



OPERATIONS COMMITTEE AGENDA

Operations Committee Meeting
Monday, October 5, 2015
Tom Davies Square

COUNCILLOR ROBERT KIRWAN, CHAIR

Evelyn Dutrisac, Vice-Chair

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

Council and Committee Meetings are accessible. For more information regarding accessibility, please call 3-1-1 or email clerks@greatersudbury.ca.

DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

COMMUNITY DELEGATIONS

1. Downtown Sudbury
(ELECTRONIC PRESENTATION) (FOR INFORMATION ONLY)

4 - 5

- Jeff MacIntyre, Chair, Downtown Sudbury BIA
- John Querney, Owner, Querney's Office Plus

(Downtown Sudbury would like to address the Operations Committee regarding the Elm Street Parking Pilot Project.)

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 September 22, 2015 from the General Manager of
Infrastructure Services regarding Water Wastewater Frozen Water Event
Emergency Purchases.
(FOR INFORMATION ONLY)

6 - 7

(There were 1,518 no water calls in 2015. The Division attempted thawing services to 598 residents while 562 attempts were handled by the external contractors. Once it was determined that there would be a need for extra assistance from plumbers to assist in the thawing effort, staff assessed equipment abilities of local plumbers and obtained quotes for additional thawing services. It was determined that the work would be spread out amongst several contractors who had reasonable pricing as well as the prerequisite equipment.)

REGULAR AGENDA

MANAGERS' REPORTS

- R-1. Report dated September 15, 2015 from the General Manager of
Infrastructure Services regarding Elm Street - On Street Parking.
(RECOMMENDATION PREPARED)

8 - 15

(In April 2013, on-street parking was permitted on Elm Street from Elgin Street to Lisgar Street as a two year trial. In this report staff will present the findings of the various studies and provide comments and recommendations regarding the trial.)

- R-2. Report dated September 17, 2015 from the General Manager of Infrastructure Services regarding Preventative Plumbing Subsidy Program. **16 - 25**
(RECOMMENDATION PREPARED)

(This report provides an update and is seeking the Committee's support to continue the Preventative Plumbing Subsidy Program into 2016 and 2017.)

- R-3. Report dated September 9, 2015 from the General Manager of Infrastructure Services regarding Walford Road - Parking Restrictions. **26 - 28**
(RECOMMENDATION PREPARED)

(The City continues to receive complaints about people parking on both sides of Walford Road, east of the Walford Residence. To increase the operational width of the road and improve safety, staff recommends that parking restrictions be implemented on both sides of Walford Road from 275 metres east of Paris Street to Nepahwin Avenue.)

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD AND ANNOUNCEMENTS

NOTICES OF MOTION

ADJOURNMENT

For Information Only

Downtown Sudbury

Presented To:	Operations Committee
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Presented:	Monday, Oct 05, 2015
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Report Date	Thursday, Sep 17, 2015
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Type:	Community Delegations
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Recommendation

For Information Only

Downtown Sudbury would like to address the Operations Committee regarding the Elm Street Parking Pilot Project.

Signed By

No signatures or approvals were recorded for this report.



DOWNTOWN SUDBURY
7 CEDAR ST. UNIT 102
SUDBURY, ON P3E 1A2

705 674 5115
www.downtownsudbury.com

September 15, 2015

Brigitte Sobush, Deputy City Clerk
City of Greater Sudbury
200 Brady St.
Sudbury, ON

Dear Ms Sobush:

RE: Operations Committee – Request to speak

We understand that the **Elm Street Parking ‘Pilot’ Project** will be discussed at the October 5th meeting of the Operations Committee.

Following the two year extended ‘pilot project’, we would like to request the opportunity to speak to this project, in support of eliminating the ‘Pilot’ and formalizing this as a permanent program. Jeff MacIntyre (Chair, ‘Downtown Sudbury’ BIA) and John Querney (Owner, Querney’s Office Plus) will be the Speakers.

We feel that this project has met the original objectives and goals, including a recommended program outlined in the Downtown Master Plan, as well as the primary goal of traffic calming. The intent of this project was not simply a ‘parking project’ (although the addition of parking spaces in our downtown continues to be critical), A key premise as outlined in the Downtown Master Plan and the goal and philosophy behind this project (and all projects within the Plan) is about creating a strong pedestrian friendly core – one that encourages economic development and compliments the Healthy Communities initiatives.

We continue to believe that this project is a first step in moving forward with the philosophy of the Downtown Master Plan and respectfully request that the Elm St. Parking Project become permanent.

Sincerely,

Maureen M. Luoma
Executive Director

For Information Only

Water Wastewater Frozen Water Event Emergency Purchases

Presented To:	Operations Committee
Presented:	Monday, Oct 05, 2015
Report Date	Tuesday, Sep 22, 2015
Type:	Correspondence for Information Only

Recommendation

For Information Only

Finance Implications

The expenditures were unbudgeted and, as part of the projected over expenditure in water services, will be funded from a contribution from the Water Capital Financing Reserve Fund in accordance with policy. This is consistent with the 2015 Water Wastewater Operating Budget Variance Report June received at the September 22, 2015 Finance and Administration Committee meeting.

Background

The City of Greater Sudbury experienced a colder than normal winter in 2015. Combined with the moisture in the ground prior to the frost setting in, this created the ideal conditions for frozen water services and watermain breaks far in excess of the winter normals.

In 2015, the division received 1,518 no water calls. By mid February, it became apparent that the volume of emergency repair work could not be handled exclusively by City staff and the regular emergency services contractor. On February 25, 2015, staff established an Emergency Operations Centre (EOC) at the Frobisher public works depot. At that time, staff determined that extra help from third party contractors would be needed to assist with thawing and repairing additional watermain breaks. Under the provisions of subsection 26(1) of the Purchasing By-Law 2014-01, the General Manager has the authority to procure services that are both unbudgeted and unable to tender due to the time sensitivity of the work.

FROZEN WATER SERVICES

The 2015 frozen water contracted services budget was set at \$22,785. This had been sufficient in years prior to 2014. This budget would normally be sufficient to manage approximately 38 calls based on an average cost of \$600 per call.

Signed By

Report Prepared By

Dion Dumontelle
Co-ordinator of Finance, Water
Wastewater
Digitally Signed Sep 22, 15

Division Review

Nick Benkovich
Director of Water/Wastewater Services
Digitally Signed Sep 23, 15

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure
Services
Digitally Signed Sep 23, 15

Recommended by the C.A.O.

Bob Johnston
Interim Chief Administrative Officer
Digitally Signed Sep 23, 15

There were 1,518 no water calls in 2015. The division attempted thawing services to 598 residents using internal resources while approximately 562 attempts were handled by the external contractors. Once it was determined that there would be a need for extra assistance from plumbers to assist in the thawing effort, staff obtained quotes and equipment abilities of local plumbers. Staff then met with selected contractors to assess the suitability of their equipment. It was determined that the work would be spread out amongst several contractors who had reasonable pricing as well as the prerequisite equipment.

The total amount incurred by the City related to frozen water services performed by plumbers using approved methods, including excavation, was approximately \$949,137. This translates to approximately 690 invoices at an average price of \$1,375 per call or attempt. The City used approximately 14 different contractors to varying degrees depending upon their thawing success rates.

WATERMAIN BREAK REPAIRS

There were 122 watermain breaks during the first 4 months of 2015. Due to the frequency, complexity and severity of the breaks, it became necessary to enlist the help of additional contractors to assist the emergency services contractor of record. The City used 4 additional contractors who attended approximately 7 breaks during this period on behalf of the City. Again, these contractors were employed without formal tendering procedures as the City's policy is to repair the break as quickly as possible, which precluded staff from acquiring their services through the formal competitive bid selection process. City staff was fully engaged in the thawing of frozen water services and were unable to effect many watermain break repairs. The City engaged these additional resources at an amount of approximately \$174,210.

CONCLUSION

The above mentioned purchases were made under the emergency provisions, subsection 26(1) of Purchasing By-law 2014-01 during the emergency frozen water event of 2015 and this report summarizes those expenditures.

Tender ISD 15-1 for the thawing of frozen services was awarded in May 2015 and the City now has 2 vendors of record to provide thawing services when required for the upcoming season. The contractor with the lowest compliant bid will be selected first, for each different occurrence of thawing frozen water services. The next compliant contractor will be requested for any additional services required after the first lowest compliant contractor has been contacted. A rotation of contractors for each occurrence will not be used for the duration of this contract.

Request for Decision

Elm Street - On Street Parking

Presented To:	Operations Committee
Presented:	Monday, Oct 05, 2015
Report Date	Tuesday, Sep 15, 2015
Type:	Managers' Reports

Recommendation

THAT the City of Greater Sudbury not permit parking on the south side of Elm Street between Elgin Street and Lisgar Street;

AND THAT 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 all in accordance with the report from the General Manager of Infrastructure Services dated September 15, 2015.

Finance Implications

If the on street parking on Elm Street as identified in the report is eliminated, the Roads 2016 Operating Budget will be reduced by the \$25,000 winter maintenance cost and the corresponding \$ 25,000 budgeted revenue from parking meters will be eliminated. As a result, there is no tax levy impact.

Background

On July 8, 2013, the City's Operations Committee approved the following decision which was later approved by City Council on August 13, 2013:

THAT the City of Greater Sudbury approve the installation of parking meters on the south side of Elm Street between Lisgar Street and Elgin Street and that a rate of \$1.30 per hour be charged with a maximum parking time of two (2) hours;

AND THAT staff prepare a communications plan to advise the traveling public of the two (2) year trial period;

AND THAT the Roads Operating Budget be increased by \$25,000 in 2014 and 2015 to provide enhanced snow removal services to the parking area during the trial period;

AND THAT the trial period starts the date the parking meters are in operation;

AND THAT the overnight parking ban from December 1st to March 31st apply to Elm Street;

AND THAT staff monitor the parking area for traffic safety during the trial period and should there be

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Sep 15, 15

Division Review

David Shelsted
Director of Roads & Transportation
Services
Digitally Signed Sep 15, 15

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure
Services
Digitally Signed Sep 15, 15

Recommended by the C.A.O.

Bob Johnston
Interim Chief Administrative Officer
Digitally Signed Sep 23, 15

a concern for safety the General Manager of Infrastructure Services has the authority to end the trial period.

Subsequent to Council's approval, parking meters were installed on the south side of Elm Street between Elgin Street and Lisgar Street, in mid September 2013. A total of 18 parking spaces were created in the two (2) blocks (see Exhibit 'A').

During the two (2) year trial, staff monitored safety and tracked the public comments; parking revenue and utilization; and enforcement and ticketing to help evaluate the merits of the program.

Collisions and Safety

One of the main concerns expressed by the public and staff over the pilot project was a decrease in safety that may result. Some of the concerns related to parking on a multi-lane arterial road include:

- Need for frequent lane changes
- Difficult manoeuvres to access and exit the parking lane
- Drivers and passengers exiting vehicles adjacent to a busy through lane of traffic
- The congestion created results in vehicles stopping on the railway tracks more often

A review of the City's collision information from October 2013 to July 2015 showed there have been three (3) collisions in the immediate area of the trial that may be related to the on-street parking. In the first collision, an eastbound vehicle in the curb lane was cut off trying to change lanes and rear ended a parked vehicle. In the second collision, an eastbound vehicle attempted to change lanes east of Elgin Street and struck an eastbound motorcycle in the left lane. In the third collision, an eastbound vehicle was rear ended while slowing down just east of Durham Street.

Railway Crossing

As previously reported, Roads and Transportation Services received a letter on August 3, 2012 from Transport Canada regarding the Elm Street railway crossing (see Exhibit 'C2'). In the letter, Jeffrey Young of Transport Canada outlines two (2) separate inspections where railway inspectors observed vehicle traffic queued from the Elm at Elgin Streets intersection overhanging the railway tracks. This occurred twice during each inspection. Staff conducted an analysis of the queue lengths from this intersection using SimTraffic software. The results of the analysis indicate that from 3:00 p.m. to 4:00 p.m., the queue of vehicles from the intersection will overhang the railway crossing on two (2) occasions during the hour.

Additionally, Transport Canada expressed safety concerns with the clearing of traffic queues after the passage of a train, stating "It should be pointed out that I can see the issue to traffic queuing over the tracks in both the eastward and westward directions becoming more intensified during the passage of a train when the traffic backs up while waiting for the train to clear the crossing. As the Elm Street crossing is a three (3) track crossing, the risk of a second train approaching the crossing as the first train clears presents a greater risk of a possible train/vehicle collision to traffic being stranded on the tracks." Since the time required to disperse this eastbound traffic will be increased with the reduced capacity of Elm Street, there will be an even greater risk of a possible collision between a vehicle and a train should parking be permitted on Elm Street.

Transport Canada also requested in their letter that the missing "Do Not Stop on Tracks" signs and painted stop bars be replaced at the railway crossing. These items have been replaced since receiving this letter.

City staff has also improved the signal timing at the intersection of Elm Street and Lorne/College Streets which reduces the westbound queue length and the occurrences of it spilling back to the railway crossing.

Public Comments

As part of the On-Street Parking Pilot project, calls and emails into the City's 311 system were recorded and tracked. From June 2013 to August 2015, a total of 26 calls and emails were received by the City related to the pilot project. All of the comments were negative towards the project. The majority of complaints were related to increased congestion and delays; reduced safety; and vehicles parked illegally during rush hour.

Tracking of the public comments has shown a significant reduction since the start of the pilot project with only one (1) complaint received in 2015 so far. A total of 11 complaints were received during the first winter of the pilot project when road conditions were at their worst.

Parking Revenue and Utilization

Since the start of the pilot project, the revenue generated by the parking meters on Elm Street has been tracked by the City's Parking Services Section. The following table shows that the total revenue collected from October 2013 to the end of July 2015 is \$37,209.85, or approximately \$20,000 per year.

Elm Street Parking Collection Revenue

Year	Number of Months	Total Revenue	Average Revenue per Month	Percent Utilized
2013	3	\$3,477.44	\$1,159.15	35%
2014	12	\$19,529.36	\$1,627.45	49%
2015	7	\$14,203.05	\$2,029.01	62%
Total		\$37,209.85		

The Table also shows that the average monthly revenue generated and utilization rates are increasing since the pilot project began. The percent utilized is a measure of occupancy for the parking spaces based on the ratio of the actual revenue collected against the maximum revenue that can be generated by the meters. It should be noted that in 2010, IBI Group conducted surveys to determine the utilization of all on-street parking spaces for the City's Strategic Parking Plan. As indicated in that report, daily occupancy rates for other streets in the area ranged from 75 to 90 percent. This is significantly higher than a high of 62 percent for Elm Street in 2015.

Enforcement and Ticketing

Information provided by the City's Compliance and Enforcement Department indicates that a total of 1,204 tickets were issued for all of Elm Street during the previous year for all parking offences.

Unfortunately, it was not possible to separate the tickets that were issued in the pilot project area from the other parking meter zones located on Elm Street, west of Lorne Street. However, a total of 456 tickets were issued on Elm Street for "parking at expired meters" for a total of \$6,840. Another 341 tickets were issued for "parking in a prohibited area during stated times" for a total of \$6,700.

As previously indicated, one of the most common complaints received regarding the parking trial was people parking during the weekday rush hours between 7:30 a.m. and 9:00 a.m. and 3:30 p.m. to 6:00 p.m.

Speed and Delay Studies

New speed and delay studies were not conducted as part of the pilot project. However, as part of the previous on-street parking trial, extensive travel time surveys were completed before and after the trial. The following is a summary of the results.

From the vehicle runs, the average speed is calculated by dividing of the total distance travelled by the time required to travel the total distance. A summary of the results can be found in the following table:

Direction of Travel	Study Period	Average Speed (km/h)	Average Total Travel Time (s)
Eastbound	Before Pilot Project	18.7	60
	During Pilot Project	10.6	96
	Difference	-8.1 km/h	+ 36 seconds
Westbound	Before Pilot Project	14.1	78
	During Pilot Project	10.0	102
	Difference	-4.1 km/h	+ 24 seconds

The results from the speed runs were as expected. For eastbound traffic, the average operating speed was decreased by 43 percent from 18.7 km/h to 10.6 km/h. Travel time increased by 36 seconds (60 percent) after the introduction of parking. These results can be attributed to the decreased capacity of Elm Street and subsequent increase in traffic congestion. The increased delay to drivers can be represented as an annual dollar value. The following formula represents the annual dollar value for eastbound weekday traffic between the hours of 9:00 a.m. and 4:00 p.m.:

$$\text{Total Annual Cost} = \text{OCC} * \text{W} * \text{D} * \text{SV} * (\text{TDD}-\text{TTB}) / 3600 * \text{AVERAGE CANADIAN WAGE}$$

OCC = average person occupancy rate = 1.2

W = weeks in a year = 52

D = days in a week = 5

SV = study volume (eastbound volume from 9 AM to 4 PM) = 3726

TTB = total travel time before pilot project

TTD = total travel time during pilot project

Average Canadian Wage (October 2010 – from Statistics Canada) = \$23.92

$$\text{Total Annual cost} = 1.2 * 52 * 5 * 3726 * (96-60) / 3600 * \$23.92$$

$$\text{Total Annual Cost} = \$278,072 \text{ per year}$$

Based on the above calculation, the total annual cost of increasing the travel time of eastbound vehicles by 36 seconds is just over \$278,000.

From the above table, it is noted that westbound traffic also had a 4.1 km/h reduction (29 percent decrease) in the average speed and a 24 second increase (31 percent increase) in travel time. These results are likely due to the increase in traffic volume resulting from drivers avoiding the construction that was taking place on Brady Street.

Ste. Anne Road Extension

The major concerns about parking in this area of Elm Street are related to the volume of traffic that uses this corridor each day. The Annual Average Daily Traffic Volume (AADT) on this section of Elm Street is 16,000, and hourly volumes exceed the theoretical capacity of a single lane for most of the afternoon.

The 2005 Transportation Study indicated that the westerly extension of Ste. Anne Road to College Street will provide relief to Elm Street between Lorne Street and Frood Road. Moderate traffic reductions will also

occur on Elm Street from Frood Road to Paris Street. The 2010 Downtown Master Plan recommends construction of the Ste. Anne Extension within 6 to 10 years. Construction of the Ste. Anne Extension will help support one of the goals of the study to re-build and reinvent Elm Street, complete with traffic calming features and on-street parking.

The 2015 Transportation Study report recommends that the Ste. Anne Extension be constructed within the next 11 to 15 years. However, the plan also recommends that Larch Street be extended to the west across the railway tracks to connect with Lorne Street within the next 6 to 10 years. This new connection also results in significant traffic volume reductions on Elm Street. Based on the feasibility of constructing this extension across CP Rail property, the timing of these two projects can vary.

It is recommended that parking on Elm Street be reviewed in conjunction with construction of the Ste. Anne Road Extension and/or the Larch Street Extension.

Recommendations

Due to existing recording methods, it is not possible to accurately track the revenue generated by the enforcement of parking regulations. However, an estimate of ticket revenue combined with revenue generated by the parking meters would be approximately equal to the \$25,000 increased cost of winter maintenance.

However, from a transportation perspective, parking has an adverse impact on safety and results in a very high cost associated with increased congestion. Therefore, it is recommended that the parking trial on Elm Street not continue and parking be prohibited on the south side between Elgin Street and Lisgar Street.

If the trial is ended and parking is prohibited on Elm Street, then it is recommended that the Roads Operating Budget be reduced by \$25,000 per year in 2016 and beyond.

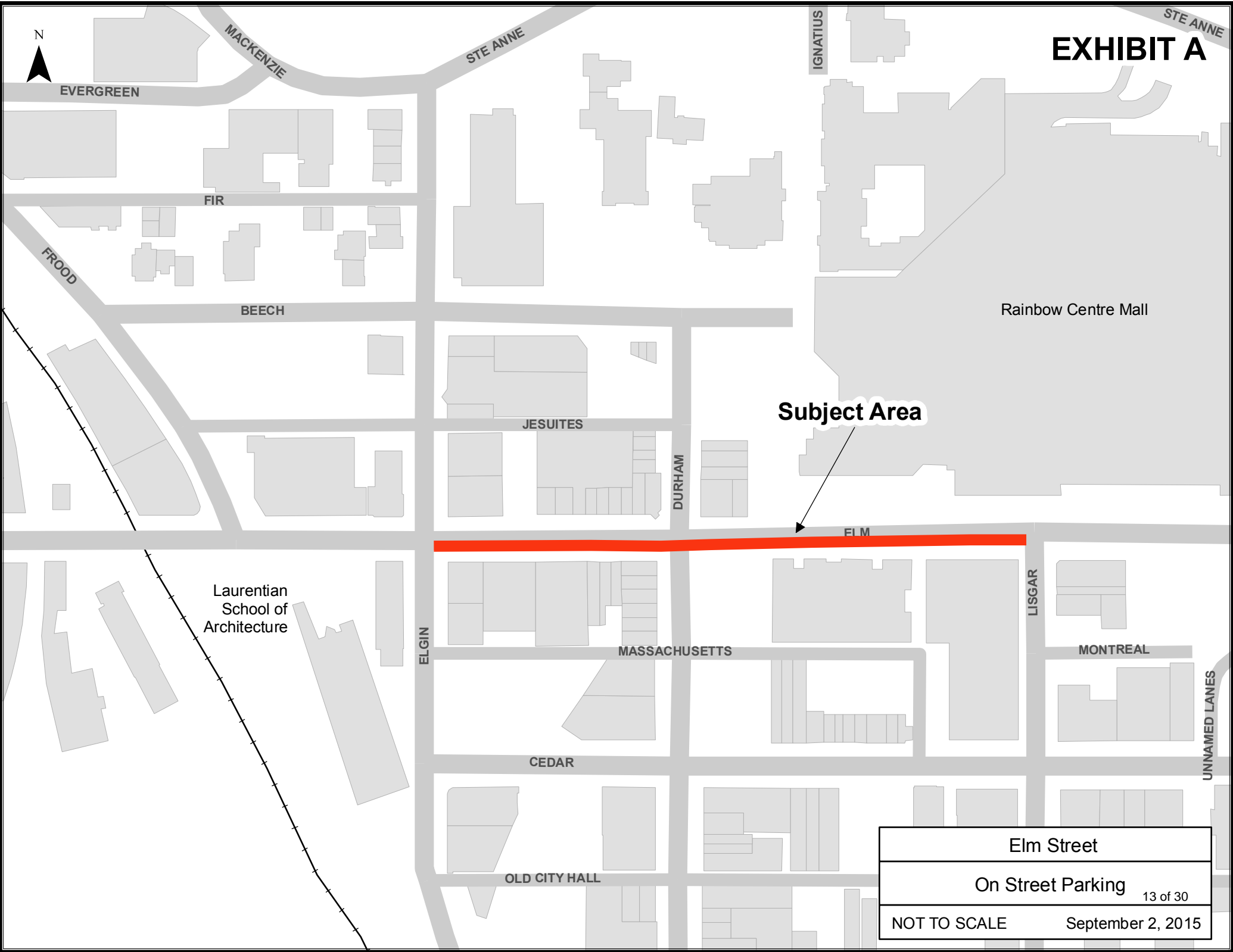


EXHIBIT A

Subject Area

Rainbow Centre Mall

Laurentian
School of
Architecture

Elm Street	
On Street Parking 13 of 30	
NOT TO SCALE	September 2, 2015

EXHIBIT: C2

From: "Young, Jeffrey" <jeffrey.young@tc.gc.ca>
To: 'David Shelsted' <David.Shelsted@city.greatersudbury.on.ca>, 'Dave Kivi' <dave.kivi@greatersudbury.ca>, 'Tony DeSilva' <Tony.DeSilva@greatersudbury.ca>
Date: 8/3/2012 12:48 PM
Subject: Elm Street Railway Crossing - Mile 79.43 Cartier Subdivision - CP Rail - Traffic Queuing Issues
CC: "Lee, Scott" <Scott.Lee@tc.gc.ca>, "Williams, Duwayne" <Duwayne.Williams@tc.gc.ca>, Allan Mielke <Allan_Mielke@cpr.ca>, 'NormandThibert' <Normand_Thibert@cpr.ca>

4900 Yonge Street
North York, Ontario
M6N 1A3

August 3, 2012

Mr. David Shelsted, P. Eng
Director of Roads and Transportation Services
City of Greater Sudbury
1800 Frobisher Street
PO Box 5000
Station A
Sudbury Ontario P3A 5P3

Dear Sir,

On Thursday July 19th, 2012, the undersigned Railway Safety Inspector conducted monitoring activities at the Railway Crossing at Grade, Mile 79.43 Cartier Subdivision and Elm Street in the City of Sudbury.

During the monitoring activities, which were conducted between 1335 and 1430, the following observations were made;

- a) Four instances of westbound vehicle stopping the left hand lane of Elm Street to turn left into the "Surplus Liquidators" establishment. Subsequent traffic behind the left hand turning vehicle stopped so that they were fowl of the railway tracks.
- b) Two instances where eastbound vehicular traffic queued from the traffic signals at Elgin Street to the railway tracks, so that traffic stopped fowl of the railway tracks.
- c) One instance where westbound vehicle traffic queued from the traffic signals at Lorne Street to the railway tracks, so that traffic stopped fowl of the railway tracks.
- d) One instance where two trespassers were observed walking between the rails of the tracks from a point from the north to Elm Street.

EXHIBIT: C2

Further to the above monitoring activities, on August 1, 2012, a regulatory inspection of the Crossing Works at the Elm Street crossing was conducted by the undersigned inspector. During the inspection, the following was observed;

- a) Two additional instances were vehicular traffic queued from the traffic lights at Elgin Street to a point where the traffic was standing foul of the railway tracks.
- b) The white painted stop bars on the west side of the crossing are missing.
- c) The road way signage indicating to traffic to "Do Not Stop On Tracks" which have been located at this crossing historically are missing.

In conversation with CP Rail, it is my understanding that the City of Sudbury is conducting a pilot program where by vehicles are being permitted to park in the right hand lane of Elm Street during non rush hour periods between Elgin and Durham Street. As this practice effectively reduces the roadway from a four lane road to a two lane road, a natural traffic bottleneck occurs which may be contributing to the eastbound traffic queuing onto the railway tracks.

During the pilot project, and before parking be made permanent, it is recommended that the City of Sudbury undertake a traffic study to determine the frequency and severity that any new parking arrangement may have on vehicle traffic queuing onto the railway tracks on Elm Street.

The observed westbound traffic queue from the traffic lights at Lorne Street to the railway tracks was not as frequent as the eastbound traffic queue during the periods that traffic was observed. However, in conversation with CP Rail, during rush hour traffic, the westbound traffic queues from Lorne Street to the railway tracks on a regular basis. The City may also wish to further study the westbound traffic queuing issue as well to determine if any mitigating measures can be taken.

It should be pointed out that I can see the issue to traffic queuing over the tracks in both the eastward and westward directions becoming more intensified during the passage of a train when the traffic backs up while waiting for the train to clear the crossing. As the Elm Street crossing a three track crossing, the risk of a second train approaching the crossing as the first train clears presents a greater risk of possible train/vehicle collision to traffic being left stranded on the tracks.

Currently, CP Rail has a permanent 10 Mile per Hour slow order on the Elm Street crossing until the crossing is occupied. As trains due not whistle for this crossing, and until the traffic queuing issues are resolved, it is my opinion that the permanent 10 MPH slow order remain. I will communicate my opinion to the Railway.

I request that the City of Sudbury provide comment to the above within 30 days to the undersigned. I am willing to meet with the City as well as the Railway in an effort to find any solutions or address any concerns.

Sincerely,

Jeffrey Young, CET
Regional Railway Signal Systems Inspector
Transport Canada - Surface
4900 Rue Yonge Street
North York, Ontario M2N 6A5

Telephone: (416) 973-5902
Fax: (416) 973-9907
Cell: (416) 985-5754
Email: Jeffrey.Young@tc.gc.ca

Request for Decision

Preventative Plumbing Subsidy Program

Presented To:	Operations Committee
Presented:	Monday, Oct 05, 2015
Report Date	Thursday, Sep 17, 2015
Type:	Managers' Reports

Recommendation

THAT the City of Greater Sudbury supports and approves the 2016-2017 extension of the Preventative Plumbing Subsidy Program as outlined in this report and that previously allocated funding of approximately \$577,000 be approved for the years 2016 and 2017 from the Capital Financing Reserve Fund - Wastewater.

Finance Implications

If approved, there will be no budget implications as the funding for the 2016 and 2017 program will be provided for from the Capital Financing Reserve Fund - Wastewater. The remaining program funds of approximately \$577,000 would be available for the years 2016 and 2017. Staff will review the community participation rate of the Program and provide a recommendation to Council for future funding allocations

Signed By

Report Prepared By

Dave Brouse
Compliance Supervisor
Digitally Signed Sep 17, 15

Division Review

Nick Benkovich
Director of Water/Wastewater Services
Digitally Signed Sep 17, 15

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure
Services
Digitally Signed Sep 17, 15

Recommended by the C.A.O.

Bob Johnston
Interim Chief Administrative Officer
Digitally Signed Sep 17, 15

Background

At the Operations Committee Meeting of May 5, 2014 Staff provided a status update on the progress of the development of the Preventative Plumbing Subsidy Program and approval was given to utilize the remaining program funds to extend this program for the years 2014 and 2015.

The original Program was initiated in 2010 and was available to citizens of Greater Sudbury for three years, ending in 2012. During that time period 48 applications for the Program were received by Staff; 32 applications were approved; and a total of \$39,571.57 was issued through the Program. The Program was unavailable to the Public in the year 2013.

Since the extension of the program was approved by Council in 2014 a total of 85 applications have been received by Staff; a total of 56 applications were approved; and a total of \$65,791.16 has been issued through the Program.

Staff feels that the key improvements made to the Program in 2014 have produced more interest in the Program, as indicated by the increased number of received applications, and hence more City residential properties are now protected from flooding.

Key Improvements

- To continue offering the Preventative Plumbing Subsidy Program to residential property owners using the funds from the Capital Financing Reserve Fund - Wastewater
- To better promote the Program through Education and Outreach i.e. Real Estate Companies, Home Inspection Companies, schools, etc.

Financial Contribution

It is recommended that the City follow the same funding formula previously approved by Council in 2014. The remaining contribution of approximately \$577,000 would be appropriate for 2016 and 2017. If the program continues to be successful, staff will recommend that the funding for the program in 2018 and the future be considered to be included in the future operating budget proposals.

Conclusion

That the City of Greater Sudbury support and approve the extension of the Preventative Plumbing Subsidy Program as outlined in this report and that the funding to be continued from the Capital Financing Reserve Fund - Wastewater

Presented To:	Operations Committee
Presented:	Monday, May 05, 2014
Report Date	Friday, Apr 04, 2014
Type:	Managers' Reports

Request for Decision

Preventative Plumbing Subsidy Program

Recommendation

THAT the City of Greater Sudbury support and approve the 2014 -2015 extension of the Preventative Plumbing Subsidy Program as outlined in this report and that the previously allocated funding be approved for the years 2014 & 2015 from the Capital Financing Reserve Fund - Wastewater.

Financial Implications

If approved, there are no budget implications as funding for the 2014 and 2015 program will be provided for from the Capital Financing Reserve Fund - Wastewater. Remaining funds from the previous subsidy program allocations were placed in reserves at the end of the original program. Staff will review the community participation rate of the Program and provide a recommendation to Council for future funding allocations.

Signed By

Report Prepared By

Dave Brouse
Compliance Supervisor
Digitally Signed Apr 4, 14

Division Review

Nick Benkovich
Director of Water/Wastewater Services
Digitally Signed Apr 7, 14

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure
Services
Digitally Signed Apr 7, 14

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Apr 7, 14

Background

At the Policy Committee Meeting of February 24, 2010 Council passed Resolution 2010-87 directing staff “to more fully develop a Preventative Plumbing Subsidy Program which, if approved and funded, would be effective retroactively to July 25th, 2009 for those who experienced flooding due to the July 26, 2009 storm and subsequently to residents in flood regions, as identified in the policy; and to identify a potential funding source for the program, and present the draft policy to Council at its April 21, 2010 Policy Committee meeting”.

At the July 14th, 2010 Policy Committee meeting, Staff provided a status update on the progress of the development of the Preventative Plumbing Subsidy Program and approval was given to utilize \$700,000 (\$350,000 per year) for this program. In 2010 through 2012 approximately \$55,000 of the approved funding was utilized towards communication and subsidy payments. The unspent funds were credited back to the reserve fund.

Staff believes that there are a number of residents who did not qualify for the previously approved subsidy. These applicants are waiting for approval of this report which proposes to change the application process and allow **all existing** residential property owners a chance to participate in the program.

This report satisfies Council's request for an update on the subsidy program and explains the staff recommendations to the program for future applications.

Key Improvements

- **To re-establish** the Preventive Plumbing Subsidy Program using the funds from the Capital Financing Reserve Fund - Wastewater;
- **To extend the eligibility requirements to all existing residential** property owners in the CGS;
- To streamline the application approval process in order to **encourage** wider participation
- To continue with the City's initiative in **reducing inflow and infiltration**

OBJECTIVES OF PROGRAM

The objective of the proposed program is to broaden the financial assistance available to **all residential** property owners in the City of Greater Sudbury that have experienced or could potentially experience flooding of their basements as a result of sewer system backups during wet weather events. The proposed financial assistance would assist those property owners in the cost of disconnecting their weeping tile system / rain gutters from the sanitary sewer system and install a sump pit/pump that would discharge the collected ground water to the outside area of their property and/or install a backwater valve in their sanitary sewer discharge line to help minimize the risk of a potential sewer backup into their residence. This initiative will also help reduce the inflow and infiltration of storm water into the sanitary sewer system.

ELIGIBILITY CRITERIA (amended)

The proposed program will be available to **all existing residential** property owners whose properties are located in the City of Greater Sudbury and connected to the CGS sanitary sewer system.

The application for assistance will be approved on a first-come, first-served basis and will continue until all approved annual funding has been exhausted. Once the approved funding levels have been spent, any future applications will be placed on the next year's list on a similar first-come, first-served priority basis.

As a condition of approval for financial assistance from the City, property owners must provide a disclaimer absolving the City of Greater Sudbury from any responsibility as a result of the property owner installing any protective devices and/or discharged water adversely impacting on any abutting property either private or public (municipal sidewalks, laneways, roadways, sewers). The waiver will be registered on the title of each property.

FINANCIAL CONTRIBUTION

It is recommended that the City follow the same funding formula previously approved by Council in 2010. A total contribution of \$300,000 would be appropriate for 2014 and 2015. If successful, staff will recommend that funding for the program in 2016 and the future funding would be included in future operating budget proposals.

IMPLEMENTATION AND ADMINISTRATION

Residents interested in applying for the subsidy would contact either Water/Wastewater staff at Frobisher St., or any Community Service Centre to receive an information package and application form or simply download the same information and application from the City's website.

The property owner would obtain three quotes from licensed plumbing contractors. The property owner will be permitted to hire any of the three contractors but the subsidy amount will be based on the lowest quote. A confirmation letter will then be issued to the property owner/applicant, indicating the amount of the **pre-approved subsidy**.

Subsidy values will remain as previously approved by Council at 50% of the total cost for installation as follows:

- a maximum of \$1,000 for installation of a backwater valve;
- a maximum of \$1,250 for the installation of a sump pit/pump;
- and a maximum of \$2,250 for the installation of the combination installation of a backwater and sump pit/pump.

Upon receiving the letter of approval from the City, the owner/applicant will then have up to and including six (6) months from the date of the letter to obtain a plumbing permit and complete the work and submit all the required documentation. If the required information is not received by the City within the allotted six (6) months the property owner will be required to re-apply for the subsidy program. Upon successful completion of the work and it has been confirmed complete according to all relevant codes (Building Code) the subsidy payment will be made to the property owner.

It is anticipated that the program can be implemented upon approval from Council. Regular information and update reports will be provided to Council during the implementation period.

CONCLUSION

That the City of Greater Sudbury support and approve the extension of the Preventative Plumbing Subsidy Program as outlined in this report and that it be funded from the Capital Financing Reserve Fund - Wastewater.

Request for Decision

Preventative Plumbing Subsidy Program

Presented To: Policy Committee

Presented: Wednesday, Jul 14, 2010

Report Date Thursday, Jul 08, 2010

Type: Presentations

Recommendation

That Council support and approve the Preventative Plumbing Subsidy Program as outlined in this report and that funding Option 2(a) be approved from the 2010 and 2011 Wastewater Capital Annual Rehabilitation Program.

Finance Implications

If approved, the funding for 2010 and 2011 will come from the Wastewater Capital Sewer Annual Rehabilitation Program. For 2012 and future years, staff will review the success of the Program and provide a recommendation to Council to possibly fund the Program in future years from an increase in the wastewater operating budgets. This will allow the entire approved Capital Budget to be used for necessary wastewater capital programs.

BACKGROUND

At the Policy Committee Meeting of February 24, 2010, Council passed Resolution 2010-87 directing Staff "to more fully develop a Preventative Plumbing Subsidy Program which, if approved and funded, would be effective retroactive to July 25th, 2009 for those who experienced flooding due to the July 26, 2009 storm and subsequently to residents residing in flood regions, as identified in the draft policy; and to identify a potential funding source for the program, and present the draft policy to Council at its April 21, 2010 Policy Committee meeting".

At the April 21, 2010 Policy Committee meeting, Staff provided a status/update on the progress of the development of the Preventative Plumbing Subsidy Program.

Following the Policy Committee meeting of February 24, 2010, Staff worked diligently in reviewing the best practices and similar experiences of other Canadian cities that have developed similar Flood Prevention Assistance Programs (FPAP). Table 1 (attached) summarizes the similar programs provided in five (5) Canadian municipalities including St. Catharines, Ottawa, Peterborough, Edmonton and Toronto.

INTRODUCTION

Signed By

Report Prepared By

Akli Ben-Anteur, P.Eng.

Project Engineer

Digitally Signed Jul 8, 10

Division Review

Nick Benkovich

Director of Water/Wastewater Services

Digitally Signed Jul 8, 10

Recommended by the Department

Greg Clausen, P.Eng.

General Manager of Infrastructure Services

Digitally Signed Jul 8, 10

Recommended by the C.A.O.

Doug Nadorozny

Chief Administrative Officer

Digitally Signed Jul 8, 10

This report provides a description of the key elements of the proposed program which are as follows:

- Objectives of the program
- Eligibility criteria
- Financing
- Implementation schedule and administration of program

OBJECTIVES OF PROGRAM

The objective of the program is to provide financial assistance to property owners that have either experienced or could potentially experience flooding of their basements as a result of sewer system backups during times of heavy precipitation. The financial assistance would be to assist the property owners in the cost of disconnecting their weeping tile system from the sanitary sewer system and installing a sump pump that would discharge rain water outside the property and/or installing a backwater valve in the sanitary discharge line to minimize the potential for the municipal sewer from backing up into their residence.

ELIGIBILITY CRITERIA

This program will be available to all property owners whose properties are located in low-lying areas that have either experienced or could potentially experience flooding of their basements as a result of a municipal sewer system backup.

The priority for financial assistance will be to property owners that have experienced flooding in 2009 followed by those that experienced flooding earlier and then those that could potentially experience flooding.

The application for assistance will be approved on a first come-first served basis and will continue until all approved annual funding has been exhausted. Once the approved funding levels have been spent, any future applications will be placed on the next year's list on a similar first come-first served priority basis. It is envisaged that there will be a large number of applications in the first several years of the program and that the numbers of applications will decrease with time.

As a condition of approval for financial assistance the property homeowner, as part of the application, must provide a disclaimer absolving the City of any responsibility as a result of the property owner installing any protective devices and/or discharged water adversely impacting on any abutting property either private and/or municipal infrastructure including sidewalks, laneways and roadways. The waiver will be registered on the title of each property.

FINANCIAL CONTRIBUTION

It is recommended that the City follow a funding formula consistent with the other municipalities with similar programs.

It is proposed that funding be provided for property owners wishing to install protective devices such as either sump pump and/or backwater valve. A condition for receiving funding assistance is that the property owners would have to comply with the program requirements as outlined in **Appendix A** attached.

Table 2 (attached) outlines several funding options including annual percentage of contribution and contributions from the Wastewater Annual Capital Rehabilitation Program Budget for 2010 and 2011 Council's consideration.

Option 1 does not suggest financial assistance but only an education program to educate residents on how to protect their basement from flooding. Options 2(a), 2(b), 3(a) and 3(b) indicate either 50 or 75 percent contributions and an annual program contribution of either \$175,000 or \$350,000 with the number of property owners who could benefit from each option and funding level.

Based on similar other municipal cost sharing initiatives, as shown in Table 2, an annual contribution of \$350,000

would be appropriate for 2010 and 2011.

As Council is well aware, the City has an increasing "gap" in necessary infrastructure funding for all municipal infrastructure. Therefore, staff propose to report back to Council in 2012 on the success of this program including anticipated funding requirements to maintain the program in future years. It is anticipated that if the program is very successful, that staff will recommend that funding for the program in 2012 and beyond come from an increase in the Wastewater Operating Budget.

IMPLEMENTATION AND ADMINISTRATION

As outlined in **Appendix A** attached, it is proposed that residents wishing to apply for financial assistance would contact either Engineering Services Staff at Tom Davies Square or any Community Centres to receive an information package and application form. They can also download the information from the City's website. The homeowner would then obtain a Plumbing Permit from the Building Services Division. Upon successful completion of the works and submission of completed backup documentation, the City will pay the property owner in accordance with the approved subsidy and funding availability.

It is proposed that the program will be administered by existing Engineering and Water/Wastewater staff located at Tom Davies Square. Staffing requirements will be monitored and expanded as necessary based on the success of the program. We will come back to Council for approval for any additional staffing.

It is anticipated that the program can be implemented by August 1, 2010.

Regular information and update reports will be provided to Council during the implementation period.

RECOMMENDATION

That Council support and approve the Preventative Plumbing Subsidy Program as outlined in this report and that funding Option 2(a) be approved from the 2010 and 2011 Wastewater Capital Annual Rehabilitation Program .

Proposed Preventative Plumbing Subsidy Program

Table 1: Sample of Preventative Plumbing Programs

	St Catharines	Ottawa	Peterborough	Edmonton	Toronto
Program Name and starting date	-Flood Alleviation Program (FLAP) - Started in 1998 and still ongoing	Grants for Protective Plumbing Devices 2005 and ongoing	Sanitary Backflow Prevention Subsidy Program. 2005 and ongoing	Flood Prevention Program, 2006 and ongoing	Basement Flooding Protection Subsidy Program. 2006, ongoing
Protective devices included	- Backwater valve - Sump pump - Downspout disconnections	Inspector determines the required work (backwater valve, sump pump)	- backwater valve - Sump pump	Backwater valve	-Backwater valve - Sump pump - Pipe severance and capping
Subsidy	Max \$3000	-100% of the work up to max \$4000 (if experienced backup due to surcharging of City Sewers) - 50% and up to 2500 (didn't have a backup but located in areas with history of blockage or surcharging of City sewers)	- 100% up to \$800 max for backwater valve - 100% up to \$800 max for sump pump - 100% for both up to \$1800	-Max 1200 for backwater valve	-80% up to \$1250 for backwater valve - 80% up to \$1750 for sump pump
Responsible department/	Environmental Services	Environmental Services	Building Services	Drainage Services Branch	Toronto Water
City's role	-Pre -inspection -Recommend required work	-Pre-inspection -Provide info for protective plumbing requirements - Final inspection of work performed	-Building permit -Application review	Information & communication Application review	-Building permit -Application review

Proposed Preventative Plumbing Subsidy Program

TABLE 2: FINANCING OPTIONS

	Option 1 Status Quo	Option 2(a) 50% Subsidy to max of	Option 2(b) 75% Subsidy to max of	Option 3(a) 50% Subsidy to max of	Option 3(b) 75% Subsidy to max of
Backwater/Back-up Valve	N/A	\$1,000	\$1,600	\$1,000	\$1,600
Sump Pump	N/A	\$1,250	\$2,000	\$1,250	\$2,000
Combined (BWV+ SP)	N/A	\$2,250	\$3,600	\$2,250 \$2,250	\$3,600
Annual Contribution from Wastewater Capital Budget	\$10,000 ¹	\$350,000	\$350,000	\$175,000	\$175,000
Number of properties who could benefit from each option at maximum funding on an annual basis.					
Backwater valve	N/A	350	219	175	109
Sump pump	N/A	280	175	140	88
Combined (BWV+ SP)	N/A	156	97	78	49

¹ Cost for communication and education plan.

Request for Decision

Walford Road - Parking Restrictions

Presented To: Operations Committee

Presented: Monday, Oct 05, 2015

Report Date: Wednesday, Sep 09, 2015

Type: Managers' Reports

Recommendation

THAT the City of Greater Sudbury prohibits parking on the north side of Walford Road from 275 metres east of Paris Street to Nepahwin Avenue;

AND THAT parking be prohibited on the south side of Walford Road from 275 metres east of Paris Street to Nepahwin Avenue, between the hours of 6:00 a.m. and 7:00 p.m., each day;

AND THAT a by-law be passed by City Council to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the recommended changes all in accordance with the report from the General Manager of Infrastructure Services dated September 9, 2015.

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Sep 9, 15

Division Review

David Shelsted
Director of Roads & Transportation
Services
Digitally Signed Sep 9, 15

Recommended by the C.A.O.

Bob Johnston
Interim Chief Administrative Officer
Digitally Signed Sep 9, 15

Background

The City continues to receive complaints about people parking on both sides of Walford Road, east of the Walford Residence. The frequent occurrence of parked vehicles on both sides of the road makes it difficult for oncoming vehicles to pass each other safely. These problems worsen during winter months when the presence of snow banks further reduces the operational width of the road.

The section of Walford Road under review is located east of Paris Street (see Exhibit 'A'). In this area, Walford Road is designated as a collector roadway that provides access to the local residential properties and the Idylwyld Golf and Country Club at the east end of the road. Walford Road is constructed to an urban standard with an asphalt surface width of 10 metres and a sidewalk on the north side.

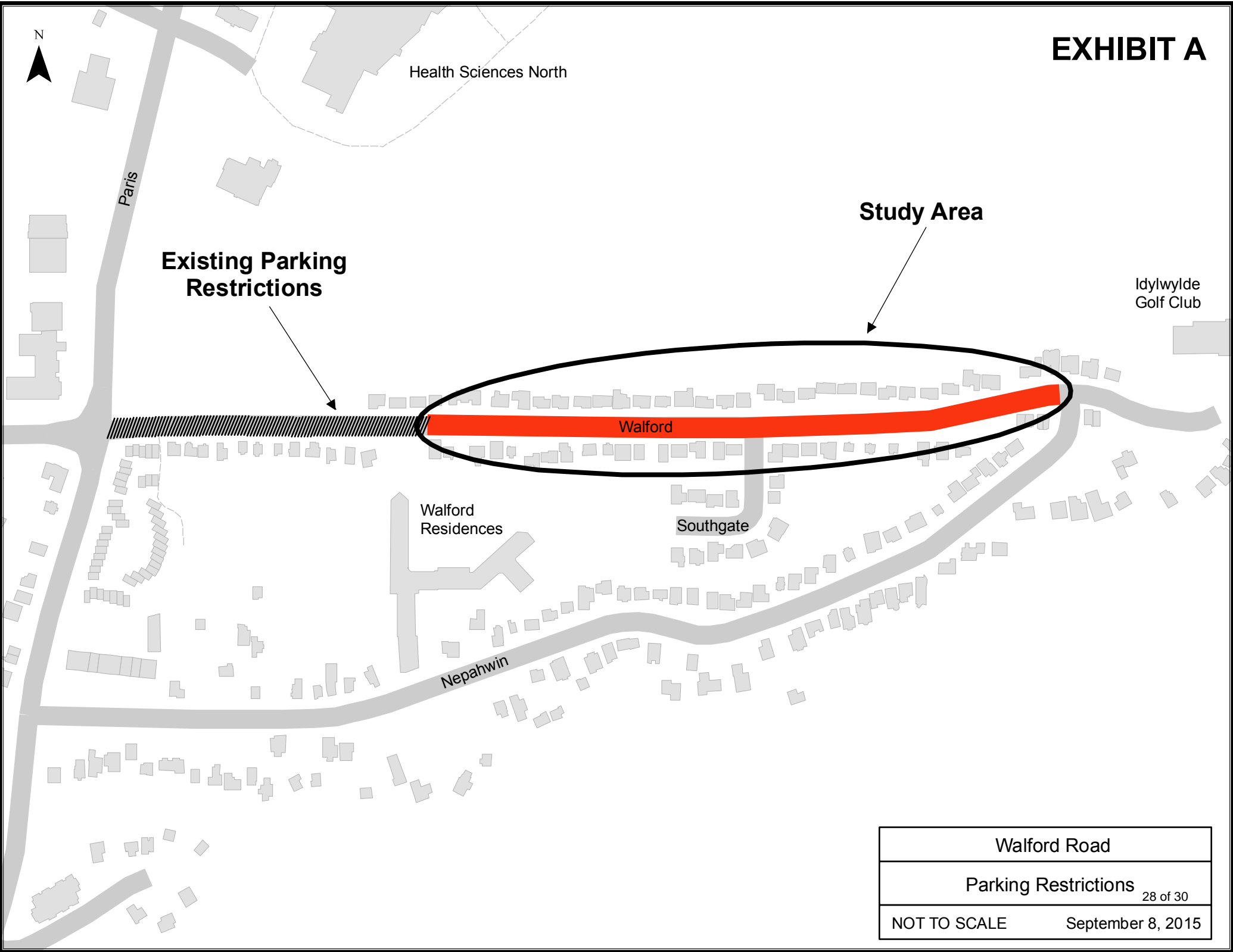
Due to the proximity of Walford Road to Health Sciences North, staff and patients have been parking on this section of Walford Road to avoid paying for parking within the hospital site. In 2010, parking restrictions were implemented immediately west of the subject area for the same reasons.

The primary function of a public road is for the safe and efficient movement of traffic. On-street parking is usually permitted when this criteria is met. However, public roads are not intended to provide free, long term parking for institutions and major commercial areas. Often times, parking is prohibited or restricted near these locations due to resident complaints. In this case, vehicles are parking on both sides of Walford Road making it difficult for people to exit their driveways and oncoming traffic to pass safely.

To try and eliminate the problems associated with people parking on both sides of the street, while maintaining some on-street parking for local residents, it is recommended that parking be prohibited on the north side of Walford Road from 275 metres east of Paris Street to Nepahwin Avenue. It is also recommended that parking be prohibited on the south side of Walford Road from 275 metres east of Paris Street to Nepahwin Avenue between the hours of 6:00 a.m. and 7:00 p.m., each day.

Councillor Cormier has solicited feedback from the affected residents and supports the recommendations.

EXHIBIT A



Walford Road	
Parking Restrictions	28 of 30
NOT TO SCALE	September 8, 2015



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;

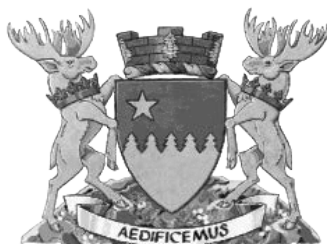
AND WHEREAS the City of Greater Sudbury official motto is "Come, Let Us Build Together," and was chosen to celebrate our city's diversity and inspire collective effort and inclusion;

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.