

Tuesday, June 10, 2025

Tom Davies Square

Mayor Paul Lefebvre, Chair

4:00 p.m. Closed Session, Committee Room C-12 / Electronic Participation

6:00 p.m. Open Session, Council Chamber / Electronic Participation

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1. **Call to Order**
2. **Roll Call**
3. **Closed Session**

Resolution to move to Closed Session to deal with two Labour Relations or Employee Negotiations Matters items regarding negotiations with CLAC and regarding negotiations with CUPE 4705 Housing Unit in accordance with the Municipal Act, 2001, par. 239(2)(d).
4. **Recess**
5. **Open Session**
6. **Moment of Silent Reflection**
7. **Roll Call**
8. **Declarations of Pecuniary Interest and the General Nature Thereof**
9. **Matters Arising from the Closed Session**

At this point in the meeting, the Chair of the Closed Session, will rise and report. Council will then consider any resolution(s) emanating from the Closed Session.
10. **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.

 - 10.1 **Matters Arising from Committees**
 - 10.1.1 **Matters Arising from Planning Committee of June 9, 2025**
 - 10.2 **Adoption of Minutes**
 - 10.2.1 **Operations Committee Minutes of April 23, 2025**
 - 10.2.2 **Community and Emergency Services Minutes of April 23, 2025**

12

15

10.3	Routine Management Reports	
10.3.1	2025 Provincial Offences Write Off	19
	This report provides a recommendation regarding the annual write off of Provincial Offences Fines that have been deemed to be uncollectible.	
11.	Presentations	
11.1	Enterprise Asset Management Plan Update (2025)	21
	This report and presentation provides a recommendation regarding the Enterprise Asset Management Plan Update (2025) in compliance with the July 1, 2025, requirements contained in Ontario Regulation 588/17: Asset Management Planning for Municipal Infrastructure.	
12.	Managers' Reports	
12.1	Canada Housing Infrastructure Fund Update	40
	This report provides a recommendation regarding entering into a Transfer Payment Agreement with the Federal Government for the Lively-Walden Wastewater Infrastructure Upgrades Project through the Canada Housing Infrastructure Fund (CHIF).	
12.2	Housing Accelerator Fund Implementation Plan	43
	This report provides a recommendation regarding Housing Accelerator Fund Implementation Plan, including Action Plan and Spending Plan, and provides a recommendation to enter into a Transfer Payment Agreement with federal government for the Housing Accelerator Fund.	
12.3	Energy and Related Costs at Municipal Facilities	53
	This report provides information regarding energy use and related costs at all municipal facilities as requested by Council through Resolution CC2024-294.	
12.4	Public Use Electric Vehicle Charging Stations	162
	This report provides a recommendation regarding the development of an agreement with reputable third-party providers to increase the number of pay-to-use public EV chargers at City-owned parking facilities at little to no additional cost to the City as requested by Council through Resolution CC2024-294.	
12.5	Lively Ski Hill 2024-2025 Season Report	168
	This report provides a recommendation regarding City Council Resolution CC2024-194 requesting staff to present a report on Lively Ski Hill operations following the 2024-2025 season. As requested, the report includes information regarding utilization data, revenue generated, operating costs and results of the Expression of Interest issued earlier in the year.	
13.	By-laws	

Draft by-laws are available for viewing a week prior to the meeting on the agenda.

Approved by-laws are available on the City's website:

<https://www.greatersudbury.ca/city-hall/by-laws/> after passage.

The following by-laws will be read and passed:

13.1 By-laws 2025-104 to 2025-110Z
2025-104

A By-law of the City of Greater Sudbury to Confirm the Proceedings of Council at its Meeting of June 10, 2025

2025-105

A By-law of the City of Greater Sudbury to Amend By-law 2014-1 being a By-law of the City of Greater Sudbury Governing Procurement Policies and Procedures

This amending by-law replaces Schedule C to implement changes of a housekeeping nature.

2025-106

A By-law of the City of Greater Sudbury to Authorize the Sale of Vacant Land West of Magill Street, Lively, Described as PIN 73376-0405(LT), Part of Lot 5, Concession 5, Township of Waters, City of Greater Sudbury to Varis Mine Technology

Planning Committee Resolution #PL2025-73

2025-107

A By-law of the City of Greater Sudbury to Authorize a Grant Under the Employment Land Community Improvement Plan

Finance and Administration Committee Resolution #FA2025-20

This by-law authorizes a grant under the TIEG program under the Employment Land Community Improvement Plan and authorizes the Director of Economic Development to sign the TIEG Grant Agreement with the grant recipient.

2025-108

A By-law of the City of Greater Sudbury to Authorize Grants Under the Strategic Core Areas Community Improvement Plan

Planning Committee Resolutions #PL2025-79 and #PL2025-80

This by-law authorizes grants in the Strategic Core Areas Community

Improvement Plan for two properties and authorizes the General Manager of Growth and Infrastructure to sign the grant agreements with the recipients of the grant.

2025-109P

A By-law of the City of Greater Sudbury to Adopt Official Plan Amendment No.136 to the Official Plan for the City of Greater Sudbury

Planning Committee Resolution #PL2024-158

This by-law amends a site-specific application to confirm the designation of the portion of the subject lands outside of the Ramsey Lake Watershed as “Heavy Industrial” – Kingsway Entertainment District Inc., 0 Kingsway Boulevard, Sudbury.

2025-110Z

A By-law of the City of Greater Sudbury to Amend By-law 2010-100Z being the Comprehensive Zoning By-law for the City of Greater Sudbury

Planning Committee Resolution #PL2024-159

This amending by-law rezones the subject lands to M2(21), Light Industrial Special, M3(18), Heavy Industrial Special, and H69M3(19) Holding Heavy Industrial Special to permit the development of a waste transfer facility on the portion of the subject lands located outside of the Ramsey Lake Watershed. The applications would also additionally permit an office use and a 0 m setback to a zone boundary to permit the construction of a commercial garage, office, and associated employee parking areas. A litter abatement fence shall be provided to enclose the site – Kingsway Entertainment District Inc., 0 Kingsway Boulevard, Sudbury.

- 14. **Members' Motions**
- 15. **Addendum**
- 16. **Civic Petitions**
- 17. **Question Period**
- 18. **Adjournment**

le mardi 10 juin 2025

Place Tom Davies

Maire Paul Lefebvre, Président

16 h 00 Séance à huis clos, Salle de réunion C-12 / participation électronique

18 h 00 Séance publique, Salle du Conseil / participation électronique

Les réunions du Conseil et des comités de la Ville du Grand Sudbury sont accessibles. Elles ont généralement lieu dans la Salle du Conseil de la Place Tom Davies, à moins d'avis contraire dans l'ordre du jour. Certaines d'entre elles sont diffusées par Eastlink, à sa discrétion. Sauf les réunions à huis clos, qui se déroulent conformément à la *Loi de 2001 sur les municipalités*, les réunions sont ouvertes au public qui peut y assister en personne. Si possible, elles sont diffusées en continu en direct et le public peut en visionner les enregistrements sur le site web de la Ville au <https://www.grandsudbury.ca/ordresdujour>.

Sachez que si vous faites une présentation, si vous prenez la parole ou si vous vous présentez sur les lieux d'une réunion pendant qu'elle a lieu, vous, vos commentaires ou votre présentation pourriez être enregistrés et diffusés.

En présentant des renseignements, y compris des renseignements imprimés ou électroniques, au Conseil municipal ou à un de ses comités, vous indiquez que vous avez obtenu le consentement des personnes dont les renseignements personnels sont inclus aux renseignements à communiquer au public.

Vos renseignements sont recueillis aux fins de prise de décisions éclairées et de transparence du Conseil municipal en vertu de diverses lois municipales et divers règlements municipaux, et conformément à la Loi de 2001 sur les municipalités, à la Loi sur l'aménagement du territoire, à la Loi sur l'accès à l'information municipale et la protection de la vie privée et au Règlement de procédure de la Ville du Grand Sudbury.

Pour obtenir plus de renseignements au sujet de l'accessibilité, de la consignation de vos renseignements personnels ou de la diffusion en continu en direct, veuillez communiquer avec le Bureau de la greffière municipale en composant le 3-1-1 ou en envoyant un courriel à l'adresse clerks@grandsudbury.ca.

1. Ouverture

2. Appel nominal

3. Séance à huis clos

Résolution de passer à une séance à huis clos pour délibérer sur deux questions de relations de travail ou de négociations avec les employés concernant des négociations avec CLAC et concernant des négociations avec Section 4705 du SCFP, conformément à la *Loi de 2001 sur les municipalités*, alinéa 239 (2) d) et k).

4. Suspension de la séance

5. Séance publique

6. Moment de silence

7. Appel nominal

8. Déclaration d'intérêts pécuniaires et leur nature générales

9. Questions découlant de la séance à huis clos

À ce point de la réunion, la présidente ou le président de la séance à huis clos fera un compte rendu. Le Conseil municipal considérera alors toute résolution émanant de la séance à huis clos.

10. Ordre du jour des résolutions

Par souci de commodité et pour accélérer le déroulement des réunions, les questions d'affaires répétitives ou routinières sont incluses à l'ordre du jour des résolutions, et on vote collectivement pour toutes les questions de ce genre.

À la demande d'un conseiller, on pourra traiter isolément d'une question d'affaires de l'ordre du jour des résolutions par voie de débat ou par vote séparé. Dans le cas d'un vote séparé, la question d'affaires isolée est retirée de l'ordre du jour des résolutions et on ne vote collectivement qu'au sujet des questions à l'ordre du jour des résolutions.

Toutes les questions d'affaires à l'ordre du jour des résolutions sont inscrites séparément au procès-verbal de la réunion.

10.1 Questions découlant de la réunion des comités

10.1.1 Questions découlant de la réunion du comité de la planification du 9 juin 2025

10.2 Adoption du procès verbaux

10.2.1 Procès Verbal du 23 avril 2025 Comité des services communautaires et

	d'urgence	
10.2.2	Procès Verbal du 23 avril 2025 Comité des services communautaires et d'urgence	15
10.3	Rapports de gestion courants	
10.3.1	Radiation d'amendes pour infractions provinciales (2025) Dans ce rapport, on formule une recommandation concernant la radiation annuelle d'amendes pour infractions provinciales qui ont été jugées non recouvrables.	19
11.	Présentations	
11.1	Mise à jour du Plan de gestion des biens d'entreprise (2025) Ce rapport et cette présentation contiennent une recommandation concernant la mise à jour du Plan de gestion des biens d'entreprise (2025) conformément aux exigences du 1er juillet 2025 indiquées dans le Règlement de l'Ontario 588/17 : Planification de la gestion des biens pour l'infrastructure municipale.	21
12.	Rapports des gestionnaires	
12.1	Mise à jour sur le Fonds canadien pour les infrastructures liées au logement Dans ce rapport, on formule une recommandation concernant la conclusion d'une entente de paiement de transfert avec le gouvernement fédéral pour le projet d'amélioration de l'infrastructure des eaux usées de Lively-Walden par l'entremise du Fonds canadien pour les infrastructures liées au logement (FCIL).	40
12.2	Plan de mise en oeuvre du Fonds pour accélérer la construction de logements (FACL) Dans ce rapport, on formule une recommandation concernant le plan de mise en oeuvre du Fonds pour accélérer la construction de logements, dont le plan d'action et le plan de dépenses. On y formule aussi une recommandation visant à conclure une entente de paiement de transfert avec le gouvernement fédéral pour le Fonds pour accélérer la construction de logements.	43
12.3	Coûts d'énergie et connexes des installations municipales Dans ce rapport, on fournit des renseignements sur la consommation d'énergie et les coûts connexes de toutes les installations municipales, comme l'a demandé le Conseil au moyen de la résolution CC2024-294.	53
12.4	Stations de recharge pour véhicules électriques pour l'usage public Dans ce rapport, on formule une recommandation concernant l'établissement d'une entente avec des fournisseurs tiers de bonne réputation afin d'accroître le nombre de bornes de recharge publiques payantes pour véhicules électriques aux installations de stationnement appartenant à la municipalité, à faible coût ou sans coût additionnel pour la Ville.	162

12.5 **Compte rendu sur la saison 2024-2025 du Centre de ski de Lively**

Dans ce rapport, on formule une recommandation concernant la résolution CC2024-194 du Conseil municipal demandant au personnel de présenter un rapport sur les activités du Centre de ski de Lively après la saison 2024-2025. Comme demandé, le rapport comprend des renseignements concernant les données d'utilisation, les revenus générés ainsi que les coûts opérationnels et les frais de fonctionnement qui sont liés à la déclaration d'intérêt publiée plus tôt cette année.

13. **Règlements**

La version provisoire des règlements municipaux sera disponible pour consultation une semaine avant la réunion prévue à l'ordre du jour. Après leur adoption, les règlements approuvés sont affichés sur le site de la municipalité au <https://www.grandsudbury.ca/hotel-de-ville/reglements-municipaux/>.

Les règlements suivants seront lus et adoptés:

13.1 **Règlements 2025-104 à 2025-110Z** **2025-104**

Un règlement de la Ville du Grand Sudbury pour confirmer les délibérations du Conseil municipal lors de sa réunion tenue le 10 juin 2025

2025-105

Un règlement de la Ville du Grand Sudbury visant à modifier le règlement 2014-1, soit un règlement de la municipalité régissant les politiques et procédures relatives à l'approvisionnement

Ce règlement modificatif remplace l'annexe C afin de mettre en oeuvre des changements d'ordre administratif.

2025-106

Un règlement de la Ville du Grand Sudbury visant à autoriser la vente du terrain vacant au ouest de la rue Magill à Lively, décrit comment faisant NIP 73376-0405 (TBF), partie du lot 5, Concession 5, canton de Waters, Ville du Grand Sudbury, à Varis Mine Technology

Résolution du Comité de planification numéro PL2025-73

2025-107

Un règlement de la Ville du Grand Sudbury visant à autoriser une subvention aux termes du Plan d'améliorations communautaires des zones d'emploi

Résolution numéro FA2025-20 du Comité des finances et de l'administration

Ce règlement municipal autorise une subvention dans le cadre du Programme

de subventions équivalant à l'augmentation de l'impôt foncier (SEAIF) aux termes du Plan d'améliorations communautaires et autorise le directeur du Développement économique à signer l'accord de subvention SEAIF avec le bénéficiaire de la subvention.

2025-108

Règlement de la Ville du Grand Sudbury autorisant des subventions dans le cadre du Plan d'améliorations communautaires des zones stratégiques de développement

Résolution du Comité de planification numéros PL2025-79 et PL2025-80

Ce règlement municipal autorise des subventions dans le cadre du Plan d'améliorations communautaires (PAC) des zones stratégiques de développement et il autorise le directeur général de la Croissance et de l'infrastructure à signer les accords de subvention avec le bénéficiaires de la subvention.

2025-109P

Un règlement de la Ville du Grand Sudbury adoptant la modification no 136 du Plan officiel de la Ville du Grand Sudbury

Résolution numéro PL2024-158 du Comité de planification

Ce règlement municipal modifie une demande propre au site afin de confirmer la désignation de la portion des terrains visés à l'extérieur du bassin hydrographique du lac Ramsey en tant que « zone d'industrie lourde - Kingsway Entertainment District Inc., 0, boulevard Kingsway, Sudbury.

2025-110Z

Un règlement de la Ville du Grand Sudbury modifiant le règlement municipal 2010-100Z étant le règlement général de zonage de la Ville du Grand Sudbury

Résolution numéro PL2024-159 du Comité de planification

Ce règlement municipal modificatif change le zonage des terrains visés à « M2(21) », zone d'industrie légère (spécial), « M3(18) », zone d'industrie lourde (spécial) et « H69M3(19) », utilisation différée d'une zone d'industrie lourde (spécial), afin de permettre l'aménagement d'une installation de transfert de déchets sur la portion des terrains visés qui est située à l'extérieur du bassin hydrographique du lac Ramsey. Une utilisation à usage de bureaux serait aussi autorisée ainsi qu'une marge de reculement de 0 m de la limite de zone afin de permettre la construction d'un garage commercial, l'aménagement d'un bureau et de parcs de stationnement connexes pour le personnel. Une

clôture servant à diminuer les déchets sauvages entourera le site - Kingsway
Entertainment District Inc., 0, boulevard Kingsway, Sudbury.

14. **Motions des membres**
15. **Addenda**
16. **Pétitions civiques**
17. **Période de questions**
18. **Levée de la séance**

Minutes

For the Operations Committee Meeting

April 23, 2025
Tom Davies Square

Present (Mayor and Councillors)	Councillor Signoretti, Councillor Brabant, Councillor Fortin, Councillor Parent, Councillor Sizer, Councillor Leduc, Councillor Landry-Altmann
City Officials	Joe Rocca, General Manager of Growth and Infrastructure, Dan Thibeault, Director of Linear and Infrastructures Services , Sarah Moore, Deputy City Clerk, Regina Sgueglia, Clerk's Services Assistant, Cassandra Pierobon, Clerk's Services Assistant

Councillor Signoretti, In the Chair

1. Call to Order

The meeting commenced at 2:00 p.m.

2. Roll Call

A roll call was conducted.

3. Declarations of Pecuniary Interest and the General Nature Thereof

None declared.

4. Presentations

4.1 2025 Street Sweeping Program

Dan Thibeault, Director of Linear and Infrastructure Services provided an electronic presentation regarding the 2025 Street Sweeping program.

4.2 Complete Streets Design Guidelines – Transportation Network Design and Operational Impacts

Joe Rocca, Interim General Manager of Growth and Infrastructure provided an electronic presentation regarding information on the Complete Streets Design Guidelines and their impact to the design of the transportation network.

5. Referred & Deferred Matters

5.1 Road Safety Projects 2025

The following resolution was deferred from May 17, 2025:

THAT the City of Greater Sudbury approves the 2025 Road Safety project list as outlined in the report entitled “Road Safety Projects 2025”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on March 17, 2025;

AND THAT Council directs staff to fund the road safety projects identified in the report up to the amount of \$83,009 from the Tax Rate Stabilization Reserve – Committed;

AND THAT Council directs staff to develop a business case as part of the 2026-2027 Budget for the position of a Road Safety Analyst in order to manage ongoing road safety projects.

The following amendment was presented:

OP2025-06-A1

Moved By Councillor Fortin

Seconded By Councillor Brabant

THAT the resolution be amended to remove the following paragraph:

“AND THAT Council directs staff to develop a business case as part of the 2026-2027 Budget for the position of a Road Safety Analyst in order to manage ongoing road safety projects.”

AND THAT the following paragraphs be included at the end of the resolution:

“AND THAT the City of Greater Sudbury directs staff to fund additional road safety projects up to the amount of \$500,000 from the Tax Rate Stabilization Reserve – Uncommitted:

AND THAT the City of Greater Sudbury directs staff to bring forward a report to the May 21st, 2025 Operations Committee meeting which details how the additional funding will be utilized for road safety projects.”

CARRIED

The resolution as amended was then presented:

OP2025-06

Moved By Councillor Fortin

Seconded By Councillor Brabant

As amended:

THAT the City of Greater Sudbury approves the 2025 Road Safety project list as outlined in the report entitled “Road Safety Projects 2025”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on March 17, 2025;

AND THAT Council directs staff to fund the road safety projects identified in the report up to the amount of \$83,009 from the Tax Rate Stabilization Reserve – Committed;

AND THAT the City of Greater Sudbury directs staff to fund additional road safety projects up to the amount of \$500,000 from the Tax Rate Stabilization Reserve – Uncommitted:

AND THAT the City of Greater Sudbury directs staff to bring forward a report to the May 21st, 2025 Operations Committee meeting which details how the additional funding will be utilized for road safety projects.

CARRIED

6. Members' Motions

No Motions were presented.

7. Correspondence for Information Only

**7.1 Transportation Demand Management Community Grant Program
2025 Update**

For Information Only.

7.2 Winter Control Update – February 2025

For Information Only.

8. Addendum

No Addendum was presented.

9. Civic Petitions

No Petitions were submitted.

10. Question Period

Please visit: <https://www.greatersudbury.ca/agendas> to view questions asked.

11. Adjournment

Councillor Signoretti moved to adjourn the meeting. Time: 3:12 p.m.

CARRIED

Minutes

For the Community and Emergency Services Committee Meeting

April 23, 2025
Tom Davies Square

Present (Mayor and Councillors)	Councillor Fortin, Councillor Parent, Councillor Lapierre, Councillor Sizer, Councillor McIntosh
Absent	Councillor Labbee
City Officials	Joseph Nicholls, General Manager of Community Safety, Brendan Adair, Acting General Manager of Community Development, Aaron Archibald, Director of Long Term Care Services, Tyler Campbell, Director of Children and Social Services, Jeff Pafford, Director of Leisure Services, Paul Kadwell, Deputy Chief of Paramedic Services, Sarah Moore, Deputy City Clerk, Regina Sgueglia, Clerk's Services Assistant, Cassandra Pierobon, Clerk's Services Assistant

Councillor Lapierre, In the Chair

1. Call to Order

The meeting commenced at 4:30 p.m.

2. Roll Call

A roll call was conducted.

3. Declarations of Pecuniary Interest and the General Nature Thereof

None declared.

4. Consent Agenda

The following resolution was presented:

CES2025-10

Moved By Councillor Sizer

Seconded By Councillor Parent

THAT the City of Greater Sudbury approves Consent Agenda item 4.1.1.

CARRIED

The following is the Consent Agenda item:

4.1 Routine Management Reports

4.1.1 Healthy Community Initiative Fund Applications – April 23, 2025

CES2025-11

Moved By Councillor Sizer

Seconded By Councillor Parent

THAT the City of Greater Sudbury approves the Healthy Community Initiative Fund requests, as outlined in the report entitled “Healthy Community Initiative Fund Applications – April 23, 2025”, from the General Manager of Community Development, presented at the Community and Emergency Services Committee meeting on April 23, 2025;

AND THAT the City of Greater Sudbury directs staff to present a by-law to authorize the grants recommended in the report.

CARRIED

5. Managers' Reports

5.1 Playground Revitalization Project Update

The following resolution was presented:

CES2025-12

Moved By Councillor Fortin

Seconded By Councillor McIntosh

THAT the City of Greater Sudbury approves naming of the play equipment area at VLA Playground ‘The Wilkin Family Play Area’, as outlined in the report entitled “Playground Revitalization Project Update”, from the General Manager of Community Development, presented at the Community and Emergency Services Committee meeting on April 23, 2025.

CARRIED

The following resolution was presented:

CES2025-13

Moved By Councillor Sizer

Seconded By Councillor Parent

THAT the City of Greater Sudbury approves the change of scope of the Playground Revitalization Project to replace the Onaping Tot Lot with one of the two Levack playground sites, as outlined in the report entitled

‘Playground Revitalization Project Update”, from the General Manager of Community Development, presented at the Community and Emergency Services Committee meeting on April 23, 2025.

CARRIED

6. Members' Motions

6.1 Request for Report Regarding Fire Station 15 Property

The following resolution was presented:

CES2025-14

Moved By Councillor Parent

Seconded By Councillor Lapierre

WHEREAS the City of Greater Sudbury has closed Fire Station 15 situated at 3064 Leduc Avenue in Val Caron, and the property has been deemed as surplus;

AND WHEREAS during the 2022 budget deliberations, City Council approved the construction of the Valley East Twin Pad Multipurpose Sports Complex to be situated on municipal park land adjacent to the Howard Armstrong Sports Complex, and work is ongoing to secure funding from senior levels of government;

AND WHEREAS once the Twin Pad project is finalized, the City would retire four older existing ice pads, including the Raymond Plourde Arena;

AND WHEREAS the potential decommissioning of the Raymond Plourde Arena would impact the City maintained Confederation Tot Lot located on the same property, which is owned by the Rainbow District School Board and not the City;

AND WHEREAS the property at 3064 Leduc Avenue, Val Caron represents an opportunity to ensure that the neighbourhood would continue to be serviced with parkland pursuant to the recommended provision levels in the City’s Parks, Open Space and Leisure Master Plan;

THEREFORE BE IT RESOLVED that the City of Greater Sudbury directs that staff present a report outlining the costs and associated risks in demolishing Fire Station 15, remediating the property and retaining the property in anticipation of creating a park / playground once the Raymond Plourde arena is retired.

CARRIED

7. Correspondence for Information Only

7.1 Healthy Community Initiative Fund 2024 Annual Report

For Information Only.

7.2 Homelessness System Planning Update

For Information Only.

7.3 Paramedic Services 2024 Response Times

For Information Only.

7.4 Safe Harbour House Update

For Information Only.

8. Addendum

No Addendum was presented.

9. Civic Petitions

No Petitions was presented.

10. Question Period

Please visit: <https://www.greatersudbury.ca/agendas> to view questions asked.

11. Adjournment

Councillor Lapierre moved to adjourn the meeting. Time: 5:07 p.m.

CARRIED

2025 Provincial Offences Write Off

Presented To:	City Council
Meeting Date:	June 10, 2025
Type:	Routine Management Reports
Prepared by:	Brigitte Sobush Clerk's Services
Recommended by:	General Manager of Corporate Services

Report Summary

This report provides a recommendation regarding the annual write off of Provincial Offences Fines that have been deemed to be uncollectible.

Resolution

THAT the City of Greater Sudbury directs staff to present a bylaw for the write off of \$519,949.09 of Provincial Offences Fines that have been deemed to be uncollectible as outlined in the report entitled, "2025 Provincial Offences Write Off", from the General Manager of Corporate Services, presented at the City Council meeting on June 10, 2025.

Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans

This report refers to operational matters.

Financial Implications

If approved, the write off of these uncollectible accounts will not have an impact on the 2025 year-end position as Provincial Offences fines are recorded on a cash basis for accounting purposes.

Background

A number of years ago the Ministry of the Attorney General issued a Write Off Directive and Operating Guideline to all municipal partners subject to a POA Transfer Agreement and the related Memorandum of Understanding with the Attorney General. The directive included provisions for municipalities to develop formal write off policies and provided municipal partners with guidance regarding the minimum requirements

they are expected to meet to write off defaulted fines. The City of Greater Sudbury developed and implemented a write off policy in 2010. According to the provisions of the policy and Ministry guidelines, Provincial Offences accounts are regularly reviewed to identify potential write offs and accounts deemed uncollectible.

Fines proposed for write off are categorized into two different groups: (1) parking, and (2) POA offences. Parking fines are penalties imposed for infractions such as failing to pay for a meter or parking in a no-parking zone. POA offences are far more varied and include offences under municipal bylaws such as zoning and a multitude of provincial statutes such as driving offences, trespassing, liquor licence violations and hunting and fishing infractions.

If the recommendation is approved, parking fines for the period 2019-2021 will be written off in the amount of \$2,804.25 and POA offence fines in the amount of \$517,144.84, a total of \$519,949.09. It is important to note that writing off a fine does not extinguish the legal obligation of the convicted offender or debtor regarding the amounts owed under the *Act*. Fines are written off for accounting and administrative purposes; however, the write off does not absolve the offender or debtor from the requirement to pay the fine that has been written off. All penalties imposed under the *Act* are debts owed to the Crown and are not subject to the *Limitations Act*; therefore, collection activities for written-off accounts can be resumed when conditions change. Unpaid debts can be reinstated and enforced at any time in the future if an opportunity arises.

Resources Cited

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Write Off Policy for Provincial Offences Act (POA) Fines, Report presented April 21, 2010 <https://pub-greatersudbury.escribemeetings.com/Meeting.aspx?Id=55AE7179-06F3-493A-914F-F5A77596DC59&Agenda=Agenda&lang=English>

Enterprise Asset Management Plan Update (2025)

Presented To:	City Council
Meeting Date:	June 10, 2025
Type:	Presentations
Prepared by:	Miranda Edwards Infrastructure Capital Planning
Recommended by:	General Manager of Growth and Infrastructure

Report Summary

This report and presentation provides a recommendation regarding the Enterprise Asset Management Plan Update (2025) in compliance with the July 1, 2025, requirements contained in Ontario Regulation 588/17: Asset Management Planning for Municipal Infrastructure.

Resolution

THAT the City of Greater Sudbury approves the Enterprise Asset Management Plan Update (2025), as outlined in the report entitled “Enterprise Asset Management Plan Update (2025)”, from the General Manager of Growth and Infrastructure, presented at the City Council meeting on June 10, 2025.

AND THAT the information be used to inform long term financial planning, future capital projects and asset life-cycle interventions.

Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans

This report supports the objectives as laid out in the City of Greater Sudbury’s Strategic Plan for 2019-2027 Asset Management and Service Excellence by establishing a systematic and strategic approach to evaluating infrastructure needs, prioritizing investments, and allocating resources in alignment with both immediate and long-term municipal objectives.

Financial Implications

There are no financial implications associated with this report.

Executive Summary

The Enterprise Asset Management Plan Update (2025) will fulfill the final phase of Ontario Regulation 588/17, requiring municipalities to maintain comprehensive, Council-approved asset management plans by July 1, 2025. This update builds on the Enterprise Asset Management Plan (2023) and integrates updated

asset-specific condition data, proposed levels of service, and lifecycle strategies for over \$17 billion in municipal infrastructure with over 85% of the asset value coming from core assets being water, wastewater, storm, bridges and roads. It supports the City’s Strategic Plan (2019–2027), aligns with the multi-year capital budget (2024–2027), and incorporates climate resilience, risk management, and community service expectations.

A key focus of the update is the financial strategy, which compares the average annual cost to achieve the proposed levels of service with the City’s forecasted capital budgets. This analysis identifies an infrastructure funding gap of \$619M over a ten-year period and emphasizes the importance of early, cost-effective interventions to extend asset life and reduce long-term costs. The plan recommends scenario-based planning, bundling of capital projects, and exploration of diverse funding sources to improve efficiency and sustainability. Council approval of the Enterprise Asset Management Plan Update (2025) will guide long-term infrastructure investment and support reliable, fiscally responsible service delivery.

Background

Ontario Regulation 588/17: *Asset Management Planning for Municipal Infrastructure* requires that all municipalities formally plan how they manage infrastructure assets like roads, water systems, and public buildings. The goal of the regulation is to ensure consistency across Ontario municipalities in managing infrastructure assets.

The regulation was implemented with a phased approach beginning with the requirement to develop an asset management policy. In 2018, Council met this important milestone, approving the Enterprise Asset Management Policy. In 2021, Council met Phase One of the regulatory requirements, approving asset management plans for all identified core assets. These assets include roads, bridges and large culverts, stormwater systems, water systems and wastewater systems. In 2023, Council met Phase Two of the regulatory requirements by approving the Enterprise Asset Management Plan (2023) that included detailed asset management plans for all assets, including non-core assets. Non-core assets include buildings and facilities, solid waste, parks and recreation, fleet and equipment and municipal parking. These detailed asset management plans were designed to meet the objectives of each assets class shown below.



This update report will satisfy Phase Three, the final phase of the regulatory requirements, and shall be read in combination with the Enterprise Asset Management Plan (2023) and asset specific management plans.

Legislative Requirements

As of July 1, 2025, Ontario municipalities are required to comply with the final phase of Ontario Regulation 588/17: *Asset Management Planning for Municipal Infrastructure*. This regulation mandates that municipalities develop and maintain comprehensive asset management plans to ensure sustainable infrastructure management.

Key requirements effective July 1, 2025, include:

1. **Comprehensive Asset Management Plan:** Municipalities must have a Council-approved asset management plan that encompasses all municipal infrastructure assets.
2. **Proposed Levels of Service:** The plan should outline proposed levels of service for each asset class, detailing the performance targets and the strategies to achieve them.
3. **Lifecycle Management and Financial Strategy:** The plan must include a lifecycle management strategy that identifies the activities required to maintain assets over their lifecycle, along with a financial strategy that estimates the costs and potential funding sources to support these activities.
4. **Regular Updates:** Municipalities are obligated to review and update their asset management plans at least every five years to reflect changes in asset conditions, service levels, and financial planning. As well, annual updates will identify how the assets are performing within the plan.

These requirements aim to enhance the long-term sustainability and efficiency of municipal infrastructure by promoting proactive planning and informed decision-making as well as allowing for adaptation to changing demands, enhancing service delivery to the community.

Asset Management Planning at the City of Greater Sudbury

The goal of asset management planning is to provide reliable services in a way that balances cost, risk, and community expectations—both now and in the future. The City's Enterprise Asset Management Plan is a strategic document that informs how the municipality plans on taking care of its infrastructure—like roads, water systems, buildings, and parks—so it can continue to deliver essential services to the community reliably and cost-effectively over the long term.

A successful asset management plan includes lifecycle management strategies that have evaluated the best possible decisions regarding construction, operation, maintenance, renewal, replacement, expansion, and disposal of infrastructure assets.

Risk management is an essential component to evaluating appropriate lifecycle strategies by providing a structured approach to identifying, assessing, and mitigating risks associated with the lifecycle of the assets. This allows for a proactive approach, increasing operational resiliency and adaptation to changing demands, enhancing service delivery to the community.

The plan integrates several individual plans by asset class including Water and Wastewater, Storm Water Management, Roads and Transportation, Bridges and Large Culverts, Fleet and Equipment, Municipal Parking, Solid Waste, Parks and Recreation, and Buildings and Facilities.

Alignment with Strategic Plan

In 2023, City Council reaffirmed the City of Greater Sudbury Strategic Plan 2019-2027 to define the City's strategic direction. There are six pillars that are defined within the strategic plan, the first being Asset Management and Service Excellence.



This strategic pillar identifies that asset management and renewal includes initiatives designed to maximize the City's value from investments in physical infrastructure. Effective asset management and renewal relies on an organization that demonstrates a willingness to plan, implement, and innovate in accordance with short- and long-term priorities and in a transparent, accessible manner. It is part of a complex, comprehensive system of attitudes, policies and processes that reflects a commitment to produce effective results while making the best use of limited resources.

The strategic plan is supported by several key documents including the City’s annual budget and annual business plans, the City of Greater Sudbury Official Plan, enterprise risk management, master plans, by-laws, the core service review, state of the infrastructure reports, long-term financial plans and various policies and procedures.


Supporting the City’s Capital Budget Process

In 2024, Council approved a multi-year budget covering the years 2024 to 2027. This approach enhances long-term planning and enables more efficient execution of projects across multiple years. It also provides residents and businesses with greater transparency about upcoming improvements in their community.

Additionally, a multi-year budget can lead to cost and staffing efficiencies by allowing similar purchases or construction projects to be bundled into fewer, larger tenders—rather than issuing new tenders annually.

The City’s asset management plans help to guide asset investment decisions.

Projects



The capital prioritization process recommends an annual plan to address the City’s highest priority investment needs. This is based on criteria that include an enterprise-wide review of risk, service priorities, spending choices and financing options. Capital budget priorities reflect the best available and still-evolving data about asset condition, service performance, strategic objectives, and financing choices. The result is a recommended capital plan with the appropriate resources needed to complete projects

To achieve this objective, staff developed criteria in alignment with the principles in the Enterprise Asset Management Plan. These include:

- Pursuing priorities linked to the Strategic Plan, system integration and the qualitative return on investment.
- Estimating the likelihood of obtaining external funding and prioritizing projects likely to receive outside funding.
- Assessing capital projects for risk, such as legislative requirements, health and safety, and probability and consequences of failure.
- Considering asset renewal/restoration needs, including lifecycle costs, environmental return and link to the Community Energy and Emissions Plan (CEEP).






State of Infrastructure

The state of infrastructure refers to the current condition, performance, and capability of the City’s infrastructure assets. Understanding the state of infrastructure is crucial for planning, budgeting, and prioritizing investments in maintenance, upgrades, or expansion to sustain effective service delivery. It ensures that infrastructure remains safe, reliable, and capable of meeting community needs efficiently.

A condition rating is used to assess and document the physical state and performance of an asset and gives an indication of the asset’s current health along with the potential lifecycle activities that may be required. This rating may incorporate data from visual inspections, age of an asset, testing or predictive modeling. General lifecycle activities for assets are further described in Table 1 of this report.

The following is the scale used describe the condition of assets in this report.

Table 1 – Condition Rating Scale

<p>Very Good</p> 	Asset is new, like new, or recently rehabilitated. There are no visible signs of deterioration, and the asset does not require repairs.
<p>Good</p> 	Asset shows minor wear but is functioning as intended. There may be signs of minor defects or deterioration. Preventive maintenance strategies can be applied. Rehabilitation is not required.
<p>Fair</p> 	Asset has moderate deterioration; aging is evident, and performance may start to decline. Minor maintenance or rehabilitation is required.
<p>Poor</p> 	Asset is significantly deteriorated and approaching the end of its useful life. Moderate rehabilitation or reactive maintenance is required.
<p>Very Poor</p> 	Asset is at end of its useful life and structural defects and/or failures are evident. Major rehabilitation, replacement or renewal is required.

The following describes the City's approach to assessing the condition of its assets to determine the condition rating.

Table 2 – Approach to Assessing Condition

Remaining Service Life	This describes the assets remaining service life based on condition or performance.
Asset Specific Condition Rating	This is a metric that follows industry best practice or a standardized system. Some examples include a facility condition index (FCI) for buildings and a pavement condition index (PCI) for roads.
Useful Life Consumed	This describes the portion of the total expected useful life of an asset that has been utilized or consumed

Appendix A included in this report describes a summary of assets, their current replacement cost, average age, and condition as well as the City's approach to assessing the condition of the asset. These values are updates to the Enterprise Asset Management Plan (2023).

Levels of Service and Performance

The City assesses the effectiveness of service delivery by establishing defined levels of service and evaluating performance relative to these benchmarks. These levels are influenced by the users' expectations and requirements and may also be dictated by legal mandates or industry standards.

There are two service levels that are discussed in asset management planning, namely:

- Community: Qualitative descriptions that define the community, stakeholder, and individual expectations.
- Technical: Quantitative measure that defines the performance expectation for an asset to produce the desired levels of service. These services are measurable and can include asset condition, performance indicators, responsiveness, expenditure, and asset value.

Levels of service are vital to asset management planning because they define what the asset should deliver.

Proposed Levels of Service

A proposed level of service represents a strategic balance between the community’s expectations and the municipality’s available resources, operational capacity, and regulatory obligations. It defines the quality, reliability, and accessibility of services—such as roads, water, transit, or parks—that residents can expect.

This approach ensures that service delivery aligns with what is achievable and sustainable over time, considering financial constraints, infrastructure condition, and environmental factors. By clearly outlining these service levels, municipalities can prioritize investments, manage risks, and communicate transparently with the public about what can realistically be delivered and maintained.

Factors That Affect Levels of Service

1. **Climate Change:** The City monitors the effects of climate change on its infrastructure assets. For example, increased freeze thaw cycles and precipitation will affect roadways and storm systems and may require increase maintenance activities. These impacts are reviewed through risk assessments and mitigation strategies.
2. **Future Demand:** The most significant future demand drivers are growth, the aging population and population health. Greater Sudbury has implemented preventative measures in anticipation of the demand drivers. In some cases, the preventative measures are linked through accompanying documents; for example, the Transportation Master Plan, the Water/Wastewater Master Plan, and policy initiatives that have been initiated by various departments.
3. **Changing Technology:** New technology or improvements in data quality may impact service delivery methods, requiring investments in replacement or upgrades. Technology may become obsolete, requiring upgrades to systems.
4. **External Influences:** External factors beyond the City's control—such as international trade tariffs, global health emergencies, natural disasters, and shifts in senior government policy—can impact both the cost and continuity of municipal service delivery by increasing expenditures, delaying procurement, disrupting supply chains, and requiring resource reallocation. To address these challenges, the City incorporates flexibility and risk mitigation strategies into its planning and budgeting processes to ensure the ongoing delivery of core services to the community.

Current and Proposed levels of service for all assets classes can be found in Appendix C for core assets and Appendix D for non-core assets included in this report.

Lifecycle Management

Lifecycle activities are a set of planned activities or interventions completed on an asset, throughout its lifecycle, to maintain or enhance the asset’s performance and extend its useful life. The following table describes general lifecycle activities of an asset.

Table 3 – Lifecycle Activities

Non-Infrastructure Solutions	Actions or policies that provide additional information or direction to effectively maintain assets that can lower costs or extend asset life. This includes planning studies and policies as well as demand and failure management studies.
Operations and Maintenance	Maintenance activities such as scheduled inspections, preventive maintenance programs and reactive maintenance.
Rehabilitation and Renewal	Rehabilitation of asset to extend the service life. Can include replacing or reconstructing elements of an asset.
Disposal	Disposal of an asset due to reduction in service delivery or elimination of demand.

Replacement	Replacement of the asset at the end of its service life.
Decommission	Removal of an asset from service.
Growth or Expansion	New asset to meet increased demand based on growth.

Investing early in an asset's lifecycle can help avoid more expensive interventions in the future. Delaying maintenance often results in significantly higher repair or replacement costs. In contrast, early investment enables proactive, preventative maintenance, which is far more cost-effective than emergency repairs or reactive maintenance. Figure 1 - Asset Lifecycle Deterioration below illustrates the proactive approach to lifecycle management.

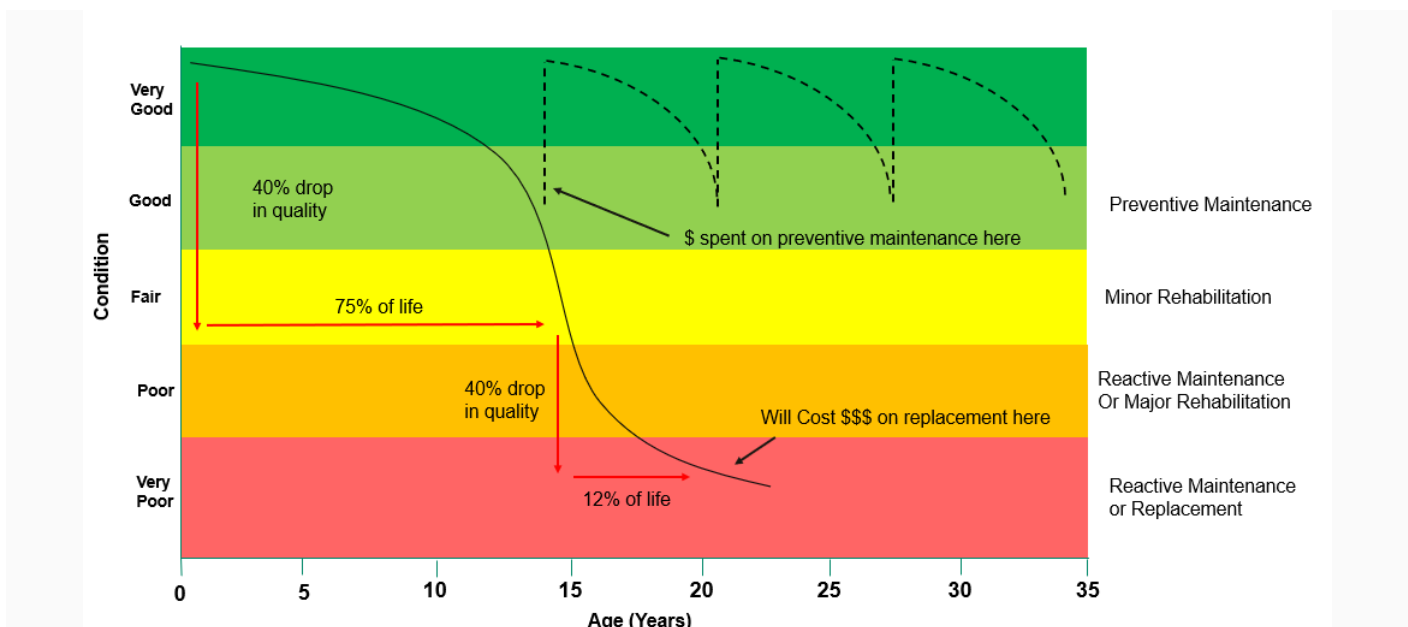


Figure 1.0 - Asset Lifecycle Deterioration

A lifecycle strategy integrates lifecycle activities with risk assessment and cost evaluation to ensure optimal value and sustainable service delivery over the asset's lifecycle.

The lifecycle strategy, detailing asset specific lifecycle activities for the proposed levels of service are described further in Appendix B.

Financial Strategy

The Enterprise Asset Management Plan Update (2025) provides a structured approach to identifying and forecasting infrastructure investment needs over a 10-year period, using data-driven analysis of asset condition. In addition to capital renewal requirements, the plan evaluates all stages of the asset lifecycle to assess whether projected funding levels are sufficient to support the proposed levels of service.

These financial projections are based on data from the City's 2024–2027 Capital Budget and the 2025 Long-Term Financial Plan, ensuring alignment with Council-approved financial strategies.

The summary charts below outline projected expenditures across a range of asset lifecycle activities. These figures are based on information from the City's budget documentation and incorporate the results of two financial scenarios. The difference between these scenarios is referred to as the "infrastructure gap," representing the variance between the average planned investment and the estimated funding required to achieve the preferred level of service.

The total infrastructure gap over the 10-year period for assets funded from property tax is \$486M, while the total infrastructure gap for assets funded through the current water and wastewater rates is \$134M.

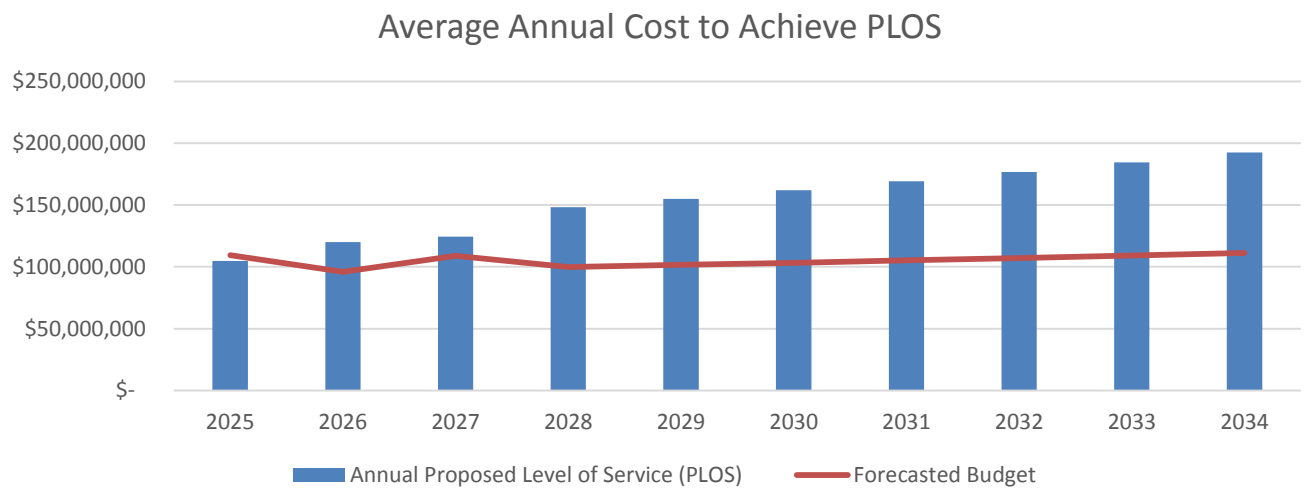


Chart 1 – Property Tax Funded Assets

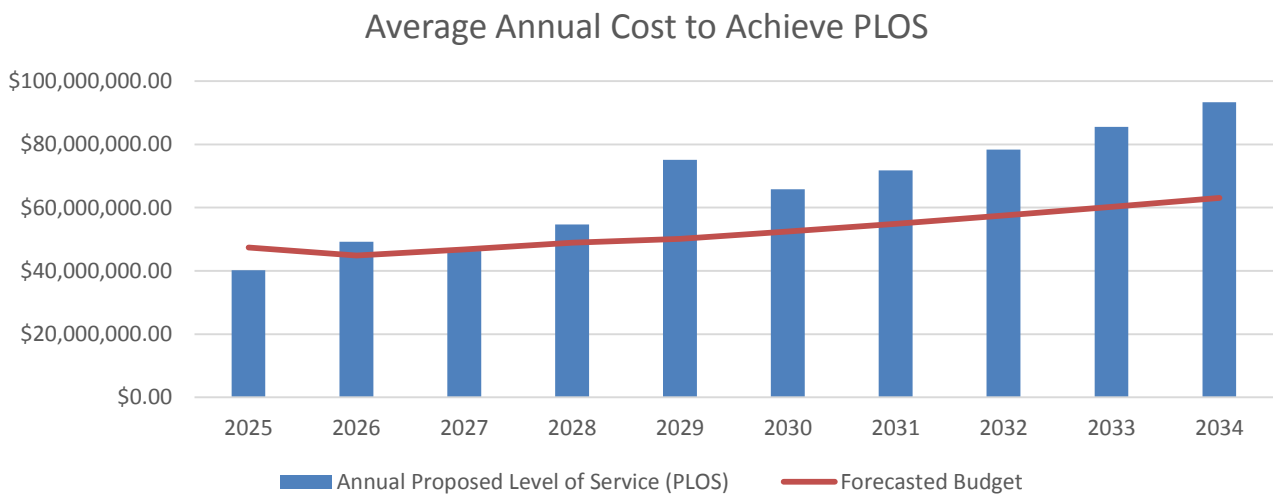


Chart 2 – Water and Wastewater Rates Based Assets

Continuous Improvement

In asset management planning, continuous improvement refers to the structured, ongoing process of enhancing how assets are managed to deliver better value, performance, and sustainability over time. It ensures that asset management practices evolve in response to new data, changing conditions, and lessons learned.

In alignment with the City’s ongoing commitment to asset management planning and continuous improvement, the following initiatives are underway or planned.



- Enhance existing data collection and continue to expand asset inventory.
- Further integrate performance indicators to improve evaluation of asset condition.
- Continue to evaluate risk and impact of climate change and develop risk mitigation strategies and contingency plans.
- Enhance or expand use of asset management software and tools to support data analysis.
- Enhance structured approaches for managing asset interventions throughout the asset lifecycle.

In accordance with Ontario Regulation 588/17, the City is required to conduct an annual review of asset management progress by July 1 each year, with a full review and update every five years. The required annual review will include asset management status reports to Council that provide an overview of asset management planning activities, progress, and information on the performance of asset classes.

The City remains committed to enhancing its asset management practices to ensure that infrastructure investments continue to support safe, reliable, and high-quality services that directly benefit the community. Through continuous improvement and evidence-based planning, the City can maximize the value of its assets, improve service delivery, and meet the evolving needs of residents both now and in the future.

Resources Cited











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Appendices

- Appendix A: Summary of State of the Infrastructure
- Appendix B: Summary of Lifecycle Activities for Proposed Levels of Service
- Appendix C: Summary of Proposed Levels of Service – Core Assets
- Appendix D: Summary of Proposed Levels of Service – Non-Core Assets








Appendix A – Summary of State of Infrastructure




Asset Class	Summary of Assets	Replacement Value	Average Age (years)	Average Condition	Approach to Assessing Condition
 Water	<ul style="list-style-type: none"> • Watermains • Fire Hydrants • Valves • Valve Chambers • Service Connections • Meter Stations • Treatment Facilities • Water Wells • Pumping Stations • Storage Tanks 	\$3,505M	40	Fair 	<ul style="list-style-type: none"> • Useful Life Consumed, • Remaining Service Life
 Wastewater	<ul style="list-style-type: none"> • Gravity Sewer Mains • Lateral Connections • Forcemains • Maintenance Holes • Valves • Drop Shafts • Treatment Facilities • Lift Stations 	\$3,490M	50	Good 	<ul style="list-style-type: none"> • Useful Life Consumed, • Remaining Service Life
 Stormwater	<ul style="list-style-type: none"> • Stormwater Mains • Ditches • Catchbasins • Stormwater Maintenance Holes • Culverts • Outlets • Inlets • Ponds • Oil and Grit Separators 	\$645M	36	Good 	<ul style="list-style-type: none"> • Useful Life Consumed • Remaining Service Life • Asset-specific condition rating
 Roads	<ul style="list-style-type: none"> • Arterial Roads • Collector Roads • Local Roads 	\$7,271M	24	Fair 	<ul style="list-style-type: none"> • Asset-specific condition rating, Pavement Condition Index (PCI)
 Bridges & Large Culverts	<ul style="list-style-type: none"> • Solid Slab Bridges • I-Beam or Girders • Rectangular Culvert • Rigid Frame • Vertical Legs • Through Truss 	\$568M	32	Good 	<ul style="list-style-type: none"> • Asset-specific condition rating, Bridge Condition Index (BCI)

Asset Class	Summary of Assets	Replacement Value	Average Age (years)	Average Condition	Approach to Assessing Condition
	<ul style="list-style-type: none"> Arch Culvert 				
 Fleet & Equipment	<ul style="list-style-type: none"> Corporate Fleet Paramedic Vehicles and Equipment Fire Trucks and Equipment Transit Parks & Recreation Machinery and Equipment 	\$161M	10	Fair 	<ul style="list-style-type: none"> Remaining Service Life
 Municipal Parking	<ul style="list-style-type: none"> Paved Parking Lots Gravel Parking Lots Pay Stations Parking Meters Kiosks and Gates Light Standards 	\$8.3M	25	Good 	<ul style="list-style-type: none"> Asset-specific Condition Rating Remaining Service Life
 Solid Waste	<ul style="list-style-type: none"> Active Landfills Leachate Gas Detection Systems Signs Culverts Fencing & Gates Concrete Pads Access Roads Metal Bins 	\$58.9M	11	Good 	<ul style="list-style-type: none"> Useful Life Consumed Asset-Specific Condition Rating
 Buildings & Facilities	<ul style="list-style-type: none"> Arenas Libraries Long-Term Care Museums Pools Ski-Hills Firehalls Administration Fleet & Transit Public Works Environmental Services 	\$2,009M	41	Fair 	<ul style="list-style-type: none"> Asset-Specific Condition Rating










Asset Class	Summary of Assets	Replacement Value	Average Age (years)	Average Condition	Approach to Assessing Condition
 <p>Parks & Recreation</p>	<ul style="list-style-type: none"> • Splash Parks • BMX & Tracks • Playing Surfaces • Skateparks • Playground and Trails 	\$84.3M	13	Fair 	<ul style="list-style-type: none"> • Remaining Service Life








Appendix B – Summary of Lifecycle Activities for Proposed Levels of Service




Asset Class	Lifecycle Activities
 Water	<ul style="list-style-type: none"> • Condition assessments • Cathodic protection • Swabbing • Pipe lining • Equipment/asset renewal or repair, ensuring energy efficiency
 Wastewater	<ul style="list-style-type: none"> • Condition assessments • Flushing • CCTV inspection • Pipe lining • Equipment/asset renewal or repair, ensuring energy efficiency
 Stormwater	<ul style="list-style-type: none"> • Annual street sweeping program • Catchbasin cleanout • Culvert inspection and replacement • Storm sewer camera inspection • Inspection and cleanout of oil and grit separators • Ditch cleanout and repair • Municipal drain maintenance and repair • Inspection and dredging of stormwater management ponds
 Roads	<ul style="list-style-type: none"> • Crack sealing • Preventive maintenance (e.g., Fog Seal) • Minor rehabilitation (e.g., Mill & Overlay) • Major rehabilitation (e.g., Pulverize and Overlay) • Reconstruction
 Bridges & Large Culverts	<ul style="list-style-type: none"> • Asphalt surface repair • Bridge cleaning • Bridge deck drainage • Concrete spot repairs • Erosion control • Flow obstruction removal • Vegetation/debris removal • Re-grade approaches
 Municipal Parking	<ul style="list-style-type: none"> • Cleaning and sealcoating, crack sealing paved parking lots • Preventative maintenance • Repair, resurfacing, reconstruction or replacement • Consider various paving materials and designs
 Solid Waste	<ul style="list-style-type: none"> • Visual inspections and condition assessments • Reactive maintenance activities based on inspections and assessments • Annual monitoring and sampling reports submitted to the Ministry of Environment (MOE) for reviews • MOE conducts periodic site visits to ensure compliance • Maximize diversion efforts to conserve landfill space

Asset Class	Lifecycle Activities
 <p>Buildings & Facilities</p>	<ul style="list-style-type: none"> • Regular scheduled preventative maintenance as per manufacturer recommendations, industry standards and best practices such as ASHRAE (American Society of Heating, Refrigerating and Air-Conditioning Engineers). • Maintenance work order system to prioritize critical assets • Visual inspections and condition assessments • Legislated and safety inspections and certifications
 <p>Parks & Recreation</p>	<ul style="list-style-type: none"> • Regular scheduled preventative maintenance as per manufacturer recommendations, industry standards and best practices • Maintenance work order system to prioritize critical assets • Visual inspections and condition assessments as well as legislated and safety inspections and certifications are performed annually • Reactive maintenance activities based on assessments and feedback from users
 <p>Fleet & Equipment</p>	<ul style="list-style-type: none"> • Regular scheduled preventative maintenance as per manufacturer recommendations, industry standards and best practices • Visual inspections prior to use • Legislated safety inspections and certifications • Conformance with fire underwriters survey frequency of fire apparatus acceptance and service tests • Reactive maintenance activities based on assessments and feedback from users • Leverage Data from Vehicle Tracking Systems and Maintenance Records
















Appendix C – Summary of the Proposed Levels of Services – Core Assets

Asset Class	Community Level of Service	Current Technical Level of Service	Proposed Technical Level of Service	10-Year Average Annual Investment Need
 Water	Ensure safe drinking water with adequate fire flow	<p>Fair</p>  <ul style="list-style-type: none"> • Maintain number of properties connected to the municipal systems • Maintain current levels of fire protection • Maintain average number of service interruption days per year 	<p>Fair</p>  <ul style="list-style-type: none"> • Maintain number of properties connected to the municipal systems • Evaluate opportunities to improve fire protection • Evaluate opportunities to reduce number of service interruption days per year 	\$35.3M
 Wastewater	Ensure adequate and environmentally sustainable treatment of wastewater	<p>Good</p>  <ul style="list-style-type: none"> • Maintain current number of events, including backups and effluent violations per year 	<p>Good</p>  <ul style="list-style-type: none"> • Evaluate opportunities to reduce number of events, including backups and effluent violations per year 	\$45.0M
 Stormwater	Ensure adequate capacity to protect the environment	<p>Good</p>  <ul style="list-style-type: none"> • Source Protection Plans developed and maintained. • Source control program in place with a supporting By-Law • Riparian areas are maintained in a natural state or are being addressed by subwatershed studies. • Flow rates are controlled within 	<p>Good</p>  <ul style="list-style-type: none"> • Review and implement all quality, volume, and flow rate modifications and monitoring requirements based on subwatershed studies. • Sewers, catch basins, OGS units, and stormwater management ponds are inspected and 	\$9.11M

Asset Class	Community Level of Service	Current Technical Level of Service	Proposed Technical Level of Service	10-Year Average Annual Investment Need
		developments where design permits. <ul style="list-style-type: none"> Discharge volumes are not limited. Enhanced protection is provided by developments with stormwater management ponds. 	cleaned at an optimal frequency.	
	Ensure adequate capacity to protect property	<ul style="list-style-type: none"> A limited number of properties are impacted by minor storm events. Update storm design standards for consistency New developments are designed for a 100-year event (5 year in the minor system, 100 year in the major system). Existing developments are to be modified as funds are available. 	<ul style="list-style-type: none"> Design criteria for all developments are defined and achieved. Modelling is used to review and update design criteria Private damage caused by stormwater is limited to properties located within the flood plain. Existing developments are modified with available funds. 	
 Roads	Ensure safe, reliable roads, and with adequate capacity to support essential services and various modes of transportation.	Arterial Roads Good, Avg. PCI = 65 	Arterial Roads Good, Avg. PCI = 68 	Arterial Roads \$35.6M
		Collector Roads Fair, Avg. PCI = 51 	Collector Roads Fair, Avg. PCI = 48 	Collector Roads \$15.0M
		Local Roads Fair, Avg. PCI = 52 	Local Roads Fair, Avg. PCI = 49 	Local Roads \$22.5M

Asset Class	Community Level of Service	Current Technical Level of Service	Proposed Technical Level of Service	10-Year Average Annual Investment Need
 Bridges & Large Culverts	Ensure safe and reliable bridges, with adequate capacity to support essential services and various modes of transportation.	Good, Avg. BCI = 79  % of bridges by BCI BCI < 40 = 0.52% BCI 40-50 = 0.00% BCI 50-60 = 1.04% BCI 60-70 = 5.18% BCI 70-80 = 51.81% BCI >80 = 39.38%	Good  BCI >70 = 80% of Bridges, BCI >60 = 95% of Bridges	\$8.85M

Appendix D – Summary of the Proposed Levels of Services – Non-Core Assets

Asset Class	Community Level of Service	Current Level of Service	Proposed Level of Service	10-Year Average Annual Investment Need
 Municipal Parking	Ensure accessibility and availability to all users, year-round, in all weather conditions.	Good 	Good 	\$0.117M
 Solid Waste	Ensures facilities are accessible, efficiently operated with minimal downtime, environmentally compliant, and responsive to the needs of residents.	Good 	Good 	\$0.658M
 Buildings & Facilities	Provide a safe, secure, and accessible environment, equipped to meet the diverse needs of all users.	Fair 	Fair 	\$42.9M
 Parks & Recreation	Ensure that all residents have equitable access to safe, well-maintained, and diverse recreational spaces that support physical activity, social engagement, and environmental stewardship.	Fair 	Fair 	\$0.923M
 Fleet & Equipment	Ensure reliability, safety, efficiency, sustainability, and cost-effectiveness to meet community and customer needs.	Fair 	Fair 	\$13.9M

Canada Housing Infrastructure Fund Update

Presented To:	City Council
Meeting Date:	June 10, 2025
Type:	Managers' Reports
Prepared by:	Melissa Riou Planning Services
Recommended by:	General Manager of Growth and Infrastructure

Report Summary

This report provides a recommendation regarding entering into a Transfer Payment Agreement with the Federal Government for the Lively-Walden Wastewater Infrastructure Upgrades Project through the Canada Housing Infrastructure Fund (CHIF).

Resolution

THAT the City of Greater Sudbury authorizes the General Manager of Growth and Infrastructure to execute on behalf of the City of Greater Sudbury a Transfer Payment Agreement with the Ministry of Housing, Infrastructure and Communities (or its successor), on behalf of the Government of Canada, as outlined in the report entitled “Canada Housing Infrastructure Fund Update”, from the General Manager of Growth and Infrastructure presented at the City Council meeting on June 10, 2025, and to execute any necessary amendments to the Agreements, reports arising from the Agreements and to sign other such documents and take such necessary steps as may be required to implement and administer the Agreements.

Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans

Securing federal funding to improve wastewater infrastructure in Lively and Walden is in alignment with the City’s Strategic Plan including “Maximize Value of Relationships with Provincial and Federal Government to Support community Infrastructure Goals; “Expand Affordable and Attainable Housing Options” and “Develop and Promote Solutions to Support Existing Housing Choices”. Funding from both the provincial Housing-Enabling Water Systems Fund (HEWSF) and the Canada Housing Infrastructure Fund (CHIF) will address the actions outlined in the Housing goal of the Strategic Plan, which reflects Council’s desire for all citizens, especially vulnerable populations, to have access to safe, affordable, attainable and suitable housing options in the City of Greater Sudbury.

The CHIF will assist in upgrading wastewater infrastructure that will allow additional housing and development in the community within the existing Lively and Walden Settlement Areas which aligns with the CEEP goal of building compact, complete communities.

Financial Implications

The Lively-Walden Wastewater Upgrades Project is estimated to cost \$70 million. The project will be funded by the Canada Housing Infrastructure Fund (\$27.9 million), the Province's Housing-Enabling Water System Fund (\$34.9 million), and through the existing capital budget (\$7.2 million).

The budget was originally approved in the amount of \$13.8 million. In accordance with the capital budget policy, \$6.6 million will be returned to the Wastewater Rate Holding Account Reserve.

Background

In 2024, the City of Greater Sudbury applied for and received funding in the amount of \$34.9M through the Province's Housing Enabling Water System Fund (HEWSF) for the Lively-Walden Wastewater Systems Upgrades Project. The Lively-Walden Wastewater Systems upgrades is a multi-phase project that requires upgrades to linear infrastructure and wastewater facilities.

In 2024, the City of Greater Sudbury applied for and has been notionally approved in March 2025, to receive up to \$27.9M in funding through the Canada Housing Infrastructure Fund for the Lively-Walden Wastewater Systems Upgrade project. This report seeks direction for the General Manager of Growth and Infrastructure to enter into the funding contribution agreement once received.

The total project cost is \$70M. With the Provincial funding of \$34.9M and the Federal funding of \$27.9M, the City share of total project costs will be \$7.2M. As outlined in the Housing-Enabling Water Systems Fund (HEWSF) report of November 26, 2024, the City's share has been allocated in the 2024-2028 capital budget.

The project phases proposed in the HEWSF and CHIF applications include:

Phase	Construction Schedule	Estimated Cost
2 – Detailed Design and Construction of Anderson LS upgrades and Forcemain	Detailed Design and construction 2025-2027 (subject to funding)	\$3M
3 – Detailed Design and Construction of Jacob LS Phase 2 Upgrades	Design Complete 2024, Construction 2025-2026	\$5.5M
4 – Linear Collection System Upgrades Downstream of Lively WWTP	Detailed Design 2024-2025 Construction 2025-2026	\$8.5M
5 – Detailed Design and Construction of Walden WWTP Phase 1	Detailed Design 2025-2026 Phased Construction -Phase 1 2026-2027 (subject to funding)	\$50M
6 – Decommissioning of Lively WWTP	Construction 2026-2027	\$3M
Total		\$70M

These upgrades are needed to increase sanitary sewer capacity in Lively-Walden, where development is currently limited due to lack of capacity. Once completed, the project will resolve the capacity issues within the wastewater system and would enable the development of 585 residential units that are in the pre-consultation, site plan and draft approved subdivisions stages and approximately 3,300 future units on lands designated for residential development within the Lively-Walden Settlement Boundary.

This project will also strengthen our relationship with Atikameksheng Anishnawbek First Nation and allow for partnership as it will provide an opportunity to connect their business park when the opportunity arises since they are already connected to the Walden Wastewater Treatment Plant.

Conclusion

Based on the successful approval from the federal government for \$27.9M and from the province for \$34.9M, staff believe that the funding is a unique opportunity to complete the Lively-Walden Wastewater Upgrades Project that will enable additional housing and development in the community.

Resources Cited

1. Canada Housing Infrastructure Fund, January 28, 2025 <https://pub-greatersudbury.escribemeetings.com/filestream.ashx?DocumentId=55836>
2. Housing-Enabling Water Systems Fund, November 26, 2024, <https://pub-greatersudbury.escribemeetings.com/filestream.ashx?DocumentId=55427>
3. Housing Supply Strategy, City of Greater Sudbury Website, <https://www.greatersudbury.ca/do-business/planning-and-development/housing-supply-strategy/>

Housing Accelerator Fund Implementation Plan

Presented To:	City Council
Meeting Date:	June 10, 2025
Type:	Managers' Reports
Prepared by:	Melissa Riou Planning Services
Recommended by:	General Manager of Growth and Infrastructure

Report Summary

This report provides a recommendation regarding Housing Accelerator Fund Implementation Plan, including Action Plan and Spending Plan, and provides a recommendation to enter into a Transfer Payment Agreement with federal government for the Housing Accelerator Fund.

Resolutions

Resolution 1:

THAT the City of Greater Sudbury approve the Housing Accelerator Fund (HAF) Spending Plan;

AND THAT the City of Greater Sudbury authorizes the General Manager of Growth and Infrastructure to execute on behalf of the City of Greater Sudbury a Transfer Payment Agreement with the Canada Mortgage and Housing Corporation for the Housing Accelerator Fund Contribution Agreement as outlined in the report entitled "Housing Accelerator Fund Implementation Plan", from the General Manager of Growth and Infrastructure presented at the City Council meeting on June 10, 2025, and to execute any necessary amendments to the Agreements, reports arising from the Agreements and to sign other such documents and take such necessary steps as may be required to implement and administer the Agreements.

Resolution 2:

THAT the City of Greater Sudbury approves an enhancement to the Community Improvement Plan Program in the amount of \$2,250,000 funded from the Capital General Holding Account Reserve as a result of tax levy funding surplus from projects to be funded by the HAF grant, as outlined in the report titled "Housing Accelerator Fund Implementation Plan" from the General Manager of Growth & Infrastructure, presented at the City Council meeting on June 10, 2025.

Resolution 3:

THAT the City of Greater Sudbury approves the South End Transportation Study and the Flood Hazard Mapping Update Master Plan and Stormwater Management Master Plan projects, which will be funded by the HAF Grant, as outlined in the report titled "Housing Accelerator Fund Implementation Plan" from the General Manager of Growth & Infrastructure, presented at the City Council meeting on June 10, 2025.

Resolution 4:

THAT the City of Greater Sudbury approves increases to the overall project budgets for Spruce Lift Station of \$1,500,000, Government Lift Station of \$731,000, and Long Lake Road from Gateway Drive to St. Charles

Lake Road of \$400,000, which will be funded by the HAF Grant, as outlined in the report titled “Housing Accelerator Fund Implementation Plan” from the General Manager of Growth & Infrastructure, presented at the City Council meeting on June 10, 2025.

Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans

The Housing Accelerator Fund Implementation Plan aligns with Council’s Strategic Priorities including “Expand Affordable and Attainable Housing Options” and “Develop and Promote Solutions to Support Existing Housing Choices”. Funding from the Housing Accelerator Fund will assist in implementing the Housing Supply Strategy which will address the actions outlined in the Housing goal of the Strategic Plan, which reflects Council’s desire for all citizens, especially vulnerable populations, to have access to safe, affordable, attainable and suitable housing options in the City of Greater Sudbury.

The Housing Accelerator Fund action plan initiatives support the creation of compact, complete communities, Goal 1 of the CEEP.

Financial Implications

This report outlines funding received from the Canada Mortgage and Housing Corporation (CMHC) on behalf of the federal government through the Housing Accelerator Fund (HAF). The Housing Accelerator Fund implementation plan outlines the proposed spending plan for funds of up to \$16 million and outlines the milestones and targets that must be achieved to receive each of the four \$4 million installments.

In accordance with the capital budget policy, the approval of HAF funding will result in a contribution of \$4,346,484 to the Wastewater Holding Account Reserve and a contribution of \$8,000,000 to the Capital General Holding Account Reserve. Of the \$8,000,000 contributed to the Capital General Holding Account Reserve, \$2,250,000 will be committed for the Community Improvement Plan Enhancement. These amounts represent previously approved funding sources that will be replaced by the HAF grant.

Background

The Canada Mortgage and Housing Corporation (CMHC) administers the Housing Accelerator Fund (HAF), which provides incentives for local governments aimed at increasing the supply of housing. In January 2025 it was announced that the City of Greater Sudbury was successful in its application to the HAF. The Action Plan submitted as part of the application aligns with the City’s Housing Supply Strategy which aims to ensure that all current and future residents have access to the housing options that meet their needs at all stages of life, and that are attainable at all income levels.

The City is required to enter into a contribution agreement with CMHC outlining the terms and conditions, action plan, and growth targets for the City’s eligibility to access up to \$16 million through their Housing Accelerator Fund (HAF) program. CMHC will provide the funding in four equal advances of \$4 million each, where the City has already received the first advance by entering into a contribution agreement with CMHC, the second and third advance are conditional on progressing and achieving our action plan, and the fourth advance is conditional on achieving our growth targets.

The HAF action plan includes eight initiatives that collectively have the goal of stimulating additional building-permit submissions in the short-term and removing municipal barrier for more systemic changes in the long-term to increase housing supply. The contribution agreement growth targets include over 1,951 new dwellings through building-permit issuance over the next three years (end of 2027), of which 8% are to be affordable.

Housing Supply Growth Target	1,951
Overall Permitted Unit Targets (3 years)	
Units expected without HAF (baseline)	1,456
Units incentive by HAF (HAF-incented)	495
Municipality's 10-year unit projection	11,582 (2025 Housing Needs Assessment)
Housing Supply Growth Target Breakdown	1,951
• Multi-Unit housing units in close proximity to rapid transit	0 (Greater Sudbury does not have a rapid transit system)
• Missing middle housing units	1,089 (units in developments less than 5 stories)
• Other multi-unit housing units	234 (units in development greater than 5 stories)
Affordable Housing Units	8.02%

Achieving the HAF growth targets complements the City's Provincial housing pledge targets. The City's response to these targets is to set itself up for success by providing a regulatory environment that enables as many building-permit submissions as can be supported by the housing market.

The City will provide annual progress reports to CMHC on the implementation of the action plan and the number of building permits issued. Staff will also provide these progress reports, along with any CMHC comments or feedback to Council. CMHC reserves the right to reduce or withhold an advance if they determine that the City is not in compliance with the conditions of funding at the time of advance.

Installment	Date	Amount	Conditional achievement
1 st Advance	Received	\$4,018,120.95	Contribution Agreement
2 nd Advance	By March 31, 2026	\$4,018,120.95	Action Plan Progress
3 rd Advance	By March 31, 2027	\$4,018,120.95	Action Plan Achievement
4 th Advance	By March 31, 2028	\$4,018,120.95	Growth Target Achievement

In alignment with these conditions and the approved action plan, the purpose of this report is to provide an allocation plan for up to \$16M that may be provided through the Housing Accelerator Fund. This plan will provide the best opportunity to ensure the City meets the requirements of the contribution agreement and is eligible for the full amount of its HAF allocation.

City Action Plan

The City's approved action plan sets out eight initiatives that the City will undertake to remove systemic barriers to housing supply and boost housing supply (details provided in Appendix A):

1. Removal of Barriers Through As-of-Right Housing Policy and Allowing Four Units As-of-Right
2. Land Banking, De-Risking and Strategic Collaboration
3. Affordable Housing Concierge and Encouraging Missing Middle Housing
4. Development Charges Review
5. Streamlining of the Development Approvals Process Through E-Permitting
6. Enhanced Community Improvement Plan and Housing Related Incentives
7. Residential Land Supply Strategy
8. Parking Standards Review

Each initiative is an individual project with differing scopes and timelines. Milestones are identified for each project and their progress and achievement will be reported annually to CMHC. Details on each initiative are provided in Appendix A.

Housing Accelerator Fund Spending Plan

The contribution agreement also specifies how HAF funding can be used through four main categories:

- i) Investment into the City's action plan
- ii) Investments in affordable housing
- iii) Investments in housing-related infrastructure; and

- iv) Investments in community-related infrastructure.

All HAF funding must be spent by December 6, 2028, with any unspent portions returned to CMHC. As per the contribution agreement, the provision of HAF funding is based on achieving the City's action plan and growth targets by the end of 2027. The action plan includes several initiatives that require use of HAF funds.

HAF Action Plan Initiatives

Initiatives	Description
3. Affordable Housing Concierge and Encouraging Missing Middle Housing	Funded position for 3 years, home energy audit training and education and outreach materials
6. Enhanced CIP and Housing Related Incentives	As per HAF agreement 90 units are to be incented through this initiative. (90 units x \$25,000 per unit = \$2.25M). Funding dispersed upon completion of project and obtaining occupancy. Staff will return with additional details surrounding temporary increases in CIP funding for Council's consideration at a later date.
7. Residential Land Supply Strategy	Potential to fund through the current review of the Water Wastewater Master Plan

Proposed HAF Capital Projects

Project	Project Description	Connection to Housing
Spruce Lift Station (Hanmer)	Wastewater lift station upgrades to provide sufficient capacity to meet projected residential growth within the area.	<p>Nature's Haven I Subdivision 780-7/07001 72 lots Draft Approved</p> <p>Nature's Haven II Subdivision 780-7/08006 85 lots Draft Approved</p> <p>0 Laura Subdivision 751-7/24-06 & 780-7/24001 125 lots Draft Approved</p> <p>St. Isadore 780-7/22-1 & 751/22-13 36 lots</p> <p>Future Intensification Projects in the benefitting area.</p>
Government Road Lift Station (Coniston)	Wastewater lift station upgrades to provide sufficient capacity to meet projected residential growth within the area.	<p>Proposed new Coniston Seniors Housing Project.</p> <p>Future Intensification Projects in the benefitting area.</p>
Long Lake Road and South End Transportation Study	<p>This project will reconstruct approximately 600 metres of Long Lake Road from Gateway Drive to St. Charles Lake Road and will include the extension of the shared centre turn lane, as well as sidewalks and boulevards on both the east and west sides of Long Lake Road.</p> <p>The south end transportation study would</p>	<p>This project will enhance transportation efficiency and accessibility for residents while also enabling the development of 60-unit multi-residential project which requires the addition of a left-hand turn lane. Additionally, it will encourage further investment from other</p>

	examine the long-term services levels for intersection performance, active transportation facilities and road capacity in the City's south end which that is expected to experience growth over the next 20 years.	property developers in the community. Future Intensification Projects in the benefitting area.
Flood Hazard Mapping Update Master Plan and Stormwater Management Master Plan	Funding for a new Temporary Water Resources Engineering Technician to develop 2 masterplans: one focused on the City's stormwater infrastructure and the other on Conservation Sudbury's natural hazards management.	The two complementary master plans will establish a path for future housing development decisions to be based on more accurate, up-to-date information.

Water/Wastewater and Stormwater Management Projects have the benefit of directly unlocking housing developments that are currently constrained due to lack of servicing capacity or floodplain. These projects would have an immediate impact on the City's ability to approve development applications.

Financial Analysis

Water/wastewater projects are funded through the user fee rate structure, not the general levy, reducing the ability to redirect previously approved funds used for these projects to other non-water/wastewater projects. HAF funds put towards general levy funded projects, such as the Long Lake Road project, allow more flexibility to redirect funding to other projects. The projects in the spending plan below provide a mix of user fee and levy funded projects ensuring a level of flexibility while funding projects that directly enable residential development.

The program also requires a top up on the City's CIP funding in the amount of \$2.25 million. Given that CIP funds are not released until a project is complete, and the timing of the project is dependent on the proponent, it is recommended that the HAF funds be utilized on capital projects that are within the City's control. The list below identifies several projects that currently have funding allocated within the capital budget. The HAF funds would allow the City to return these funds to reserve for future capital spending. It is recommended that a portion of the unspent capital funds in the amount of \$2.25 million be placed in reserve committed for CIP top up to meet the requirements under this agreement.

Budget and Funding Sources for Projects

		Revised Funding Sources			
	Note	Revised Project Budget	Housing Accelerator Fund	Redirected Capital Funds	W/WW Rates
Affordable Housing Concierge		\$ 315,000	\$ 315,000	\$ -	\$ -
Enhanced CIP Incentives		\$ 2,250,000	\$ -	\$ 2,250,000	\$ -
Residential Land Supply Strategy	1	\$ 50,000	\$ 50,000	\$ -	\$ -
Spruce Lift Station	1	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -
Government Road Lift Station	1	\$ 4,000,000	\$ 2,527,484	\$ -	\$ 1,472,516
Long Lake Road	1	\$ 8,400,000	\$ 8,400,000	\$ -	\$ -
South End Transportation Study		\$ 500,000	\$ 500,000	\$ -	\$ -
Flood Hazard Mapping and Stormwater Management Plan		\$ 280,000	\$ 280,000	\$ -	\$ -
		<u>\$ 19,795,000</u>	<u>\$ 16,072,484</u>	<u>\$ 2,250,000</u>	<u>\$ 1,472,516</u>

Note 1: Funding for these projects has been previously approved by Council. With the approval of the HAF funds, any unspent City capital will be returned to the appropriate reserve for future capital needs.

Conclusion

Based on City's Housing Accelerator Fund Action Plan and Spending Plan, Greater Sudbury is well positioned to achieve its housing supply growth target and implement systemic change that will have long term impacts on increasing housing supply.

Resources Cited

1. CMHC Housing Accelerator Fund – Round 2, <https://pub-greatersudbury.escribemeetings.com/Meeting.aspx?Id=f631716e-45ef-4de9-b38b-88a7df31eb34&Agenda=Agenda&lang=English&Item=53&Tab=attachments>
2. Housing Supply Strategy, City of Greater Sudbury Website, <https://www.greatersudbury.ca/do-business/planning-and-development/housing-supply-strategy/>
3. Housing Accelerator Fund, City of Greater Sudbury Website, <https://www.greatersudbury.ca/do-business/planning-and-development/housing-accelerator-fund/>
4. Housing-Enabling Core Services Fund, <https://pub-greatersudbury.escribemeetings.com/filestream.ashx?DocumentId=55014>

Appendix A – Action Plan Summary

City of Greater Sudbury

Initiative 1: Removal of Barriers Through As-of-Right Housing Policy and Allowing Four Units As-of-Right

The objective of this initiative is to increase the number and type of dwellings permitted as-of-right, without the need for zoning by-law amendment. In addition to the adoption of policies that allow for up to four units-as-of right, the City has made amendments to allow for multi-residential uses on institutionally zoned lands, added more flexibility to our density policies and our mixed-use policies.

Initiative	Due Date	Status
	October 31, 2025	On Track
Milestones	Due Date	Status
Background Study	December 31, 2024	Complete
Prepare draft Zoning By-law Amendment	December 31, 2024	Complete
Public Hearing	February 3, 2025	Complete
Council Approval	March 25, 2025	Complete
Education and Outreach	October 31, 2025	On Track

Initiative 2: Land Banking De-Risking and Strategic Collaboration

The goal of the City’s Land Banking Strategy is to accelerate the preparation and disposal of City-owned land that has been identified as suitable for the development of affordable housing in conjunction with the City’s Affordable Housing Community Improvement Plan.

Through the de-risking process, geotechnical work and rezoning of certain city-owned will occur to prepare the lands for the development of a mix of market and affordable housing.

Initiative	Due Date	Status
	June 1, 2025	On Track
Milestones	Due Date	Status
De-risking – Geotechnical and Geoenvironmental Work	October 31, 2024	Complete
De-risking Rezoning – Site 1	January 31, 2025	Complete
De-Risking Rezoning – Site 2	March 31, 2025	Complete
Initiate External Land Banking Process	June 1, 2025	On Track

Initiative 3: Affordable Housing Concierge and Encouraging Missing Middle Housing

The affordable housing and home energy concierge will support the navigation of the development process related to affordable housing projects, funding opportunities for both affordable housing and climate resiliency and home energy programs. The concierge will also assist with the development of an Education and Outreach strategy to support public education on the availability of incentives, policies and programs available to support the development of housing.

Initiative	Due Date	Status
	December 31, 2026	On Track
Milestones	Due Date	Status
Hire Concierge	April 1, 2025	Complete
Performance Review of Concierge Position	March 31, 2026	On Track
Publicize Services and Initiate Education and Outreach Strategies	December 31, 2026	On Track

Initiative 4: Development Charges Review

On July 1, 2024, the City's updated Development Charges By-law came into effect. In addition to the housing related incentives that were in effect under the previous development charges by-law, the new by-law includes:

- 3 year freeze of development charges for single family dwellings
- 3 year moratorium on development charges for missing middle homes
- Exemptions for affordable units within Affordable Housing Projects as defined in the by-law
- 50% reduction of multi-units buildings within Nodes or along Strategic Corridors

Initiative	Due Date	Status
	July 1, 2024	Complete
Milestones	Due Date	Status
Project Kick-off	April 3, 2023	Complete
Develop Capital Program	August 3, 2023	Complete
Review Capital Forecast with Steering Committee	January 31, 2024	Complete
Finalize DC Background Study and By-law	April 30, 2024	Complete
Prepare Draft Development Charge By-law	May 31, 2024	Complete
Final Report and By-law	July 1, 2024	Complete

Initiative 5: Streamlining of the Development Approvals Process Through E-Permitting

The goal of this initiative is to implement process improvements and e-permitting to streamline the approval of residential dwellings. Greater Sudbury has launched PRONTO the e-permitting system which allows citizens and developers to submit building permit applications online and view details related to the processing status of their building permit application.

Initiative	Due Date	Status
	August 28, 2026	
Milestones	Due Date	Status
Implementation of E-permitting: Phase 1 – Planning Services	December 31, 2024	Complete
Implementation of E-permitting: Phase 2 – Building Services	March 31, 2025	Complete
Implementation of E-Permitting: Phase 3 – Building Services. Integration of Historical data into Pronto	July 9, 2025	On Track
Implementation of E-Permitting: Phase 2 – Planning Services	November 1, 2025	On Track
Implementation of E-Permitting: Phase 3 – Planning Services	November 1, 2025	On Track
Integration of External Parties	March 1, 2026	On Track
Online Payment Services	March 2, 2026	On Track
CRM Integration	August 28, 2026	On Track

Initiative 6: Enhanced Community Improvement Plan and Housing Related Incentives

This initiative will enhance the City's existing Community Improvement Plan programs that support residential development, including the Affordable Housing CIP by combining the existing CIPs into a single CIP to facilitate quicker review, administration and promotion as well as increase funding available through the programs.

Initiative	Due Date	Status
	August 2, 2027	On Track
Milestones	Due Date	Status
Implement Top-Up Funding	January 30, 2025	Complete
Amendment to Community Improvement Plan	June 30, 2025	On Track
Administration of Grants	August 2, 2027	Not Started under new CIP (ongoing under existing CIPs)

Initiative 7: Residential Land Supply Strategy

The goal of the Residential Land Supply Strategy is to align the supply of zoned and designated residential land with required water and wastewater servicing. This focus area will have longer term positive impacts on housing supply by aligning the City's updated Water Wastewater Master Plan (which is currently underway) with the recently updated Housing Needs Assessment and Roadmap to End Homelessness.

Initiative	Due Date	Status
	September 29, 2025	
Milestones	Due Date	Status
Direction to Develop Strategy	October 31, 2024	Complete
Begin Procurement for Services	November 29, 2024	Complete
Background Study	January 31, 2025	Complete
Stakeholder Consultation	February 30, 2025	Complete
Final Study	September 29, 2025	On Track

Initiative 8: Parking Standards Review

The objectives of the Parking Standards review are to reduce parking requirements for additional dwelling units and multiplexes; ensure residential parking standards and Zoning By-laws are in alignment with related planning policies for residential development and reduce carbon footprint by encouraging active transportation by reducing the land and resources required for parking requirements.

Initiative	Due Date	Status
	September 1, 2025	On Track
Milestones	Due Date	Status
Completion of Background Study	April 3, 2025	Complete
Prepare draft Zoning By-law Amendment	June 30, 2025	On Track
Public Hearing	August 29, 2025	On Track
Education and Outreach	September 30, 2025	On Track

Energy and Related Costs at Municipal Facilities

Presented To:	City Council
Meeting Date:	June 10, 2025
Type:	Managers' Reports
Prepared by:	Shawn Turner Energy Initiatives
Recommended by:	General Manager of Corporate Services

Report Summary

This report provides information regarding energy use and related costs at all municipal facilities as requested by Council through Resolution CC2024-294.

Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans

This report pertains to objective 3.2 (Develop and Strengthen Strategies and Policies to Mitigate Impact of Climate Change) under the “Climate Change” strategic priority by outlining a way to improve climate resilience.

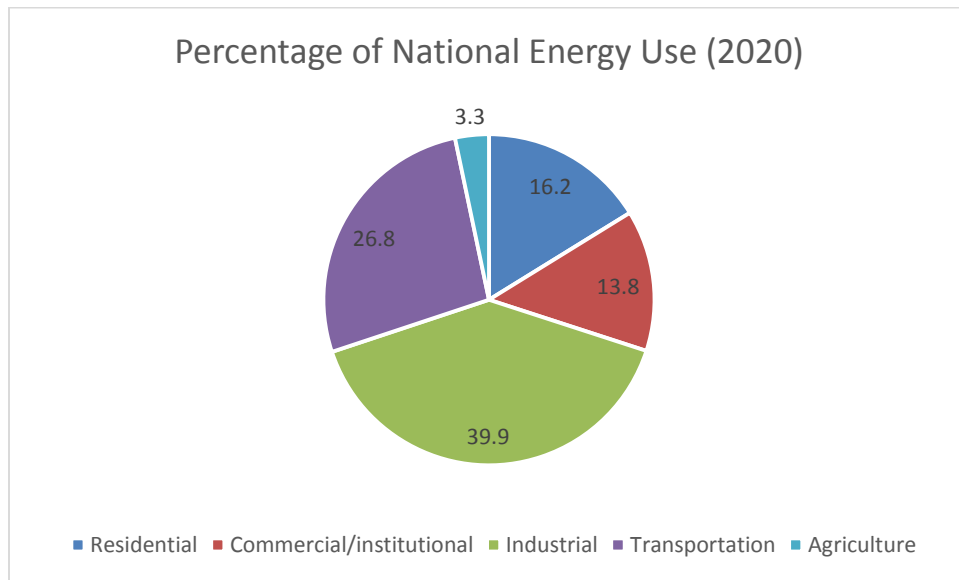
Financial Implications

There are no financial implications associated with this report.

Background

The Community Energy and Emissions Plan (CEEP) is the long-term plan to reduce carbon emissions and pollution in Greater Sudbury. It responds to City Council’s Climate Emergency declaration in May 2019, which included a commitment to achieve net-zero emissions by 2050. That means reducing greenhouse gas emissions (GHG) caused by human activity to as close to zero as possible and removing remaining emissions from the atmosphere. Similarly, the Government of Canada’s 2030 Emissions Reductions Plan outlines a target to cut greenhouse gas (GHG) emissions by 40 percent below 2005 levels by 2030 and achieve net-zero emissions by 2050.

Energy use in Canada can be categorized into 5 sectors – industrial, residential, commercial/institutional, transportation and agriculture. As can be seen in Figure 1 below (Natural Resources Canada), the industrial sector is the largest consumer of energy at approximately 40% followed by transportation (26.8), residential (16.2), commercial/institutional (13.8), and agriculture (3.3).

Figure 1

The energy intensity (equivalent kWh consumed per square foot) at City facilities also mirrors this consumption pattern by sector. The City's Water and Wastewater facilities are the largest consumers of energy per square foot, followed by a mix of residential and institutional facilities.

Overall, total energy use at City facilities (excluding housing operations) in 2023 was 109,851,045 equivalent kWh. This was a decrease in consumption of 9.8% from 2022 as evidenced in Figure 2 below. A 14% decline in natural gas consumption was complimented by a 6% and 10% decline in electricity and district energy – hot water. This was partially offset by a 14% increase in district energy- chilled water use.

Figure 2: All Facilities (excluding housing operations)- Energy Consumption (equivalent kWh)				
Energy Source	2022	2023	Change	Percentage Change
Electricity	58,289,600	54,877,590	-3,412,010	-6%
Natural gas	59,421,470	51,217,281	-8,204,189	-14%
District energy - Hot water	3,613,430	3,268,310	-345,120	-10%
District energy - Chilled water	427,637	487,864	60,227	14%
Totals	121,752,137	109,851,045	-11,901,092	-10%

Similarly, total energy use at housing operations also declined by 11% in equivalent kWh. Natural gas and electricity consumption declined by 13% and 5% respectively per Figure 3 below.

Figure 3: Housing Operations- Energy Consumption (equivalent kWh)				
Energy Source	2022	2023	Change	Percentage Change
Natural Gas	33,059,029	28,745,417	-4,313,612	-13%
Electricity	8,306,249	7,873,017	-433,232	-5%
Totals	41,365,278	36,618,434	-4,746,844	-11%

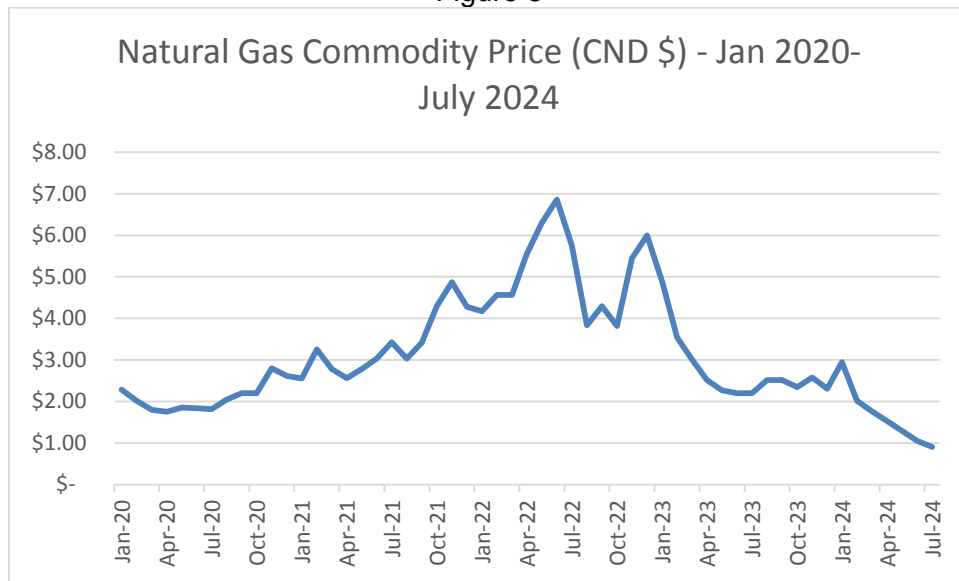
In most facilities that do not have energy intensive processes (industrial), the demand for energy is primarily for space and water heating (60-70%), with lighting, cooling and appliances comprising the remainder of the energy consumption. Decreased natural gas consumption over the 2022-2023 period are largely explained by the variances in temperatures. The average temperature in 2023 was 1.3 degrees warmer than 2022 and the average low temperature was 5.9 degrees warmer in 2023 resulting in decreased demand for heating. Even though energy utilization was lower in 2023 compared to 2022, energy costs did not decline at the same rate. Figures 4 & 5 below portray the change in costs over this period for city facilities and housing operations respectively.

Figure 4: All Facilities (excluding housing operations)- Energy Costs				
Energy Source	2022	2023	Change	Percentage Change
Electricity	8,279,063	7,813,145	-465,918	-6%
Natural gas	2,650,967	2,559,243	-91,724	-3%
District energy - Hot water	180,474	229,428	48,954	27%
District energy - Chilled water	86,312	93,071	6,759	8%
Totals	11,196,816	10,694,887	-501,929	-10%

Figure 5: Housing Operations- Energy Costs				
Energy Source	2022	2023	Change	Percentage Change
Electricity	1,040,786	992,139	-48,647	-5%
Natural gas	1,037,161	1,325,592	288,431	28%
Totals	2,077,947	2,317,731	239,784	12%

While electricity costs were in step with the declines in electricity consumption, natural gas costs did not mirror the reduced consumption. This is largely the result of fluctuations in the commodity markets for natural gas. Figure 6 below depicts the commodity price changes in natural gas from January 2020 - July 2024. There were significant increases in the commodity price in 2022 and into 2023. These price increases in the spot market take approximately 6-8 months to be realized at the consumer level. As such, these high prices were felt in the 2023 calendar year.

Figure 6



A comprehensive list of energy consumption and costs can be found in the attached Appendices:

Appendix A – Energy Consumption and Costs- City Facilities (Data summarized according to facility type with graphs depicting energy use and costs)

Appendix B – Energy Consumption and Costs – Greater Sudbury Housing (Data summarized according to facility type with graphs depicting energy use and costs).

Opportunities to Reduce Energy Use

To reduce energy consumption in a facility, several upgrades can be considered. Upgrades to insulation, windows and doors, lighting, and HVAC systems, along with energy-efficient appliances and renewable energy sources, can significantly impact energy savings. These upgrades not only reduce costs but also contribute to a more sustainable and comfortable environment.

There are cyclical opportunities to address existing infrastructure, such as the natural transition at the end of serviceable life or upgrades due to a change in service or operation. Different types of infrastructure have different degrees of longevity, for example building HVAC systems (moderate longevity) versus their envelopes (high longevity). Increased energy efficiency can be realized by investing in appropriate upgrades during cycles of infrastructure maintenance and renewal. Additionally, the cost/benefit of various types of infrastructure improvements also vary significantly. Lighting and HVAC related upgrades have a more significant financial impact than many other upgrades as they tend to benefit most from technological improvements and ability to “right size”. These upgrades tend to reduce energy consumption by 15-30% and have payback periods between 4-10 years.

The City has taken steps to reduce energy consumption at facilities through various upgrades to processes, lighting, replacement of higher efficiency HVAC equipment and investments in renewable energy production and building automation systems. Some examples are illustrated in figure 7 below.

Figure 7 - Select Facility Refurbishments- Energy Reductions			
Description	Locations	Annual kWh Saved	Annual Savings (\$)
Replace lighting with efficient LED	Arenas, community centers, libraries, TDS, P.M., Parks depots, Transit and parking lots	2,211,315	\$287,471
Solar PV installations	Countryside Arena	245,437	\$80,729
Solar PV installations	Pioneer Manor	218,431	\$71,864
Pumps, Blowers, piping systems control system	Chelmsford WWTP	454,000	\$59,060
Pumps, Blowers, piping systems control system	Coniston WWTP	87,672	\$12,274
Pumps, Blowers, piping systems control system	David Street WTP	81,883	\$10,665
Pumps, Blowers, piping systems control system	Dowling WWTP	303,300	\$39,429
UV system, controls, PD pump replacement	Levack WWTP	163,024	\$22,823
HVAC equipment replacement	Howard Armstrong Centre	98,800	\$13,000
Intake and treated water pump, control systems and piping	Wahnapitae WTP	196,000	\$64,734
Blowers, clarifier upgrades Piping, pumps, Controls	Sudbury WWTP	1,421,670	\$184,300
Pumps, Blowers, piping systems control system	Valley East WWTP	377,030	\$51,765
Ozone Laundry conversion, heat recovery ventilator	Pioneer Manor	1,241,000	\$27,909
HVAC equipment, heat recovery ventilators	1160 Lorne	4,960	\$5,544
Chiller head pressure and controls project	Countryside arena	33,299	\$4,329
Building Automation Systems	TDS, 1160 Lorne, Transit Terminal, Lionel Lalonde Centre	168,560	\$23,090

Utilizing asset management principles to maximize existing value to facility components and adhere to replacement cycles, the city will continue to replace high energy consuming HVAC equipment with more efficient equipment and add building controls when and where feasible.

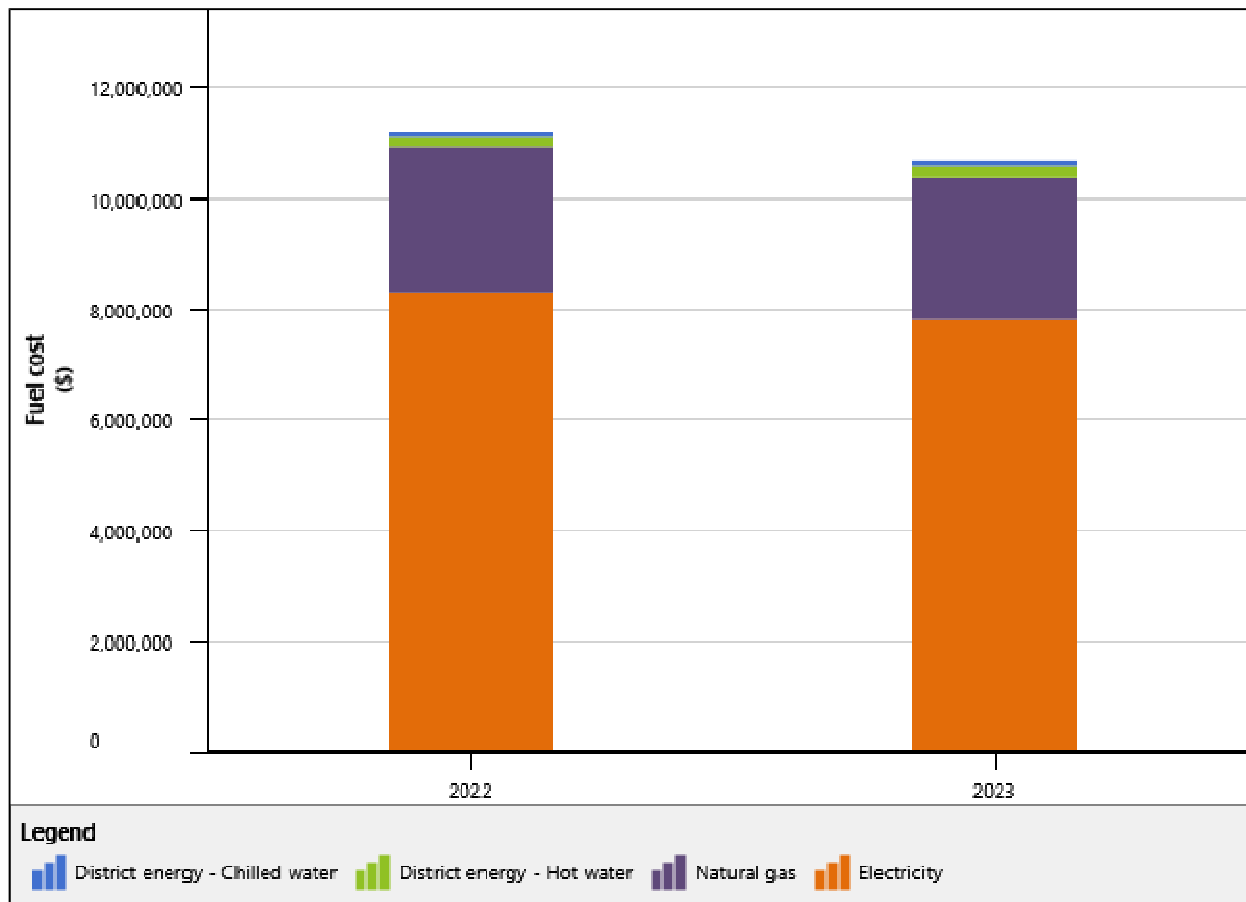
Further Facility Energy Performance Initiatives

Staff in the Assets and Fleet Services division are working with an energy conservation company to audit and detail an energy reduction project at some of the City's major facilities including Pioneer Manor, Lionel Lalonde Centre, 1120 and 1160 Paris Street. The expectation is that the audit will outline a project scope that will reduce energy consumption, bear a positive financial return on the investment of new HVAC related equipment and the return on investment will be guaranteed by the conservation company. Staff will provide further information upon completion of the audit process.

Conclusion

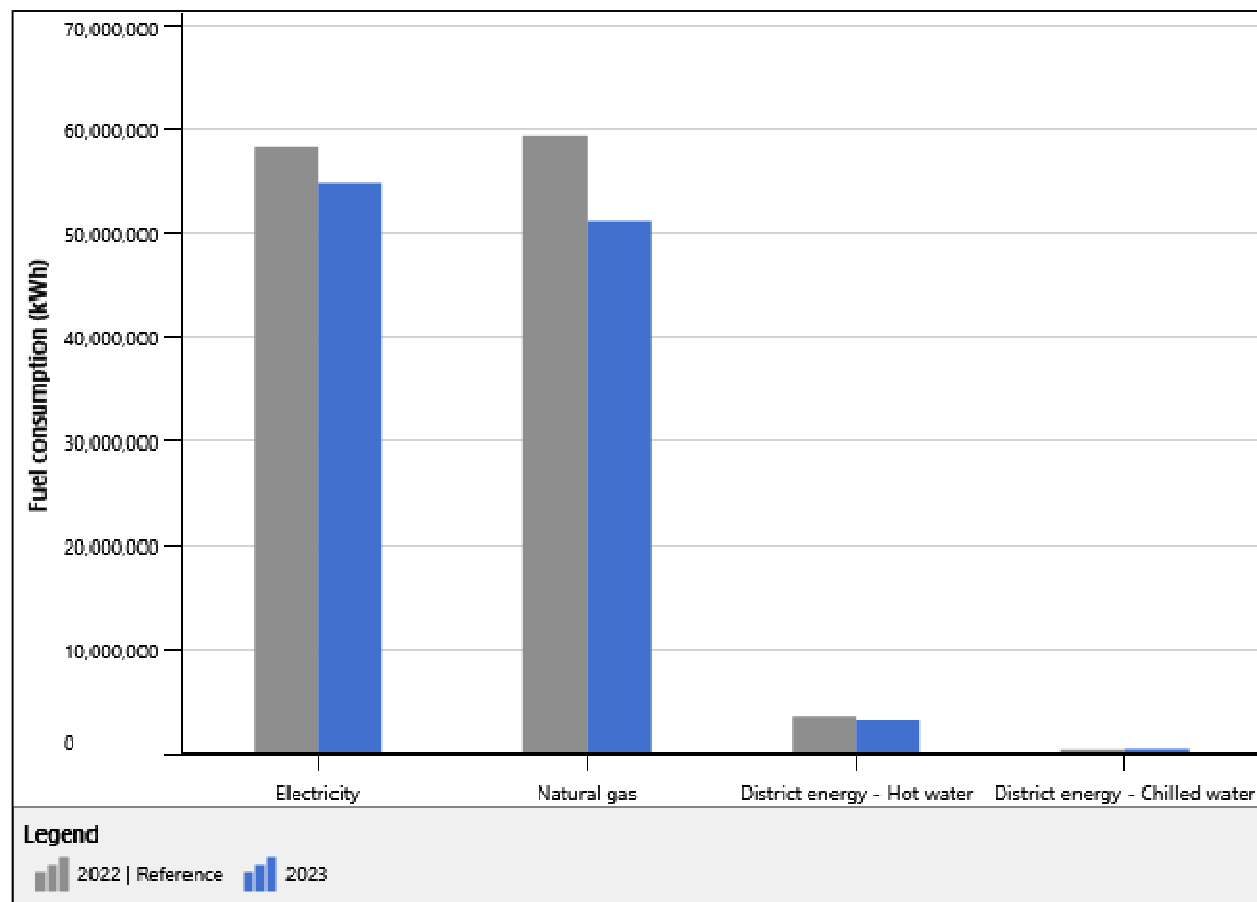
City staff are taking steps in line with Council's CEEP goals to reduce greenhouse gas emissions at City facilities as a part of regular work and project plans. Projects aimed at lighting, renewable energy, plant process improvements, controls and HVAC refurbishments are often the projects that offer the largest return on investment both financially and in energy reduction. Combining these projects with the end of the natural life cycle of existing equipment assists in deriving full value from prior and future investments. The City will continue to use these opportunities to utilize scarce capital funds in the most effective manner to be able to reduce energy consumption while capitalizing on grant opportunities that become available.

All Buildings Energy Cost by Energy Type



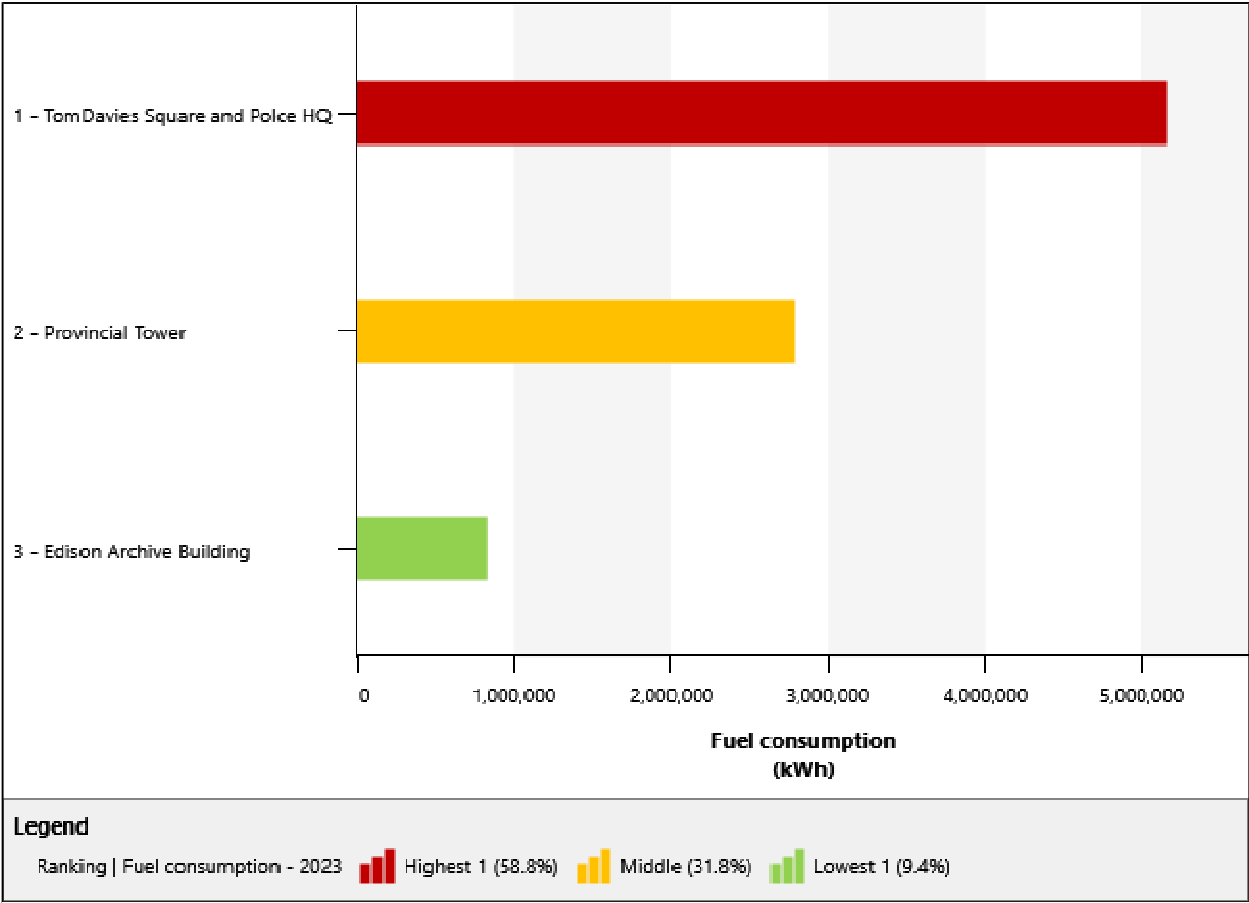
Date	Fuel cost (\$)			
	District energy - Chilled water	District energy - Hot water	Natural gas	Electricity
2022	86,312	180,474	2,650,967	8,279,063
2023	93,071	229,428	2,559,243	7,813,145

All Buildings Energy Consumption by Energy Type (kWh Equivalent)



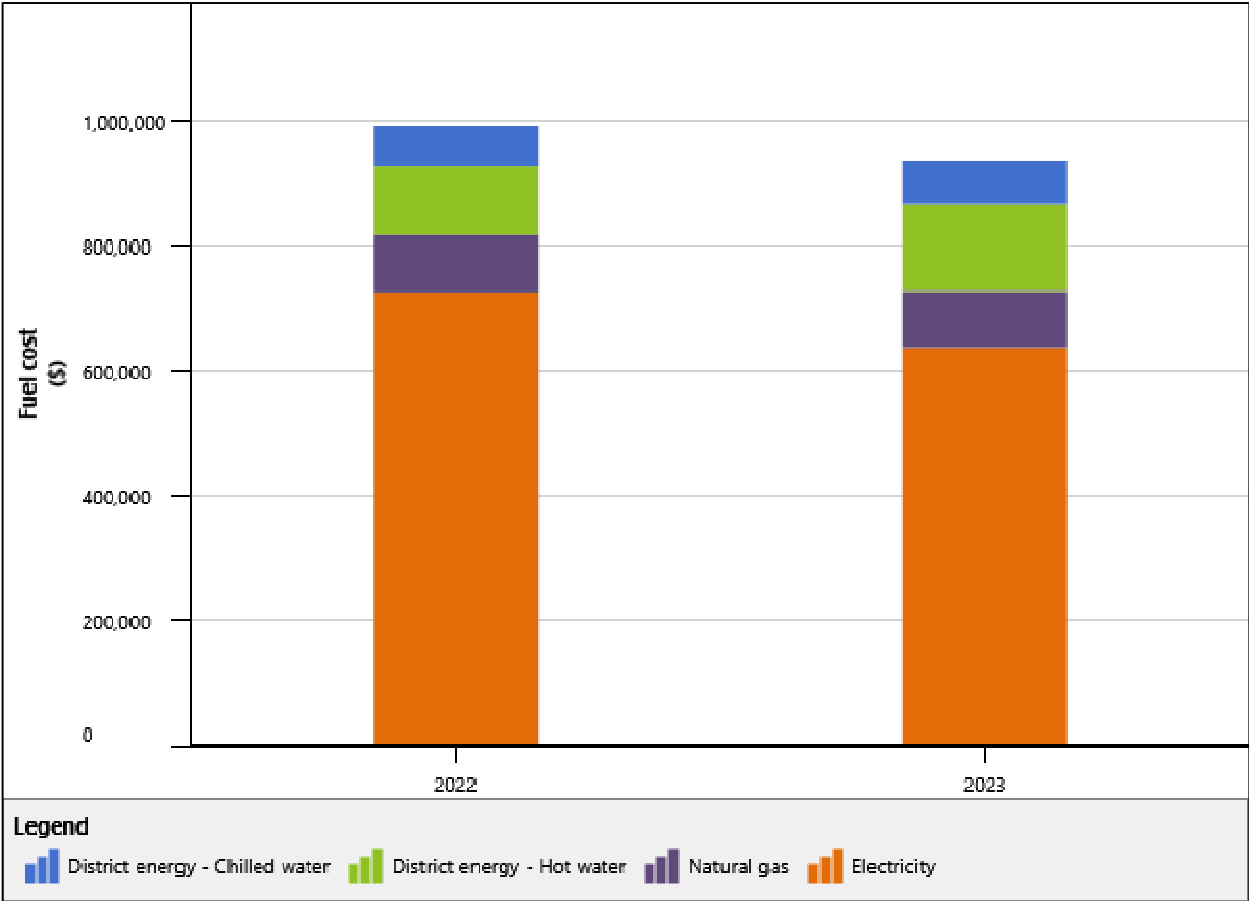
Group	2022 Reference kWh	2023 kWh	Fuel consumption Difference kWh	Difference %
Electricity	58,289,600	54,877,590	3,412,011	5.9%
Natural gas	59,421,470	51,217,281	8,204,188	13.8%
District energy - Hot water	3,613,430	3,268,310	345,120	9.6%
District energy - Chilled water	427,637	487,864	-60,227	-14.1%

Administration and Archive Energy Consumption (kWh equivalent)



	Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
Highest	TomDavies Square and Polce HQ	1/3	5,159,306	58.8%
Middle	Provincial Tower	2/3	2,785,899	31.8%
Lowest	Edison Archive Building	3/3	825,961	9.4%

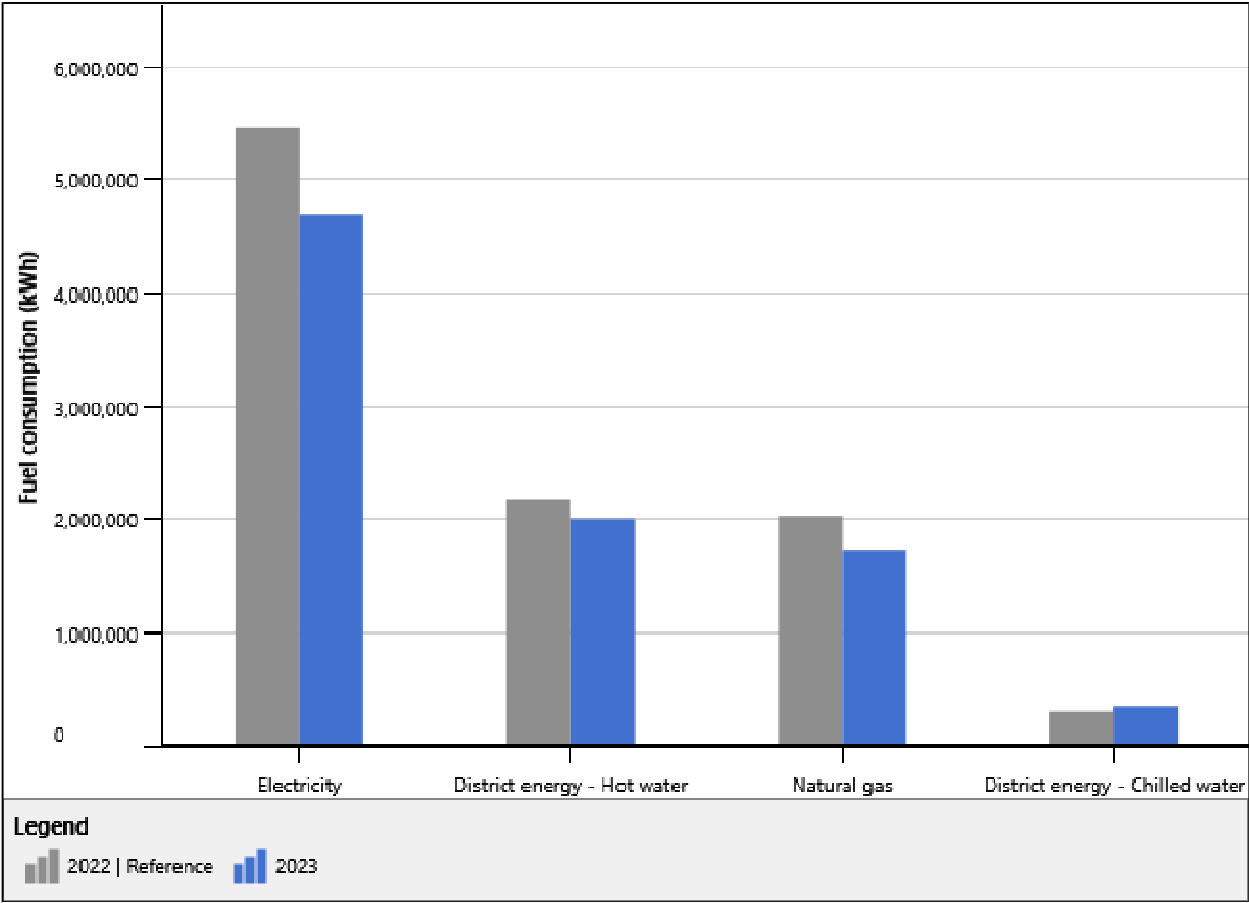
Administration and Archive Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	991,923	330,641
2023	937,611	312,537

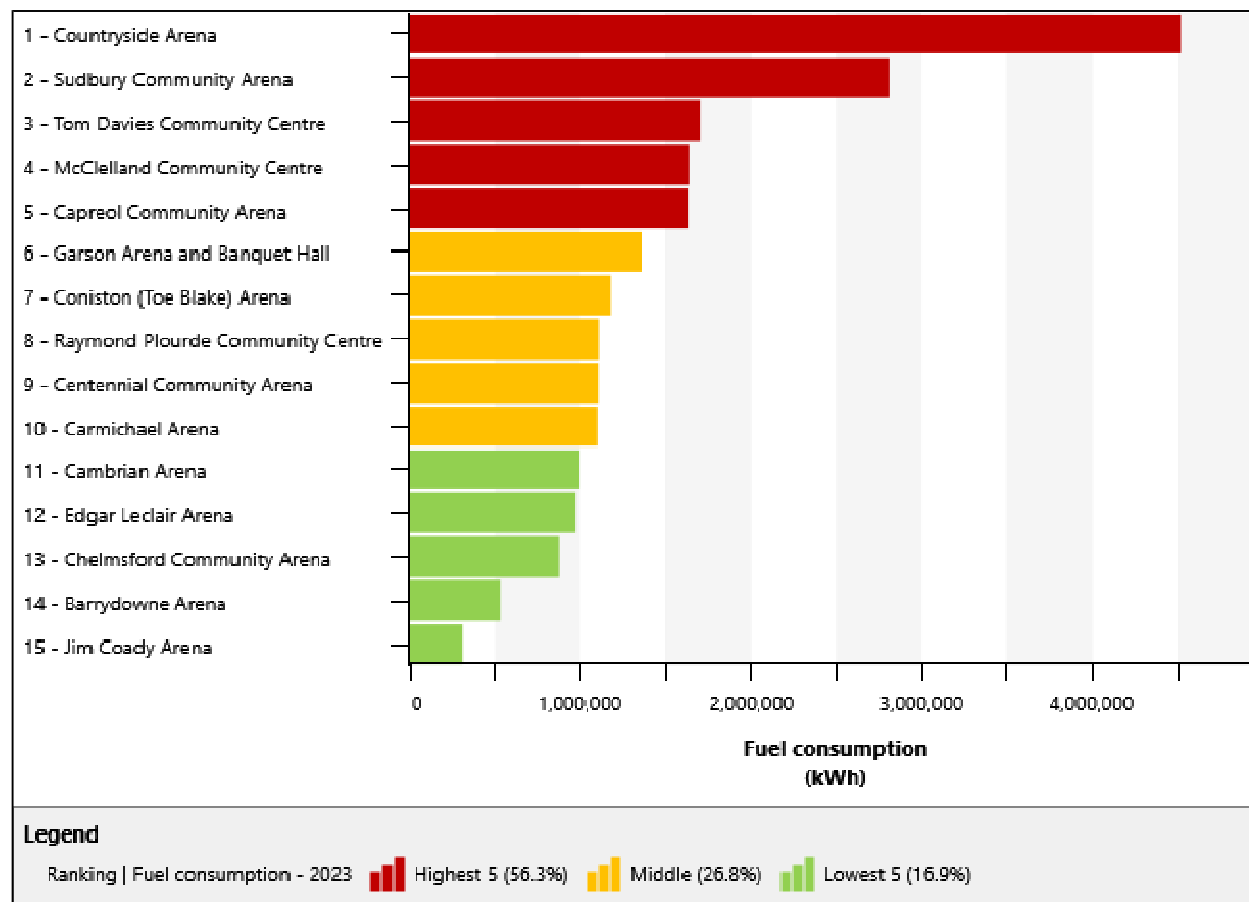
Date	Fuel cost (\$)			
	District energy - Chilled water	District energy - Hot water	Natural gas	Electricity
2022	64,234	109,877	91,332	726,481
2023	69,023	140,451	89,755	638,383

Administration and Archive Energy Consumption by Energy Type



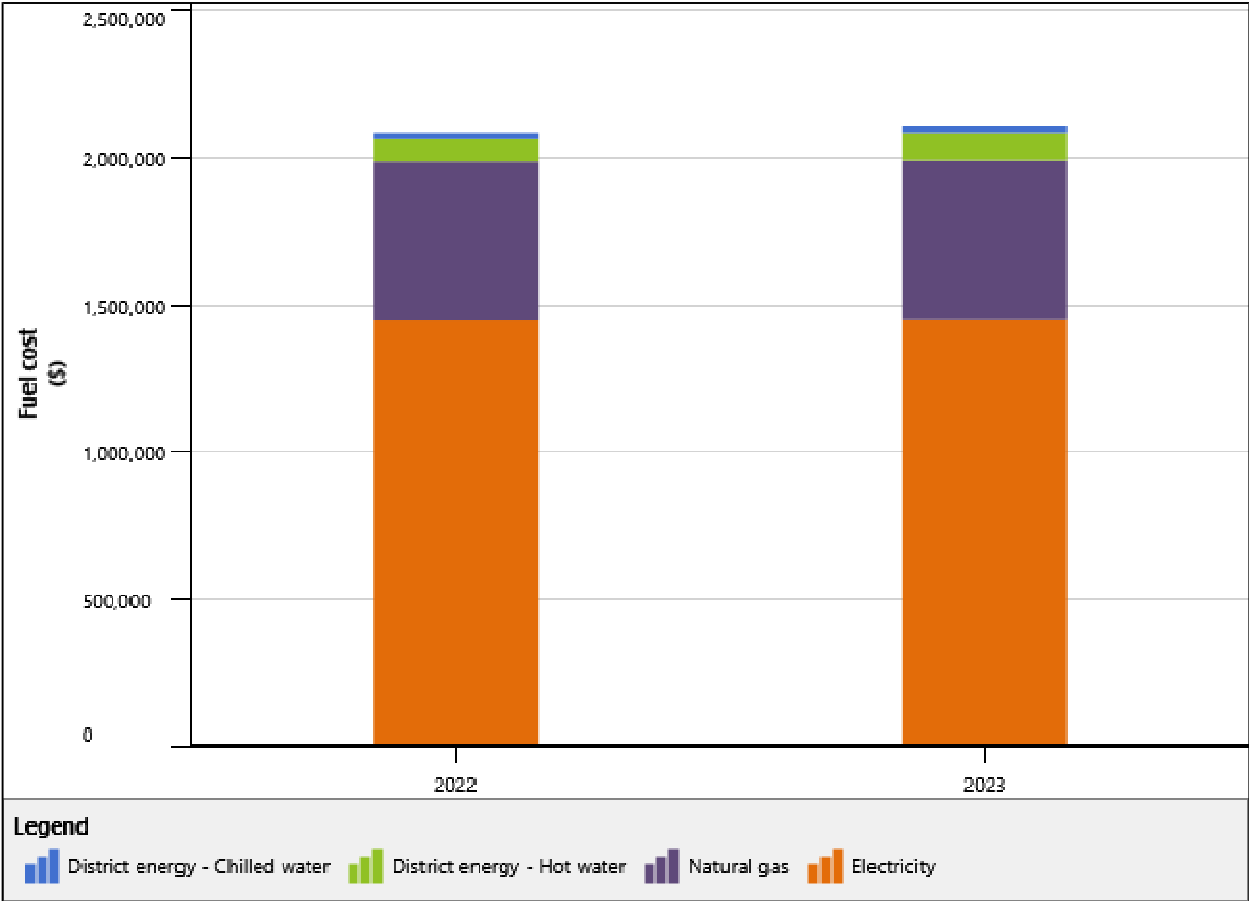
Group	Fuel consumption		Difference kWh	Difference %
	2022 Reference kWh	2023 kWh		
Electricity	5,457,866	4,691,286	766,580	14%
District energy - Hot water	2,180,280	2,004,140	176,140	8.1%
Natural gas	2,026,492	1,726,861	299,632	14.8%
District energy - Chilled water	305,499	348,879	-43,380	-14.2%

Arenas Energy Consumption (kWh equivalent)



		Fuel consumption			Percentage of total (%)
		Rank	2023 (kWh)		
Highest	Countryside Arena	1/15	4,516,382		20.7%
	Sudbury Community Arena	2/15	2,810,353		12.9%
	Tom Davies Community Centre	3/15	1,700,201		7.8%
	McClelland Community Centre	4/15	1,637,630		7.5%
	Capreol Community Arena	5/15	1,629,874		7.5%
Middle	Garson Arena and Banquet Hall	6/15	1,359,072		6.2%
	Coniston (Toe Blake) Arena	7/15	1,175,698		5.4%
	Raymond Plourde Community Centre	8/15	1,106,942		5.1%
	Centennial Community Arena	9/15	1,104,146		5.1%
	Carmichael Arena	10/15	1,099,109		5%
Lowest	Cambrian Arena	11/15	996,845		4.6%
	Edgar Leclair Arena	12/15	973,926		4.5%
	Chelmsford Community Arena	13/15	874,083		4%
	Barrydowne Arena	14/15	529,654		2.4%
	Jim Coady Arena	15/15	307,281		1.4%

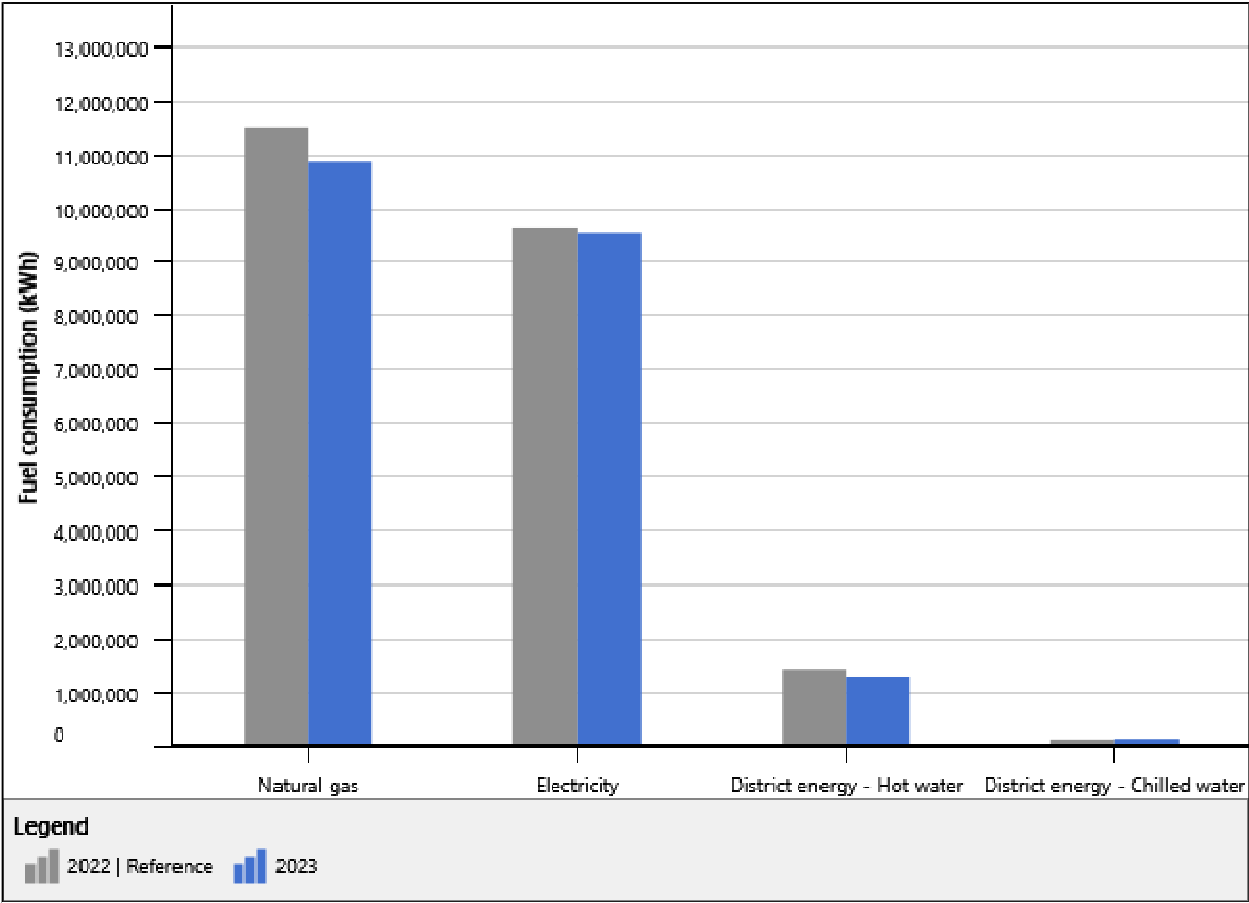
Arena Energy Cost by Energy Type



Date	Fuel cost - total (\$)		Fuel cost (\$/facility)	
2022	2,080,645		138,710	
2023	2,104,718		140,315	

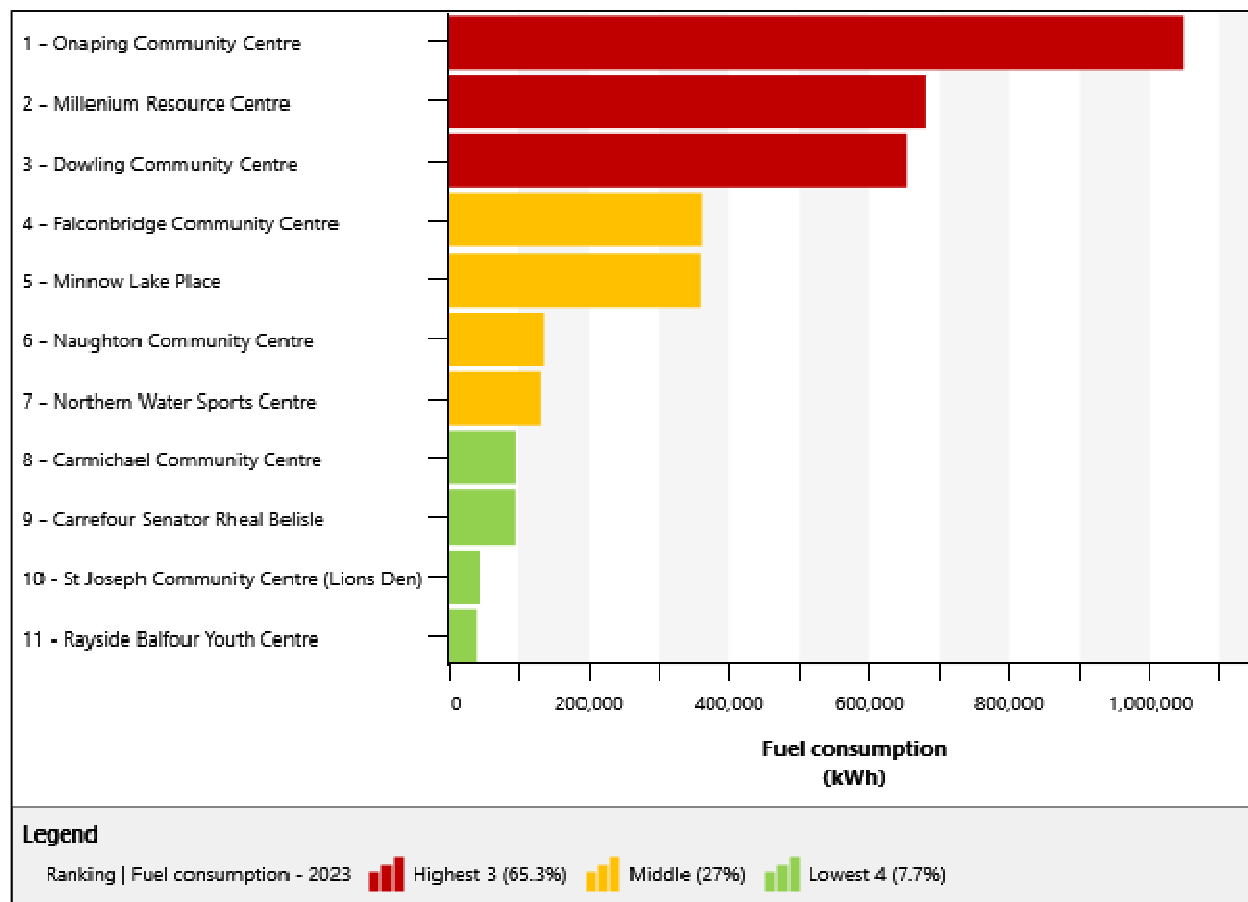
Date	Fuel cost (\$)			
	District energy - Chilled water	District energy - Hot water	Natural gas	Electricity
2022	22,078	70,596	541,923	1,446,048
2023	24,047	88,977	544,118	1,447,576

Arenas Energy Consumption by Energy Type



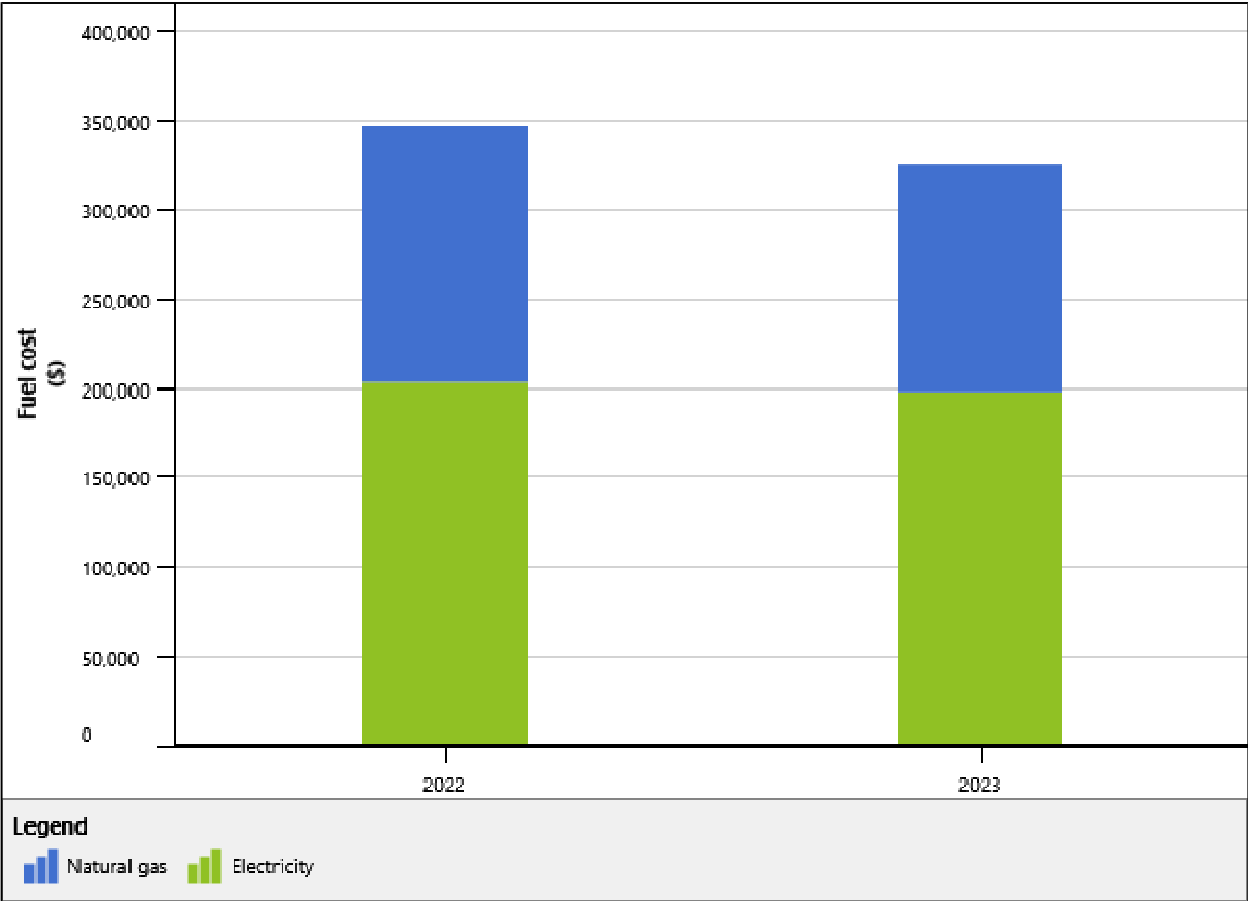
Group	2022 Reference kWh	2023 kWh	Fuel consumption Difference kWh		Difference %
Natural gas	11,493,263	10,880,935	612,328		5.3%
Electricity	9,629,826	9,537,105	92,722		0.96%
District energy - Hot water	1,403,150	1,264,170	138,980		9.9%
District energy - Chilled water	117,885	138,985	-21,100		-17.9%

Community Centre Energy Consumption (kWh equivalent)



		Fuel consumption		
		Rank	2023 (kWh)	Percentage of total (%)
Highest	Onaping Community Centre	1/11	1,047,450	28.7%
	Millenium Resource Centre	2/11	681,379	18.7%
	Dowling Community Centre	3/11	654,048	17.9%
Middle	Falconbridge Community Centre	4/11	360,777	9.9%
	Minnow Lake Place	5/11	358,831	9.8%
	Naughton Community Centre	6/11	135,312	3.7%
	Northern Water Sports Centre	7/11	130,793	3.6%
Lowest	Carmichael Community Centre	8/11	96,750	2.7%
	Carrefour Senator Rheal Belisle	9/11	96,271	2.6%
	St Joseph Community Centre (Lions Den)	10/11	45,680	1.3%
	Rayside Balfour Youth Centre	11/11	40,870	1.1%

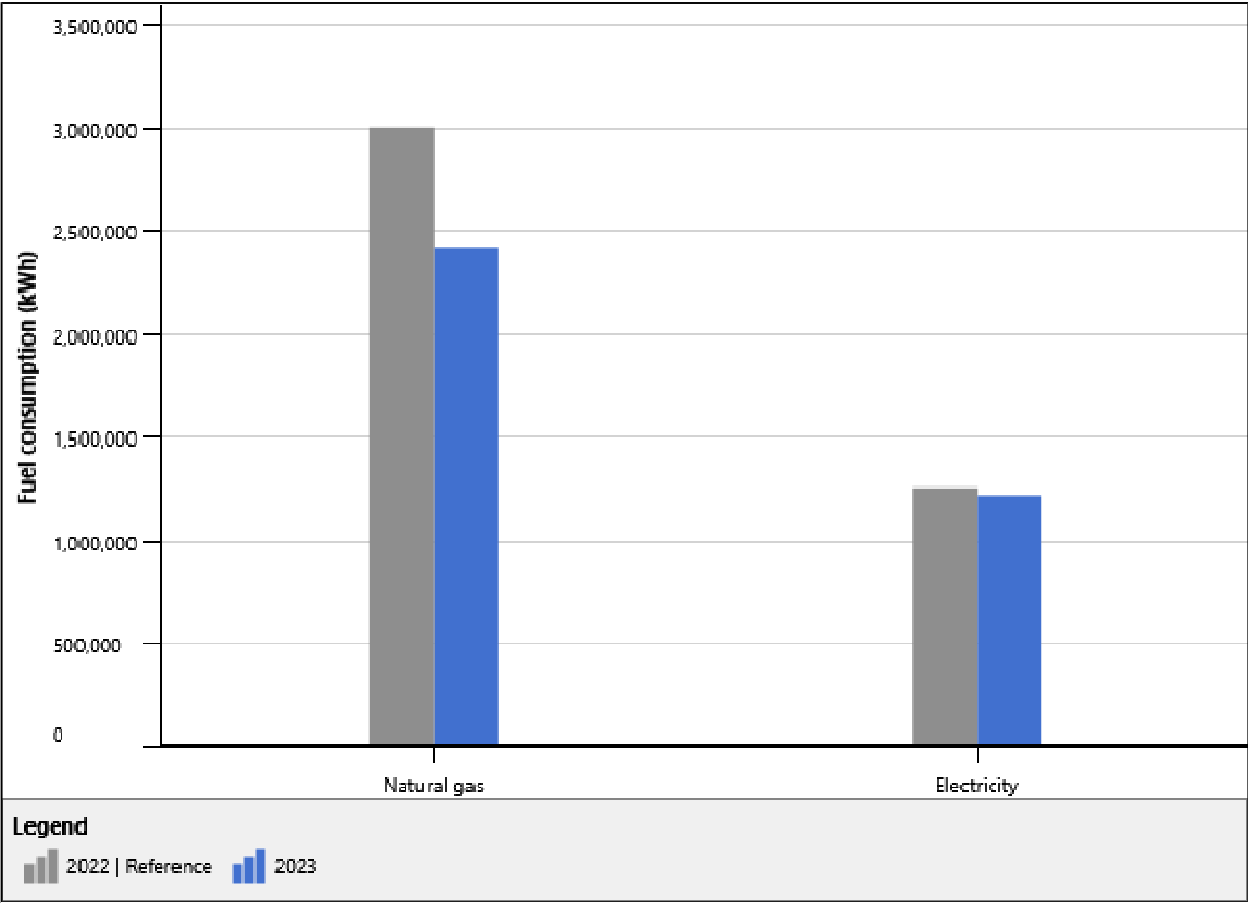
Community Centre Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	346,989	31,544
2023	325,584	29,599

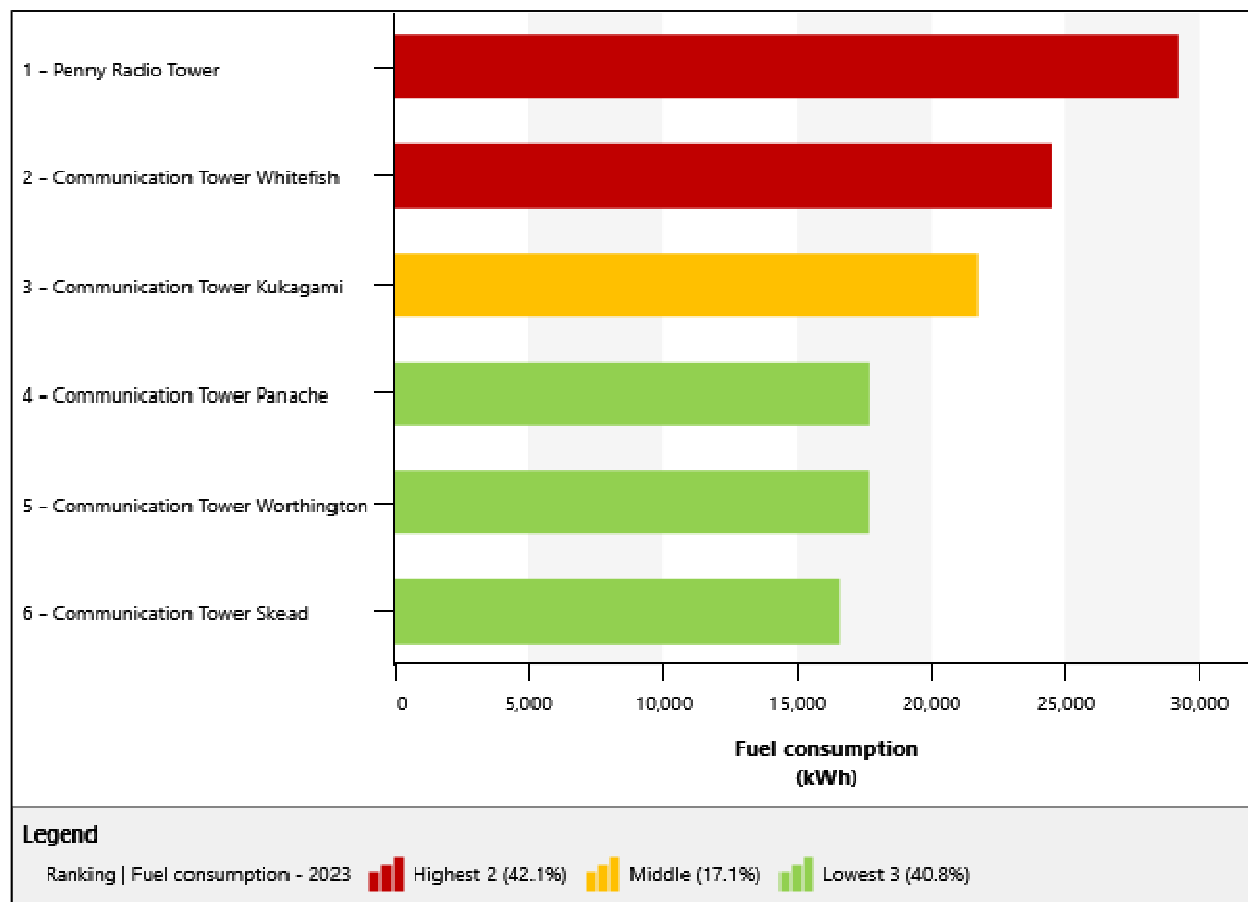
Fuel cost (\$)		
Date	Natural gas	Electricity
2022	143,659	203,329
2023	127,277	198,307

Community Centre Energy Consumption by Energy Type



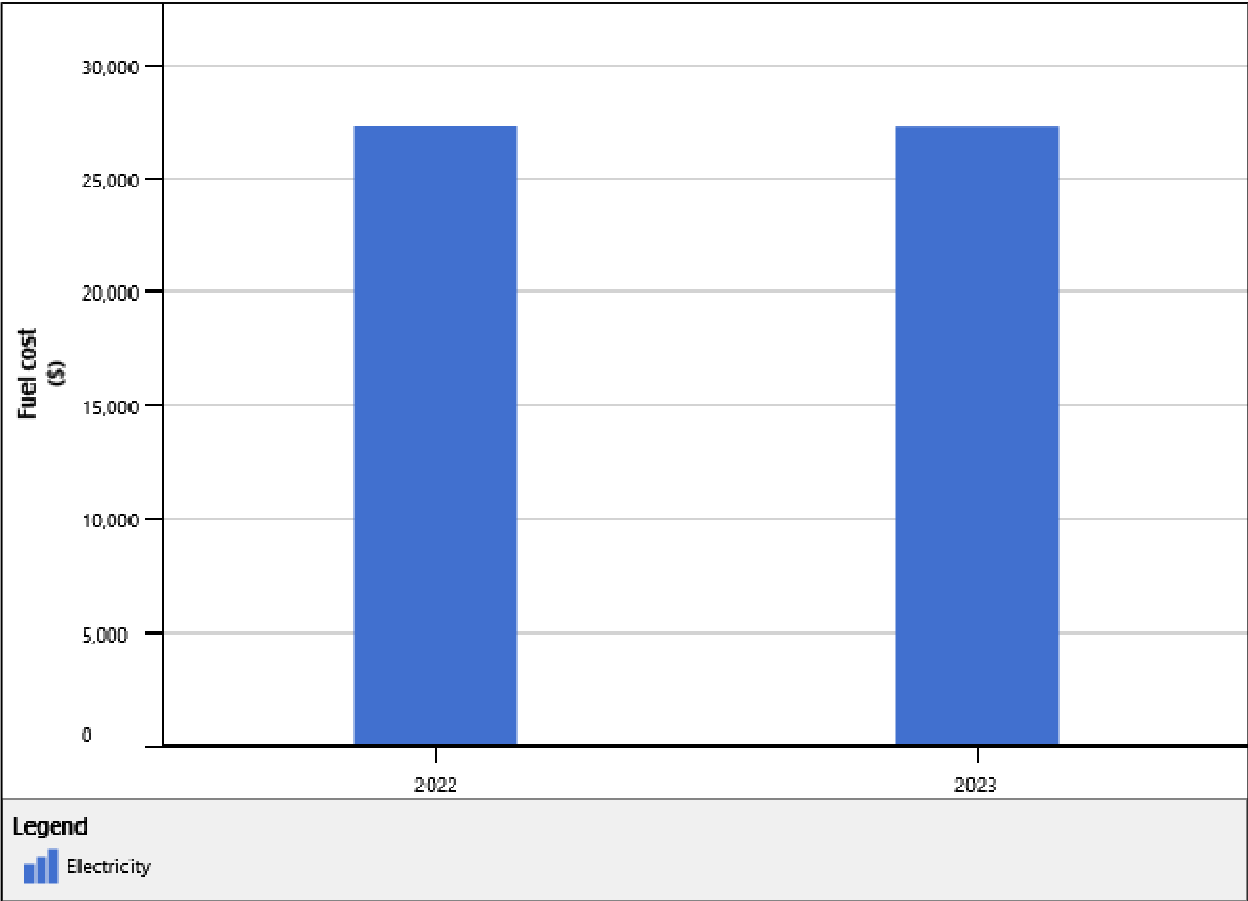
Group	Fuel consumption			
	2022 Reference kWh	2023 kWh	Difference kWh	Difference %
Natural gas	3,005,713	2,427,040	578,673	19.3%
Electricity	1,255,941	1,221,121	34,820	2.8%

Communication Towers Energy Consumption (kWh equivalent)



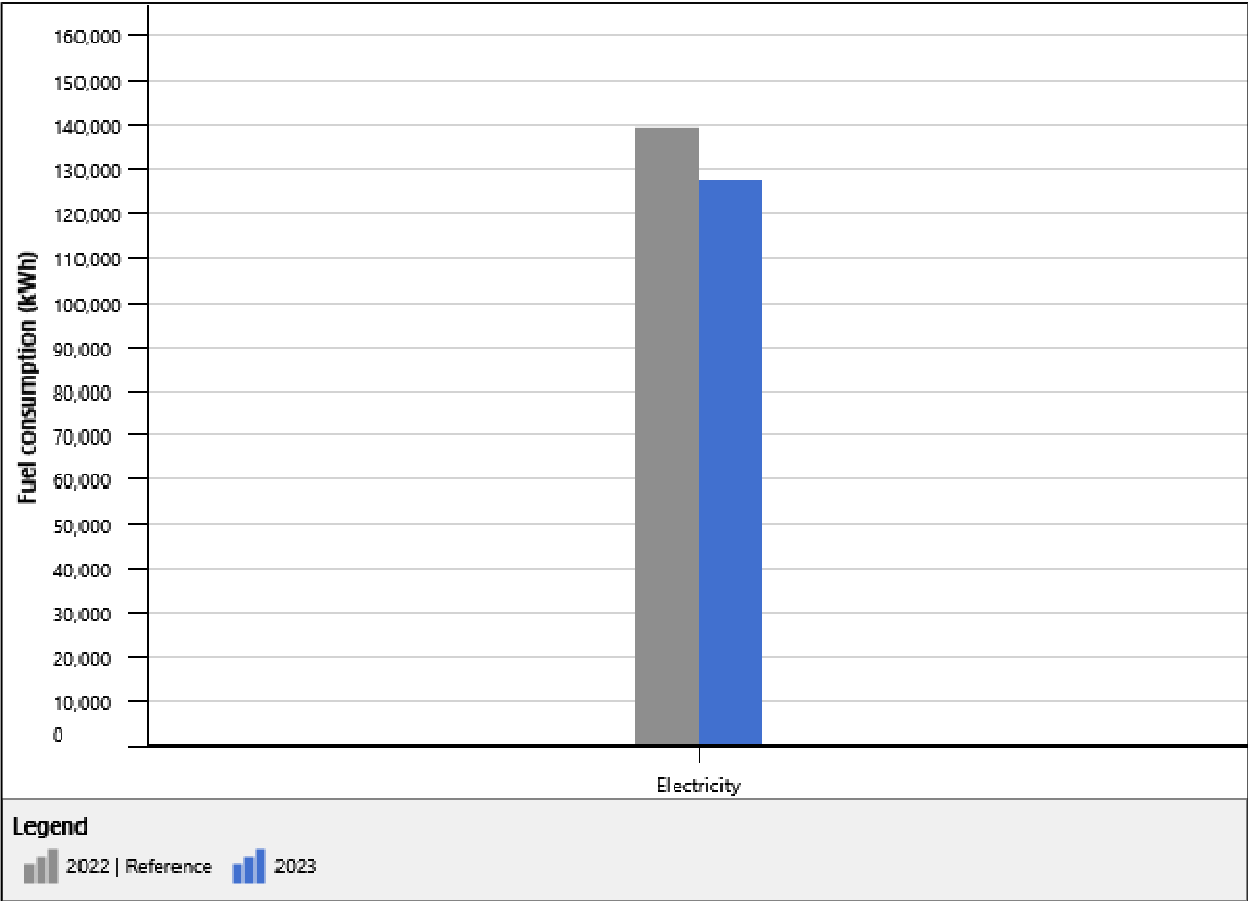
		Fuel consumption		
		Rank	2023 (kWh)	Percentage of total (%)
Highest	Penny Radio Tower	1/6	29,205	22.9%
	Communication Tower Whitefish	2/6	24,518	19.2%
Middle	Communication Tower Kukagami	3/6	21,743	17.1%
Lowest	Communication Tower Panache	4/6	17,725	13.9%
	Communication Tower Worthington	5/6	17,708	13.9%
	Communication Tower Skead	6/6	16,575	13%

Communication Towers Energy Cost by Energy Type



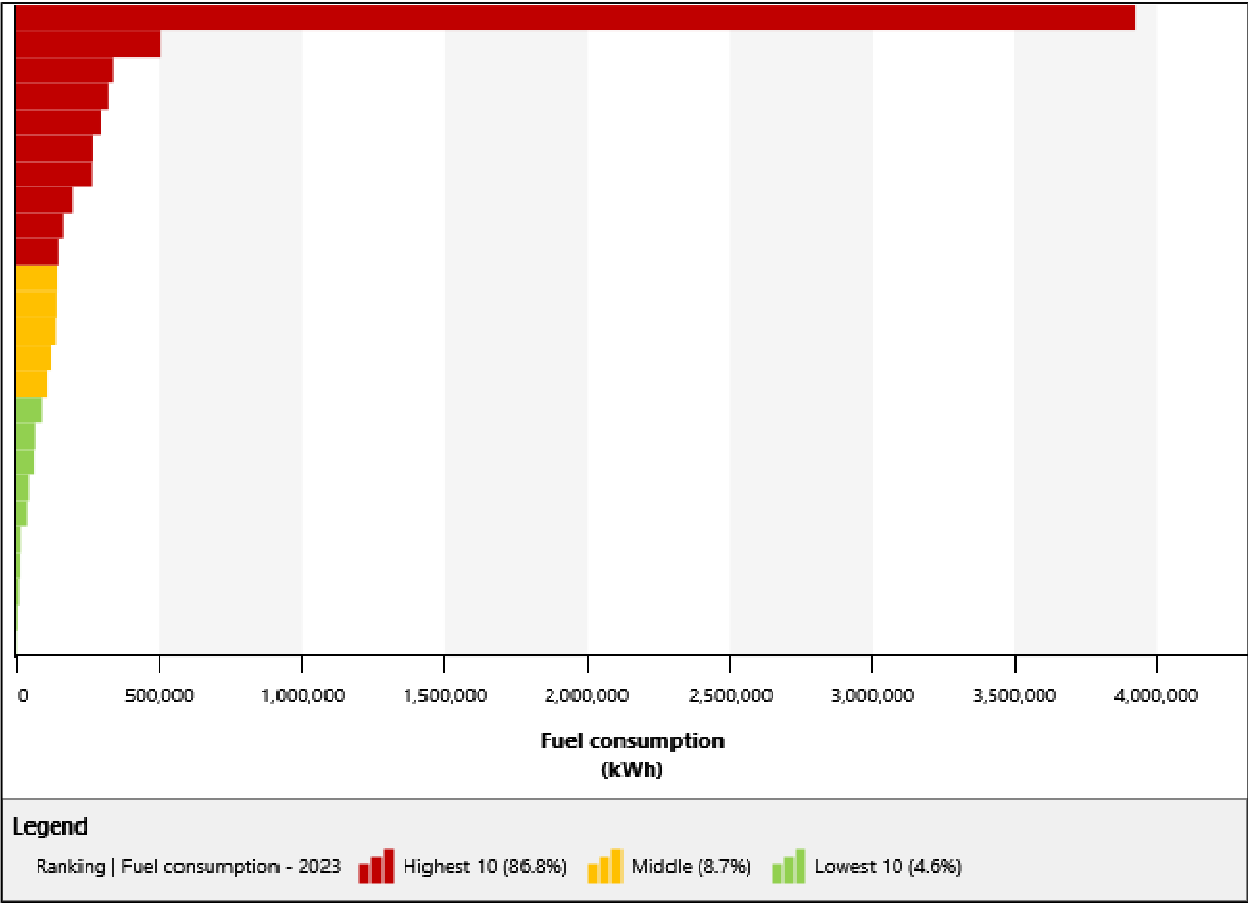
Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	27,308	4,551
2023	27,297	4,549

Communication Towers Energy Consumption by Energy Type



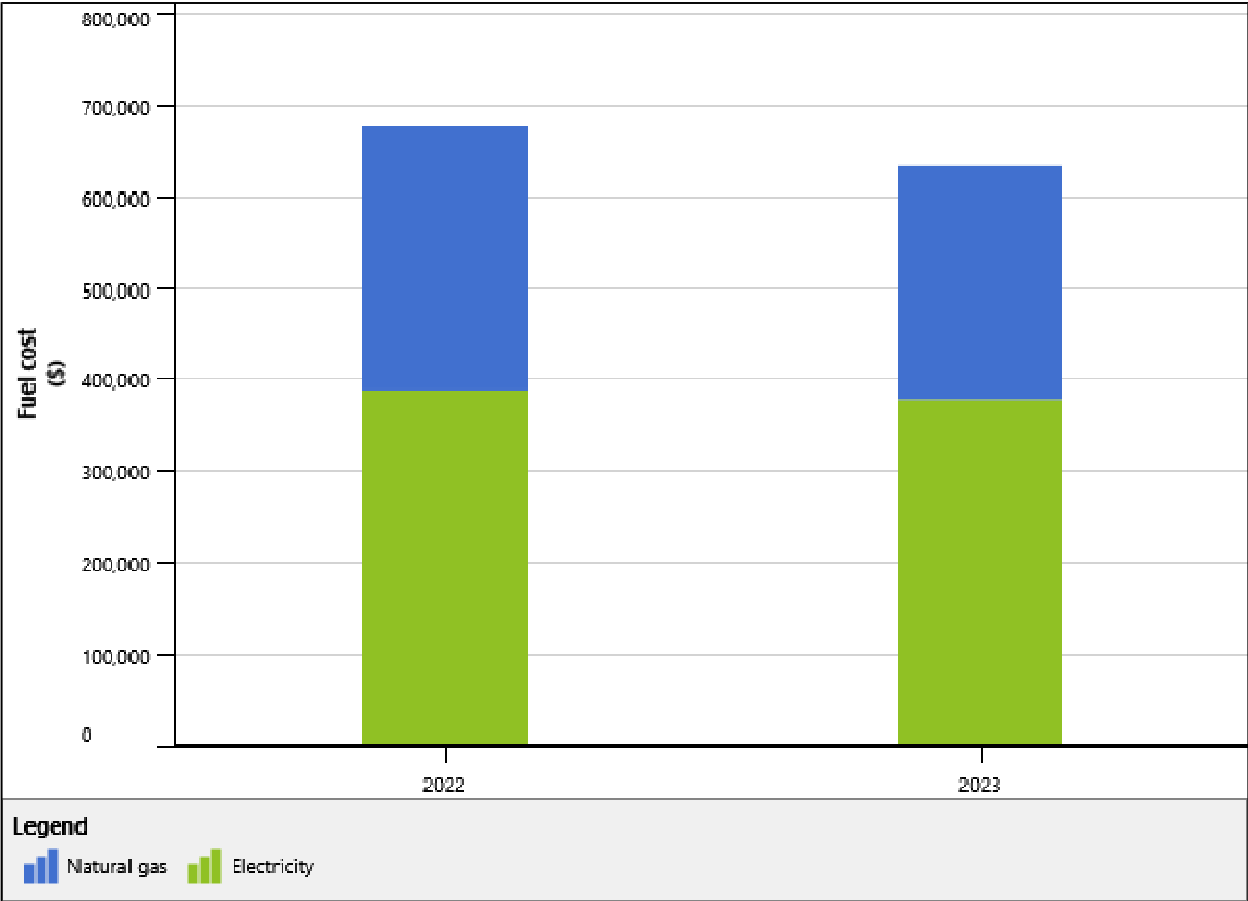
Group	Fuel consumption			
	2022 Reference kWh	2023 kWh	Difference kWh	Difference %
Electricity	139,267	127,474	11,792	8.5%

Fire and Paramedic Stations Energy Consumption (kWh equivalent)



	Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
Highest	Lionel Lalonde Center	1/25	3,920,499	53%
	Van Horne Emergency Services	2/25	505,890	6.8%
	Walden Depot EMS and Health Clinic	3/25	340,894	4.6%
	Val Therese Emergency Services	4/25	321,084	4.3%
	Long Lake Emergency Services	5/25	294,446	4%
	Whitefish Fire Hall	6/25	266,083	3.6%
	Minnow Lake Emergency Services	7/25	263,378	3.6%
	Leon Avenue Emergency Services	8/25	198,602	2.7%
	Chelmsford Station Emergency Services	9/25	165,995	2.2%
	Garson Emergency Services	10/25	145,790	2%
Middle	Dowling Emergency Services	11/25	140,548	1.9%
	Val Caron Emergency Services	12/25	139,435	1.9%
	Levack Emergency Services	13/25	136,118	1.8%
	Capreol Fire Services	14/25	119,345	1.6%
	Lively Fire Station	15/25	105,688	1.4%
Lowest	Capreol EMS Station	16/25	87,577	1.2%
	Hanmer Emergency Services	17/25	60,682	0.82%
	Falconbridge Fire Station	18/25	56,813	0.77%
	Chelmsford Station Garage	19/25	45,097	0.61%
	Wahnapiatae Fire Hall	20/25	39,021	0.53%
	Beaver Lake Station	21/25	15,940	0.22%
	Copper Cliff Fire Station	22/25	14,301	0.19%
	Chelmsford Station Butler Building	23/25	10,663	0.14%
	Vermillion Lake Fire Station	24/25	5,061	0.07%
	Chelmsford Station Storage	25/25	1,666	0.02%

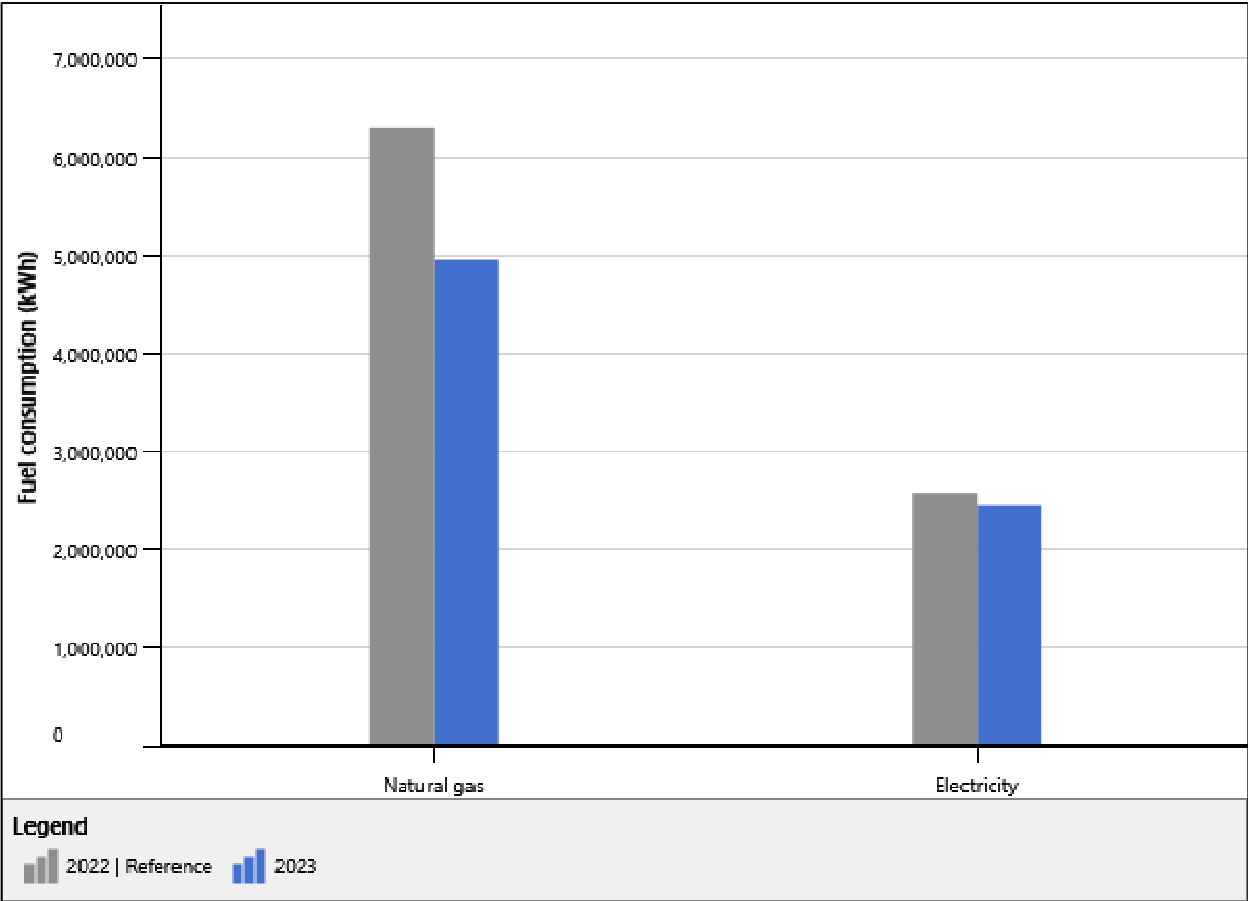
Fire and Paramedic Stations Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	677,466	27,099
2023	634,036	25,361

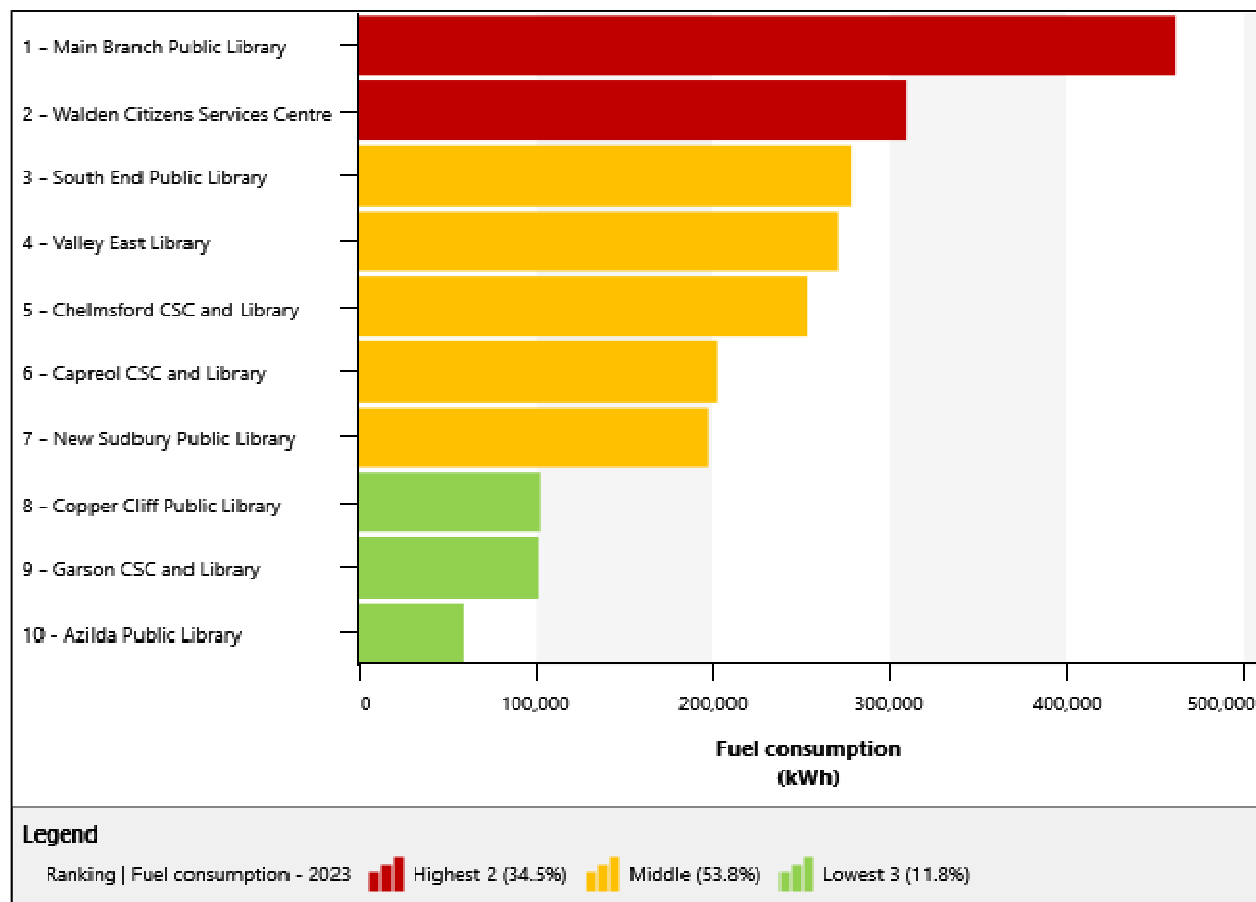
Fuel cost (\$)		
Date	Natural gas	Electricity
2022	288,414	389,052
2023	254,496	379,540

Fire and Paramedic Stations Energy Consumption by Energy Type



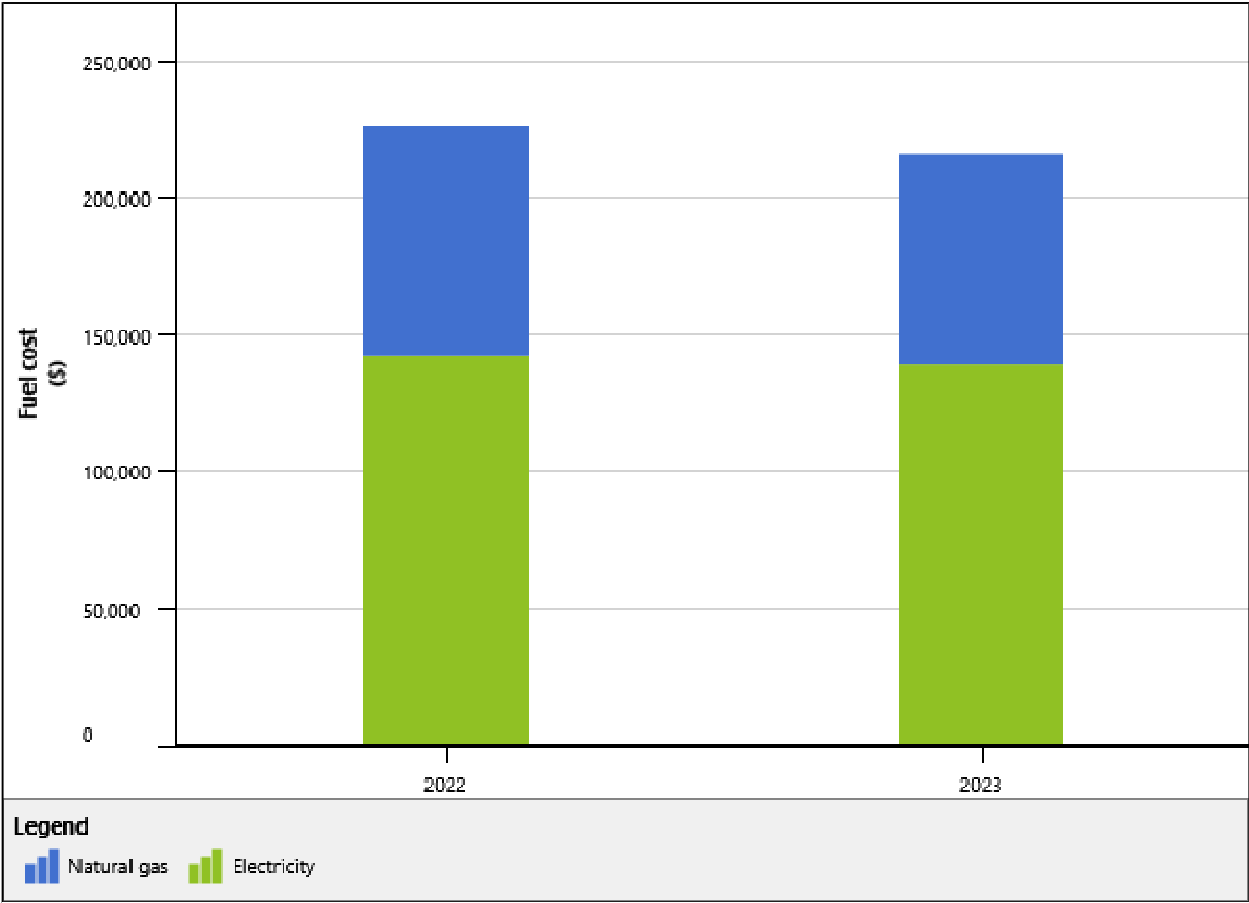
Group	Fuel consumption			
	2022 Reference kWh	2023 kWh	Difference kWh	Difference %
Natural gas	6,289,278	4,951,913	1,337,365	21.3%
Electricity	2,580,250	2,448,703	131,546	5.1%

Library Energy Consumption (kWh equivalent)



		Fuel consumption		
		Rank	2023 (kWh)	Percentage of total (%)
Highest	Main Branch Public Library	1/10	461,164	20.6%
	Walden Citizens Services Centre	2/10	309,710	13.8%
Middle	South End Public Library	3/10	278,107	12.4%
	Valley East Library	4/10	270,696	12.1%
	Chelmsford CSC and Library	5/10	253,361	11.3%
	Capreol CSC and Library	6/10	202,913	9.1%
	New Sudbury Public Library	7/10	197,336	8.8%
Lowest	Copper Cliff Public Library	8/10	102,434	4.6%
	Garson CSC and Library	9/10	101,112	4.5%
	Azilda Public Library	10/10	59,570	2.7%

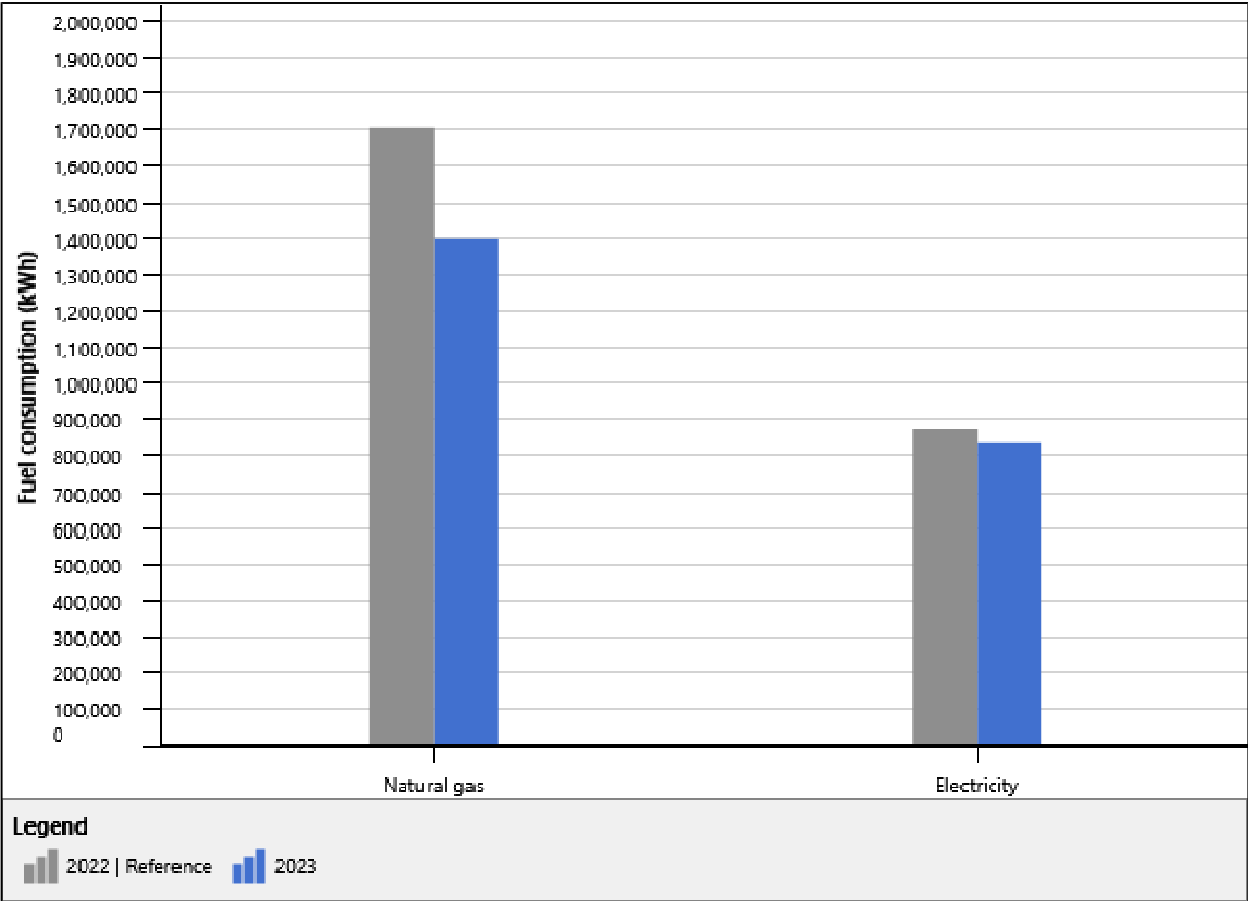
Library Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	226,133	22,613
2023	216,278	21,628

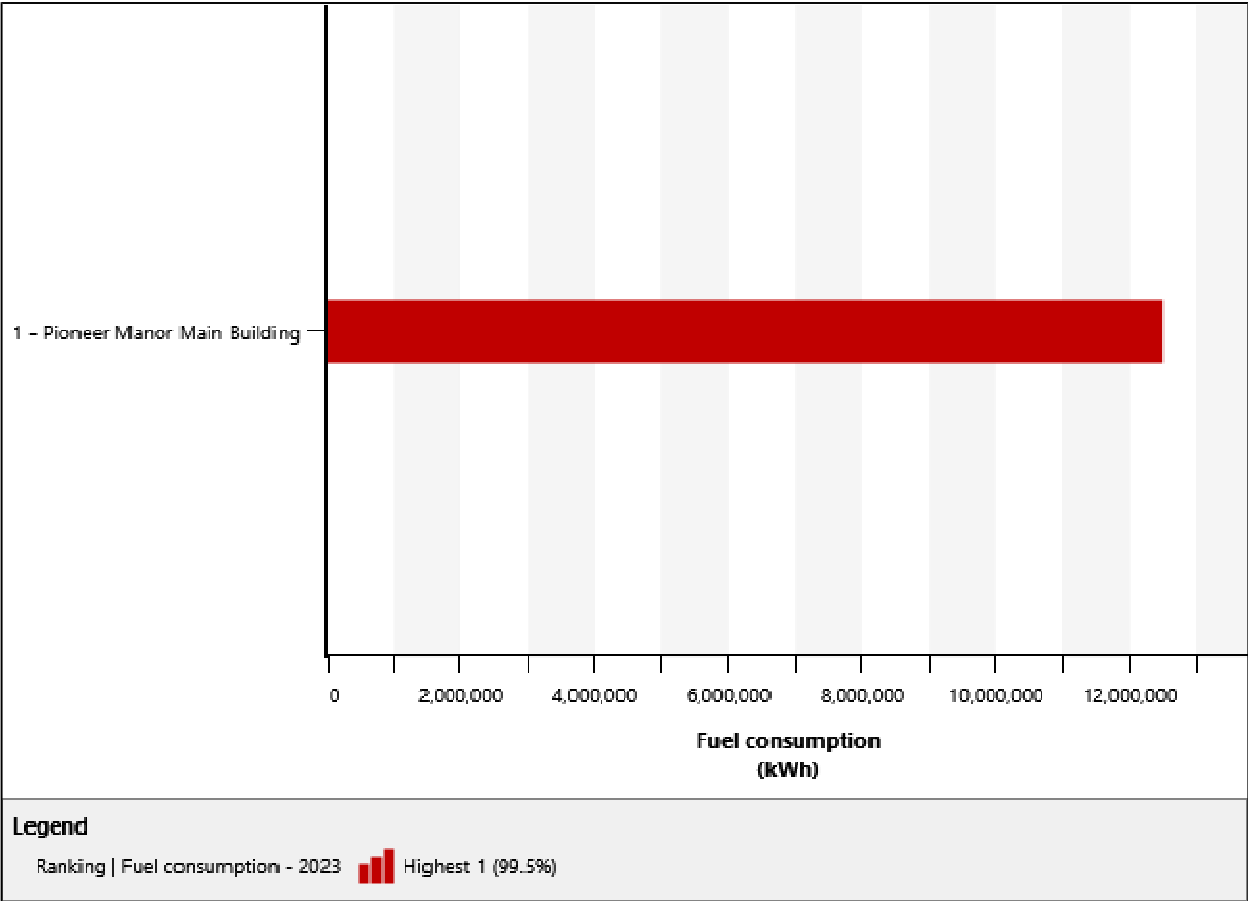
Date	Fuel cost (\$)	
	Natural gas	Electricity
2022	83,695	142,438
2023	77,013	139,265

Library Energy Consumption by Energy Type

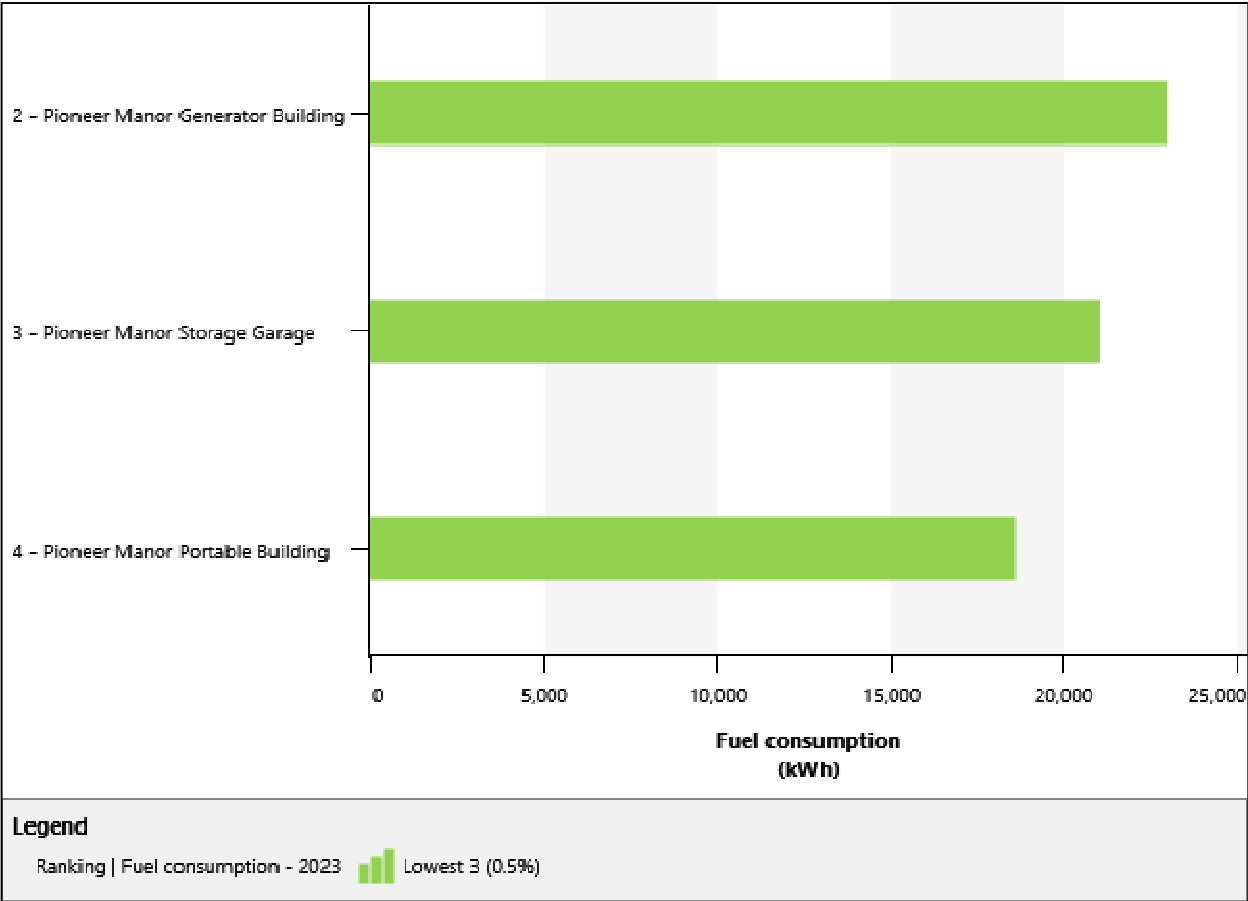


Group	2022 Reference kWh	2023 kWh	Fuel consumption	
			Difference kWh	Difference %
Natural gas	1,705,605	1,396,665	308,940	18.1%
Electricity	871,592	839,740	31,852	3.7%

Pioneer Manor (Main) Energy Consumption (kWh Equivalent)

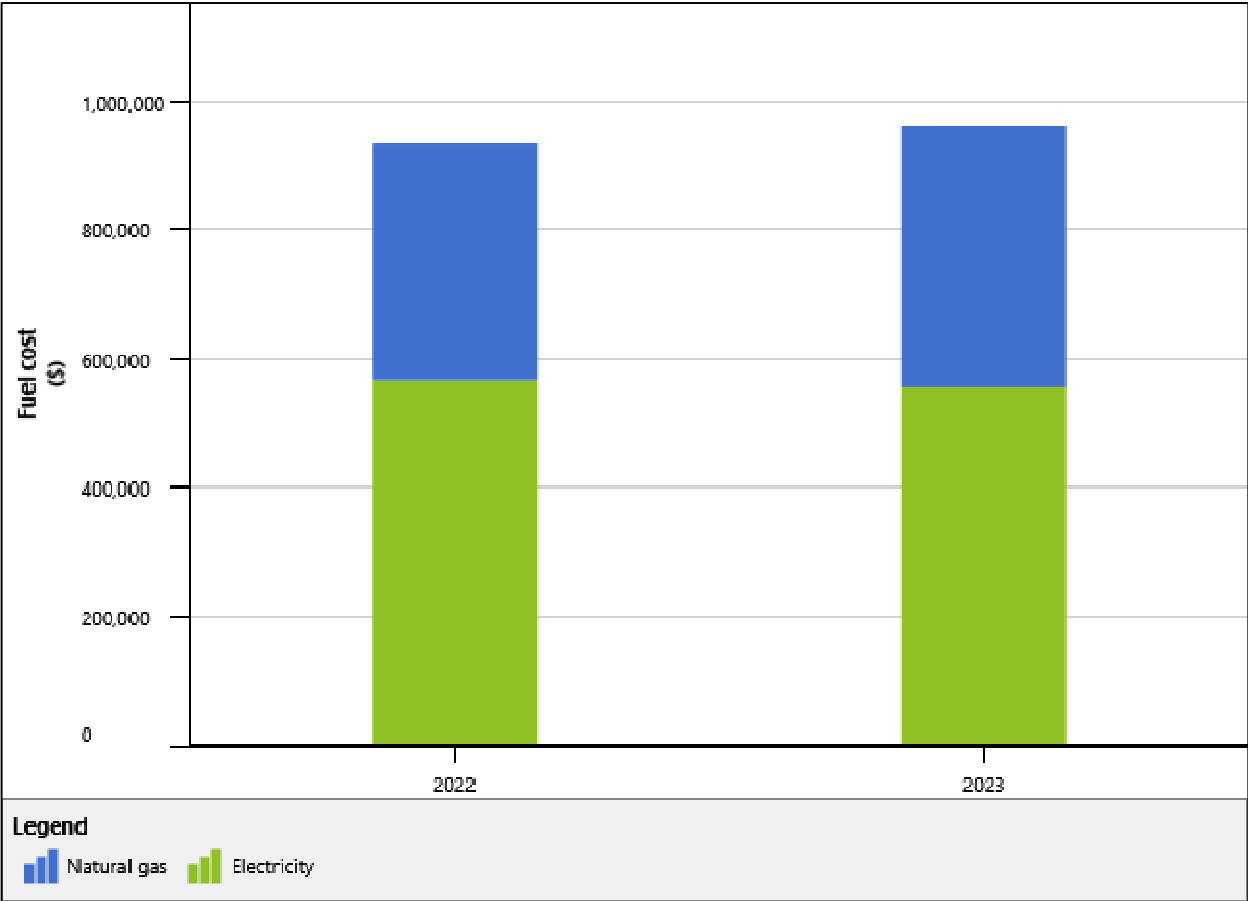


Pioneer Manor (Other) Energy Consumption (kWh Equivalent)



Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
Pioneer Manor Generator Building	2/4	22,950	0.18%
Pioneer Manor Storage Garage	3/4	21,038	0.17%
Pioneer Manor Portable Building	4/4	18,590	0.15%

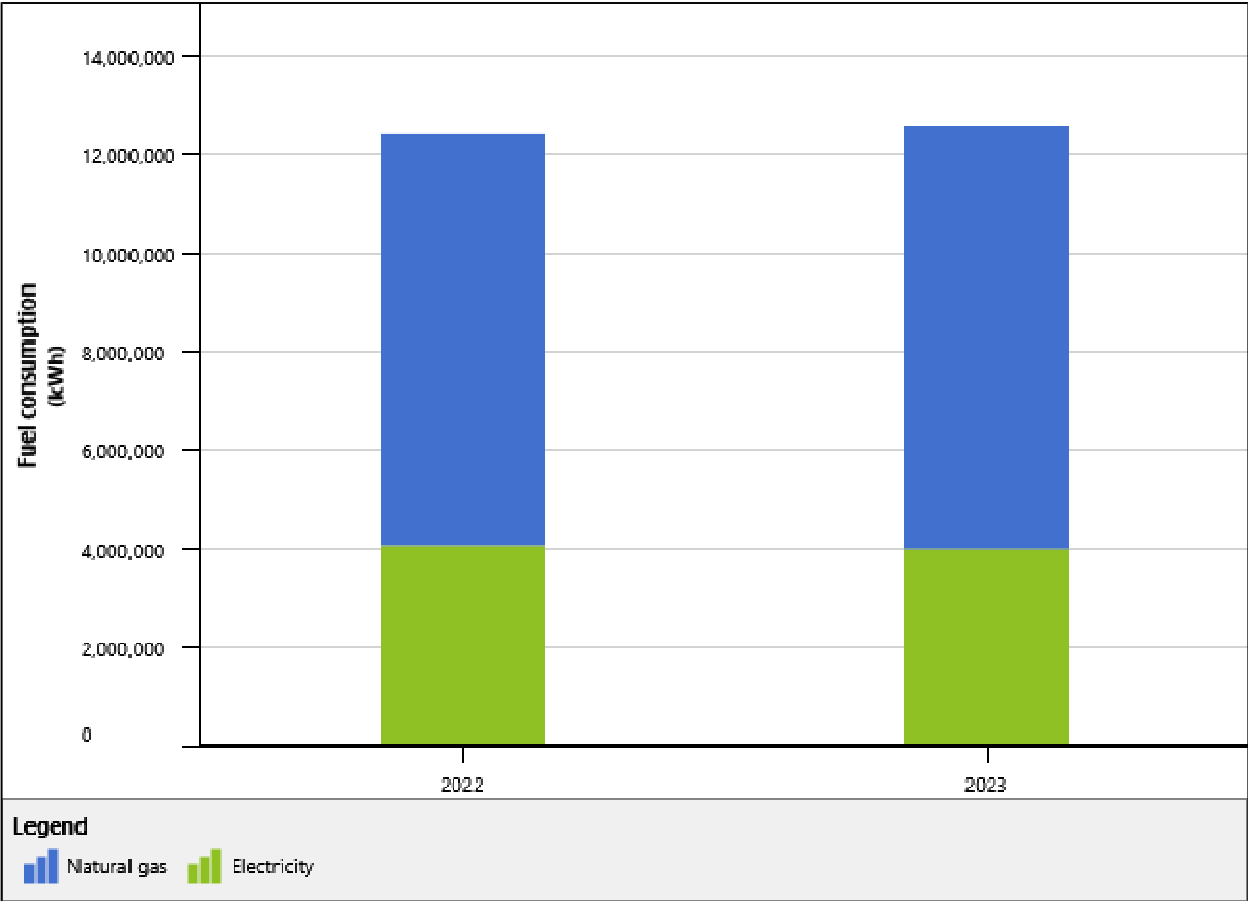
Pioneer Manor Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	932,623	233,156
2023	960,584	240,146

Fuel cost (\$)		
Date	Natural gas	Electricity
2022	367,707	564,915
2023	405,756	554,828

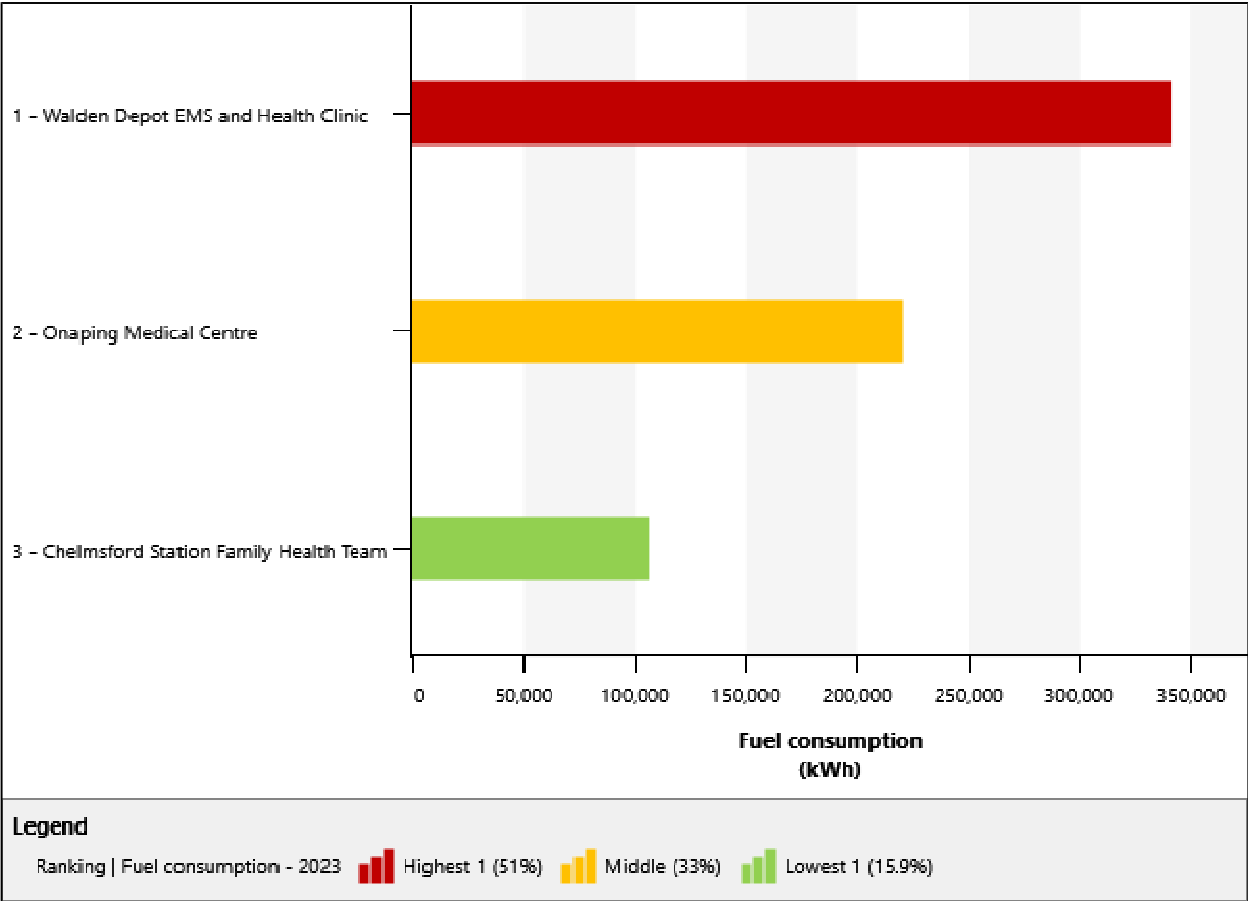
Pioneer Manor Energy Consumption by Energy Type



Date	Fuel consumption - total (kWh)	Energy use intensity (kWh/facility)
2022	12,398,376	3,099,594
2023	12,557,260	3,139,315

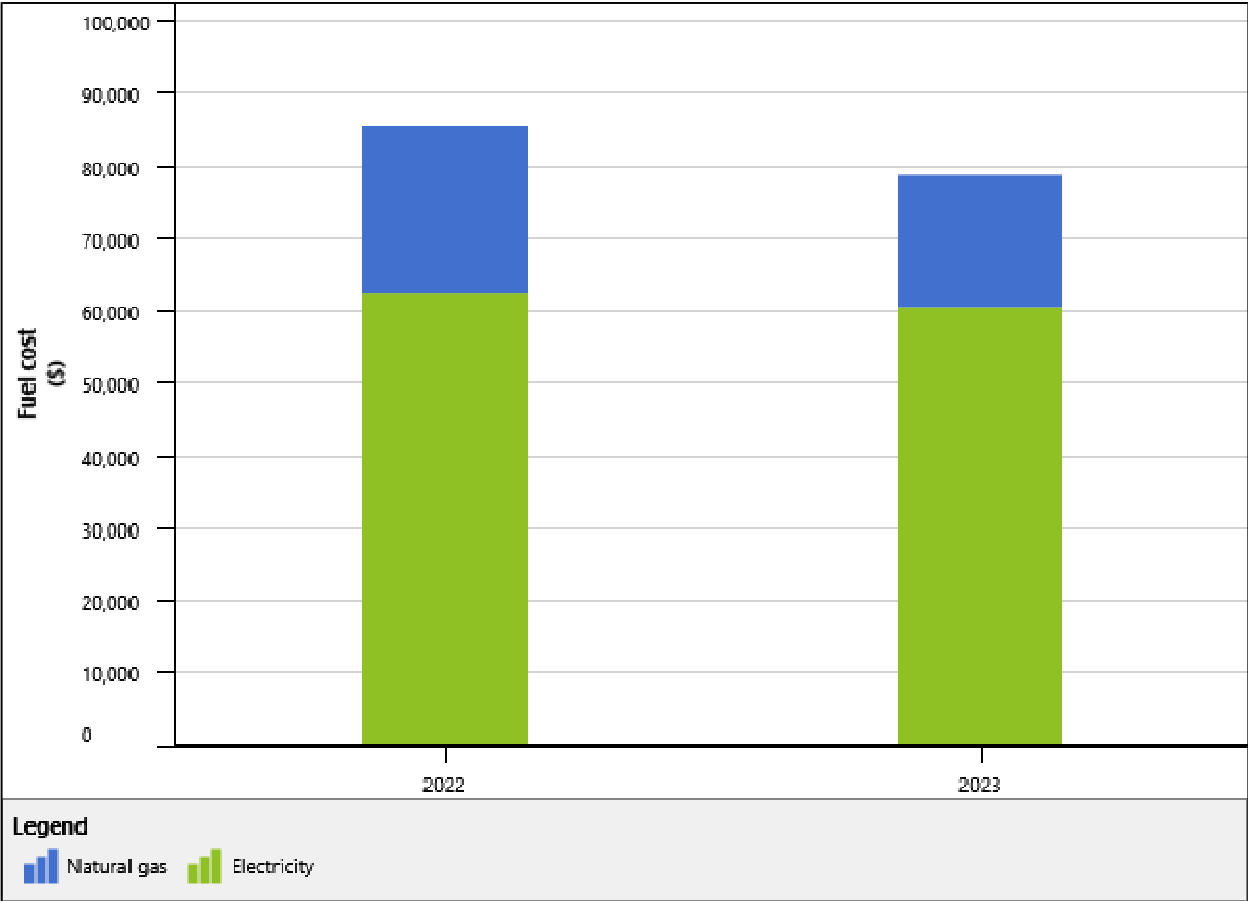
Fuel consumption (kWh)		
Date	Natural gas	Electricity
2022	8,319,855	4,078,521
2023	8,565,052	3,992,208

Health Clinics Energy Consumption (kWh equivalent)



	Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
Highest	Walden Depot EMS and Health Clinic	1/3	340,894	51%
Middle	Onaping Medical Centre	2/3	220,747	33%
Lowest	Chelmsford Station Family Health Team	3/3	106,449	15.9%

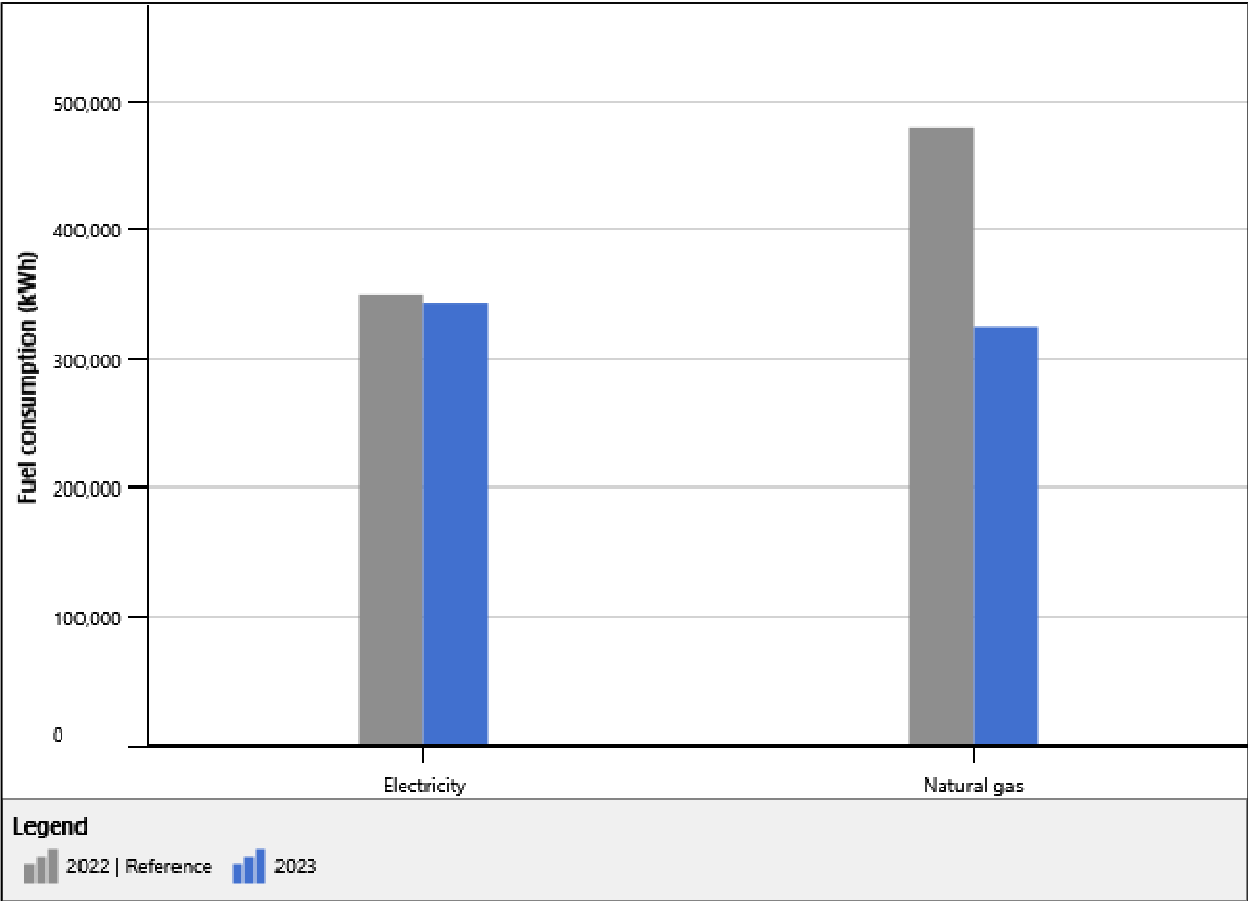
Health Clinics Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	85,523	28,508
2023	78,795	26,265

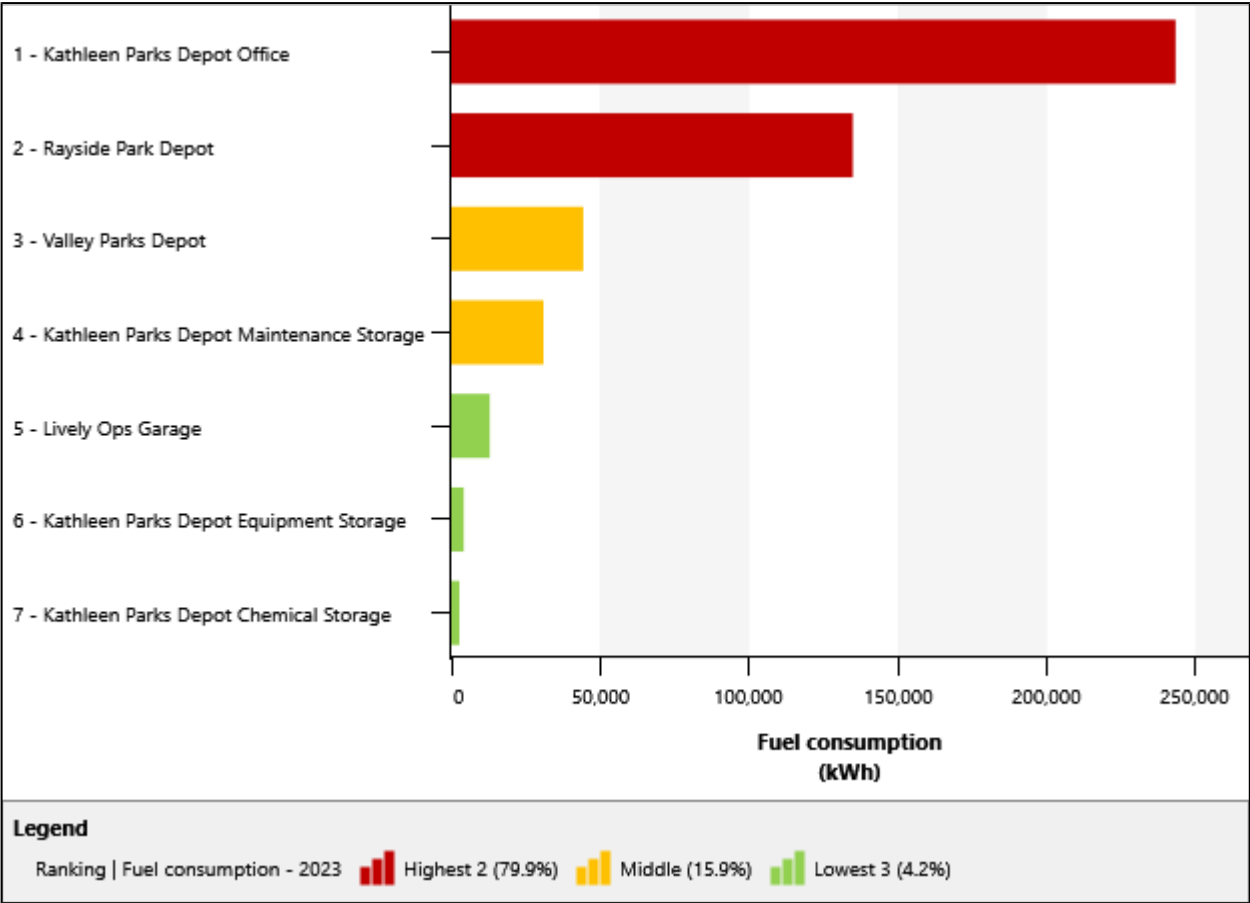
Fuel cost (\$)		
Date	Natural gas	Electricity
2022	22,920	62,603
2023	18,224	60,571

Health Clinics Energy Consumption by Energy Type



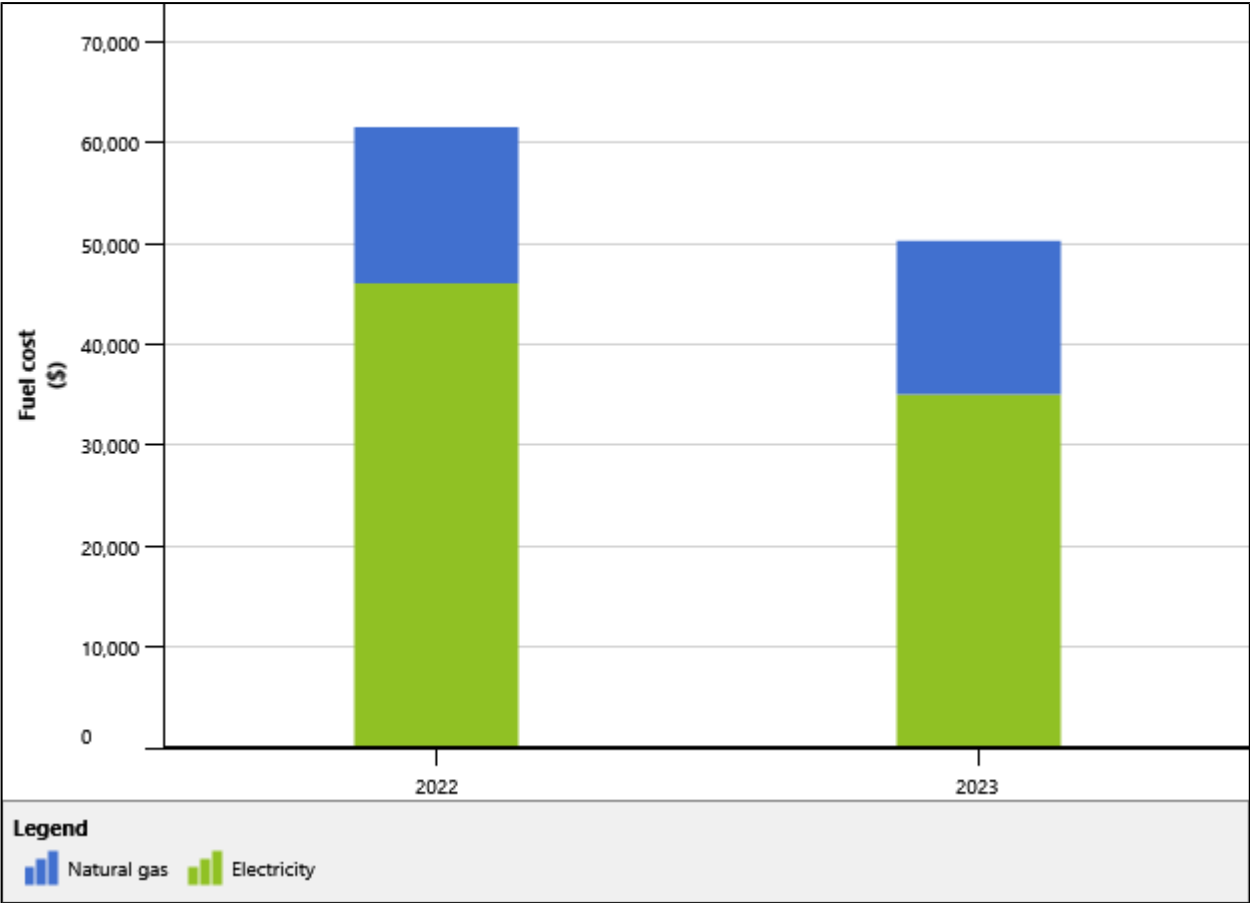
Group	Fuel consumption				Difference %
	2022 Reference kWh	2023 kWh	Difference kWh		
Electricity	350,163	343,636	6,527		1.9%
Natural gas	478,734	324,454	154,280		32.2%

Parks Depots Energy Consumption (kWh equivalent)



	Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
Highest	Kathleen Parks Depot Office	1/7	243,325	51.4%
	Rayside Park Depot	2/7	134,871	28.5%
Middle	Valley Parks Depot	3/7	44,307	9.4%
	Kathleen Parks Depot Maintenance Storage	4/7	30,957	6.5%
Lowest	Lively Ops Garage	5/7	12,897	2.7%
	Kathleen Parks Depot Equipment Storage	6/7	4,156	0.88%
	Kathleen Parks Depot Chemical Storage	7/7	2,696	0.57%

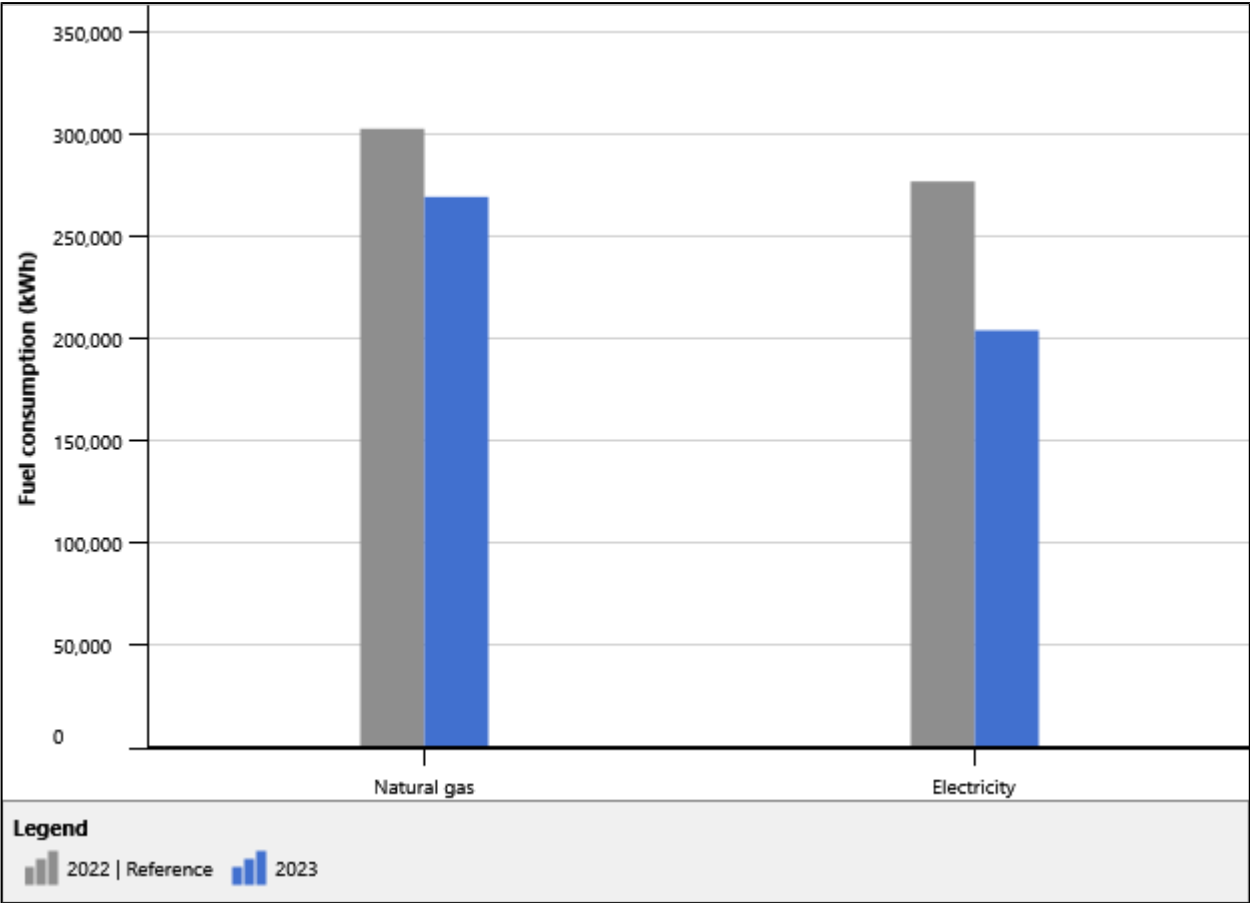
Parks Depots Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	61,587	8,798
2023	50,306	7,187

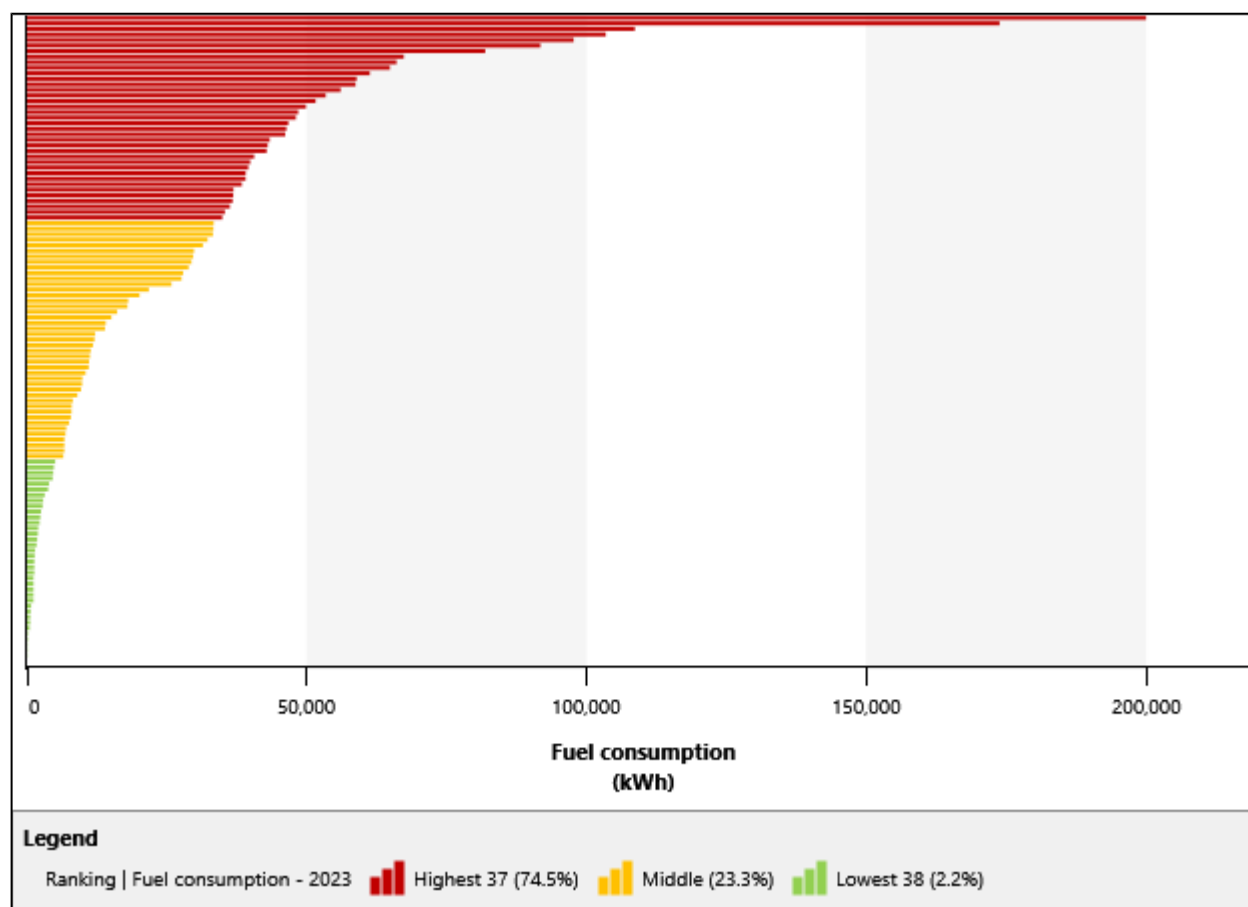
Date	Fuel cost (\$)	
	Natural gas	Electricity
2022	15,503	46,084
2023	15,235	35,071

Parks Depots Energy Consumption by Energy Type



Group	Fuel consumption			
	2022 Reference kWh	2023 kWh	Difference kWh	Difference %
Natural gas	302,505	269,220	33,285	11%
Electricity	276,755	203,988	72,767	26.3%

Parks, Playgrounds and Campgrounds Energy Consumption (kWh equivalent)

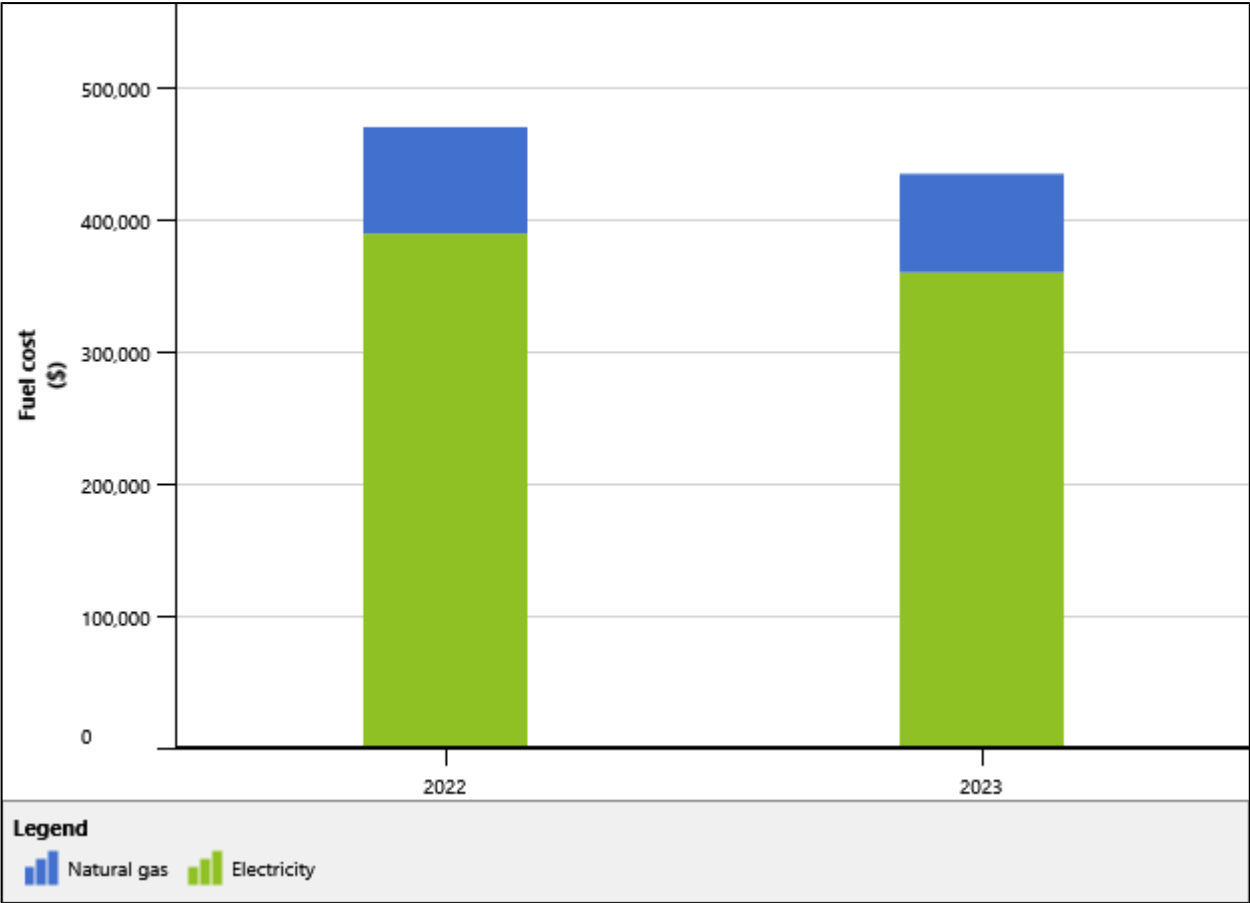


	Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
Highest	Queen's Athletic Field Main Building	1/118	200,007	6.6%
	James Jerome Complex	2/118	173,824	5.7%
	Terry Fox Sports Complex Main	3/118	108,633	3.6%
	Bell Park Amphitheatre	4/118	103,450	3.4%
	Delki Dozzi Memorial Park	5/118	97,698	3.2%
	Bell Park Changeroom	6/118	91,761	3%
	Lasalle Playground	7/118	81,888	2.7%
	Downe Playground	8/118	67,343	2.2%
	Antwerp Playground	9/118	66,046	2.2%
	Fielding Park Main	10/118	64,863	2.1%
	Elm West Playground	11/118	61,265	2%
	O'Connor Park	12/118	58,913	1.9%
	Adamsdale Playground	13/118	58,716	1.9%
	Ryan Heights Playground	14/118	56,058	1.8%
	Riverdale Playground	15/118	53,388	1.8%
	Westmount Playground	16/118	51,578	1.7%
	Cedar Park Playground	17/118	49,864	1.6%
	Don Lita Playground	18/118	48,483	1.6%
	Place Hurtubise Playground	19/118	48,057	1.6%
	Lonesdale Playground	20/118	46,716	1.5%
	Twin Forks Playground	21/118	46,366	1.5%
	Oja Sports Complex Fieldhouse	22/118	46,155	1.5%
	Ridgecrest Playground	23/118	43,382	1.4%
	Loellen Park Playground	24/118	43,011	1.4%
	Kinsmen Sports Complex	25/118	42,829	1.4%

	Group	Rank	Fuel consumption	Percentage of total (%)
			2023 (kWh)	
Middle	Lorne Brady Park	26/118	40,609	1.3%
	Black Lake Playground	27/118	39,904	1.3%
	Long Lake Fieldhouse	28/118	39,553	1.3%
	Bell Park Main Beach Changeroom	29/118	39,084	1.3%
	East End Playground	30/118	39,072	1.3%
	Lively Playground	31/118	38,401	1.3%
	Lansing Park	32/118	36,901	1.2%
	Simon Lake Park	33/118	36,860	1.2%
	Percy Park	34/118	36,750	1.2%
	Sunnyside Playground	35/118	36,258	1.2%
	McFarlane Playground	36/118	35,371	1.2%
	Centennial Park Whitefish Office	37/118	34,907	1.1%
	Gordon Street Playground	38/118	33,360	1.1%
	Bell Park Concession	39/118	33,314	1.1%
	Whitewater Park Picnic Shelter	40/118	33,232	1.1%
	Centennial Park Whitefish Laundry/Shower	41/118	32,271	1.1%
	VLA Playground	42/118	31,425	1%
	Centennial Park Whitefish Gazebo 1	43/118	29,849	0.98%
	Eyre Playground	44/118	29,701	0.98%
	McLean Playground	45/118	29,393	0.97%
	Rosemarie Playground	46/118	28,867	0.95%
	Ridgemont Playground	47/118	27,905	0.92%
	Bell Park Lifeguard Building	48/118	27,616	0.91%
	Diorite Playground	49/118	25,823	0.85%
	Elmview Playground	50/118	21,773	0.72%
	Victory Playground	51/118	20,102	0.66%
	Fielding Park Garage	52/118	18,087	0.6%
	Russell Beaudry Park	53/118	17,951	0.59%
	Bell Park Garage	54/118	16,109	0.53%
	Queen's Athletic Field Refreshment Booth	55/118	15,077	0.5%
	Bleazard Playground	56/118	14,068	0.46%
	Long Lake Warm-Up Shack	57/118	13,937	0.46%
	Skating Rink Skead	58/118	12,171	0.4%
	Matson Playground	59/118	12,055	0.4%
	Carol Richard Park Playground	60/118	11,788	0.39%
	Nephawin Lake Park	61/118	11,378	0.37%
	Terry Fox Sports Complex Storage	62/118	11,245	0.37%
	Camp Sudaca Boathouse	63/118	11,089	0.36%
	Robinson Playground	64/118	11,018	0.36%
	Valley Acres Playground	65/118	10,466	0.34%
	Theresa Playground	66/118	9,888	0.33%
	Camp Sudaca Gazebo/Shelter	67/118	9,848	0.32%
	Bell Park Picnic Shelter	68/118	9,644	0.32%
	Cenotaph Park Gazebo	69/118	9,001	0.3%
	Bell Park Storage 1	70/118	8,182	0.27%
	Hanmer Ball Fieldhouse	71/118	7,985	0.26%
	Camp Sudaca Craft Centre	72/118	7,949	0.26%
	Ella Lake Canteen	73/118	7,836	0.26%
	Rayside Balfour Score Booth	74/118	7,515	0.25%
	Bell Park Storage 2	75/118	7,014	0.23%
	Queen's Athletic Field Ticket Booth	76/118	6,870	0.23%
	Bell Park Projection Booth	77/118	6,673	0.22%
	Algonquin Playground	78/118	6,670	0.22%
	Den Lou Playground	79/118	6,662	0.22%
	Camp Sudaca Rub a Tub	80/118	6,485	0.21%
	Rick MacDonald Complex	81/118	5,032	0.17%
	Camp Sudaca Bike Storage	82/118	4,799	0.16%
	Long Lake Change Rooms	83/118	4,683	0.15%

	Group	Rank	Fuel consumption	Percentage of total (%)
			2023 (kWh)	
Lowest	Queen's Athletic Field Storage Building	84/118	4,580	0.15%
	Farmdale Playground Main	85/118	3,938	0.13%
	Delki Dozzi Washroom Building	86/118	3,771	0.12%
	Ella Lake Storage	87/118	3,162	0.1%
	Ella Lake Bunkhouse	88/118	2,878	0.09%
	Long Lake Storage Building	89/118	2,787	0.09%
	Farmdale Playground Storage	90/118	2,506	0.08%
	Centennial Park Whitefish Gazebo 2	91/118	2,375	0.08%
	Camp Sudaca Canoe Storage	92/118	2,250	0.07%
	Delki Dozzi Bocci Storage	93/118	1,995	0.07%
	Whitefish Playground	94/118	1,943	0.06%
	Ella Lake Shower Building	95/118	1,820	0.06%
	Oja Sports Complex Storage	96/118	1,706	0.06%
	Vermillion Lake Park	97/118	1,435	0.05%
	Ella Lake Pump House	98/118	1,365	0.04%
	Terry Fox Sports Complex Score Booth	99/118	1,304	0.04%
	Moonlight Beach Lifeguard	100/118	1,301	0.04%
	Moonlight Beach Main	101/118	1,301	0.04%
	Ella Lake Washroom 3	102/118	1,160	0.04%
	Ella Lake Washroom 4	103/118	1,160	0.04%
	Ella Lake Washroom 1	104/118	1,160	0.04%
	Ella Lake Washroom 2	105/118	1,160	0.04%
	Ella Lake Washroom 5	106/118	1,160	0.04%
	Whitewater Park Canteen	107/118	732	0.02%
	Camp Sudaca Main Building	108/118	632	0.02%
	Kalmo Beach	109/118	575	0.02%
	Camp Wassakwa Kin Cabin	110/118	565	0.02%
	Delki Dozzie Rink Storage	111/118	472	0.02%
	Camp Wassakwa Staff Cabin	112/118	135	0.004%
	Centennial Field Park	113/118	130	0.004%
	Camp Wassakwa Cabin 1	114/118	69.7	0.002%
	Camp Wassakwa Cabin2	115/118	69.7	0.002%
	Camp Wassakwa Storage Building	116/118	54.3	0.002%
	Little Britain Tot Lot	117/118	0	0%
	Whitewater Park Electrical Building	118/118	0	0%

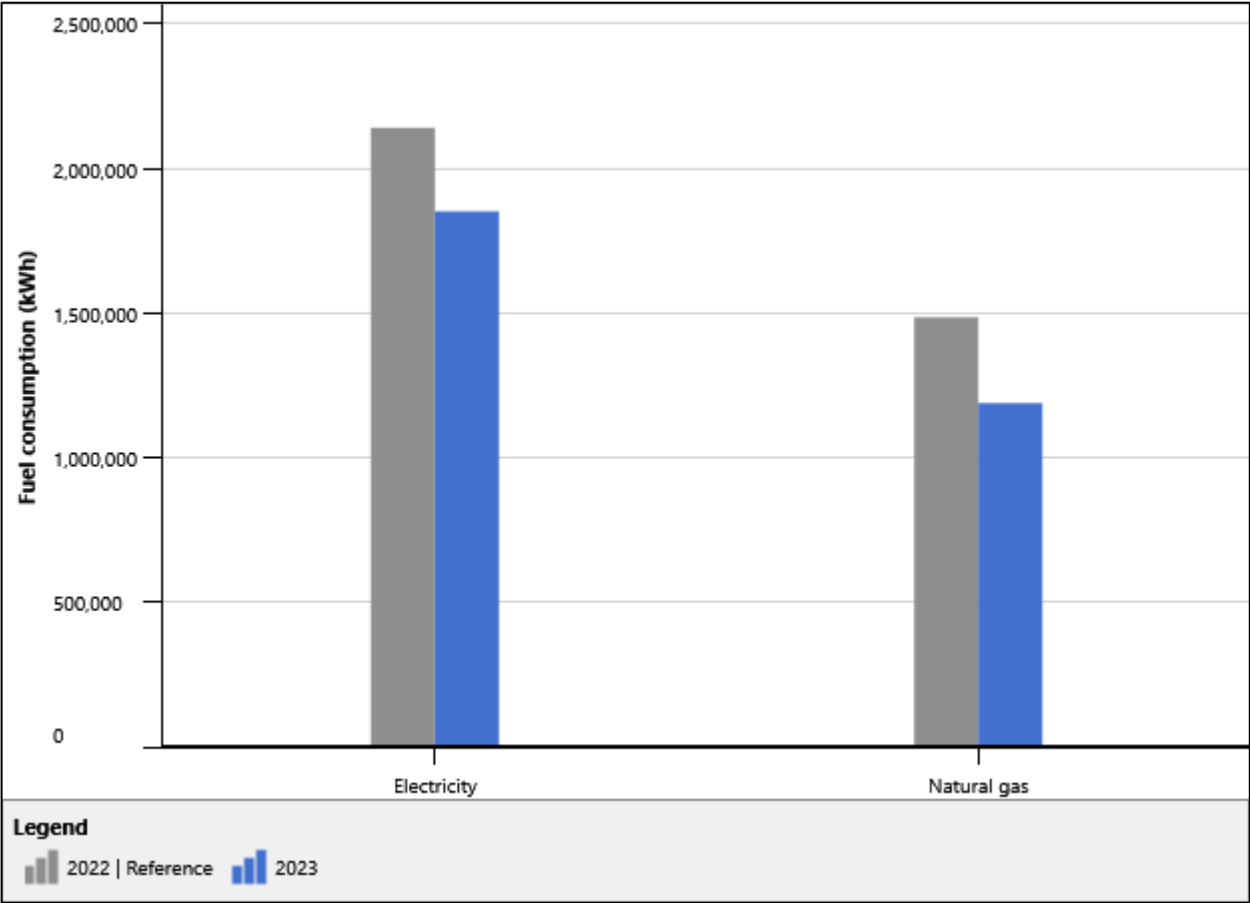
Parks, Playgrounds and Campgrounds Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	470,582	3,988
2023	435,147	3,688

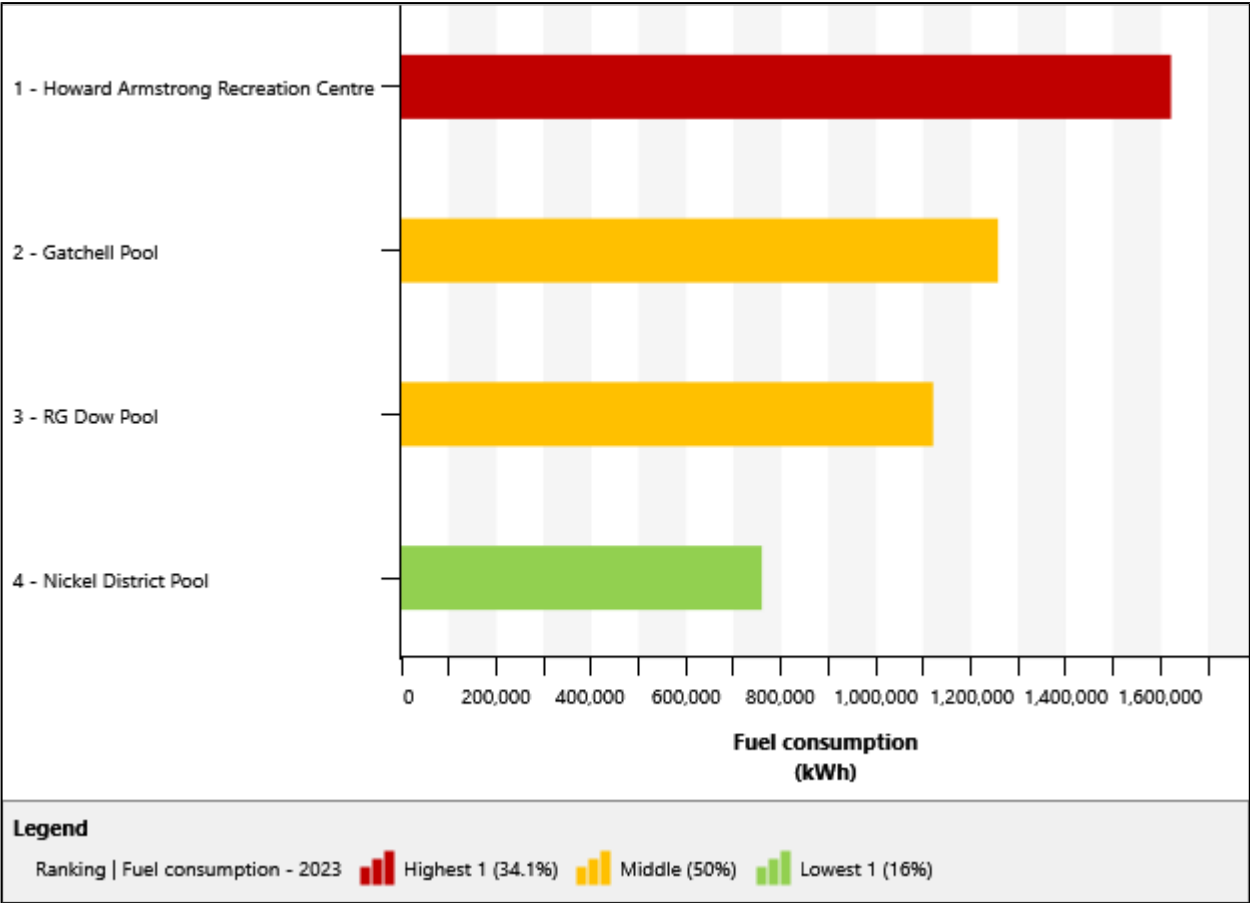
Date	Fuel cost (\$)	
	Natural gas	Electricity
2022	80,684	389,899
2023	74,757	360,390

Parks, Playgrounds and Campgrounds Energy Consumption by Energy Type



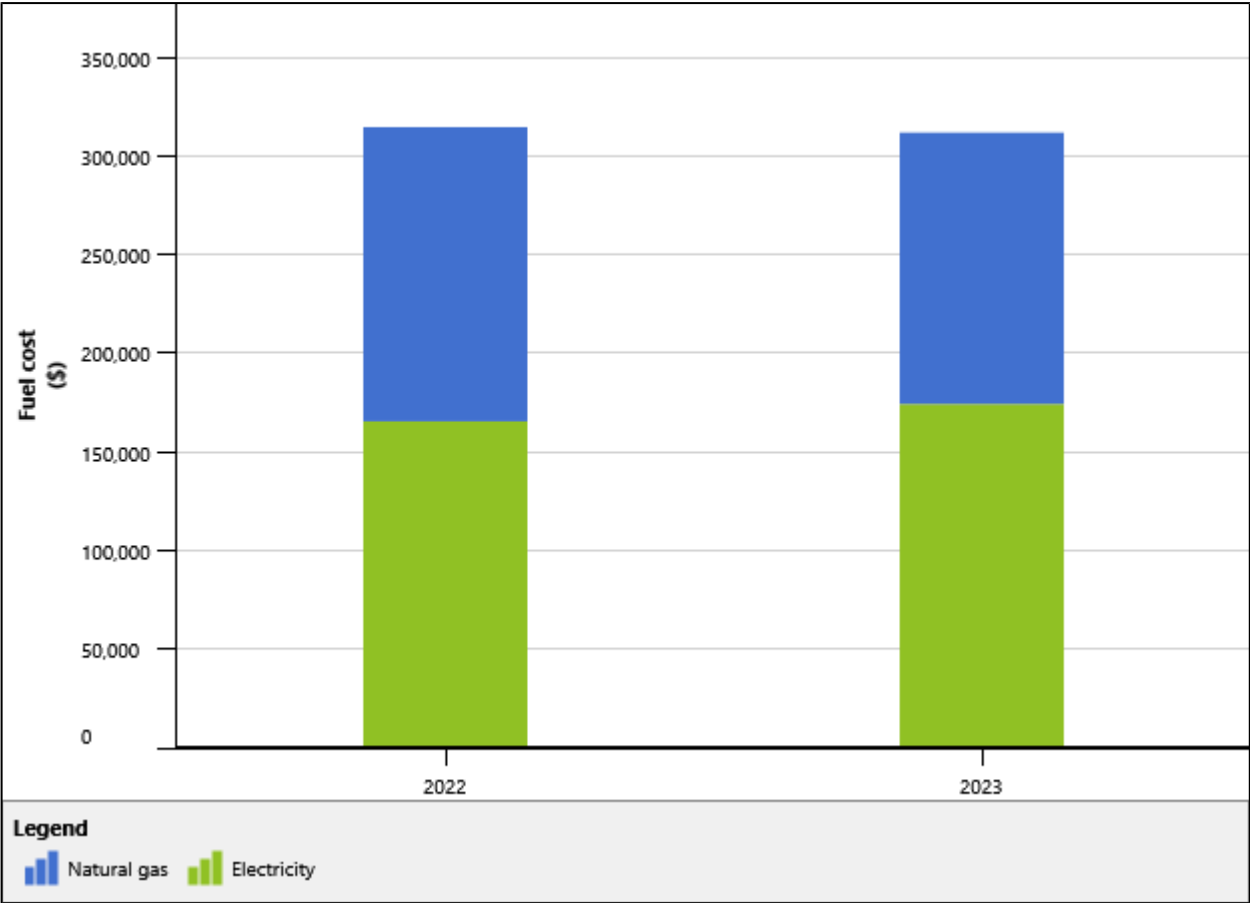
Group	Fuel consumption		Difference kWh	Difference %
	2022 Reference kWh	2023 kWh		
Electricity	2,140,183	1,851,260	288,922	13.5%
Natural gas	1,485,174	1,888,162	297,012	20%

Pool Energy Consumption (kWh equivalent)



	Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
Highest	Howard Armstrong Recreation Centre	1/4	1,621,837	34.1%
Middle	Gatchell Pool	2/4	1,257,344	26.4%
	RG Dow Pool	3/4	1,120,577	23.5%
Lowest	Nickel District Pool	4/4	759,671	16%

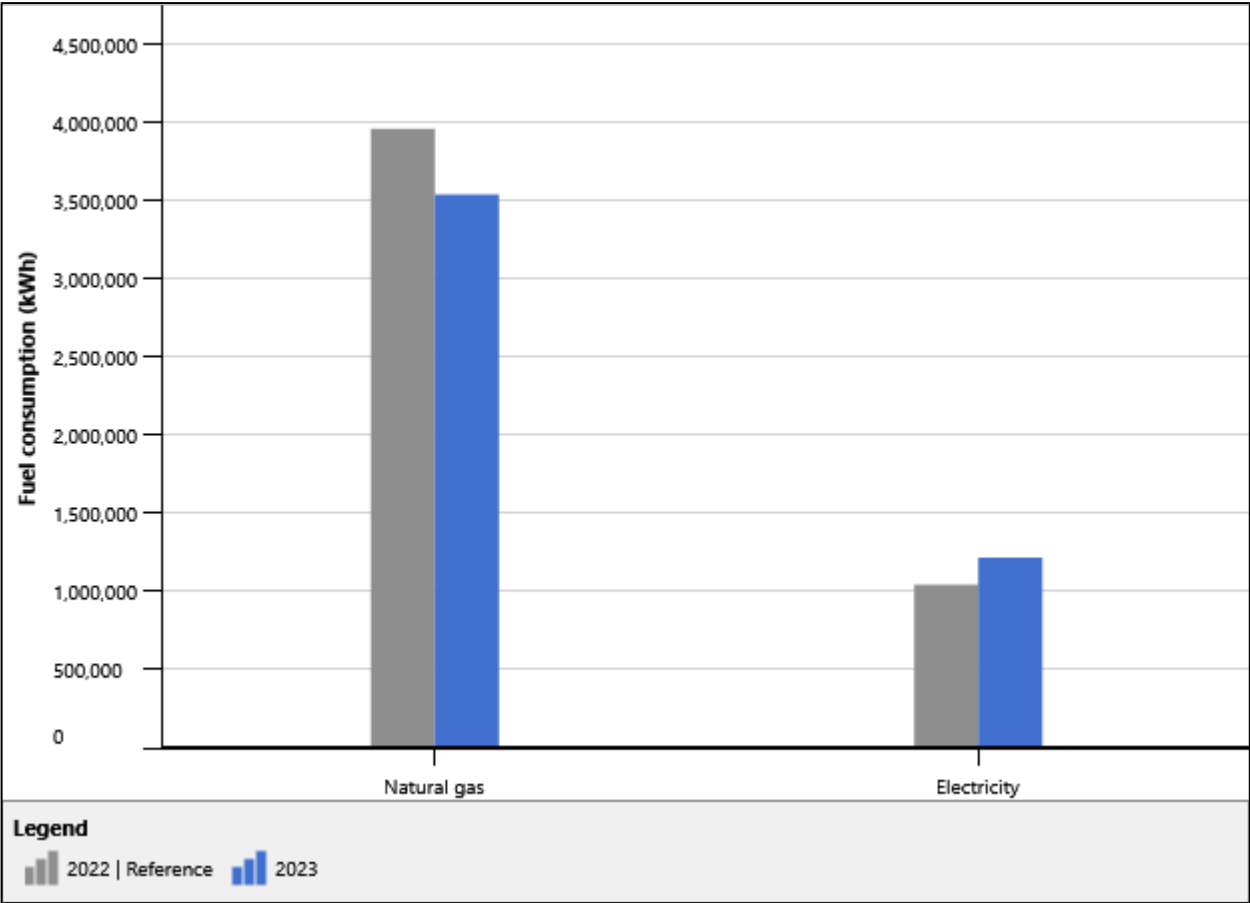
Pool Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	314,611	104,870
2023	311,836	103,945

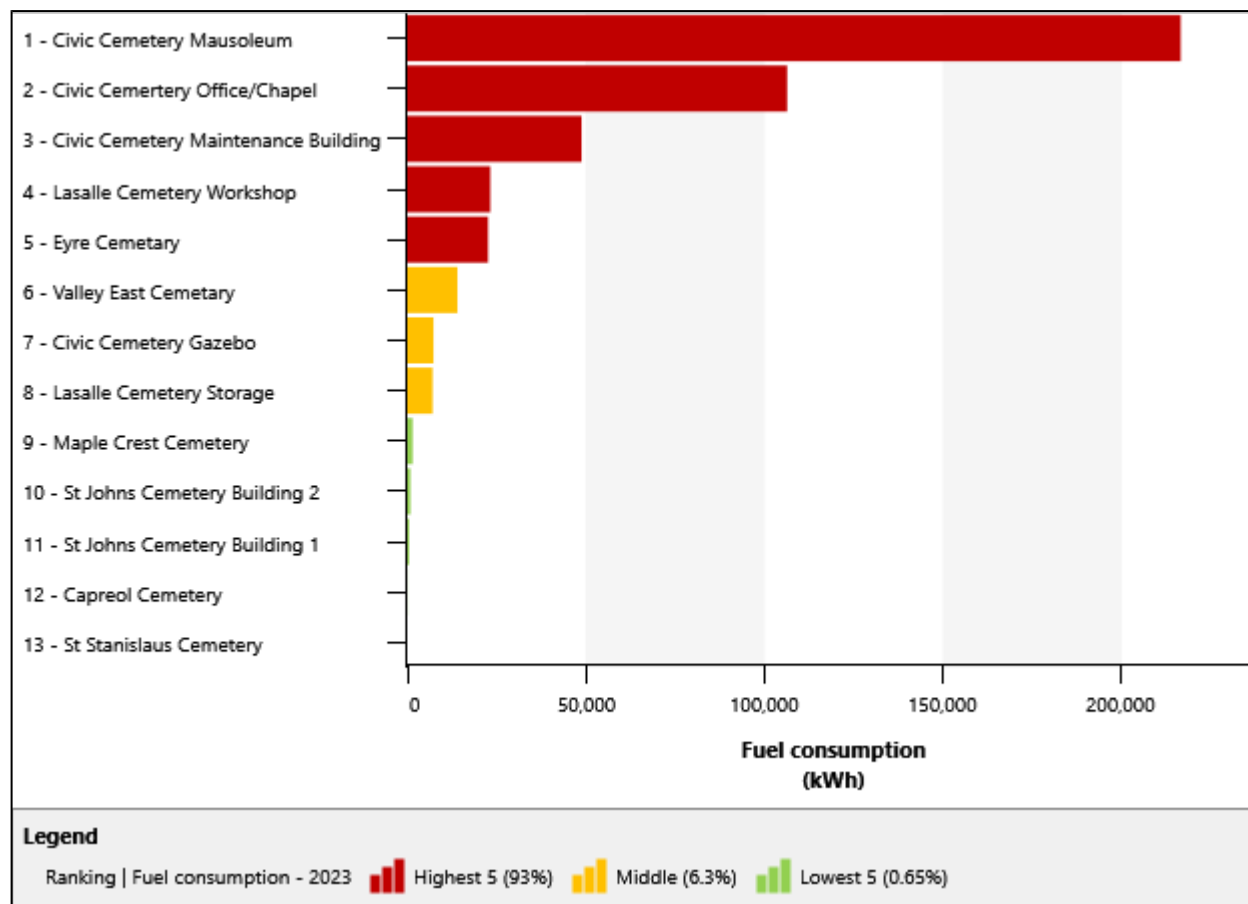
Date	Fuel cost (\$)	
	Natural gas	Electricity
2022	149,130	165,481
2023	137,534	174,302

Pool Energy Consumption by Energy Type



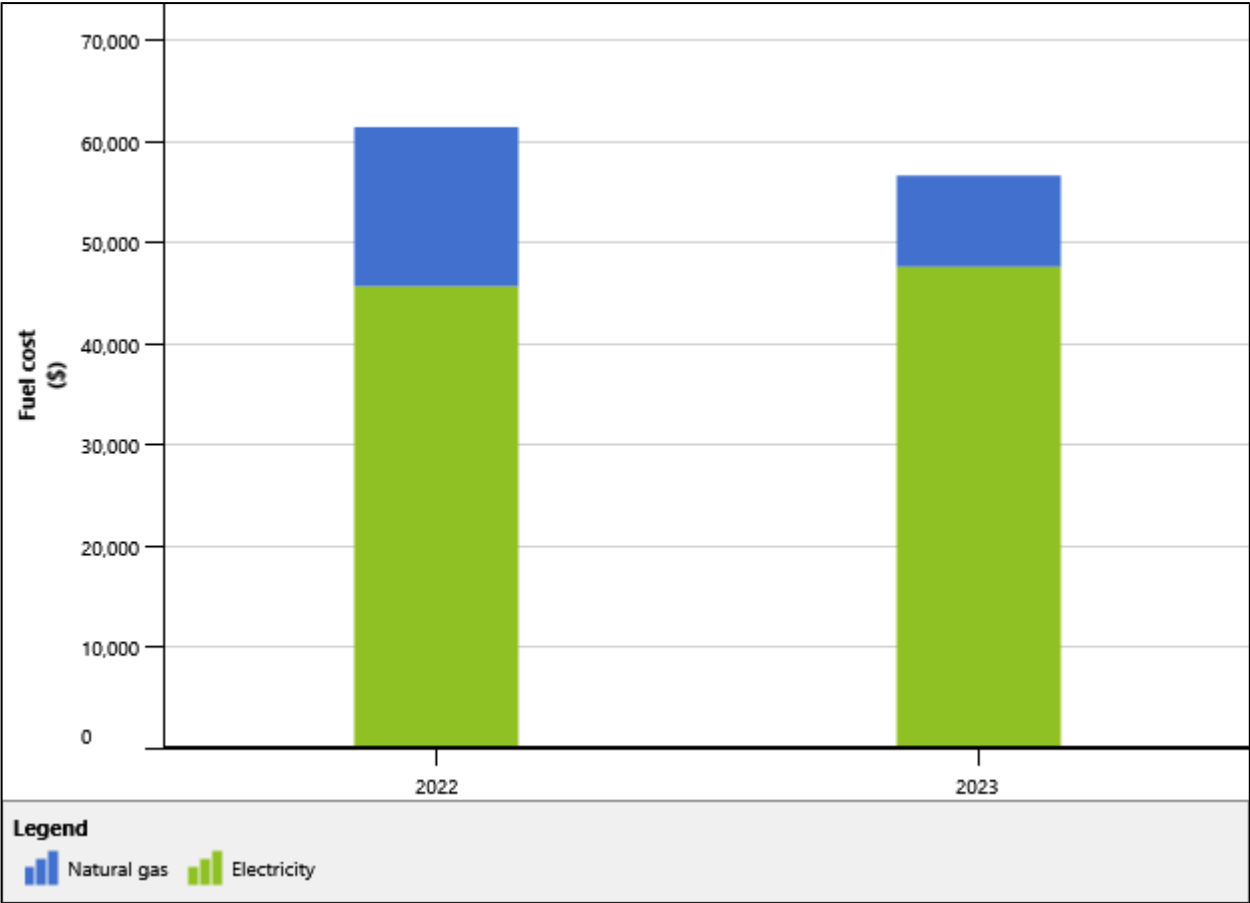
Group	Fuel consumption			
	2022 Reference kWh	2023 kWh	Difference kWh	Difference %
Natural gas	3,962,393	3,541,997	420,395	10.6%
Electricity	1,044,314	1,217,433	-173,119	-16.6%

Cemeteries Energy Consumption (kWh equivalent)



		Fuel consumption		Percentage of total
		2023	(kWh)	(%)
Highest	Civic Cemetery Mausoleum	1/13	216,560	48.2%
	Civic Cemetery Office/Chapel	2/13	106,356	23.7%
	Civic Cemetery Maintenance Building	3/13	48,795	10.9%
	Lasalle Cemetery Workshop	4/13	23,232	5.2%
	Eyre Cemetery	5/13	22,603	5%
Middle	Valley East Cemetery	6/13	14,036	3.1%
	Civic Cemetery Gazebo	7/13	7,319	1.6%
	Lasalle Cemetery Storage	8/13	7,077	1.6%
Lowest	Maple Crest Cemetery	9/13	1,486	0.33%
	St Johns Cemetery Building 2	10/13	873	0.19%
	St Johns Cemetery Building 1	11/13	504	0.11%
	Capreol Cemetery	12/13	52	0.01%
	St Stanislaus Cemetery	13/13	0	0%

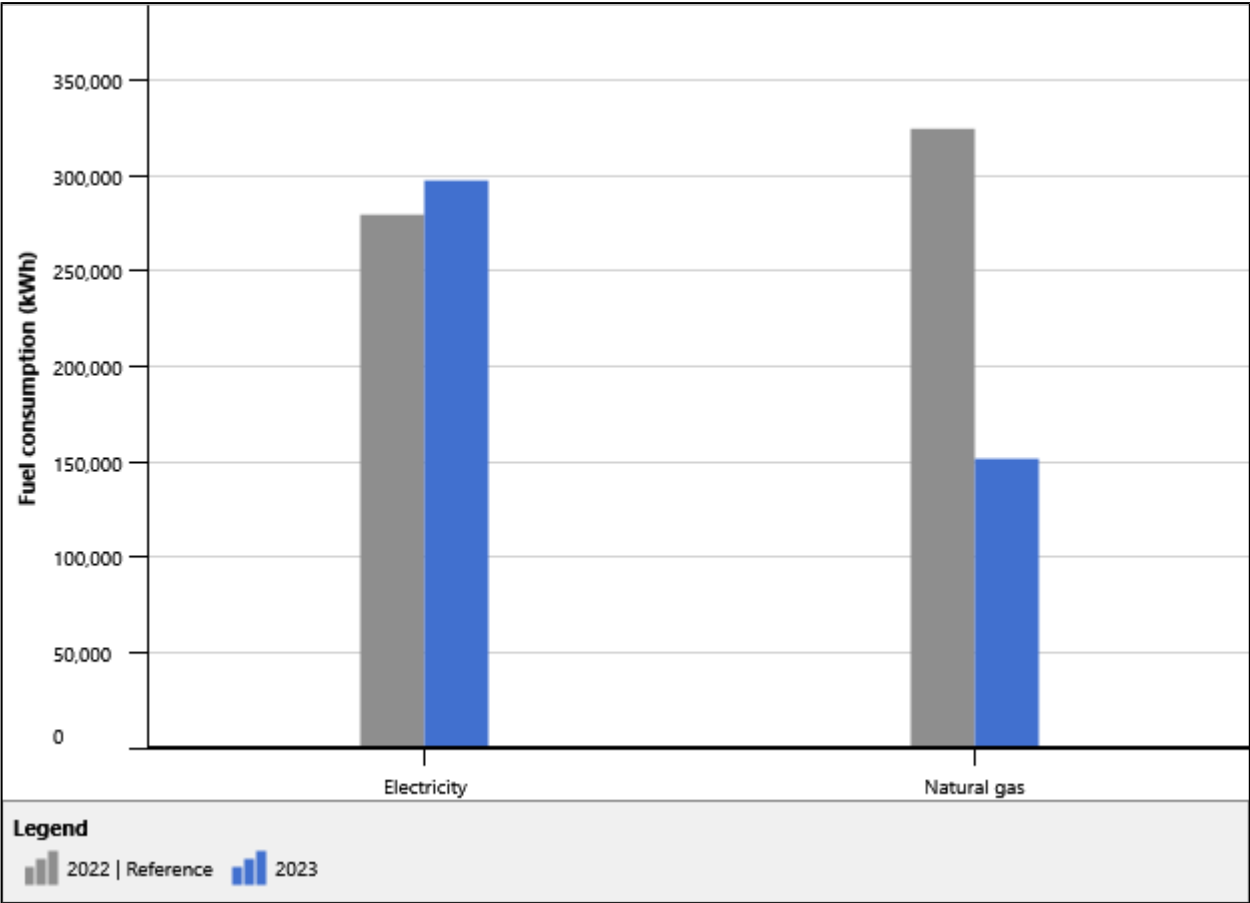
Cemeteries Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	61,413	4,724
2023	56,617	4,355

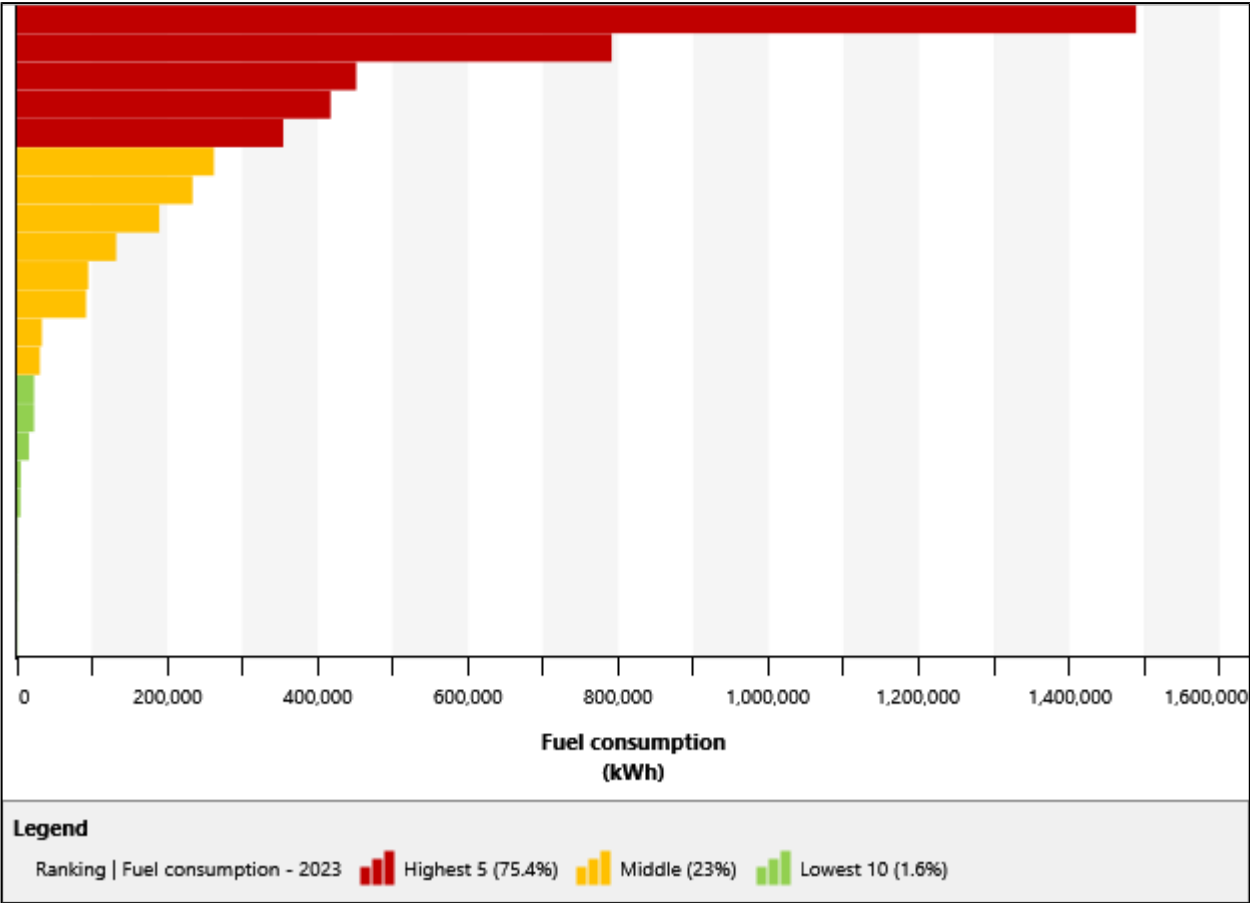
Date	Fuel cost (\$)	
	Natural gas	Electricity
2022	15,751	45,661
2023	9,011	47,605

Cemetaries Energy Consumption by Energy Type



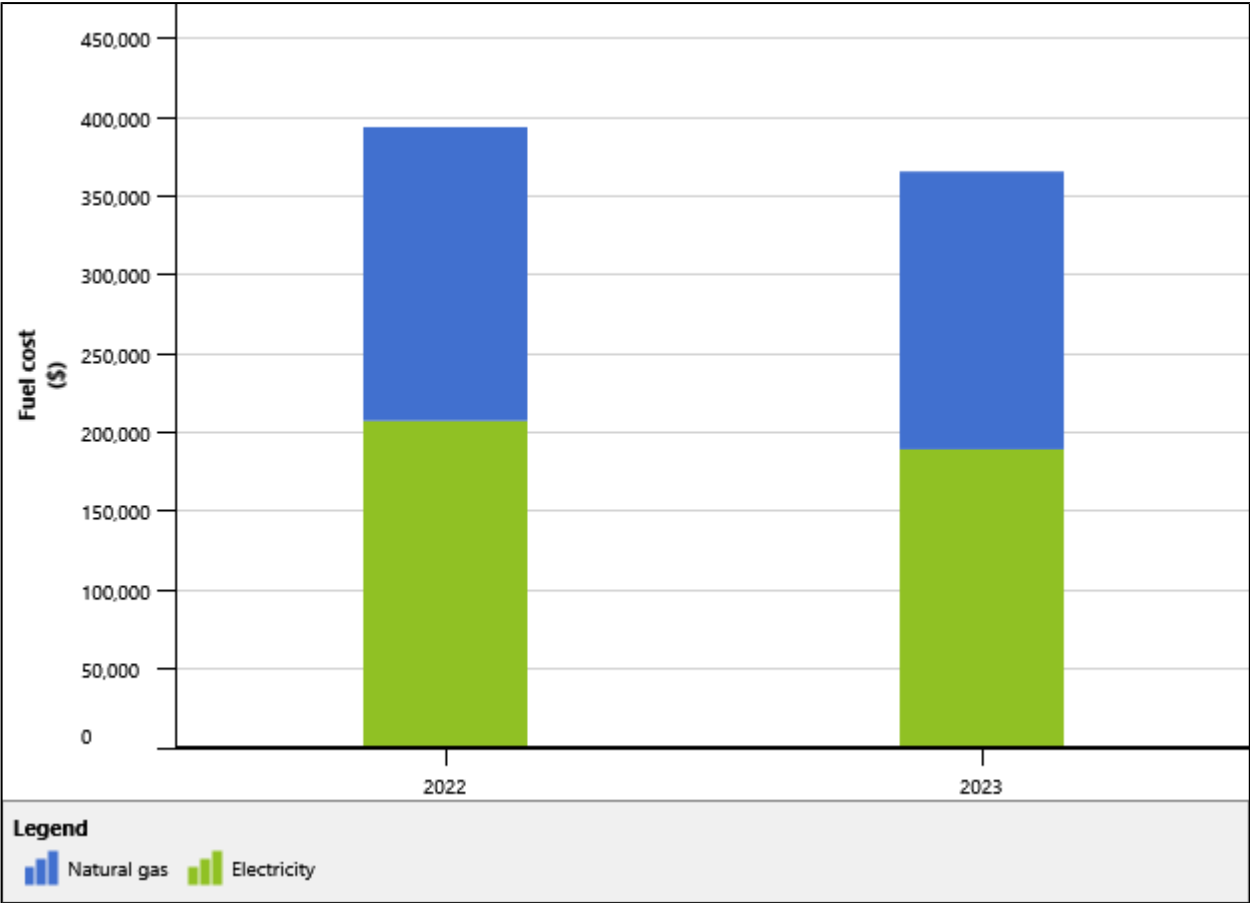
Group	2022 Reference kWh	2023 kWh	Fuel consumption	
			Difference kWh	Difference %
Electricity	279,453	297,357	-17,904	-6.4%
Natural gas	324,469	151,534	172,934	53.3%

Public Works Energy Consumption (kWh equivalent)



	Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
Highest	Old Sudbury Transit Garage	1/23	1,489,362	32.1%
	St Clair Depot Office/Garage	2/23	791,424	17%
	Frobisher Operations Building	3/23	451,519	9.7%
	North-West Depot Main	4/23	417,368	9%
	Walden Depot Public Works	5/23	354,344	7.6%
Middle	St Clair Depot Gas Pump Building	6/23	262,102	5.6%
	St Clair Depot Salt Dome	7/23	233,669	5%
	St Clair Depot Vehicle Storage	8/23	189,296	4.1%
	Suez Depot Main Building	9/23	131,970	2.8%
	North-West Depot Storage	10/23	94,793	2%
	Capreol Roads Storage	11/23	91,863	2%
	Frobisher Carpenter Shop/Garage	12/23	33,114	0.71%
	North-West Depot Salt Shed	13/23	30,321	0.65%
	Suez Depot Building 3	14/23	22,699	0.49%
	Suez Depot Building 4	15/23	22,699	0.49%
Lowest	Suez Depot Building 1	16/23	15,836	0.34%
	St Clair Depot Sand Shed	17/23	5,092	0.11%
	Suez Depot Building 2	18/23	4,575	0.1%
	Naughton Depot Main Building	19/23	993	0.02%
	Naughton Depot Garage	20/23	886	0.02%
	Via Rail Parking Kiosk	21/23	756	0.02%
	Ticket Booth Minto 1	22/23	527	0.01%
	Ticket Booth Minto 2	23/23	497	0.01%

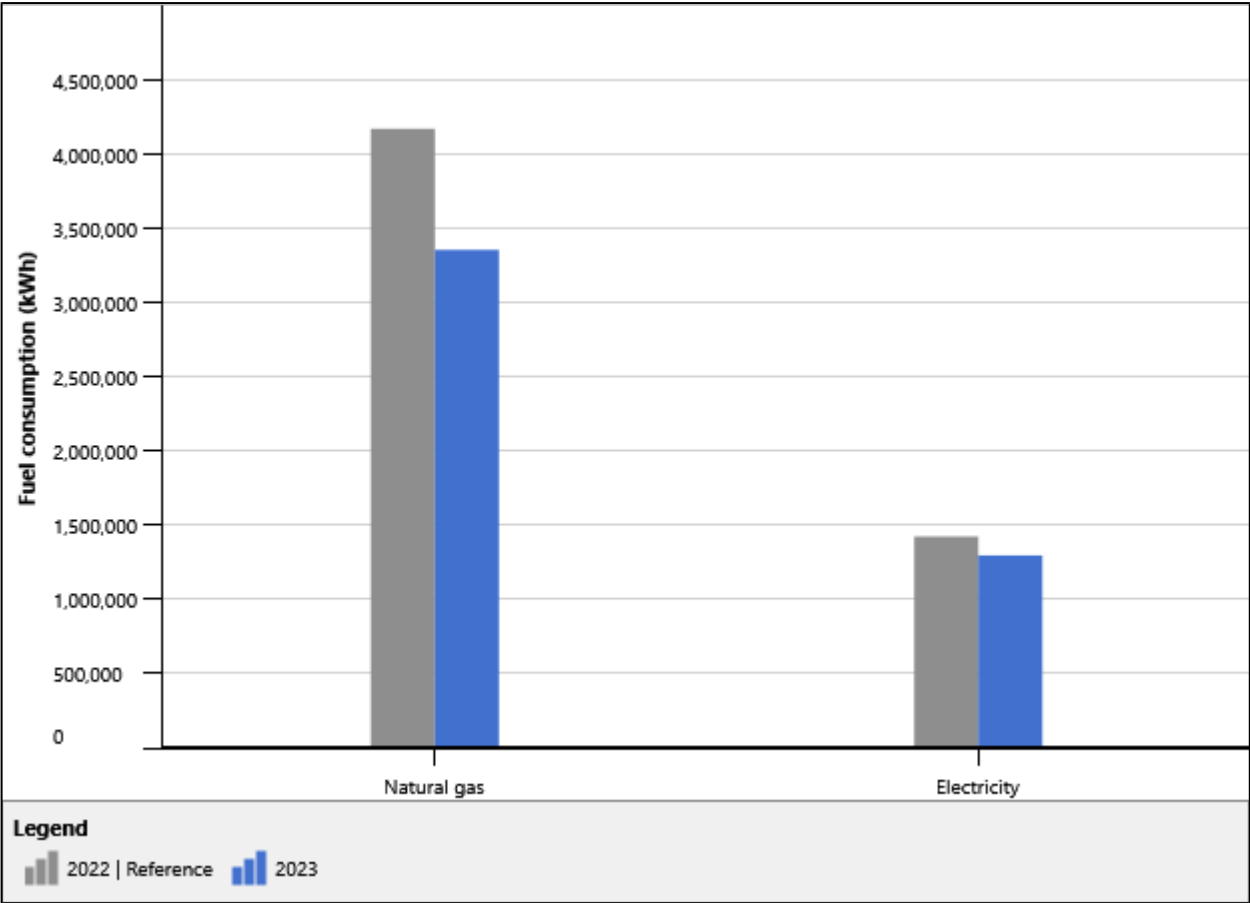
Public Works Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	393,804	17,122
2023	365,638	15,897

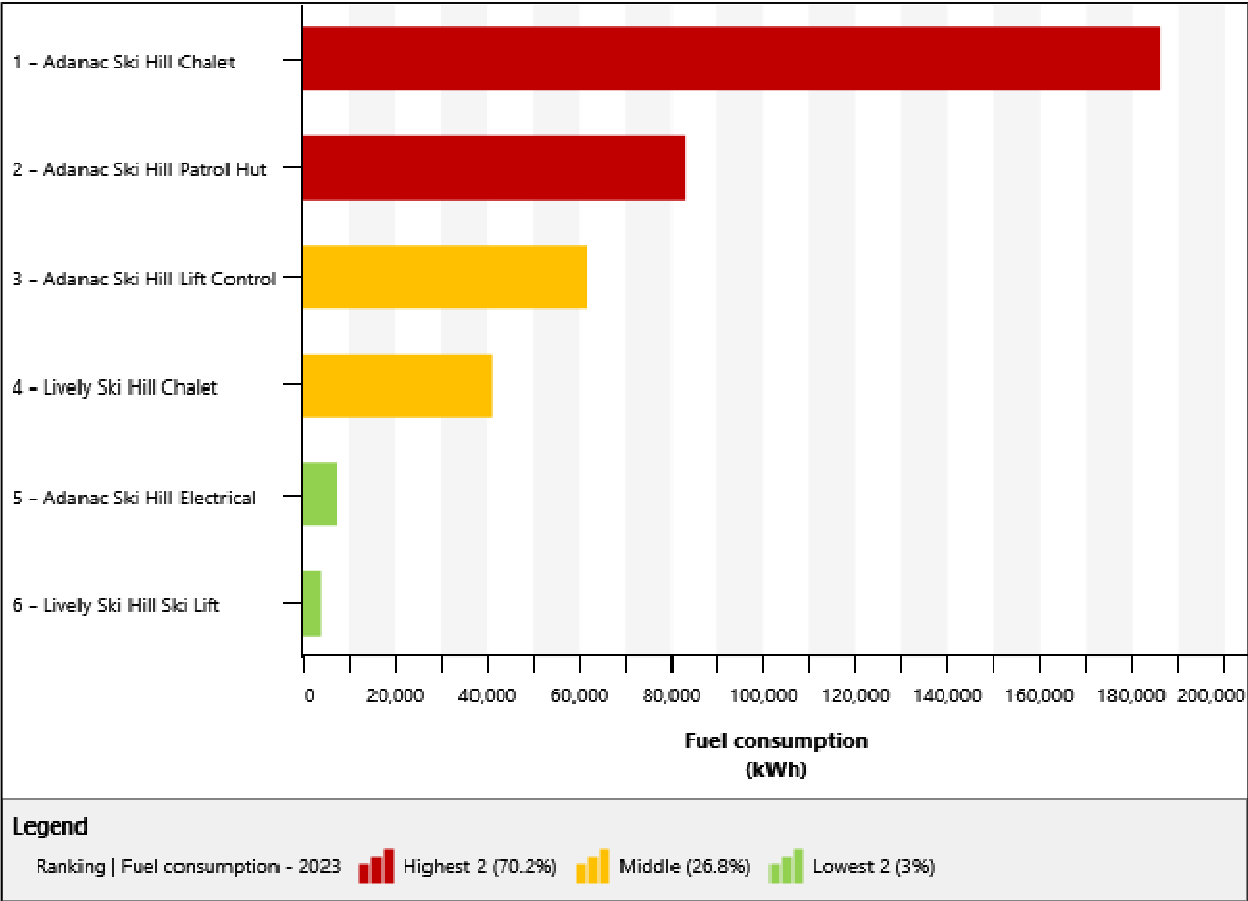
Date	Fuel cost (\$)	
	Natural gas	Electricity
2022	186,356	207,447
2023	176,264	189,374

Public Works Energy Consumption by Energy Type



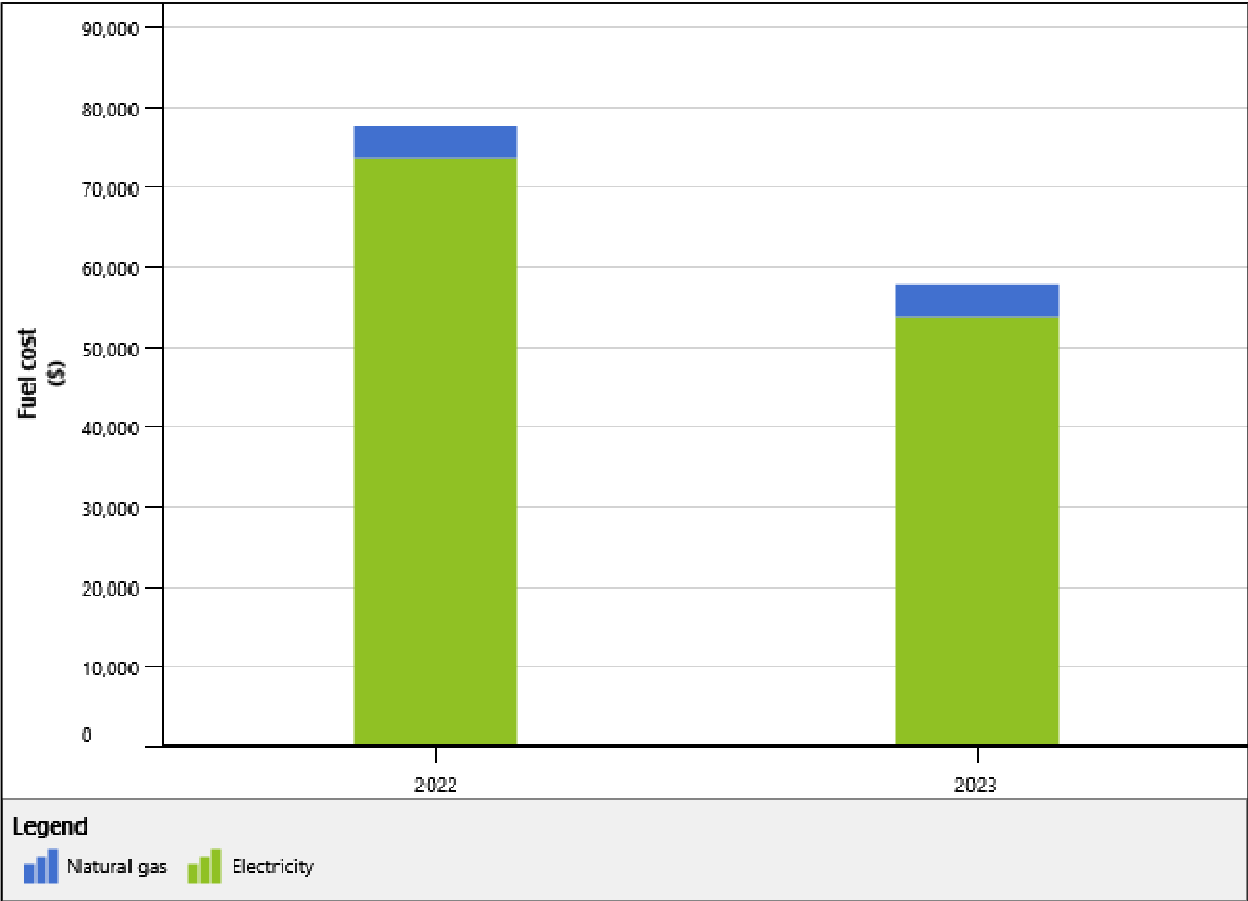
Group	2022 Reference		2023		Fuel consumption Difference kWh	Difference %
	kWh		kWh			
Natural gas	4,165,918		3,351,050		814,869	19.6%
Electricity	1,421,675		1,294,653		127,022	8.9%

Ski Hills Energy Consumption (kWh equivalent)



		Fuel consumption		
		Rank	2023 (kWh)	Percentage of total (%)
Highest	Adanac Ski Hill Chalet	1/6	186,236	48.6%
	Adanac Ski Hill Patrol Hut	2/6	82,960	21.6%
Middle	Adanac Ski Hill Lift Control	3/6	61,642	16.1%
	Lively Ski Hill Chalet	4/6	41,072	10.7%
Lowest	Adanac Ski Hill Electrical	5/6	7,388	1.9%
	Lively Ski Hill Ski Lift	6/6	4,133	1.1%

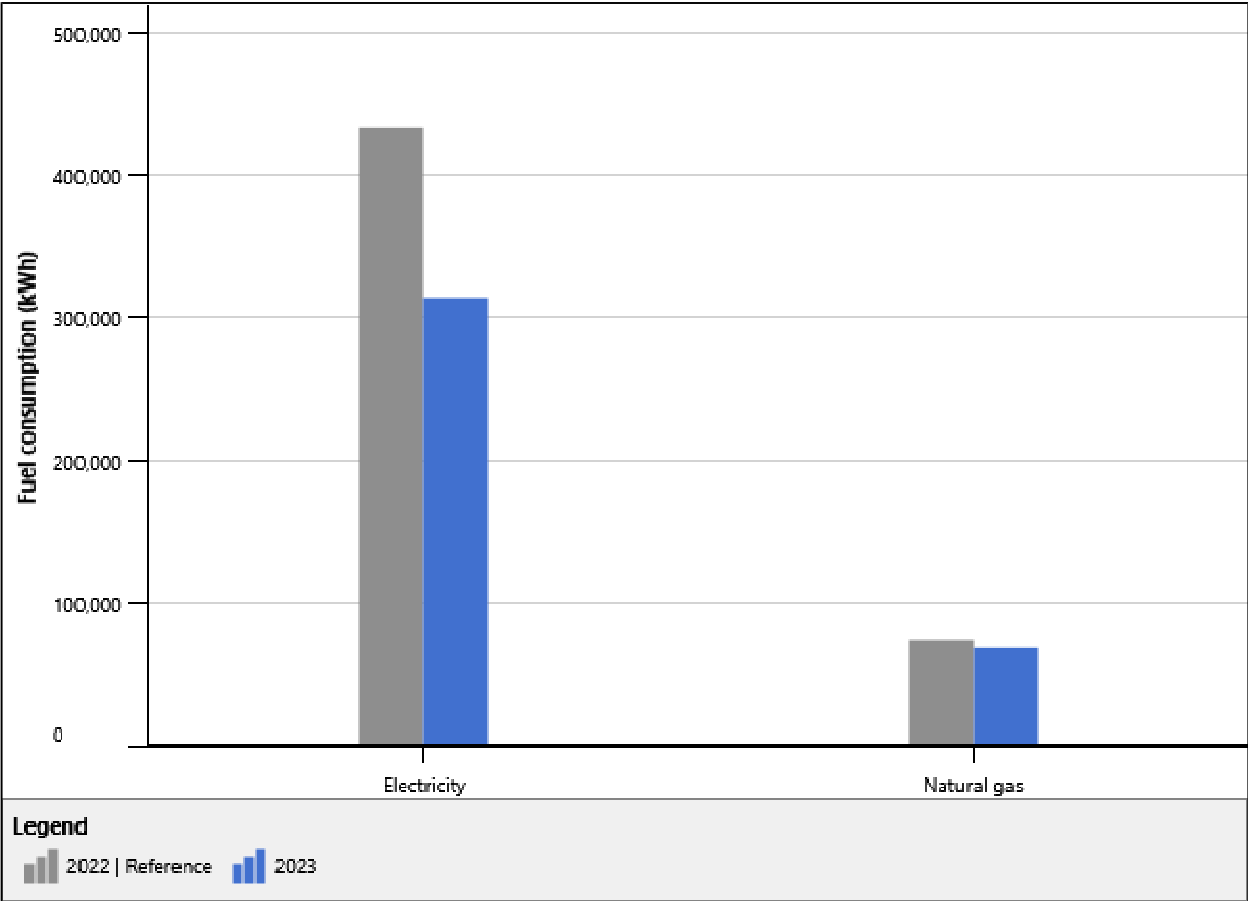
Ski Hills Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	77,663	12,944
2023	57,687	9,614

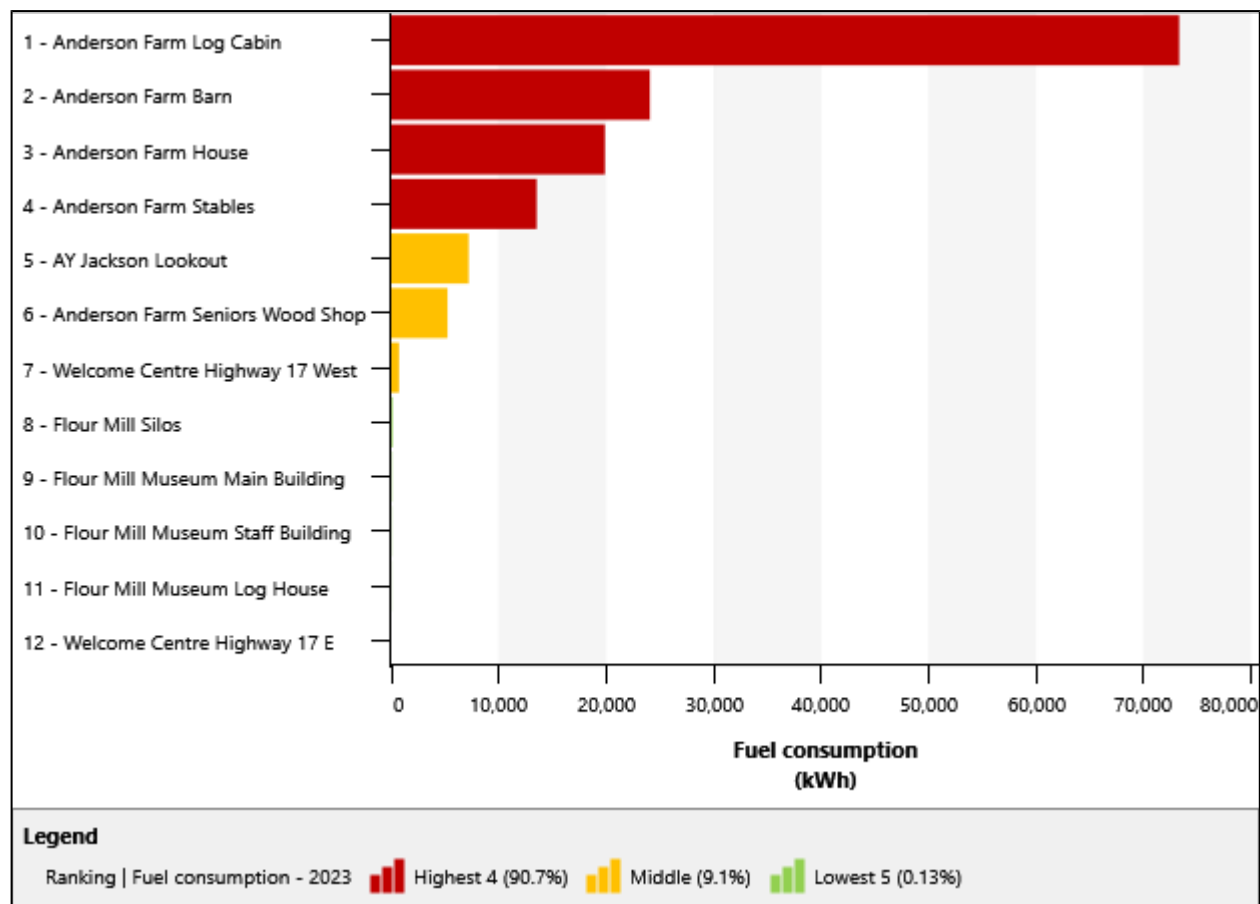
Fuel cost (\$)		
Date	Natural gas	Electricity
2022	3,908	73,754
2023	3,946	53,741

Ski Hills Energy Consumption by Energy Type



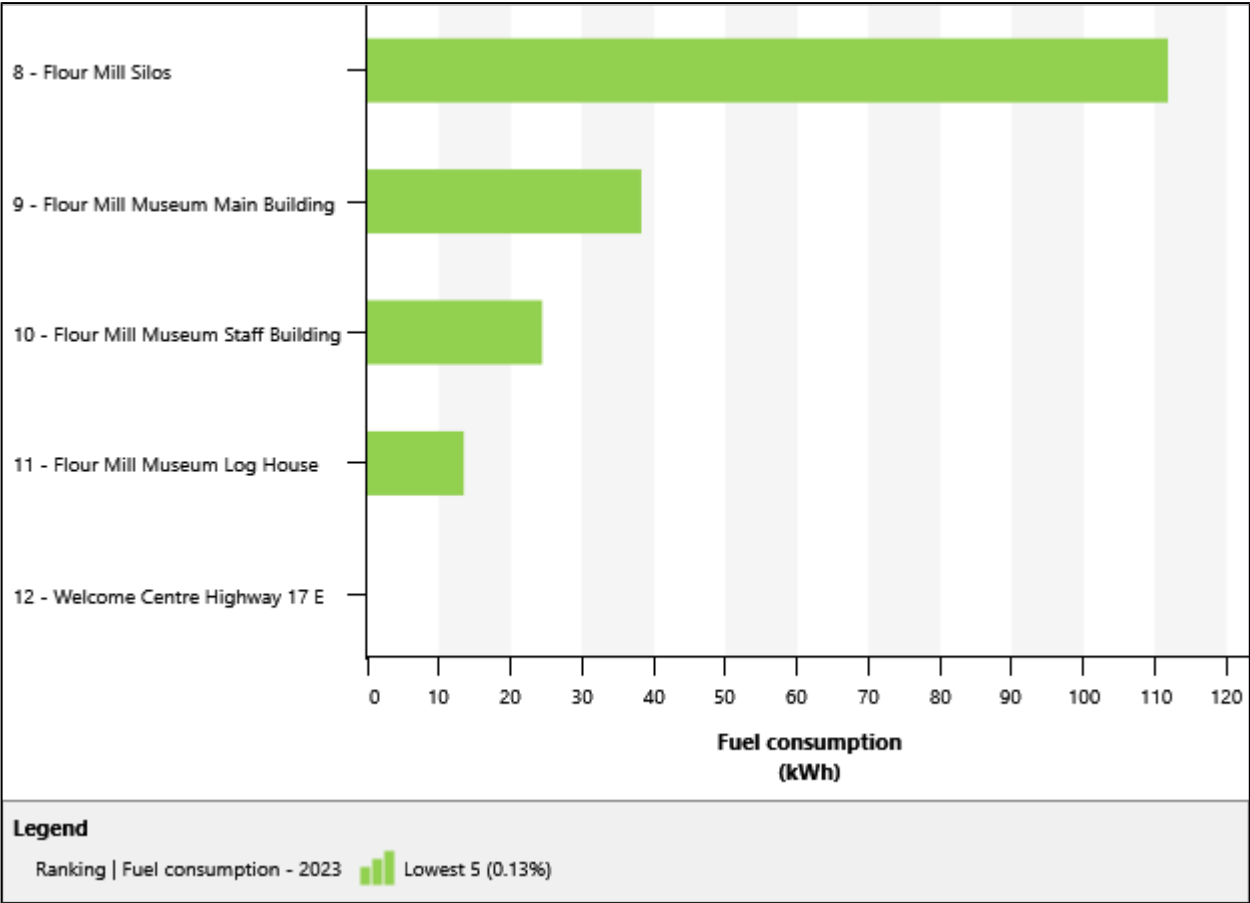
Group	Fuel consumption			
	2022 Reference kWh	2023 kWh	Difference kWh	Difference %
Electricity	433,287	314,507	118,780	27.4%
Natural gas	74,940	68,924	6,016	8%

Museums and Cultural Energy Consumption (kWh equivalent)



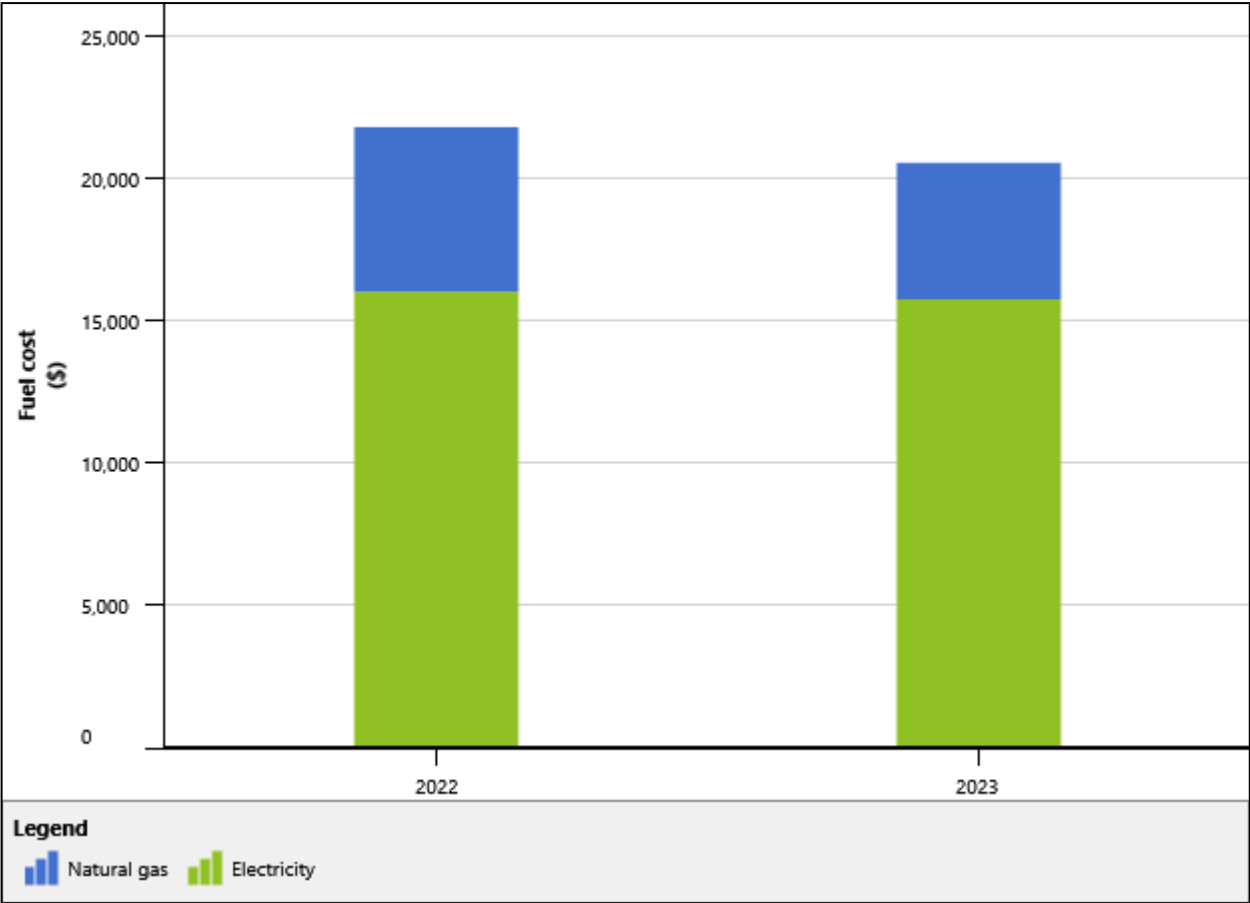
		Fuel consumption		
		Rank	2023 (kWh)	Percentage of total (%)
Highest	Anderson Farm Log Cabin	1/12	73,332	50.9%
	Anderson Farm Barn	2/12	24,067	16.7%
	Anderson Farm House	3/12	19,879	13.8%
	Anderson Farm Stables	4/12	13,527	9.4%
Lowest	Flour Mill Silos	8/12	112	0.08%
	Flour Mill Museum Main Building	9/12	38.3	0.03%
	Flour Mill Museum Staff Building	10/12	24.4	0.02%
	Flour Mill Museum Log House	11/12	13.5	0.009%
	Welcome Centre Highway 17 E	12/12	0	0%

Museums and Cultural Energy Consumption (kWh equivalent) Part 2



Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
Flour Mill Silos	8/12	112	0.08%
Flour Mill Museum Main Building	9/12	38.3	0.03%
Flour Mill Museum Staff Building	10/12	24.4	0.02%
Flour Mill Museum Log House	11/12	13.5	0.009%
Welcome Centre Highway 17 E	12/12	0	0%

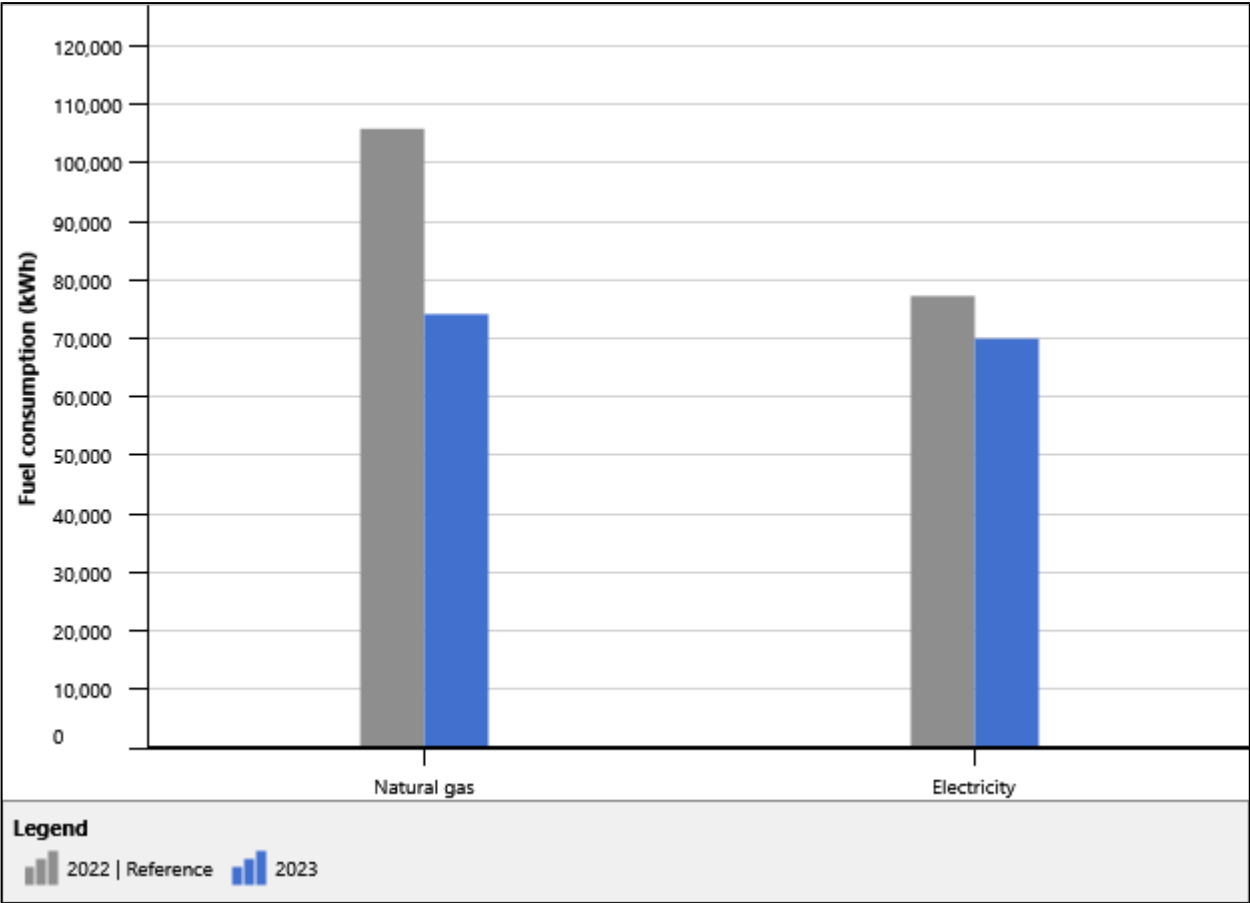
Museums and Cultural Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	21,821	1,818
2023	20,565	1,714

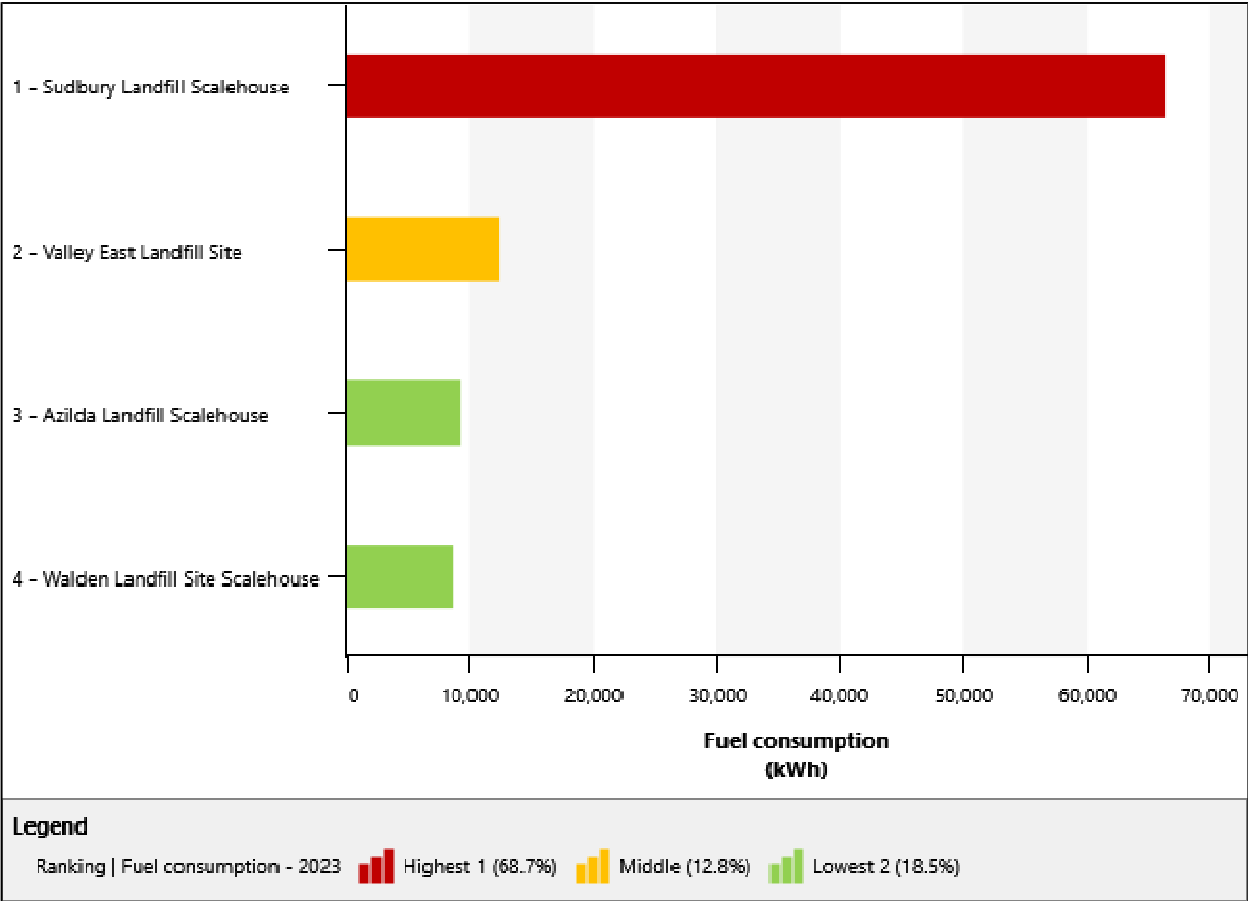
Date	Natural gas	Electricity
2022	5,787	16,034
2023	4,800	15,765

Museums and Cultural Energy Consumption by Energy Type



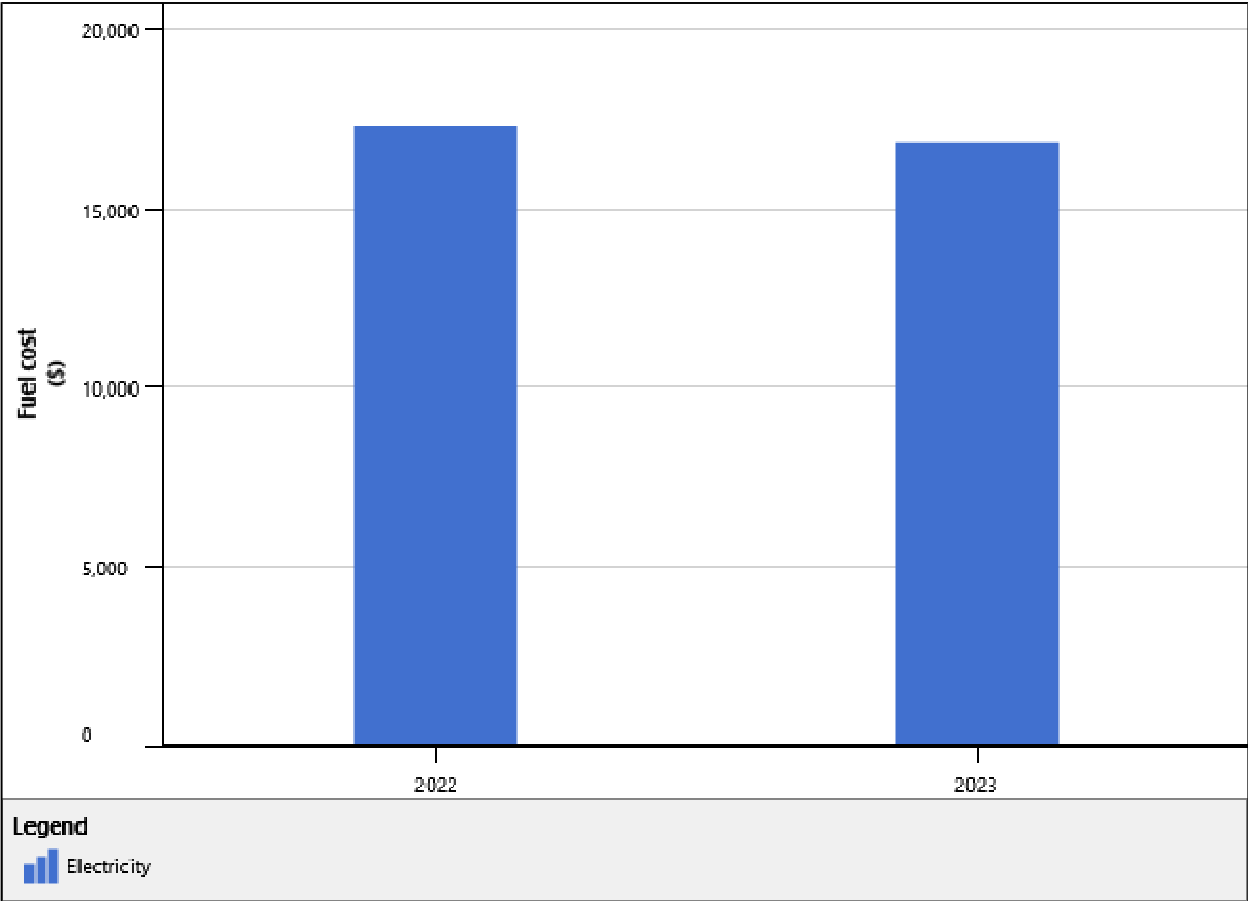
Group	2022 Reference kWh	2023 kWh	Fuel consumption	
			Difference kWh	Difference %
Natural gas	105,874	74,167	31,707	29.9%
Electricity	77,267	69,974	7,293	9.4%

Scalehouses Energy Consumption (kWh equivalent)



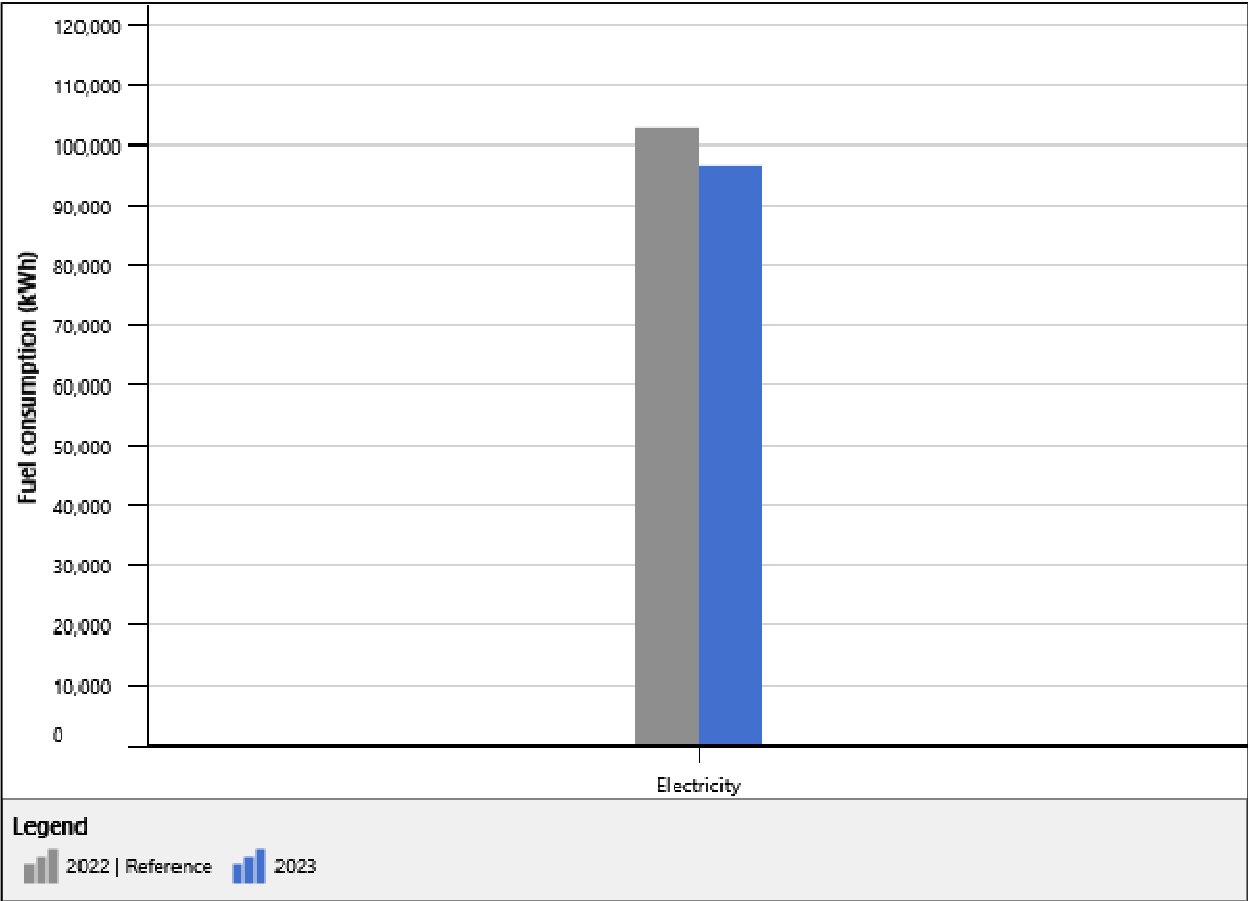
		Fuel consumption		
		Rank	2023 (kWh)	Percentage of total (%)
Highest	Sudbury Landfill Scalehouse	1/4	66,308	68.7%
Middle	Valley East Landfill Site	2/4	12,334	12.8%
Lowest	Azilda Landfill Scalehouse	3/4	9,270	9.6%
	Walden Landfill Site Scalehouse	4/4	8,631	8.9%

Scalehouses Energy Cost by Energy Type



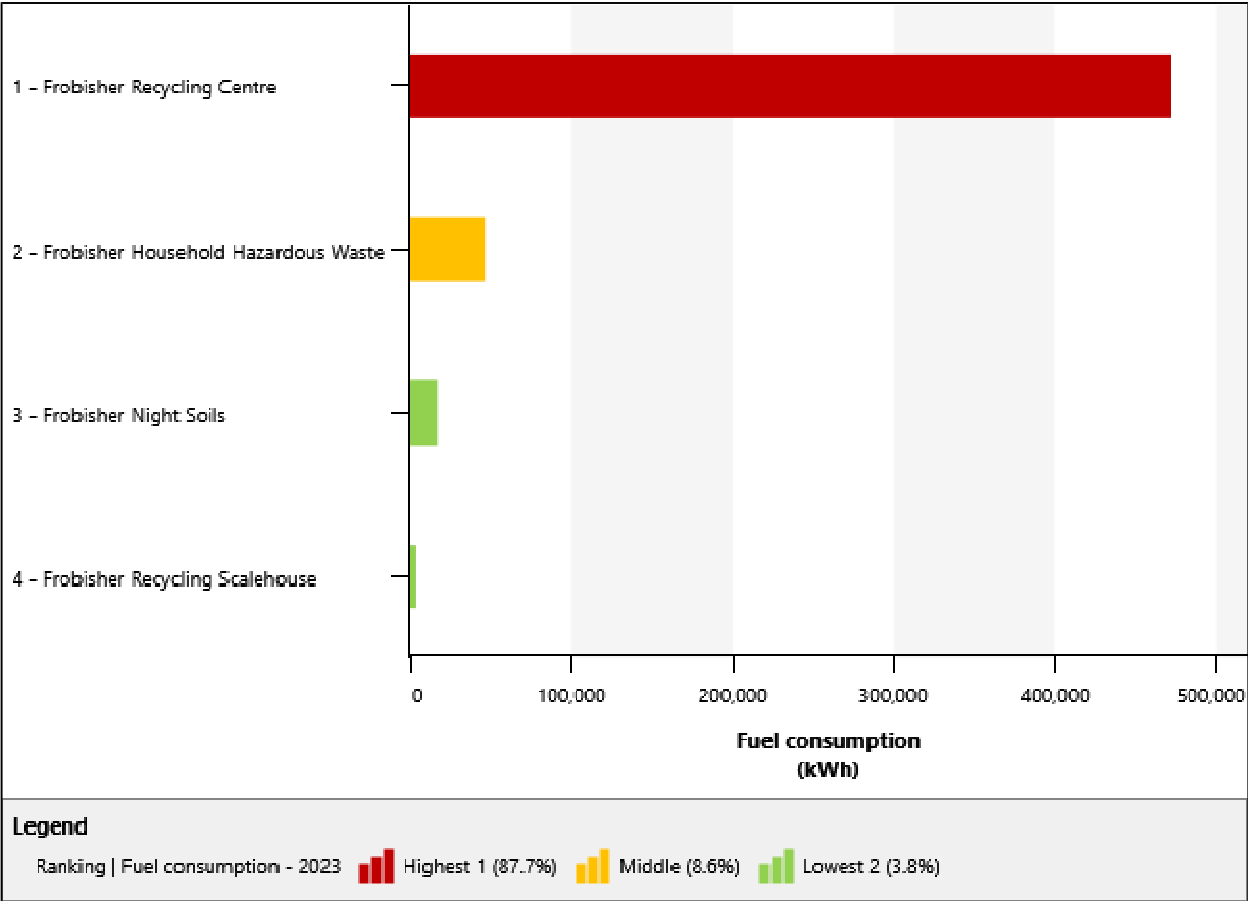
Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	17,312	4,328
2023	16,824	4,206

Scalehouses Energy Consumption by Energy Type



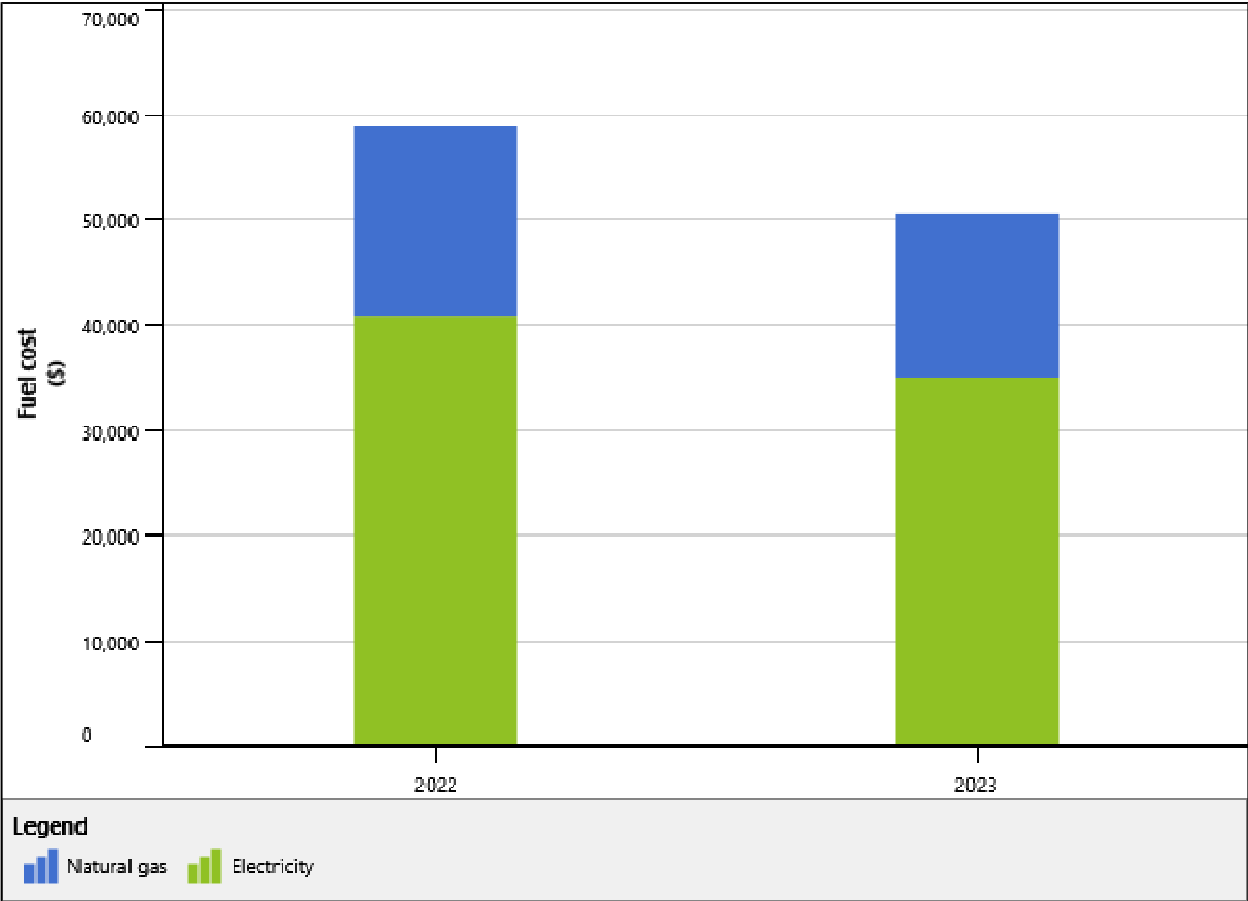
Group	Fuel consumption			
	2022 Reference kWh	2023 kWh	Difference kWh	Difference %
Electricity	102,877	96,542	6,334	6.2%

Recycling Related Energy Consumption (kWh equivalent)



		Fuel consumption		
		Rank	2023 (kWh)	Percentage of total (%)
Highest	Frobisher Recycling Centre	1/4	471,870	87.7%
Middle	Frobisher Household Hazardous Waste	2/4	46,194	8.6%
Lowest	Frobisher Night Soils	3/4	16,557	3.1%
	Frobisher Recycling Scalehouse	4/4	3,656	0.68%

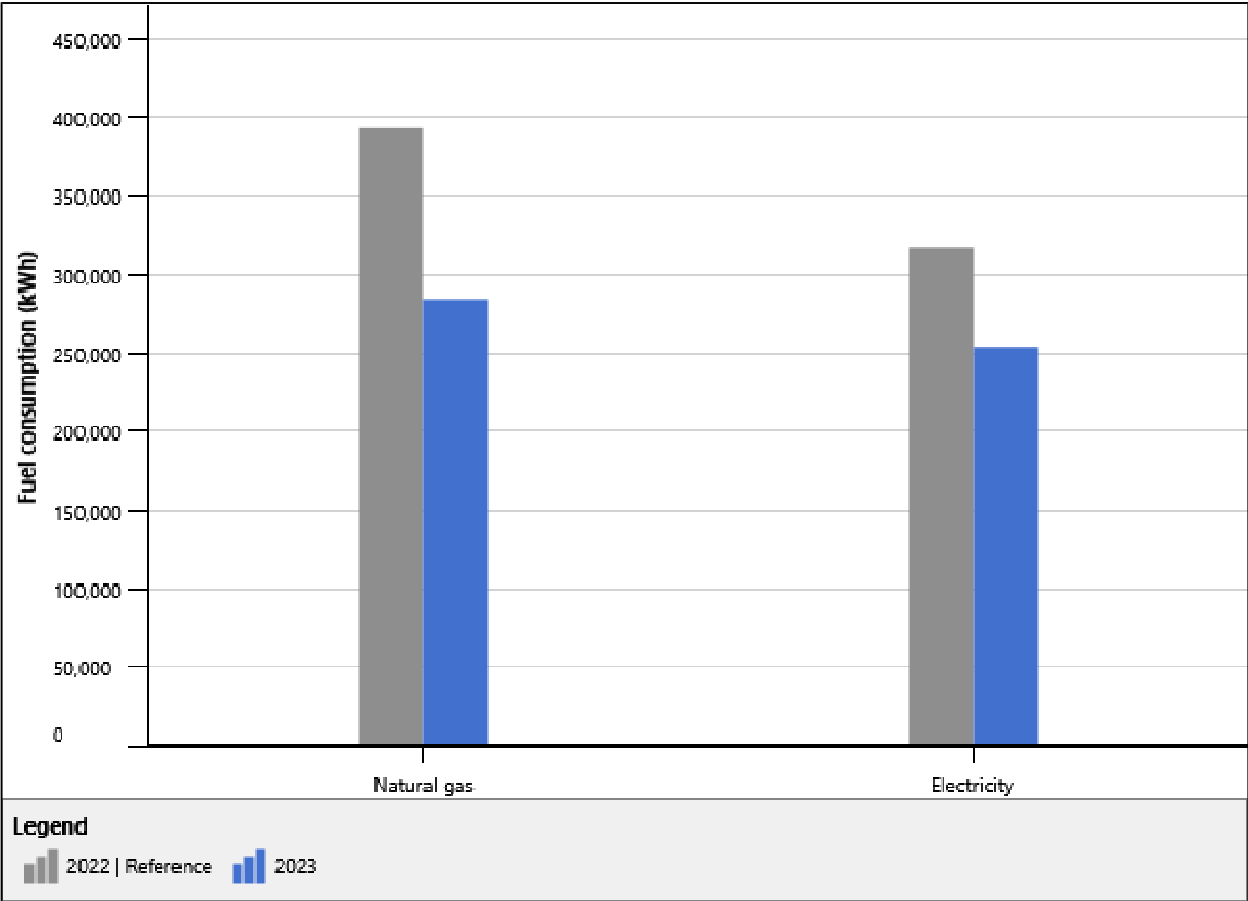
Recycling Related Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	58,912	14,728
2023	50,571	12,643

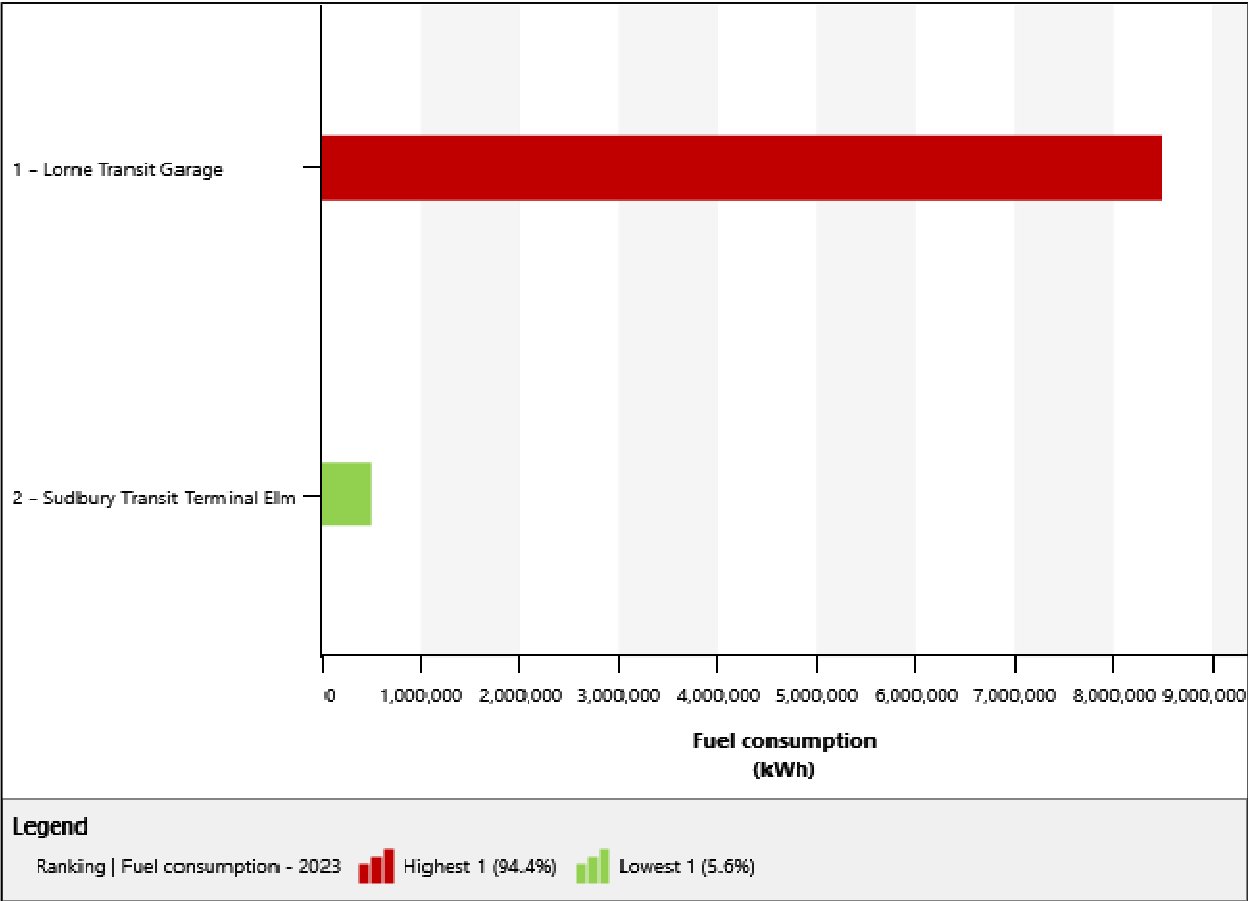
Fuel cost (\$)		
Date	Natural gas	Electricity
2022	18,075	40,837
2023	15,600	34,971

Recycling Related Energy Consumption by Energy Type



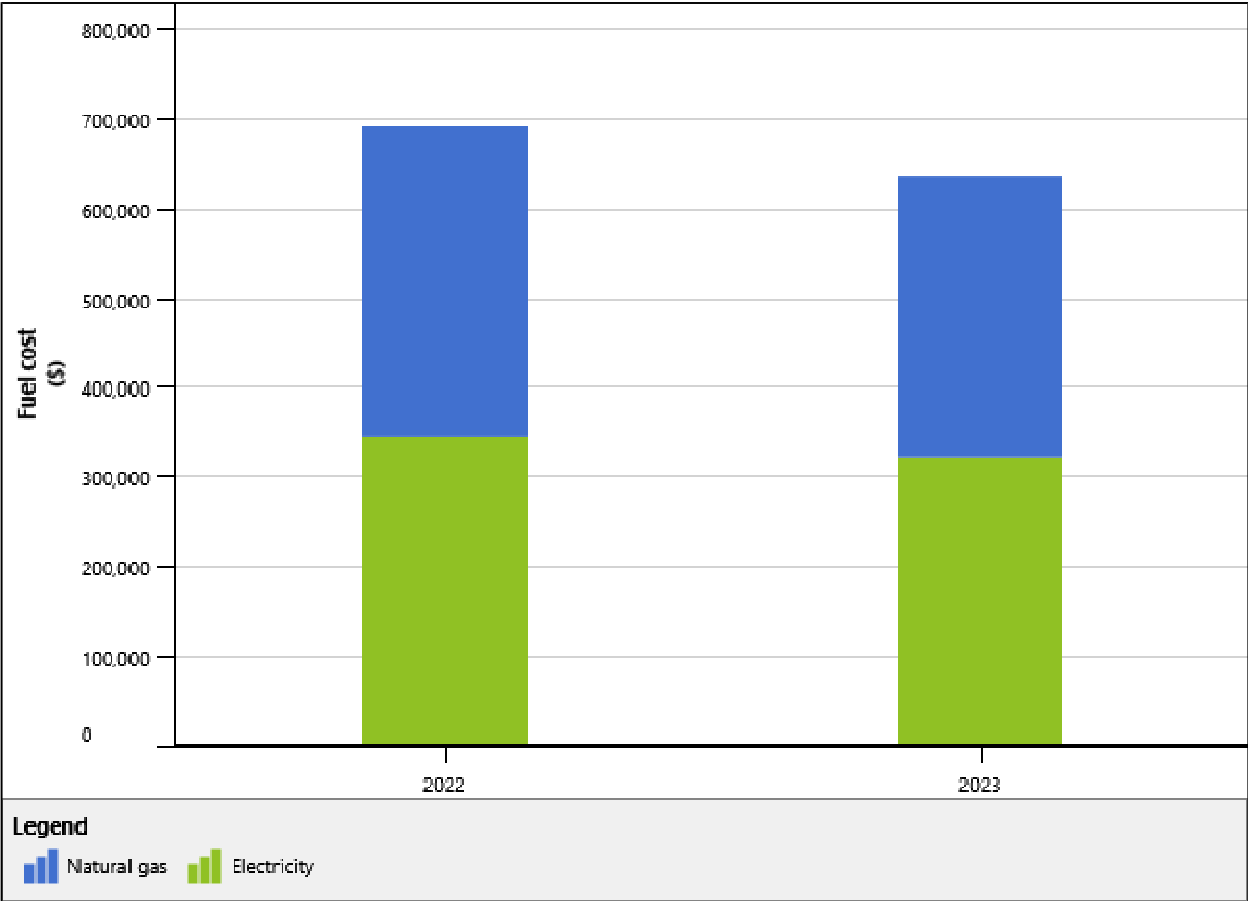
Group	Fuel consumption				Difference %
	2022 Reference kWh	2023 kWh	Difference kWh		
Natural gas	393,034	284,302	108,732		27.7%
Electricity	317,418	253,975	63,443		20%

Transit Energy Consumption (kWh equivalent)



		Fuel consumption		
		2023		
		(kWh)		
	Group	Rank		Percentage of total (%)
Highest	Lorne Transit Garage	1/2	8,491,396	94.4%
Lowest	Sudbury Transit Terminal Elm	2/2	499,233	5.6%

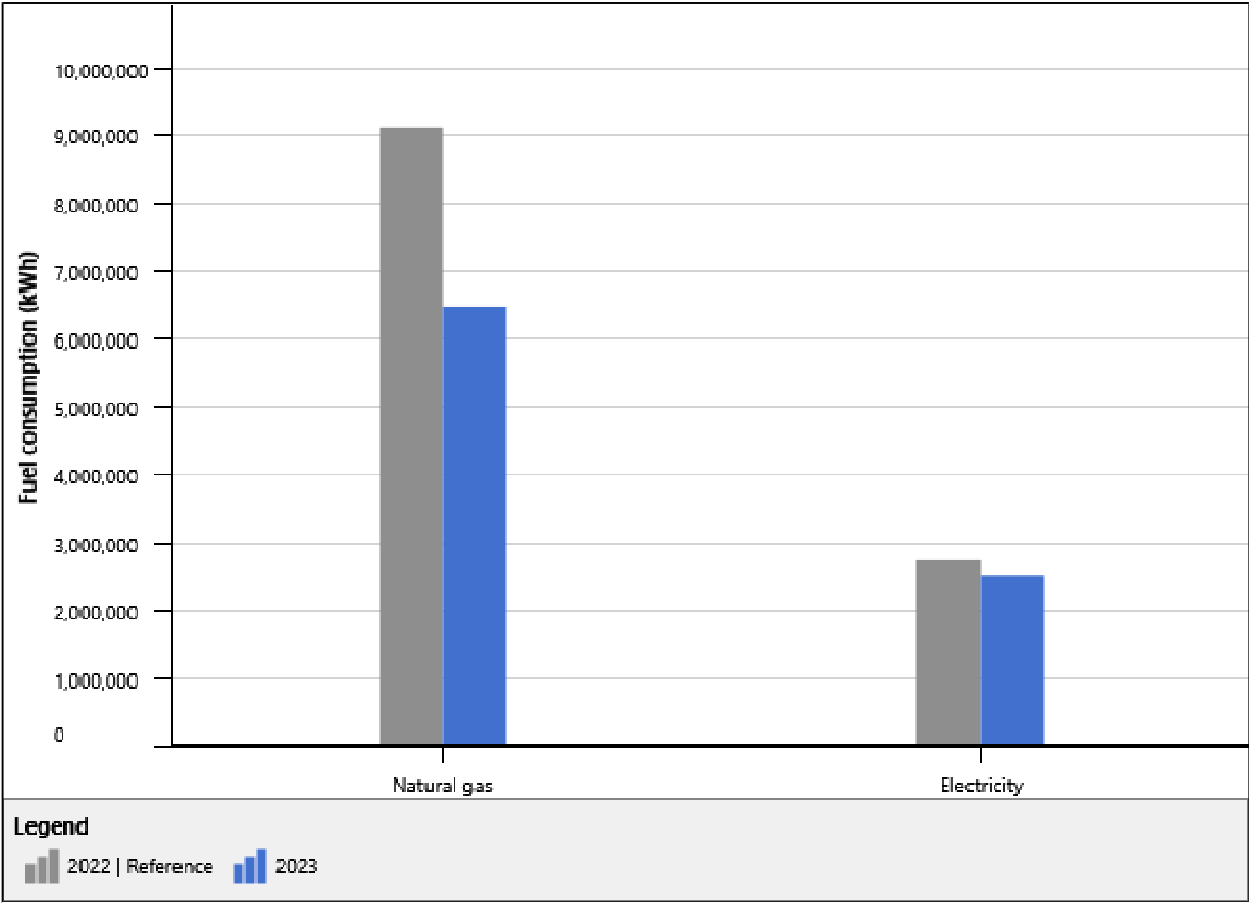
Transit Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	692,618	346,309
2023	636,549	318,274

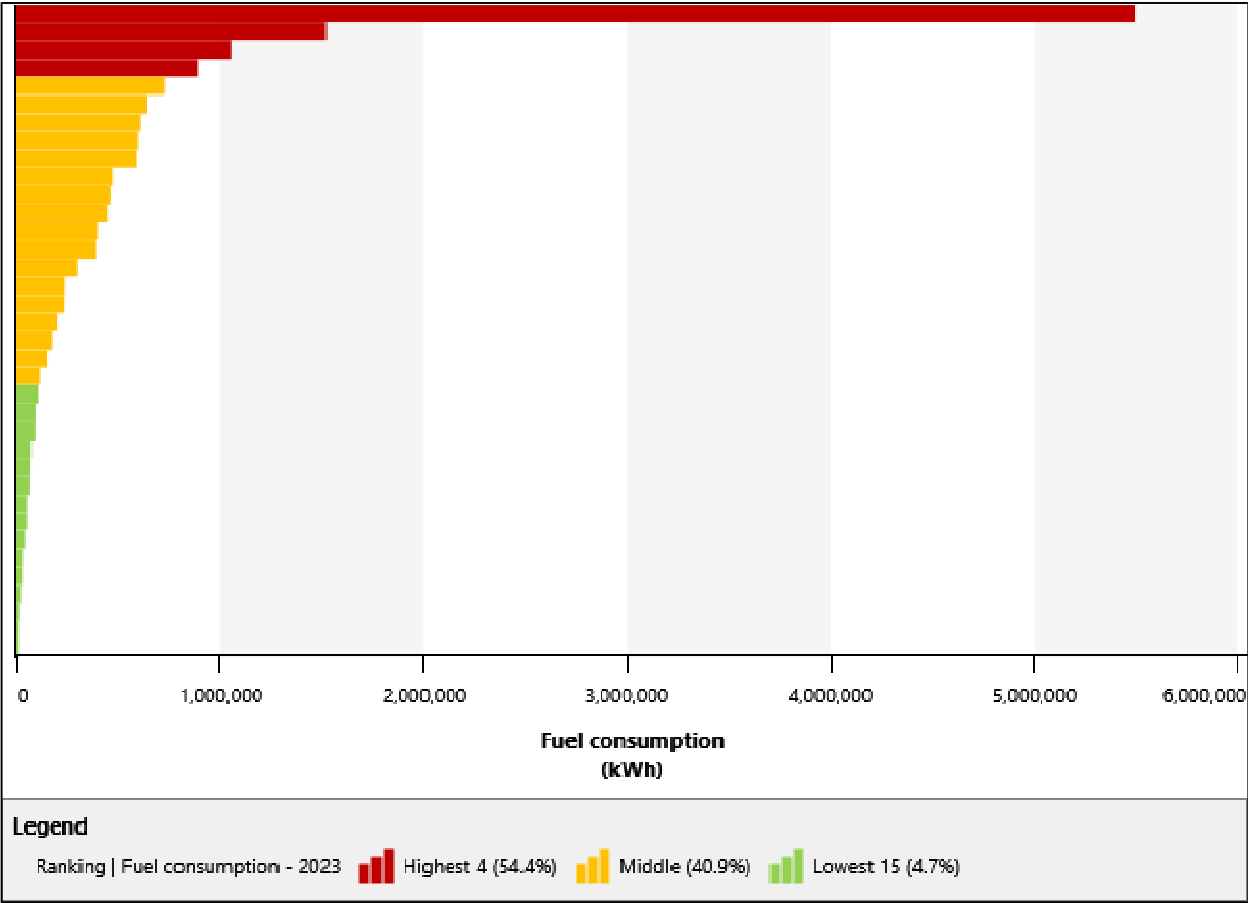
Fuel cost (\$)		
Date	Natural gas	Electricity
2022	348,345	344,273
2023	314,207	322,341

Transit Energy Consumption by Energy Type



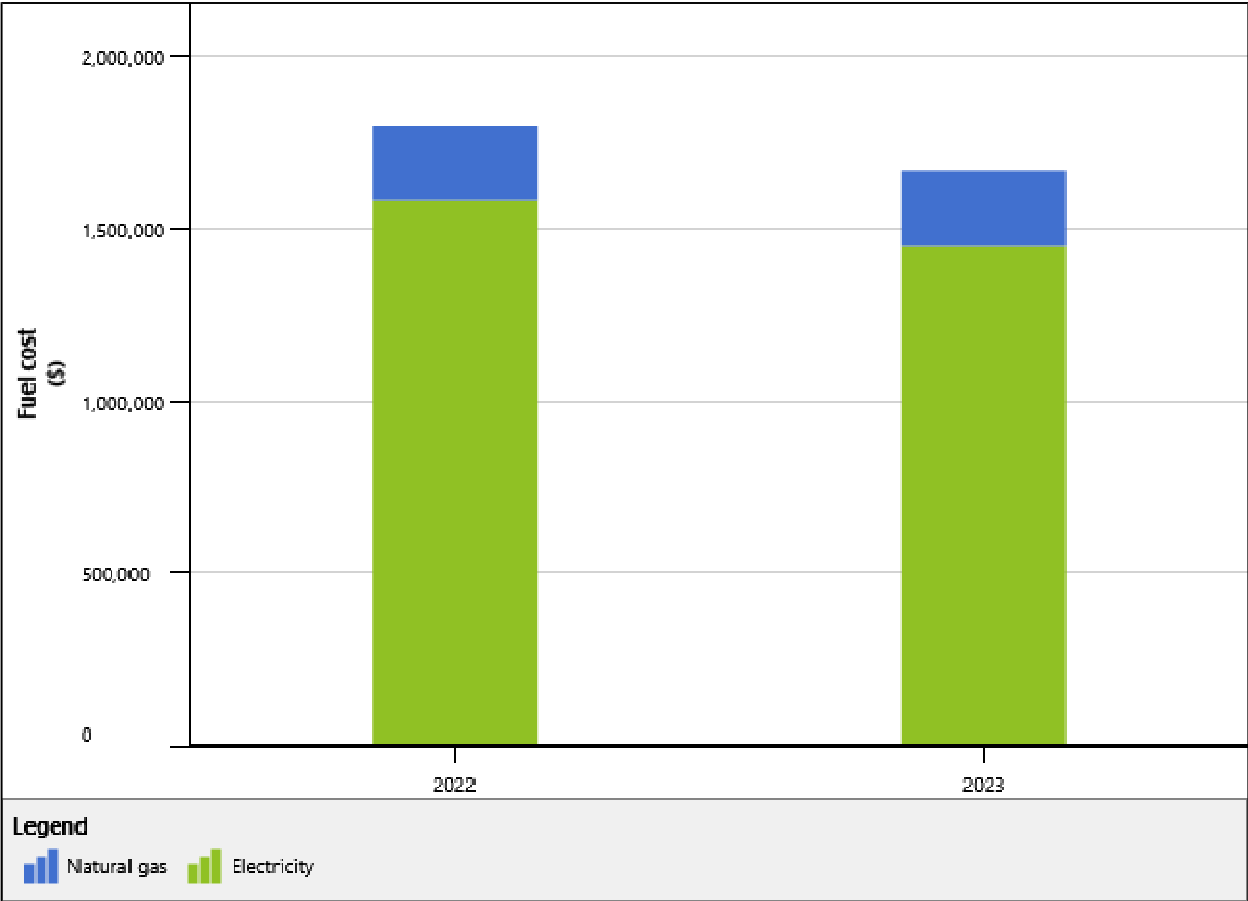
Group	Fuel consumption				Difference %
	2022 Reference kWh	2023 kWh	Difference kWh		
Natural gas	9,120,454	6,491,288	2,629,165		28.8%
Electricity	2,746,089	2,499,340	246,749		9%

Sewage Treatment Plants Energy Consumption (kWh equivalent)



	Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
Highest	Sudbury STP Main Building	1/36	5,493,759	33.4%
	Sudbury STP Head House	2/36	1,518,662	9.2%
	Sudbury STP Chlorine Building	3/36	1,048,826	6.4%
	Sudbury STP Lift Station	4/36	888,417	5.4%
	Sudbury STP Sludge Building	5/36	730,856	4.4%
	Chelmsford STP Control and Headhouse	6/36	638,327	3.9%
	Walden STP Main Building	7/36	605,960	3.7%
	Sudbury STP Hydro Sub Building	8/36	594,176	3.6%
	Azilda Sewage Treatment Plant	9/36	585,395	3.6%
	Chelmsford STP Blower UV Building	10/36	475,522	2.9%
Middle	Lively Sewage Treatment Plant	11/36	460,325	2.8%
	Coniston Sewage Treatment Plant	12/36	444,660	2.7%
	Dowling STP Main Building	13/36	397,403	2.4%
	Dowling STP Pump House	14/36	388,814	2.4%
	Valley East STP Control Building	15/36	301,653	1.8%
	Sudbury STP Gallery Access 1	16/36	239,189	1.5%
	Valley East STP Pumphouse	17/36	237,552	1.4%
	Valley East STP Blower Building	18/36	197,960	1.2%
	Levack STP Main Building	19/36	172,787	1.1%
	Sudbury STP Gallery Access 4	20/36	148,070	0.9%
Lowest	Valley East STP Storage 1	21/36	113,120	0.69%
	Sudbury STP Storage	22/36	102,510	0.62%
	Levack STP Inlet Building	23/36	87,787	0.53%
	Levack STP Warehouse	24/36	86,951	0.53%
	Chelmsford STP Chemical Storage	25/36	70,925	0.43%
	Valley East STP Screenings Building	26/36	68,815	0.42%
	Walden STP Screenings Building	27/36	67,705	0.41%
	Sudbury STP Gallery Access 2	28/36	55,051	0.33%
	Sudbury STP Gallery Access 3	29/36	55,051	0.33%
	Valley East STP Storage 2	30/36	45,248	0.28%
	Levack STP Storage Building	31/36	33,443	0.2%
	Chelmsford STP Storage	32/36	32,239	0.2%
	Levack STP Flouridation	33/36	24,525	0.15%
	Chelmsford STP Sludge Loading Bay	34/36	16,119	0.1%
	Falconbridge STP Building 1	35/36	12,907	0.08%
	Falconbridge STP Building 2	36/36	12,907	0.08%

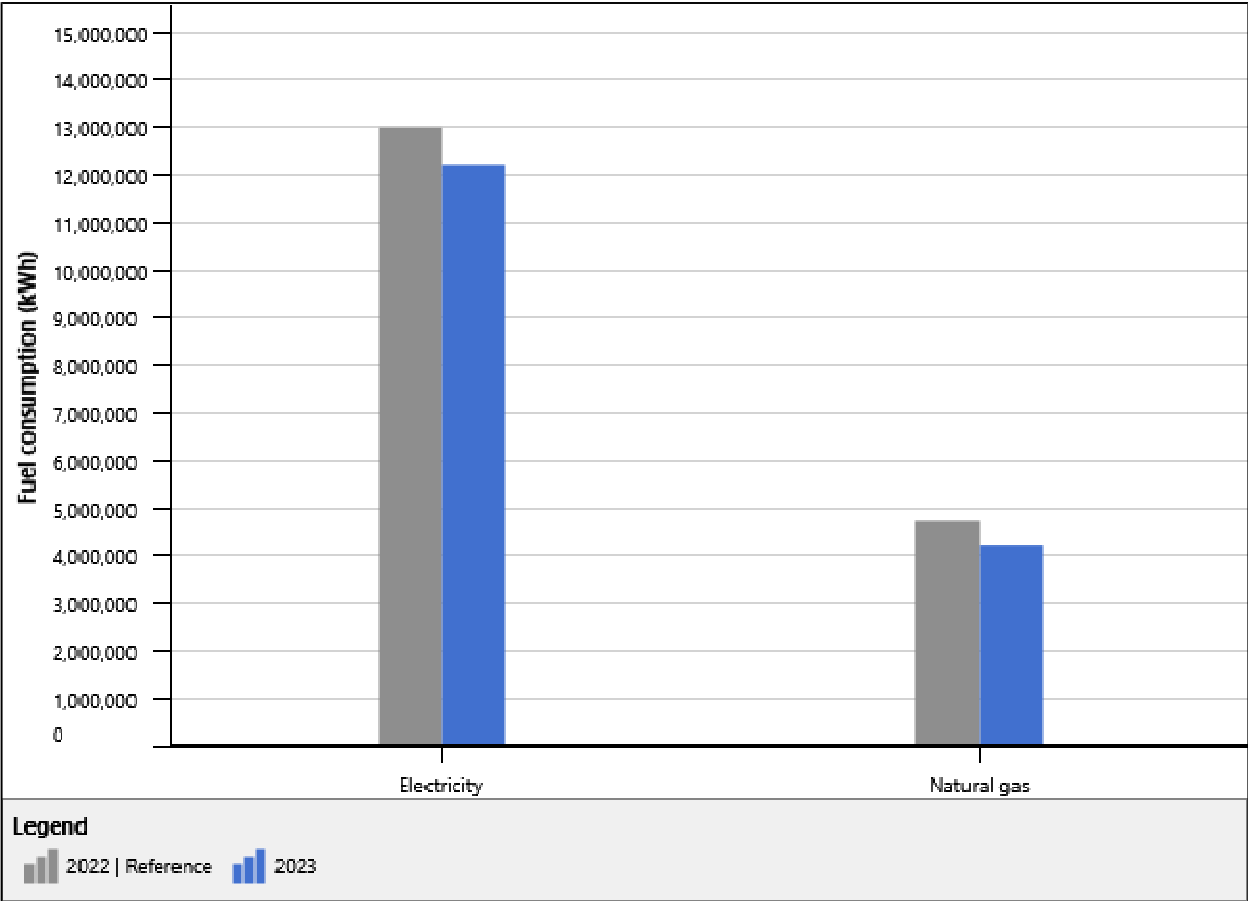
Sewage Treatment Plants Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	1,796,173	49,894
2023	1,666,590	46,294

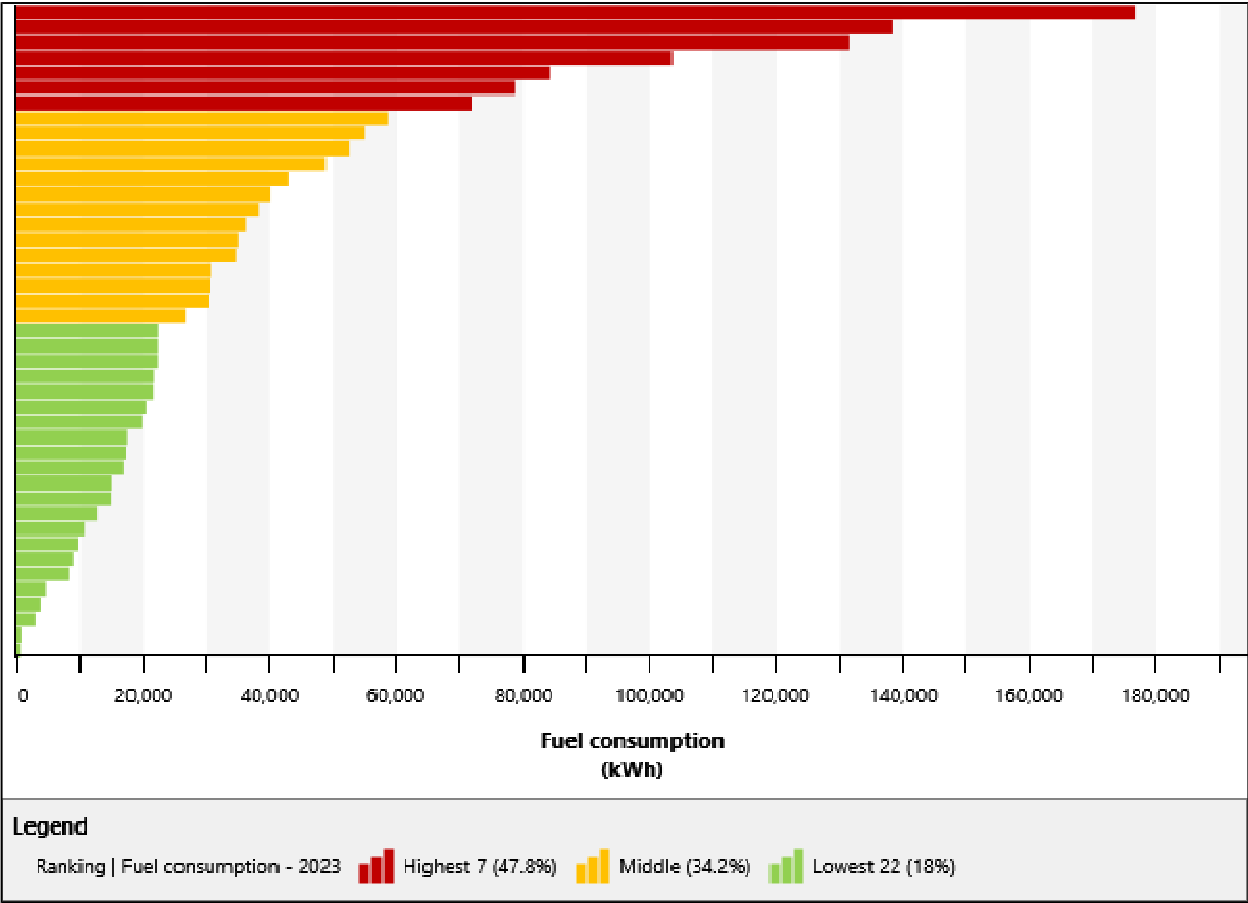
Fuel cost (\$)		
Date	Natural gas	Electricity
2022	212,171	1,584,002
2023	215,047	1,451,544

Sewage Treatment Plants Energy Consumption by Energy Type



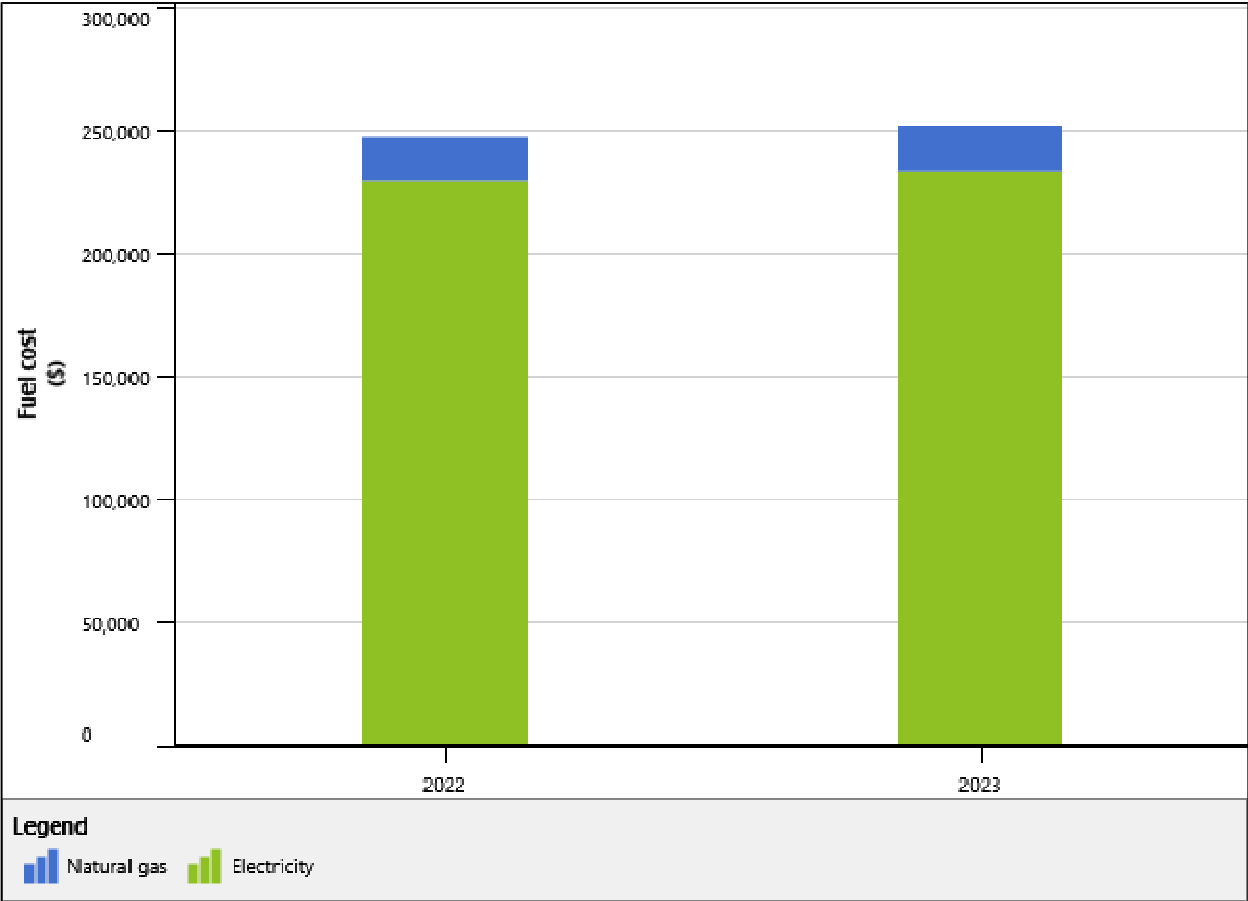
Group	Fuel consumption			
	2022 Reference kWh	2023 kWh	Difference kWh	Difference %
Electricity	12,994,284	12,213,056	781,229	6%
Natural gas	4,733,491	4,240,558	492,933	10.4%

Lift Stations and Misc Energy Consumption (kWh equivalent)



		Fuel consumption		Percentage of total (%)
Group		Rank	2023 (kWh)	
Highest	Anderson Lift Station	1/43	176,604	10.8%
	Main Street Lift Station	2/43	138,321	8.4%
	St Charles Lift Station	3/43	131,644	8%
	Laurier Lift Station	4/43	103,485	6.3%
	York Lift Station	5/43	84,184	5.1%
	Levesque Lift Station	6/43	78,831	4.8%
	Jacob Lift Station	7/43	72,016	4.4%
Middle	Government Road Lift Station	8/43	58,636	3.6%
	Mark Lift Station	9/43	55,073	3.4%
	Spruce Lift Station	10/43	52,490	3.2%
	Ramsey Lift Station	11/43	48,757	3%
	Jeanne D'Arc Lift Station	12/43	42,919	2.6%
	Riverside Lift Station	13/43	40,135	2.4%
	Selkirk Lift Station	14/43	38,333	2.3%
	Fraser Lift Station	15/43	36,149	2.2%
	Helene Lift Station	16/43	34,987	2.1%
	Charette Lift Station	17/43	34,616	2.1%
	Lockerby Playground Lift Station	18/43	30,785	1.9%
	Sherwood Lift Station	19/43	30,638	1.9%
	Southview Lift Station	20/43	30,318	1.8%
	Landry Lift Station	21/43	26,612	1.6%
Lowest	Fourth Lift Station	22/43	22,312	1.4%
	Moonlight Lift Station	23/43	22,284	1.4%
	Keith Lift Station	24/43	22,276	1.4%
	Orford Lift Station	25/43	21,632	1.3%
	Don Lita Lift Station	26/43	21,552	1.3%
	Hillsdale Lift Station	27/43	20,460	1.2%
	Principale Lift Station	28/43	19,810	1.2%
	Marier Lift Station	29/43	17,557	1.1%
	Lebel Playground (Lift Station)	30/43	17,368	1.1%
	Magill Lift Station	31/43	17,014	1%
	Wahnapiatae Lift Station	32/43	15,034	0.92%
	Lagace Lift Station	33/43	14,903	0.91%
	Tupper Lift Station	34/43	12,673	0.77%
	Brenda Lift Station	35/43	10,530	0.64%
	Tena Lift Station	36/43	9,780	0.6%
	Countryside Lift Station	37/43	9,072	0.55%
	St Isidore Lift Station	38/43	8,398	0.51%
	Hines Street Service Box	39/43	4,579	0.28%
	Dufferin Lift Station	40/43	3,761	0.23%
	Paris Lift Station	41/43	2,804	0.17%
	Burwash Lift Station	42/43	905	0.06%
	Marcel Bouchard Lift Station	43/43	743	0.05%

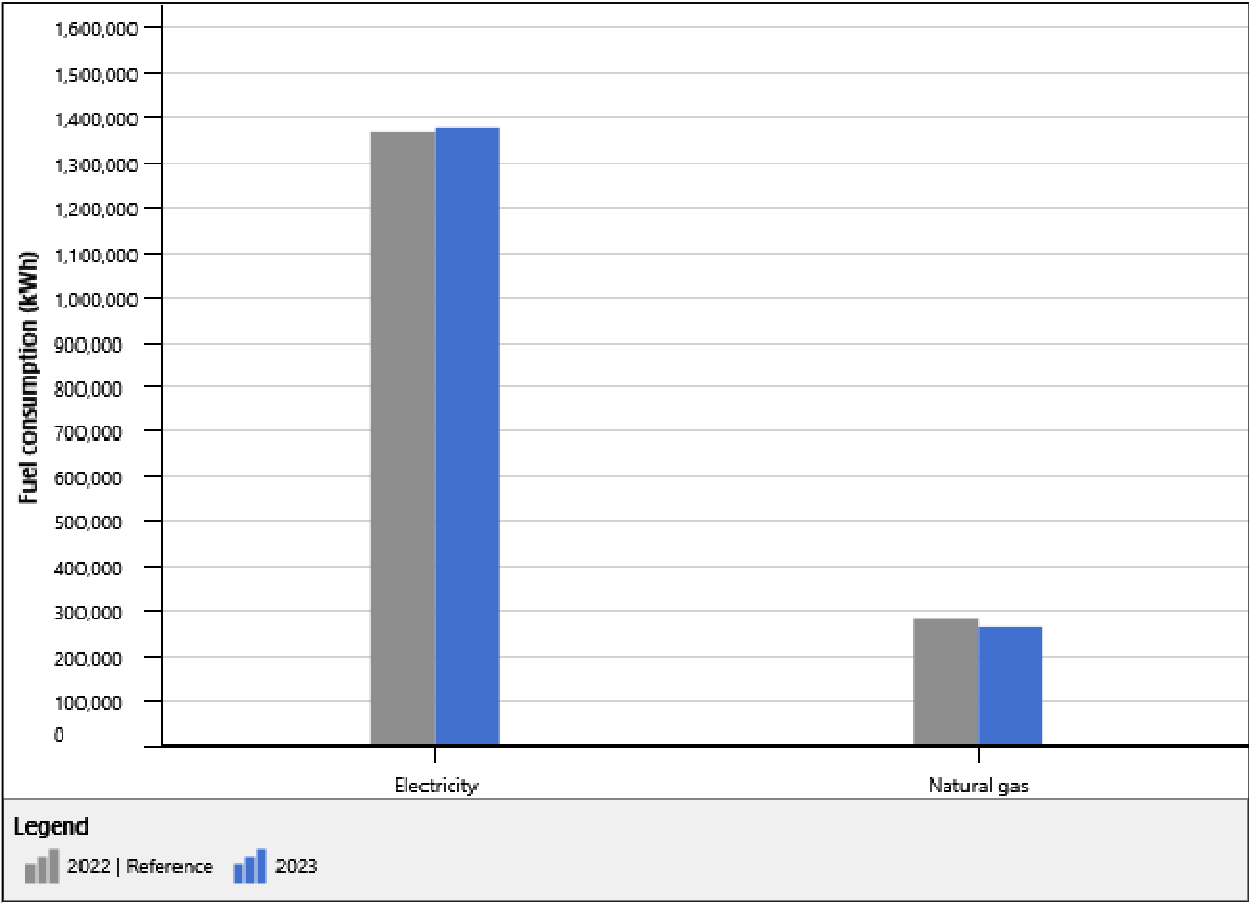
Lift Stations and Misc Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	247,410	5,754
2023	251,884	5,858

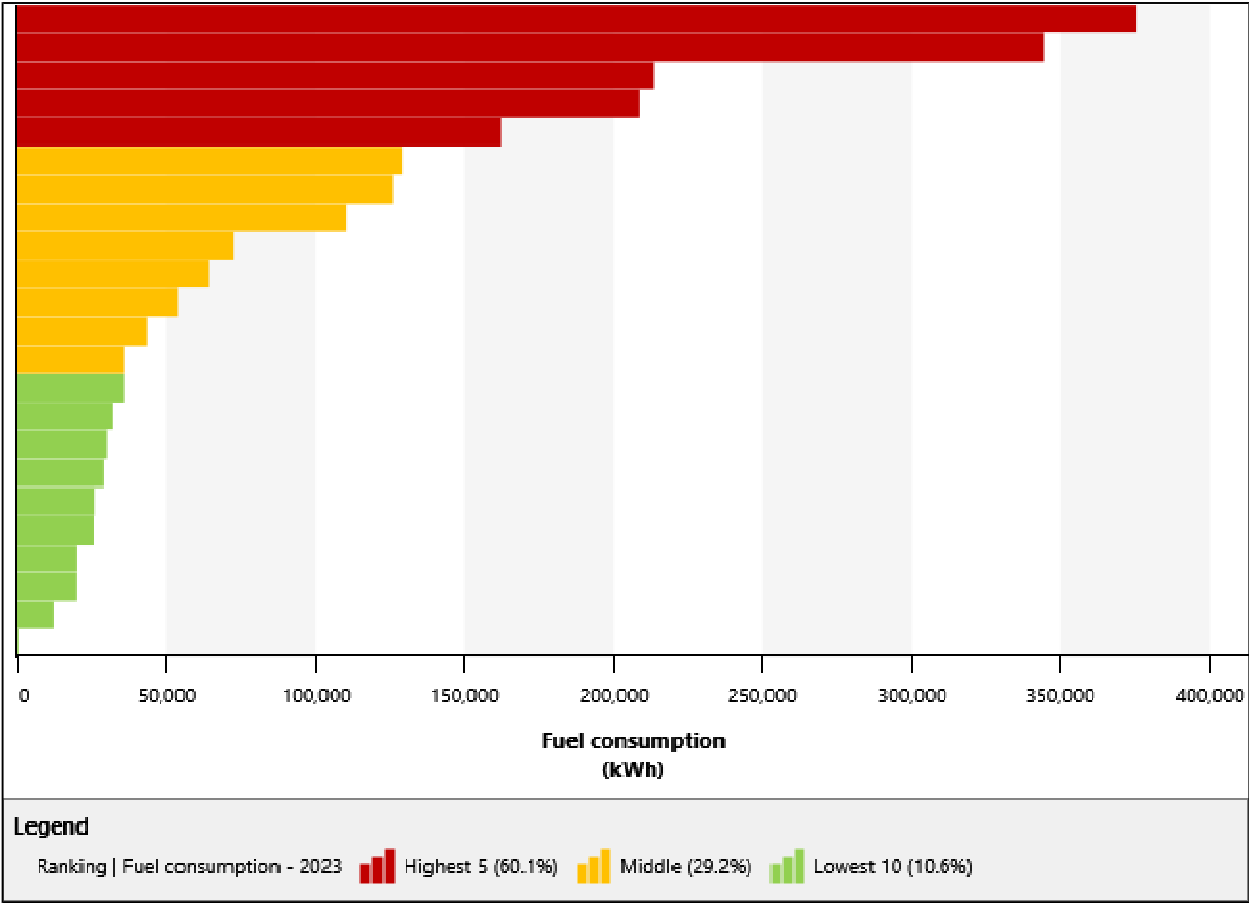
Fuel cost (\$)		
Date	Natural gas	Electricity
2022	17,807	229,603
2023	18,454	233,430

Lift Stations and Misc Energy Consumption by Energy Type



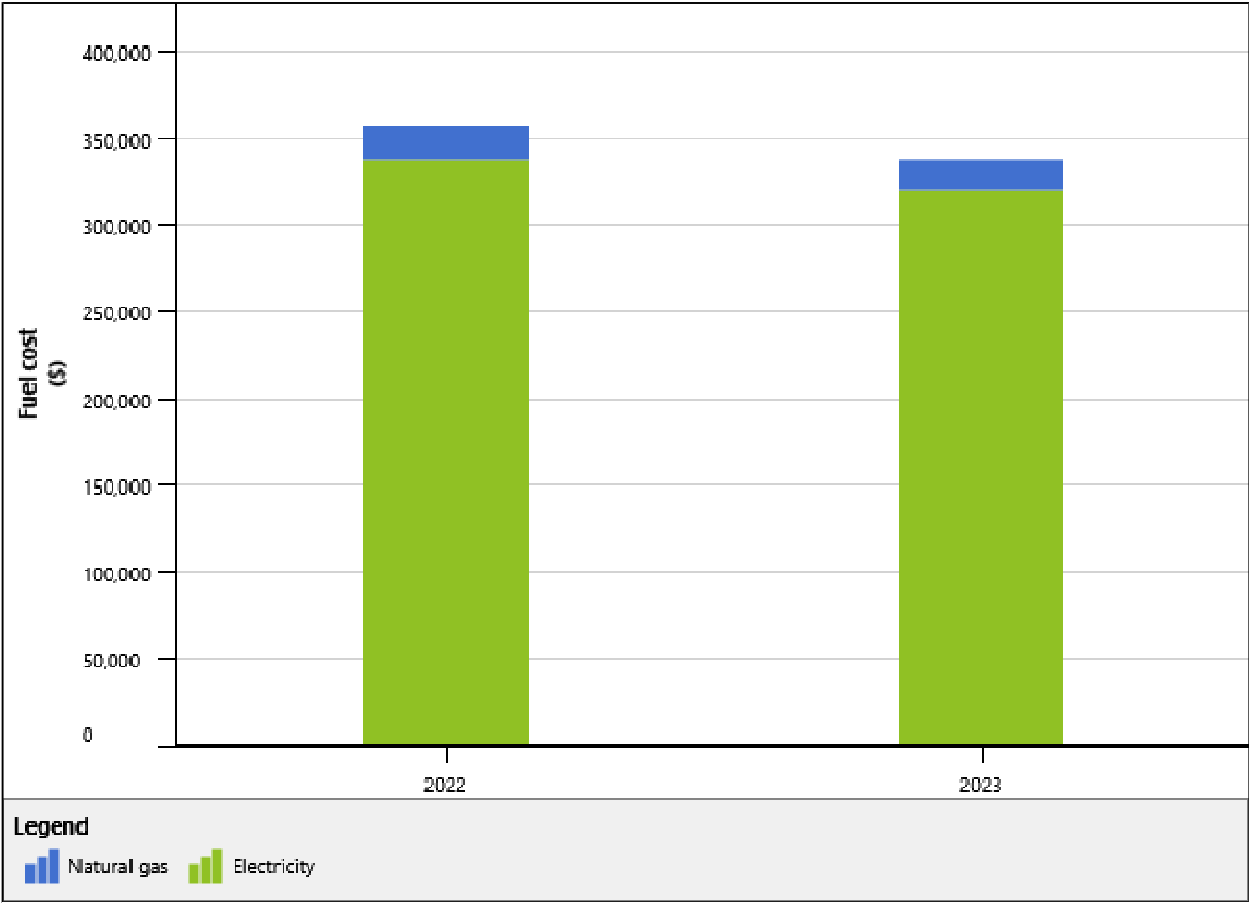
Group	Fuel consumption				Difference %
	2022 Reference kWh	2023 kWh	Difference kWh		
Electricity	1,368,487	1,377,672	-9,185		-0.67%
Natural gas	283,055	263,309	19,746		7%

Wells and Water Tanks Energy Consumption (kWh equivalent)



		Fuel consumption		Percentage of total (%)
			2023 (kWh)	
	Group	Rank		
Highest	Capreol Green Lake Well J	1/23	374,962	17.3%
	Onaping Wells	2/23	344,369	15.9%
	Frost Lab and Well	3/23	213,561	9.9%
	Linden Well F	4/23	208,465	9.6%
	Notre Dame Well E	5/23	161,997	7.5%
	Philippe Well C	6/23	128,863	5.9%
	Pharand Well G	7/23	125,744	5.8%
	Michelle Well H	8/23	110,078	5.1%
Middle	Garson Orell Wells Storage Building	9/23	71,907	3.3%
	Deschene Well A	10/23	64,035	3%
	Garson Orell Wells Chlorine Building	11/23	53,930	2.5%
	Falconbridge Water Tank and Valve	12/23	43,336	2%
	Garson Orell Well No 1	13/23	35,953	1.7%
	Garson Orell Well No 3	14/23	35,953	1.7%
Lowest	Walden Water Tank and Building	15/23	32,019	1.5%
	Kenneth Well B	16/23	29,855	1.4%
	Garson Orell Wells Generator Building	17/23	28,763	1.3%
	Dowling Well 1 Riverside	18/23	25,626	1.2%
	Dowling Well 2 Lionel	19/23	25,463	1.2%
	Capreol Well I	20/23	20,051	0.93%
	Walden Water Tank Building	21/23	20,012	0.92%
	Azilda Water Tank	22/23	12,015	0.55%
	Lively Water Tank	23/23	528	0.02%

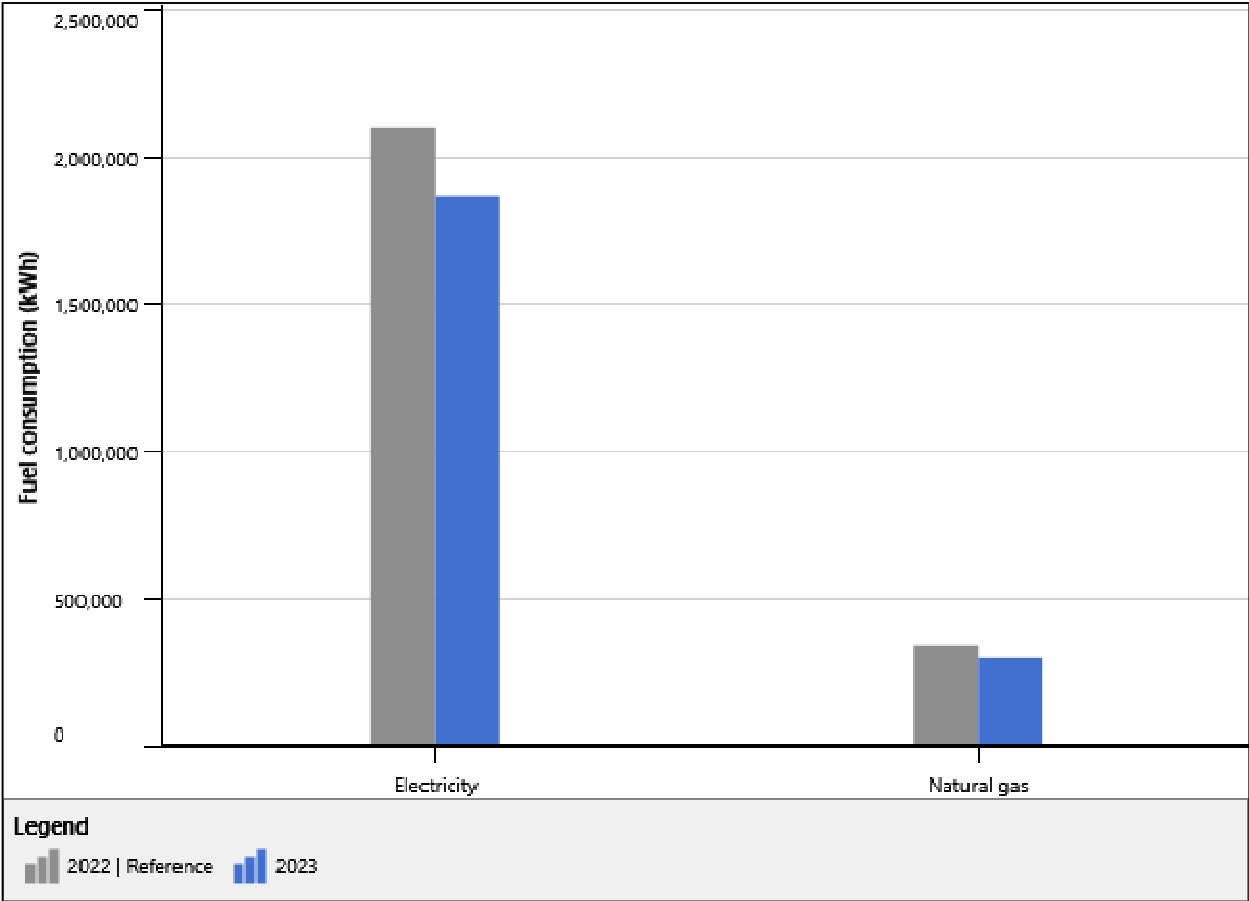
Wells and Water Tanks Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	356,931	15,519
2023	338,079	14,699

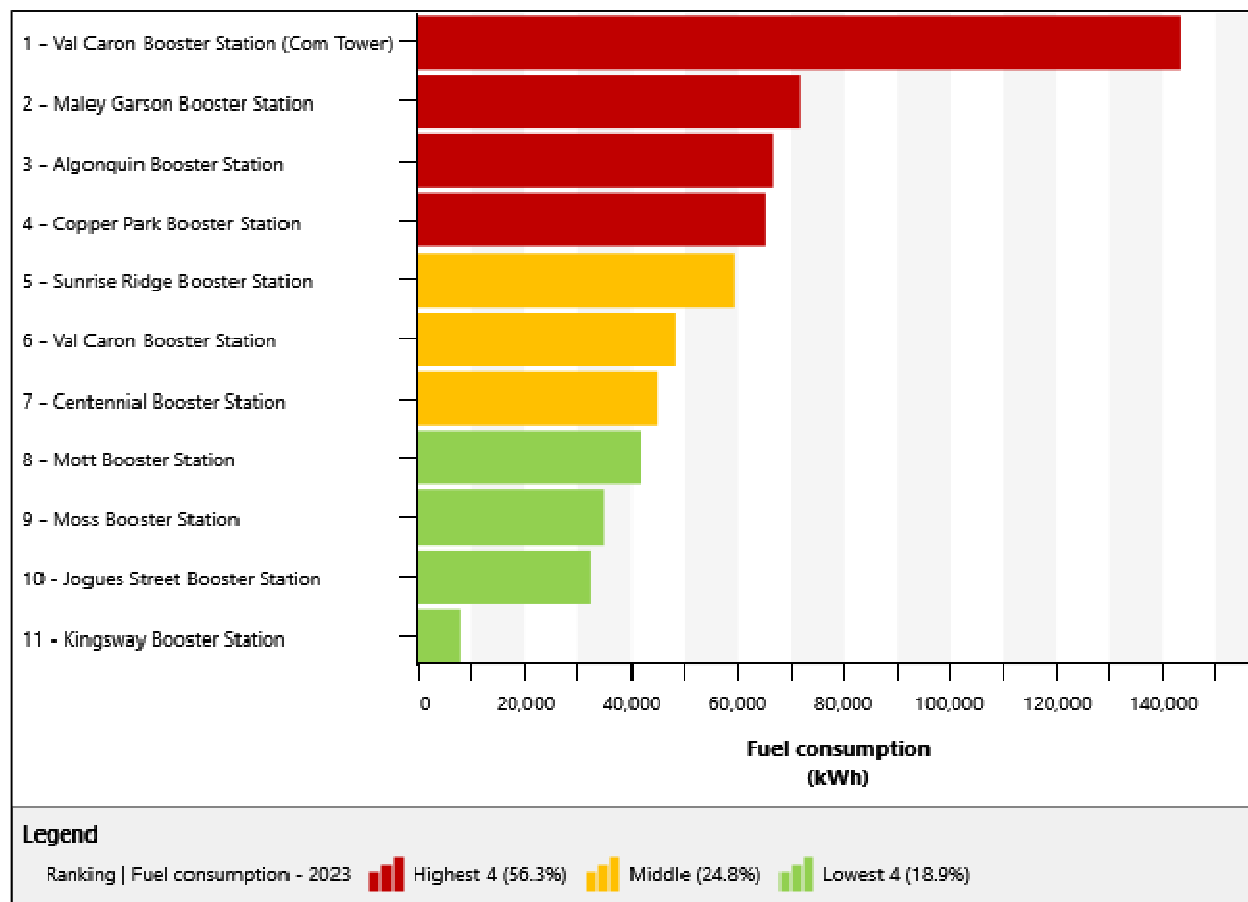
Fuel cost (\$)		
Date	Natural gas	Electricity
2022	18,896	338,034
2023	18,628	319,451

Wells and Water Tanks Energy Consumption by Energy Type



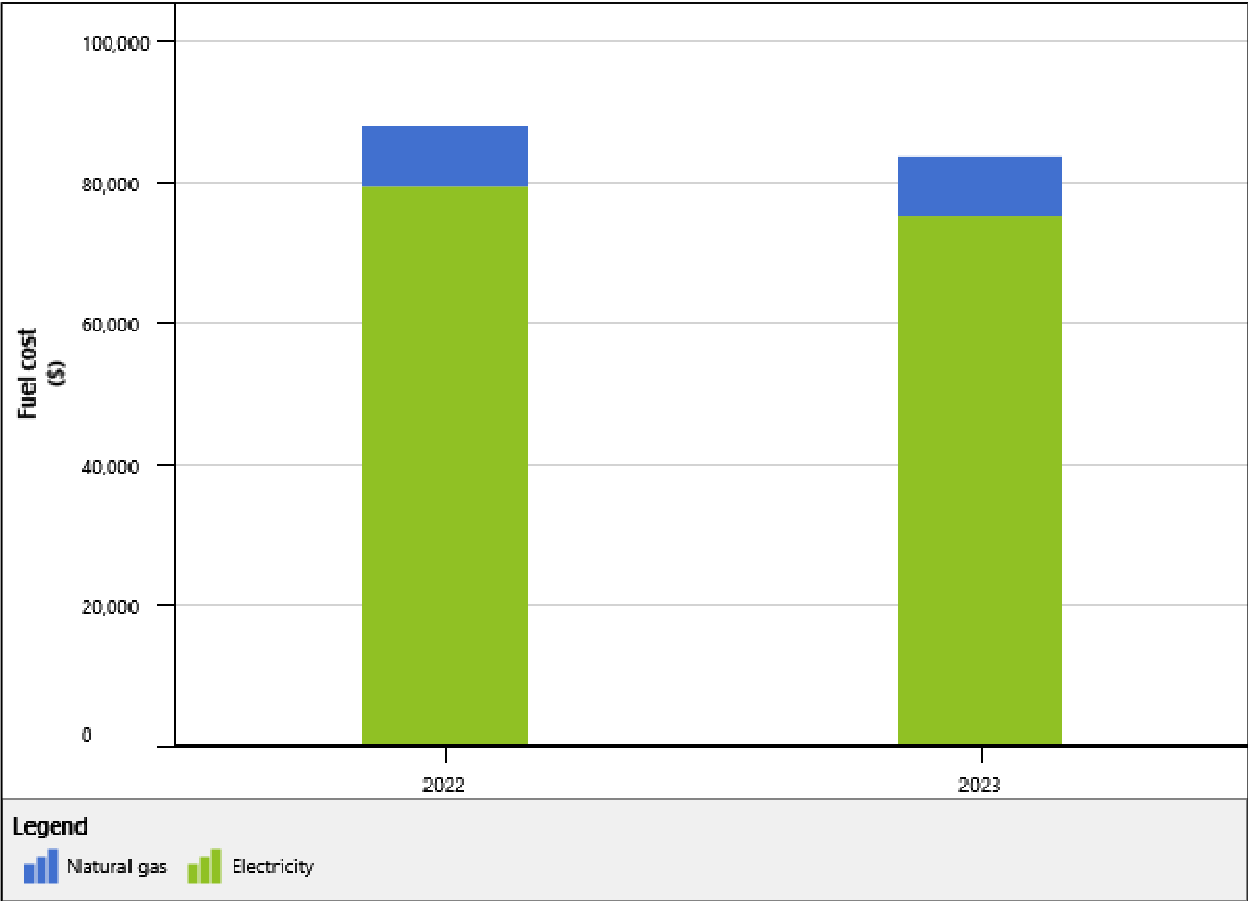
Group	Fuel consumption			
	2022 Reference kWh	2023 kWh	Difference kWh	Difference %
Electricity	2,096,923	1,868,139	228,784	10.9%
Natural gas	340,889	299,348	41,541	12.2%

Booster Stations Energy Consumption (kWh equivalent)



	Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
Highest	Val Caron Booster Station (Com Tower)	1/11	143,251	23.2%
	Maley Garson Booster Station	2/11	71,708	11.6%
	Algonquin Booster Station	3/11	66,768	10.8%
	Copper Park Booster Station	4/11	65,380	10.6%
Lowest	Mott Booster Station	8/11	41,746	6.8%
	Moss Booster Station	9/11	34,785	5.6%
	Jogues Street Booster Station	10/11	32,302	5.2%
	Kingsway Booster Station	11/11	7,818	1.3%

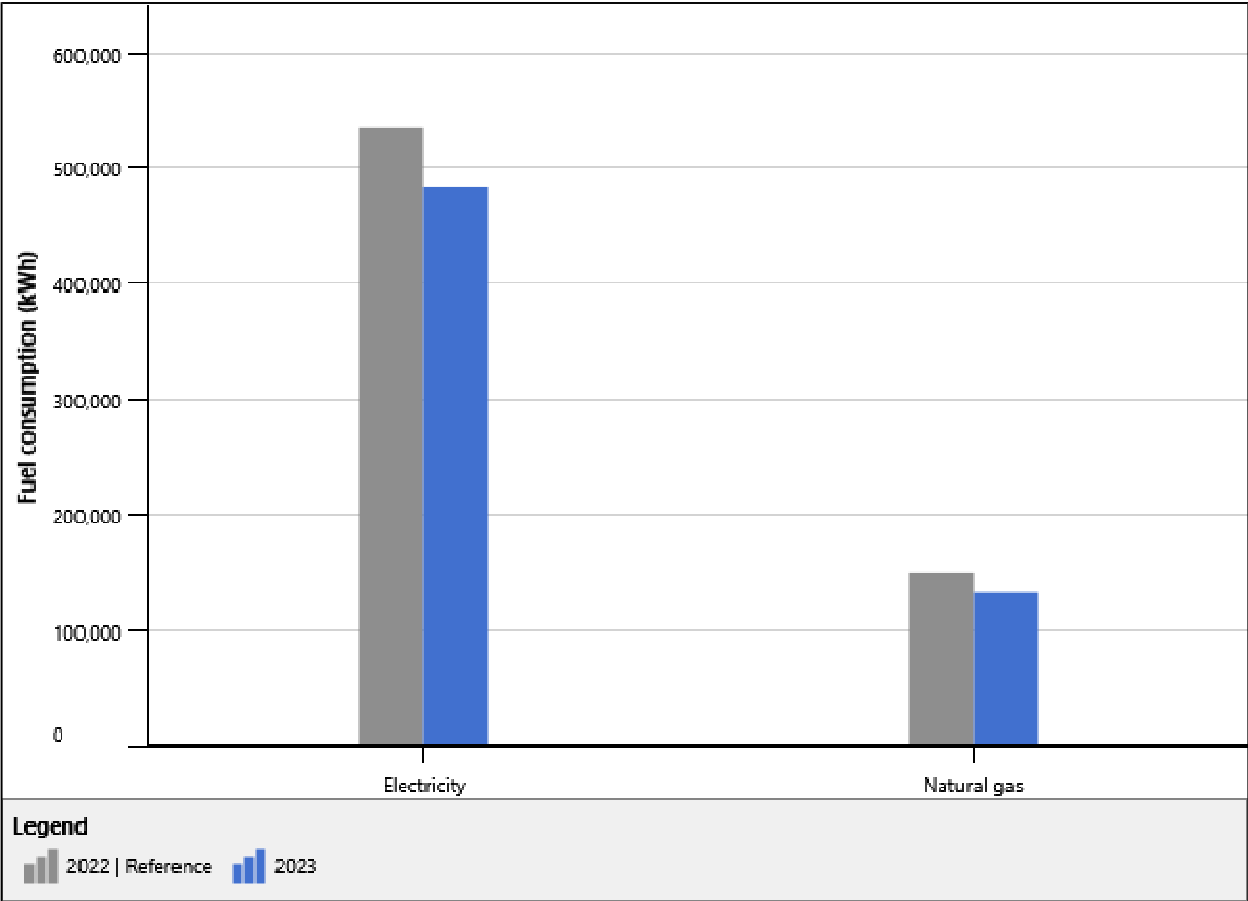
Booster Stations Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	88,061	8,006
2023	83,836	7,621

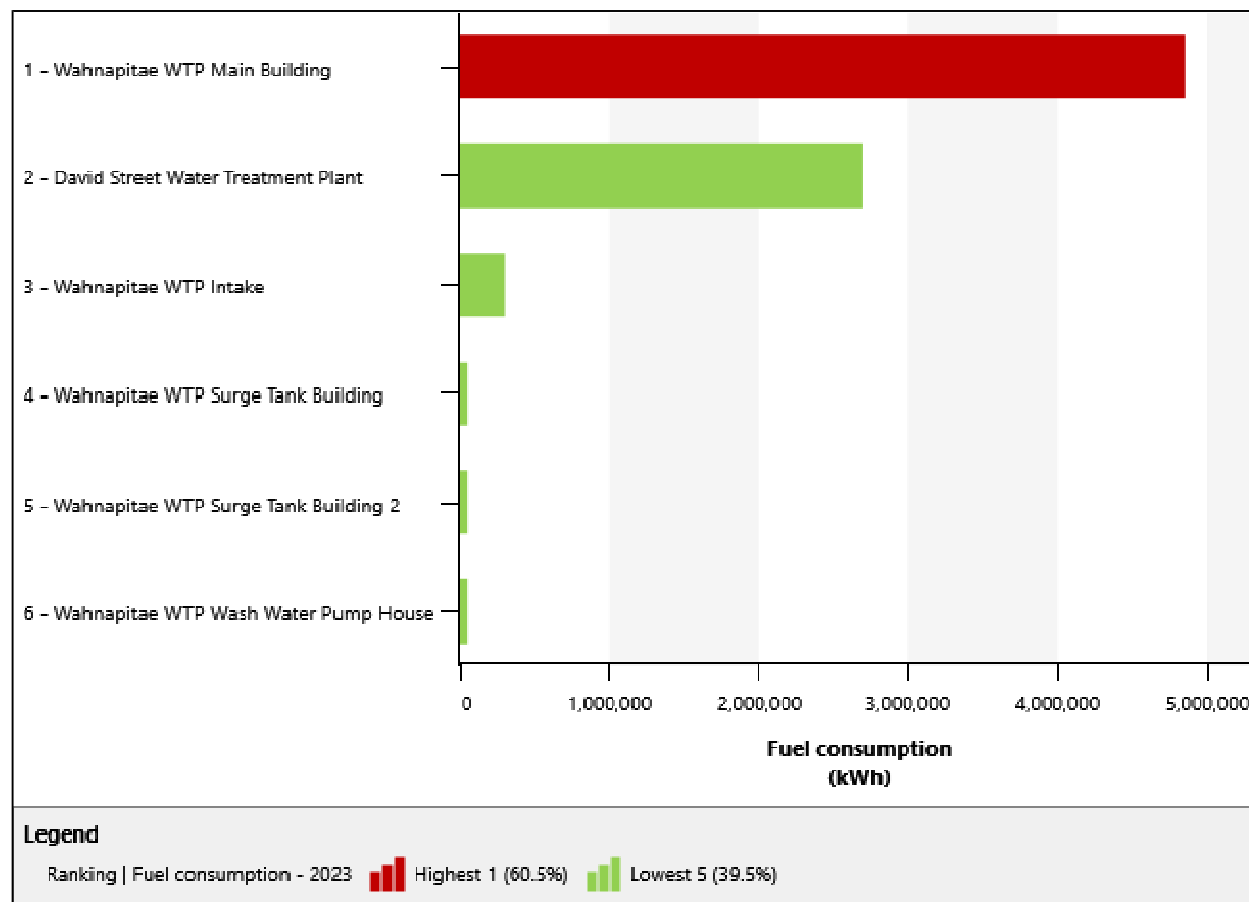
Date	Fuel cost (\$)	
	Natural gas	Electricity
2022	8,612	79,449
2023	8,570	75,266

Booster Stations Energy Consumption by Energy Type



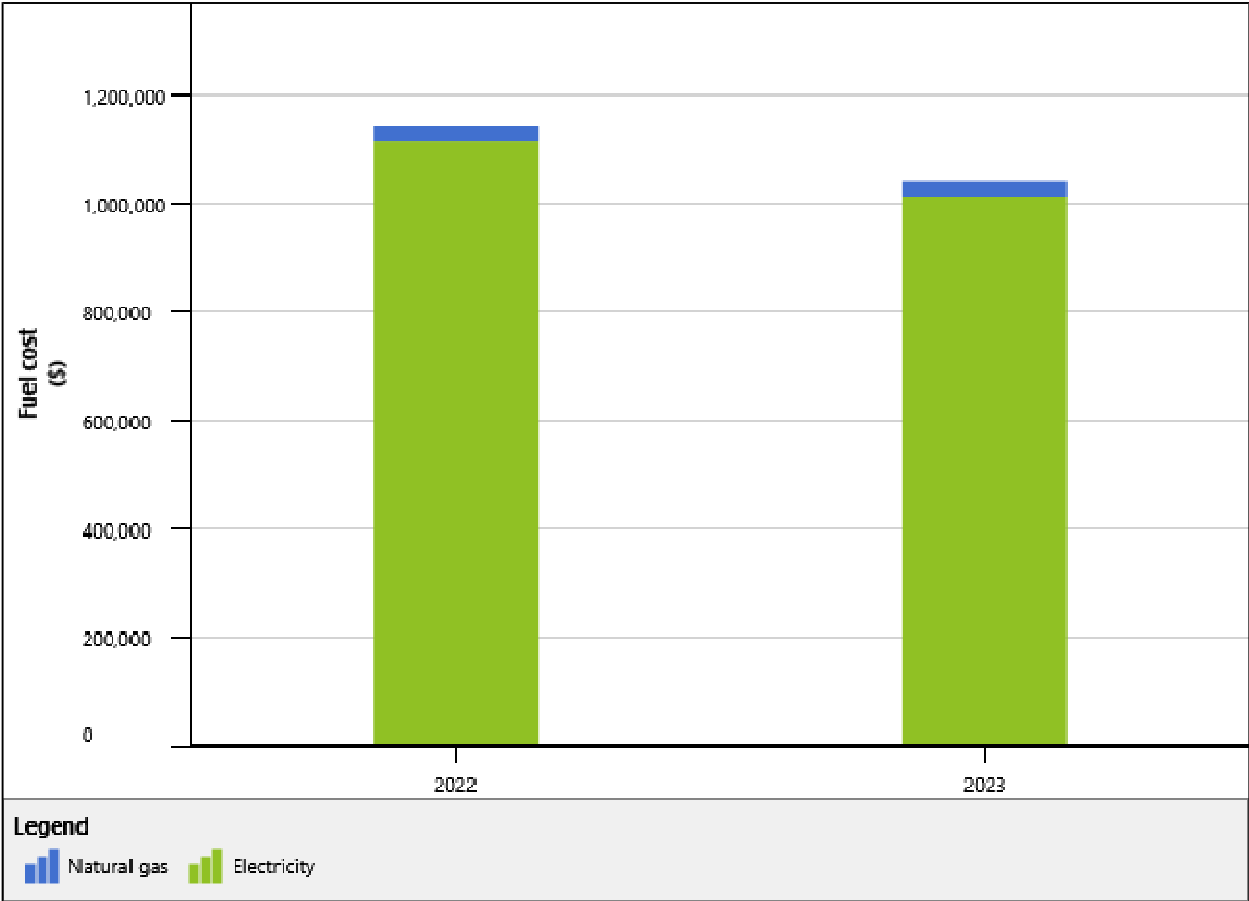
Group	Fuel consumption				Difference %
	2022 Reference kWh	2023 kWh	Difference kWh		
Electricity	534,654	482,611	52,043		9.7%
Natural gas	148,872	133,780	15,092		10.1%

Water Treatment Plants Energy Consumption (kWh equivalent)



	Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
Highest	Wahnapiatae WTP Main Building	1/6	4,848,592	60.5%
	David Street Water Treatment Plant	2/6	2,698,989	33.7%
Lowest	Wahnapiatae WTP Intake	3/6	300,861	3.8%
	Wahnapiatae WTP Surge Tank Building	4/6	55,715	0.7%
	Wahnapiatae WTP Surge Tank Building 2	5/6	55,715	0.7%
	Wahnapiatae WTP Wash Water Pump House	6/6	55,715	0.7%

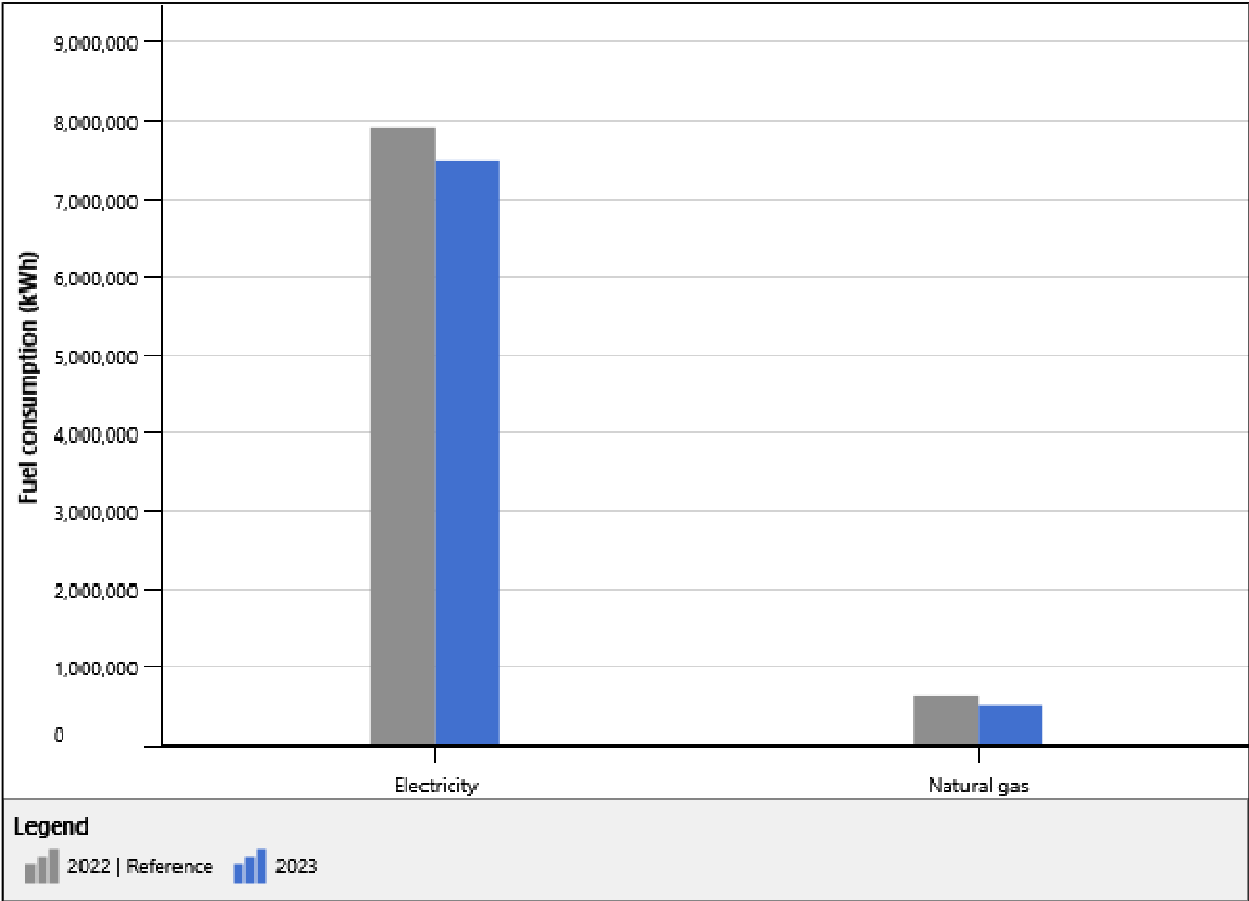
Water Treatment Plants Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	1,142,749	190,458
2023	1,041,038	173,506

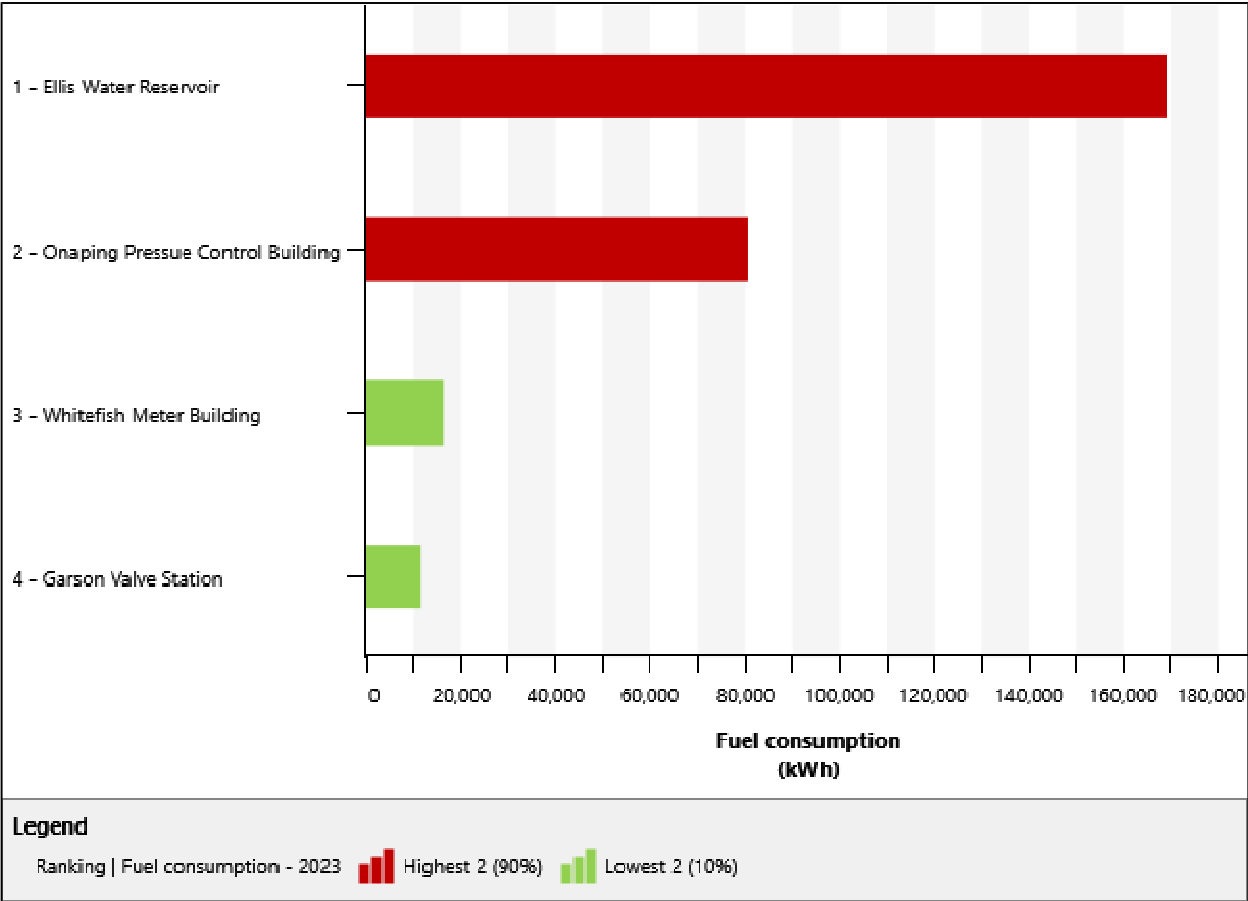
Fuel cost (\$)		
Date	Natural gas	Electricity
2022	29,729	1,113,021
2023	27,277	1,013,761

Water Treatment Plants Energy Consumption by Energy Type



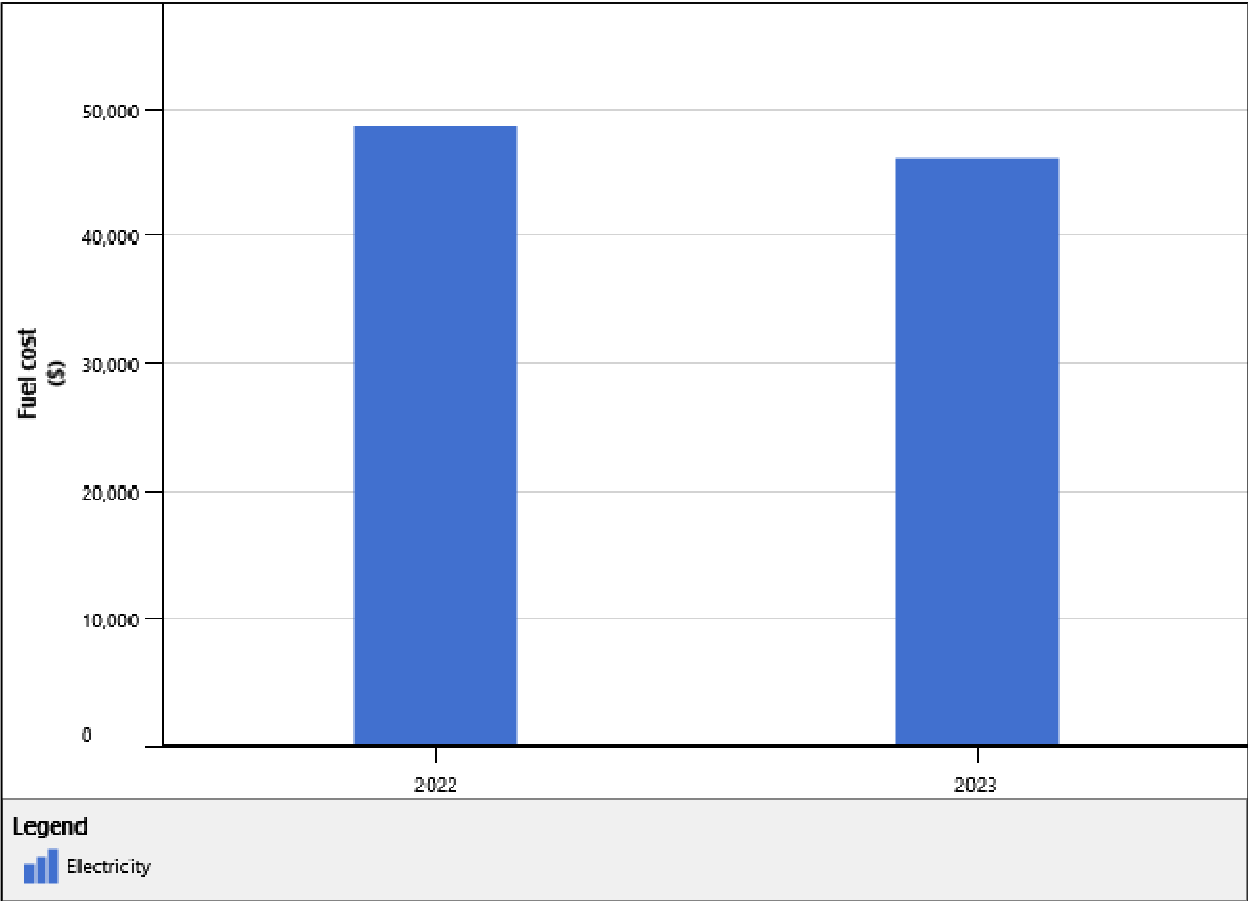
Group	Fuel consumption			
	2022 Reference kWh	2023 kWh	Difference kWh	Difference %
Electricity	7,904,682	7,494,330	410,352	5.2%
Natural gas	641,498	521,256	120,241	18.7%

Misc Water Related Energy Consumption (kWh equivalent)



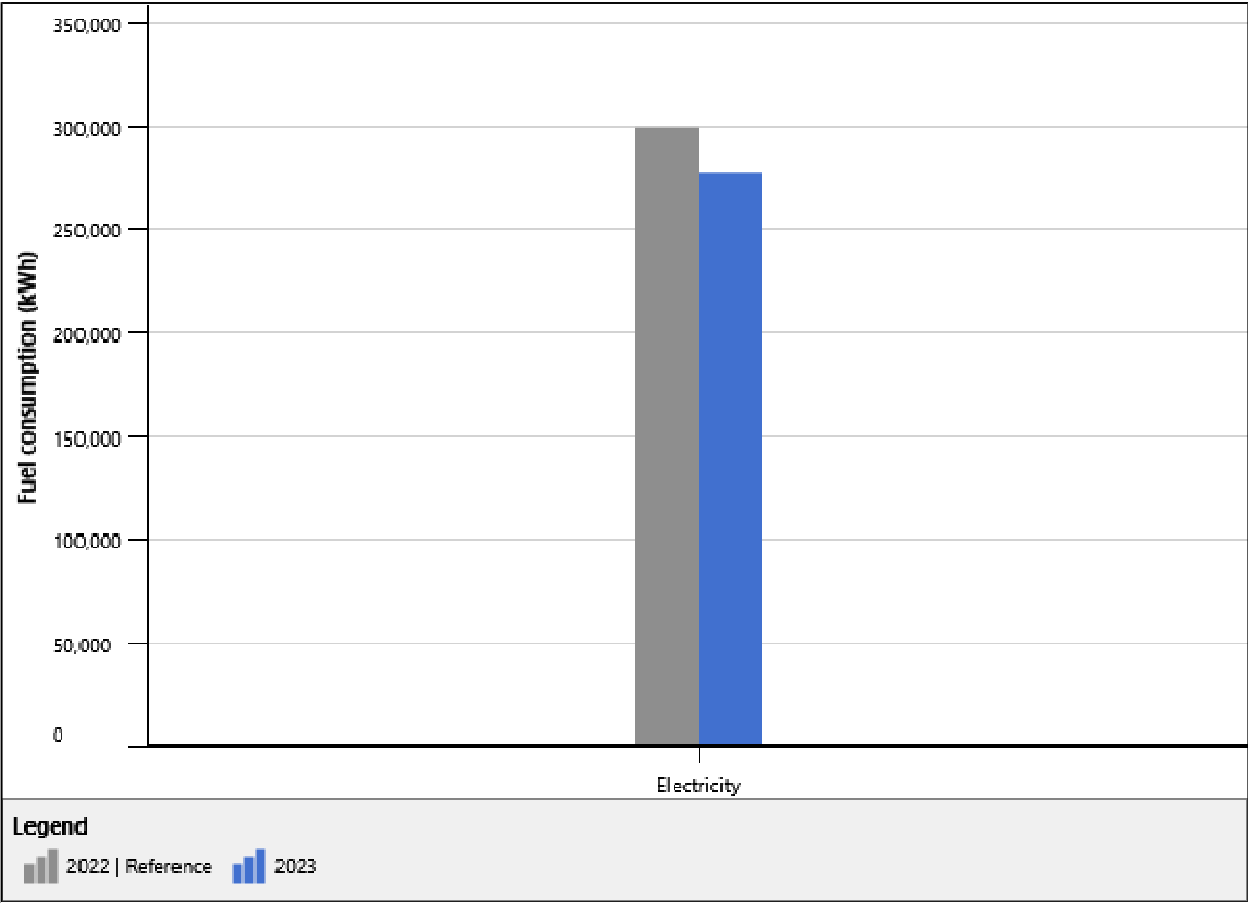
		Fuel consumption		
		Rank	2023 (kWh)	Percentage of total (%)
Highest	Ellis Water Reservoir	1/4	169,181	60.9%
	Onaping Pressue Control Building	2/4	80,760	29.1%
Lowest	Whitefish Meter Building	3/4	16,193	5.8%
	Garson Valve Station	4/4	11,505	4.1%

Misc Water Related Energy Cost by Energy Type



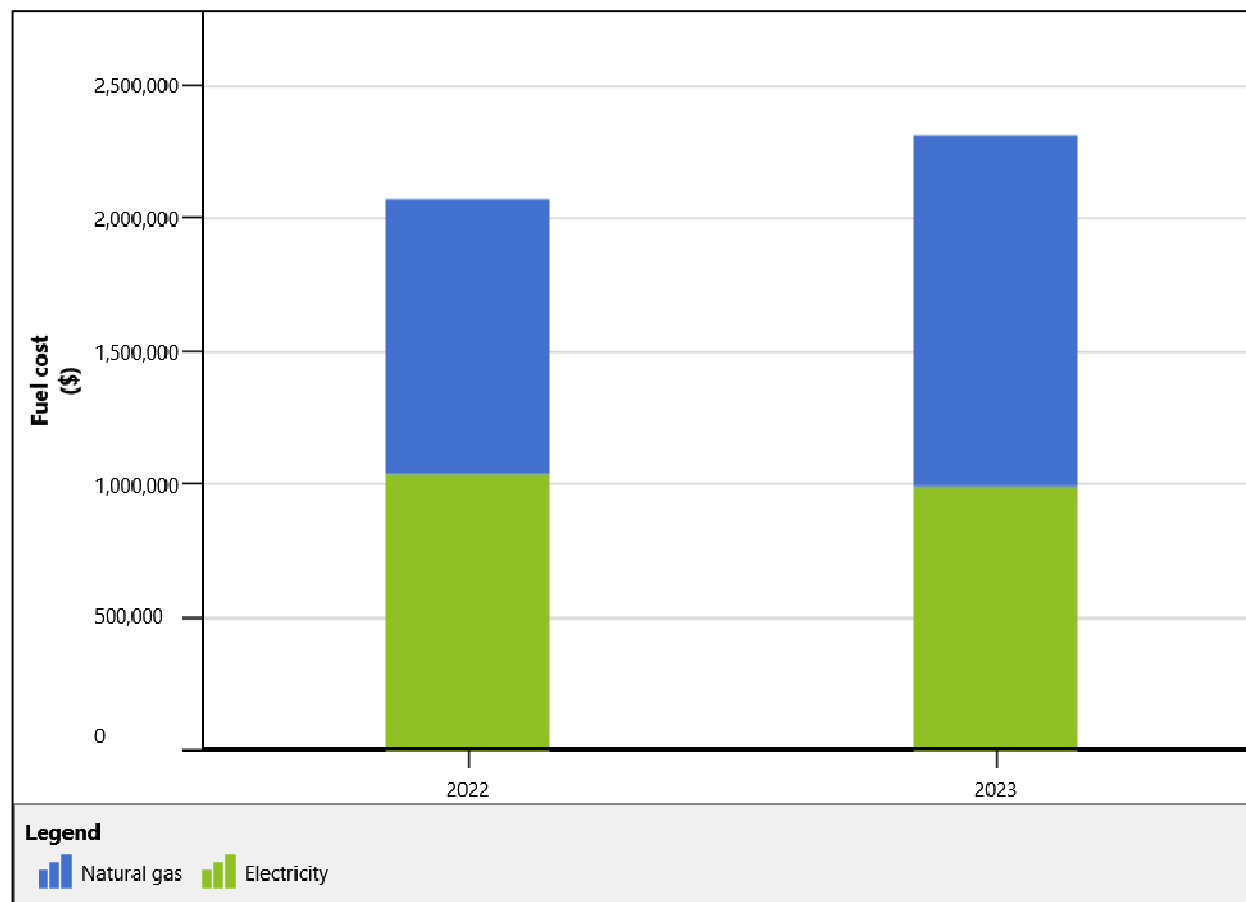
Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	48,626	12,157
2023	46,178	11,545

Misc Water Related Energy Consumption by Energy Type



Group	2022 Reference kWh	2023 kWh	Fuel consumption Difference kWh	Difference %
Electricity	299,402	277,639	21,762	7.3%

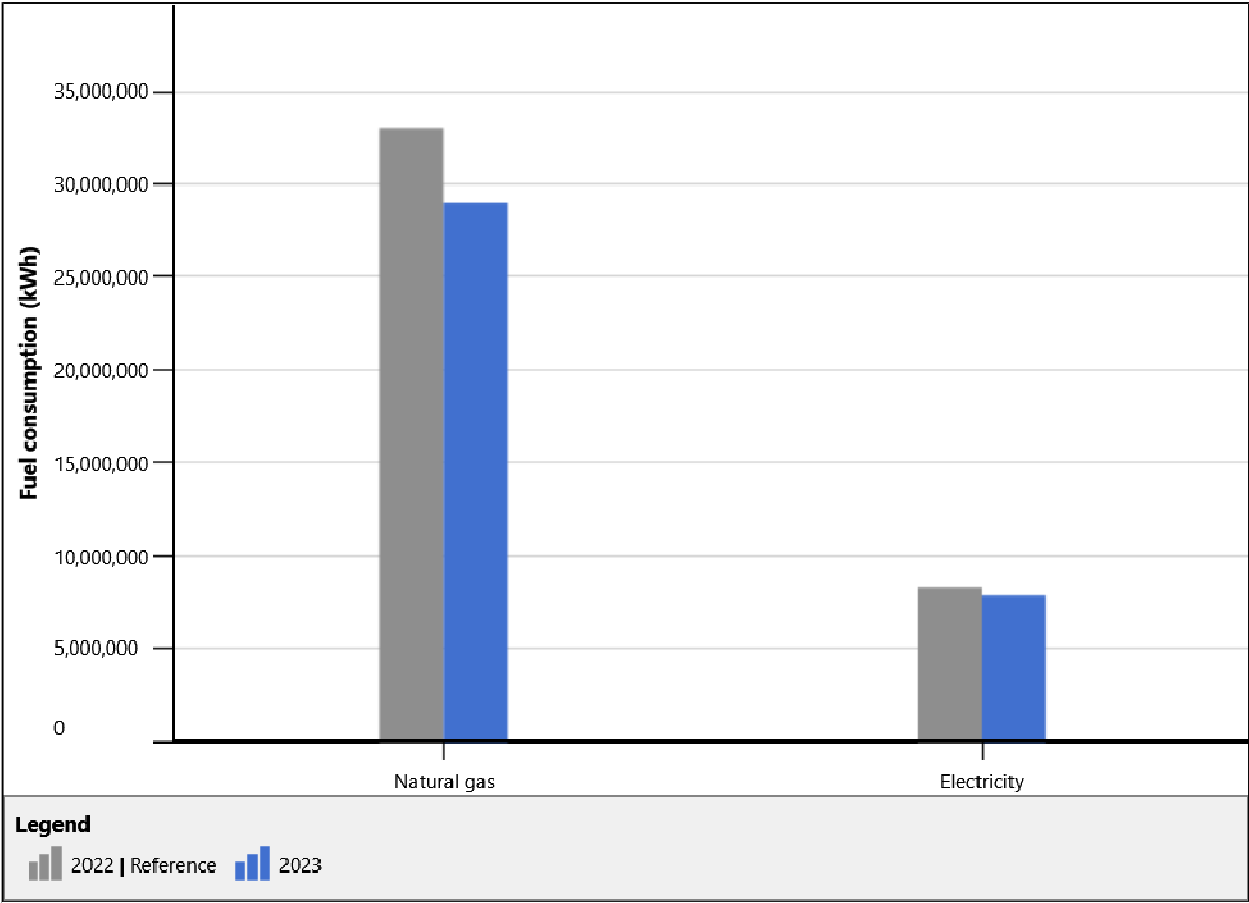
All Buildings Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	2,077,947	9,620
2023	2,317,732	10,780

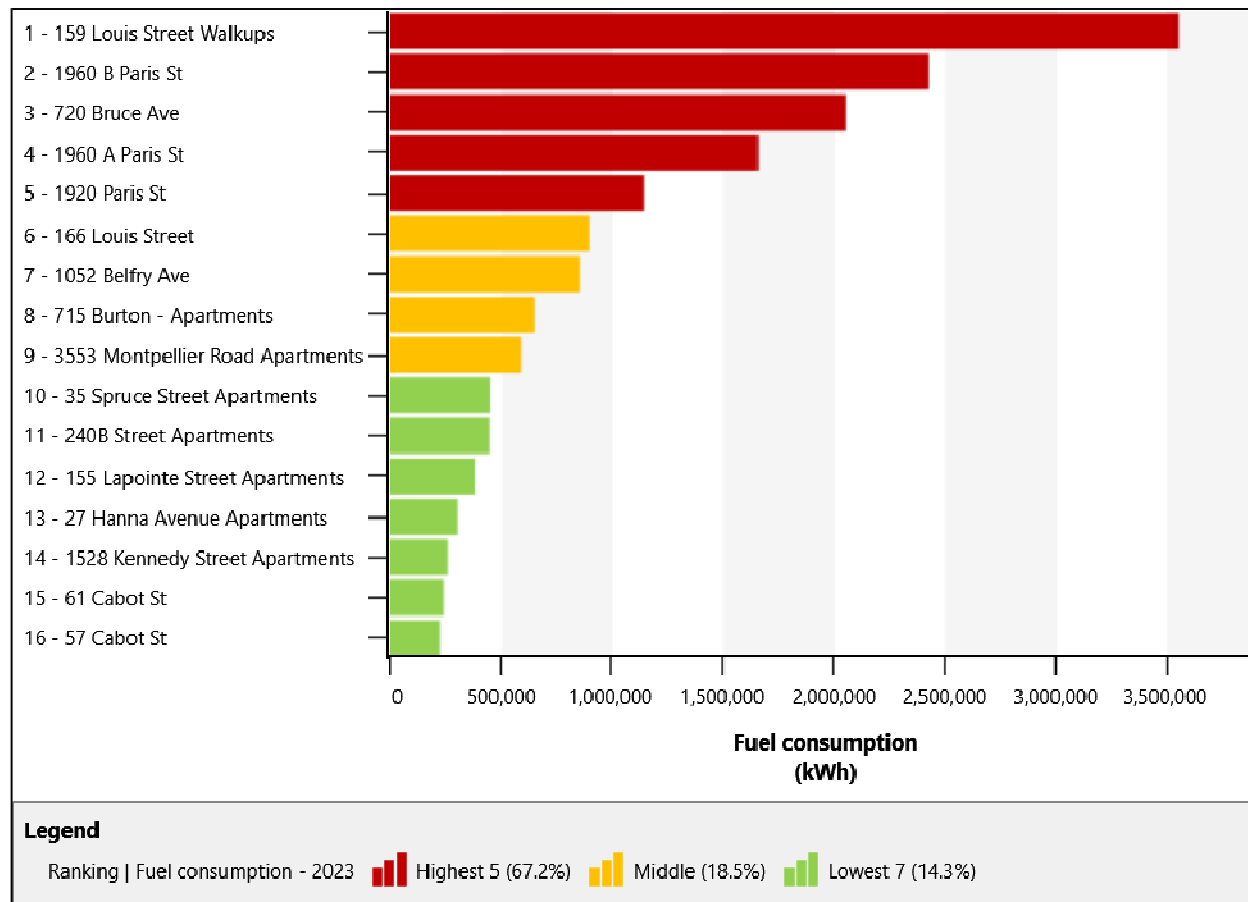
Date	Fuel cost (\$)	
	Natural gas	Electricity
2022	1,037,161	1,040,786
2023	1,325,592	992,139

All Buildings Energy Consumption by Energy Type



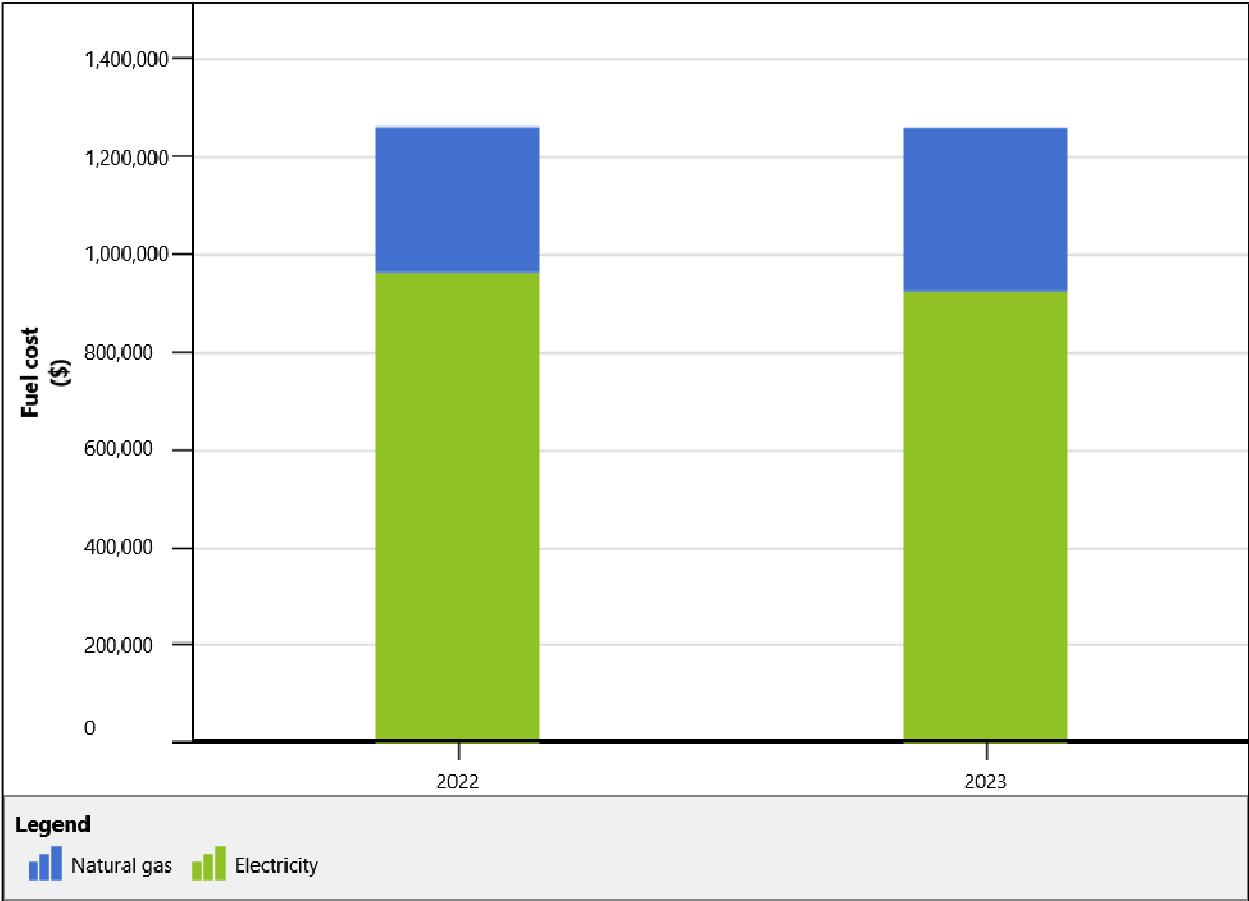
Group	2022 Reference kWh	2023 kWh	Fuel consumption Difference kWh	Difference %
Natural gas	33,025,623	28,973,487	4,052,137	12.3%
Electricity	8,306,249	7,873,017	433,231	5.2%

Apartments Energy Consumption (kWh equivalent)



		Fuel consumption			Percentage of total (%)
		Rank	2023 (kWh)		
Highest	159 Louis Street Walkups	1/16	3,553,292		22%
	1960 B Paris St	2/16	2,422,937		15%
	720 Bruce Ave	3/16	2,053,183		12.7%
	1960 A Paris St	4/16	1,655,772		10.3%
	1920 Paris St	5/16	1,142,077		7.1%
Middle	166 Louis Street	6/16	898,647		5.6%
	1052 Belfry Ave	7/16	852,877		5.3%
	715 Burton - Apartments	8/16	647,138		4%
	3553 Montpellier Road Apartments	9/16	590,388		3.7%
Lowest	35 Spruce Street Apartments	10/16	451,145		2.8%
	240B Street Apartments	11/16	448,388		2.8%
	155 Lapointe Street Apartments	12/16	379,318		2.4%
	27 Hanna Avenue Apartments	13/16	303,744		1.9%
	1528 Kennedy Street Apartments	14/16	257,715		1.6%
	61 Cabot St	15/16	239,160		1.5%
	57 Cabot St	16/16	221,185		1.4%

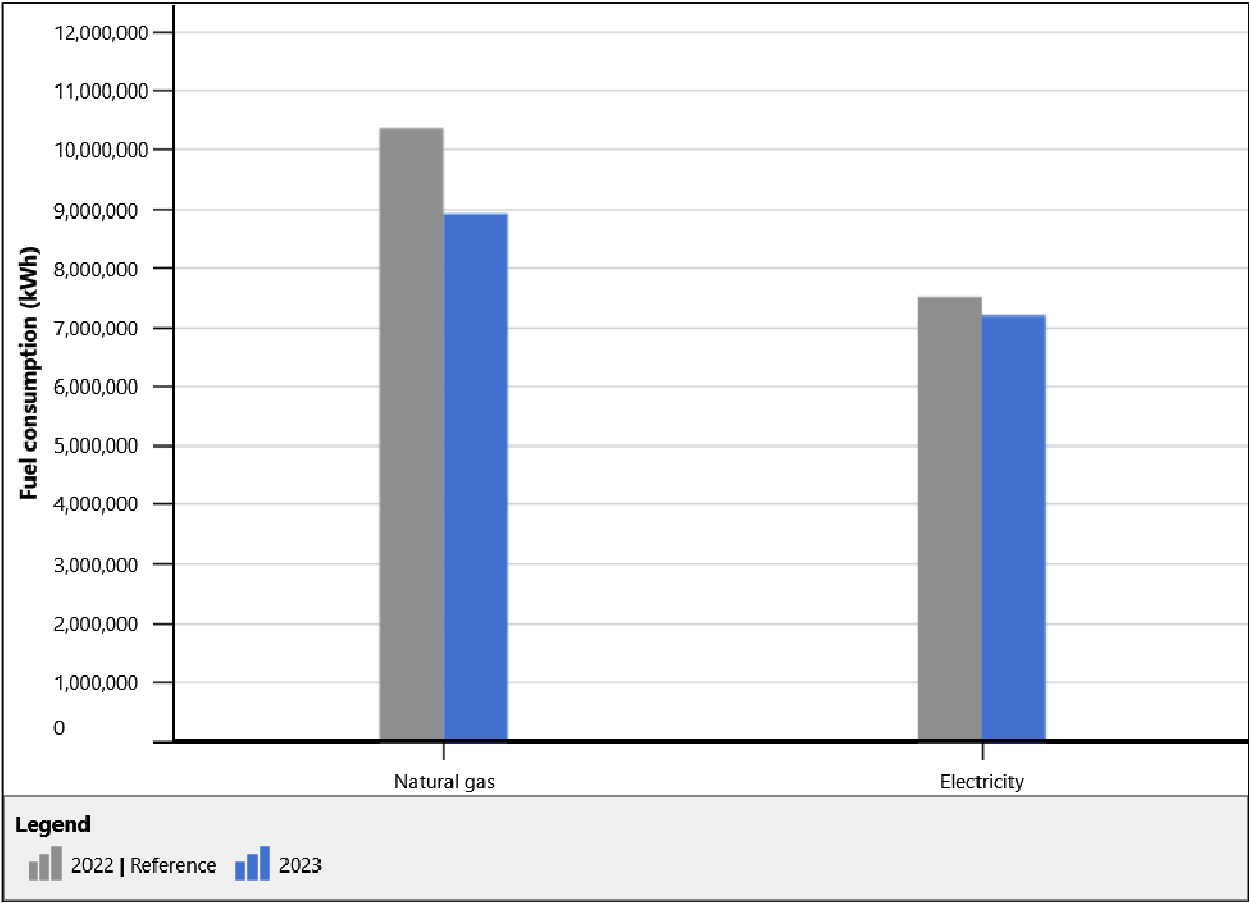
Apartments Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	1,261,768	78,861
2023	1,260,530	78,783

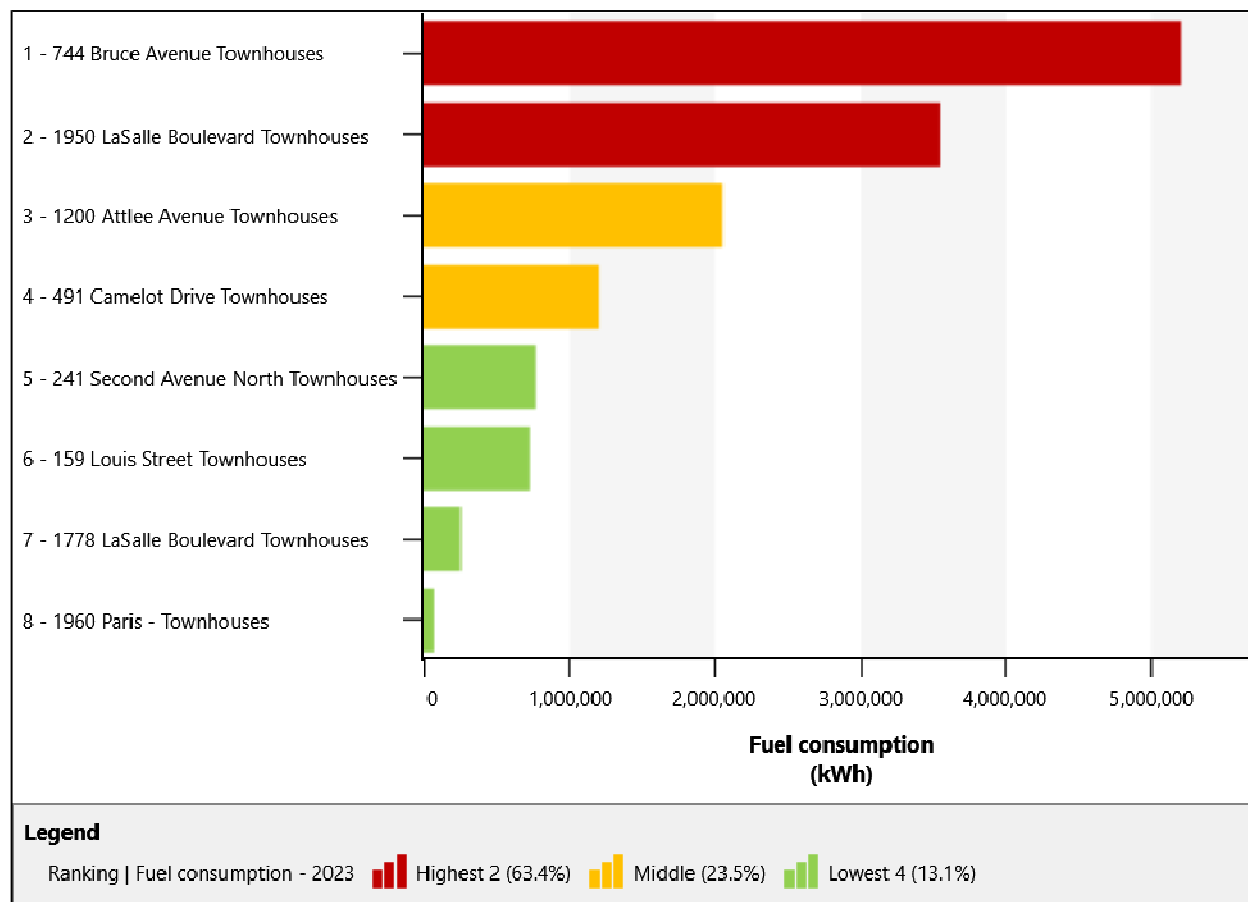
Fuel cost (\$)		
Date	Natural gas	Electricity
2022	299,378	962,391
2023	335,418	925,112

Apartments Energy Consumption by Energy Type



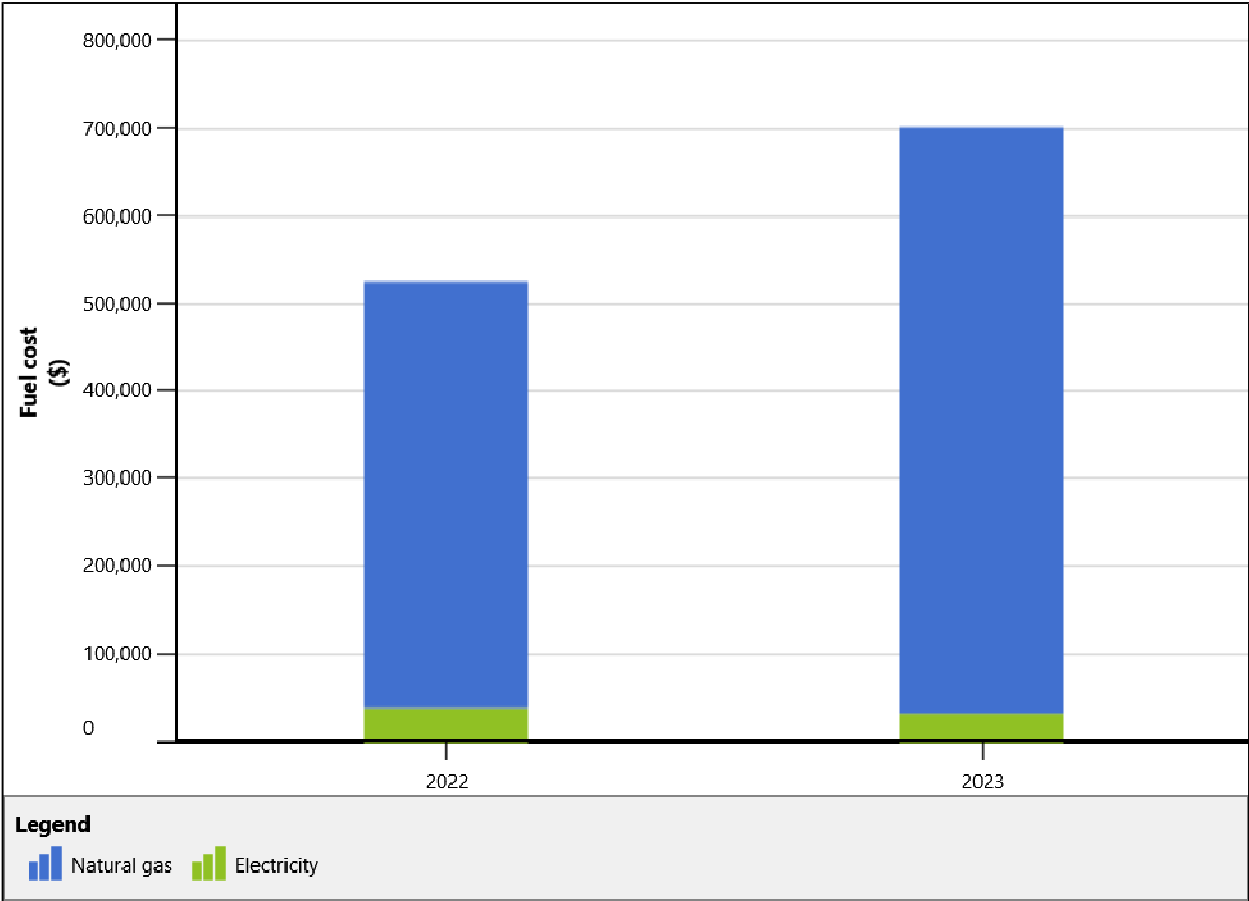
Group	2022 Reference		2023		Fuel consumption Difference kWh	Difference %
	kWh		kWh			
Natural gas	10,375,582		8,914,222		1,461,360	14.1%
Electricity	7,522,296		7,202,744		319,552	4.2%

Townhouses Energy Consumption (kWh equivalent)



	Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
Highest	744 Bruce Avenue Townhouses	1/8	5,205,192	37.7%
	1950 LaSalle Boulevard Townhouses	2/8	3,547,072	25.7%
Middle	1200 Attlee Avenue Townhouses	3/8	2,053,895	14.9%
	491 Camelot Drive Townhouses	4/8	1,198,911	8.7%
Lowest	241 Second Avenue North Townhouses	5/8	765,344	5.5%
	159 Louis Street Townhouses	6/8	723,972	5.2%
	1778 LaSalle Boulevard Townhouses	7/8	253,883	1.8%
	1960 Paris - Townhouses	8/8	66,312	0.48%

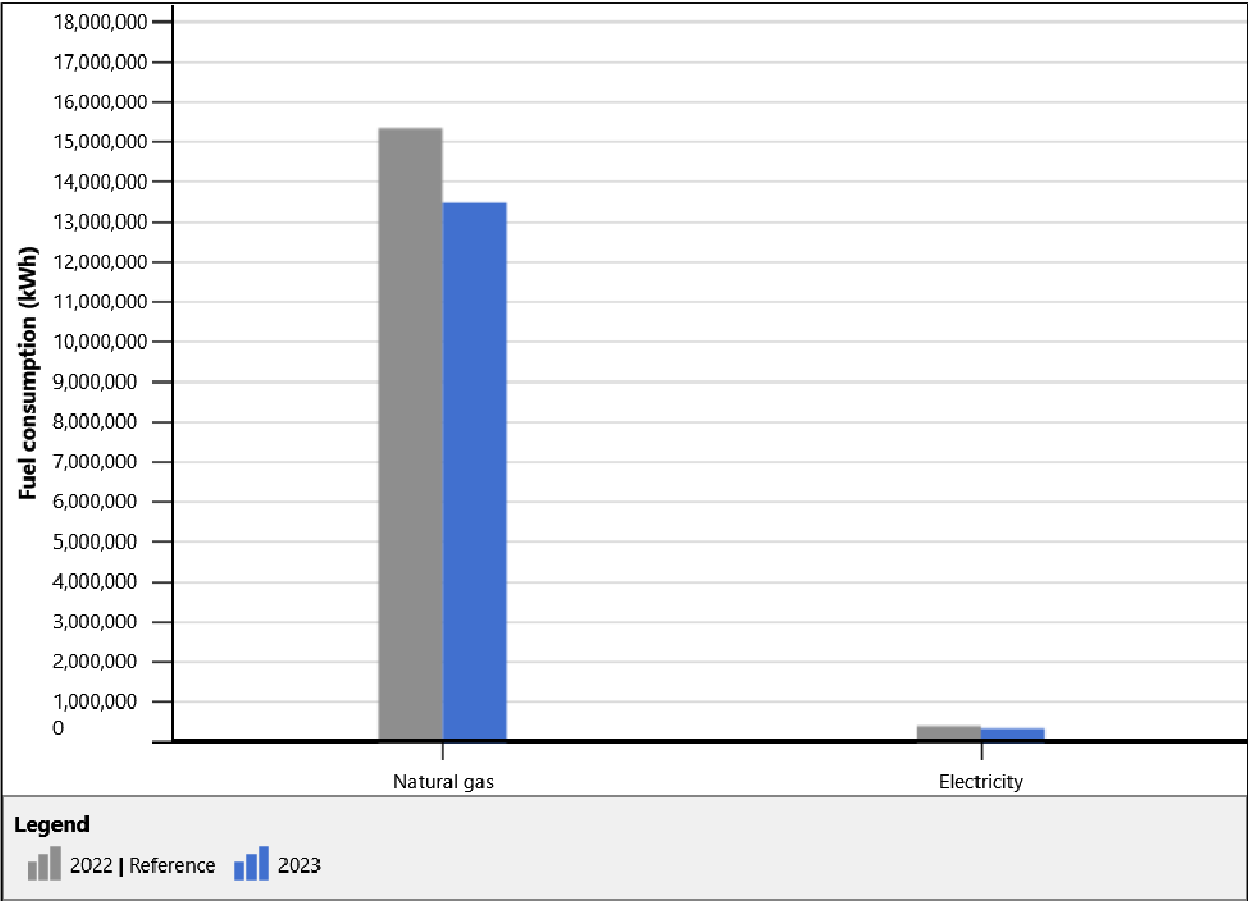
Townhouses Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	524,498	65,562
2023	701,267	87,658

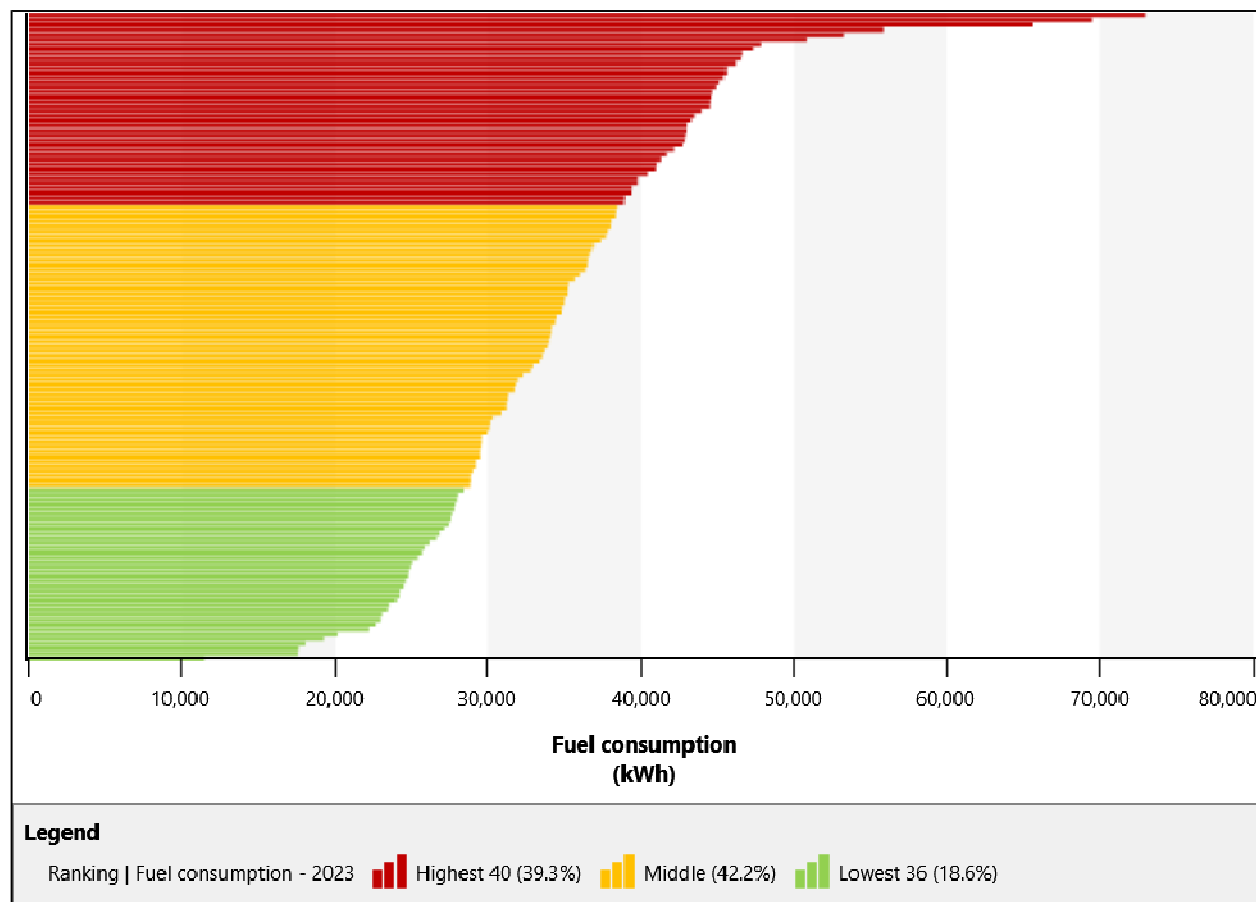
Date	Fuel cost (\$)	
	Natural gas	Electricity
2022	485,279	39,219
2023	668,287	32,980

Townhouses Energy Consumption by Energy Type



Group	Fuel consumption			
	2022 Reference kWh	2023 kWh	Difference kWh	Difference %
Natural gas	15,360,479	13,484,783	1,875,696	12.2%
Electricity	392,188	329,798	62,390	15.9%

Semi-Detached Units Energy Consumption (kWh equivalent)



Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
823 Burton Avenue Semi Detached	1/135	72,999	1.6%
20 Reginald Street Semi-Detached	2/135	69,466	1.5%
43 Colonial Court Semi Detached	3/135	65,616	1.4%
16 Hearne Avenue Semi Detached	4/135	55,892	1.2%
45 Cabot Street Semi Detached	5/135	53,263	1.1%
21 Hearne Avenue Semi Detached	6/135	50,834	1.1%
32 Hearne Avenue Semi Detached	7/135	47,818	1%
40 Hearne Avenue Semi Detached	8/135	47,363	1%
804 Burton Avenue Semi Detached	9/135	46,628	1%
1625 Springbrook Place Semi Detached	10/135	46,544	0.99%
7 Cabot Street Semi Detached	11/135	46,184	0.99%
819 Burton Avenue Semi Detached	12/135	45,586	0.97%
20 Hearne Avenue Semi Detached	13/135	45,575	0.97%
22 Cabot Street Semi Detached	14/135	45,401	0.97%
1676 Havenbrook Drive Semi-Detached	15/135	45,114	0.96%

	Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
Highest	198 St. Onge Street Semi Detached	16/135	44,939	0.96%
	833 Burton Avenue Semi Detached	17/135	44,661	0.95%
	32 Cabot Street Semi Detached	18/135	44,583	0.95%
	151 Gaudette Street Semi Detached	19/135	44,542	0.95%
	87 Colonial Court Semi Detached	20/135	44,512	0.95%
	50 Cabot Street Semi Detached	21/135	43,942	0.94%
	798 Burton Avenue Semi Detached	22/135	43,453	0.93%
	33 Cabot Street Semi Detached	23/135	43,273	0.93%
	38 Albany Street Up Semi Detached	24/135	43,019	0.92%
	27 Hearne Avenue Semi Detached	25/135	43,002	0.92%
	825 Burton Avenue Semi Detached	26/135	42,940	0.92%
	155 Gaudette Street Semi Detached	27/135	42,888	0.92%
	26 Hearne Avenue Semi Detached	28/135	42,728	0.91%
	128 Charlotte Avenue Semi Detached	29/135	42,157	0.9%
	22 Hearne Avenue Semi Detached	30/135	41,645	0.89%
	52 Colonial Court Semi Detached	31/135	41,277	0.88%
	35 Hearne Avenue Semi Detached	32/135	41,052	0.88%
	808 Burton Avenue Semi Detached	33/135	41,005	0.88%
	194 St. Onge Street Semi Detached	34/135	40,450	0.86%
	800 Burton Avenue Semi Detached	35/135	39,775	0.85%
	34 Cabot Street Semi Detached	36/135	39,771	0.85%
	1627 Springbrook Place Semi Detached	37/135	39,361	0.84%
	1678 Havenbrook Drive Semi-Detached	38/135	39,342	0.84%
	40 Cabot Street Semi Detached	39/135	38,938	0.83%
	29 Hearne Avenue Semi Detached	40/135	38,897	0.83%
	807 Burton Avenue Semi Detached	41/135	38,473	0.82%
	38 Albany Street Dn Semi Detached	42/135	38,401	0.82%
	41 Colonial Court Semi Detached	43/135	38,368	0.82%
	47 Cabot Street Semi Detached	44/135	38,060	0.81%
	41 Cabot Street Semi Detached	45/135	38,021	0.81%
	1655 Havenbrook Drive Semi-Detached	46/135	37,814	0.81%
	19 Hearne Avenue Semi Detached	47/135	37,698	0.81%
	376 Charette Street Semi Detached	48/135	37,348	0.8%
	803 Burton Avenue Semi Detached	49/135	36,901	0.79%
	202 St. Onge Street Semi Detached	50/135	36,778	0.79%

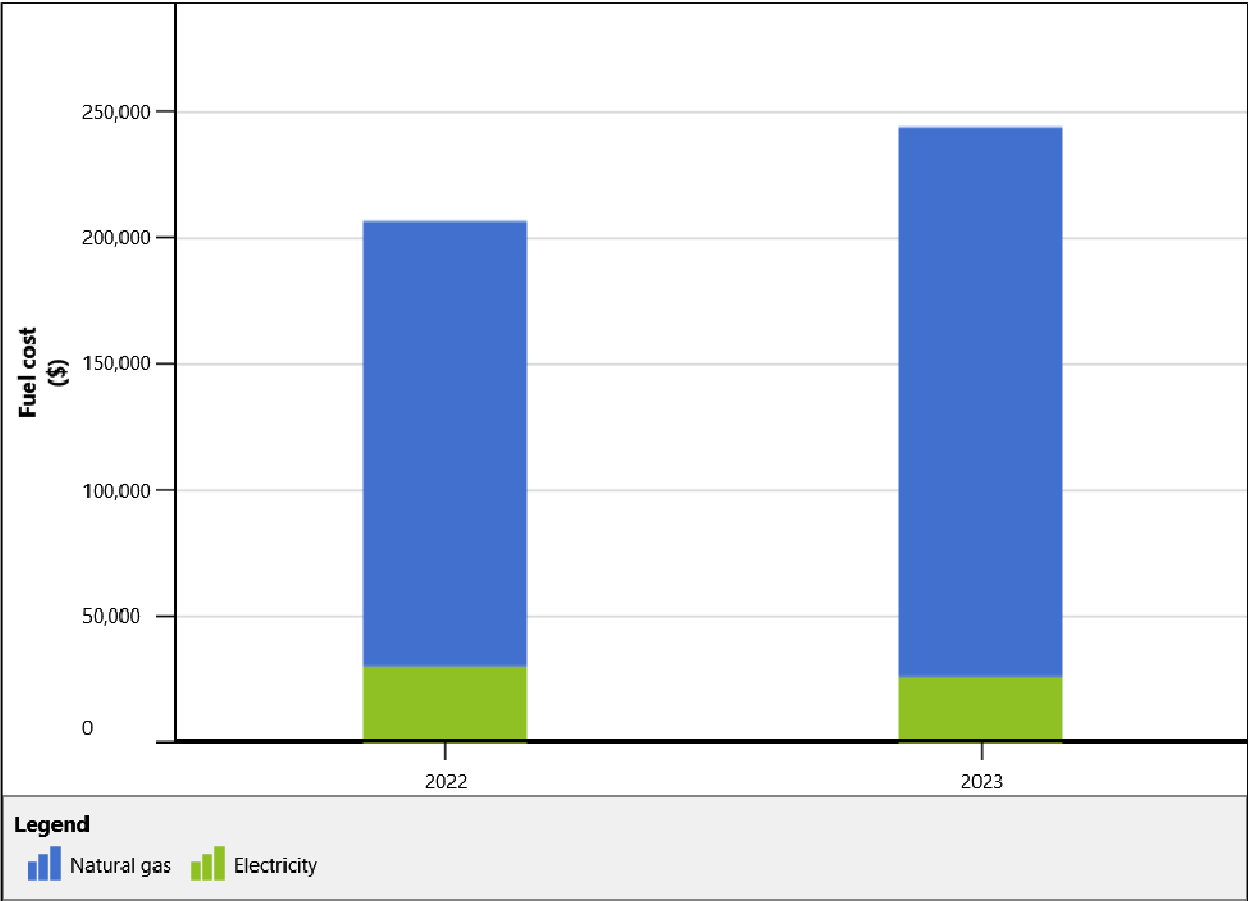
	Group	Rank	Fuel consumption	Percentage of total (%)
			2023 (kWh)	
Middle	42 Cabot Street Semi Detached	51/135	36,668	0.78%
	43 Hearne Avenue Semi Detached	52/135	36,568	0.78%
	831 Burton Avenue Semi Detached	53/135	36,529	0.78%
	28 Hearne Avenue Semi Detached	54/135	36,392	0.78%
	190 St. Onge Street Semi Detached	55/135	36,008	0.77%
	824 Burton Avenue Semi Detached	56/135	35,654	0.76%
	828 Burton Avenue Semi Detached	57/135	35,236	0.75%
	162 Gaudette Street Semi Detached	58/135	35,181	0.75%
	31 Cabot Street Semi Detached	59/135	35,171	0.75%
	242 Colonial Court Semi Detached	60/135	34,971	0.75%
	812 Burton Avenue Semi Detached	61/135	34,946	0.75%
	832 Burton Avenue Semi Detached	62/135	34,794	0.74%
	44 Cabot Street Semi Detached	63/135	34,767	0.74%
	816 Burton Avenue Semi Detached	64/135	34,513	0.74%
	45 Hearne Avenue Semi Detached	65/135	34,426	0.74%
	170 Gaudette Street Semi Detached	66/135	34,177	0.73%
	52 Cabot Street Semi Detached	67/135	34,150	0.73%
	375 Charette Street Semi Detached	68/135	34,066	0.73%
	60 Cabot Street Semi Detached	69/135	34,005	0.73%
	3 Cabot Street Semi Detached	70/135	33,902	0.72%
	58 Cabot Street Semi Detached	71/135	33,699	0.72%
	15 Hearne Avenue Semi Detached	72/135	33,541	0.72%
	158 Gaudette Street Semi Detached	73/135	33,341	0.71%
	30 Cabot Street Semi Detached	74/135	32,921	0.7%
	39 Cabot Street Semi Detached	75/135	32,739	0.7%
	380 Charette Street Semi Detached	76/135	32,295	0.69%
	37 Hearne Avenue Semi Detached	77/135	31,961	0.68%
	1650 Havenbrook Drive Semi-Detached	78/135	31,821	0.68%
	174 Gaudette Street Semi Detached	79/135	31,738	0.68%
	801 Burton Avenue Semi Detached	80/135	31,305	0.67%
	20 Cabot Street Semi Detached	81/135	31,278	0.67%
	38 Hearne Avenue Semi Detached	82/135	31,198	0.67%
	1619 Havenbrook Drive Semi-Detached	83/135	31,186	0.67%
	36 Cabot Street Semi Detached	84/135	30,848	0.66%
	234 St. Onge Street Semi Detached	85/135	30,340	0.65%

		Fuel consumption	
Group	Rank	2023 (kWh)	Percentage of total (%)
9 Hearne Avenue Semi Detached	86/135	30,170	0.64%
166 Gaudette Street Semi Detached	87/135	30,122	0.64%
44 Hearne Avenue Semi Detached	88/135	29,975	0.64%
186 Gaudette Street Semi Detached	89/135	29,599	0.63%
817 Burton Avenue Semi Detached	90/135	29,585	0.63%
805 Burton Avenue Semi Detached	91/135	29,558	0.63%
581 Pine Street Semi-Detached	92/135	29,491	0.63%
368 Charette Street Semi Detached	93/135	29,490	0.63%
142 Colonial Court Semi Detached	94/135	29,200	0.62%
295 O'Neil Drive Semi Detached	95/135	29,199	0.62%
17 Hearne Avenue Semi Detached	96/135	28,998	0.62%
116 Charlotte Avenue Semi Detached	97/135	28,857	0.62%
1620 Havenbrook Drive Semi-Detached	98/135	28,845	0.62%
307 O'Neil Drive Semi Detached	99/135	28,824	0.62%
46 Hearne Avenue Semi Detached	100/135	28,361	0.61%
820 Burton Avenue Semi Detached	101/135	28,061	0.6%
261 Colonial Court Semi Detached	102/135	28,006	0.6%
1618 Havenbrook Drive Semi-Detached	103/135	27,873	0.6%
112 Charlotte Avenue Semi Detached	104/135	27,820	0.59%
1648 Havenbrook Drive Semi-Detached	105/135	27,659	0.59%
34 Hearne Avenue Semi Detached	106/135	27,584	0.59%
14 Hearne Avenue Semi Detached	107/135	27,452	0.59%
85 Colonial Court Semi Detached	108/135	27,134	0.58%
370 Charette Street Semi Detached	109/135	26,812	0.57%
11 Hearne Avenue Semi Detached	110/135	26,600	0.57%
5 Cabot Street Semi Detached	111/135	26,140	0.56%
303 O'Neil Drive Semi Detached	112/135	25,894	0.55%
9 Cabot Street Semi Detached	113/135	25,700	0.55%
146 Colonial Court Semi Detached	114/135	25,421	0.54%
371 Charette Street Semi Detached	115/135	25,040	0.54%
1617 Havenbrook Drive Semi-Detached	116/135	24,928	0.53%
178 Gaudette Street Semi Detached	117/135	24,813	0.53%
146 Gaudette Street Semi Detached	118/135	24,775	0.53%
46 Cabot Street Semi Detached	119/135	24,609	0.53%
1653 Havenbrook Drive Semi-Detached	120/135	24,450	0.52%

Lowest

Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
372 Charette Street Semi Detached	121/135	24,196	0.52%
150 Gaudette Street Semi Detached	122/135	24,172	0.52%
378 Charette Street Semi Detached	123/135	23,985	0.51%
263 Colonial Court Semi Detached	124/135	23,558	0.5%
244 Colonial Court Semi Detached	125/135	23,471	0.5%
287 O'Neil Drive Semi Detached	126/135	23,078	0.49%
182 Gaudette Street Semi Detached	127/135	22,969	0.49%
142 Gaudette Street Semi Detached	128/135	22,637	0.48%
50 Colonial Court Semi Detached	129/135	22,197	0.47%
154 Gaudette Street Semi Detached	130/135	20,134	0.43%
124 Charlotte Avenue Semi Detached	131/135	19,285	0.41%
108 Charlotte Avenue Semi Detached	132/135	18,035	0.39%
299 O'Neil Drive Semi Detached	133/135	17,561	0.38%
291 O'Neil Drive Semi Detached	134/135	17,527	0.37%
120 Charlotte Avenue Semi Detached	135/135	11,413	0.24%

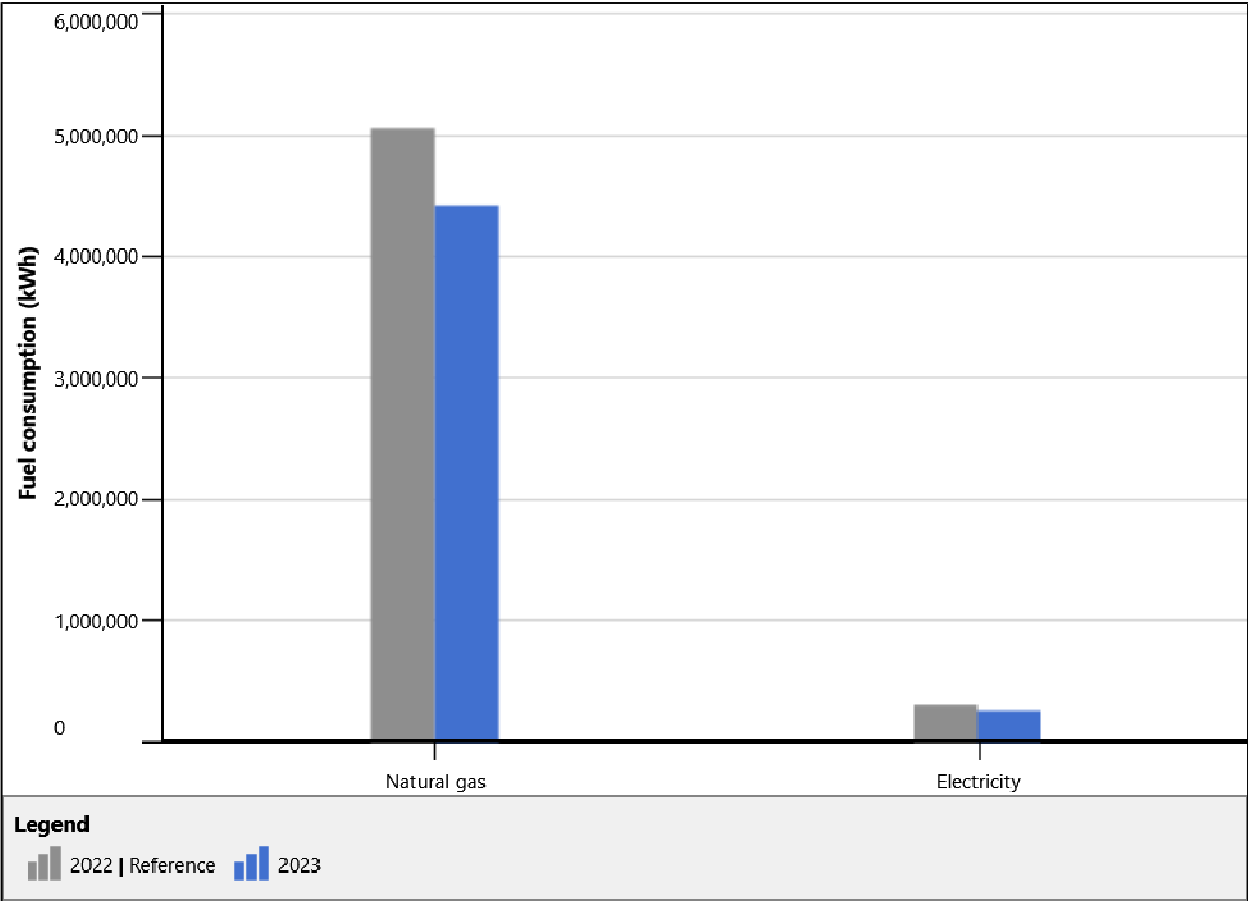
Semi-Detached Units Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	207,002	1,533
2023	244,213	1,809

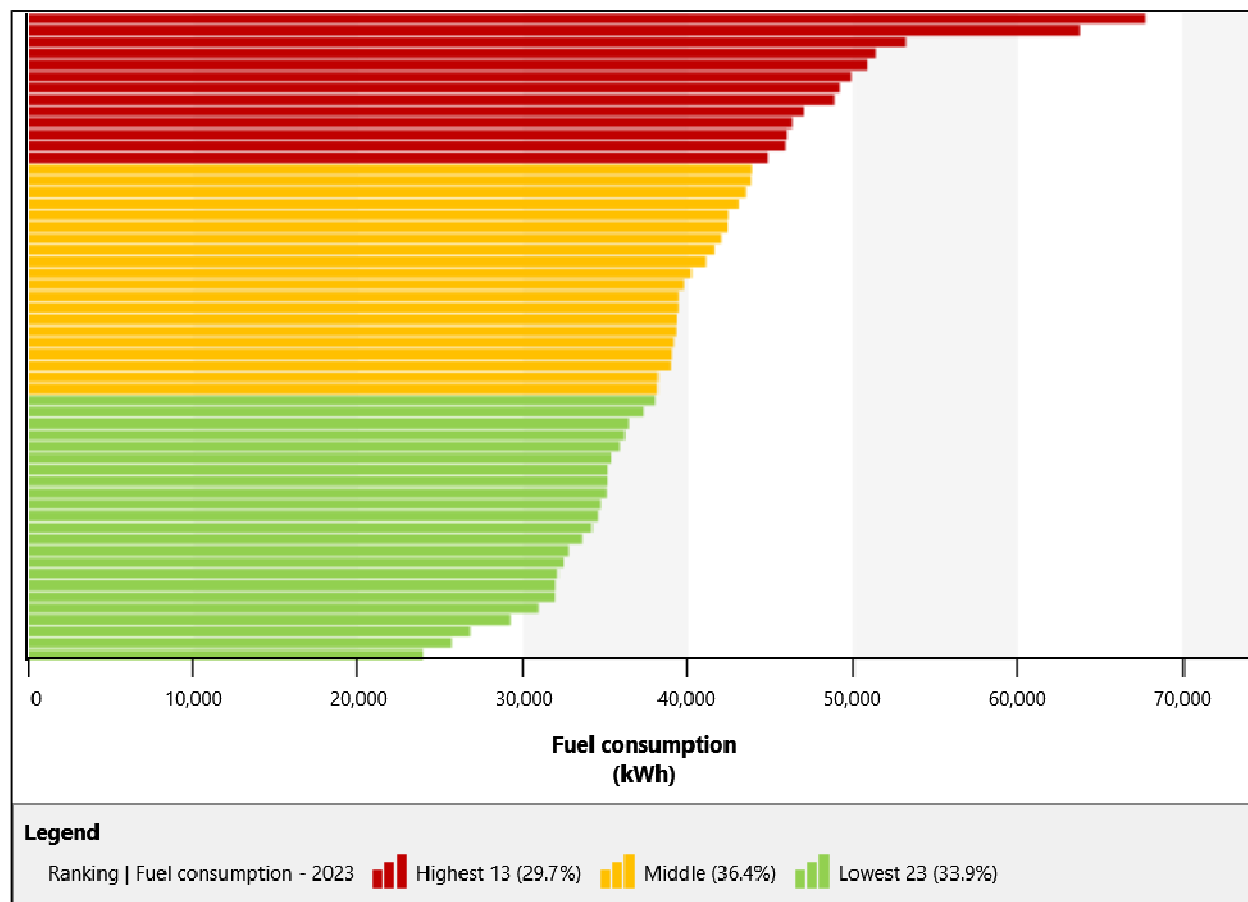
Date	Fuel cost (\$)	
	Natural gas	Electricity
2022	176,985	30,018
2023	218,184	26,030

Semi-Detached Units Energy Consumption by Energy Type



Group	2022 Reference kWh	2023 kWh	Fuel consumption Difference kWh	Difference %
Natural gas	5,060,739	4,417,602	643,137	12.7%
Electricity	300,178	260,296	39,883	13.3%

Detached Single Family Units Energy Consumption (kWh equivalent)

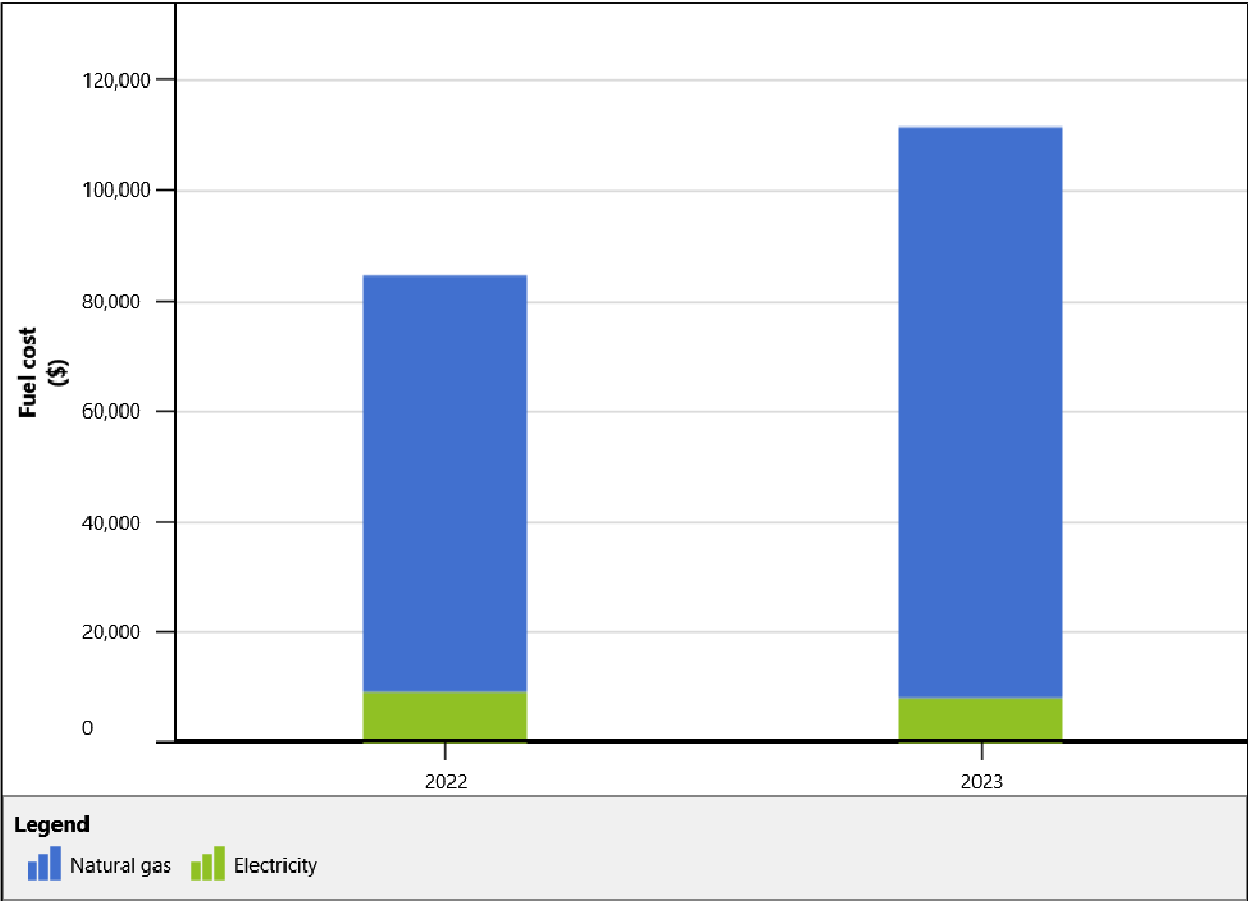


	Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
Highest	1631 Briar Avenue Detached	1/56	67,739	3%
	2127 Madison Avenue Detached	2/56	63,770	2.9%
	1656 Briar Avenue Detached	3/56	53,186	2.4%
	888 Downland Avenue Detached	4/56	51,363	2.3%
	1407 Lillian Boulevard Detached	5/56	50,829	2.3%
	2110 Madison Avenue Detached	6/56	49,901	2.2%
	815 St. Andrews Road Detached	7/56	49,170	2.2%
	960 Dublin Street Detached	8/56	48,831	2.2%
	1300 Lillian Boulevard Detached	9/56	46,995	2.1%
	1638 Briar Avenue Detached	10/56	46,258	2.1%
	759 St. Andrews Road Detached	11/56	46,004	2.1%
	1588 Briar Avenue Detached	12/56	45,910	2.1%
	2145 Madison Avenue Detached	13/56	44,793	2%
	1290 Hawthorne Drive Detached	14/56	43,869	2%
	1294 Lillian Boulevard Detached	15/56	43,815	2%

	Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
Middle	2139 Madison Avenue Detached	16/56	43,498	1.9%
	2288 Madison Avenue Detached	17/56	43,039	1.9%
	2097 Madison Avenue Detached	18/56	42,373	1.9%
	316 Catherine Drive Detached	19/56	42,328	1.9%
	1305 Lillian Boulevard Detached	20/56	42,016	1.9%
	1548 Briar Avenue Detached	21/56	41,585	1.9%
	1625 Briar Avenue Detached	22/56	41,057	1.8%
	1366 Redfern Street Detached	23/56	40,168	1.8%
	1412 Lillian Boulevard Detached	24/56	39,743	1.8%
	1372 Hastings Crescent Detached	25/56	39,396	1.8%
	2109 Madison Avenue Detached	26/56	39,394	1.8%
	1637 Briar Avenue Detached	27/56	39,302	1.8%
	1358 Lillian Boulevard Detached	28/56	39,270	1.8%
	1403 Agincourt Avenue Detached	29/56	39,102	1.7%
	1617 Sherwood Avenue Detached	30/56	38,972	1.7%
	2158 Madison Avenue Detached	31/56	38,914	1.7%
	1359 Lillian Boulevard Detached	32/56	38,144	1.7%
	2079 Madison Avenue Detached	33/56	38,109	1.7%
	1419 Lillian Boulevard Detached	34/56	37,994	1.7%
	1593 Briar Avenue Detached	35/56	37,267	1.7%
	1469 Kennedy Street Detached	36/56	36,341	1.6%
	1439 Lansing Avenue Detached	37/56	36,131	1.6%
	1643 Briar Avenue Detached	38/56	35,848	1.6%
	1536 Briar Avenue Detached	39/56	35,297	1.6%
	2229 Madison Avenue Detached	40/56	35,069	1.6%
	2071 Madison Avenue Detached	41/56	35,065	1.6%
	1312 Lillian Boulevard Detached	42/56	35,024	1.6%
	1570 Briar Avenue Detached	43/56	34,646	1.5%
	2151 Madison Avenue Detached	44/56	34,480	1.5%
	1583 Redfern Street Detached	45/56	34,141	1.5%
	876 Attlee Avenue Detached	46/56	33,561	1.5%
	1537 Carling Crescent Detached	47/56	32,707	1.5%
	2065 Madison Avenue Detached	48/56	32,383	1.4%
	2103 Madison Avenue Detached	49/56	32,054	1.4%
	2091 Madison Avenue Detached	50/56	31,930	1.4%
Lowest				

Group	Rank	Fuel consumption 2023 (kWh)	Percentage of total (%)
1376 Lillian Boulevard Detached	51/56	31,917	1.4%
42 Maplewood Crescent Detached	52/56	30,882	1.4%
1396 Lillian Boulevard Detached	53/56	29,193	1.3%
1578 Eastern Avenue Detached	54/56	26,735	1.2%
86 Maplewood Crescent Detached	55/56	25,643	1.1%
1562 Crestmoor Road Detached	56/56	23,911	1.1%

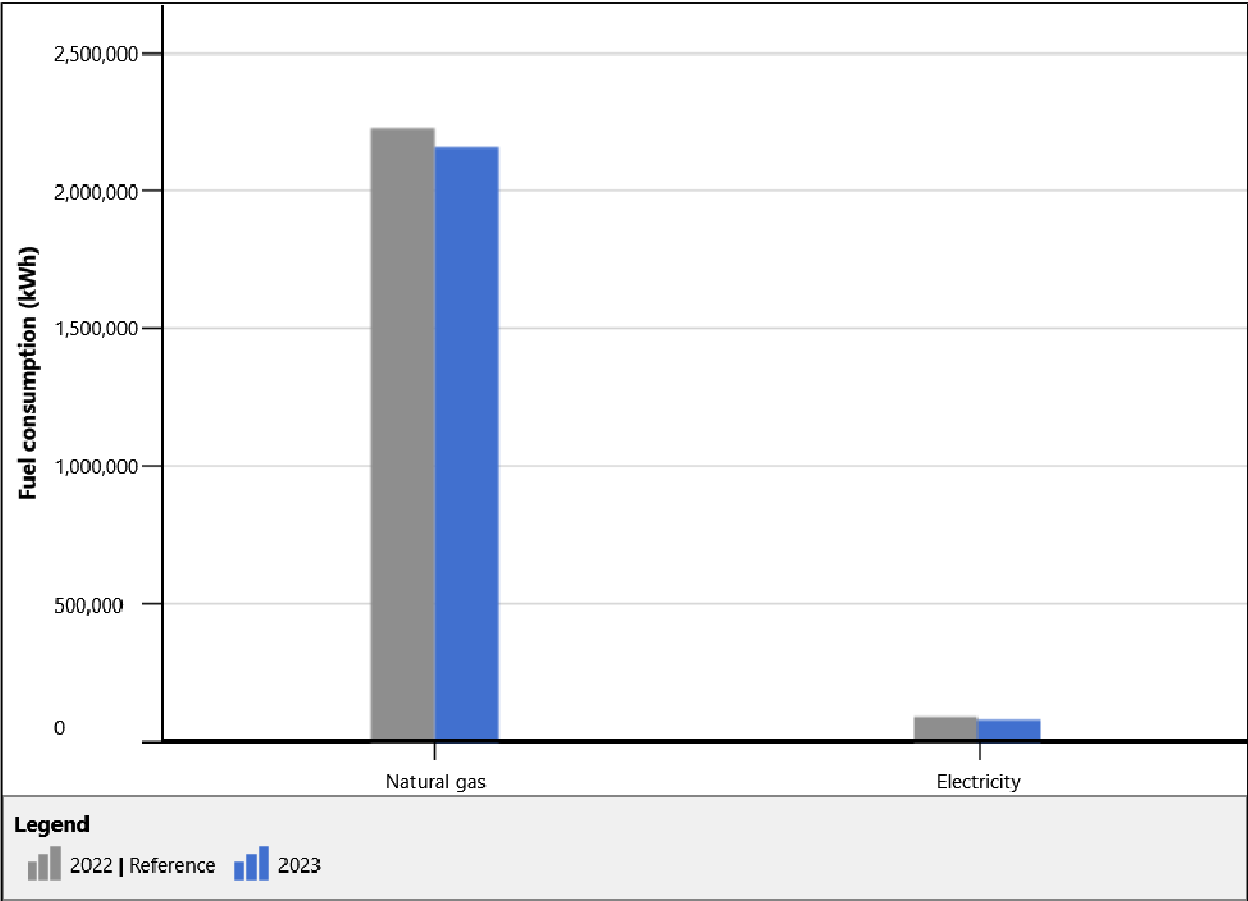
Detached Single Family Units Energy Cost by Energy Type



Date	Fuel cost - total (\$)	Fuel cost (\$/facility)
2022	84,678	1,486
2023	111,721	1,995

Fuel cost (\$)		
Date	Natural gas	Electricity
2022	75,520	9,159
2023	103,703	8,018

Detached Single Family Units Energy Consumption by Energy Type



Group	Fuel consumption				Difference %
	2022 Reference kWh	2023 kWh	Difference kWh		
Natural gas	2,228,823	2,156,881	71,943		3.2%
Electricity	91,586	80,180	11,406		12.5%

Public Use Electric Vehicle Charging Stations

Presented To:	City Council
Meeting Date:	June 10, 2025
Type:	Managers' Reports
Prepared by:	Shawn Turner Energy Initiatives
Recommended by:	General Manager of Corporate Services

Report Summary

This report provides a recommendation regarding the development of an agreement with reputable third-party providers to increase the number of pay-to-use public EV chargers at City-owned parking facilities at little to no additional cost to the City as requested by Council through Resolution CC2024-294.

Resolution

THAT the City of Greater Sudbury directs staff to issue a Request for Proposal for the provision of up to 10 level 2 public facing electric vehicle charging stations, including the capital investment, installation, maintenance and administration at little to no additional cost to the City, as outlined in the report entitled “Public Use Electric Vehicle Charging Stations” from the General Manager of Corporate Services, presented at the City Council meeting of June 10, 2025.

Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans

This report pertains to objective 3.2 (Develop and Strengthen Strategies and Policies to Mitigate Impact of Climate Change) under the “Climate Change” strategic priority by outlining a way to improve climate resilience.

Financial Implications

There are no financial implications associated with this report.

Background

The Community Energy and Emissions Plan (CEEP) is the long-term plan to reduce carbon emissions and pollution in Greater Sudbury. It responds to City Council’s Climate Emergency declaration in May 2019, which included a commitment to achieve net-zero emissions by 2050. That means reducing greenhouse gas emissions (GHG) caused by human activity to as close to zero as possible and removing remaining emissions from the atmosphere. Similarly, the Government of Canada’s 2030 Emissions Reductions Plan outlines a target to cut greenhouse gas (GHG) emissions by 40 percent below 2005 levels by 2030 and achieve net-zero emissions by 2050.

On-road transportation accounts for approximately 18 percent of Canada’s total GHG emissions. The transition to zero-emission vehicles (ZEVs) plays a prominent role in reducing these emissions. Key barriers to the adoption of ZEVs include public and industry concerns about the charging, charging infrastructure and the operation of electric vehicles. These concerns often stem from gaps in knowledge and first-hand experience with charging infrastructure and/or the availability of accessible charging infrastructure.

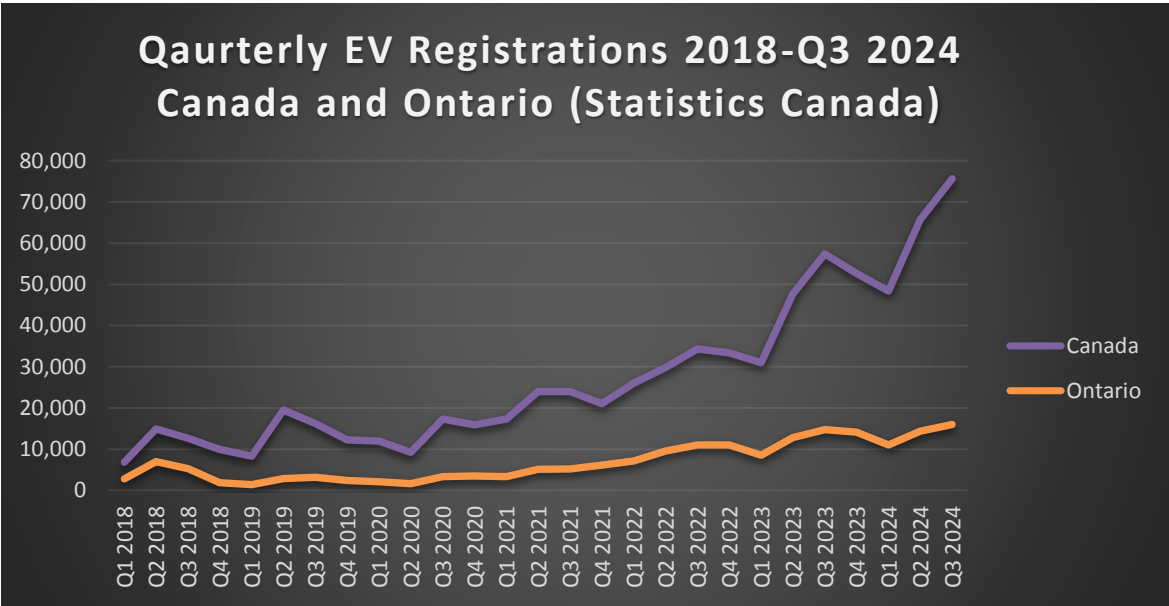
To address these concerns and provide a leadership presence, Canadian cities and provinces are increasing the number of public charging stations. This approach has several benefits including creating awareness of the technology, adding assurance that drivers can charge while taking a variety of trips, and allowing individuals without access to charging infrastructure, to charge their vehicles. Currently, 80-90% of electric vehicle charging occurs at home, during evening hours. The remaining 10-20% is captured via public charging stations.

Zero Emission Vehicle Market

The adoption rate of battery powered electric vehicles is climbing locally, provincially, and nationally. According to S&P Global Mobility, electric vehicles accounted for 15.4% of all vehicle registrations in Canada during 2024.

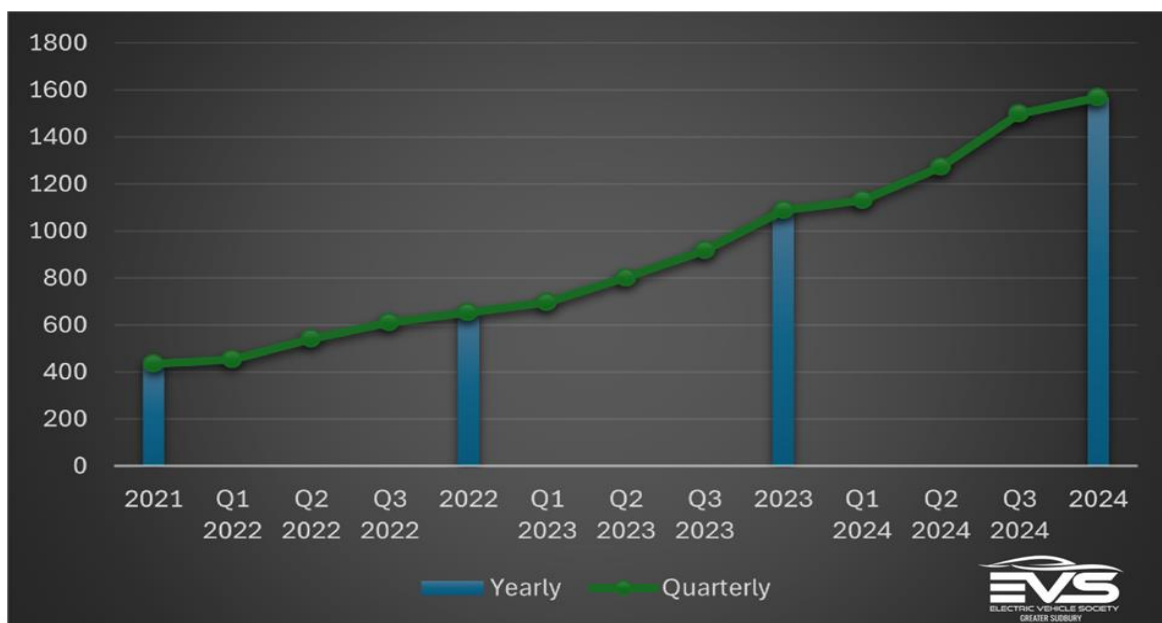
Figure 1 below depicts national and provincial new registrations of electric vehicles on a quarterly basis commencing in 2018. On a national scale new E.V. registrations have increased from 6,800 in Q1, 2018 to over 75,000 in Q3, 2024. Provincially, the increase is slightly less dramatic with registrations increasing from approximately 2,700 to 15,000 over the same time frame.

Figure 1 – Quarterly E.V. Registrations Canada and Ontario



Similarly, Figure 2 depicts new registrations per quarter for the City of Greater Sudbury commencing in Q4, 2021. Locally, E.V. registrations have seen a 360% increase from Q4, 2021 to Q4, 2024. The last quarter witnessed 1,568 E.V. registrations in the city.

Figure 2- Quarterly E.V. Registrations City of Greater Sudbury ⁽¹⁾



(1) National and provincial registration data sourced from Statistics Canada. City of Greater Sudbury data provided by the E.V. Society of Sudbury.

The growth in E.V. registrations has been striking on all levels. EVs can be incorporated into urban environments in ways that internal combustion engine vehicles (ICEVs) cannot. They can be charged at home, at work, or even while running errands. EV infrastructure can also be strategically located so that it ensures a continued shift to walking, cycling, and using public transit, aligning it to active transportation objectives.

EV Charging Station Landscape

As of September 2024, there were 192,000 EVs registered in Ontario, and over 2,900 public charging stations with over 8,000 charging ports, including 6,600 Level 2 ports and 1,300 Level 3 fast charging ports (Government of Ontario). The growth in EVs aligns with the Government of Canada announcement in 2021 to require 100% of car and passenger truck sales be zero emission by 2035 in Canada (Government of Canada, 2021).

There are 3 types of charging stations that are utilized to charge E.V.s. Figure 3 below outlines details of each.

Figure 3 – Tyes of Charging Stations and Relevant Attributes

	Level 1	Level 2	Level 3
Typical Output	1.5 kW (120 Volts)	7.2-20 kW (240 Volts)	50 kW – 350 kW (400 – 800 Volts)
Range Add Per Hour (Approximate)	8 km	50 km	300 km +
Equipment & Installation Costs	\$500 - \$1,500	\$5,000 - \$10,000	\$120,000 - \$200,000
Typical Use Locations	Homes, Workplaces	Homes, Workplaces, Public Spaces	Workplaces, Public Spaces

Ensuring sufficient public charging infrastructure availability is key to the electric vehicle transition. While a significant portion of charging is typically done at home overnight, public charging infrastructure provides additional flexibility for EV drivers covering longer distances, such as tourists, and provides an alternative for those without access to charging at home. Numerous studies have emphasized the importance of public

charging infrastructure and assessed the overall need for charging infrastructure as a function of the size of the EV population (National Renewable Energy Lab, 2017). Figure 4 below details the charging station and electric vehicle populations for a set of Ontario municipalities. At 115 population per EV, City of Greater Sudbury's is in the middle of the range of the selected cities. However, the City of Greater Sudbury has the lowest number of public charging stations per person at 1 for every 5,624 people.

Figure 4 – Charging Station and Electric Vehicle Populations

Municipality	Population	Charging Stations	Population per Charging Station	EV's	Population per E.V.
Thunder Bay	133,000	77	1727	645	206
Sudbury	179,965	32	5624	1568	115
North Bay	58,872	36	1635	295	200
Sault Ste. Marie	78,574	19	4135	330	238
Barrie	153,153	148	1035	1895	81
London	488,640	318	1537	4264	115
Windsor	237,484	176	1349	2384	100
Kingston	137,987	256	539	1580	87

Locations

Review of best practices by other municipalities indicates two paths to pursue for public charging deployment, including:

1. Attributes that should be considered, and
2. Locations. A set of five key attributes for location consideration are listed below in Figure 5. Similarly, Figure 6 below outlines 5 location considerations and the criteria that should be prevalent for a successful location.

Figure 5 – Location Attributes

Attribute	Reasoning
Equitable Accessibility	Ensure fair distribution based on population density.
Amenities and Convenience	Consider access to amenities, especially for fast-charging stations
Proximity to Services	Locate charging stations near businesses, transit routes, and essential services.
Residential Factors	Prioritize areas with multi-unit residential buildings (MURBs) to accommodate EV owners who may not have private charging options
Community & Infrastructure Support	Consider destinations for longer trips, community input, and ensure sufficient electrical grid capacity, especially for fast-charging stations

Figure 6 – Location Considerations

Location	Criteria
High Traffic Area	Install charging stations in areas with high foot traffic and commercial activity, such as shopping and community centers, downtown areas, and including tourist spots and key attractions.
Workplaces	Encourage businesses and employers to install EV charging stations at workplaces to support employees who drive electric vehicles
Public Institutions	Install charging stations at government offices, libraries, museums, parks, public buildings, schools, and universities to promote EV adoption and sustainability.
Future Development Areas	Anticipate future growth and development in the city and plan for charging infrastructure accordingly
Public Parking Facilities	Install charging stations in public parking lots and garages to encourage EV use in urban areas.

Agreements/Options

There are 2 methods that municipalities have taken to provide for public charging stations. They are 1) Purchase and Operate and 2) Lease Land to Service Provider. In a purchase and operate scenario, the municipality is the service provider and incurs all risks, costs and benefits. Alternatively, leasing land to a service provider for a nominal fee transfers all risk, cost and benefit to the service provider. Figure 7 below outlines some of the major differences in the approach related to each method.

Figure 7- Methods of Service Provision

Service Delivery Option	Risk	Revenue	Expense	Administration	Location
Purchase and Operate	Risk of not getting a return on investment or return of investment is borne by municipality	Rate setting and revenue generation is at the discretion of the municipality and the municipality will be the sole beneficiary	Capital Cost and maintenance will be borne by the municipality	Administration is the responsibility of the Municipality	Location determined exclusively by the Municipality
Lease Land to Service Provider	Risk is transferred to the service provider who invests capital and performs all maintenance	Revenue and associate rates are determined by and for the benefit of the service provider	The service provider will incur all maintenance costs	The service provider is responsible for administration of the service	Locations determined jointly between the service provider and the municipality

Staff have had discussions with various service providers who have engaged with other municipalities in a scenario whereby the service provider has purchased, installed and is operating the public charging stations on municipal property. The service providers expressed some concerns as to the viability of the business case for stations in a less EV commuter centric geographic area than they are accustomed to. For example, the volume of E.V.'s registered and traveling in the Greater Toronto Area provide for a more predictable demand and in turn a more secure return on investment. As a result, they indicated that a base amount or subsidy may be required to make the business case. Alternatively, funding for the capital purchase via a government grant would also be a suitable subsidy that could make the business case positive.

All providers indicated that the in a land lease scenario, a 10-year lease, which coincides with 10-year lifespan of the equipment with an option to renew after 10 years would be required. The locations of the charging stations will need to be confirmed with the selected provider.

Federal Funding for Public Charging Infrastructure

The main funding program for public facing charging infrastructure has been the Zero Emission Vehicle Infrastructure Program (ZEVIP). This program provides funding towards the deployment of electric vehicle (EV) chargers across Canada. ZEVIP aims to address a key barrier to the adoption of zero-emission vehicles (ZEV)—the lack of charging stations in Canada—by increasing the availability of localized charging opportunities where Canadians live, work, travel, and play. Unfortunately, the latest intake is closed and there has been no announcement of a subsequent intake. Staff will continue to monitor this program and/or any other funding opportunities that become available.

Provincial Funding for Public Charging Infrastructure

The EV ChargeON program provides funding for the installation of public electric vehicle (EV) chargers in Ontario communities outside of major cities. The program aims to increase the number of public EV charging stations throughout Ontario to build a more connected network. The Province delivered the 2025 Ontario Budget on May 15, 2025. The budget included \$92 million for this program.

Recommendation

That staff issue a Request for Proposal for the provision of up to 10 level 2 public facing electric vehicle charging stations on municipally owned property including the capital investment, installation, maintenance and administration at little to no additional cost to the city. Staff will continue to monitor and seek funding opportunities that become available for the procurement of public facing electric vehicle charging stations that would lower any potential City investment. Staff will report back to Council on the results of the procurement and the recommended award.

Resources Cited

Lively Ski Hill 2024-2025 Season Report

Presented To:	City Council
Meeting Date:	June 10, 2025
Type:	Managers' Reports
Prepared by:	Jeff Pafford Leisure Services
Recommended by:	General Manager of Community Development

Report Summary

This report provides a recommendation regarding City Council Resolution CC2024-194 requesting staff to present a report on Lively Ski Hill operations following the 2024-2025 season. As requested, the report includes information regarding utilization data, revenue generated, operating costs and results of the Expression of Interest issued earlier in the year.

Resolution

THAT the City of Greater Sudbury continues operations of the Lively Ski Hill and resumes with capital projects previously approved;

AND THAT the City of Greater Sudbury enters into a single source agreement with ANCAM Solutions for remaining consulting and engineering services required for the re-installation of lift equipment at Lively Ski Hill as outlined in the report entitled "Lively Ski Hill 2024-2025 Season Report" from the General Manager of Community Development, presented at the City Council meeting on June 10, 2025.

Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans

This report supports Council's Strategic Plan with respect to the goal Creating a Healthier Community, through investment in infrastructure to support community recreation with a focus on quality of life. This report refers to operational matters and has no connection to the Community Energy & Emissions Plan (CEEP).

Financial Implications

Council previously approved \$387,400 during the 2024-2025 Budget Deliberations for the repurposing of the platter tow ropeway previously located at the closed Capreol Ski Hill to replace the mid-1960s era Samson T-Bar system located at the Lively Ski Hill. This capital project will be carried out within the prescribed budget.

Council previously approved \$396,000 for Lively Ski Hill chalet repairs during the 2023 Budget Deliberations. This project is paused until the work relating to the Lively Recreation Advisory Panel advances.

Background

In response to lower utilization and higher net levy impact of operation of Lively Ski Hill, on August 12, 2024, City of Greater Sudbury Council passed resolution CC2024-194, as follows:

WHEREAS during the 2023 Budget Deliberations City Council approved \$396,000 for the Lively Ski Hill Chalet and during the 2024-2025 City Council approved \$387,400 for the repurposing of the platter tow ropeway currently located at the closed Capreol Ski Hill to replace the mid-1960s era Samson T-Bar system located at the Lively Ski Hill;

AND WHEREAS the 2020 Core Services Review described the delivery of ski hills as a service not commonly provided by other municipalities and suggested the City should consider outsourcing the provision of ski hills to a third party given this is not an essential service;

AND WHEREAS at its July 8th, 2024 meeting, the Community and Emergency Services Committee referred a report entitled Information on Lively Ski Hill Capital Projects to the City Council meeting of August 13th, 2024, which included information about the Adanac and Lively Ski Hills including operating costs, ski hill user fees and ski hill utilization, all of which indicates that the operating costs for the Lively Ski Hill have a higher net levy impact than Adanac, resulting from lower cost recovery due to low utilization rates.

AND WHEREAS City Council does wish to support recreational opportunities for the Lively/Walden communities;

THEREFORE BE IT RESOLVED that the City of Greater Sudbury directs that:

1. The Lively Ski Hill operations continue for the 2024-2025 season using existing equipment and that staff determine if adjustments to user fees are appropriate to facilitate cost recovery.
2. A portion of the project to repurpose the platter tow ropeway currently located at the closed Capreol Ski Hill to replace the mid-1960s era Samson T-Bar system located at the Lively Ski Hill proceed this fall, to resume the design work, assessment of equipment and removal of the equipment from Capreol as approved by resolutions FA2023-76 and CC2023-306, and that the balance of the funds be held pending a review of usage following the 2024-2025 season;
3. The Lively Ski Hill chalet refurbishments in the sum of \$396,000 not proceed and the funds be held pending a review of usage following the 2024-2025 season;
4. Staff be directed to issue an Expression of Interest to determine if there is interest by a third party operator to assume operation of the Lively Ski Hill following the 2024-2025 season;
5. Staff be directed to present a report to Council by June of 2025 to include usage data, revenue generated, costs of operating the Lively Ski Hill during the 2024-2025 season, the results of the Expression of Interest and recommendations for Council's consideration;
6. Should City Council decide to cease operating the Lively Ski Hill following the 2024-2025 season, that the \$396,000 approved for the chalet refurbishments and balance of the \$387,400 for the repurposing of the platter tow ropeway be earmarked for new recreational opportunities in the Lively/Walden area in addition to the \$4 million currently set aside from the sale of Meatbird Park.

Lively Ski Hill User Fee Changes

As per Council's direction to review Lively Ski Hill user fees to ensure an appropriate rate of cost recovery, staff conducted analysis and benchmarked rates against rates of other ski hills offering similar amenities, as operated by municipalities or non-profit organizations.

The analysis suggested that, adjusting user fees to better align with a service that is categorized as “less community benefit/primary individual benefit” and be more comparable with rates at similar hills, would be reasonable. The following revised Lively Ski Hill rates were recommended and approved during 2025 budget deliberations:

	Per 2024-2025 Budget Document		Revised Rates
	Until March 31, 2025	Effective March 1, 2025	Effective January 1, 2025
Daily Tow Fee			
Junior/Senior Daily	\$18.50	\$19.00	\$22.00
Youth/Adult Daily	\$22.00	\$23.00	\$27.00
5-Day Pass Card			
Junior/Senior	\$70.00	\$72.00	\$90.00
Youth/Adult	\$81.00	\$83.00	\$101.00
Individual Season Pass			
Junior/Senior	\$182.00	\$187.00	\$291.00
Youth/Adult	\$205.00	\$210.00	\$328.00
Family Season Pass			
Two People	\$240.00	\$245.00	\$384.00
Three People	\$370.00	\$380.00	\$592.00
Four People	\$410.00	\$420.00	\$656.00
Five People	\$470.00	\$485.00	\$752.00
Additional Family Member	\$89.00	\$92.00	\$110.00

Expression of Interest Update

In response to Council's direction to determine if there is interest by a third party operator to assume operation of the Lively Ski Hill following the 2024-2025 season, bid opportunity CDD25-121, Request for Expression of Interest (RFEOI) for the Operations of the Lively Ski Hill, was issued on February 25, 2025, with a closing date of March 26, 2025.

In addition to promoting the opportunity through traditional and social media, the bid was circulated through the Greater Sudbury Development Corporation and the Ontario Ski Resorts Association. There were no plan takers for the bid, nor were there any submissions received.

2024-2025 Operating Summary

As part of Council's direction to pause certain components of previously approved Lively Ski Hill capital projects, staff were further requested to present a report that included usage data, revenue generated and costs of operating the Lively Ski Hill, following the 2024-2025 season. Highlighting a successful season with 2024-2025 having the highest total visits, and visits per operating day in recent years, the following provides utilization data for Lively Ski Hill for the 2024-2025 season and a comparison to previous recent years:

Season	Operating Days	Season Passes	5-Day Passes	Total Visits	Visits per Operating Day
2018-2019	43	n/a	n/a	1563	36.3
2019-2020	39	n/a	n/a	1826	46.8
2020-2021*	17	n/a	n/a	1235	72.6
2021-2022	41	20	9	2250	54.9
2022-2023	45	40	8	1646	36.6
2023-2024	25	120	18	715	28.6
2024-2025	42	106	25	4052	96.4

* COVID-19 closures and restrictions

In comparison, Adanac Ski Hill operated for a total of 63 operating days / 28 evenings during the 2024-2025 ski season. One may assume that the increase in Lively Ski Hill participation could be at the result of a shift from Adanac users, however Adanac Ski Hill saw a total of 15,265 visits and 283.3 visits per operating day

this past season. Both figures surpass the 5-year attendance figures for Adanac and do not include the year impacted by COVID-19 restrictions and closures.

The following table represents the actual operating revenues and expenses for Lively Ski Hill for the 2024-2025 season and includes a comparison to previous financial performance. Cost recovery rates don't account for facility capital requirements.

	Actual						2024-25 Season*
	2019	2020	2021	2022	2023	2024	
User Fees	(\$12,161)	(\$14,796)	(\$14,065)	(\$24,632)	(\$15,846)	(\$31,991)	(\$67,096)
Salaries & Benefits	\$76,855	\$93,322	\$70,934	\$103,713	\$88,585	\$81,961	\$90,666
Operating Expenses	\$33,219	\$38,104	\$16,297	\$52,333	\$47,551	\$54,229	\$35,044
Energy	\$52,107	\$39,256	\$26,308	\$70,658	\$100,952	\$10,600	\$43,631
Net Levy Impact	\$150,019	\$155,886	\$99,474	\$202,072	\$221,241	\$114,799	\$143,234
Cost Recovery	7.5%	8.7%	12.4%	10.9%	6.7%	21.8%	39.6%

*represents the period December 2024 through March 2025

Lively Ski Hill Planning Committee

In September of 2024, Leisure Services, staff along with the Ward Councillor, engaged with a group of community members interested in collaborating with the City of Greater Sudbury to promote and improve the experience at Lively Ski Hill.

Over the course of the ski season, the Lively Ski Hill Planning Committee worked with the City to organize events, improve services and amenities available at the hill and generally encourage residents to utilize the facility. The Lively Ski Hill Planning Committee also engaged other businesses, local schools and other organizations.

The following special events were held at the hill through the efforts of the Lively Ski Hill Planning Committee:

Date	Theme	Total Attendance
January 17, 2025	Sudbury Wolves Night - Pack the Hill	145
January 24, 2025	Poutine Night and Surprise Visit from Wally	148
January 31, 2025	Hot Ski Night, PA Day & Free Pizza	217
February 7, 2025	Pizza Party - Doughlab	133
February 14, 2025	Retro Night	164
February 21, 2025	BBQ Night Part	76
March 14, 2025	Mucho Burrito	99

In addition to organizing the events above, the Lively Ski Hill Planning Committee supported increased visitation to the hill through the following ways:

- Made use of social media, radio ads, flyers, and school partnerships to promote Lively Ski Hill.
- Reopened the canteen at the facility which added to the overall experience.
- Introduced an 'Après-Ski Experience', adding a fire pit and lounge chairs at the base of the hill.

The Lively Ski Hill Planning Committee has identified the following areas of opportunity for future operational years:

- Consideration for an early bird pricing rate, and better promotion of this incentive, to increase season pass sales for the upcoming season.
- Improved systems and services for daily ticket sales, to reduce line ups and better support customers.
- Additional lighting on the hill, to improve visibility on runs.
- Continue to explore additional school and group bookings.
- Improve canteen amenities and seating.

- Explore the feasibility of having rental equipment on site and the installation of a carpet lift for beginner skiers.

Lively Ski Hill Capital Project Update

Council previously approved proceeding with portion of the project to repurpose the platter tow ropeway from the closed Capreol Ski Hill, intended to replace the aging mid-1960s Samson T-Bar system, currently in place at the Lively Ski Hill. This scope of work included design work, assessment of equipment and removal of the equipment from Capreol location. The balance of the funds related to all other previously approved capital work for Lively Ski Hill location was to be held pending a review of usage following the 2024-2025 season.

At the time of this report, completed work includes the removal of lift equipment at the Capreol Ski Hill location, and transportation to the Lively site. The Capreol lift equipment has been assessed and design work is underway to reinstall at the Lively Ski Hill. Cost for this phase of work is approximately \$105,000.

The City has engaged ANCAM Solutions to provide consulting and engineering for work performed to date. ANCAM Solutions provides unique technical services with respect to the salvaging and repurposing of lift equipment and is extremely knowledgeable in applicable legislation for surface lifts. Should Council approve that the remaining phases of the lift reinstallation project advance, staff recommend continuing to engage ANCAM Solutions on a single source basis for consultation and engineering services due to the unique and highly technical work involved.

Lively Recreation Advisory Panel Update

The City continues to work with the Lively Recreation Advisory Panel to develop recommendations for investment of the \$4M received from the disposition of Meatbird Lake Park, towards new recreational opportunities in the area. Through two rounds of community engagement, three locations have been identified, including the Lively Ski Hill property, along with Anderson Farm and greenspace adjacent to the Lively Citizen Service Centre/Library.

Council previously approved a draw of funds up to the amount of \$400,000 from the Capital Financing Reserve Fund (General), which are dedicated for the Lively Recreation Project, to obtain professional services to provide conceptual plans and design services to further analyze the three preferred locations.

The City has engaged 3rdLine Studio, who along with City staff and Panel members, are in the process of meeting with stakeholders and residents and develop conceptual designs on parkland locations identified. The Lively Ski Hill Planning group was engaged as part of stakeholder sessions relating to the ski hill site. Council will be receiving a report later this year which will include recommendations before proceeding to detailed design work.

Summary and Recommended Next Steps

The improved utilization figures for the 2024-2025 season demonstrated that the community values the Lively Ski Hill. With increased participation, and an adjustment to user fees, the financial performance of facility has improved. Through the volunteer efforts of the Lively Ski Hill Planning Committee group, and the focus on enhancing visitor experience to the hill, new audiences were attracted.

Based on the community's response to the ski hill in 2024-2025, and the lack of the response to the Expression of Interest issued, it is recommended that the operation of the facility continue in future years, and that paused capital work for Lively Ski Hill, resume. Specifically, it is recommended that the reinstallation of the lift equipment, removed from the Capreol location, proceed at Lively Ski Kill, to replace the existing mid-1960s era Samson T-Bar system.

With respect to the capital funds paused relating to chalet repairs, it is recommended that this project not

advance until the work relating to the Lively Recreation Advisory Panel moves forward. This ensures consideration for the potential that Lively Ski Hill will be identified as the preferred site for investment, and whether conceptual plans for the site will introduce option for new vertical infrastructure to support more uses at the site. To maximize the impact of previously approved funds, it would be beneficial to allocate them toward a potential new facility, identified through the Lively Recreation Advisory Panel's work, rather than reinvesting in the current chalet.

Resources Cited

Information on Lively Ski Hill Capital Projects, City Council (August 13, 2024)

<https://pub-greatersudbury.escribemeetings.com/filestream.ashx?DocumentId=54362>

Ski Hill Refurbishment project description, 2023 City of Greater Sudbury Budget document (page 445)

<https://www.greatersudbury.ca/city-hall/budget-and-finance/previous-budgets/2023-budget/proposedbudget/2023-proposed-budget/#zoom=page-width>

Repurposing of Ski Hill Lift Equipment (Lively Ski Hill) project description, 2024-2025 City of Greater Sudbury Budget document (page 445)

<https://www.greatersudbury.ca/city-hall/budget-and-finance/2024-2025-budget/proposed-budget1/proposed2024-2025-budget/>