



## Staff Report for Council Meeting

**Date of Meeting:** June 24, 2020

**Report Number:** SRCS.20.16

**Department:** Community Services  
**Division:** Community Standards

**Subject:** SRCS.20.16 - Idling By-law

---

### **Purpose:**

To enact an Idling By-law.

### **Recommendation(s):**

- a) That Staff Report SRCS.20.16 be received.
- b) That the Idling By-Law No. 44-20 attached as Attachment 1 to SRCS.20.16 be enacted.
- c) That By-law No. 55-20 be enacted to amend Schedule 'A' of the Administrative Penalties By-law No. 69-16, as amended to include designated Idling By-law offences.

### **Contact Person:**

Tracey Steele, Director of Community Standards ext. 2476

Chris Goode, Community Standards Policy Officer ext. 2416

### **Report Approval:**

**Submitted by:** Darlene Joslin, Acting Commissioner of Community Services

**Approved by:** Mary-Anne Dempster, City Manager

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner and City Manager. Details of the reports approval are attached.

## Page 2

### Background:

In December of 2019 Council approved the recommendation of Staff Report SRCS.19.29 that staff report back before the 2020 summer recess with a recommended Idling By-law. Idling restrictions are currently embedded in the City's Noise By-law and the recommendation to create a separate, stand-alone Idling By-law was one of the key directions arising from the comprehensive Noise By-law review. A specific Idling By-law will facilitate better community understanding and will be an important component of efforts to address climate change consistent with the City's Environment Strategy and Resilient Richmond Hill climate change initiatives.

Operating a vehicle causes the emission of a range of gases into the atmosphere, one of which is carbon dioxide (CO<sub>2</sub>) – the principal greenhouse gas contributing to global climate change. An effective way to reduce vehicle production of CO<sub>2</sub> and other chemical emissions is to reduce or eliminate unnecessary idling. According to National Resources Canada, idling for over 10 seconds uses more fuel and produces more CO<sub>2</sub> emissions than restarting your engine. Further, National Resources Canada suggests that if all Canadian motorists avoided idling for just three minutes every day of the year, nation-wide CO<sub>2</sub> emissions could be reduced by 1.4 million tonnes annually, and equal to saving 630 million litres of fuel and equivalent to taking 320,000 cars off the roads.

### Discussion

A proposed Idling By-law is attached to this report as Attachment 1. Highlights of the recommended Idling By-law are as follows:

1. A maximum allowable idling time of 3 minutes. 3 minutes is recommended based on feedback received from over 150 Richmond Hill residents who commented on the idling time they would support at information booths set up in 2019 at Public Works Day and Canada Day. Additionally, benchmarking research summarized in Table 1 indicates that 3 minutes is the typical allowable idling time of various Greater Toronto Area municipalities.

Table 1. Summary of Idling Limits in GTA Municipalities

Municipality	Idling Limit (minutes)
Brampton	3
Markham	3
Mississauga	3
Oakville	3

## Page 3

Vaughan	5
---------	---

2. Exemptions to the maximum allowable idling time including exemptions for:
  - a. Public Transit Vehicles
  - b. Mobile Work Vehicles (including emergency response vehicles)
  - c. Vehicles remaining motionless due to emergency, traffic, rail crossing drive through operation, adverse weather or mechanical difficulties
  - d. When ambient temperatures are more than 30°C or less than 5°C
3. Incorporation of offences into the Administrative Monetary Penalty System (“AMPS”).

In order to incorporate Idling By-law offences into AMPS, it is necessary to amend Schedule “A” of the Administrative Penalty By-law No. 69-16 to include designated offences. The recommended amendment to Schedule ‘A’ of By-law 69-16 is attached staff report SRCS.20.16 as Attachment 3. Similar to other City By-laws, the Idling By-law will be enforced in response to complaints rather than proactively. If Officers observe a violation while investigating a complaint an AMPS Penalty Notice (e.g., fine) as indicated in Attachment 3 will be issued.

### **Financial/Staffing/Other Implications:**

The proposed new Idling By-law will make it easier for enforcement staff to respond to complaints about idling. Incorporation of idling offences into AMPS will likely result in the generation of minor revenue amounts (less than \$500 per year) as a result of AMPS fines and administrative fees.

### **Relationship to the Strategic Plan:**

Establishing community standards for idling is consistent with the Strategic Plan goal of “Wise Management of Resources” and the associated strategies of less waste, and being responsible through maintaining a clean and safe community through lowering emissions, and protecting the environment.

### **Conclusion:**

In December of 2019 Council approved the recommendation of Staff Report SRCS.19.29 that staff report back before the 2020 summer recess with a recommended Idling By-law. An effective way to reduce vehicle production of CO<sub>2</sub> and other chemical emissions is to reduce or eliminate unnecessary idling.

The recommended Idling By-law (Attachment 1) includes a maximum allowable idling time of 3 minutes combined with exemptions for, among other things, transit vehicles, extreme temperatures, and mobile work vehicles. Offences under the Idling By-law will be incorporated into the Administrative Monetary Penalty System through approval of the By-law No. 55-20, which will amend Schedule ‘A’ of the Administrative Penalties By-law No. 69-16 to include designated Idling By-law offences.

## **Page 4**

### **Attachments:**

The following attached documents may include scanned images of appendixes, maps and photographs. If you require an alternative format please call the contact person listed in this document.

- Attachment 1 – Proposed Idling By-law No. 44-20
- Attachment 2 – By-law No. 55-20 which amends Schedule ‘A’ of the Administrative Penalties By-law 69-16 to include designated Idling By-law offences

## Page 5

### Report Approval Details

Document Title:	SRCS.20.16 Idling By-law.docx
Attachments:	- Att 2 - AMPS By-law Amendment 55-20.pdf - Att 1 - Idling By-law 44-20.pdf
Final Approval Date:	Jun 11, 2020

This report and all of its attachments were approved and signed as outlined below:

**Tracey Steele - Jun 10, 2020 - 3:06 PM**

**Darlene Joslin - Jun 10, 2020 - 3:24 PM**

**MaryAnne Dempster - Jun 11, 2020 - 6:57 PM**