

## **Managers' Reports**

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# Request for Recommendation Priorities Committee

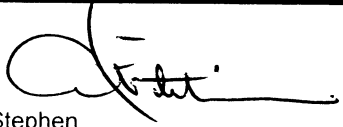


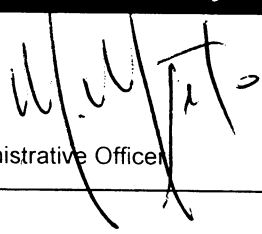
Type of Decision									
Meeting Date	November 23, 2005				Report Date	November 16, 2005			
Recommendation	<input checked="" type="checkbox"/>	Yes		No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Report Title
Hiring of Consultants for Environmental Studies

Policy Implications + Budget Impact	
<input checked="" type="checkbox"/>	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified
Funding is provided through the 2005 Roads Capital envelope.	
<input checked="" type="checkbox"/>	Background attached

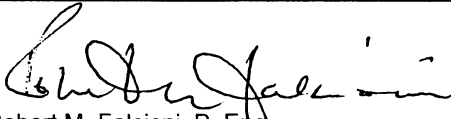
Recommendation	
That Earth Tech, Northland Engineering (1987) Limited and Dennis Consultants Civil Engineers be hired to undertake the Class Environmental Study Reports for the COMRIF 2 sub-projects, all in accordance with the recommendations from the General Manager of Infrastructure and Emergency Services in his report dated November 16, 2005.	
<input checked="" type="checkbox"/>	Recommendation attached

Recommended by the Department Head
 Alan Stephen General Manager of Infrastructure & Emergency Services

Recommended by the C.A.O.
 Mark Mieto Chief Administrative Officer

Date: November 16, 2005

**Report Authored By**



Robert M. Falcioni, P. Eng.,  
Director of Roads/Transportation

**Division Review**

**Background**

Municipal road projects under the Environmental Assessment Act are eligible to go through a Provincial Class Environmental process. This is a standardized process for projects that have predictable outcomes and are more routine in nature.

The process varies according to the complexity and size of the project; with Class A projects being approved automatically, Class B projects going through a screening process and Class C projects going through a more rigorous public review process.

Under the City of Greater Sudbury COMRIF 2 application the five sub-projects submitted are all subject to a Schedule C Level Environmental Study, which is the most detailed. These studies must be completed prior to preparing detailed designs for the projects.

Environmental Studies done under the Class Environmental process are valid for five (5) years, at which point they must be updated and reviewed and be open for public input again.

Three (3) of the sub-projects have been through a Class C Level Study in the past however they will require updates. These projects are as follows:

- 1) Maley Drive Extension
- 2) Realignment of the Kingsway from Brady to Laking Toyota, and
- 3) Extension of South Bay from Ramsey Lake Road to Regent Street

The other two sub-projects are subject to a full Class C Environmental Study:

- 4) Notre Dame widening from Kathleen to Lasalle Blvd., and
- 5) MR 35 widening from Azilda to Chelmsford,

To ensure that when COMRIF funding is announced that there are no delays, Staff is recommending that the City hire Consultants to complete the Class Environmental Study for all five (5) sub-projects. These studies would be valid for five (5) years without further update.

**Recommendation**

The City has requested proposals from local Consultants to undertake updates and completion of these Environmental Study Reports for the COMRIF 2 sub-projects.

The Consultants were chosen because of their previous affiliation with the individual projects. Consideration was given to spreading the work to ensure that completion would be received in a reasonable time frame.

All of the projects have been identified under the Transportation Study recently completed as part of the

Date: November 16, 2005

updated Official Plan. The Transportation Study reviewed alternative proposals and provided for public input and as such meets the first Phase requirements of the Environmental Study and as a result the cost to complete these studies is significantly reduced.

Attached are copies of the proposals received for the five (5) projects which details of the scope of work and provides cost estimates, less the GST.

It is recommended that the following Consultants be hired to undertake the Class Environmental Study Reports for the COMRIF 2 sub-projects based on their proposals submitted.

Project	Consultant	Cost Estimate
<u>Maley Drive Extension</u>	Earth Tech (employs the Project Manager for the original E.S.R.)	\$17,500
<u>Notre Dame Widening</u> Kathleen Street to Lasalle Blvd.	Northland Engineering (1987) Limited	\$13,950
<u>MR 35 Widening</u> Azilda to Chelmsford	Northland Engineering (1987) Limited (Consultant on Phase I, Sudbury to Azilda)	\$17,588
<u>Kingsway Widening</u> Brady Street to Laking Toyota	Dennis Consultants Civil Engineers (Consultant on original ESR)	\$23,000
<u>South Bay Road Extension</u> Ramsey Lake Rd. to Regent St.	Dennis Consultants (Reviewed in conjunction with the Sewer Rock Tunnel project.)	\$56,000

Staff have received a confirmation from COMRIF that engineering costs incurred after November 15, 2005 would be eligible for subsidy for any project that the City would receive funding approval.

The City share would be funded from the 2005 Capital Roads Project which identified \$100,000 Dollars for E.S.R. updates on the Maley Drive Extension, the Kingsway Realignment and the South Bay Road Extension. The balance of the funds would be provided by COMRIF funding for the approved projects.

October 17, 2005

Mr. Bob Falcioni, P. Eng.  
Director of Roads and Transportation  
City of Greater Sudbury  
P.O. Box 5000, Station A  
200 Brady Street, Tom Davies Square  
Sudbury, ON P3A 5P3

**Subject: City of Greater Sudbury  
Maley Drive Extension Class Environmental Assessment (Class EA)  
Proposal for Engineering Services**

Dear Mr. Falcioni:

Because a time lapse of more than five years has occurred between filing of the Environmental Study Report (ESR) for the Maley Drive Extension and commencement of construction, the City of Greater Sudbury is required by the Municipal Class EA (June 2000) to review the planning and design process and the current environmental setting to ensure that the project and mitigation measures are still valid given the current planning context. The review is to be recorded in an addendum to the ESR which is to be placed on the public record.

To satisfy the above referenced Municipal Class EA (June 2000) requirements, we have prepared the following work program:

- Review the previous Class EA planning and design process to ensure that the project is still valid:
  - o The needs assessment
  - o The recommended undertaking
  - o The selected design alternative
- Review the current environmental setting to ensure there are no significant changes and, if any, ensure they are appropriately taken into consideration.
- Review identified environmental effects and mitigation measures to ensure they are still valid.
- Prepare a draft version of the Addendum to the ESR documenting the preceding review and submit 3 copies to the City for review.
- Finalize the Addendum to the ESR following receipt of comments from the City and submit 5 copies to the City including one copy for the Clerk's Office.

Mr. Bob Falcioni  
City of Greater Sudbury  
October 17, 2005

Page 2

- Prepare a 'draft' version of Notice of ESR Addendum Filing (letter and newspaper advertisement) and provide copies to the City for review.
- Finalize the Notice of ESR Addendum Filing letter and newspaper advertisement following receipt of comments from the City.
- Update the stakeholder contact list (those previously contacted as well as any other additional contacts that are appropriate) and submit it to the City for review.
- Finalize the stakeholder contact list.
- Issue the Notice of ESR Addendum Filing letter on behalf of the City.
- Provide the City with the Notice of ESR Addendum Filing newspaper advertisement for placement in the Sudbury Star (2 editions) and LeVoyageur (1 edition).
- Contact the Ministry of the Environment's Sudbury Regional Office and Environmental Assessment and Approvals Branch during and immediately following the 30 day calendar review period to confirm if any concerns have been submitted.
- Provide the City with an environmental clearance letter stating that the project has received approval under the EA Act and can proceed to implementation.

We propose a budget of \$17,500.00 plus GST to complete the preceding work program. We understand that the City will be responsible for all associated costs for advertising.

We are prepared to commence immediately and anticipate that we will be complete before the end of March 2006.

Should you have any further questions, please do not hesitate to contact the undersigned.

Very truly yours,

Earth Tech (Canada) Inc.



Chris Redmond, P.Eng.  
Director, Northern Ontario

File Location: P:\89000\COGS - Maley Drive ESR\COGS\_BF\_MaleyDriveESR\_October17\_05.doc



121 Durham St.  
SUDBURY, Ontario P3E 3M9  
Tel: (705) 674-4401  
Fax: (705) 674-5583  
Email: nel@nleng.ca

SU-3785-000

October 27, 2005

City of Greater Sudbury  
P.O. Box 5000, Station A  
Sudbury, Ontario  
P3A 5P3

**Attention: Mr. R. Falcioni, P. Eng.**  
**Director of Roads and Transportation Services**

Dear Mr. Falcioni:

**RE: Municipal Road 35 Widening**  
**Notre Dame Street to Chelmsford**  
**Environmental Study Report**

We are pleased to present our proposed work plan and fees to obtain environmental clearance for the Municipal Road 35 widening project.

After reviewing the Transportation Study and the requirements of the Municipal Class Environmental Assessment, a work plan has been developed as follows:

- Review/compile existing documentation including the Transportation Study dated July 2005
- Develop contact list
- Prepare/issue contact letters
- Prepare/publish Newspaper Notice No. 1
- Determine project impacts on natural and socio-economic environment and existing property
- Field survey at spot locations to determine property requirements
- Prepare Environmental Study Report (ESR)
- Review ESR with City
- Finalize ESR and fill
- Prepare/publish Newspaper Notice No. 2
- Review feedback
- Issue environmental clearance

**northland**  
**engineering**  
**(1987) limited**

Consulting Engineers and Planners

This project is a Schedule 'C' project for the purposes of the Municipal Class Environmental Assessment. The Transportation Study also followed the Class EA process and Public Information Centres (PIC) were held during the Study's preparation. Therefore, we feel that another PIC is not required at this time.

The above work plan will meet the requirements of the Class EA.

We have shown our proposed engineering fees on the attached Appendix 'A'. The detailed breakdown includes charge out rates, work activities and expected time allotments.

Our total fee to complete the ESR phase of the Notre Dame widening project is \$17,588. + GST.

We have allowed for a field survey in the above cost at select locations to confirm property requirements. However, should you wish to have a full survey for the complete project done now, we can undertake this work for a fee of \$21,388. + GST. Appendix B shows a detailed breakdown of the full survey cost.

Thank you for giving us the opportunity to submit a fee for the work. If you have any questions, please give me a call.

Yours truly,

**NORTHLAND ENGINEERING (1987) LIMITED**

T. Archuticz, P. Eng.

TA/mg











121 Durham St.  
SUDBURY, Ontario P3E 3M9  
Tel: (705) 674-4401  
Fax: (705) 674-5583  
Email: nel@nleng.ca

SU-3802-000

October 27, 2005

City of Greater Sudbury  
P.O. Box 5000, Station A  
Sudbury, Ontario  
P3A 5P3

**Attention: Mr. R. Falcioni, P. Eng.**  
**Director of Roads and Transportation Services**

Dear Mr. Falcioni:

**RE: Notre Dame Avenue Widening**  
**Kathleen Street to Lasalle Blvd.**  
**Environmental Study Report**

We are pleased to present our proposed work plan and fees to obtain environmental clearance for the Notre Dame Avenue widening project.

After reviewing the Transportation Study and the requirements of the Municipal Class Environmental Assessment, a work plan has been developed as follows:

- Review/compile existing documentation including the Transportation Study dated July 2005
- Develop contact list
- Prepare/issue contact letters
- Prepare/publish Newspaper Notice No. 1
- Determine project impacts on natural and socio-economic environment and existing property
- Prepare Environmental Study Report (ESR)
- Review ESR with City
- Finalize ESR and fill
- Prepare/publish Newspaper Notice No. 2
- Review feedback
- Issue environmental clearance

**northland**  
**engineering**  
**(1987) limited**

Consulting Engineers and Planners

This project is a Schedule 'C' project for the purposes of the Municipal Class Environmental Assessment. The Transportation Study also followed the Class EA process and Public Information Centres (PIC) were held during the Study's preparation. Therefore, we feel that another PIC is not required at this time.

The above work plan will meet the requirements of the Class EA.

We have shown our proposed engineering fees on the attached Appendix 'A'. The detailed breakdown includes charge out rates, work activities and expected time allotments.

Our total fee to complete the ESR phase of the Notre Dame widening project is \$13,950. + GST.

Thank you for giving us the opportunity to submit a fee for the work. If you have any questions, please give me a call.

Yours truly,

**NORTHLAND ENGINEERING (1987) LIMITED**

T. Archuticz, P. Eng.

TA/mg







## DENNIS CONSULTANTS

### CIVIL ENGINEERS

a division of R.V. Anderson Associates Limited

436 Westmount Avenue Unit #6  
Sudbury Ontario P3A 5Z8  
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November 14, 2005

DC FILE NO. 059741

City of Greater Sudbury  
Box 5000, Station A  
Sudbury, ON  
P3A 5P3

**Attention: Mr. Bob Falcioni, P.Eng.**

Dear Sir:

Re: South Bay Road Class Environmental Assessment Addendum

Further to your request we understand that the City is considering updating the ESR for The South Bay Road Class EA Study report, which was completed in November 1994. The City placed the ESR on the public record for 30 days for review. No requests were received for a Part II Order (bump up request) during the review period.

Since more than five years has elapsed since the filing of the Notice of Completion of the ESR and no construction has commenced, the Municipal Class Environmental Assessment document requires that the City review the planning and design and the current environmental setting to ensure that the project and the mitigating measures are still valid. An Addendum report must be prepared and placed on the public record for review for 30 days. If no request is received for a Part II Order, the City will be free to proceed with implementation design and construction phase.

### BACKGROUND

The recommendations of the Class EA report undertaken by UMA Engineering Limited in 1994 are as follows:

#### Near Term

- Undertake improvements at Paris Street/Ramsey Lake Road intersection, including dedicated right turn lanes entering and exiting Ramsey Lake Road and dual left-turn lanes exiting Ramsey Lake Road.
- Improve Loach's Road Trail to permit a full size fire truck to enter the trail to gain access to Laurentian University in emergency situations.
- Analyze means of reducing peak hour automobile traffic, including incentives to increase public transit usage.

### Medium Term

- Reconstruct and widen Ramsey Lake Road to four lanes from Paris Street to South Bay Road.

### Long Term

- Construct a new access road from Regent Street opposite the southeast entrance to Algonquin Road to South Bay Road. Estimated timing for construction of the new access road was in the range of 20 to 30 years, unless the development pressures for the residentially zoned land around the southern portion of the route advanced the proposed construction.

### Current Status

Ramsey Lake Road has been widened to 4 lanes from Paris Street for a distance of 650 metres to the main entrance to Laurentian University and improvements have been made to the Paris Street / Ramsey Lake Road intersection. Due to issues regarding property acquisition and technical issues further east along Ramsey Lake Road, the City has decided not to widen Ramsey Lake Road further easterly.

The construction for the new access road from Regent Street South to South Bay Road has not commenced. No further preliminary engineering or detailed design has been undertaken for this proposed roadway since the Class EA was undertaken in 1994.

Public consultation will need to be undertaken with the original stakeholders as well as any new stakeholders, which may have an interest in this area of the City. A public information centre is recommended to outline details the preferred option. Meetings are recommended with the Conservation Authority, Department of Fisheries and Oceans, Ministry of Natural Resources, and other agencies to review the environmental impacts and associated mitigating measures for the various options. Consultation will also be required with the landowners in the vicinity of the preferred option to obtain their input into the selection process. This public consultation process is critical to the success of the study and is recommended to be undertaken throughout the study process to address issues as they arise to minimize any potential Part II Order during filing of the Class Environmental Study Addendum Report.

The proposed work plan and estimated time is outlined below:

	Estimated Mandays	
	Project Manager	Technician Days
1. Place notice in newspaper that the Addendum process is commencing and request input	0.5	1.0

	Estimated Mandays	
	Project Manager	Technician Days
2. Visually field review the existing topographical plans for the area and confirm if there are any new buildings, especially along Regent Street or the Laurentian University property which may impact alternative road alignments, and if so, update the topographical base plans as required.	0.5	2.0
3. Obtain traffic counts from the City to confirm the traffic volumes at the Paris Street / Ramsey Lake Road intersection and the Regent Street / Algonquin Road intersection.	0.5	2.0
4. Obtain information from Laurentian University on their current Master Plan and other potential developments in the area to determine the projected traffic volumes required to be provided by either Ramsey Lake Road or the new access road. Coordinate traffic planning study.	0.5	
5. Undertake capacity analysis of the Regent Street / Algonquin Road intersection and Paris Street / Ramsey Lake Road intersection with current and projected traffic volumes to determine required improvements. The number of lanes for the new access road and timing of construction will also need to be identified during the traffic planning study.	1.0	
6. Contact the various major stakeholders identified in the previous Class EA report to request their comments on the addendum. The stakeholders include the following: approval agencies, various City departments such as Planning, Parks and Recreation, Laurentian University, and the other landowners adjacent to the proposed new road and also Ramsey Lake Road.	2.0	2.0
7. Coordinate a field review of the preferred road alignment from a geotechnical / foundation perspective to identify any potential problem areas and the associated mitigating measures. The geotechnical investigation is proposed to be only a visual field reconnaissance.	1.0	2.0
8. Coordinate a natural environment inventory of the terrestrial and aquatic habitat along the proposed route and assess the potential impacts and develop mitigating measures for the route alignment.	2.0	1.0
9. Discussions will be held with the Conservation Authority, DFO, MNR and other stakeholders regarding the natural environment impacts and other mitigating measures to reduce the impacts. Discussions will also be held with the City Parks Department regarding how the proposed access route will impact the existing and proposed trails in the area.	3.0	2.0



	Estimated Mandays	
	Project Manager	Technician Days
10. We recommend that a Public Information Centre be held to obtain input from the public on the preferred alternative. If there is a significant public response then the need for a second public information centre should be considered.	2.0	2.0
11. The preliminary plan / profile of the preferred alternative will incorporate the comments received from the various stakeholders. The proposed plan will show potential connections to the proposed residential developments adjacent to the road extension, as well as connections to the LoEllen Park Subdivision.	2.0	5.0
12. The addendum report will be prepared which will include the following:		
• Review need and justification for the project	2.0	1.0
• Document the public consultation undertaken.		
• Describe the preferred option including impacts and mitigating measures. The report will contain preliminary plans for the road and typical cross sections and a preliminary road profile.	2.0	2.0
13. We will review the draft Addendum report with City staff and their comments incorporated into the final report.	1.0	1.0
14. We will prepare the newspaper notice for the public review and assist the City with responding to inquiries received during the 30 day public review period.	.5	.5
15. Coordinate a Stage 1 Archaeology Study for the area crossed by the new access road alignments and forward the recommendations to the City. If a Stage 2 Archaeological Investigation is warranted, we will forward the fee estimate to the City including a fee for the full Terrestrial, Aquatic Habitat Field work.	.5	.5
Total Man Days	21.0	24.0

## ESTIMATED FEES

The total estimated fee for professional services and disbursements, excluding GST, is outlined below.

The following are the estimated fees based on the proposed work plan outlined above.

	<b>Estimated Fees</b>
<b>RVA</b>	
Professional Fees	\$ 36,000.00
<b>Subconsultant Fees</b>	
Geotechnical / Foundation Site Visit – Allowance	3,000.00
Desktop Terrestrial, Aquatic Habitat Inventory, Evaluation, Meetings	15,000.00
Archaeological Stage I Investigation	3,000.00
<b>Professional Fees</b>	<b>\$ 57,000.00 + Disb. + G.S.T.</b>

We have assumed that the City will provide the topographic mapping for the project, the estimated costs for property acquisition and pay for all newspaper advertisements.

## **SCHEDULE**

The main activities affecting the project schedule will be the possible undertaking of the field investigations for the terrestrial and aquatic habitat and wetlands if required. This work cannot commence until approximately May 2006 and will take approximately 1 month to complete. Preliminary discussions will be held with the Conservation Authority, DFO, MNR, and other stakeholders to discuss the potential impacts and mitigating measures at the early stages of the study to establish the need for a full field inventory.

We recommend that the public information centre not be held until the environmental fieldwork has been completed and discussions have been held with the agencies as outlined above. It is desirable not to hold a Public Information Centre (PIC) during the summer months and therefore, potentially the earliest date for a PIC would be mid-September 2006.

Allowing for time to receive comments after the PIC from the various stakeholders, the draft Addendum Report could be completed by the end of October 2006. Allowing two weeks for City review and time to make revisions and incorporate the comments, the final report could be forwarded to the City by the end of November 2006.

## **STAFFING**

Alex Sorenson will be the Project Manager, assisted by Mr. A. Therrian and Mr. H. McColm. Mr. McColm has been responsible for several transportation Class EA studies and will be the Project Director. The Sudbury office of Golder Associates will be responsible for the terrestrial and aquatic habitat and geotechnical overview.

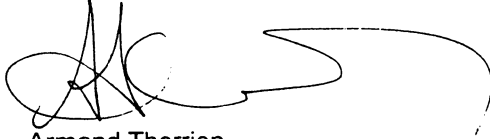
Other staff will be assigned to the project as required.

**SUMMARY**

We look forward to working with City staff on this interesting assignment. Please contact me should you have any questions related to our proposal.

Yours truly,

*DENNIS CONSULTANTS*, a division of R.V. Anderson Associates Limited

A handwritten signature in black ink, appearing to read 'AT', with a long, sweeping horizontal line extending to the right.

Armand Therrien  
Regional Manager

AAT/dr

cc: H. McColm

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# DENNIS CONSULTANTS

## CIVIL ENGINEERS

a division of R.V. Anderson Associates Limited

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DC FILE NO. 049330

November 16, 2005

City of Greater Sudbury  
Box 5000, Station A  
Sudbury, ON. P3A 5P3

Attention: Mr. Bob Falcioni, P.Eng.

Dear Sir:

**Re: The Kingsway Class Environmental Assessment Addendum**

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Further to your request we understand that the City is considering implementing the recommendations outlined in The Kingsway Class EA Study report, which was completed in January 1998. The City placed the ESR on the public record for 30 days for review. No requests were received for a Part II Order (bump up request) during the review period.

Since more than five years has elapsed since the filing of the Notice of Completion of the ESR and no construction has commenced, the Municipal Class Environmental Assessment document requires that the City review the planning and design and the current environmental setting to ensure that the project and the mitigating measures are still valid. An Addendum report must be prepared and placed on the public record for review for 30 days. If no request is received for a Part II Order, the City is free to proceed with implementation design and construction.

**Proposed Work Plan**

**Man Days**

We have prepared the following work plan and fee estimate to undertake the update study and prepare the Addendum report.

**PM      Tech**

- |  |     |     |
|--|-----|-----|
| 1. Place a notice in the newspaper that the Addendum process is commencing and request input.  | 0.5 |     |
| 2. Review the previous base plans and update as required e.g. building deletions/additions, any roadway geometry revisions especially at the project limit areas.  | 1.0 | 2.0 |
| 3. Obtain traffic counts from the City to confirm that the traffic volumes on The Kingsway are similar or higher than when the ESR was undertaken. Obtain information from the consultant undertaking the planning background transportation study, to confirm the projected traffic volumes along The Kingsway and the expected level of service if no improvements are | 1.0 | 1.0 |

undertaken. Confirm that the recommendations from their study will include widening The Kingsway to increase capacity and improve levels of service. This information will confirm the need and justification for the project.

4. Contact the various major stakeholders identified in the previous report to request their comments on the Addendum. The stakeholders include the following: approval agencies, various City Departments such as Planning, utility companies re: major recent or proposed addition to their plant, and property owners along The Kingsway in the study area.	3.0	3.0
5. Review the environmental impacts outlined in the previous ESR and determine if the mitigating measures are still appropriate. Update as required.	1.0	2.0
6. Update the preliminary construction and utility cost estimates and check quantities. We have assumed that the City has updated the property acquisition costs, and construction cost during the Comriff Application.	1.0	2.0
7. Prepare the Addendum Report, which will include the following:		
• Review of need and justification	2.0	2.0
• Documentation of the recent Public Consultation (if required)		
• Description of the proposed road widening, impacts and mitigating measures		
• Preliminary plans of the road widening as shown in the previous report		
8. We will review the draft report with City staff and incorporate their comments into the final report. We estimate that the report will be approximately 10 to 15 pages in length plus appendices.	0.5	0.5
9. We would estimate that three meetings will be held with City staff and two meetings with stakeholders.	1.0	1.0
10. We will prepare the newspaper notice for the public review period, and assist the City with responding to inquiries received during the review period.	0.5	0.5
11. Possible meeting with property owners whose property is to be purchased before PIC.	1.0	1.0
12. Archeological stage 1.	.5	.5
13. Natural environmental (subconsultant).	.5	

## Schedule

We estimate that the Addendum Report will take approximately 2 months to complete.

	Total Man Days	13.5	15.5
Professional Fees	Estimated Fees	\$ 23,000 + Disb.+ Subs	

## Staffing

Alex Sorensen will be the Project Manager, assisted by Mr. A. Therrien and Mr. H. McColm, of our Toronto office, who were responsible for the original Environmental Assessment Study. Other staff will be assigned as required.

Mr. McColm has recently completed an Addendum Report for a transportation project for the City of Toronto and brings this experience to this project.

## Feasibility Study for Extending Seven Lane Section East of Laking Toyota

The Kingsway Class EA easterly project limits is located at Laking Toyota where the five-lane road section commences and extends easterly. We recommend that a feasibility study be undertaken of the impacts of widening The Kingsway to seven lanes from Laking Toyota easterly to the Falconbridge / Kingsway Intersection. For example, widening The Kingsway beyond five lanes will have significant property and related impacts on this existing commercial area. We recommend that these impacts be investigated to provide the City with an understanding of the broader implications of potentially widening to seven lanes in The Kingsway corridor. If the City is interested in the feasibility study, we can prepare a separate proposal for your review.

## Summary

We look forward to working with City staff and continuing our participation in this project. Please contact me should you have any questions related to our proposal.

Yours truly,

*DENNIS CONSULTANTS*, a division of R.V. Anderson Associates Limited



Armand Therrien  
Regional Manager

AAT/dr

cc: H. McColm  
P. Chiesa

# Request for Recommendation Priorities Committee



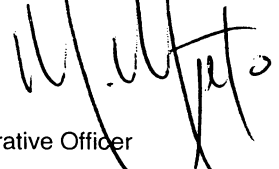
Type of Decision									
Meeting Date	November 23, 2005				Report Date	November 4, 2005			
Recommendation	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High	<input type="checkbox"/>	Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open	<input type="checkbox"/>	Closed

Report Title
National Child Benefit Workplan 2006

Policy Implications + Budget Impact	
<input checked="" type="checkbox"/>	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified
<p>This report explains the recommendations of the 2006 NCB Workplan which follow the direction set in 2003, based on recommendations made in the community consultation completed in November 2002. The workplan continues a change in direction from program funding to direct supports for individual families. Although this means that fewer City dollars will be available to fund targeted programs, families will have more resources available to them to meet their basic needs. At the same time, programs will become less reliant on this unstable funding source.</p> <p>NCB funding is an annual fund, targeted to children and families at risk. This report carries no budget impact.</p>	
<input checked="" type="checkbox"/>	Background attached

Recommendation
<p>WHEREAS the National Child Benefit (NCB) reinvestment fund was created with municipal savings from the clawback of the National Child Benefit allowance from families receiving Ontario Works and ODSP benefits; and</p> <p>WHEREAS the 2006 projected fund will be approximately \$800,000; and</p> <p>WHEREAS National Child Benefit funding is a dedicated fund which must be spent on child and family support programs in accordance with Provincial and Federal objectives and directives; and</p>
<input checked="" type="checkbox"/> Recommendation attached

Recommended by the Department Head
 Catherine Matheson General Manager, Community Development

Recommended by the C.A.O.
 Mark Mieto Chief Administrative Officer

Date: November 4, 2005

### Report Authored By

Julie Beare  
Children Services Planner

Carmen Ouellette, Manager, Children Services Section

### Division Review



Ron Henderson  
Director, Citizen Services

WHEREAS the National Child Benefit Plan for 2006 has responded to the key recommendations put forth in the community consultation and outlines a plan for allocations for NCB dollars;

THEREFORE BE IT RESOLVED that the attached 2006 National Child Benefit Workplan as submitted be accepted and that the appropriate by-law be passed.

## Background

### Purpose:

The purpose of this report is to seek approval for the attached "2006 NCB Workplan" which outlines the spending priorities for the National Child Benefit (NCB) reinvestment fund for 2006 estimated at \$800,000.

2006 marks the eighth year for the National Child Benefit (NCB) reinvestment initiative in Greater Sudbury. Dollars are generated from the municipal portion (20%) of a fund created as a result of a claw back by the Province from each family in receipt of Ontario Works (OW) and Ontario Disability Service Program (ODSP) eligible to receive the Federal - National Child Benefit Supplement allowance. Given that the fund is generated by the number of families on social assistance, the annual fund will vary from one year to the next. Savings from this program must be reinvested and spent on child and family support programs in accordance with Provincial and Federal objectives and directives.

The City of Greater Sudbury, through the commitment and dedication of many community agencies, has been successful in developing and funding programs that respond to the following Provincial objectives:

- to help prevent and reduce the depth of child poverty; and
- to promote attachment to the workforce

In 2002 the City undertook a community consultation to determine which priorities should be highlighted for future NCB distribution. The consultation heard from both the "consumer" groups made up of parents in receipt of Ontario Works and "service provider" groups made up of directors and staff of agencies who work with low income families (including those agencies who currently receive NCB dollars to provide expanded services). The researchers gathered information on the views of all stakeholders regarding direct monetary support for clients as well as other strategies for spending on children's programs.

Based on the key recommendations made in the 2002 report entitled "NCB Community Consultation: Community Priorities for NCB Allocations", the NCB Advisory Committee responded by setting a series of targets which would gradually increase the percentage of NCB Dollars to be flowed directly to families, through the NCB Emergency Trust Fund and supports provided directly through the Ontario Works program.



Date: November 4, 2005

In 2005, 60% of the annual NCB budget was set aside for the NCB Emergency Trust Fund held by the Social Planning Council. Through this, more direct monetary support was given to families. This initiative alone saw over 1300 families receive a Winter Supplement. The rest of the funding was provided to community agencies to offer expanded services and programs.

### **Proposed Workplan 2006**

The 2006 workplan is based on a 2006 estimate for the NCB fund of \$800,000. Following through on the recommendations and responses of the community consultation, the workplan for 2006 includes an increase in direct monetary support to 75%.

A reduction of approximately 15% has been made to existing programs and services funded under NCB in order to make funding available to direct supports. In the proposed 2006 workplan, a separate allocation for medically necessary orthodontic needs has been discontinued as previous history has shown these costs were able to be covered through the allocation of \$10,000 for dental benefits.

**The following Community Projects have been renewed with a corresponding reduction in funding levels.**

- **Infant Food Bank:**  
a program operated by Our Children Our Future that meets the emergency needs of parents with very young children.
- **Healthy Eating: Good Food Program:**  
through this funding, Our Children Our Future makes healthy food available to pregnant women and families with young children through a "Good Food Bag" program in partnership with Poulton's Independent grocery store.
- **Positive Leisure Activities for Youth (PLAY) Program:**  
managed by the Human League Association, this program assists low income children with registration and equipment costs for sports, arts, culture and recreation programs.
- **Send-a-Kid-to-Camp Program:**  
Sudbury Manitoulin Children's Foundation manages this program which sends over 600 disadvantaged children to summer camp each year.
- **Rideshare:**  
through GEODE, this program provides low income families with transportation to medical appointments and child development programs using a combination of bus tickets, volunteer drivers and taxis.
- **Breakfast Clubs:**  
the Human League Association coordinates the many volunteer-run Breakfast Clubs in many area schools and community centres.

**Please see the attached Workplan Report for 2006 Allocations.**

Date: November 4, 2005

### **NCB- Future Funding Issues**

In the 2003 Provincial Election Campaign, the Liberal Party made a promise to stop “clawing back” the NCB amount from Ontario Works and ODSP clients, a move that would eliminate the City’s NCB fund entirely. The Provincial Government has been studying the issue and may release a plan to reduce or eliminate the NCB clawback at any time. The City of Greater Sudbury’s four year plan (currently in its fourth year) to increase direct supports to clients and reduce funding to programs was designed to gradually prepare programs for the eventual discontinuation of the NCB Fund. Should the clawback not be reduced or eliminated in the near future, the National Child Benefit (NCB) Advisory Committee will meet in 2006 to discuss any future allocations.

#### **Attachments:**

NCB Workplan 2006 Report

# **2006 National Child Benefit Workplan**

## **January 2006**

The National Child Benefit (NCB) Advisory Committee makes recommendations about the allocation of the City's NCB Reinvestment Fund. The following are some of the issues considered in the planning for 2006's NCB allocations, as well as an outline of the proposed allocations for 2006.

### **Shift to Direct Supports**

Following the NCB Community Consultation in November 2002 to determine community priorities for the future allocation of NCB dollars, the Children Services Section's NCB 2006 Workplan reflects the key recommendations to provide more direct monetary support to OW/ODSP clients. The Advisory Committee recommended that each year a target be set outlining the percentage of NCB dollars to go to direct supports to families through the NCB Emergency Trust Fund. It was recommended that the shift of allocations be done in a timely and orderly fashion, as follows:

2003 25% of the NCB Allocation  
2004 40% of the NCB Allocation  
2005 60% of the NCB Allocation  
2006 75% of the NCB Allocation  
2007 the NCB Advisory Committee will meet to discuss any future allocations

Internal programs which directly benefit OW/ODSP clients will be maintained, and community projects will be reduced gradually as the proportion of direct support increases.

### **Principles Guiding NCB Planning for 2006**

The allocation to direct monetary support for families on Ontario Works/ODSP is a difficult decision as it requires that funding to current NCB-funded programs be reduced accordingly over four years. In order to assist in making funding decisions, the NCB Advisory Committee developed the following set of principles for the allocation of NCB dollars which will guide how the required reductions will be administered. These principles are informed by the recommendations provided in the report "NCB Community Consultation: Community Priorities for NCB Allocations" and by the NCB Advisory Committee's experience administering the fund.

The following principles were developed as a basis for making decisions about the allocation of NCB dollars for 2003 and beyond:

- a. New projects should not be approved.
- b. Programs should not receive an increase over last year's allocation.
- c. Internal programs which serve only OW/ODSP clients should be reduced only if demand decreases.

- d. Programs funded should contribute to fulfilling clients' basic needs, including food, shelter, medical and household needs, recreation and transportation.
- e. Programs funded should be available for all/most OW/ODSP recipients.
- f. Reductions to core programs should be gradual and predictable.
- g. Some programs' funding may need to be discontinued if the program does not fit within the criteria.
- h. Programs that have a more stable funding base or better fundraising capacity may be reduced first.

The NCB Advisory Committee recognizes that this will be a difficult transition for programs who have been receiving NCB dollars over the last several years. However, it is important to listen to the feedback provided in the community consultation. It is also necessary to plan for the discontinuation of the NCB reinvestment funding program by the Provincial and/or Federal governments, which we predict may occur in the next several years.

### **Outreach**

Outreach efforts will be concentrated on OW/ODSP clients with direct outreach. For example, in each mailout for the Emergency Fund, an information sheet with details about all programs will be included, information will be available in the OW/ ODSP waiting room, and service providers working with families on Ontario Works will be provided with information and training on how to refer families to programs.

### **Annual Report**

Staff will prepare an annual report that describes the needs served through direct monetary supports and community programs. The report will be distributed to Council and will be available on the City's website.

### **Alternate funding for programs facing reductions**

CGS will consult with service providers currently receiving NCB funding to discuss alternate sources of funding and to provide for the development of sustainability plans. This will be an ongoing part of the City's relationship with service providers. This responsibility will also be shared by the Healthy Babies Coalition and the Mayor and Council's Children First Roundtable.

## Proposed NCB 2006 Allocations

<b>NCB 2006 Total Funding</b>	<b>\$800,000</b>
<b>Less **NCB Administration Costs to CGS</b>	<u><b>65,000</b></u>
	<b>\$735,000</b>

The 2006 Workplan proposes an allocation of \$800,000, based on a conservative estimate of revenues to this fund for 2005, minus the NCB administration costs to the city for a total of \$735,000. If revenues exceed than \$800,000, any additional monies would be directed to the Emergency Trust Fund.

### **Direct Supports \$551,250**

To meet the target of allocating at least 75% to direct supports for families, \$397,750 will be allocated to the Emergency Trust Fund held by the Social Planning Council and \$115,000 will be used by the Ontario Works Division to pay directly for supports for families on OW or ODSP.

The Emergency Trust funding will be distributed directly by the Social Planning Council to families through a direct mailout in 2006/07. The workplan also allocates funding of \$38,500 to the Social Planning Council to cover the administration and staffing costs of distributing the funding.

Ontario Works internally-funded programs include direct payment for cribs, washing machines, children's beds, medical items, infant supplies, prenatal vitamins, orthodontic work for children, supports for young parents, and dental benefits for families in receipt of Ontario Works. A separate allocation for medically necessary orthodontic needs has been discontinued as previous history has shown these costs were able to be covered through the allocation of \$10,000 for dental benefits.

### **Direct Supports through Ontario Works/ ODSP**

<b>Internal Programs</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
LEAP/ Opportunities for Parents (supports for young parents to complete secondary school)	\$32,000	\$32,000	\$30,000
Dental benefits to youth not currently included in dental plans and medically necessary orthodontic work for children	\$10,000	\$10,000	\$10,000
An additional amount will be earmarked to pay the 20% portion for children with the most serious medically necessary orthodontic needs	no allocation	\$5,000	no allocation
Discretionary Items (Cribs, children's beds, infant layette, prenatal vitamins, medical items, washing machine, stove)	\$75,000	\$75,000	\$75,000
	<b>\$117,000</b>	<b>\$122,000</b>	<b>\$115,000</b>

**Community Programs****\$183,750**

In order to meet the 75% target, funding reductions have been made to programs currently funded by NCB according to the principles set out above.

**The following existing programs will see reductions of approximately 15% in their funding for 2006:**

<b>Program</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
<b>Infant Food Bank:</b> a program operated by Our Children Our Future that meets the emergency needs of parents with very young children.	\$8,500	\$7,800	\$6,600
<b>Healthy Eating: Good Food Program,</b> Our Children Our Future. Through this funding, Our Children Our Future makes healthy food available to pregnant women and families with young children through a "Good Food Bag" program in partnership with a local grocery store.	\$17,000	\$15,600	\$13,240
<b>Positive Leisure Activities for Youth (PLAY) Program,</b> Human League Association. This program assists low income children with registration and equipment costs for sports, arts, culture and recreation programs.	\$63,750	\$58,400	\$49,550
<b>Send-a-Kid-to-Camp Program,</b> Sudbury Manitoulin Children's Foundation. This program sends around 700 disadvantaged children to summer camp each year.	\$32,300	\$29,600	\$25,130
<b>Rideshare GEODE.</b> This program provides low income families with transportation to medical appointments and child development programs using a combination of bus tickets, volunteer drivers and taxis.	\$59,500	\$54,500	\$46,270
<b>A Morning Start- Breakfast Clubs,</b> Human League Association. This program supports volunteer-run Breakfast Clubs in many area schools and community centres.	\$55,250	\$50,600	\$42,960
<b>TOTAL</b>	<b>\$236,300</b>	<b>\$216,500</b>	<b>\$183,750</b>