

Priorities
Committee
Agenda

to be held on
Wednesday, Sept. 11th, 2002
at
7:00 p.m.

**Deputy Mayor
Ron Dupuis
Chair**



**Community
Viability
Committee**

**Councillor
Lionel Lalonde
Vice-Chair**



**Public &
Intergovernmental
Affairs Committee**



**Finance & Program
Accountability
Committee**



Priorities Committee AGENDA

**THIRD MEETING OF THE PRIORITIES COMMITTEE
TO BE HELD ON WEDNESDAY, 2002-09-11
AT 7:00 P.M. IN THE COUNCIL CHAMBER
TOM DAVIES SQUARE, 200 BRADY STREET, SUDBURY**

(PLEASE ENSURE CELL PHONES AND PAGERS ARE TURNED OFF)

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DEPUTY MAYOR DUPUIS, IN THE CHAIR

MOMENT OF SILENCE:

**IN REMEMBRANCE OF THE EVENTS AND VICTIMS OF
SEPTEMBER 11TH, 2001**

1. Declarations of Pecuniary Interest
2. **MOTION** to move into Sub-Committees.

ANY ITEMS NOT DEALT WITH BY THE ADJOURNMENT HOUR OF 10:00 P.M. WILL BE CARRIED OVER TO THE WEDNESDAY, SEPTEMBER 25TH, 2002 MEETING OF THE PRIORITIES COMMITTEE.

FINANCIAL & PROGRAM ACCOUNTABILITY: DEPUTY MAYOR GAINER, CHAIR

DELEGATIONS

3. Presentation of Phase 2 - Long Term Financial Plan
(FOR INFORMATION) {OVERHEAD PRESENTATION}

- John Hughes (Hemson Consulting Ltd.)

4. Presentation of Treasurer's and Auditors' Report for the year ended December 31, 2001.
{FINANCIAL REPORT UNDER SEPARATE COVER}

CITY AUDITORS: - KPMG
- Collins Barrow-Maheu Noiseux
- Freelandt Caldwell Reilly

(FOR INFORMATION) {OVERHEAD PRESENTATION}

Auditors from all three firms will be in attendance if Members of Council have any questions.

MINUTES

5. Report No. 2, Finance & Efficiencies Sub-Committee Minutes of August 12th, 2002.
(RECOMMENDATION)

1-19

RECOMMENDATION:

THAT Report No. 2, Finance & Efficiencies Sub-Committee Minutes of August 12th, 2002 be received.

Upon completion of the above items, the Financial & Program Accountability Committee will adjourn.

MOTION to move into Community Viability Committee.

COMMUNITY VIABILITY: COUNCILLOR PETRYNA, CHAIR

DELEGATIONS

6. Letter dated 2002-08-14 from Judith Andrew, Vice President, Ontario, Canadian Federation of Independent Business regarding request to appear before the Priorities Committee regarding small business issues and concerns that impinge on local economic development.

(FOR INFORMATION)

20-22

- Judith Andrew, Vice President, Ontario, CFIB
- Minali Prem, Ontario Policy Analyst, CFIB

MANAGERS' REPORTS

7. Report dated 2002-08-23 from the General Manager of Economic Development & Planning Services regarding Animal Control By-law.

23-38

RECOMMENDATION

That Council approve staff recommendations contained within this report and direct staff to prepare an Animal Control By-law for council accordingly, to come into effect January 1st, 2003.

8. Report dated 2002-08-27, with attachment, from the General Manager, Corporate Services and Acting General Manager, Emergency Services regarding Proposed Coat of Arms and Motto for the City of Greater Sudbury.

39-44

RECOMMENDATION:

THAT the Canadian Heraldic Authority be requested to proceed with artwork for the design of a Coat of Arms, Flag and Badge for the City of Greater Sudbury based on the preliminary description set out in the Report of the General Manager of Corporate Services;

AND THAT the motto for the City of Greater Sudbury be **"COME, LET US BUILD TOGETHER"** and that same be translated into Latin;

AND FURTHER THAT the City Clerk be directed to prepare a Policy respecting the use of the Corporate Coat of Arms, Flag and Badge.

CORRESPONDENCE FOR INFORMATION ONLY

9. Report dated 2002-08-30, with attachments, from the General Manager of Public Works regarding Minimum Maintenance Standards for Municipal Highways.
(FOR INFORMATION)

45-53

Upon completion of the above items, the Community Viability Committee will adjourn.

MOTION to move into Public & Intergovernmental Affairs Committee.

PUBLIC & INTERGOVERNMENTAL AFFAIRS COMMITTEE: COUNCILLOR COURTEMANCHE

DELEGATIONS

10. Letter dated 2002-08-12 from Rachel E. Proulx, Chair, Super Cities Walk 2002 regarding 9th Annual Super Cities Walk to take place on Sunday, September 15th, 2002 at Science North.

(FOR INFORMATION)

54

- Joanne Nother, Chair, 2002 Super Cities Walk

Upon completion of the above items, the Public & Intergovernmental Affairs Committee will adjourn.

MOTION to move into Priorities Committee.

PRIORITIES COMMITTEE: DEPUTY MAYOR DUPUIS, IN THE CHAIR

(At this point in the Meeting, the Chair of the Priorities Committee will call upon each of the Chairs to rise and report on all matters dealt with by each Committee. The priorities Committee will then consider and vote on any recommendations considered by the Committees. If there are no questions or debate on the recommendations, then one motion will be presented to adopt all the recommendations.)

11. REPORTS OF COMMITTEE CHAIRS AND CONSIDERATION OF RECOMMENDATIONS BY PRIORITIES COMMITTEE:

- (1) Deputy Mayor Gainer, Chair, Financial & Program Accountability Committee.
- (2) Councillor Petryna, Chair, Community Viability Committee.
- (3) Councillor Courtemanche, Chair, Public & Intergovernmental Affairs Committee.

12. ADJOURNMENT: 10:00 P.M.

2002-09-06

**DEPUTY MAYOR RON DUPUIS,
CHAIR**

**GLORIA WARD
COUNCIL SECRETARY**

Finance & Program Accountability Committee

**Deputy Mayor Eldon Gainer, Chair
Councillor Austin Davey, Vice-Chair**

**THE SECOND MEETING OF THE FINANCE AND EFFICIENCIES SUB-COMMITTEE
OF THE CITY OF GREATER SUDBURY**

Committee Room C-40
Tom Davies Square

Monday, August 12th, 2002
Commencement: 10:30 a.m.
Adjournment: 12:40 p.m.

COUNCILLOR TED CALLAGHAN PRESIDING

Present Councillors Bradley, Dupuis

Staff M. Mieto, Acting CAO; D. Wuksinic, GM Corporate Services and Acting GM Emergency Services; D. Belisle, GM Public Works; B. Mangiardi, Director of Information Technology; G. Moreau, Manager of Business Applications; S. Jonasson, Director of Finance/City Treasurer; D. Mathe, Manager of Supplies & Services; K. Bowschar-Lische, Planning Committee Secretary

Declarations of Pecuniary Interest None declared.

Opening Comments The Chair opened the meeting and welcomed everyone. He said that he was satisfied in reviewing the current Agenda that all requisitions from the June meeting were contained therein.

Presentation by Ron Begg, Partner in Jackson Begg Ltd. Mr. Bruno Mangiardi, Director of Information Technology, introduced Mr. Ron Begg, Consultant with Jackson Begg Ltd. Mr. Begg was hired to assist in the implementation of the ERP Project at the City of Greater Sudbury.

Following Mr. Begg's Presentation to the Committee, extensive discussion took place regarding the ERP Project and the adequacy of human resources within the Information Technology Division. (A copy of Mr. Begg's Presentation was provided to all Members of Council.)

Next Meeting The Committee agreed that Items #3 to 8 of the current Agenda would be reviewed at the next Finance and Efficiencies Committee Meeting.

Adjournment 2002-02 Dupuis-Bradley: That we do now adjourn.
TIME: 12:40 p.m.

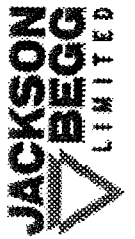
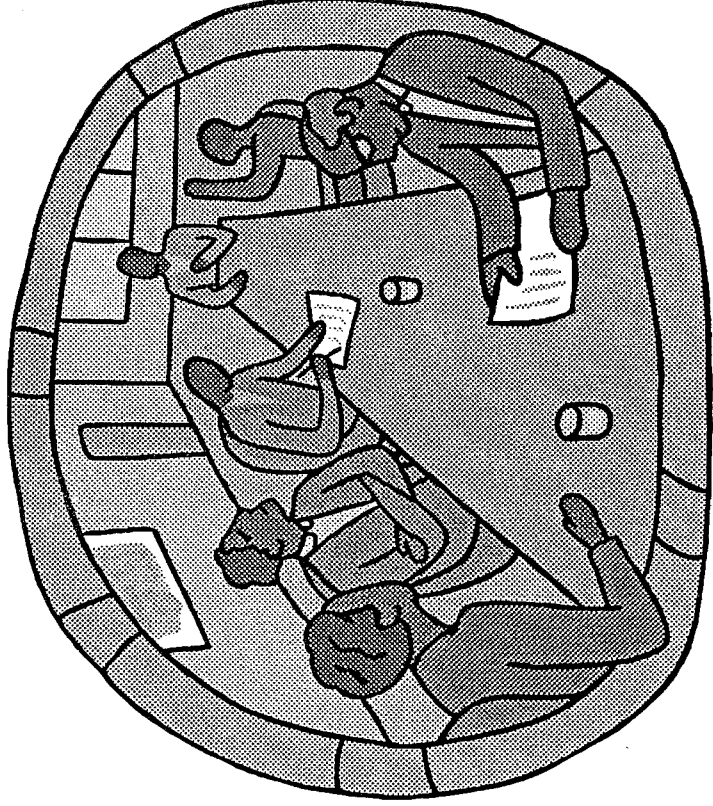
CARRIED

CHAIR

SECRETARY

City of Greater Sudbury

ERP System Review & Update



August 12, 2002

Introductions

- Ron Begg
- Municipal systems consultant
- 13 Years in Ontario local governments
- Worked with Sudbury as well as others
 - who have gone the ERP route (York Region, Kingston)
 - who have chosen non-ERP solutions (Timmins, North Bay, Simcoe County...)

Agenda

- What is an ERP
- What is PeopleSoft
- How was PeopleSoft selected?
- Special challenges at Sudbury
- Others' experiences
- Conclusions

What is an ERP?

- ERP stands for "Enterprise Resource Planning" -- meant to:
 - manage all resources to deliver the corporation's products/services (human and material resources)
 - be flexible enough to be usable through corporate re-organizations (avoid large replacement projects)
- So - ERPs tend to be both big and complex to address both objectives

What is an ERP?

➤ Benefits

- Can handle a variety of complex processes (don't need a number of small specialized systems)
- Can keep data with enough detail to support a variety of reporting and analytical needs
- Integrates all the information in one place – supports more comprehensive decision making

What is an ERP?

➤ Drawbacks

- Large and complex means implementation is also large and complex
- Extending the system's "install life" implies that its constantly changing – which requires dedicated, trained internal resources
- Implementations challenge organizations' ability to organize and deliver

What is PeopleSoft

- One of the major players in the ERP market with SAP. Others are Oracle Financials, Baan, JD Edwards.
- ERPs have become “templated” to get around the large implementation budgets, Deloitte has built municipal templates and has a “municipal team” of consultants.

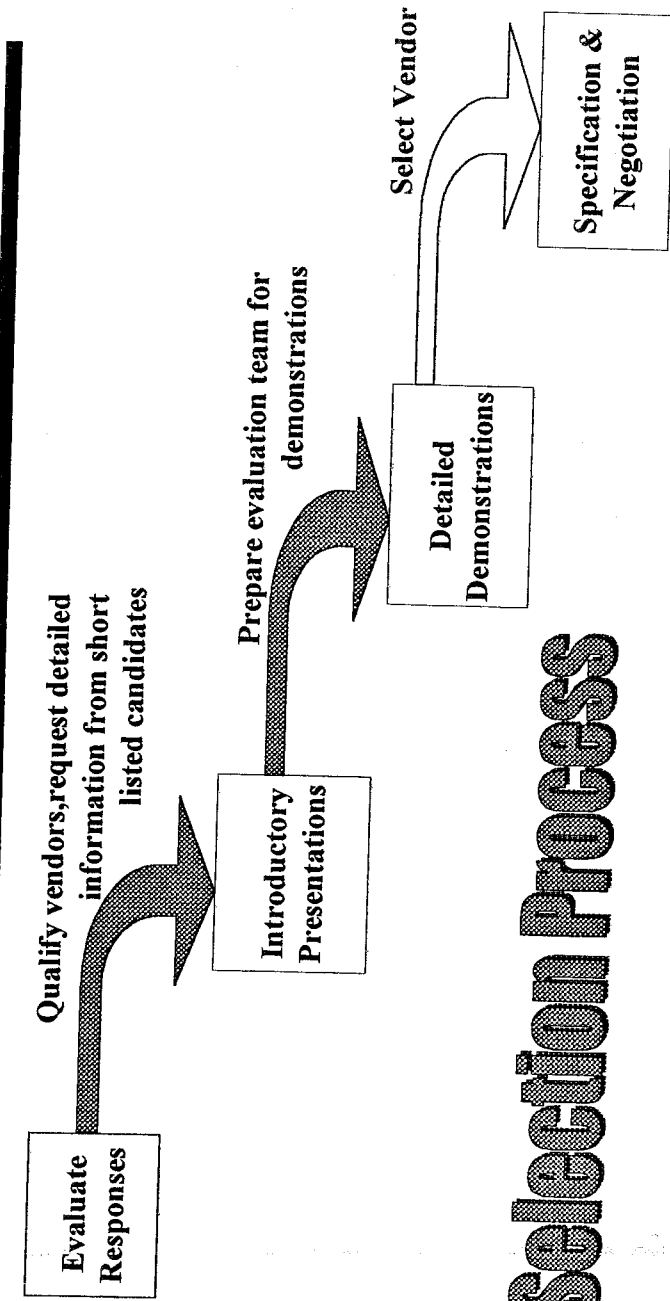
What is PeopleSoft

- ERPs used in Ontario
 - PeopleSoft: Hamilton, Kingston, York, Brampton, Durham, Windsor, Waterloo (City), Oshawa, Kitchener (HR only), Mississauga (HR only)
 - SAP: Toronto, Ottawa, Halton, Burlington, Mississauga, Thunder Bay
 - JD Edwards: London, Vaughan, Brantford, Guelph, Ajax

Selection Process

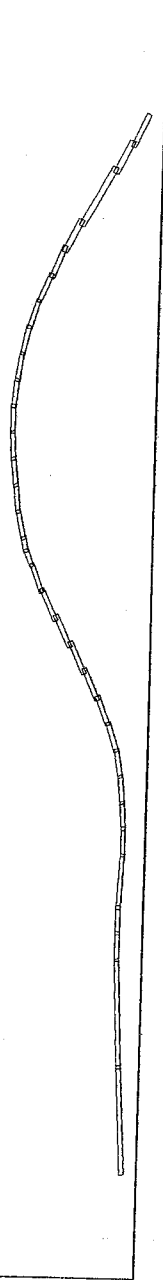
- Looking for software and implementation services together
 - Open front end
 - First cut based on corporate attributes
 - Second cut on approach, details, implementation methods/capability
 - Final cut on detailed demonstrations
- Didn't go looking for "ERP" – went looking for Financials and HRMS.

Selection Process



Selection Process

Evaluation Team Size



Selection Process

- Respondents
 - Deloitte (PeopleSoft), CMS, CompuPower, IBS, Optimum (SAP), Oracle – JD Edwards reply was late
- Short list
 - Deloitte (PeopleSoft), CompuPower, Optimum (SAP), Oracle
- Finalists
 - Deloitte (PeopleSoft), Optimum (SAP)

Sudbury experience

- Implemented during amalgamation
 - Worst possible time to do this, but typical for Ontario because of funding availability and changing organizational needs (Hamilton, Toronto, Kingston)
- Unable to commit sufficient staff numbers and time to the project
 - Especially true for Finance management who were pulled in many different directions
 - IT staff doing double duty for the most part

Sudbury experience

- Insufficient understanding of how to configure system to Sudbury specs
 - Directly related to resource time
 - Add in organization changes that make the "spec" unclear because it's new or changing
- Insufficient technical knowledge and time
 - Directly related to resource time

Others' experiences

- The same as Sudbury
 - Details differ depending on particulars of internal skill sets and organizational stability
 - If anything, Sudbury had better "fall back" positions because it supports the legacy systems internally (no reliance on another vendor for resource timing and technical support)

Conclusions

- "Almost there"
 - Financials live; HRMS to go live next (most configuration/testing done)
 - Finance management more involved in decisions and issues, taking over leadership role
- Still early stages
 - Have replaced most legacy functions but not really at the point where the benefits will show up
 - Management needs to understand enough about their requirements and system capability to match the two

Conclusions

- Decision to dedicate Finance team to manage ERP is consistent with others', and necessary (if a bit late...)
- IT resources insufficient
 - self sufficiency is critical to controlling upgrade consulting costs (currently about \$1MM per upgrade if not self sufficient enough)

Conclusions

- Moving ahead
 - Continue to dedicate time to the system
 - Make more efficient use of it
 - Make more extensive use of it
 - Become self sufficient (avoid large consulting expenses for system changes and upgrades)

Questions & Discussion



Community Viability Committee

**Councillor Mike Petryna, Chair
Councillor Louise Portelance, Vice-Chair**



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Fax: 416-222-4337
www.cfib.ca

**100,000 members strong
...and growing**

RECEIVED

AUG 14 2002

CLERKS - DEPT.

August 14, 2002

Mr. Thom Mowry, City Clerk
Sudbury Regional Municipality
Greater Sudbury
Tom Davies Square
200 Brady St.
Sudbury, ON
P3A 5P3

Dear Mr. Mowry:

Re: Request to Appear before City Council on September 12

CFIB is a national business organization which represents over 100,000 small- and medium-size enterprises (SME) nation wide, and over 400 of our members do business in Sudbury. As the Mayor and Council will know, small- and medium-size businesses are the backbone of the local economy and the key job creators there.

I will be in Sudbury on September 12 and together with our Ontario Policy Analyst, Minali Prem, will appreciate an opportunity to make a presentation to City Council covering small business issues and concerns that impinge on local economic development. Our presentation will be based on the extensive survey research we conduct with our SME members in respect of local and provincial policies.

My colleague, Stephanie Stoyko will be in further touch regarding the arrangements.

Sincerely,

Judith Andrew
Vice President, Ontario

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- news releases
- media coordinators
- media roundup
- spokespersons
- speaking engagements
- meetings
- daily mandate (members only)
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- videos
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Ontario

Canadian Federation of Independent Business



Biography for:

Judith Andrew
Title:
Vice-President
Ontario

From June 1982 to date, Judith Andrew has been with the Canadian Federation of Independent Business. Appointed Vice-President, Ontario in January 1999,

Ms. Andrew is the Federation's lead representative before the Ontario government.

Ms. Andrew held several positions in the Federation's research and legislative departments before assuming her current post.

Prior to joining the CFIB, Ms. Andrew pursued a management career in the banking industry.

Judith Andrew holds a B. Comm (University of Toronto, 1979) and an MBA (York University/exchange Laval University, 1982). She completed the Canadian Securities Course (Investment Dealers' Association) in 1983.

Ms. Andrew has also represented CFIB's 40,000 Ontario member businesses through various appointments: Ontario Task Force on Hours of Work and Overtime 1986-87; Small Business Task Force, Advisory Council on Occupational Health and Safety, 1988; Ontario Attorney General's Advisory Committee on Class Actions, 1989; Minister of Consumer and Commercial Relation's Panel on revisions to consumer protection legislation, 1989 and subsequent years; Board of Directors Workplace Health and Safety Agency, 1990-92; Minister's Advisory Committee on Employment Equity, 1992-93; Review Panel on Workplace Health and Safety, 1995; Advisory Committee to Red Tape Review, 1996; Strategic

Advisors for the Ontario Ministry of Education and Training "Building Our New Directions", 1997; Safe Communities Foundation Advisory Committee, 1997 (ongoing).

Ms. Andrew currently holds the position of Vice Chair of the Employers' Council of Ontario, a business coalition on workplace safety and insurance, to which CFIB actively contributes.

Ms. Andrew is the author of numerous CFIB briefs and reports on a wide range of issues affecting small- and medium-sized firms.

CFIB is a non-profit, non-partisan political action organization with 100,000 member businesses across Canada.

Request for Recommendation Priorities Committee



Type of Decision

Meeting Date	September 11 th , 2002				Report Date	August 23 rd , 2002			
Recommendation		Yes	<input checked="" type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Sub-Committee Check-Off

Please indicate which sub-committee will deal with this issue			
Community Viability	<input checked="" type="checkbox"/>	Public & Intergovernmental Affairs	Financial & Program Accountability

Report Title

Animal Control By-Law Recommendations

Policy Implications + Budget Impact

This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified

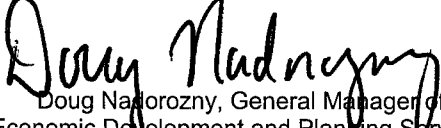
Background attached

Recommendation

That Council approve staff recommendations contained within this report and direct staff to prepare an Animal Control By-law for Council accordingly, to come into effect January 1st, 2003

Recommendation attached

Recommended by the General Manager


Doug Nadrozny, General Manager of
Economic Development and Planning Services

Recommended by the C.A.O.


Mark Mieto
Acting Chief Administrative Officer

Report Authored By

Bryan Gutjahr
Manager, By-Law Enforcement Services

Division Review

W. E. Lautenbach
Director of Planning Services

HISTORY

At the October 25th, 2001 Council Meeting, Council was presented with a draft Animal Control By-Law. It was staff's recommendation that Council enact the draft by-law which had been prepared after reviewing existing by-laws and the Animal Control By-laws of other municipalities. **This by-law would amalgamate the six existing by-laws currently in place.**

Council decided that further review was needed and public input would be of assistance.

A public input meeting was held on Wednesday, December 5th, 2001, and the public addressed Council regarding Animal Control and the draft by-law. Approximately 150 people came to the public input meeting, and over 40 people addressed Council. As a result of this public meeting Council established an Animal Control Advisory Panel consisting of members of the public who could offer their assistance in reviewing the draft by-law and advise on improvements.

The panel included members of organizations such as P.A.L.S. (Prevent a Litter Sudbury), Ontario S.P.C.A., The Sudbury Veterinarian Association, a breeder, a kennel owner.

The list of applicants and their resumes were submitted to Council to chose the six citizens to be appointed. Council appointed 15 citizens to the panel as well as requesting Councillor Dupuis to be the Council representative.

The Animal Control Advisory Panel was comprised of the following:

<p>Councillor R. Dupuis, Chair</p> <p>Staff: R. Swiddle, City Solicitor C. Dawe, Assistant City Solicitor H. Salter, Deputy City Solicitor B. Gutjahr, Manager of By-Law Enforcement Services D. Trottier, Secretary</p>	<p>Members:</p> <p>Elizabeth Dornbush Natalie Doyon Norma Fitzgerald Heather Grigor Les Henderson Rod M. Jouppi Mark Masterson Alison F. McAllister Albert Nesseth Richard Paquette, Sr. Jill Pessot Patricia Ross Darren J. Stinson Joyce Stromberg Jeff Vaillancourt</p>
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Over the course of the winter and spring of 2002, five meetings were held with the panel and staff to review the draft by-law and to make recommendations on the key points brought out during the public meeting in December.

The following issues were raised during the public meeting. These issues were discussed by the Animal Control Advisory Panel. Staff recommendations and comments on these discussions were as follows.

ISSUE: NOISE CONTROL

Panel Comments

- This issue is addressed well in the draft by-law and should remain.

Staff Comment/Recommendation

- The draft Animal Control By-law #2001-250, Part XII, Section 21 states:

“The owner of a dog or a cat shall not permit or allow the dog or cat to make or continue to make any sound which has the effect of disturbing the peace, quiet, comfort or repose of any individual.”

This section was briefly discussed by the panel and it was decided that the wording should remain.

ISSUE: LICENSING/REGISTRATION IMPLEMENTATION

Panel Comments

- Review licensing/registration system and work toward internet applications.
- Licensing/registration year to run from January 1st to December 31st.
- The term licensing to be changed to registration.

Staff Comment/Recommendation

For uniformity, have licensing/registration run from January 1st to December 31st. The by-law should address the registration of both dogs and cats and remove any reference to the term licensing of dogs and cats.

In the future, staff will review possibility of having applications for registration of dogs and cats internet accessible.

ISSUE: REGISTRATION OF CATS

Panel Comments

The registration of cats would be a means of identification and the return to owners which means less euthanization. Owners of cats would be more responsible for their pet.

Staff Comment/Recommendation

The registration of cats would be a benefit to the community. It allows for better control by way of record keeping and it would mean that registered stray cats would be returned to the owner rather than being impounded and possibly euthanized. The registration fee would partially offset added cost of enforcement and control.

It is recommended that the registration of cats be included in the by-law.

ISSUE: REGISTRATION FEES

Panel Comments

- Registration fees to be used for spay/neuter program.
- Reduce fee by 50% if purchased after October 1st.
- Higher registration fee if dog or cat is not spayed/neutered.
- Exemption for dog and cat foster homes.
- Review implementation of micro-chipping for cats.
- Lower cost for cat registration.

ISSUE: REGISTRATION FEES...continued

It was felt by the panel that in order to control animal populations the City should promote the spaying/neutering of dogs and cats. Registration fees should be reduced by 50% upon proof that the dog or cat is spayed/neutered. Reduced rates should also be implemented for seniors and the disabled.

Staff Comment/Recommendation

If one acquires a dog or cat after October 1st and applies for registration, then the registration fee should be reduced by 50%. This provision is currently contained in other by-laws and could be implemented in this by-law.

It was felt that some cat owners would not want their pets wearing identification tags therefore an alternative would be to offer micro-chipping as well as a tag. With this alternative staff would be required to be in possession of a scanner and scan all strays found. The downside of micro-chipping is it does not allow the Animal Control Officer the ability to see at a distance if the dog or cat is currently registered and a physical scanning would have to be performed. With the current tag system the officer can observe if an animal is registered simply by driving by. If no tag is observed the owner is advised to purchase a tag. It is recommended that dogs wear a registration tag and cats owners must purchase a tag but have the option of also micro-chipping their pet.

The panel recommended registration fees to be used for spay/neuter program, if implemented this would reduce the amount of revenue used to offset the cost of animal control which translates into increase costs to the city. Staff does not recommend this revenue be used for a spay/neuter program. The City does promote spaying/neutering by way of media and pamphlet distribution. Staff also recommends that a surcharge be added to the cost of registration if purchased after January 31st of the registration year.

It is recommended that a yearly registration fee of \$30.00 be implemented with a 50% reduction for spay/neuter animals. A surcharge of \$10.00 be added if renewal purchased after January 31st of the licencing year. This will act as an incentive to obtain pet registrations.

ISSUE: KENNELS

- Introduce provision in by-law that speaks to individuals who breed dogs and cats in their homes.
- Ministry of Agriculture is responsible for inspection of kennels.
- Deal with people that sell animals through the newspaper.

ISSUE: KENNELS...continued

Staff Comment/Recommendation

The Ministry of Agriculture governs kennel operations. If the City began to address kennel operations and conditions, this would be a duplication of provincial responsibility.

The licensing of kennels should be removed from the Animal Control By-law and addressed in the licensing of businesses by-law. There should be a provision in this by-law that kennel operators produce provincial approval before a municipal licence is issued.

Kennel locations are governed by current Zoning By-laws.

ISSUE: NUMBER OF ANIMALS KEPT

Panel Comments

- Distinction between rural and urban areas.
- Distinction between single residential and multiple family buildings.
- Combination of animals kept - maximum allowed.
- Care of animals rather than numbers allowed.
- If financially sound and animal well cared for there should be no limits.
- Limit of 2 dogs and 2 cats too restrictive.
- Should have restrictions on numbers.
- Address numbers to protect those citizens who do not own animals.

This topic was thoroughly discussed by the panel and several ideas were brought forward. The panel was split on this topic but the majority favoured introducing a standard of care rather than a limit. Some panel members did see the need for limits.

When discussing this topic, the panel seemed to be concerned more for the animals rights rather than the non-pet owners personal and property rights. They believed that if a standard of care was in the by-law and complied to then an individual should be allowed any number of dogs and cats.

Staff Comment/Recommendation

Currently, in the most areas of the City of Greater Sudbury, the limits are 2 dogs and 2 cats. Walden allows for 3 dogs and 2 cats and Valley East allows for 6 dogs in rural areas. Licensing statistics show that there are very few individuals in Walden or Valley East that have licenced three dogs or six dogs respectively. The majority of owners licence 1 - 2 dogs throughout the city.

ISSUE: NUMBER OF ANIMALS KEPT...continued

Staff Comment/Recommendation

Unrestricted numbers will allow individuals to own unlimited dogs and cats. With existing limits the former City of Sudbury is receiving numerous barking dog complaints and if there were no limits the amount of enforcement time needed would increase substantially. As an example, in the former City of Sudbury, in 2001 there were 184 complaints regarding barking dogs and until the end of July this year there have been 156 complaints/

The Animal Control By-law is a by-law to control animals and provide protection for persons and properties. The restrictions on numbers of pets varies greatly throughout the Province, refer to Schedule B (attached) for comparison.

Introducing a standard of care is possible, however the care and protection of animals is a responsibility of the Ontario Society for the Protection and Care of Animals. If City staff observe an instance of animal abuse, the S.P.C.A. is notified immediately. The S.P.C.A. legislation is written to give it substantial powers to correct improper situations.

If a standard of care for every future owner is introduced into the By-law, considerable enforcement tools would be needed.

Staff recommends there be restrictions on the numbers of dogs and cats kept by an individual. The restrictions should stay the same with a combination of dogs and cats allowed to a maximum of 2 dogs, i.e. 2 dogs and 2 cats, 1 dog and 3 cats, 4 cats. An increased number may be feasible in rural areas if used for farming practices, but this is not recommended because of enforcement difficulties.

ISSUE: GRANDFATHERING OF NUMBERS OF PETS

Panel Comments

- If an animal is registered now then pet ownership should be grandfathered.
- People shouldn't have to get rid of their pets.
- Some people are in violation of current limits - especially cats.
- Excess numbers should be registered.

Staff Comment/Recommendation

In order to be grandfathered, a pet would have to have been legal prior to passing of the by-law. It is recognized that some people illegally have more pets than are permitted under current restrictions. If limits are continued, then a registration program will have to be implemented to give pet owners an opportunity to register their additional pets with the city. Over time these pet owners must comply with number restrictions in place. The majority of pet owners do comply with current restrictions so this registration will only affect limited owners.

ISSUE: GRANDFATHERING OF NUMBERS OF PETS...continued

Staff Comment/Recommendation

Staff recommends a grandfathering clause be included in the by-law for legal pets (amount permitted as per existing by-laws) only and pet owners be given an opportunity to register their pets with the city until the end of this year.

ISSUE: IMPOUND PERIOD

Panel Comments

- The Animal Research Act calls for a minimum 72 hour impound period. This allows owners sufficient time to claim their pets.
- The City can apply to the Ministry for an extension of this time limit.
- Most owners intend to redeem their pets and do so within 72 hours.
- Favour 5 day impound period.
- Pounds should not be permitted to adopt animals unless spayed/neutered.
- Cost of keeping animals should be covered by adoption fees.
- Veterinaries should be consulted prior to euthanization.

Staff Comment/Recommendation

The current impound period used by the City is 72 hours. After this time the City signs over the animal to the pound keeper. The pound keeper then decides to adopt the animal or euthanize it. It is up to the pound keepers to decide the fate of the animal. Not all animals are fit to be adopted such as vicious dogs or cats, or old or sick animals.

Most animals are claimed by their owners within the 72 hour impound period. Increasing the impound period is possible however there is an added cost of \$10.00 a day per animal (boarding fee).

This would be an increased cost to the City of approximately \$10,000.00 per year/per added day of impound.

Staff recommends that the impound period for animals remain at 72 hours.

ISSUE: EUTHANIZATION

Panel Comments

- Veterinarian should examine animals prior to euthanization
- Agencies permitted to adopt animals prior to euthanization.

ISSUE: EUTHANIZATION ...continued

Staff Comment/Recommendation

Currently, pounds are responsible for euthanization and disposal of animals. Pound keepers make the decision whether to adopt or euthanize. Having a veterinarian examine each animal prior to adoption or euthanization will be a major additional city expense.

Staff recommend that the signing over of animals continue. The pound keeper then has the opportunity to adopt this animal out. If the pound keeper does not choose to adopt then other agencies such as PALS may have the opportunity to adopt these animals at a cost set by the pound keeper.

Looking at a program that would allow special interest groups the first opportunity to adopt unwanted animals could be addressed in pound contract. It is recommended that this occur.

ISSUE: SPAY/NEUTER

Panel Comments

- Larger difference in registration fees.
- If impounded animal is not spayed/neutered then a larger impound fee.
- Spay/neuter should be compulsory.
- Use registration fees to assist with spay/neuter program (PALS).
- Animals must be spayed/neutered prior to adoption.

Staff Comment/Recommendation

- Implement a fee structure to reflect a difference between altered and unaltered dogs and cats.
- The fee should be such that it is an incentive to have dog or cat altered. Other municipalities such as Hamilton, Timmins and Ottawa have the fee structure in place. (*REFER TO "SCHEDULE A".....attached*)

Council should be aware that current licence fees do not cover the cost of administration and enforcement of animal control. Current costs are in the area of \$400,000.00 while licensing fees generate approximately \$130,000.00.

Increasing licensing fees for unaltered dogs and cats may have a negative effect on revenue generation. If fees are too high fewer licences will be sold.

Council could consider subsidizing special interest groups such as P.A.L.S. (Prevent a Litter Sudbury) to assist in their spay/neuter programs. The more animals spayed/neutered means more control over animal populations.

ISSUE: SPAY/NEUTER...continued

Staff Comment/Recommendation

After the required 72 hour impound period, the City signs over possession of dogs and cats to the pound keeper. The pound keeper then decides whether to adopt this animal or euthanize. The panel discussed that perhaps it be mandatory that all dogs and cats be sterilized prior to adoption. This would mean the cost of sterilization would be added to any adoption cost. This idea will have to be addressed when pound services are tendered out.

It is recommended that a fee structure be created to reflect a 50% reduction for the registration of dogs and cats that are altered. Registration fees should not be increased substantially for unaltered dogs or cats as this may be a deterrent to purchase a registration tag. The City currently promotes the benefits of spaying/neutering of pets by way of brochures and pamphlets and it is recommended that this continue with a possibility of enhancement if funds become available.

ISSUE: EDUCATION

Panel Comments

- City should pay to advertise information on noise control, Stoop and Scoop and care of animals.
- Rabies is under the jurisdiction of the Health Unit.
- Include Animal Control on City web site
- Educate children in schools on animal care and humane treatment.
- OSPCA has this program but no staff to provide service.

Staff Comment/Recommendation

Currently the City distributes flyers with information on animal care. These flyers are distributed by mail, newspapers and city Animal Control Officers. There is insufficient staff and funding to introduce educational programs in schools.

It is recommended that the City continue to distribute flyers and use the media to promote animal care, animal registration and spaying/neutering.

Introducing Animal Control information on the By-Law Enforcement Website is possible and will be reviewed with the Information Technology Section.

ISSUE: HUMANE CARE OF ANIMALS

Panel Comments

- Should the city set standard of care for animals?
- Animal shelters are already mandated by the Pounds Act.
- City should inspect shelters to ensure standards.
- Care provisions should be included in by-law.

Report: Animal Control By-law Report

Date: September 11th, 2002

Page #11

ISSUE: HUMANE CARE OF ANIMALS...continued

Staff Comment/Recommendation

Kennel inspections are done by the Ministry. There are provisions in the Pounds Act to ensure kennels are kept at certain standards.

The panel suggested some provisions of care could be introduced into the by-law such as providing shelter, and food and water.

The Ontario Society for the Prevention of Cruelty to Animals is currently mandated to provide protection for animals in need of care. They will investigate instance of abuse or lack of care. Inspectors with the O.S.P.C.A. are empowered to take strict action against anyone found abusing animals.

Care provisions could be introduced into the by-law, however this will be a major enhancement of current enforcement and would be major additional costs.

It is recommended that kennel inspections remain the responsibility of the Province. If however Council decides the City should become involved, then provisions might be included in the Licensing By-law that set a certain standard for kennels.

ISSUE: PROHIBIT VARIOUS BREEDS

Panel Comments

- Very difficult to do.
- Should deal with dangerous dogs.
- Exotic species to include, ie., tigers

Staff Comment/Recommendation

At the current time there has not been a problem experienced with certain breeds of dog. Other municipalities have introduced prohibitive legislation restricting certain breeds.

Council may wish to review this subject in the future. No prohibitions on dog or cat breeds are recommended. However it is recommended that a dangerous dog provision be reviewed and introduced into the by-law.

CONCLUSION

If Council provides direction on the passage of a by-law as outlined in this report, staff will commence an advertisement campaign advising members of the public to register any animals that need to be grandfathered in various portions of the City. The by-law would come into effect on January 1st, 2003 under the provisions of the new *Municipal Act*. Over the next few months Council will review options on the delivery of Animal Control Services. These options for service delivery will include:

1) SERVICE TO REMAIN THE SAME

The current animal control service is delivered within the former City of Sudbury within two municipal staff and contracting pound service. The area municipalities are serviced by Wenrick Kennels, Walden Animal Clinic and Berclair Kennels.

2) CONTRACT TOTAL SERVICES

Administration of the service would remain with By-law Enforcement Services however animal control and pound services would be tendered.

3) ANIMAL CONTROL WITH MUNICIPAL STAFF AND TENDER POUND SERVICES

Animal control and enforcement would be done by municipal staff. The pound services however would be tendered.

Staff would prepare tenders for the operation of Pound Services. This work could not be done until Council had decided upon an Animal Control By-Law. These tenders will be awarded by Council.

Staff has prepared this report keeping in mind the issues brought forward by the public and the Animal Control Advisory Panel. With Council direction, staff will prepare an Animal Control By-law that will incorporate some of the panel recommendations all the while attempting to work within the budget set by Council. It is important for Council to understand that no Animal Control By-law, no matter how enlightened or how well intended will be universally accepted.

**“SCHEDULE A”
 DOG AND CAT LICENSING FEES**

CITY	DOGS AND CATS REGULAR FEE	SPAYED/NEUTERED	WITH RABIES VACCINATION	WITH A MICRO-CHIP	DOG OR CAT SPAYED/NEUTERED AND IDENTIFIED WITH A MICROCHIP
TORONTO	\$50.00	\$15.00 \$10.00 - seniors		\$25.00 \$15.00 - seniors	\$10.00
NORTH BAY	\$30.00 By-law reviewed in 2001 and will be reviewed in 2003		\$20.00		
SAULT STE. MARIE	\$50.00 No cat by-law	\$10.00			\$5.00
TIMMINS	\$30.00 No cat by-law	\$15.00			
OTTAWA	\$25.00 No cat by-law but a \$5.00 lifetime ID tag can be purchased	\$15.00 under 6 months of age			
HAMILTON	\$60.00 \$30.50 - seniors	\$26.00 - seniors \$26.00 for dogs under 6 months of age			

SUDBURY (Proposed)	\$30.00 \$10.00 surcharged if purchased after Jan 31st	\$15.00 \$15.00 - seniors		To be determ To be determ
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Report: Animal Control By-law Report

Page #14

Date: September 11th, 2002

“SCHEDULE B”

LIMITS ON THE NUMBER OF DOGS AND CATS

The limits on the number of dogs and cats per household within communities are as follows:

Cumberland	3 dogs in a rural area; 2 dogs in an urban area
Gloucester	a combination of 3 dogs and/or cats
Kanata	a combination of 3 dogs and/or cats in an urban area
Nepean	a combination of 5 dogs and/or cats
Ottawa	a combination of 3 dogs and/or cats
Vanier	a combination of 3 dogs and/or cats
Timmins	4 dogs/6 cats (single dwelling) 2 dogs/4cats (multiple dwelling)
Hamilton	1 cat/1 dog
North Bay	unlimited
Barrie	2 dogs/6 cats
Parry Sound	3 dogs
Sault Ste Marie	No limit
Thunder Bay	No by-law
Windsor	2 dogs/4 cats

SUMMARY

ISSUE	STAFF RECOMMENDATION
1. Noise Control	<ul style="list-style-type: none"> The wording in the draft by-law should remain the same
2. Licencing/Registration Implementation	<ul style="list-style-type: none"> Licencing/registration to begin January 1st and end December 31st Both dogs and cats are to be registered and remove any reference to the term "licencing"
3. Registration of Cats	<ul style="list-style-type: none"> The registration of cats be included in the by-law
4. Registration Fees	<ul style="list-style-type: none"> A yearly registration fee of \$30.00 for dogs and cats 50% reduction upon providing proof dog or cat is spay/neutered Penalty fee of \$10.00 if renewing registration after January 31st 50% reduction if dog or cat is acquired and registered after October 31st
5. Kennels	<ul style="list-style-type: none"> Remove licencing of kennels from Animal Control By-law Address kennel licencing in the licencing of Business By-law Ensure there is a provision that kennels must be inspected and approved by the Ministry prior to a municipal licence being issued Kennel locations to be confined by zoning by-laws
6. Numbers of Animals Kept	<ul style="list-style-type: none"> That there be restrictions on numbers of animals kept Combination of dogs and cats allowed with a maximum of 2 dogs i.e. 2 dogs, 2 cats 1 dog, 3 cats 4 cats

SUMMARY.. continued

ISSUE	STAFF RECOMMENDATION
7. Grandfathering	<ul style="list-style-type: none"> • A grandfathering clause be included in by-law for legal pets only • Owner given opportunity to register their pets with City
8. Impound Period	<ul style="list-style-type: none"> • The impound period remain at 72 hours
9. Euthanization	<ul style="list-style-type: none"> • Current procedures to continue • Create a procedure that would allow special interest groups the first opportunity to adopt unwanted animals • This could be addressed during tender for Pound Services
10. Spay/Neuter	<ul style="list-style-type: none"> • 50% reduction on registration fees for altered animals • City to continue to promote the benefits of spay/neuter by way of brochures • Enhancement of this program if funds available
11. Education	<ul style="list-style-type: none"> • City staff to continue to distribute flyers and use the media to promote Animal Care, Animal Registration and spay/neutering • Introduce Animal Care and control information on City website
12. Humane Care of Animals	<ul style="list-style-type: none"> • Kennel inspections remain the responsibility of the Province • City animal Control Offices will report to the OSPCA any instances of animal neglect of abuse • Animal welfare should remain responsibility of OSPCA
13. Prohibit Various Breeds	<ul style="list-style-type: none"> • No prohibition in dog and cat breeds are recommended • Council may revisit to review in the future • That a dangerous dog provision be reviewed and introduced in the by-law

Request for Recommendation Priorities Committee



Type of Decision

Meeting Date	September 11, 2002				Report Date	September 3, 2002			
Recommendation	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Priority	<input type="checkbox"/>	High	<input checked="" type="checkbox"/>	Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open	<input type="checkbox"/>	Closed

Sub-Committee Check-Off

Please indicate which sub-committee will deal with this issue					
<input checked="" type="checkbox"/>	Community Viability	<input type="checkbox"/>	Public & Intergovernmental Affairs	<input type="checkbox"/>	Financial & Program Accountability

Report Title

Proposed Coat of Arms and Motto for the City of Greater Sudbury

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
Policy Implications:	
None at this time. Once Council agrees (in principle) on the elements to be included in a new Coat of Arms a Policy will be required respecting the use of the Coat of Arms, Flag and Badge.	
Once a final design has been formally approved by Council a by-law will be required to adopt the Coat of Arms.	
Budget Impact:	
None. The costs required to complete this process are included in the current budget of the Solicitor and Clerk's Services.	
The Elizabeth Fry Chapter for the IODE has agreed to cover the cost of the flag design, which is part of the grant of a Coat of	
<input checked="" type="checkbox"/>	Background attached

Recommendation

THAT the Canadian Heraldic Authority be requested to proceed with artwork for the design of a Coat of Arms, Flag and Badge for the City of Greater Sudbury based on the preliminary description set out in the Report of the General Manager of Corporate Services;

AND THAT the motto for the City of Greater Sudbury be "COME, LET US BUILD TOGETHER" and that same be translated into Latin;

AND FURTHER THAT the City Clerk be directed to prepare a Policy respecting the use of the Corporate Coat of Arms, Flag and Badge.

<input type="checkbox"/>	Recommendation attached
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Recommended by the General Manager

Mr. Doug Wuksinic, General Manager Corporate Services and Acting General Manager, Emergency

Recommended by the C.A.O.

Mr. Mark Mieto, Acting Chief Administrative Officer

Request for Recommendation Priorities Committee



Recommendation <i>continued</i>	X	Background
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Please indicate if the information provided below is a continuation of a Recommendation or Background

Council Background:

In April, 2001 Council passed Resolution 2001-165 petitioning the Office of the Chief Herald of Canada for armorial bearings for the City of Greater Sudbury. This petition was approved by the Chief Herald in December, 2001 and as a result of various discussions and correspondence between the City Clerk's Office and the Office of the Chief Herald a consensus on a preliminary description of the elements to be included in the Coat of Arms has been achieved.

The purpose of this Report to the Priorities Committee is to firstly, seek approval *in principle* for these elements so as to permit an artist to proceed with a design and secondly, to approve a motto to be included as part of the Coat of Arms.

Design Elements:

The Herald's Office has recommended that the design be kept as basic as possible and be heavily influenced by the natural, as opposed to the developed features of the Greater Sudbury area. This approach has many advantages. First, a cost of arms is not meant to be a depiction of a City or Region, but rather an emblematic representation. Often, the best such symbols are distinctive and at the same time embody something very basic for the area.

Sometimes, when buildings or detailed items related to industry are chosen as symbols, they become dated and come to represent only a part of the City. Flora and fauna, which get to the origins of the place in question, are timeless and inclusive of all parts of a community. The trillium symbol of Ontario, a symbol taken from nature, shown in a stylized way, is a basic way to represent the Province and as such has the greatest resonance from all the populace.

1. Colours

The primary colours will be green and gold. The *Corporate Visual Identity Standards Manual* states: "Green is a colour which traditionally conveys "growth" and "harmony". It is also appropriate seeing as Sudbury has positioned itself on the world stage as a leader in greening."

2. Star

The four point star currently used in the City's logo will be included in the top left corner. Again, the *Corporate Visual Identity Standards Manual* states: "One can interpret the star as also meaning "bright", "new", "dynamic", diverse", "spirit of community" or "star of the north". In addition, having a four-point star suggests that Greater Sudbury is the "hub of the north" and an "ever-expanding community".

Request for Recommendation Priorities Committee



Recommendation <i>continued</i>	X	Background
Please indicate if the information provided below is a continuation of a Recommendation or Background		
3.		Shield Elements
<p>The elements to be included in the Shield will include a stylized coniferous tree division. This will represent the original old growth white pine forests that once covered this area of Northern Ontario. It also symbolizes, the lumber industry, one of the original industries of the area and also the regreening efforts of the past quarter century, the effect of which will be most evident in the next quarter century. The bottom portion of the crest design would include a rocky area with blueberry plants. These last two elements would represent the other two industries which attracted settlement in the area, namely, mining and agriculture.</p>		
4.		Supports
<p>The two supports on either side of the shield will be moose, with unique collars. Its is recommended that one moose have a collar of maple leaves representing all the immigrant communities that settled in the Greater Sudbury Area. The second moose would have collar of fleur de lis representing the Francophone populace and the bilingual nature of the new City.</p>		
5.		Crest
<p>The Herald's Office has recommended a mural crown, which is often used by municipalities, out of which a moose head is emerging. This particular item could change as the design develops.</p>		
<p>Flag:</p>		
<p>As indicated above, the Elizabeth Fry Chapter for the IODE has agreed to cover the cost of the flag design, which is part of the grant of a Coat of Arms. The flag would have to be a rectangular version of the shield, which is called a banner of arms, rather like the flags of British Columbia, Nova Scotia or New Brunswick.</p>		
<p>Badge:</p>		
<p>As part of the design of the Coat of Arms, it is also recommended that Council include a civic badge with the formal grant of patent. The badge is essentially an alternative symbol separate from the arms. It can use symbols found in the arms, so the badge might be the four pointed star within a wreath of pine branches.</p>		
<p>A formal copy of the Armorial Bearings as proposed by the Herald's Office is attached for the information of Members of the Priority Committee.</p>		
		41

Request for Recommendation Priorities Committee



Recommendation <i>continued</i>	X	Background
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Please indicate if the information provided below is a continuation of a Recommendation or Background

Motto:

A motto is defined as an expression of conduct (or, maxim) adopted as a guiding principle.

The suggested motto for the new City is taken from the Book of Nehemiah: *“Come, let us build together”*.

In this particular passage Nehemiah was asked by God to rebuild the city walls of Jerusalem which had crumbled. After appraising the damage, Nehemiah appreciated that the job could not be done by one person alone but would require the collective efforts of Jerusalem’s citizens.

It has been said that Nehemiah was the first practitioner of the politics of inclusion.

The suggested motto is one that would serve to recognize that building and maintaining a community is an never ending task and one that we, as citizens, are obligated to contribute and continue. This motto also is a recognition of all those who have, over the last 100 years, settled and built the community we have inherited through their efforts.

It is also recommended that this motto be translated into Latin.

Approval in Principle

The recommendation proposed for Council’s consideration should be considered as approval in principle only for the design elements in order to permit the graphic artist to proceed with designs for a crest. The final approval for a design will be Council’s and Council’s alone.

All of which is respectfully submitted for the consideration of the Members of the Priorities Committee.

Attachment.

Armorial bearings proposed for the City of Greater Sudbury / la Ville de Grand Sudbury

by Bruce Patterson, Saguenay Herald, 19 August 2002

Technical Description (in blazon, the language of heraldry)

- Arms (shield):** Per fess sapiné Vert and Or, in dexter chief a mullet of four points Or;
- Crest (above the shield):** On a wreath Or and Vert, this Crest: Issuant from a mural crown Vert, a moose head Or;
- Supporters:** On each side a moose Or standing on a rocky compartment set with blueberry flowers proper;
- Motto:** *To be determined.*
- Badge:** *Optional*
- Flag:** A banner of the Arms (*suggested*).

Description and Symbolism

Arms: The shield is divided horizontally in two by a line of stylized coniferous trees, green above and gold below. In the upper right hand corner is a star of four points.

The green and gold colours are those used by the City. The division line indicates the original vegetation of the region and the fact that much of it has been re-forested in recent years. The green colour furthers the image of the forests, whereas the gold can represent the agricultural riches of the region. The star, inspired by the current symbol of the City, represents the north star and the fact that the City is the main urban centre in northeastern Ontario. It can also represent dynamism, technology, and the future.

Crest: Within a wreath of twisted cloth in gold and green is a green crown made of masonry, out of which is a gold moose head.

The “mural crown” is a traditional symbol of municipal authority, and the moose is a prominent local animal. These are shown in the main colours of the arms.

Supporters: On each side of the shield is a gold moose standing on a rocky outcrop set with blueberry plants.

The moose are prominent local animals as well as being one of the supporters of the arms of Ontario, and are here shown in gold, one of the colours of the arms. The rocky compartment indicates the importance of mining in the area, and the blueberries are a distinctive feature of local vegetation.

Motto:

Badge:

Flag: The shield of arms is arranged in a rectangular format.

Request for Recommendation Priorities Committee



Type of Decision									
Meeting Date	September 11, 2002				Report Date	August 30, 2002			
Recommendation		Yes	<input checked="" type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Sub-Committee Check-Off			
Please indicate which sub-committee will deal with this issue			
<input checked="" type="checkbox"/>	Community Viability	<input type="checkbox"/>	Public & Intergovernmental Affairs
<input type="checkbox"/>		<input type="checkbox"/>	Financial & Program Accountability

Report Title
Minimum Maintenance Standards for Municipal Highways, Regulation 239/02

Policy Implications + Budget Impact	
<input type="checkbox"/>	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified
n/a	
<input checked="" type="checkbox"/>	Background attached

Recommendation
<input type="checkbox"/>
Recommendation attached

Recommended by the General Manager
 D. Bélisle General Manager of Public Works

Recommended by the C.A.O.
 M. Mieto Acting Chief Administrative Officer

HS

Date: August 30, 2002

Report Authored By



D. Bélisle
General Manager of Public Works

Division Review

In 1996, the Province passed Bill 86, "An Act to provide for better local government by updating and streamlining the Municipal Election Act, the Municipal Act and related Statutes". Bill 86 intended to provide liability protection for municipalities with respect to damages to persons or property as a result of the condition of roads and bridges. A municipality would not be liable if it adopted a set of minimum standards prescribed by the Province, and maintained its roads to these standards. The minimum standards were to be established by the Minister of Transportation, in the form of a Regulation under the Municipal Act.

From 1996 to 1999, the Province engaged all possible stakeholders to develop these new minimum standards. All municipalities participated, as did Association of Municipalities of Ontario, Ontario Good Roads Association, Association of Ontario Road Superintendents, Municipal Engineers Association, and Regional Solicitors Association. In general terms, the standards were thought to be too stringent, and most medium and small municipalities could not conceivably afford to meet the proposed standards.

Nothing more occurred since 1999, until recently when the Province passed Regulation 239/02 under the Municipal Act, setting "Minimum Maintenance Standards for Municipal Highways". A copy of the Regulation is enclosed.

The standards in the Regulation are greatly relaxed from what was proposed in 1999, with one exception, that of Routine Patrolling Frequency. This alone will cost the City of Greater Sudbury considerably more than is currently spent on monitoring road conditions.

There are a number of questions, legal and otherwise, that arise as a result of the new regulation.

- If a municipality adopts these standards, should the municipality abandon all other standards that may be in place? For example, the Provincial standards are silent on pavement safety markings, guide posts and guide rails. Does this mean that we are not liable for any damages resulting from failure to adequately maintain these safety structures.
- If a municipality has higher standards than the Provincial standards, and retains these higher standards, is it liable in law if it exceeded the Provincial standards, but fell short of its own higher standards?
- It would appear that a municipality can shift a roadway from one classification to another simply by changing the speed limit. Similarly, a roadway may be classified into two or more classifications, depending on varying traffic counts as one travels up or down the same road.

Date: August 30, 2002

The new Regulation takes effect November 1, 2002. The City of Greater Sudbury may elect or not elect to adopt the new Provincial minimum standards. They are not mandatory, but failure to adopt and meet the standards weakens the City's position during future litigations. We need more time to interpret the new standards so that we can advise Council on the cost implications of adopting the standards, and whether or not Council should adopt these standards and only these standards for the maintenance of roads.

Attachment

**Publications under the Regulations Act
Publications en vertu de la Loi sur les règlements**

2002—08—24

ONTARIO REGULATION 238/02

made under the

**ARTHUR WISHART ACT
(FRANCHISE DISCLOSURE), 2000**

Made: August 2, 2002

Filed: August 6, 2002

Amending O. Reg. 9/01
(Exemption of Franchisors under
Subsection 13 (1) of the Act)

Note: Since the end of 2001, Ontario Regulation 9/01 has been amended by Ontario Regulation 114/02. Previous amendments are listed in the Table of Regulations published in *The Ontario Gazette* dated January 19, 2002.

1. Section 1 of Ontario Regulation 9/01 is amended by adding the following items:

Apple Auto Glass Limited

The Great Atlantic & Pacific Company of Canada, Limited

TIMOTHY PATRICK HUDAK
Minister of Consumer and Business Services

Dated on August 2, 2002.

34/02

ONTARIO REGULATION 239/02

made under the

MUNICIPAL ACT

Made: July 23, 2002

Filed: August 8, 2002

**MINIMUM MAINTENANCE STANDARDS
FOR MUNICIPAL HIGHWAYS**

INTERPRETATION AND APPLICATION

Definitions

1. (1) In this Regulation,

“cm” means centimetres;

“day” means a 24-hour period;

“motor vehicle” has the same meaning as in subsection 1 (1) of the *Highway Traffic Act*, except that it does not include a motor assisted bicycle;

“non-paved surface” means a surface that is not a paved surface;

"paved surface" means a surface with a wearing layer or layers of asphalt, concrete or asphalt emulsion;

"roadway" has the same meaning as in subsection 1 (1) of the *Highway Traffic Act*;

"shoulder" means the portion of a highway that provides lateral support to the roadway and that may accommodate stopped motor vehicles and emergency use;

"surface" means the top of a roadway or shoulder.

(2) For the purposes of this Regulation, every highway or part of a highway under the jurisdiction of a municipality in Ontario is classified in the Table to this section as a Class 1, Class 2, Class 3, Class 4, Class 5 or Class 6 highway, based on the speed limit applicable to it and the average annual daily traffic on it.

(3) For the purposes of subsection (2) and the Table to this section, the average annual daily traffic on a highway or part of a highway under municipal jurisdiction shall be determined,

- (a) by counting and averaging the daily two-way traffic on the highway or part of the highway for the previous calendar year; or
- (b) by estimating the average daily two-way traffic on the highway or part of the highway in accordance with accepted traffic engineering methods.

TABLE
CLASSIFICATION OF HIGHWAYS

Average Annual Daily Traffic (number of motor vehicles)	Posted or Statutory Speed Limit (kilometres per hour)						
	100	90	80	70	60	50	40
15,000 or more	1	1	1	2	2	2	2
12,000 - 14,999	1	1	1	2	2	3	3
10,000 - 11,999	1	1	2	2	3	3	3
8,000 - 9,999	1	1	2	3	3	3	3
6,000 - 7,999	1	2	2	3	3	3	3
5,000 - 5,999	1	2	2	3	3	3	3
4,000 - 4,999	1	2	3	3	3	3	4
3,000 - 3,999	1	2	3	3	3	4	4
2,000 - 2,999	1	2	3	3	4	4	4
1,000 - 1,999	1	3	3	3	4	4	5
500 - 999	1	3	4	4	4	4	5
200 - 499	1	3	4	4	5	5	5
50 - 199	1	3	4	5	5	5	5
0 - 49	1	3	6	6	6	6	6

Application

2. (1) This Regulation sets out the minimum standards of repair for highways under municipal jurisdiction for the purpose of subsection 284 (1.4) of the Act.

(2) The minimum standards of repair set out in this Regulation are applicable only in respect of motor vehicles using the highways.

(3) This Regulation does not apply to Class 6 highways.

MINIMUM STANDARDS

Routine patrolling

3. (1) The minimum standard for the frequency of routine patrolling of highways is set out in the Table to this section.

(2) Routine patrolling shall be carried out by driving on or by electronically monitoring the highway to check for conditions described in this Regulation.

(3) Routine patrolling is not required between sunset and sunrise.

TABLE
ROUTINE PATROLLING FREQUENCY

Class of Highway	Patrolling Frequency
1	3 times every 7 days
2	2 times every 7 days
3	once every 7 days
4	once every 14 days
5	once every 30 days

Snow accumulation

4. (1) The minimum standard for clearing snow accumulation is,

(a) while the snow continues to accumulate, to deploy resources to clear the snow as soon as practicable after becoming aware of the fact that the snow accumulation on a roadway is greater than the depth set out in the Table to this section; and

(b) after the snow accumulation has ended and after becoming aware that the snow accumulation is greater than the depth set out in the Table to this section, to clear the snow accumulation in accordance with subsections (2) and (3) or subsections (2) and (4), as the case may be, within the time set out in the Table

(2) The snow accumulation must be cleared to a depth less than or equal to the depth set out in the Table

(3) The snow accumulation must be cleared from the roadway to within a distance of 0.6 metres inside the outer edges of the roadway.

(4) Despite subsection (3), for a Class 4 highway with two lanes or a Class 5 highway with two lanes, the snow accumulation on the roadway must be cleared to a width of at least 5 metres

(5) This section,

(a) does not apply to that portion of the roadway designated for parking; and

(b) only applies to a municipality during the season when the municipality performs winter highway maintenance.

(6) In this section,

“snow accumulation” means the natural accumulation of new fallen snow or wind-blown snow that covers more than half a lane width of a roadway.

TABLE
SNOW ACCUMULATION

Class of Highway	Depth	Time
1	2.5 cm	4 hours
2	5 cm	6 hours
3	8 cm	12 hours
4	8 cm	16 hours
5	10 cm	24 hours

Icy roadways

5. (1) The minimum standard for treating icy roadways is,

(a) to deploy resources to treat an icy roadway as soon as practicable after becoming aware that the roadway is icy; and

(b) to treat the icy roadway within the time set out in the Table to this section after becoming aware that the roadway is icy.

(2) This section only applies to a municipality during the season when the municipality performs winter highway maintenance.

TABLE
ICY ROADWAYS

Class of Highway	Time
1	3 hours
2	4 hours
3	8 hours
4	12 hours
5	16 hours

Potholes

6. (1) If a pothole exceeds both the surface area and depth set out in Table 1, 2 or 3 to this section, as the case may be, the minimum standard is to repair the pothole within the time set out in Table 1, 2 or 3, as appropriate, after becoming aware of the fact

(2) A pothole shall be deemed to be repaired if its surface area or depth is less than or equal to that set out in Table 1, 2 or 3, as appropriate.

TABLE 1
POTHoles ON PAVED SURFACE OF ROADWAY

Class of Highway	Surface Area	Depth	Time
1	600 cm ²	8 cm	4 days
2	800 cm ²	8 cm	4 days
3	1000 cm ²	8 cm	7 days
4	1000 cm ²	8 cm	14 days
5	1000 cm ²	8 cm	30 days

TABLE 2
POTHoles ON NON-PAVED SURFACE OF ROADWAY

Class of Highway	Surface Area	Depth	Time
3	1500 cm ²	8 cm	7 days
4	1500 cm ²	10 cm	14 days
5	1500 cm ²	12 cm	30 days

TABLE 3
POTHoles ON PAVED OR NON-PAVED SURFACE OF SHOULDER

Class of Highway	Surface Area	Depth	Time
1	1500 cm ²	8 cm	7 days
2	1500 cm ²	8 cm	7 days
3	1500 cm ²	8 cm	14 days
4	1500 cm ²	10 cm	30 days
5	1500 cm ²	12 cm	60 days

Shoulder drop-offs

7. (1) If a shoulder drop-off is deeper, for a continuous distance of 20 metres or more, than the depth set out in the Table to this section, the minimum standard is to repair the shoulder drop-off within the time set out in the Table after becoming aware of the fact.

(2) A shoulder drop-off shall be deemed to be repaired if its depth is less than or equal to that set out in the Table.

(3) In this section,

“shoulder drop-off” means the vertical differential, where the paved surface of the roadway is higher than the surface of the shoulder, between the paved surface of the roadway and the paved or non-paved surface of the shoulder.

TABLE
SHOULDER DROP-OFFS

Class of Highway	Depth	Time
1	8 cm	4 days
2	8 cm	4 days
3	8 cm	7 days
4	8 cm	14 days
5	8 cm	30 days

Cracks

8. (1) If a crack on the paved surface of a roadway is greater, for a continuous distance of three metres or more, than both the width and depth set out in the Table to this section, the minimum standard is to repair the crack within the time set out in the Table after becoming aware of the fact.

(2) A crack shall be deemed to be repaired if its width or depth is less than or equal to that set out in the Table.

TABLE
CRACKS

Class of Highway	Width	Depth	Time
1	5 cm	5 cm	30 days
2	5 cm	5 cm	30 days
3	5 cm	5 cm	60 days
4	5 cm	5 cm	180 days
5	5 cm	5 cm	180 days

Debris

9. (1) If there is debris on a roadway, the minimum standard is to deploy resources, as soon as practicable after becoming aware of the fact, to remove the debris.

(2) In this section,

“debris” means any material or object on a roadway,

(a) that is not an integral part of the roadway or has not been intentionally placed on the roadway by a municipality, and

(b) that is reasonably likely to cause damage to a motor vehicle or to injure a person in a motor vehicle.

Luminaires

10. (1) For conventional illumination, if three or more consecutive luminaires on a highway are not functioning, the minimum standard is to repair the luminaires within the time set out in the Table to this section after becoming aware of the fact.

(2) For conventional illumination and high mast illumination, if 30 per cent or more of the luminaires on any kilometre of highway are not functioning, the minimum standard is to repair the luminaires within the time set out in the Table to this section after becoming aware of the fact.

(3) Despite subsection (2), for high mast illumination, if all of the luminaires on consecutive poles are not functioning, the minimum standard is to deploy resources as soon as practicable after becoming aware of the fact to repair the luminaires.

(4) Despite subsections (1), (2) and (3), for conventional illumination and high mast illumination, if more than 50 per cent of the luminaires on any kilometre of a Class 1 highway with a speed limit of 90 kilometres per hour or more are not functioning, the minimum standard is to deploy resources as soon as practicable after becoming aware of the fact to repair the luminaires.

(5) Luminaires shall be deemed to be repaired,

(a) for the purpose of subsection (1), if the number of non-functioning consecutive luminaires does not exceed two;

(b) for the purpose of subsection (2), if more than 70 per cent of luminaires on any kilometre of highway are functioning;

(c) for the purpose of subsection (3), if one or more of the luminaires on consecutive poles are functioning;

(d) for the purpose of subsection (4), if more than 50 per cent of luminaires on any kilometre of highway are functioning.

(6) Subsections (1), (2) and (3) only apply to,

(a) Class 1 and Class 2 highways; and

(b) Class 3, Class 4 and Class 5 highways with a posted speed of 80 kilometres per hour or more.

(7) In this section,

“conventional illumination” means lighting, other than high mast illumination, where there are one or more luminaires per pole;

“high mast illumination” means lighting where there are three or more luminaires per pole and the height of the pole exceeds 20 metres;

“luminaire” means a complete lighting unit consisting of,

(a) a lamp, and

(b) parts designed to distribute the light, to position or protect the lamp and to connect the lamp to the power supply.

TABLE
LUMINAIRES

Class of Highway	Time
1	7 days
2	7 days
3	14 days
4	14 days
5	14 days

Signs

11. (1) If any sign of a type listed in subsection (2) is illegible, improperly oriented or missing, the minimum standard is to deploy resources as soon as practicable after becoming aware of the fact to repair or replace the sign.

(2) This section applies to the following types of signs:

1. Checkerboard.
2. Curve sign with advisory speed tab.
3. Do not enter.
4. One Way.
5. School Zone Speed Limit.
6. Stop.
7. Stop Ahead.
8. Stop Ahead, New.
9. Traffic Signal Ahead, New.
10. Two-Way Traffic Ahead.
11. Wrong Way
12. Yield.
13. Yield Ahead
14. Yield Ahead, New.

Regulatory or warning signs

12. (1) If a regulatory or warning sign other than a sign listed in subsection 11 (2) is illegible, improperly oriented or missing, the minimum standard is to repair or replace the sign within the time set out in the Table to this section after becoming aware of the fact.

(2) In this section,

“regulatory sign” has the same meaning as in the *Manual of Uniform Traffic Control Devices* published in 1985 by the Ministry of Transportation;

“warning sign” has the same meaning as in the *Manual of Uniform Traffic Control Devices* published in 1985 by the Ministry of Transportation

TABLE

REGULATORY AND WARNING SIGNS

Class of Highway	Time
1	7 days
2	14 days
3	21 days
4	30 days
5	30 days

Traffic control signal systems

13. (1) If a traffic control signal system is defective in any way described in subsection (2), the minimum standard is to deploy resources as soon as practicable after becoming aware of the defect to repair the defect or replace the defective component of the traffic control signal system

(2) This section applies if a traffic control signal system is defective in any of the following ways:

1. One or more displays show conflicting signal indications.
2. The angle of a traffic control signal or pedestrian control indication has been changed in such a way that the traffic or pedestrian facing it does not have clear visibility of the information conveyed or that it conveys confusing information to traffic or pedestrians facing other directions.
3. A phase required to allow a pedestrian or vehicle to safely travel through an intersection fails to occur.

4. There are phase or cycle timing errors interfering with the ability of a pedestrian or vehicle to safely travel through an intersection.
5. There is a power failure in the traffic control signal system.
6. The traffic control signal system cabinet has been displaced from its proper position.
7. There is a failure of any of the traffic control signal support structures.
8. A signal lamp or a pedestrian control indication is not functioning.
9. Signals are flashing when flashing mode is not a part of the normal signal operation.

(3) Despite subsection (1) and paragraph 8 of subsection (2), if the posted speed of all approaches to the intersection or location of the non-functioning signal lamp or pedestrian control indication is less than 80 kilometres per hour and the signal that is not functioning is a green or a pedestrian “walk” signal, the minimum standard is to repair or replace the defective component by the end of the next business day

(4) In this section and section 14,

“cycle” means a complete sequence of traffic control indications at a location;

“display” means the illuminated and non-illuminated signals facing the traffic;

“indication” has the same meaning as in the *Highway Traffic Act*;

“phase” means a part of a cycle from the time where one or more traffic directions receive a green indication to the time where one or more different traffic directions receive a green indication;

“power failure” means a reduction in power or a loss in power preventing the traffic control signal system from operating as intended;

“traffic control signal” has the same meaning as in the *Highway Traffic Act*;

“traffic control signal system” has the same meaning as in the *Highway Traffic Act*.

Traffic control signal system sub-systems

14. (1) The minimum standard is to inspect, test and maintain the following traffic control signal system sub-systems every 12 months:

1. The display sub-system, consisting of traffic signal and pedestrian crossing heads, physical support structures and support cables.
2. The traffic control sub-system, including the traffic control signal cabinet and internal devices such as timer, detection devices and associated hardware, but excluding conflict monitors
3. The external detection sub-system, consisting of detection sensors for all vehicles, including emergency and railway vehicles and pedestrian push- buttons.

(2) The minimum standard is to inspect, test and maintain conflict monitors every five to seven months and at least twice a year.

(3) In this section,

“conflict monitor” means a device that continually checks for conflicting signal indications and responds to a conflict by emitting a signal.

Bridge deck spalls

15. (1) If a bridge deck spall exceeds both the surface area and depth set out in the Table to this section, the minimum standard is to repair the bridge deck spall within the time set out in the Table after becoming aware of the fact.

(2) A bridge deck spall shall be deemed to be repaired if its surface area or depth is less than or equal to that set out in the Table.

(3) In this section,

“bridge deck spall” means a cavity left by one or more fragments detaching from the paved surface of the roadway or shoulder of a bridge.

TABLE
BRIDGE DECK SPALLS

Class of Highway	Surface Area	Depth	Time
1	600 cm ²	8 cm	4 days
2	800 cm ²	8 cm	4 days
3	1,000 cm ²	8 cm	7 days
4	1,000 cm ²	8 cm	7 days
5	1,000 cm ²	8 cm	7 days

Surface discontinuities

16. (1) If a surface discontinuity, other than a surface discontinuity on a bridge deck, exceeds the height set out in the Table to this section, the minimum standard is to repair the surface discontinuity within the time set out in the Table after becoming aware of the fact.

(2) If a surface discontinuity on a bridge deck exceeds 5 cm, the minimum standard is to deploy resources as soon as practicable after becoming aware of the fact to repair the surface discontinuity on the bridge deck.

(3) In this section,

“surface discontinuity” means a vertical discontinuity creating a step formation at joints or cracks in the paved surface of the roadway, including bridge deck joints, expansion joints and approach slabs to a bridge.

TABLE
SURFACE DISCONTINUITIES

Class of Highway	Height	Time
1	5 cm	2 days
2	5 cm	2 days
3	5 cm	7 days
4	5 cm	21 days
5	5 cm	21 days

REVIEW OF REGULATION

Review

17. (1) The Minister of Transportation shall conduct a review of this Regulation every five years.

(2) The first review shall be started before the end of 2007.

COMMENCEMENT

Commencement

18. This Regulation comes into force on November 1, 2002.

NORMAN W. STERLING
Minister of Transportation

Dated on July 23, 2002.

34/02

ONTARIO REGULATION 240/02

made under the

EDUCATION ACT

Made: August 9, 2002

Filed: August 9, 2002

Amending O. Reg. 400/98

(Tax Matters — Tax Rates for School Purposes)

Note: Since the end of 2001, Ontario Regulation 400/98 has been amended by Ontario Regulation 138/02. Previous amendments are listed in the Table of Regulations published in *The Ontario Gazette* dated January 19, 2002.

1. Section 9 of Ontario Regulation 400/98 is amended by adding the following subsection:

(5.1) Despite subsections (3), (4) and (5), the tax rates for school purposes for 2002 for the purposes of section 257.7 of the Act for the Region of Durham and the City of Hamilton are the tax rates for the property classes set out in Table 12 opposite the name of each municipality.

2. The Regulation is amended by adding the following section:

Public & Intergovernmental Affairs Committee

**Councillor David Courtemanche, Chair
Councillor Ron Bradley, Vice-Chair**

Public & Intergovernmental Affairs Committee

**Councillor David Courtemanche, Chair
Councillor Ron Bradley, Vice-Chair**

MS Sudbury Chapter of the
Multiple Sclerosis Society

SP Société de la sclérose en plaques
section Sudbury

2002 Super Cities Walk Toute la ville est en marche

CHARITABLE ORGANISATION NO. 88968 7646RR0001
REGISTRATION NO. 0187690-11

August 12, 2002

Mr. Thom Mowry
Clerk
City of Greater Sudbury
Phone: 671-city Fax: 671-8118

Dear Mr. Mowry,

The Sudbury Multiple Sclerosis Society is gearing up for the 9th Annual Super Cities Walk..
The event will take place on Sunday, September 15, 2002 at Science North.

This letter will serve as an official request to make a brief presentation to City Council on behalf of the Multiple Sclerosis Society, Sudbury chapter at the first September meeting of Council on September 12th, 2002 at 7 30 PM.

The presentation will be made by board Chair Joanne Nother who will bring greetings, new information and treats. The amount of time requested is five minutes. Please contact me at 524-do-it (3648) to confirm.

We look forward to a positive response.

Sincerely,



Rachel E. Proulx, Chair
Super Cities Walk 2002

SUNDAY NEWSMAKER

Rachel Proulx

Rachel Proulx, past president of the Canadian Federation of Business and Professional Women's Club and the first chair of College Boreal's board of governors, was diagnosed with Multiple Sclerosis in 1996.

Since then she's become actively involved in the Sudbury Chapter of the Multiple Sclerosis Society including her position as chair of the Super Cities Walk on Sept. 15.

The Sudbury's Star Laura Stradiotto joined Proulx in her office at the MS Society to discuss how the disease has altered her life.



John E. Lightfoot Jr./THE SUDBURY STAR

Local business woman Rachel Proulx has led a full life since being diagnosed with multiple sclerosis in 1996. Now, she's the chair of the Super Cities Walk, the Multiple Sclerosis Society's largest fund-raiser, on Sept. 15.



Q At the time you were diagnosed with MS, where were you in your career?

I was right smack in the middle of my career. Things were really going well and I was quite involved in starting up one of the colleges here in Sudbury (College Boreal) and things were happening. And raising kids, and everything at the same time — juggling a career and volunteering.

Right as I turned 40, I was diagnosed. What is interesting though, is it affects young adults: right in between the ages of 20 and 40, right when you're in the midst of things.

It's important to realize that children are now being diagnosed — children as young as two years of age. We have some cases at Sick Children's Hospital in Toronto with a number of young children who've been diagnosed.

How would a child's symptoms differ from an adult, or from what your symptoms were?

Symptoms are similar and that's perhaps why it's sometimes difficult to diagnose. One year I was diagnosed with chronic arthritis, the next year I was diagnosed with fibro myalgia and the following year I was diagnosed with MS. So, there are a number of things that you will feel and sometimes it's difficult for the medical community to pin point exactly what the problem is.

The ultimate tool is the MRI. And with the new technology that's why they are now able to identify in younger people what exactly they do have, which is the myelin that has broken down. If they're able to diagnose that in a two-year-old, perhaps it was there all along in younger people and we never really knew because they weren't able to diagnose MS that early back then.

Even some of the buildings I try to get in have a six-inch stoop. I can't get in there with my chair.

I think that a lot of businesses are now looking at yes, maybe they do need to do something. I think there's an awareness that has to be created. But I also think there needs to be occupational therapists who can go into a location and look at what's required to make the building accessible.

It's not like putting a bar behind a toilet and thinking your washroom is accessible because that's not the definition of accessibility. It's where are those strategically located for that person. You need to work hand in hand with the builder and the occupational therapist to deal with the disabled and allow them to go onto your premise.

“And the lack of accessibility, not only into buildings and activities, into employers. For some people with disabilities, it is very difficult to find employment because, unfortunately, some cannot see past that chair.”

Have your symptoms changed over time?

Oh, definitely. They have changed and they've reoccurred. Some of them are on and off. It's something that you deal with as it happens. I don't really dwell on what my symptoms could be, I just deal with them as I have them and find ways of coping and hopefully, if they're too severe, they'll go away at some point. But you never know. Symptoms do change.

What activities are planned for the Super Cities Walk for MS on Sept. 15?

It's people who've had MS, their friends, families and colleagues and the business community realizing that MS is the most common and severe nervous system disorder that you can have, and it's growing. It used to be one in every 750 people had MS. Now, it's one in every 500. Now, we're seeing more and more younger people.

The people who support the cause for MS are going to walk for the cause. It could be people individually, or a team. They will walk eight kilometres and there's also a scenic walk, or a shorter walk on the boardwalk for those who are with wheelchairs. But still people in wheelchairs and scooters will do the eight kilometres. It takes them anywhere from an hour to two hours to do that eight-kilometre trek.

They come back to Science North and we feed them to a barbecue, and there's some prizes. It's a social event as well — people meeting people, people talking about different issues.

Fully

What type of MS do you have?

Remissive-progressive, which means that sometimes, if I have an attack, it's a setback. If it's progressive, it will cease and then continue. If you have an attack and can't move something, your arms or fingers, and if you're progressive, you probably won't be able to move again.

If you're remissive, it means that maybe you can get your brain to think about moving your fingers or moving that limb. And depending on the severity of the attack, you may or may not be able to do the things you were able to do before.

So, I am remissive-progressive, which means I may have an attack and may have some symptoms, but after my attack I'm fine and back to the way I was.

As you see I'm in a wheelchair so, unfortunately I haven't been able to (walk). But I have in the past been able to rewalk after I wasn't able to walk for a bit.

Now, I've been in a chair for a couple of years, so it doesn't look too good.

What treatment or therapy have you received?

I'm not taking any treatment as it is now. There is medication that helps with spasms, for lack of control. So I am taking that medication.

I'm really cautious about any medication and the side effects that are associated with it. I believe in the healthy kind of things that I've always done in the past, you know, the vitamins that you continue with.

Life goes on after MS. MS is a reality so, life goes on. So, to remain healthy, I have to make sure I take my vitamins as anybody else would. My spasm pills are for that particular situation I have to deal with. I don't take anything else.

At the moment there are treatments and medications to help you deal with and cope with the reality of the illness and give you the best quality of life that you possibly can have. And there is always the way of thinking — that's positive.

And life's greatest thrill is tomorrow, so, who knows what else is going to happen. So, it's always thinking positive and working that way because you have to make a choice. You really have to work with your psyche. It's difficult sometimes to accept you have an illness. Once you decide you're going to deal with it, you decide how you're going to deal with it.

What adjustments have you made since 1996?

In every facet of my life I've had to make adjustments. Starting with physical changes,

enabled

The hardest part of dealing with MS is overcoming perceptions

everything. Because in your mind, you're not disabled. In your mind, you're still functioning. I could talk to you on the phone and you can't tell that I'm in a wheelchair.

But when you're not in that situation, you don't think of the things that it entails.

And the lack of accessibility, not only into buildings and activities, into employers. For some people with disabilities, it is very difficult to find employment because, unfortunately, some cannot see past that chair. You have a thinking brain, however, some people are disabled in their mind because they can't get past that visual image. Look at people in their eyes and in their faces and you'll see that they're people just like you.

In Sudbury, do you find that the majority of public facilities like restaurants are wheelchair accessible?

Not the majority. Many try to accommodate somebody or somehow. Unfortunately some people's idea of a ramp is not the safest ideas of a ramp. And I'm thinking of one local facility that the ramp is so steep that I had to have somebody in the back hang onto my shoulder because I kept feeling like I was going to fall off. The ramp was too steep.

So, unfortunately we have a long ways to go.

A lot of business people meet there as well, because they also have their team. It gives the business community an opportunity to have a social event, help the community and work towards a good cause and common goal: to support MS and find a cure.

What is the financial goal for the Sudbury Super Cities walk for MS?

I would like us to at least meet and beat last year's total which was \$36,000. So, certainly we hope we will be able to meet that and I think we can go a little over that. Sudbury is an excellent community. People care. It's a good way to go out and get some exercise. Rain or shine we're walking. We're walking and rolling and wheeling.

But, in order to walk, you have to be registered. Walkers that collect \$25 or more get a T-shirt. There are opportunities to get all sorts of prizes.

What does the MS Society do for those diagnosed with MS in the city?

The Sudbury chapter is extremely important to the community because they will assist with education and information for those who have MS and their families who have questions.

One of the reasons I became involved was that the staff person that came to see me was so caring and so wanting to help not only with information and resources, but was also there when I needed equipment. They lend me some equipment from what they call the loan cupboard where people donate equipment who no longer have use for it.

They can also assist you in buying some equipment, like an air conditioner or wheelchair. So although they may not buy it outright, they might assist and pay a portion. So, that's where the MS Society is so important, and why we need to raise a lot of money, because we can only help people with the funds we do have locally. We don't get the dollars from the other levels of organizations.

So, how we help people locally, must be raised locally. That's why we depend on the community to help us raise money. The Walk is the key fund-raiser for the year.

