

Invitation to Sudbury Citizens to Respond to the 2020 Sudbury Budget from Nov. 6th to 22nd, 2019.

To: Ed Archer,
CAO of the City of Greater Sudbury.

From: Bob Tate,
[EarthCare Sudbury's Advocate for Water Efficiency and Water Conservation since 2003.](#)

Date: November 14, 2019.

(1) WHEREAS:

The City of Greater Sudbury Water and Wastewater Master Plan (SWMP) approved by City Council in December, 2017 conservatively identified annual Water Conservation Savings (See Volume 4, Page 39) in the amount of 1,402,695 cubic meters of Water per year.

And whereas this annual Water Savings represents approximately 10.8% of the Billable Water Consumption in Sudbury in 2017. (Total Billable Water was 13,000,000 cubic meters of Water in 2017)

And whereas this annual volume of Water Savings could make it possible for the City of Sudbury to delay or indefinitely postpone the need for a new Water Treatment Plant on Lake Wanapitei in the amount of some \$400 Million (see Volume 6, pages 45 and 47) as scheduled in the SWMP for 2031.

And whereas this annual volume of Water Savings would also have an impact on the need for a new Kelly Lake Wastewater Treatment Plant in the amount of some \$360 Million (see Volume 7, page 51) also scheduled in the SWMP for 2031. (Note: The Residential Inflow & Infiltration Subsidy Program will also have a positive impact in further reducing volumes of water at the Wastewater Treatment Plant once it is completely implemented)

And whereas this conservative annual volume of Water Savings was confirmed in the 2019 Water Budget. (See Table 4-20, page 38)

And whereas this conservative annual volume of Water Savings is sufficient to supply the water needs of some 7000 consumer families using 200 cubic Meters of water/year. (This volume of Water Savings is substantial and represents approximately 18,000 to 20,000 people which is equivalent 3 to 4 towns the size of Espanola per year)

And whereas this would easily supply the population growth need as outlined in the SWMP. The action outlined in the resolution below is a very positive and confident step forward for Sudbury in terms of the future of Water Sustainability in our City.

(2) WHEREAS:

The SWMP also identified Water Leakage (see Volume 4, page 39) in the amount of 2,470,320 cubic meters per year. (This was also confirmed in the 2019 Water Budget in Table 4-18 on page 35)

And whereas the Water Leakage Program, currently in progress and planned to be completed by 2029, is estimated to reduce the production of Non-Revenue Water by some 50%. (Note: The good news is that this water production reduction effectively increases the Capacity of the existing Sudbury Water Treatment Plants by a further 15% for customer use. This volume of water could then be made available, by way of a Water Main extension if/when it is deemed to be appropriate, to the Water Aquifer Treatment facilities in the outlying areas after their Water looping is completed in 2024.)

(3) WHEREAS:

The 2019 Water Budget approved the development of a Water Task Force. (This Water Task force is currently being organized and it could well be a major step forward in Sudbury's new attitude towards our Water issues)

(4) WHEREAS:

The BMA Water Financial Plan of April, 2019 (BMA) endorses Water Conservation as 1 of 9 principal items required for a Sustainable Water Plan. (See page 7, 14, 21) plus see page 20 re the Water Conservation benefits in the AMI Program. None of these Water Conservation benefits are mentioned in the 2020 Water Budget.)

And whereas the BMA endorses the concept of "Ratepayer Affordability". (See pages 2, 11, 12 and 15)

And whereas the BMA is the "Key Deliverable" outlined in the 2018 requirements in regards to the SWMP Financial Plan and in terms of addressing the Funding Gap in the City's Water Infrastructure.

And whereas the BMA recommended Water Rate increases of 4.8% over 20 years from 2019 to 2039. (This increase is in the order of 150% over that 20 year period). However, the BMA only includes a Water Rate Schedule which only demonstrates Water Rate increase of over 60% in the first 10 years. (See pages 25 and 31)

And whereas it is not yet clear what elements of the SWMP are included in the second 10 years of the BMA Plan. Note: The SWMP is back end loaded in the amount of some \$914 Million for the period 2029 to 2039.

And whereas the BMA was approved by City Council in June, 2019.

(5) WHEREAS:

Sudbury City Council passed an "emergency motion" on Climate Change in May/19 which makes no comment or reference to the impact of Climate Change on our lakes, rivers and aquifers and/or any other reference to the significance/importance of water in our community. This emergency should be dealt with separately on its own merits.

(6) WHEREAS:

The proposed 2020 City Water Budget does not include any reference to this Water Task Force, Residential Water Efficiency/Water Conservation or to “Ratepayer Affordability”.

And whereas these Water Rate increases, while necessary from a Water Sustainability point of view of the City, are very dramatic/substantial for Sudbury Water customers now and during the next 20 years. These Water Rate increases do not include a plan as to how Ratepayers might mitigate the increases within their own personal household budgets.

(7) WHEREAS:

The United Nations has declared the years 2018 to 2028 as the International Decade for Sustainable Development.

(8) And WHEREAS “Water is Life”.

Therefore be it Resolved that the City of Sudbury, for all of the reasons outlined above with a special emphasis on “Ratepayer Affordability”, should enhance the scope and budget for the existing Water Task force in 2020 in an appropriate manner and include on page 4 of the 2020 Water Budget a statement such as:

“The Water Task Force, which should include members from the Public, is directed to review the merits of developing a Demand Side Management*** (DSM) component for the SWMP for inclusion in the first iteration of the SWMP”. Note: The SWMP Project Manager concurs with the concept of DSM.

It is acknowledged that Sudbury is on a journey of developing increased Transparency and Fiscal Sustainability as key performance requirements in the future and this Resolution would go a long way in this direction in terms of Water issues.

*** See the 26 reasons for developing DSM which are included in my comments to the SWMP Project Manager of May 10/18.

Copy to:

(1) Tony Cecutti,
General Manager of Infrastructure Services, City of Greater Sudbury.

(2) Mike Jensen,
Director of Water/Wastewater Treatment & Compliance, City of Greater Sudbury.

(3) Akli Ben-Anteur,
SWMP - Project Manager, City of Greater Sudbury.

2020 Greater Sudbury Budget Input: Friendly to Seniors Sudbury ... November 2019

We have elected to present our input in this format rather than through the templates provided on line as it is felt that citizens should not be made to judge budget items against one another as there are other ways to realize savings. In addition we feel that more public interaction with council and staff are required to further explore budget options.

This exercise comes at a critical time in Sudbury with a number of factors impacting on our future as a city and our citizens and in particular those of low and fixed income, which includes not only many seniors but other demographic segments of our community. Ever increasing and compounding taxation affects not only the quality of life of individuals and families but also the viability of our city to attract new residents and business enterprises, plus maintain and grow those we already possess.

With a high percentage of aging and dying citizens and a continuing outflow of younger working age persons coupled with funding restraints in the health care sector, a low birth rate and a low level immigrant inflow, fewer local students at all education levels, technological changes in the primary extraction and processing industries and reduced residential and retail construction and limited new secondary industrial activity it is doubtful according to reliable sources, that our population and therefore assessment base will not increase significantly over time and could possibly decline at time when revenues from higher levels of government are predicted to decrease.

If savings are to be realized they must come from both the operation and capital budgets and these recommendations impact both of these areas. **Personnel costs:** There are various measures to control costs in this area keeping in mind that the number of staff has actually increased by hundreds of individuals since amalgamation and creation of the City of Greater Sudbury. This cannot continue and new contract negotiations will have to address this and future increases will have to be tied to the rate of inflation and the possible acceptance of lump sum annual payments in place of compounding wage increases. Increased "attrition" through incentives should be encouraged.

Have each department show a cost reduction of at least 5 percent with limited impact on service or operation; such has been done in other communities. Institute "lean management" to improve efficiency and service in all departments and areas. Determine savings that could be realized by transfer of Pioneer Manor to third party not for profit operator and other city operations, services and properties that could better and more economically served by third parties

Capital Costs: Repair and replace existing infrastructure before embarking on new projects such as any new road construction, various "legacy" projects such as the new combined library and art gallery as part of the Junction East project and the Junction West (KED) project and the Elgin "greenway" which are "wants" rather than "needs" and could negatively impact existing services and venues, including the proposed twin ice pad and associated amenities in the "valley". Priorities need to be established – should it be "legacy" projects or shelter for the poor and homeless?

Evaluate the cost/benefits of borrowing over \$200 million dollars on for the "big projects" including construction and ongoing CO2 emissions in the city recognized "climate change emergency" . Study is needed to determine the economic effect and cost to the community in increased taxation and debt, and to determine if a "do-nothing" option is the most prudent at this time. Also examine if a form of "de-amalgamation" with creation of local service centres to address concerns of citizens throughout the city who are dissatisfied with the present system.

Conclusion: Continued tax increases at above the rate of inflation, plus increased water and wastewater rates together with growing user fees can only have a negative effect, creating hardship and affect the quality of life for many of our citizens who will not "benefit" from proposed new and expensive projects which appear to be for special interest groups. The city should be looking at low cost improvements that benefit the majority of our residents.

Friends of Sudbury Transit

November 29, 2019

Dear Mayor and Council,

Although changes to Sudbury Transit/GOVA are getting transit moving in the right direction, many people have been left behind with the latest changes and the system needs some tweaks.

Earlier start times and improved Sunday service have always been a priority for riders and it is great to see those changes. We hope this pilot project will be fully funded after the year is over.

But now some people are finding the new routes and schedules are not working for them either. They can't get home from work late at night with reduced schedules in the evening. As well, one direction routes like in Lo-Ellen are not an improvement from the previous service levels. Areas in the West end are no longer serviced. Connections are no longer tightly coordinated and are often missed by a few minutes leading to frustration by riders. Buses from Cambrian College are packed with the new increased number of foreign students.

So, although there are some improvements, there are also still some gaps that need addressing.

To truly make transit a convenient and usable option for many more Sudburians, we'll need to invest more in transit. The Transit Action Plan outlines next steps, specifically Phase 2:

Priority Service Expansion Options:

Option 1 –More frequent service and longer service hours on select routes to meet desired service standards, and to mitigate any issues arriving from GOVA changes.

[Total annual net municipal estimate for this option is \$787,500].

Option 1 should be funded and implemented ASAP.

We also need to ensure any new fleet purchases are in line with Sudbury's Community Emissions and Energy Plan which has a goal of 100% electric buses by 2035.

Thank you,
Lilly Noble
Pam Banks
Co-Chairs,
Friends of Sudbury Transit



Bike Sudbury/Vélo Sudbury

Submission to the Greater Sudbury 2020 Budget

To members of Council:

Since 2010, Bike Sudbury (formerly the Sudbury Cyclists Union) has been working with community partners to make Greater Sudbury a safe, healthy and vibrant cycling city. We support cycling in all its forms, and for all ages and abilities. We connect people who bike in order to build a strong cycling culture in our city. We work to celebrate the joy of cycling and its power to bring communities together.

Our over 680 supporters have told us their priority is to have **safe, comfortable, convenient, and connected cycling routes in all of our city's communities**. Whether they bike for recreational or commuting purposes, more and more people are using our roads and trails in all areas of the city. We need to ensure their comfort and their safety.

Council has recently committed to a target of net zero greenhouse gas emissions by 2050, and to moving forward with a Community Energy and Emissions Plan (CEEP) which contains strategies and goals to meet that target. **Goal #8 is to achieve a 35% active mobility transportation mode share by 2050.**

Our city is already working on building a cycling network, and is actively encouraging cycling with the cycling programs that it supports. This is integral to the CEEP goal.

We have a full-time permanent Active Transportation Coordinator who works on implementing our approved cycling-related policies and plans, including a Complete Streets Policy, a Transportation Demand Management Plan, and a Transportation Master Plan that contains proposed cycling network segments and timelines for implementation. It is important that we continue to fund the recommendations in these initiatives.

If we are to achieve goal #8, we need to move more quickly to implement a safe cycling network, and we need to support more programs and events that will encourage more people to bike.

Our priorities for the 2020 budget:

1. Quicker timeframes for completing a minimum grid of connected safe cycling infrastructure, especially on our main arterials, including those that connect all of our communities.

The Transportation Master Plan proposes a cycling network, with full implementation timelines of 20+ years. We need to be more aggressive in connecting the segments that have already been built, and we need to re-evaluate the gaps in the TMP proposed network. As supported by our Complete Streets Policy, all future road reconstruction projects must include safe, appropriate cycling infrastructure, in particular on our arterial roads, including those that connect all of our communities. Even if that means putting a priority on cycling over motor vehicles. We cannot afford to lose opportunities that will not reoccur for decades.

We support the first priority of completing the Paris/Notre Dame Bikeway, which will transform our city. We expect to see appropriate cycling infrastructure on the entirety of Lorne Street, and MR35. We look forward to a quick implementation of dedicated, separated infrastructure on Lasalle Boulevard, now that Maley Drive is in place. There are also other roads that require separated cycling infrastructure, with priorities that include among others, Barrydowne Road, the Kingsway, Falconbridge Road, and sections of MR80 and MR55. We look forward to discussions on how we can more quickly implement our cycling network.

2. Cycling Infrastructure Capital

We support the \$750,000 that is proposed in the budget for new cycling infrastructure. We also hope to see the implementation of the expected bike parking program in 2020, and the installation of bike parking at all City facilities and parks.

3. Trails Master Plan

The Transportation Master Plan shows trail segments that are included in the proposed cycling network. It is critical that we quickly address the need for a plan that will inventory and classify our existing trail system; that will define the levels of service for ensuring trails identified for cycling are safe and well maintained; that will identify existing deficiencies on the trails and at trail entrances that must be addressed; and that proposes timelines for addressing deficiencies and connecting our trail system. It is also important to work on enhancing our provincial cycling routes within the city, which are a combination of on-road and off-road infrastructure, to ensure they are safe and comfortable for cycling tourists.

4. Complete Streets Guidelines

We look forward to the completion of Complete Streets Guidelines, which were to be completed in 2019, but were delayed due to staffing constraints.

5. Transportation Demand Management Strategies

We support allocating \$50,000 from the \$800,000 yearly cycling fund that was part of the base budget in previous years. While not wholly directed to cycling, TDM funds can support a host of cycling programming that will get more people on bikes. It can assist in supporting cycling education, bike rodeos, bike exchanges, Bike Month activities, trip planning, integration with transit, and other strategies to encourage cycling in Greater Sudbury.

Our membership is especially interested in having an Open Streets event in 2020.

6. Community Engagement

Now that the Sustainable Mobility Advisory Panel no longer exists, it is important that the City continues to engage with cycling stakeholders and residents who bike. We support the stakeholder sessions and other community engagement opportunities that have been done for major cycling projects (eg the Paris/Notre Dame bikeway), and hope to see more for all important road projects. And we look forward to participating in the important partnerships that have been built with the City and other local and provincial partners. Together, we can make Greater Sudbury the best cycling city in the North.

Thank you for your previous and continued support for cycling in Greater Sudbury, and for your ambitious goal in the 2019-2027 Strategic Plan to achieve Silver Bicycle Friendly Community status. We look forward to working with you towards that goal.

Sincerely,

A handwritten signature in cursive script that reads "Rachelle Niemela".

Rachelle Niemela
Chair, Bike Sudbury



Bike Sudbury Vélo Sudbury

Community Energy and
Emissions Plan Goal #8

Achieve 35% active
mobility transportation
mode share by 2050

2020 Budget

Accelerated
Minimum Grid

Cycling Infrastructure
Projects Funding

Trails Master Plan

Complete Streets
Guidelines

Transportation Demand
Management Strategies

Community
Engagement



Ward 8 Community Action Network

c/o Rachele Niemela, Chair
1590 Dollard Ave, Sudbury, ON, P3A4G9
705-822-1276 rmniemela@hotmail.com

November 29, 2019

To: City of Greater Sudbury Council

Re: City of Greater Sudbury Proposed 2020 Budget

Thank you for the opportunity to submit comments on the City's proposed budget. Our CAN has been having many community discussions with residents since 2011, and we'd like to provide you with the focus of some of the conversations we've recently had with our community. Following are the things that residents in Ward 8 have told us are important to them.

The following are not in any order of priority, although we would like to highlight that we believe that the most important focus of our generation needs to be on climate change, and how we reach net zero carbon emissions by 2050. Every decision that is made as part of the 2020 budget deliberations must be evaluated within the lens that is proposed by the City's Community Energy and Emissions Plan. Does it reduce emissions? Does it reduce energy? Does it lower costs? Does it mitigate risks? Does it enhance our quality of life?

What we hear most from residents are concerns and issues that relate directly to their health, their economic viability, and their enjoyment of life in our community. Their wants include:

- more investments in active transportation and trails
- more support for transit
- finish the watershed studies and support environmental concerns to ensure our water is safe to drink and there is less salt going into our lakes, rivers and streams
- more support for housing and social services, especially for our most disadvantaged residents
- more support for recycling and composting, and expanding those services to apartment buildings, parks, and trails; more garbage bins, especially in parks and trails, including in the winter (we hear this one a lot); ways to make everyday life more "green"
- more support for police services to make our community safer
- continue to work on a better 311 system, and engage the community and stakeholders in developing standards and improvements; complete the community engagement strategy started in 2014
- continue to invest in infrastructure in a systematic and sustainable way, including roads, buildings (low impact development, green and net zero), water/wastewater pipes, green assets (parks and trails), waste management facilities and practices

From our CAN's perspective, there are a number of barriers and support issues that need to be addressed to ensure the success of CAN activities, and to leverage the many volunteers that help with community development and community building. Adequate City staffing support and support for operational issues and communications is crucial to the growth of CANs and their activities.

Like in the broader community, there is great interest in our CAN in implementing a climate change lens for CAN activities. CANs can become important partners in educating and engaging residents on this

most important issue. And properly supporting CAN initiatives will help CANs become leaders for sustainable and green (net-zero) activities and events.

As well, these supports are required to make CANs more successful:

- additional support for communications, promotions, event planning, other operational issues, and community building
- better support for CAN projects, and streamlining applications and operational requirements for projects, events, and reporting
- a community engagement strategy that includes supporting CANs so they can better engage their communities
- a structure to more actively engage the CANs in decision making and community engagement, with a view to work towards participatory budgeting and participatory planning with our communities

Sincerely,

A handwritten signature in cursive script that reads "Rachelle Niemela".

Rachelle Niemela
Chair, Ward 8 CAN