



# OPERATIONS COMMITTEE AGENDA

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Operations Committee Meeting  
**Monday, March 19, 2018**  
Tom Davies Square

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## COUNCILLOR ROBERT KIRWAN, CHAIR

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**Evelyn Dutrisac, Vice-Chair**

4:00 p.m. OPERATIONS COMMITTEE MEETING  
COMMITTEE ROOM C-11

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## **DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF**

## **CONSENT AGENDA**

(For the purpose of convenience and for expediting meetings, matters of business of repetitive or routine nature are included in the Consent Agenda, and all such matters of business contained in the Consent Agenda are voted on collectively.

A particular matter of business may be singled out from the Consent Agenda for debate or for a separate vote upon the request of any Councillor. In the case of a separate vote, the excluded matter of business is severed from the Consent Agenda, and only the remaining matters of business contained in the Consent Agenda are voted on collectively.

Each and every matter of business contained in the Consent Agenda is recorded separately in the minutes of the meeting.)

## **CORRESPONDENCE FOR INFORMATION ONLY**

- C-1. Report dated March 2, 2018 from the General Manager of Growth and Infrastructure regarding Response to Petition - Request for Sidewalk on St. Michel Street (Hanmer). **4 - 7**  
**(FOR INFORMATION ONLY)**

(This report provides a response to a petition received by Infrastructure Capital Planning Services from Ste. Anne Catholic Elementary School requesting that a sidewalk be installed on St. Michel Street (Hanmer).)

- C-2. Report dated February 27, 2018 from the General Manager of Growth and Infrastructure regarding Winter Control Operations Update for December 2017. **8 - 10**  
**(FOR INFORMATION ONLY)**

(This report provides the financial results of the 2017 winter roads operations up to and including the month of December 2017.)

## **REGULAR AGENDA**

### **MANAGERS' REPORTS**

- R-1. Report dated February 26, 2018 from the General Manager of Growth and Infrastructure regarding Accessible On-Street Parking. **11 - 14**  
**(RESOLUTION PREPARED)**

(Traffic and Asset Management staff have received several requests for accessible on-street parking throughout the City. This report will introduce accessible on-street parking options and provides recommendations for their installation. This report also seeks approval to adopt accessible on-street parking to be implemented throughout the City of Greater Sudbury.)

- R-2. Report dated January 19, 2018 from the General Manager of Growth and Infrastructure regarding The Amended Blue Box Program Plan (December 2017). **15 - 30**  
**(RESOLUTION PREPARED)**

(This report provides an update on the consultative work and outstanding issues regarding the amended Blue Box Program Plan prepared by Stewardship Ontario and dated December 19, 2017.)

- R-3. Report dated February 16, 2018 from the General Manager of Growth and Infrastructure regarding Traffic and Parking By-law Updates Due to Recent School Closures. **31 - 34**  
**(RESOLUTION PREPARED)**

(This report recommends that due to recent closure of some schools, the Traffic and Parking Bylaw 2010-1 be amended to remove school zone speed limits and school bus loading zones in the area.)

## **ADDENDUM**

## **CIVIC PETITIONS**

## **QUESTION PERIOD AND ANNOUNCEMENTS**

## **NOTICES OF MOTION**

## **ADJOURNMENT**

## For Information Only

### Response to Petition - Request for Sidewalk on St. Michel Street (Hanmer)

Presented To: Operations Committee

Presented: Monday, Mar 19, 2018

Report Date: Friday, Mar 02, 2018

Type: Correspondence for Information Only

#### Resolution

For Information Only

#### Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

#### Report Summary

This report provides a response to a petition received by Infrastructure Capital Planning Services from Ste. Anne Catholic Elementary School requesting that a sidewalk be installed on St. Michel Street (Hanmer).

#### Financial Implications

There are no financial implications associated with this report.

#### Signed By

##### Report Prepared By

Marisa Talarico  
Active Transportation Coordinator  
*Digitally Signed Mar 2, 18*

##### Manager Review

Joe Rocca  
Traffic and Asset Management  
Supervisor  
*Digitally Signed Mar 2, 18*

##### Division Review

Stephen Holmes  
Director of Infrastructure Capital  
Planning  
*Digitally Signed Mar 2, 18*

##### Financial Implications

Jim Lister  
Manager of Financial Planning and  
Budgeting  
*Digitally Signed Mar 2, 18*

##### Recommended by the Department

Tony Cecutti  
General Manager of Growth and  
Infrastructure  
*Digitally Signed Mar 2, 18*

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

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Mar 2, 18*

## **Response to Petition - Request for Sidewalk on St. Michel Street (Hanmer)**

### **Resolutions:**

This report is for information only.

### **Relationship to the Strategic Plan:**

This report refers to operational matters.

### **Report Summary:**

This report provides a response to a petition received by Infrastructure Capital Planning Services from Ste. Anne Catholic Elementary School requesting that a sidewalk be installed on St. Michel Street (Hanmer).

### **Financial Implications:**

This report has no financial implications.

### **Background:**

At the City Council meeting of July 11, 2017, Councillor Lapierre submitted a petition to the City Clerk requesting a sidewalk on St. Michel Street, Hanmer (Appendix A). The petition was subsequently forwarded to staff for review and response. A formal response to the petition was provided on January 26, 2018, in the form of a letter to the Principal of Ste. Anne Catholic Elementary School.

### **Response to Petition:**

The City of Greater Sudbury is actively working towards becoming a more pedestrian friendly community. Each year, the City receives a number of requests for sidewalks to be installed throughout the City. To determine where sidewalks are warranted, the City has recently developed a comprehensive and objective tool, the Sidewalk Priority Index (SPI), to prioritize locations where sidewalks should be installed, based on a variety of criteria, including road classification, speed and volume, proximity to parks and schools, and number of pedestrian collisions. This tool was presented to the Operations Committee on August 21, 2017 and can be accessed here:

<http://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=1145&itemid=13668>

The SPI was developed based on best practices and considering the needs of the City's most vulnerable road users - pedestrians. The goal of the SPI is to review the City's road network as a whole to determine where pedestrians are travelling and where there are gaps in the pedestrian infrastructure to get them to their destinations safely. The SPI tool scores the entire road network against the warrant, with the highest priority locations receiving the highest score. This section of St. Michel Street scores high on several factors in the SPI, including adjacent land use percentage (100%), proximity to elementary school (< 1 km), proximity to secondary school (1.7 to 2.5 km), total number

of schools within 3 km (6) and proximity to other sidewalks (< 250 m). Despite scoring high on these SPI factors, St. Michel Street falls within the bottom third of the priority list of more than 3,500 road segments. To view the SPI warrant in its entirety, please refer to the Operations Committee report of August 21, 2017 linked above.

### **Conclusion:**

At this time, urbanization of St. Michel Street for the installation of a sidewalk has not been identified in the City's 5-Year Capital Budget Outlook. The St. Michel Street sidewalk ranking will be reevaluated and prioritized on an annual basis with all other potential sidewalk locations. In addition, should the urbanization of St. Michel Street be required due to other operational needs, the decision to install a sidewalk would be revisited at that time.

The City of Greater Sudbury has a number of initiatives to promote road safety, including:

Speed Watch Program

<https://www.greatersudbury.ca/live/transportation-parking-and-roads/roads/traffic-and-transportation/speed-watch/>

Traffic Calming Program

<https://www.greatersudbury.ca/live/transportation-parking-and-roads/roads/traffic-and-transportation/traffic-calming/>

Road Safety Community Sign Program

<https://www.greatersudbury.ca/live/transportation-parking-and-roads/roads/traffic-and-transportation/road-safety-sign-program/>

An offer has been extended to provide additional details regarding participation in any of these programs to the school community.

### **Resources Cited:**

Sidewalk Priority Index, Report to Operations Committee, August 21, 2017

Accessed online:

<http://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=1145&itemid=13668>

St Anne Catholic Elementary School

Recipient: Rene Lapierre, Robert Kirwan, and Mike Jakubo

Letter: Greetings,

Sidewalk Petition - St Anne Catholic Elementary School - St Michel Street

Dear parents/guardians,

M Perron's grade 5/6 FI Social Studies class are petitioning the City of Sudbury to build a sidewalk over the existing ditch on St Michel Street. Why? We want all students to be safe while walking to and from school. Furthermore, a sidewalk will make our street safer for all community members by giving the school busses and other vehicles more room to drive. It is currently dangerous for anybody walking or biking so close to moving vehicles because somebody can be seriously injured.

You can help by signing our petition at the school or signing this online petition.

Thank you for your support

*APR 16 25*

## For Information Only

### Winter Control Operations Update for December 2017

Presented To: Operations Committee

Presented: Monday, Mar 19, 2018

Report Date: Tuesday, Feb 27, 2018

Type: Correspondence for Information Only

#### Resolution

For Information Only

#### Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

#### Report Summary

This report provides the financial results of the 2017 winter roads operations up to and including the month of December 2017. The results for 2017 is an over expenditure of approximately 1.9 million.

#### Financial Implications

Winter roads operations for 2017 resulted in an over expenditure of approximately \$1.9 million. As per the Reserve and Reserve Fund policy, any annual over/under expenditures in winter roads operations may be funded/contributed towards the Roads Winter Control Reserve Fund. The details will be included in the Year-End Operating Budget Variance Report.

#### Signed By

**Report Prepared By**

Kelsi Bernier  
Co-ordinator of Finance (Roads)  
*Digitally Signed Feb 27, 18*

**Health Impact Review**

Kelsi Bernier  
Co-ordinator of Finance (Roads)  
*Digitally Signed Feb 27, 18*

**Division Review**

Randy Halverson  
Director of Linear Infrastructure Services  
*Digitally Signed Feb 27, 18*

**Financial Implications**

Jim Lister  
Manager of Financial Planning and Budgeting  
*Digitally Signed Feb 28, 18*

**Recommended by the Department**

Tony Cecutti  
General Manager of Growth and Infrastructure  
*Digitally Signed Feb 28, 18*

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

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Feb 28, 18*



## Background

This report provides the financial results of the 2017 winter roads operations up to and including the month of December 2017. As depicted in Table 1 below, the results for 2017 is an over expenditure of approximately \$1.9 million. Certain estimates were necessary to account for outstanding invoices.

<b>Table 1</b>			
<b>2017 Winter Summary</b>			
<b>As at December 31, 2017</b>			
	<b>Annual Budget</b>	<b>Actual</b>	<b>Variance</b>
<b>Administration &amp; Supervision</b>	<b>2,479,180</b>	<b>2,649,119</b>	<b>(169,939)</b>
<b>Sanding/Salting/Plowing</b>	<b>6,885,895</b>	<b>8,915,030</b>	<b>(2,029,135)</b>
<b>Snow Removal</b>	<b>603,086</b>	<b>482,144</b>	<b>120,942</b>
<b>Sidewalk Maintenance</b>	<b>1,027,728</b>	<b>1,004,742</b>	<b>22,986</b>
<b>Winter Ditching/Spring Cleanup</b>	<b>1,762,369</b>	<b>1,915,667</b>	<b>(153,298)</b>
<b>Miscellaneous Winter Roads</b>	<b>4,275,342</b>	<b>3,982,411</b>	<b>292,931</b>
<b>Totals</b>	<b>17,033,600</b>	<b>18,949,112</b>	<b>(1,915,512)</b>

## 2017 Winter Control Activities

As shown in Table 2 below, the City received approximately 297 centimeters or 116% of the average annual snowfall. From January to April approximately 93% of the average snowfall was received. Extremely high snowfall of 186% and 118% of the average snowfall occurred in November and December, respectively.

The above average snowfall and freezing rain contributed to an over expenditure of approximately \$1.9 million in winter control activities. Large over expenditures occurred in sanding/salting/plowing (\$2 million). Freezing rain during the year required an increase use of sand/salt. The over expenditure was partially offset by the miscellaneous winter maintenance and snow removal activities.

The enhanced winter sidewalk maintenance option approved in the 2017 operating budget was executed for the 2017/2018 winter control season. The sidewalk maintenance and snow removal budget includes approximately \$0.15 million for the period of January to April, 2017.

<b>Table 2</b>							
<b>2017 Snowfall</b>							
	<b>Jan.</b>	<b>Feb.</b>	<b>Mar.</b>	<b>Apr.</b>	<b>Nov.</b>	<b>Dec.</b>	<b>Total</b>
<b>Normal 30 Year Avg. (cm)</b>	60	52	35	17	30	63	257
<b>2017 Actual (cm)</b>	56	66	37	8	56	75	297
<b>% of Actual to Normal</b>	93%	128%	105%	48%	186%	118%	116%

### **Miscellaneous Winter Roads**

The annual budget for the miscellaneous winter roads cost centre totals approximately \$4.28 million, and the major expenses in this cost centre are outlined in Table 3 below.

<b>Table 3</b>	
<b>2017 Miscellaneous Winter Roads</b>	
<b>Expense Type</b>	<b>Annual Budget (millions \$)</b>
Employee Benefits	\$ 1.4
Asphalt Patching	\$ 0.9
Internal Recoveries (HR, Finance, IT)	\$ 0.7
Standby (Contracted Service)	\$ 0.7
Health & Safety	\$ 0.2
Other (Road Patrol, Emergency Response, Tool Repair, Property Restoration, etc.)	\$ 0.4
<b>Total</b>	<b>\$ 4.3</b>

### **Summary**

In summary, winter roads operations for 2017 resulted in an over expenditure of approximately \$1.9 million. As per the Reserve and Reserve Fund policy, any annual over/under expenditures in winter roads operations may be funded/contributed towards the Roads Winter Control Reserve Fund. The details will be included in the Year-End Operating Budget Variance Report.

Presented To:	Operations Committee
Presented:	Monday, Mar 19, 2018
Report Date	Monday, Feb 26, 2018
Type:	Managers' Reports

## Request for Decision

### Accessible On-Street Parking

#### Resolution

THAT the City of Greater Sudbury approves the accessible on-street parking policy, as outlined in the report entitled “Accessible On-Street Parking”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on March 19, 2018;

AND THAT the City of Greater Sudbury directs staff to prepare any required amendments to the Traffic and Parking By-Law 2010-1.

#### Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

#### Report Summary

Traffic and Asset Management staff have received several requests for accessible on-street parking throughout the City. This report will introduce accessible on-street parking options and provides recommendations for their installation. This report also seeks approval to adopt accessible on-street parking to be implemented throughout the City of Greater Sudbury.

#### Financial Implications

Recommendations of this report may be carried out within existing approved budget and staff complement.

#### Signed By

**Report Prepared By**

David Knutson  
Traffic and Transportation Technologist  
*Digitally Signed Feb 26, 18*

**Manager Review**

Joe Rocca  
Traffic and Asset Management  
Supervisor  
*Digitally Signed Feb 26, 18*

**Division Review**

Stephen Holmes  
Director of Infrastructure Capital  
Planning  
*Digitally Signed Feb 26, 18*

**Financial Implications**

Jim Lister  
Manager of Financial Planning and  
Budgeting  
*Digitally Signed Feb 26, 18*

**Recommended by the Department**

Tony Cecutti  
General Manager of Growth and  
Infrastructure  
*Digitally Signed Feb 28, 18*

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

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Feb 28, 18*

# Accessible On-Street Parking

## Background:

Staff has received requests from area residents regarding the implementation of accessible on-street parking spaces in a variety of locations within the city. Currently on-street parking is allowed on most roads within the City of Greater Sudbury except in areas where parked vehicles may pose a hazard to the travelling public (i.e. near crosswalks or intersections) or in specific locations described in the Schedules of Traffic and Parking By-Law 2010-1 (“By-Law”).

The By-law allows on-street parking up to 4 hours in areas where no parking meters are present and up to 2 hours in areas with parking meters.

Currently the City of Greater Sudbury does not offer designated on-street accessible parking spaces. Residents who require the use of these spaces are required to find off-street accessible parking. Often times, these accessible off-street parking spaces can either be a significant distance from their intended destination or not available.

## Methodology:

When looking to develop the Accessible On-Street Parking policy, staff looked to other Ontario municipalities to review current policies and best practices. An email survey was distributed and the responses that were received were reviewed and summarized.

From the responses received, it was determined that the majority of the municipalities offered accessible on-street parking in some capacity and a summary of what is provided can be seen in Table 1 below:

**Table 1: Summary of Accessible Parking Spaces**

<b>Municipality</b>	<b>Accessible On-Street Parking Offered</b>	<b>Physical Designation</b>
Newmarket	Parallel - Commercial Areas	Signs and Pavement Markings
Welland	Parallel - Commercial Areas	Signs and Pavement Markings
Chatham-Kent	Parallel - Commercial Areas Angled - Commercial Areas	Signs, Pavement Markings, Wider Angled Spaces, Longer Parallel Spaces

<b>Municipality</b>	<b>Accessible On-Street Parking Offered</b>	<b>Physical Designation</b>
St. Catharines	Parallel - Commercial Areas	Signs, Pavement Markings, Wider Parallel Spaces, Handrail
Brantford	Parallel - Commercial Areas Parallel - Residential Areas	Signs
Thunder Bay	Parallel - Commercial Areas Parallel - Residential Areas	Signs, Pavement Markings
Hamilton	Parallel - Residential Areas	Area Signs
North Bay	Parallel - Commercial Areas	Signs, Pavement Markings
Sault Ste. Marie	None	N/A

Based on the best practices from around the province, staff recommends the implementation of the following changes.

Parallel Residential Accessible On-Street Parking

These parking spaces are to be offered by request in front of a residence for anyone with an Accessible Parking Permit who does not have suitable off-street parking. The spaces will be directly linked to the requester's accessible parking permit and the program will be administered by Parking Services. The parking space will be removed if the parking permit expires or the resident notifies the City that they have moved. While the accessible parking space will be in front of the requester's residence, it will be available for use by anyone with an accessible parking permit. These parallel spaces will be standard in dimension (6.90m x 2.75m) and signed appropriately. It is also important to note that an accessible on-street parking space will not be permitted in areas where parking is restricted.

Angled Commercial Accessible On-Street Parking

These parking spaces are to be offered where angled on-street parking currently exists in the communities of Capreol, Copper Cliff, Levack and Lively. The accessible parking spaces will be implemented near medical offices, government offices, etc. and placed nearest areas of curb depressions if possible. The angled spaces will meet the dimensions for an accessible parking space (6.00m x 4.40m) and signed appropriately.

.../3

### **Stakeholder Consideration:**

Following the creation of these recommendations, staff presented a review of the findings and an overview of the proposed changes to the Accessibility Advisory Panel on September 29, 2017. The proposed changes were seen by the panel as a positive step forward to create a more accessibility friendly city.

### **Next Steps:**

Accessible On-Street Parking will help to further reduce the barriers that persons with disabilities face and help to create a more accessible and inclusive city. This also helps the City further fulfill its commitment to the Quality of Life and Place for all residents, a key pillar in the City of Greater Sudbury Corporate Strategic Plan.

Staff is recommending that the Traffic and Parking By-Law 2010-1 be amended to allow for accessible on-street parking in areas of parallel residential on-street parking and angled commercial on-street parking in specific locations to be determined through careful analysis, consultation and site assessments completed by staff.

If approved, staff will work with Parking Services and By-Law Enforcement to best determine the exact locations for each type of designated accessible parking within the city.

### **Communication Plan:**

Upon approval of the by-law amendments by City Council, the City will issue a public service announcement and inform the public via social media of the changes. Further, staff will update the City's website to include details on the location of on-street accessible parking spaces in commercial areas and how to apply for a residential on-street accessible parking space.

Presented To:	Operations Committee
Presented:	Monday, Mar 19, 2018
Report Date	Friday, Jan 19, 2018
Type:	Managers' Reports

## Request for Decision

### The Amended Blue Box Program Plan (December 2017)

#### Resolution

THAT the City of Greater Sudbury endorses the position taken by staff and the Municipal Resource Recovery & Research Collaborative on the five core areas of concerns related to Stewardship Ontario's amended Blue Box Program Plan submission, as described in the report entitled "The Amended Blue Box Program Plan (December 2017)" from the General Manager of Growth & Infrastructure, presented at the Operations Committee meeting of March 19, 2018;

AND THAT the City of Greater Sudbury supports staff continuing to participate in the consultative process.

#### Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

#### Report Summary

New waste management legislation is expected to have significant impacts to municipalities that operate waste diversion programs, including the Blue Box Program.

This report provides an update on the consultative work and highlights the outstanding issues regarding the amended Blue Box Program Plan prepared by Stewardship Ontario and dated December 19, 2017.

Solutions to address these issues will be submitted to Stewardship Ontario for consideration and staff will report back on future outcomes.

#### Financial Implications

There are no financial implications associated with this report.

#### Signed By

**Report Prepared By**

Chantal Mathieu  
Director of Environmental  
*Digitally Signed Jan 19, 18*

**Financial Implications**

Jim Lister  
Manager of Financial Planning and  
Budgeting  
*Digitally Signed Jan 19, 18*

**Recommended by the Department**

Tony Cecutti  
General Manager of Growth and  
Infrastructure  
*Digitally Signed Jan 19, 18*

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

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Jan 19, 18*

## **Background**

### ***New Waste Legislation***

- In November 2016, the Waste Diversion Act 2002 was repealed and replaced by the Waste-Free Ontario Act, which includes both the Waste Diversion Transition Act 2016 and the Resource Recovery and Circular Economy Act 2016.
  - The Waste Diversion Transition Act 2016 provides the Ministry of the Environment and Climate Change with an approach to wind-up the existing waste diversion programs for blue box materials, tires, waste electronics and household hazardous waste which are currently operating under the Waste Diversion Act, 2002. The Waste Diversion Transition Act would also enable the wind-up of the industry funding organizations that operate these programs.
  - The Resource Recovery and Circular Economy Act 2016 will consider end-of-life materials as resources rather than waste, which will result in fewer raw materials being used and the production of long lasting and reusable goods. It will establish full producer responsibility by making producers environmentally accountable and financially responsible for recovering resources and reducing waste associated with their products and packaging.
- With the proclamation of the *Waste-Free Ontario Act, 2016* on November 30, 2016, the former Waste Diversion Ontario (commonly referred to as the WDO) was overhauled as the Resource Productivity and Recovery Authority, with responsibility to oversee programs continued under the *Waste Diversion Transition Act, 2016* and enforce compliance with regulations established under the *Resource Recovery and Circular Economy Act, 2016*.
- This new legislation will have a major impact on municipal waste management and, most importantly, on waste diversion programs municipal governments currently operate or have plans to.
- The cost to operate the Blue Box Program Plan is now split 50/50 between municipal governments and the companies that produce these items. The new legislation will make producers fully responsible for the proper management of their products and packaging at the end-of-life.
- Municipal Blue Box recycling programs will undergo some of the biggest changes and municipalities will have new roles to play under as producer responsibility system – to act as service providers to producers who are required to pay for these programs, to work with private service providers, or opt out from providing service altogether.



## ***Consultation Process and Timeline***

- The Municipal Resource Recovery & Research Collaborative (Municipal 3Rs Collaborative) is comprised of representatives from the Association of Municipalities of Ontario (AMO), the Regional Public Works Commissioners of Ontario (RPWCO), the Municipal Waste Association (MWA), and the City of Toronto. The objective of the Municipal 3Rs Collaborative is to ensure a smooth and fair transition of the Blue Box program to full producer responsibility. This includes ensuring residents continue to experience a high standard of Blue Box services and that municipalities are fully compensated for agreed services they deliver to their communities.
- A joint letter was sent to the Minister of the Environment & Climate Change on July 7, 2017 (Appendix A – the Accord), which initiated a collaborative process to bring key stakeholders together to support an expedited transition of the existing shared responsibility program to individual producer responsibility under the Resource Recovery and Circular Economy Act, 2016.

The principles outlined in the Accord state that the transition to individual producer responsibility should:

- Not negatively impact Ontarians' experience with and access to existing recycling services;
  - Improve environmental outcomes;
  - Create a consistent recycling experience for all Ontario residents;
  - Ensure a fair and open marketplace; and
  - Address the provincial interests listed in the Resource Recovery and Circular Economy Act thus becoming the blueprint for the future development of a producer responsibility paper products and packaging regulation under the Resource Recovery and Circular Economy Act.
- The Minister's stated expectation (Refer to Appendix B) was that this proposal would outline the first phase for the transition for the Blue Box under the Waste Diversion Transition Act, 2016, and would set the stage for a second phase of transition that will result in individual producer responsibility under the Resource Recovery and Circular Economy Act in a timely manner. The Minister's Direction Letter provided guidelines for developing the proposal and set out specific requirements to be included.
  - September 2017 to January 2018 – Consultations on the proposed amended Blue Box Program Plan with active input from municipal representatives.
  - December 19, 2017 – Stewardship Ontario posted a full draft of the amended Blue Box Program Plan for comment by the sector and other stakeholders.
  - January 15, 2018 – Comments on draft amended Blue Box Program Plan are due to Stewardship Ontario.

- Late January / early February 2018 – The revised Blue Box Program Plan is considered by the Resource Productivity and Recovery Authority Board for approval and submission to the Minister. Municipalities may have an opportunity to provide additional comments.
- February 15, 2018 – The amended Blue Box Program Plan is due to Minister for his consideration to approve, reject or amend.
- Mid-February / March, 2018 – The Minister will likely post the amended Blue Box Program Plan posted on EBR for 30-45 days for public comment.

### ***Comments on Stewardship Ontario's amended Blue Box Program Plan***

Unfortunately, Stewardship Ontario's proposed amended Blue Box Program Plan fails to achieve the goals set out by the key stakeholders (Appendix A) and has not fulfilled the Minister's Direction Letter (Appendix B). Highlights of the five core areas of concern have been identified:

- **Move to Individual Producer Responsibility** – The objective of the amended Blue Box Program Plan as set out in the Accord (Appendix A) and in the Minister's Direction Letter (Appendix B) was to outline the first phase of transition for the Blue Box program to individual producer responsibility under the Resource Recovery and Circular Economy Act, 2016. The key stakeholders understood the current system was not progressing and a move to the new legislative framework could resolve key problems. One significant improvement is allowing individual stewards the opportunity to determine how best to meet their obligations under the Act. An amended Blue Box Program Plan compliant with the Minister's Direction Letter would provide an interim step to ease transition from a municipally-operated Blue Box system to direct steward management. This was not meant to be the end point of this process.

The proposed amended Blue Box Program Plan and associated timeline potentially entrench the existing structure and hinder the transition to the Resource Recovery and Circular Economy Act, 2016. The timeline proposed is seven years to transition municipal programs over to Stewardship Ontario and nine years until any targets are to be achieved. This is four years beyond the target of 2023 set out in the Strategy for a Waste-Free Ontario and stretches over three provincial and municipal election cycles. We do not believe this is a reasonable timeline for a first phase.

- **Need for good governance and balanced decision-making** – The amended Blue Box Program Plan would give unilateral decision-making powers over key elements of the transition that affect business interests to Stewardship Ontario. Until the current municipally-operated Blue Box system can be successfully transitioned to individual producer responsibility, more balanced controls are necessary for the protection of all stakeholders. These controls must protect the interests of individual stewards, service providers, the Province, taxpayers and municipal governments.

- **Improving Environmental Outcomes** – The environmental outcomes of the amended Blue Box Program Plan and the development of a circular economy for Paper Products and Packaging will be determined by what materials are obligated, which of these are collected and how they are managed, and which generators of these materials will be serviced. The draft amended Blue Box Program Plan in its current form does little to progress the Blue Box system. In some cases, Ontarians would see at least an interim reduction in Blue Box services provided by municipalities today.
- **Ensuring Transparency** – The proposed amended Blue Box Program Plan does not set out clear and measurable targets or define how they will be measured, verified and reported. It also does not address the Minister’s Direction Letter (Appendix B) to establish methods to facilitate the reduction of Paper Products and Packaging and to discourage the use of non-recyclable and problematic materials. The lack of transparency undermines the legitimacy of the Program, creates business uncertainty, and provides liability issues for municipalities.
- **Legacy Concerns** – There are a number of issues specific to municipal governments that were addressed in the Accord (Appendix A) to facilitate transition in a reasonable and fair manner, but have not been resolved in the amended Blue Box Program Plan. This includes agreement on the payment of eligible costs for non-transitioned municipalities, management of newspapers at no cost to municipalities, and collaborative efforts to minimize the potential for stranded assets.

Solutions to these issues will be submitted to Stewardship Ontario by the January 15<sup>th</sup> deadline. The hope is that the solutions will be considered and incorporated in the revised Blue Box Program Plan that is scheduled to be submitted to the Resource Productivity and Recovery Authority Board for approval and submission to the Minister.

### ***Next Steps***

Staff will continue to participate in the consultation process and will update the Committee on a regular basis.

July 7, 2017

The Honourable Glen Murray  
Minister of the Environment and Climate Change  
77 Wellesley Street West  
11th Floor, Ferguson Block  
Toronto, Ontario  
M7A 2T5

Dear Minister Murray:

**Re: Request for support towards beginning the transition to a circular economy for paper products and packaging in Ontario**

Over the last several months leaders from Ontario’s brand holder and municipal government sectors have been discussing the future of Ontario’s Blue Box within the context of the vision of a circular economy as set forth by the Ministry of Environment and Climate Change in its *Strategy for a Waste Free Ontario: Building the Circular Economy (February 2017)* (“Strategy”).

This discussion has led us to the conclusion that the time to begin building a circular economy for paper products and packaging (“PPP”) is now.

A critical first step in the evolution towards such a circular economy is to implement extended producer responsibility (EPR) – that is, the transfer of the obligations and responsibilities to collect and manage PPP from Ontario municipal governments to brand holders and other persons with a commercial connection to the supply of PPP into Ontario.

Consistent with the Strategy’s desire for an orderly and smooth transition of the Blue Box to EPR we have agreed that such a transition must:

- Not negatively impact Ontarians’ experience with and access to existing recycling services;
- Improve environmental outcomes;
- Create a consistent recycling experience for all Ontario residents;
- Ensure a fair and open marketplace; and
- Address the provincial interests listed in the *Resource Recovery and Circular Economy Act 2016* (RRCEA) thus becoming the blueprint for the future development of a producer responsibility PPP regulation under the RRCEA.

Consistent with these objectives, the parties have reached accord regarding the following:

- The transition plan should be the subject of an amended Blue Box Program Plan pursuant to provisions under the *Waste Diversion Transition Act 2016* (WDTA) that provide for such an amendment;
- The amended plan should provide for the obligation for the collection and management of PPP to transfer to Stewardship Ontario upon the expiry, early termination or potentially through a suitable

amendment of municipal contracts with their service providers. Municipal governments will be fully determinant in deciding whether they wish to act on behalf of Stewardship Ontario for the procurement and contract oversight of PPP collection services. Municipal governments will have an opportunity to participate in the post collection management of PPP in transitioned municipalities;

- In transitioned municipalities, the plan will obligate Stewardship Ontario to provide for the collection and management of PPP generated by residents/households and, working with relevant affected municipalities, consideration will also be given to accommodating associated public spaces, parks and other related services provided by those municipalities;
- For those municipalities not immediately transitioning to EPR, the plan will address payments to be made under S. 11 of the WDTA based on a municipality's verified net cost of operating its existing blue box program. The plan will define the eligible costs to be included in calculating the net cost. The plan will also describe any agreements between Stewardship Ontario and recipient municipalities for the reporting and verification of costs reported by municipalities; and
- The plan should establish the arrangement with Stewardship Ontario by which the Canadian Newspapers Association and Ontario Community Newspapers Association (CNA OCNA) will meet their members' EPR obligation for old newsprint (ONP) in such a manner that is without cost to transitioned municipalities.

Given our concurrence on these significant issues and the important opportunity that is presented by the parties' positions, we believe your request to amend the existing BBPP would be timely and are seeking your support in this regard.

We would be most pleased to meet with you to discuss our views regarding the transition to EPR.

In the interim, if you have any questions or concerns regarding our request please do not hesitate to reach out to Mac Bain at 705 498 9510 or John Coyne respectively at 416 963 4009.

Sincerely,

On behalf of Municipal Governments:



Mac Bain  
Chair, AMO Waste Task Force



Jim McKay  
General Manager, Solid Waste Management Services, City  
of Toronto



Fred Jahn, P.Eng.  
Chair, Regional Public Works  
Commissioners of Ontario



Karyn Hogan  
Chair, Municipal Waste Association

On behalf of the Directors of Stewardship Ontario:



John D. Coyne,  
Chair, Stewardship Ontario

Copy: Mr. Arthur Potts, MPP  
Parliamentary Assistant, Environment and Climate Change

Mr. Colin O'Meara  
Policy Advisor, Environment and Climate Change

Ms. Wendy Ren  
Director, Resource Recovery Branch

## Appendix B

Ministry of the Environment  
and Climate Change

Ministère de l'Environnement  
et de l'Action en matière de  
changement climatique



Office of the Minister

Bureau du ministre

77 Wellesley Street West  
11th Floor, Ferguson Block  
Toronto ON M7A 2T5  
Tel.: 416-314-6790  
Fax: 416-314-6748

77, rue Wellesley Ouest  
11<sup>e</sup> étage, édifice Ferguson  
Toronto ON M7A 2T5  
Tél. : 416-314-6790  
Télééc. : 416-314-6748

August 14, 2017

Ms. Glenda Gies  
Chair  
Resource Productivity and Recovery Authority  
4711 Yonge Street, Suite 408  
Toronto ON M2N 6K8

And

Mr. John Coyne  
Chair  
Stewardship Ontario  
1 St. Clair Ave. West, 7th Floor  
Toronto ON M4V 1K6

### **Re: First Phase Transition – Direction for Proposal for an Amended Blue Box Program Plan**

Dear Ms. Gies and Mr. Coyne:

Ontario's Blue Box Program is well-recognized as a North American leader that provides services for residential paper products and packaging (PPP).

Pursuant to Section 13 of the *Waste Diversion Transition Act, 2016* (WDTA), I am writing to direct the Resource Productivity and Recovery Authority (the Authority) and Stewardship Ontario (SO) to develop a proposal for an amended Blue Box Program Plan (BBPP). This proposal is to be developed collaboratively with municipalities, stewards and affected stakeholders as required by subsection 13(2) of the WDTA.

My expectation is that this proposal will outline the first phase of transition for the Blue Box Program under the WDTA, and will set the stage for a second phase of transition that will result in individual producer responsibility under the *Resource Recovery and Circular Economy Act, 2016* (RRCEA).

It is also my expectation that the proposal for an amended BBPP will build on the accord outlined in the joint letter sent to my predecessor, Glen Murray, on July 7, 2017 from the Association of Municipalities of Ontario, City of Toronto, Regional Public Works Commissioners of Ontario, Municipal Waste Association and SO.

...2

It is in the public interest that the proposal for an amended BBPP is consistent with the following principles:

- Ensuring a seamless transition of the Blue Box Program, specifically:
  - Not negatively affecting Ontarians' experience with and access to Blue Box services,
  - Incorporating clear rules to support residents' participation including standardized materials and services, and
  - Improving program performance;
- Working towards the circular economy by supporting reduction, reuse, recycling and reintegration of PPP materials into the economy;
- Providing for continuous improvement of environmental outcomes by:
  - Expanding and harmonizing the list of materials in the existing Blue Box program that are accepted from Ontario residents,
  - Establishing clear and measurable collection and management standards with a high level of environmental protection, and
  - Developing methods to support waste reduction;
- Providing effective economic methods to incent behavior changes leading to waste reduction of PPP;
- Driving innovation through collaborative and competitive efforts by:
  - Supporting cooperation among parties, including stewards, municipalities, waste management industry, and other affected parties, to bring complementary abilities to deliver better results, and
  - Promoting competition by ensuring a fair and open marketplace for Blue Box services under the WDTA and not creating barriers to competition when the program transitions to individual producer responsibility under the RRCEA;
- Avoiding stranded assets to the extent possible in a collaborative manner;
- Providing choices for municipalities where SO is to provide Blue Box services (i.e. transitioned municipalities):
  - These municipalities will decide whether they wish to act on behalf of SO for the procurement and contract oversight of PPP collection services, and
  - These municipalities should also have an opportunity to participate in the post-collection management of PPP collected; and,
- Addressing issues related to the in-kind contribution from the newspaper industry in a manner that is without cost to the transitioned municipalities.

...3



The Authority and SO shall have regard to the provincial interest described in Section 2 of the RRCEA when developing the proposal for an amended plan.

As producers assume the 50 per cent of costs currently borne by municipal taxpayers, it is my expectation there will be a clear and transparent process by which municipalities demonstrate the benefit their taxpayers will receive.

The Authority and SO shall develop a communication and issues management plan. The plan shall identify issues that may arise during the development of the proposal for the amended BBPP, outline the steps to manage these potential issues and set out the process by which the Authority and SO will provide information to affected stakeholders and the public on a regular basis.

During the development of the proposal for an amended plan, the Authority and SO shall ensure meaningful consultation and communication with representatives of municipalities, stewards and other affected stakeholders.

Together with the submission of the proposal for an amended BBPP, the Authority and SO shall submit a report to the Ministry outlining how the Authority and SO have met the consultation requirements under the WDTA, including:

- A list of the stewards, municipalities, service providers and other affected stakeholders that were consulted during the development of the proposal;
- A summary of the comments received by the Authority and SO from affected stakeholders; and,
- A report of how the comments were considered by the Authority and SO.

The Authority and SO shall report to the Ministry each month on their progress in developing the proposal for an amended BBPP.

An addendum to this letter has been attached which provides additional direction for amending the BBPP.

The proposal for an amended BBPP shall be developed in accordance with this letter and the enclosed addendum and the WDTA.

If approved by the Authority, the proposal for an amended BBPP shall be submitted to me for approval by February 15, 2018, or on such later date that I provide in writing. The submission shall include particulars of any matters that are unresolved at the time of the submission.

It is my expectation that, upon my approval, and subject to any necessary amendments to relevant regulations being approved by the Lieutenant Governor in Council, this amended plan will replace the current plan in its entirety.

Ms. Glenda Gies  
Mr. John Coyne  
Page 4.

If it is in the public interest to do so, I will provide further direction at a later date related to the matters set out in this requirement, or to provide clarification related to amending the BBPP.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Ballard". The signature is written in a cursive style with a large, looping initial "C".

Chris Ballard  
Minister

Cc: Paul Evans, Deputy Minister  
Ministry of the Environment and Climate Change

## **ADDENDUM TO THE MINISTER'S DIRECTION LETTER FOR AN AMENDED BLUE BOX PROGRAM PLAN**

Pursuant to an agreement being reached between SO and each transitioned municipality (see definition below) and subject to necessary amendments to relevant regulations being made by the Lieutenant Governor in Council, SO would provide services for residential paper products and packaging (PPP) supplied by stewards to Ontario residents and covered under the Blue Box Program.

### **NON-TRANSITIONED MUNICIPALITIES:**

Non-transitioned municipalities are those that have not entered into an agreement with SO and SO is not delivering Blue Box collection and management services for these municipalities.

The proposal for an amended BBPP shall address payments to the non-transitioned municipalities under Section 11 of the WDTA based on the municipality's verified net cost of operating its existing Blue Box program:

- The plan shall define the eligible costs to be included in calculating the net cost; and,
- The plan shall also describe any agreements among the Authority, SO, and recipient municipalities for the reporting and verification of costs by municipalities.

### **TRANSITIONED MUNICIPALITIES:**

Subject to necessary amendments to relevant regulations being approved by the Lieutenant Governor in Council, transitioned municipalities are those that have entered into an agreement with SO and SO is delivering Blue Box collection and management services.

The proposal shall outline when and how the responsibility for the collection and management of PPP will be transferred smoothly from these municipalities to SO.

The proposal for an amended BBPP shall include the following:

#### ***Defined Materials Covered in BBPP:***

- Include an expanded definition of Blue Box materials to identify the PPP that will be covered under the BBPP;
- The materials shall include:
  - paper products,
  - primary packaging,
  - convenience packaging, and
  - transport packaging;
- For purposes of primary, convenience and transport packaging, refer to the RRCEA for definitions; and,

- When defining the materials, SO and the Authority will also consult with stewards of packaging who are regulated under deposit-return programs (e.g., stewards of milk containers).

***Defined Stewards:***

- Define obligated stewards.

***Defined Responsibility for Waste Reduction and Resource Recovery:***

*Waste Reduction*

The proposal for an amended BBPP shall:

- Establish methods to facilitate the reduction of waste generated related to defined PPP materials. The methods may include activities to support:
  - increase of the product's or packaging's reusability and recyclability,
  - reduction or elimination of any impact the material may have on the recyclability of other materials,
  - reduction of the amount of waste generated at the end of the product's or packaging's life,
  - reduction or elimination of the use of any substance in the material that compromises the material's reusability or recyclability, and/or
  - increase of the use of recovered resources in the making of the material;
- Use means to discourage the use of materials that are difficult to recycle and have low recovery rates. The means include, but are not limited to, rules for stewards, fee setting methodology, and compiling information to measure stewards' initiatives to reduce waste; and,
- Establish mechanisms to identify and address issues associated with problematic materials, such as packaging that is difficult to recycle.

*Collection and Management of Materials*

The proposal shall set clear standards for SO's collection and management, including:

- Support clear service standards to enable resident participation;
- Increase the diversion target for the Blue Box Program to 75 per cent of the PPP supplied by stewards to transitioned municipalities' households;
- Establish material-specific management targets for PPP supplied by stewards to transitioned municipalities' households;
- Identify geographically-based collection and management standards, including rural, northern, and remote areas;
- Maintain convenience and accessibility standards, including:
  - curbside collection for households where currently provided by these municipalities and indigenous communities,
  - collection services to multi-residential buildings where currently provided by these municipalities and indigenous communities, and
  - depot collection services currently provided by these municipalities and indigenous communities;
- Improve convenience and accessibility by offering collection services to multi-residential buildings that are not being serviced by these municipalities, within an identified timeframe;

- Consider accommodating associated public spaces, parks and other related services provided by these municipalities;
- Consider expanding Blue Box collection services over time; and,
- The methods for managing the materials shall allow for the material or part of the material to be, in accordance with Ontario standards and regulations:
  - reused,
  - used in the making of new products, packaging or other activities in end-markets, or
  - used as a nutrient for improving the quality of soil, agriculture or landscaping.

### Promotion and Education

For the purpose of increasing resource recovery and reducing Blue Box waste materials, the proposal shall establish an effective promotion and education program, including promoting awareness of the program activities to residents and other targeted audiences and engaging audiences to elicit feedback.

### Registration, Reporting, Record Keeping and Auditing

The proposal will include an appropriate approach for registration, reporting, record keeping and a third-party audit to ensure an effective and efficient system.

## **ESTABLISH ISSUE MANAGEMENT APPROACHES:**

The proposal shall:

- Develop a protocol for managing issues raised in a fair, effective, efficient and equitable manner during the implementation of the amended plan, if approved;
- Develop a plan to avoid stranded assets to the extent possible in a collaborative manner; and,
- Establish an arrangement between SO and the newspaper industry (i.e., the Canadian Newspapers Association and Ontario Community Newspapers Association) in order to meet members' obligation for old newsprint in such a manner that is without cost to transitioned municipalities.

## **PROMOTE COMPETITION:**

The proposal shall:

- Establish a mechanism to support a fair and open marketplace for Blue Box services under the WDTA;
- Not create barriers to competition in the second phase of transition that will result in individual producer responsibility under the RRCEA; and,
- Describe how contracts held by SO for the collection and management of PPP will be managed upon wind up of the Blue Box Program to enable competition once materials are regulated under the RRCEA.

## PERFORMANCE INDICATORS AND REPORTING:

- The proposal shall include performance indicators to measure whether SO has fulfilled the resource recovery obligations and established waste reduction methods as set out in the amended plan; and,
- In addition to the requirements set out in Section 30 of the WDTA, SO's Annual Report shall include:
  - a description of whether and how SO has fulfilled resource recovery obligations set in the amended plan,
  - a description of how SO has supported waste reduction methods set in the amended plan, and
  - a third-party audit of SO's collection and management services and outcomes.

Presented To:	Operations Committee
Presented:	Monday, Mar 19, 2018
Report Date	Friday, Feb 16, 2018
Type:	Managers' Reports

## Request for Decision

### Traffic and Parking By-law Updates Due to Recent School Closures

#### Resolution

Resolution #1:

THAT the City of Greater Sudbury removes the school bus loading zone from Auger Avenue at the former St. Bernadette School, as outlined in the report entitled "Traffic and Parking By-law Updates Due to Recent School Closures", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on March 19, 2018.

Resolution #2:

THAT the City of Greater Sudbury removes the school bus loading zone from Dominion Drive at the former Pinecrest Public School, as outlined in the report entitled "Traffic and Parking By-law Updates Due to Recent School Closures", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on March 19, 2018.

Resolution #3:

THAT the City of Greater Sudbury removes the school bus loading zone from Holland Road at the former St. Andrew School, as outlined in the report entitled "Traffic and Parking By-law Updates Due to Recent School Closures", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on March 19, 2018.

Resolution #4:

THAT the City of Greater Sudbury removes the school bus loading zone from Lillian Street at the former Pinecrest Public School, as outlined in the report entitled "Traffic and Parking By-law Updates Due to Recent School Closures", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on March 19, 2018.

Resolution #5:

THAT the City of Greater Sudbury removes the school bus loading zone from Meehan Avenue at the former

#### Signed By

**Report Prepared By**

Soutsay Boualavong  
Traffic/Trans Eng Analyst  
*Digitally Signed Feb 16, 18*

**Manager Review**

Joe Rocca  
Traffic and Asset Management  
Supervisor  
*Digitally Signed Feb 16, 18*

**Division Review**

Stephen Holmes  
Director of Infrastructure Capital  
Planning  
*Digitally Signed Feb 16, 18*

**Financial Implications**

Jim Lister  
Manager of Financial Planning and  
Budgeting  
*Digitally Signed Feb 28, 18*

**Recommended by the Department**

Tony Cecutti  
General Manager of Growth and  
Infrastructure  
*Digitally Signed Feb 28, 18*

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

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Feb 28, 18*

St. Mary School, as outlined in the report entitled “Traffic and Parking By-law Updates Due to Recent School Closures”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on March 19, 2018.

Resolution #6:

THAT the City of Greater Sudbury returns the speed limits on Dominion Drive, from Old Highway 69 to Velma Street, Larocque Street, from Dominion Drive to 150 m north of the school property limits and Lillian Street, from Dominion Drive to 150 m north of the school property limits to 50 km/h due to closing of Pinecrest Public School on Dominion Drive, as outlined in the report entitled “Traffic and Parking By-law Updates Due to Recent School Closures”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on March 19, 2018.

Resolution #7:

THAT The City of Greater Sudbury direct staff to prepare a by-law be prepared to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the recommended changes, as outlined in the report entitled “Traffic and Parking By-law Updates Due to Recent School Closures”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on March 19, 2018.

## **Relationship to the Strategic Plan / Health Impact Assessment**

This report refers to operational matters.

## **Report Summary**

The report recommends that due to the closure of Pinecrest Public School, the school zone speed limits on Dominion Drive, Larocque Street, and Lillian Street be removed and the speed limit be returned to 50 km/h as per the school zone speed reduction policy.

## **Financial Implications**

Recommendations of this report may be carried out within existing approved budget and staff complement.



# Traffic and Parking By-Law Update Due to Recent School Closures

## Background

It was brought to the attention of the Traffic and Asset Management section that Pinecrest Public School on Dominion Drive has been closed (Exhibit A). The 40 km/h school zone speed limits and designated school bus loading zone are still in effect for this area.

To deal with numerous requests to reduce the speed limit near schools, City Council adopted a school zone speed reduction policy in 2001 and further revised the policy in 2009. The approved policy states the following:

That staff be directed to bring to the attention of City Council requests for speed reduction zones adjacent to schools based on the following considerations:

- That a school speed zone be installed at schools with primary grade aged students.
- That the school speed zone be limited to residential streets or residential collector streets.
- That the maximum speed of the roadways considered for school speed zones be 50 km/h.
- That if schools are closed, the speed limit will revert back to 50 km/h.
- That only those requests that meet the above four criteria be brought forward by staff to City Council for consideration.

As per the City's policy, staff recommends that the school zone speed limits on Dominion Drive, Lillian Street and Laroque Street be removed and the speed limits be returned to 50 km/h.

Also, staff recommends that the school bus loading zones that had been designated on Dominion and Lillian Street be removed.

While reviewing the Traffic and Parking By-Law 2010-1, staff noted that the designated school bus loading zones for three previously closed schools had not been removed from the By-Law. Staff recommends the designated school bus loading zones for the former St. Andrew School, St. Bernadette School and St. Mary School be removed.

# EXHIBIT A

Subject Area

Pinecrest  
Public  
School

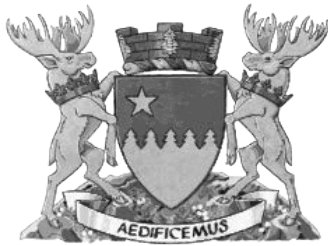
Traffic and Parking By-law Update  
Due to Recent School Closures

Pinecrest Public School, Valley East

February 5, 2018

34 of 36





# City of Greater Sudbury Charter

**WHEREAS** Municipalities are governed by the Ontario Municipal Act, 2001;

**AND WHEREAS** the City of Greater Sudbury has established Vision, Mission and Values that give direction to staff and City Councillors;

**AND WHEREAS** City Council and its associated boards are guided by a Code of Ethics, as outlined in Appendix B of the City of Greater Sudbury's Procedure Bylaw, most recently updated in 2011;

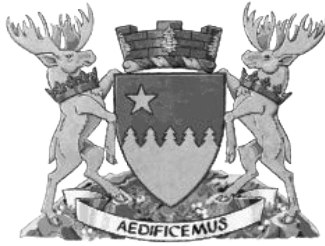
**AND WHEREAS** the City of Greater Sudbury official motto is "Come, Let Us Build Together," and was chosen to celebrate our city's diversity and inspire collective effort and inclusion;

**THEREFORE BE IT RESOLVED THAT** Council for the City of Greater Sudbury approves, adopts and signs the following City of Greater Sudbury Charter to complement these guiding principles:

**As Members of Council, we hereby acknowledge** the privilege to be elected to the City of Greater Sudbury Council for the 2014-2018 term of office. During this time, we pledge to always represent the citizens and to work together always in the interest of the City of Greater Sudbury.

**Accordingly, we commit to:**

- Perform our roles, as defined in the Ontario Municipal Act (2001), the City's bylaws and City policies;
- Act with transparency, openness, accountability and dedication to our citizens, consistent with the City's Vision, Mission and Values and the City official motto;
- Follow the Code of Ethical Conduct for Members of Council, and all City policies that apply to Members of Council;
- Act today in the interest of tomorrow, by being responsible stewards of the City, including its finances, assets, services, public places, and the natural environment;
- Manage the resources in our trust efficiently, prudently, responsibly and to the best of our ability;
- Build a climate of trust, openness and transparency that sets a standard for all the City's goals and objectives;
- Always act with respect for all Council and for all persons who come before us;
- Ensure citizen engagement is encouraged and promoted;
- Advocate for economic development, encouraging innovation, productivity and job creation;
- Inspire cultural growth by promoting sports, film, the arts, music, theatre and architectural excellence;
- Respect our historical and natural heritage by protecting and preserving important buildings, landmarks, landscapes, lakes and water bodies;
- Promote unity through diversity as a characteristic of Greater Sudbury citizenship;
- Become civic and regional leaders by encouraging the sharing of ideas, knowledge and experience;
- Work towards achieving the best possible quality of life and standard of living for all Greater Sudbury residents;



# Charte de la Ville du Grand Sudbury

**ATTENDU QUE** les municipalités sont régies par la Loi de 2001 sur les municipalités (Ontario);

**ATTENDU QUE** la Ville du Grand Sudbury a élaboré une vision, une mission et des valeurs qui guident le personnel et les conseillers municipaux;

**ATTENDU QUE** le Conseil municipal et ses conseils sont guidés par un code d'éthique, comme l'indique l'annexe B du Règlement de procédure de la Ville du Grand Sudbury dont la dernière version date de 2011;

**ATTENDU QUE** la devise officielle de la Ville du Grand Sudbury, « Ensemble, bâtissons notre avenir », a été choisie afin de célébrer la diversité de notre municipalité ainsi que d'inspirer un effort collectif et l'inclusion;

**QU'IL SOIT RÉSOLU QUE** le Conseil de la Ville du Grand Sudbury approuve et adopte la charte suivante de la Ville du Grand Sudbury, qui sert de complément à ces principes directeurs, et qu'il y appose sa signature:

**À titre de membres du Conseil**, nous reconnaissons par la présente le privilège d'être élus au Conseil du Grand Sudbury pour le mandat de 2014-2018. Durant cette période, nous promettons de toujours représenter les citoyens et de travailler ensemble, sans cesse dans l'intérêt de la Ville du Grand Sudbury.

**Par conséquent, nous nous engageons à :**

- assumer nos rôles tels qu'ils sont définis dans la Loi de 2001 sur les municipalités, les règlements et les politiques de la Ville;
- faire preuve de transparence, d'ouverture, de responsabilité et de dévouement envers les citoyens, conformément à la vision, à la mission et aux valeurs ainsi qu'à la devise officielle de la municipalité;
- suivre le Code d'éthique des membres du Conseil et toutes les politiques de la municipalité qui s'appliquent à eux;
- agir aujourd'hui pour demain en étant des intendants responsables de la municipalité, y compris de ses finances, biens, services, endroits publics et du milieu naturel;
- gérer les ressources qui nous sont confiées de façon efficiente, prudente, responsable et de notre mieux;
- créer un climat de confiance, d'ouverture et de transparence qui établit une norme pour tous les objectifs de la municipalité;
- agir sans cesse en respectant tous les membres du Conseil et les gens se présentant devant eux;
- veiller à ce qu'on encourage et favorise l'engagement des citoyens;
- plaider pour le développement économique, à encourager l'innovation, la productivité et la création d'emplois;
- être une source d'inspiration pour la croissance culturelle en faisant la promotion de l'excellence dans les domaines du sport, du cinéma, des arts, de la musique, du théâtre et de l'architecture;
- respecter notre patrimoine historique et naturel en protégeant et en préservant les édifices, les lieux d'intérêt, les paysages, les lacs et les plans d'eau d'importance;
- favoriser l'unité par la diversité en tant que caractéristique de la citoyenneté au Grand Sudbury;
- devenir des chefs de file municipaux et régionaux en favorisant les échanges d'idées, de connaissances et concernant l'expérience;
- viser l'atteinte de la meilleure qualité et du meilleur niveau de vie possible pour tous les résidents du Grand Sudbury.