people who are interested in cycling but have significant concerns that limit their desire to commitment to cycling such as avoiding areas with high speed and high volumes of motor vehicle traffic and inconsistent bicycle facilities. They may be attracted to cycling by the implementation of separated bicycle facilities which provide more space between cyclists and motorists.



Source: ALTA Planning & Design, 2010 - Based on information from the City of Portland, Oregon, 2010

Figure 2. The four different types of cyclists.

2.2 Health Benefits

Regular physical activity can help protect people from serious diseases such as obesity, heart disease, cancer, mental illness, diabetes and arthritis. Physical inactivity is now the

fourth leading cause of death (Kohl, 2012). In 2013/14, 31% of people ages 12 and older living in the Sudbury and Districts were moderately active and 43% were inactive (Statistics Canada). Riding a bicycle regularly is one of the best ways to reduce the risk of health problems associated with a sedentary lifestyle.

Cycling is a healthy, low-impact exercise that can be enjoyed by people of all ages, from young children to older adults.

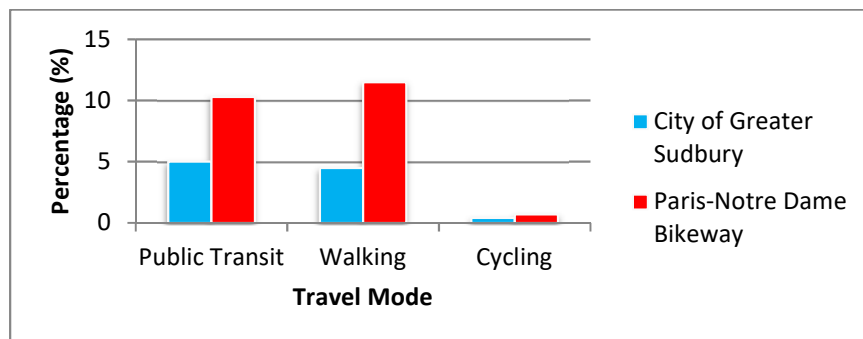
2.3 Social Benefits

Cycling provides affordable and independent travel for those who might otherwise have restricted travel options. It offers increased mobility to many groups of the population with low rates of car ownership, such as low income earners, unemployed people, seniors and those under 18 years of age. More people riding and walking provides additional opportunity for social interaction on the streets which can greatly enhance a sense of community and connection, improving mental wellbeing.

With nearly 13% of the City's population, or 21,000 people, living either directly on or adjacent to the Bikeway (Census 2016) and 30% of all businesses in the City situated on or accessed by this corridor (2018 Statistics Canada, Canadian Business Counts), the Bikeway has the potential to support and encourage the transformation of the Paris Street and Notre Dame Avenue corridors into more vibrant, connected and equitable streets that improve quality of life for all Greater Sudbury residents.

According to Census 2016 data, residents who live on or adjacent to Paris Street and Notre Dame Avenue are already more than twice as likely to use public transit, cycling or walking as their main mode of commuting to employment compared to the general Greater Sudbury population (Census 2016, Table 1). Providing safe, equitable space for all residents in Greater Sudbury, regardless of chosen travel mode will contribute positively to creating a healthier community.

Table 1: Main mode of commuting work (Census 2016)



3 Public Consultation

As this project will significantly affect the public realm on the Paris-Notre Dame corridor, receiving ideas and feedback from the public has been an important component of guiding and informing the preferred engineering design of this cycling facility. Two rounds of public engagement and stakeholder meetings for the project were planned and carried out. An online survey and interactive map were made available for a period of three weeks, during each round of consultation, on the City's Over to You platform as an additional method to provide comments.

The first round of consultation focused primarily on receiving feedback on the design objectives for the project and more specifically on the South Phase, from Walford Road to Regent Street, and gathering residents' input on what type of cycling facility they wanted to see in the corridor. The second round presented the proposed design of the South Phase, and gathered residents' input on what type of cycling facility they wanted to see in the North Phase, York Street to Turner Avenue, of the corridor.

Feedback included that the Bikeway be:

- Separated from vehicle traffic
- Continuous on both sides of the street
- Well-designed at intersections
- Comfortable and safe to use; and
- Connected to other existing cycling infrastructure and the existing trail network

4 Phase 1 Recommended for Construction

As part of the project requirements outlined in the Ontario Municipal Commuter Cycling program, all projects that use OMCC funds must be completed by December 30, 2020. Staff is recommending a 1.6 km segment between Wilma Street and Lasalle Boulevard be constructed this year (see Figure 3 below) for the following reasons:

- Constructing the section of the Bikeway will provide connections to existing cycling infrastructure and trails therefore providing links to the downtown from locations such as College Boreal, Terry Fox Sports Complex, Canadian Revenue Agency and Pioneer Manor to name a few.
- With the new GOVA routes, the Bikeway is located on Route #1 Mainline which offers 15 to 30 minute service intervals and links to six key destinations –New Sudbury Centre, Kingsway Shopping area, Downtown Transit Terminal, Health Sciences North, Four Corners and Walmart in the South End. The proposed cycling infrastructure will allow GOVA users who bring their bicycle on the bus to more

easily access destinations between stops as well as those further away from the route.

- This section requires one property acquisition and there are minimal utilities relocations.
- This section will tie into the cycling infrastructure proposed as part of the Lasalle Corridor study.
- Staff believe it is reasonable for this amount of construction work to be completed in one construction season in order to meet the requirements of the OMCC program.



Figure 3. Recommended Segment to be constructed in 2020

It is important to note that the reconstruction of the Notre Dame Avenue at Lasalle Boulevard intersection in 2014 included the construction of a 1.5 metre wide asphalt boulevard from the traffic signals at the CRA entrance to Lasalle Boulevard. While the ideal design would widen the asphalt boulevard to 2.1 metres, this 300 metre segment of asphalt boulevard could also be converted to a cycling facility with some minor modifications (addition of curb depressions, modifications to catch basins, etc) which do not require the relatively new sidewalk to be moved. Staff is recommending these minor modifications be included in Phase 1 of the construction of the bikeway. In the future should the sidewalk need to be replaced, it would be moved to the ideal location as identified in the Bikeway design.

5 Financial Requirements

Based on the latest detailed design for the bikeway, it is estimated that the project cost to complete construction of the remainder of the 9 kms Bikeway will cost \$20 million. This estimated cost includes; design, contract administration, inspection, construction (curb, sidewalk, bike lanes, road restoration), utility relocation, modifications to traffic signals, pavement markings, street lighting enhancements, landscaping enhancements and property acquisition.

The recommended first phase of the project will cost an estimated \$3.5 million and will be funded using the 2017, 2018, 2019 and 2020 Cycling Infrastructure accounts. The total of these accounts plus the OMCC funds is \$3.9 million. The remainder of the funds will be used for the remaining phases of the Bikeway and other future cycling infrastructure projects.

Staff will bring forward another report in the second quarter of 2020 with the recommended phasing for the remainder of the project and the cost estimate for each of these phases.

Conclusion / Next Steps

It is recommended that Phase 1, as identified in the report, be tendered and awarded in the spring in order for construction to be completed in 2020 and that staff bring back a report to this committee in Q2 with the recommended phasing for the remainder of the project.

Resources Cited

City of Greater Sudbury, Transportation Master Plan 2016, Accessed online:

<https://www.greatersudbury.ca/live/transportation-parking-and-roads/roads/drafttransportation-master-plan1/>

City Council Meeting, November 12, 2019, Greater Sudbury Community Energy and Emissions Plan (CEEP), Accessed online:

<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&id=1332&itemid=17723&lang=en>

Operations Committee Meeting, July 8, 2019, Paris - Notre Dame Bikeway Design Update #1, Accessed online:

<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&id=1343&itemid=16315&lang=en>

Ontario Municipal Commuter Cycling Program Accessed online:

<http://www.grants.gov.on.ca/GrantsPortal/en/OntarioGrants/GrantOpportunities/PRDR017150>

The pandemic of physical inactivity: global action for public health. Kohl, July 2012.
Accessed online:

Statistics Canada, 2017 Tracking physical activity levels of Canadians, 2016 and 2017.
Accessed online:

Statistics Canada, 2016 Census of Population, 2016 Accessed online:

2018 Statistics Canada, Canadian Business Counts, 2018 Accessed online:

Presented To:	Operations Committee
Presented:	Monday, Mar 02, 2020
Report Date	Tuesday, Feb 04, 2020
Type:	Managers' Reports

Request for Decision

Waste Collection Services - Additional Support Programs

Resolution

Resolution 1:

THAT the City of Greater Sudbury approves the Animal Resistant Waste Storage - Rent to Own and Subsidy program, as outlined in the report entitled "Waste Collection Services - Additional Support Programs", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on March 2, 2020;

AND THAT the City of Greater Sudbury directs staff to prepare a by-law to implement the program, effective January 2, 2021.

Resolution 2:

THAT the City of Greater Sudbury approves the Weekly Collection - Disposable Diapers program, as outlined in the report entitled "Waste Collection Services - Additional Support Programs", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on March 2, 2020;

AND THAT the City of Greater Sudbury directs staff to prepare a by-law to implement the program, effective January 2, 2021.

Resolution 3:

THAT the City of Greater Sudbury approves the Weekly Collection - Seasonal Properties program, as outlined in the report entitled "Waste Collection Services - Additional Support Programs", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on March 2, 2020;

AND THAT the City of Greater Sudbury directs staff to prepare a by-law to implement the program, effective January 2, 2021.

Signed By

Report Prepared By

Renee Brownlee
Manager of Collection & Recycling
Digitally Signed Feb 4, 20

Health Impact Review

Renee Brownlee
Manager of Collection & Recycling
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Division Review

Chantal Mathieu
Director of Environmental Services
Digitally Signed Feb 4, 20

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Feb 12, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
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Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
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Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

In 2016, City Council approved the implementation plan for waste collection policies. In this plan, Staff committed to the development of additional support programs to assist residents with the transition from weekly to every other week garbage collection scheduled to commence in February 2021. This report presents five additional support programs for the Committee's consideration.

Financial Implications

Approval of the Animal Resistant Waste Storage Container - Rent to Own & Subsidy program will be carried out with the 2016 Implementation Plan allocation of \$50,000 per year to address waste storage concerns . The up-front equipment costs and recoveries will be accounted for in the year of purchase. The uncommitted pieces of equipment may be inventoried as part of the year-end process. If approved, the 2021 Operating Budget will include an increase of \$50,000 for the implementation of this program.

Approval of the full cost recovery Weekly Collection - Disposable Diapers and the Weekly Collection - Seasonal Properties programs will be carried out within the existing approved operating budget.

Purpose

This report is an update to the Implementation Plan – Waste Collection Policies report presented to City Council on July 12, 2016. The report provides additional support options to assist residents with the transition from weekly to every other week garbage and leaf & collection scheduled to commence in February 2021.

Background

In July 2016, Council approved the implementation plan for new waste collection policies.

In October 2016, the garbage bag limit was reduced from three to two bags and the unlimited weekly collection of leaf & yard trimmings, blue box recyclables, green cart organics and large furniture and appliances was maintained. To support this change, four support programs were created. This included, a children's disposal diaper exemption, a medical circumstances exemption, a cloth diaper rebate and a dog waste digester rebate.

In October 2019, the garbage bag limit was reduced from two to one bag and the unlimited weekly collection of leaf & yard trimmings, blue box recyclables, green cart organics and large furniture and appliances was maintained. One additional exemption support program was created for pet waste.

These special support programs undoubtedly contributed to the success of the 2016 and 2019 waste collection changes.

Staff is currently preparing for the last phase of the implementation plan. This will include a change from weekly to every other week garbage and leaf & yard collection with a limit of two garbage bags per household unit. Unlimited quantities of leaf & yard trimmings will be collected every other week. The unlimited co-collection of Blue Box recyclables, Green Cart organics and large furniture, appliances and electronics will continue on a weekly basis. These policies are aimed at encouraging participation and maximizing the use of existing waste diversion programs, especially the Green Cart organics program.

Even though the majority of waste will continue to be collected weekly, concerns relating to animals and odours are expected. For this reason, the 2016 Implementation plan allocated \$50,000 for the development of programming that would address storage concerns.

The majority of issues related to animals getting into garbage can be alleviated by proper storage of garbage in a secure location (out of the sun or heat), using the weekly green cart for food waste or by placing garbage bags in a secure animal resistant storage container (refer to Appendix A --- Approved Waste Storage Containers). Residents who prefer not to store garbage, especially diapers or seasonal residents that miss garbage collection can choose to deliver their waste directly to a landfill site. Residents worried

about missing their garbage collection day should download the Waste Wise app and sign up for the collection day reminders.

However, to assist with the next transition, staff has prepared the following additional support programs for the Committee's consideration:

1. Approved Animal Resistant Waste Storage Container – Rent to Own
2. Approved Animal Resistant Waste Storage Container – Subsidy
3. Approved Animal Resistant Waste Storage Container – Rent to Own & Subsidy
4. Weekly Collection - Disposable Diapers
5. Weekly Collection - Seasonal Properties

Options and Analysis

Approved Animal Resistant Waste Storage Container – Rent to Own

The City's approved animal resistant waste storage container is costly (approximately \$667 to \$1003, including taxes and delivery) and may pose financial challenges for some residents.

A rent-to-own program would alleviate the upfront costs and permit qualifying property owners to make monthly payments to recover the full cost of the container (container, delivery, inventory, staff time etc.) over a one year period.

Staff is suggesting that the program be terminated after three years.

All costs including staff time will be recovered over the term of a one year rental agreement. The up-front equipment costs and recoveries will be accounted for in the year of purchase. The uncommitted pieces of equipment may be inventoried as part of the year-end process.

Approved Animal Resistant Waste Storage Container – Subsidy

Certain residents may prefer to directly purchase a City approved animal resistant container. In this case, a rebate in form of a geared to income subsidy could support this program. The subsidy concept was brought forward by the Solid Waste Advisory Panel.

The subsidy would be capped at \$45,000 per year for three years. For the duration of the program, an annual allocation of \$5,000 for additional temporary hours would be required for administration.

The program would be administered by way of application on a first come first serve basis. Only one subsidy would be granted to the property owner per approved household on the City's collection system.

This program would give greater consideration to applicants who have a greater financial need. The amount of each subsidy would be assessed as follows:

- Property owners with an annual family income below \$47,000 would receive a subsidy of 50% of the total cost.

- Property owners with an annual family income above \$47,000 would receive a subsidy of 25% of the total cost.

Approved Animal Resistant Waste Storage Container – Rent to Own & Subsidy

This program combines the rent-to-own and subsidy programs. Approved applicants would receive a subsidy and the remainder of the cost would be fully recovered over a one year period.

Weekly Collection - Disposable Diapers

Disposable diapers are considered odorous and may cause concerns for certain residents. Most concerns can be addressed by ensuring the bag(s) of diapers are tightly closed in clear bags and stored safely. Another option would be to switch to cloth diapers and avoid the disposable diaper waste. However, if the resident is unable to store or deliver the diaper waste generated during the week without garbage collection to the landfill, a collection program for a fee could be developed.

The diaper exemption special support program applications would be updated to include a payment option to have the diaper waste collected on weeks without garbage collection. Resident will have the option of applying exclusively for the every other week diaper exemption or combining the exemption with the weekly collection for a fee per bag. The cost to collect one bag on the week without garbage collection is estimated at \$130 plus taxes for 26 weeks per year (2019 pricing). The fee would be paid upon approval and then annually upon reapplying for the program.

Weekly Collection - Seasonal Properties

Seasonal property owners may not always be in attendance at their seasonal properties during the week with garbage collection. They may have limited schedules when they are at their seasonal property. When they are in attendance, they have the option of delivering their garbage to the landfill site. However, some seasonal property owners may find that delivery is not the most convenient option for them.

A program could be developed for seasonal property owners who have limited attendance at a second residence. Residents who own a seasonal residential property that is eligible for roadside waste collection and is not their sole/primary residence would be eligible to apply for garbage collection during the week without garbage collection. The cost for one bag is estimated at \$130 plus taxes for 26 weeks per year (2019 pricing). The fee would be paid upon approval and then annually upon reapplying for the program.

Conclusion/Next Steps

Staff has developed additional support programs to address waste storage concerns associated with every other week garbage collection as detailed in the 2016 Implementation Plan.

Staff recommends that the Approved Animal Resistant Waste Storage Container – Rent to Own & Subsidy program be approved for a three year period. Staff also recommends that the full cost recovery weekly collection for diapers and seasonal properties programs be approved.

Resources Cited

City of Greater Sudbury, City Council, Manager's Report, Implementation Plan – Waste Collection Policies – Item R-3, July 12, 2016

Accessed online:

<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=949&itemid=11403>

APPROVED



TyeDee Original (160 lbs.)

Inside: 46" wide x 30" high x 24" deep
Overall: 49" wide x 35" high x 28" deep



TyeDee Bin XL (200 lbs.)

Inside: 58" wide x 30" high x 24" deep
Overall: 61" wide x 35" high x 28" deep

TyeDee Bin Contact Information: Toll Free: 1 877.387.2467 | info@tyedeebin.com | www.tyedeebin.com

Approved Waste Storage Containers

A registered owner of a property to which residential curbside waste collection services are provided by the City may purchase a TyeDee Bin waste storage container and receive collection services from the container provided that:

1. The container is placed on the resident's own property no further than six feet from the edge of the road.
2. The resident's/property owner's address is clearly marked on the container.
3. The container is kept clean and in a sanitary condition.
4. The container is in good state of repair (this also means well painted).
5. The area around the container is kept clean and in a sanitary condition.
6. The container is completely accessible to the collection crews (i.e. not locked; not buried in snow or ice etc.).
7. The container is never placed in a location to impede road maintenance work.
8. The waste stored in the container must be placed in approved waste containers.

Please provide the City with a two week notice that you will be making use of a TyeDee Bin to store your residential waste. We will then add your address to our collection list.

For further information, please call City Services at 3-1-1 or visit our website at www.greatersudbury.ca/wastemanagement.

Presented To:	Operations Committee
Presented:	Monday, Mar 02, 2020
Report Date	Friday, Feb 14, 2020
Type:	Managers' Reports

Request for Decision

Waste Collection Services - Large Furniture, Appliances and Electronics

Resolution

THAT the City of Greater Sudbury approves Option 1 – Collection within Two (2) Business Days, as outlined in the report entitled "Waste Collection Services - Large Furniture, Appliances and Electronics", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on March 2, 2020;

AND THAT the City of Greater Sudbury directs staff to prepare a by-law to implement the change, effective February 1, 2021.

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

This report provides an overview of various alternative service delivery options for the collection of Large Furniture, Appliances and Electronics. As highlighted in the report, six options were requested as part of the next waste collection tender and a new enhanced service delivery option at a reduced operating cost is being recommended to commence in February 2021.

Financial Implications

Approval of the recommended option will reduce the 2021 Environmental Services base operating budget by \$2,200.

Signed By

Report Prepared By

Renee Brownlee
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Digitally Signed Feb 14, 20

Health Impact Review

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Manager of Collection & Recycling
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Division Review

Chantal Mathieu
Director of Environmental Services
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Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Feb 18, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Feb 18, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Feb 19, 20

Purpose

This report is an update to the Collection of Large Furniture and Appliances report presented to the Operation's Committee on July 9, 2018. As requested by the Committee, this report provides various alternative service delivery options for the roadside collection of large furniture, appliances and electronics.

Background

Residents in low density residential properties (6 residential units or less) receive unlimited weekly roadside collection of large furniture, appliances and electronics.

Many large furniture items are collected on the regular collection day along with the garbage bags. Extremely large furniture items that are unable to fit in the waste collection packer or items that are segregated for recycling (appliances and electronics) are noted and collected by a separate collection vehicle within four business days.

Residents are encouraged to schedule a pick-up request via the Waste Wise App, the City's website or by calling 3-1-1. Pick-up requests are compiled and submitted to the waste collection service provider the day following the request at which time they are scheduled for collection within four (4) business days.

Pick-up requests will:

- promote reuse and encourage donation of large items;
- only allow requests for an eligible item;
- provide specific collection instructions (how and where to place the items);
- create a record of the request; and
- enable the City to easily transition the handling of large items once the Minister of the Environment, Conservations and Parks designates additional material under a producer responsibility system.

Steps to gradually transition residents from a collection day roadside placement program to a pick-up request program are already underway. As part of this transition strategy, advertisements focus exclusively on the pick-up request program and residents are no longer encouraged to place large furniture, appliances and electronics out on their regular collection day.

Staff recognize that change takes time to achieve. Therefore, the maintenance of the existing large furniture, appliances and electronics collection service in the upcoming waste collection tender requires the service provider to manage and collect for both programs. It should be noted that some of the alternative service options described later in this report are inclusive of both collection programs while others are not.

Alternative Service Levels:

Staff has developed and received pricing for the following six alternative service delivery options as part of the next waste collection tender scheduled to commence in February 2021:

1. Directly Scheduled Appointments
2. Collection within Two (2) Business Days
3. Collection within One (1) Business Day
4. Collection on Wednesdays and Fridays Only
5. Collection by Service Delivery Area
6. Collection on Mondays Only

Analysis

Option 1 - Collection within Two (2) Business Days

In this option, the existing large furniture, appliances and electronics collection program would remain unchanged with the exception that the service provider must complete collection within two (2) business days after the regularly scheduled collection day or the pick-up request has been received.

Staff recommend selection of this option because:

- it is an enhancement to the current service level;
- it will result in reduced length of time items are at the roadside;
- it requires no change from residents;
- it supports a gradual transition to a pick-up request program; and
- it reduces collection costs by approximately \$2,400 per year.

Option 2 - Collection within One (1) Business Day

In this option, the existing large furniture, appliances and electronics collection program would remain unchanged with the exception that the service provider must complete collection within one (1) business day after the regularly scheduled collection day or the pick-up request has been received.

Selection of this option:

- is an enhancement to the current service level;
- will result in reduced length of time items are at the roadside;
- requires no change from residents;
- supports a gradual transition to a pick-up request program; and
- increases collection costs by approximately \$6,705 per year.

Option 3 - Directly Scheduled Appointments

In this option, residents will be required to book an appointment directly with the waste collection service provider in order to have large furniture, appliances and electronics collected.

Selecting this option has the potential to result in reduced time at the roadside if:

- residents comply with the new program requirements;
- items are not placed at the roadside without making an appointment for collection; and

- items are not placed at the roadside in advance of the scheduled collection appointment

This option may not result in the desired outcome because:

- it requires a complete program change for residents;
- pick-up requests via the City's Waste Wise App, online website and 3-1-1 will be discontinued;
- items will not be permitted to be placed at the roadside without making an appointment; and
- the majority of non-compliances will be complaint driven.

During a complete program change, it is typical for residents to continue to use the old program for a number of years. Staff anticipates that compliance with this program change will be low for a number of years after implementation.

In order to gain the highest level of compliance, a large scale promotion and education campaign would be required prior to and immediately after program launch.

Staff does not recommend this option at this time. Instead, it is recommended that the term of this next waste collection tender be used to gradually transition to requesting these items via pick-up request rather than placement at the roadside on collection day. Such a significant change will be more successful in the future if a larger proportion of residents are already accustomed to a pick-up request service.

If this option is of interest to the Committee, Staff could include it again as a provisional item in the next waste collection tender and report back with financial impacts after award.

Option 4 - Collection on Wednesdays and Fridays Only

In this option, the service provider will collect all large furniture, appliances and electronics noted at the roadside during the regularly scheduled collection day as well as pick-up request submissions in accordance with the following schedule:

Service Delivery Area Sudbury North West: collected on Wednesdays

Service Delivery Area Sudbury Central: collected on Wednesdays

Service Delivery Area Sudbury North East: collected on Fridays

Service Delivery Area Sudbury South: collected on Fridays

Refer to Appendix A- Service Delivery Areas to view a map of the four service delivery areas.

While this option does not require any change from residents, this option may not result in the desired outcome because:

- the length of time items remain at the roadside will be dependent on when items are placed out for collection or the pick-up request is submitted (refer to Appendix B);

- residents who have to wait longer for items to be collected may perceive this program as an inequitable service distribution;
- it does not support the transition from placement at roadside on waste collection day to exclusive use of a pick-up request program; and
- it increases collection costs by approximately \$12,780 per year.

Option 5 - Collection by Service Delivery Area

In this option, the service provider will collect large furniture, appliances and electronics Tuesday to Friday. Each of the four service delivery areas (refer to Appendix A - Service Delivery Areas) will be assigned one day of the week for collection.

Positive returns for this option include:

- no program changes for residents; and
- greater control over the program from a contract management perspective.

This option may not result in the desired outcome because:

- the length of time items remain at the roadside will be dependent on when items are placed out for collection or the pick-up request is submitted;
- residents who have to wait longer for items to be collected may perceive this program as an inequitable service distribution;
- it does not support the transition from placement at roadside on waste collection day to exclusive use of a pick-up request program; and
- it increases collection costs by approximately \$3,670 per year.

Option 6 - Collection on Mondays Only

In this option, the service provider will collect all large furniture, appliances and electronics noted at the roadside on the regular collection day as well as pick-up request submissions on Mondays only.

Positive returns for this option include:

- no program changes for residents; and
- greater control over the program from a contract management perspective.

This option may not result in the desired outcome because:

- the length of time items remain at the roadside will be dependent on when items are placed out for collection or the pick-up request is submitted (refer to Appendix C);
- residents who have to wait longer for items to be collected may perceive this program as an inequitable service distribution;
- it does not support the transition from placement at roadside on waste collection day to exclusive use of a pick-up request program; and
- it increases collection costs by approximately \$12,780 per year.

Conclusion/Next Steps

As requested by the Committee, Staff has provided a variety of alternate service delivery options for the collection of large furniture, appliances and electronics. These options are available for implementation in February 2021.

Staff recommend the implementation of Option 1 – Collection within Two (2) Business Days. This option enhances the current service level, requires no change from residents, supports the gradual transition to a pick-up request program and results in a small operating budget decrease.

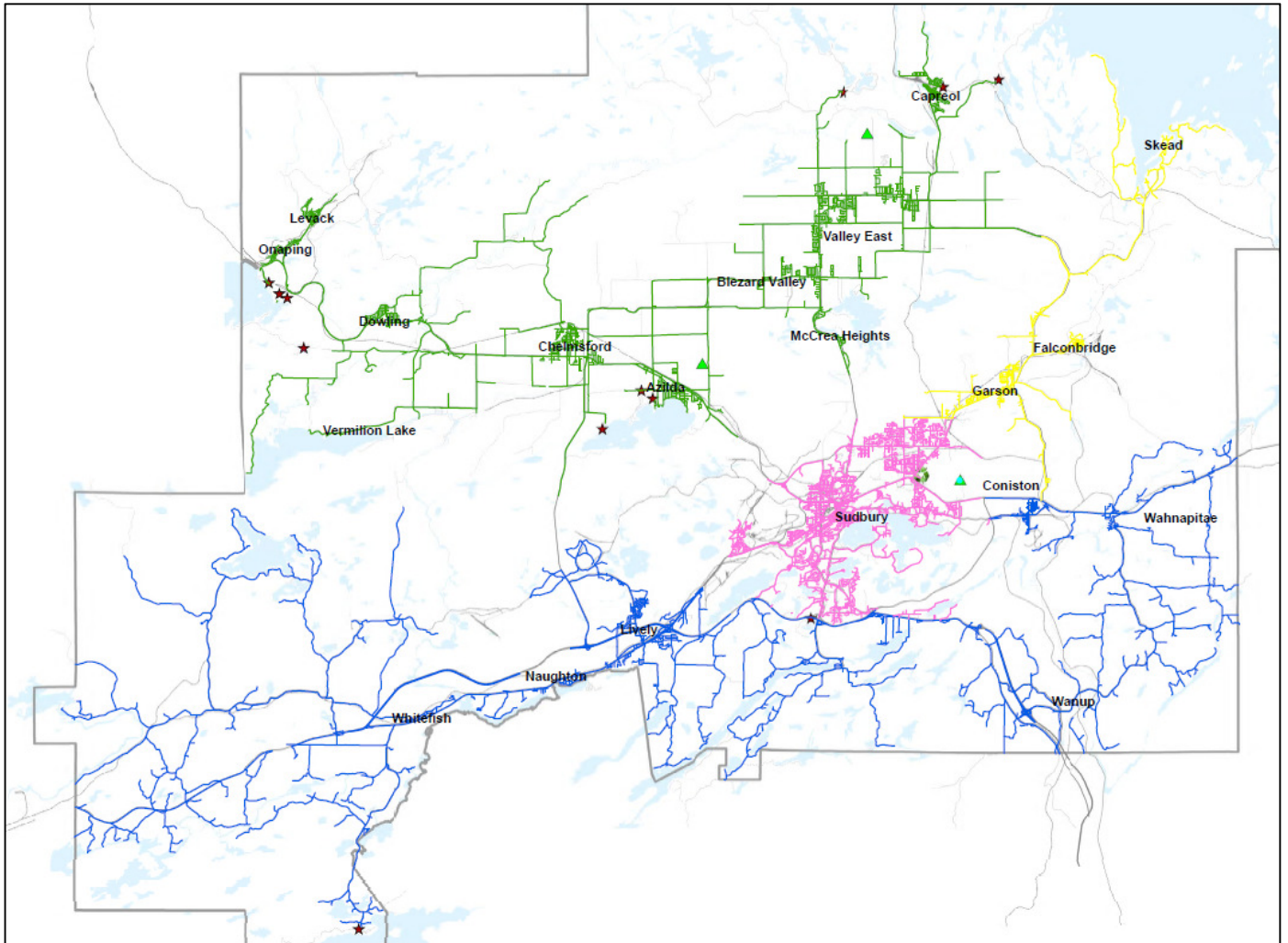
Resources Cited

City of Greater Sudbury, Operations Committee – Item R-1, July 9, 2018

Accessed online:

<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&id=1257&itemid=14336&lang=en>

Appendix A
Service Delivery Areas – February 2021



Legend

- Sudbury Central
- Sudbury North East
- Sudbury North West
- Sudbury South
- ▲ Landfill & Waste Diversion Site
- ★ Residential Waste Drop-off Depot
- Recycling Centre
- Municipal Boundary

APPENDIX B

Option 4 - Collection on Wednesdays and Fridays Only

The number of business day(s) for large furniture and appliances to be collected when the item is placed at the roadside on a regularly scheduled collection day.

Regularly Scheduled Collection Day	Wednesday Large Furniture and Appliance Collection Area Number of Business Days Item will be at the Roadside	Friday Large Furniture and Appliance Collection Area Number of Business Days Item will be at the Roadside
Tuesday	1	3
Wednesday	5	2
Thursday	4	1
Friday	3	5

The number of business days for large furniture and appliances to be collected when a pick-up request is made and the item is placed at the roadside the same day.

Pick-up Request Day	Wednesday Large Furniture and Appliance Collection Area Number of Business Days Item will be at the Roadside	Friday Large Furniture and Appliance Collection Area Number of Business Days Item will be at the Roadside
Monday	2	4
Tuesday	6	3
Wednesday	5	2
Thursday	4	6
Friday	3	5
Saturday	3	5
Sunday	3	5

APPENDIX C

Option 6 - Collection on Mondays Only

The number of business day(s) for large furniture and appliances to be collected when the item is placed at the roadside on a regularly scheduled collection day.

Regularly Scheduled Collection Day	Number of Business Days Item will be at the Roadside
Tuesday	4
Wednesday	3
Thursday	2
Friday	1

The number of business days for large furniture and appliances to be collected when a pick-up request is made and the item is placed at the roadside the same day.

Pick-up Request Day	Number of Business Days Item will be at the Roadside
Monday	5
Tuesday	4
Wednesday	3
Thursday	2
Friday	6
Saturday	6
Sunday	6