

AGENDA

THE SIXTEENTH MEETING OF THE ONE HUNDRED AND TWENTY-FIFTH COUNCIL OF THE CORPORATION OF THE CITY OF ST. THOMAS

COUNCIL CHAMBERS 6:00 P.M. CLOSED SESSION
CITY HALL 7:00 P.M. REGULAR SESSION APRIL 4TH, 2005

ROUTINE PROCEEDINGS AND GENERAL ORDERS OF THE DAY

OPENING PRAYER

DISCLOSURES OF INTEREST

MINUTES

DEPUTATIONS

COMMITTEE OF THE WHOLE

REPORTS OF COMMITTEES

PETITIONS AND COMMUNICATIONS

UNFINISHED BUSINESS

NEW BUSINESS

BY-LAWS

PUBLIC NOTICE

NOTICES OF MOTION

ADJOURNMENT

CLOSING PRAYER

THE LORD'S PRAYER

Alderman H. Chapman

DISCLOSURES OF INTEREST

MINUTES

Confirmation of the minutes of the meeting held on March 29th, 2005.

DEPUTATIONS

COMMITTEE OF THE WHOLE

Council will resolve itself into Committee of the Whole to deal with the following business.

PLANNING AND DEVELOPMENT COMMITTEE – Chairman H. Chapman

UNFINISHED BUSINESS

NEW BUSINESS

Draft Plan of Subdivision File #34T-05502 - Lake Margaret Estates Development Area, Phase 7 -
45 lots for Single Detached Dwellings - Doug Tarry Ltd.

Report PD-14-2005 of the Planning Director. Pages 6 to 8

Zoning By-Law Amendment - Top of Bank and Geotechnical Setback Limits - Part Block 6, Plan 11M-105, Part Lot 5, Conc. 7, former Yarmouth Township - Doug Tarry Ltd.

Report PD-20-2005 of the Planner. **Pages** 9 to 10

Draft Plan of Subdivision File #34T-05504 - Dalewood Landing Development Area, Phase V - 56 lots for Single Detached Dwellings - Inn Services Inc.

Report PD-16-2005 of the Planning Director. **Pages** 11 to 13

Zoning By-Law Amendment - 8 Single Detached Dwelling Units in Condominium Ownership - Lots 34 and 35, Plan 11M-129 - Inn Services Inc.

Report PD-13-2005 of the Planner. **Pages** 14 to 16

Draft Plan of Subdivision File #34T-05503 - West Side of Aldborough Avenue - 14 lots for Single Detached Dwellings - Prespa Sales and Rentals Limited

Report PD-15-2005 of the Planning Director. **Pages** 17 to 19

Zoning By-Law Amendment - Rear Yard Setback of 7 Metres - Lots 8-11 within Draft Plan of Subdivision File #34T-05503 - Prespa Sales and Rentals Limited

Report PD-17-2005 of the Planner. **Pages** 20 to 23

Zoning By-Law Amendment - Removal of Holding Zone Symbol - Blocks 6, 8, and 9, Plan 11M-130 - H.J. Hayhoe Limited

Report PD-18-2005 of the Planner. **Page** 24

Zoning By-Law Amendment - Removal of Holding Zone Symbol - Blocks 22-27 and 29, 11M-110 and Block 35, Plan 11M-113 - Joe Ostojic & Son Ltd.

Report PD-19-2005 of the Planner. **Page** 25

BUSINESS CONCLUDED

ENVIRONMENTAL SERVICES COMMITTEE – Chairman M. Turvey

UNFINISHED BUSINESS

NEW BUSINESS

2005 Annual Sidewalk and Road Resurfacing Program

Report ES 29-05 of the Manager of Operations & Compliance. **Page** 26

Green Lane Landfill Optimization Environmental Assessment - Draft Environmental Assessment Report

Report ES34-05 of the Director, Environmental Services. **Pages** 27 to 33

2004 City of St. Thomas Waste Diversion Rates

Report ES 37-05 of the Director, Environmental Services. **Pages** 34 & 35

City of St. Thomas Salt Management Plan

Report ES30-05 of the Manager of Operations & Compliance. **Pages** 36 to 39

BUSINESS CONCLUDED

PERSONNEL AND LABOUR RELATIONS COMMITTEE – Chairman D. Warden**UNFINISHED BUSINESS****NEW BUSINESS****BUSINESS CONCLUDED****FINANCE AND ADMINISTRATION COMMITTEE** – Chairman C. Barwick**UNFINISHED BUSINESS****NEW BUSINESS****BUSINESS CONCLUDED****COMMUNITY AND SOCIAL SERVICES COMMITTEE** – Chairman B. Aarts**UNFINISHED BUSINESS****NEW BUSINESS****BUSINESS CONCLUDED****PROTECTIVE SERVICES AND TRANSPORTATION COMMITTEE** – Chairman T. Shackelton**UNFINISHED BUSINESS****Sauve Avenue - Parking Restriction**

Report ES20-05 of the Supervisor, Roads & Transportation. Pages 40 & 41

NEW BUSINESS**St. Thomas Local Road System - Possible Parking Restrictions**

Report ES35-05 of the Director, Environmental Services. Pages 42 to 50

Map of roadways attached.

Highway 3 Reconstruction Project - St. Thomas to Aylmer

Report ES 41-05 of the Director, Environmental Services. Pages 51 & 52

Definition of Pedestrian - Traffic By-Law

Report ES36-05 of the Supervisor, Roads & Transportation. Page 53

Power Centre Traffic Control

Report ES33-05 of the Supervisor, Roads & Transportation. Pages 54 & 55

West Nile Virus - Notice of Increased Activity

A letter has been received from the Elgin-St. Thomas Health Unit advising of the municipality's responsibility in conducting a larvacide program and requesting a letter of support for the Unit's endorsement of an application for permits to apply pesticides within the West Nile Virus program. Pages 56 & 57

BUSINESS CONCLUDED

REPORTS PENDING

AMENDMENT TO BY-LAW 44-2000(REGULATION OF WATER SUPPLY IN THE CITY OF ST. THOMAS) - MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF ST. THOMAS AND ST. THOMAS ENERGY INC. (PROVISION OF WATER METER READING/BILLING AND COLLECTION SERVICES) _____ - J. Dewancker

ESDA SERVICING MASTER PLAN AND CLASS ENVIRONMENTAL ASSESSMENT - J. Dewancker

ENVIRONMENTALLY SENSITIVE LAND USE – P. Keenan

SAFETY ISSUES AND INTERSECTION CONCERNS – M. Sture

CIVIL MARRIAGES SOLEMNIZATION – W. Graves

DRIVEWAY RECONSTRUCTION – MAPLE STREET - J. Dewancker

REVIEW OF CITY BUS ROUTES – J. Dewancker

PROCLAMATIONS – W. Graves

COUNCIL

Council will reconvene into regular session.

REPORT OF COMMITTEE OF THE WHOLE

Planning and Development Committee – Chairman H. Chapman

Environmental Services Committee – Chairman M. Turvey

Personnel and Labour Relations Committee – Chairman D. Warden

Finance and Administration Committee – Chairman C. Barwick

Community and Social Services Committee - Chairman B. Aarts

Protective Services and Transportation Committee - Chairman T. Shackelton

A resolution stating that the recommendations, directions and actions of Council in Committee of the Whole as recorded in the minutes of this date be confirmed, ratified and adopted will be presented.

REPORTS OF COMMITTEES

PETITIONS AND COMMUNICATONS

Railway Nostalgia Days - May 7th and 8th, 2005 and Railway Heritage Days - August 27th and 28th, 2005 - Proclamation

A letter has been received from Elaine Catchpole, Secretary, Elgin County Railway Museum, requesting that Council proclaim May 7th and 8th, 2005 as “Railway Nostalgia Days” and August 27th and 28th, 2005 as “Railway Heritage Days” in the City of St. Thomas.

Tag Day - St. Thomas Jumbo Jets Swim Team

A letter has been received from Arnold Walker, President, St. Thomas Jumbo Jets Swim Team, requesting a Tag Day on April 22nd and 23rd, 2005.

Card of Thanks

A card of thanks has been received from Alderman Warden and family during their recent bereavement.

UNFINISHED BUSINESS**Deputy Mayor Position**

Report TF-01-05 of the Mayor's Task Force. Page 58

NEW BUSINESS**City Council Appointments**

Alderman Warden put forth the following Notice of Motion.

Motion by Alderman Warden:

THAT: The current Finance Chairman, Alderman Cliff Barwick, maintain this position for the remainder of this Council's Term.

BY-LAWS**First, Second and Third Reading**

1. A by-law to confirm the proceedings of the Council meeting held on the 4th day of April 2005.

PUBLIC NOTICE**NOTICES OF MOTION****CLOSED SESSION**

A resolution to close the meeting will be presented to deal with a matter of potential litigation affecting the municipality and a personal matter about an identifiable individual.

OPEN SESSION**ADJOURNMENT****CLOSING PRAYER**



**The Corporation of the
City of St. Thomas**

Report No.: PD-14-2005

File No.: 34T-05502

Directed to: Chairman H. Chapman and Members of the
Planning and Development Committee

Date: March 21st, 2005

Subject: Application by Doug Tarry Limited, Draft Plan of Subdivision, File 34T-05502, Lake Margaret Estates Development Area - Phase 7 - 45 Lots for single detached dwellings.

Department: Planning Department
Prepared by: P J C Keenan - Planning Director

Attachments:
- draft plan (reduced)

RECOMMENDATION:

- 1) That Council approve in principle the proposed Draft Plan of Subdivision File # 34T-05502 (Residential Plan of Subdivision) of lands owned by Doug Tarry Limited which lands are legally described as Part of Block 6, Registered Plan 11M-105 and Part of Lot 2 East on Frances Street Registered Plan 27 and Part of Lot 5 Concession 7, Geographic Township of Yarmouth, City of St Thomas, County of Elgin and further that final approval be subject to:
 - a final staff report following the review of comments/recommendations received from agencies and City departments upon completion of the circulation of the draft plan,
 - confirmation by the Director, Environmental Services that there is sufficient uncommitted reserve treatment capacity in the sanitary sewerage system to service the proposed development;
 - a subdivision agreement satisfactory to the City of St. Thomas with respect to the provision of municipal services, financial, administrative and other related matters.
- 2) That a date for a public meeting be established in accordance with Ontario Regulations 196/96. Staff recommend that a public meeting date be set for *May 2nd, 2005 @ 6:00 p.m.*

ANALYSIS:

Proposal:

Doug Tarry Limited has submitted an application for approval of Phase 7 of the Lake Margaret Estates Development Area. The proposed Plan is located north of Humming Bird Lane and situated on the most northerly peninsula of land within the development area with Pinafore Park on its west boundary and Pinafore Lake on its east boundary. The proposed subdivision provides for the development of 45 lots for single detached dwellings within an area of 4.336 hectares. The lots have an average frontage of over 15 metres. Three new streets are proposed. Street "A", a cul de sac runs northerly from Hummingbird Lane. Streets "B" and "C" are both cul de sacs which run westerly from Street "A". A reduced copy of the draft plan is attached.

The location of the proposed subdivision and its relationship to the surrounding area is shown on the Location Plan.

The lands are legally described as Part of Block 6, Registered Plan 11M-105 and Part of Lot 2 East on Frances Street Registered Plan 27 and Part of Lot 5 Concession 7, Geographic Township of Yarmouth, City of St Thomas, County of Elgin.

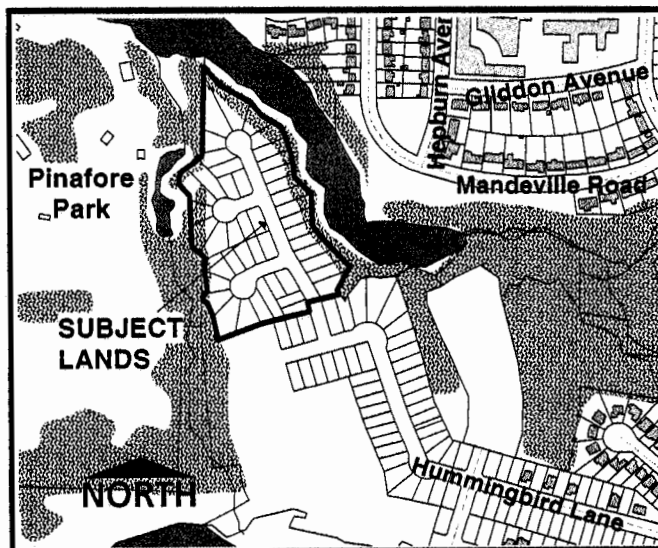
Official Plan:

The subject property is designated for residential use in the City of St. Thomas Official Plan. The proposed draft plan of subdivision conforms to the policies of the Official Plan, (OPA #42 - South Block Development Area) and the design is compatible with the surrounding residential area.

Zoning By-law:

The property is currently located within the Third Residential Zone- (hR3A-4) - of By-law 50-88 of the City of St. Thomas. This zone permits the proposed single detached dwellings. The lands are also subject to the standard holding zone requirements of Zoning By-law 50-88 which must be met to the satisfaction of the Municipality

Location Plan:



prior to the development proceeding to the issuance of building permits.

Services:

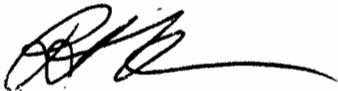
Full Municipal services are available to the Subdivision. The design, and the installation of services required for this development will be in accordance with Municipal standards and comply with the objectives and recommendations contained within the South Block Servicing Studies. A full report on the servicing of these lands was provided by the developers and approved as part of the Lake Margaret Estates Development Area Block Plan approval (34T-99511).

It is recommended that Council's final approval of this plan be subject to the Director, Environmental Services recommendations on servicing and his confirmation upon completing his review of the circulated draft plan, that there is sufficient uncommitted reserve treatment capacity within the sanitary sewerage system to service the proposed development.

Financial Considerations:

All costs associated with the development of the draft plan of subdivision are the responsibility of the developer. The developer will be required to pay the approved development fees and charges in addition to the cost of the installation of municipal services, within the plan, in accordance with the standard practices and policies of the City as adopted by Council.

Respectfully submitted,



P.J.C. Keenan
Director of Planning

Reviewed By:

Env. Services

Treasury

City Clerk

Other





**The Corporation of the
City of St. Thomas**

Report No.: PD-20-2005

File No.: ST2-06-05

Directed to: Chairman H. Chapman and Members of the
Planning and Development Committee

Date: March 29, 2005

Subject: Zoning Bylaw Amendment Application - Doug Tarry Ltd. - to establish top of bank and geotechnical setback limits to development on lands legally described as Part Lot 5, Concession 7, former Township of Yarmouth, Part Lot 2, East of Frances Street, R.P. 27, Part of Block 6, Plan 11M-105, City of St. Thomas.

Department: Planning Department

Attachments:

Prepared by: J McCoomb - Planner

RECOMMENDATION:

- 1) That the application by Doug Tarry Ltd. for an amendment to City of St. Thomas Zoning By-law 50-88 be received and that direction be given to prepare a site specific draft amendment to the Zoning By-law to establish top of bank and geotechnical setback limits to development on lands legally described as Part Lot 5, Concession 7, former Township of Yarmouth, Part Lot 2, East of Frances Street, R.P. 27, Part of Block 6, Plan 11M-105, City of St. Thomas.
- 2) That staff be authorized to set a date for a public meeting in accordance with Ontario Regulation 199/96 as amended. (*Recommended Date: May 4, 2005 @ 6:05p.m.*)

ANALYSIS:

Proposal:

Doug Tarry Ltd. has made an application to amend Zoning By-law 50-88 to establish top of bank and geotechnical setback limits to development for a property described as Part Lot 5, Concession 7, former Township of Yarmouth, Part Lot 2, East of Frances Street, R.P. 27, Part of Block 6, Plan 11M-105. The subject lands are part of a new proposed draft plan of subdivision (File No. 34T-05502, see Report No. PD-14-2005 in the April 4th, 2005 Council agenda) to include 45 lots for single detached dwellings, as well as future development lands to the south of the proposed draft plan. The subject property is currently vacant, and is located north and west of Hummingbird Lane in the Lake Margaret Estates development area, as shown on the Location Plan.

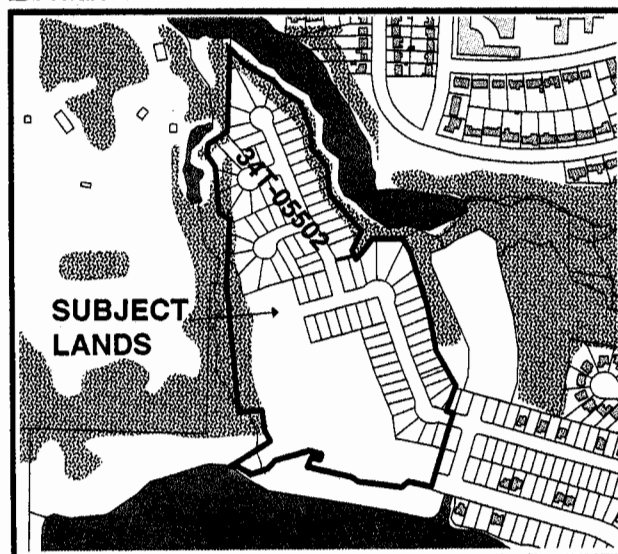
Existing land uses immediately surrounding the subject property are open space (ravine) to the north and west, and vacant (future residential development) to the south and east. The proposed zoning amendment will establish geotechnical limits to development for areas adjacent to the ravines within a part of the proposed draft plan 34T-05502 and future residential development to the south of the proposed draft plan.

The subject lands may be legally described as Part Lot 5, Concession 7, former Township of Yarmouth, Part Lot 2, East of Frances Street, R.P. 27, Part of Block 6, Plan 11M-105, City of St. Thomas.

Official Plan Policies:

The subject property is located within the Residential designation of the Official Plan of the St. Thomas Planning Area. Section 5.1 contains the goals and policies guiding development within the Residential designation. Subsection 5.1.3 policies permit a full range of dwelling types including low, medium and high density residential uses, residential redevelopment and conversions, home occupations, local commercial uses and institutional uses, subject to the policies of the Plan.

Location Plan:



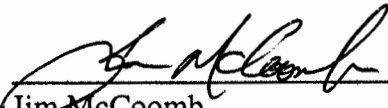
The ravine lands that bound the subject lands to the north and west are located within the Open Space and Conservation and Hazard Land designations. The policies of the Open Space and Conservation designation provide that building setbacks will be imposed from the margins of the areas designated Open Space and Conservation in relation to the kind, extent and severity of the existing and potential hazards. The proposed zoning by-law amendment implements this policy by establishing top of bank and geotechnical setback requirements for the proposed development lands.

In my opinion, the proposed zoning by-law amendment complies with the Residential and Open Space and Conservation policies of the Official Plan.

Zoning By-law:

The subject property is located within the Third Residential Zone (hR3A-4) of By-law 50-88, which permits all of the uses and standards of the straight R3A zone. The provisions for removal of the "h" symbol from the zone, as per subsection 2.2.3(c) of By-law 50-88, require that the limits of development based upon geotechnical analysis be surveyed and established by an amendment to the by-law. The proposed amendment will implement this requirement for removal of the holding symbol.

Respectfully submitted,



Jim McCoomb
Planner

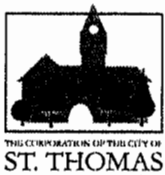
Reviewed By:

Env. Services

Treasury

City Clerk

Other



**The Corporation of the
City of St. Thomas**

Report No.: PD-16-2005

File No.: 34T-05504

Directed to: Chairman H. Chapman and Members of the
Planning and Development Committee

Date: March 21st, 2005

Subject: Application by Inn Services Inc., Draft Plan of Subdivision, File 34T-05504 - Dalewood
Landing Development Area - Phase V - 56 lots for single detached dwellings.

Department: Planning Department
Prepared by: P J C Keenan - Planning Director

Attachments:
- draft plan (reduced)

RECOMMENDATION:

- 1) That Council approve in principle the proposed Draft Plan of Subdivision File # 34T-05504 (Residential Plan of Subdivision) of lands owned by Inn Services Inc. which lands are legally described as part of Block 62, Registered Plan 11M-60, and Part of Blocks 15, & 18, Registered Plan 11M-130, and Part of Blocks 48 and 51, Registered Plan 11M-145, City of St. Thomas, County of Elgin and further that final approval be subject to:
 - a final staff report following the review of comments/recommendations received from agencies and City departments upon completion of the circulation of the draft plan,
 - confirmation by the Director, Environmental Services that there is sufficient uncommitted reserve treatment capacity in the sanitary sewerage system to service the proposed development;
 - a subdivision agreement satisfactory to the City of St. Thomas with respect to the provision of municipal services, financial, administrative and other related matters.
- 2) That a date for a public meeting be established in accordance with Ontario Regulations 196/96. Staff recommend that a public meeting date be set for *May 4th, 2005 @ 6:15 p.m.*

ANALYSIS:

Proposal:

Inn Services Inc. has submitted an application for approval of a 56 lot residential plan of subdivision (34T-05504 Phase V) located east of Burwell Road and south of Glenview Court within the Dalewood Landing Development Area. (see location plan) The proposed Plan encompasses 4.133 hectares of land which will provide for the development of 56 lots for single-detached dwellings units, one open space Block (57), two Blocks (58 and 59) for future development, and one block for street reserve (60). Two new streets are proposed. One street will extend Greenway Boulevard westerly while the other is a cul de sac which will run north and west from Greenway Boulevard.

A copy of the draft plan is attached.

The lands are legally described as being Block 62, Registered Plan 11M-60, and Part of Blocks 15, & 18, Registered Plan 11M-130, and Part of Blocks 48 and 51, Registered Plan 11M-145, City of St. Thomas, County of Elgin. The location of the proposed subdivision and its relationship to the surrounding area is shown on the location plan.

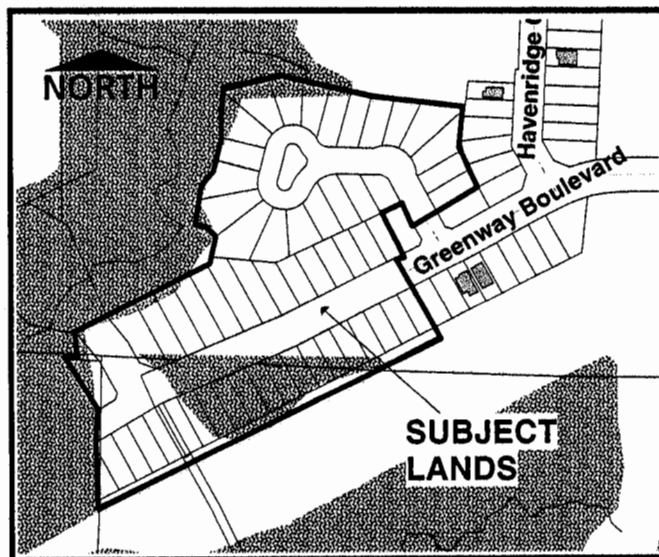
Official Plan:

The subject property is designated for residential use in the City of St. Thomas Official Plan. The proposed draft plan of subdivision to permit residential use conforms to the policies of the Official Plan and is appropriate for the development of the area.

Zoning By-law:

The subject property is located within the Third Residential Zone (hR3A-1), and within the Open Space Zone (OS) and (OS-7) of Zoning By-law 50-88 of the City of St. Thomas. The proposed single-detached residential dwellings are permitted by the Zoning By-law. All of the lands within the plan are also subject to the standard holding zone requirements of Zoning By-law 50-88.

Location Plan:



-12-

Services:

Full Municipal services will be provided to the site. The design, development and the installation of services will be in accordance with the approved policies and standards of the City.

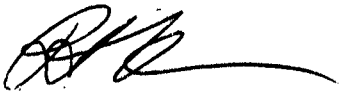
It is recommended that Council's final approval of this plan be subject to the Director, Environmental Services recommendations on servicing and his confirmation upon completing his review of the circulated draft plan, that there is sufficient uncommitted reserve treatment capacity within the sanitary sewerage system to service the proposed development.

Financial Considerations:

All costs associated with the development of the draft plan of subdivision are the responsibility of the developer. The developer will be required to pay the approved development fees and charges in addition to the cost of the installation of municipal services, within the plan, in accordance with the standard practices and policies of the City as adopted by Council.

A standard condition of final approval will be the requirement for the developer to enter into a subdivision agreement satisfactory to the City of St. Thomas with respect to the provision of municipal services, financial, administrative and other related matters.

Respectfully submitted,



P.J.C. Keenan
Director of Planning

Reviewed By:

Env. Services

Treasury

City Clerk

Other



**The Corporation of the
City of St. Thomas**

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Report No.: PD-13-2004

File No.: ST2-02-05

Directed to: Chairman H. Chapman and Members of the
Planning and Development Committee

Date: March 15, 2005

Subject: Zoning Bylaw Amendment Application - Inn Services Inc. - to permit a maximum of 8 single detached dwelling units as part of a proposed residential development in condominium ownership on lands legally described as Lots 34 & 35, Plan 11M-129, City of St. Thomas.

Department: Planning Department

Attachments:

- preliminary site plan

Prepared by: J McCoomb - Planner

RECOMMENDATION:

- 1) That the application by Inn Services Inc. for an amendment to City of St. Thomas Zoning By-law 50-88 be received and that direction be given to prepare a site specific draft amendment to the Zoning By-law to permit a maximum of 8 single detached dwelling units as part of a proposed residential development in condominium ownership on lands legally described as Lots 34 & 35, Plan 11M-129, City of St. Thomas.
- 2) That staff be authorized to set a date for a public meeting in accordance with Ontario Regulation 199/96 as amended. (*Recommended Date: May 2, 2005 @ 6:25p.m.*)

ANALYSIS:

Proposal:

Inn Services Inc. has made an application to amend Zoning By-law 50-88 to permit the property described as Lots 34 & 35, Plan 11M-129 to be used for a proposed residential development in condominium ownership. The subject lands, which are currently vacant, are zoned to permit a four-plex apartment on each of the two lots (total eight units). The proposed condominium development will result in the same overall number of residential units, however developed as single detached dwellings and serviced by a single common entrance from Burwell Road (see preliminary site plan attached). The subject lands are located on the west side of Burwell Road, opposite to the intersection with Riverbank Drive, as shown on the Location Plan.

Existing land uses immediately surrounding the subject property are residential to the south and east, and open space (storm water management pond) to the north and west. The site proposed to be rezoned has an area of approximately 3,212m² with frontage on Burwell Road of approximately 75.64 metres.

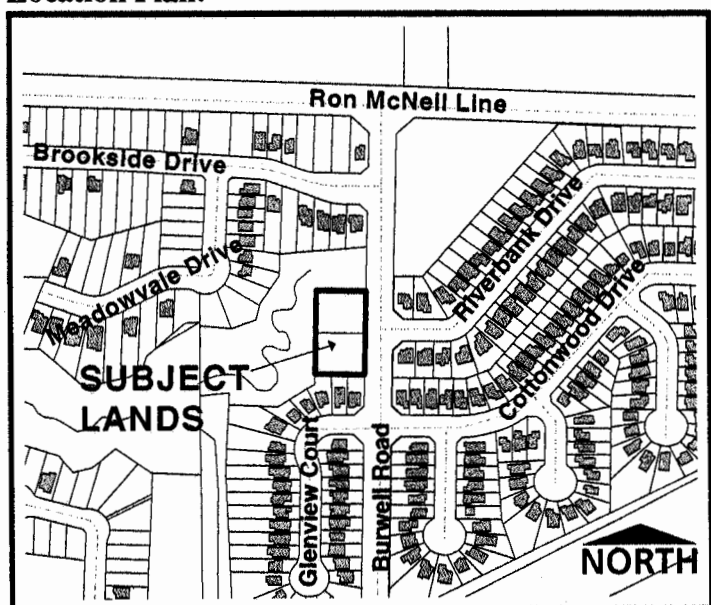
The site may be legally described as Lots 34 & 35, Plan 11M-129, City of St. Thomas.

Official Plan Policies:

The subject property is located within the Residential designation of the Official Plan of the St. Thomas Planning Area. Section 5.1 contains the goals and policies guiding development within the Residential designation. Subsection 5.1.3 policies permit a full range of dwelling types including low, medium and high density residential uses, residential redevelopment and conversions, home occupations, local commercial uses and institutional uses, subject to the policies of the Plan.

In my opinion, the proposed zoning by-law amendment complies with the Residential policies of the Official Plan.

Location Plan:




-15-

Zoning By-law:

The subject property is located within the Third Residential Zone (hR3A-1) of By-law 50-88, which permits all of the uses and standards of the straight R3A zone. While most residential dwelling types are permitted within the hR3A-1 zone, the regulation requirements for setbacks, parking, lot coverage and area all require amending in order to accommodate the proposed condominium development.

The proposed condominium development is subject to site plan control.

Respectfully submitted,



Jim McCoomb
Planner

Reviewed By:

Env. Services

Treasury

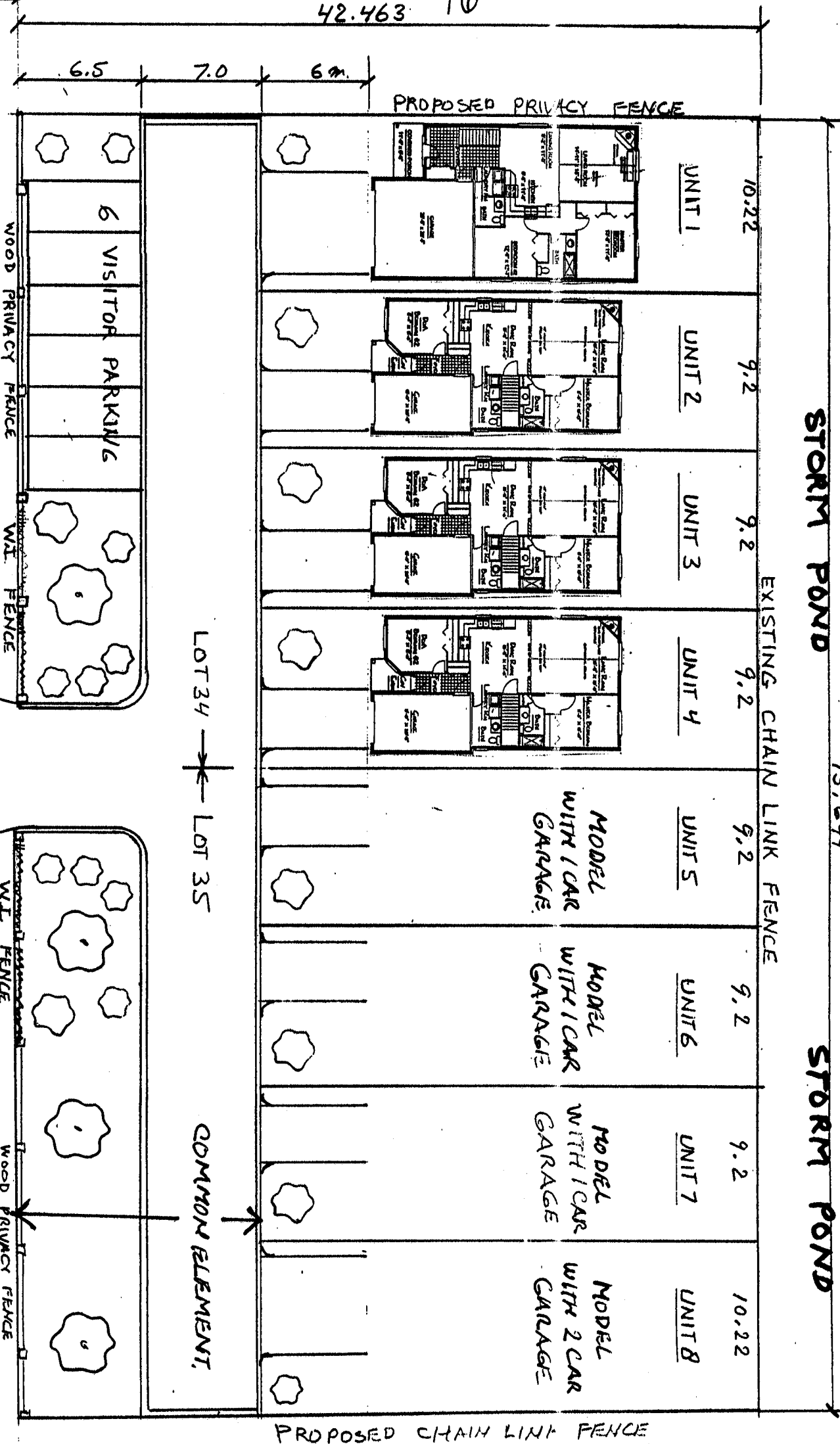
City Clerk

Other

RESIDENTIAL

42.463-16-

23m



STORM POND

STORM POND

EXISTING CHAIN LINK FENCE

PROPOSED CHAIN LINK FENCE

LOT 34 LOT 35

COMMON ELEMENT

CITY SIDEWALK

CITY SIDEWALK

WOOD PRIVACY FENCE

W.L. FENCE

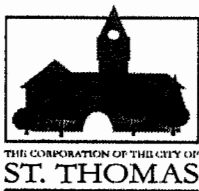
W.L. FENCE

WOOD PRIVACY FENCE

BURWELL ROAD

STORM POND





**The Corporation of the
City of St. Thomas**

Report No.: PD-15-2005

File No.: 34T-05503

Directed to: Chairman H. Chapman and Members of the
Planning and Development Committee

Date: March 21st, 2005

Subject: Application by Prespa Sales and rentals Limited, File 34T-05503, west side of Aldborough Avenue - 14 Lots for single detached dwellings.

Department: Planning Department
Prepared by: P J C Keenan - Planning Director

Attachments:
- draft plan (reduced)

RECOMMENDATION:

- 1) That Council approve in principle the proposed Draft Plan of Subdivision File # 34T-05503 (Residential Plan of Subdivision) of lands owned by Prespa Sales and Rentals Limited which lands are legally described as Part of Block C, Registered Plan 284, City of St Thomas, County of Elgin and further that final approval be subject to:
 - a final staff report following the review of comments/recommendations received from agencies and City departments upon completion of the circulation of the draft plan,
 - confirmation by the Director, Environmental Services that there is sufficient uncommitted reserve treatment capacity in the sanitary sewerage system to service the proposed development;
 - a subdivision agreement satisfactory to the City of St. Thomas with respect to the provision of municipal services, financial, administrative and other related matters.
- 2) That a date for a public meeting be established in accordance with Ontario Regulations 196/96. Staff recommend that a public meeting date be set for *May 2nd, 2005 @ 6:35 p.m.*

ANALYSIS:

Proposal:

Prespa Sales and Rentals Limited has submitted an application for approval of a 14 lot draft plan of subdivision on the west side of Aldborough Avenue on a portion of the lands formerly occupied by the Early Childhood Education Centre. The applicant recently acquired the Early Childhood Education Centre property and severed it into two parcels, with each parcel containing one of the two buildings originally on the site. The existing building on the northerly parcel has been sold and is currently undergoing renovations for development as a residential care facility. The building on the southerly parcel, which is the subject of this application, has been removed by the applicant to facilitate the redevelopment of the lands for housing. The draft plan provides for the development of a cul de sac running westerly from Aldborough Avenue and the creation of 14 lots for single detached dwellings. The parcel has a total area of 1.064 hectares.

A reduced copy of the draft plan is attached.

The location of the proposed subdivision and its relationship to the surrounding area is shown on the Location Plan.

The lands may be legally described as Part of Block C, Registered Plan 284, City of St Thomas, County of Elgin.

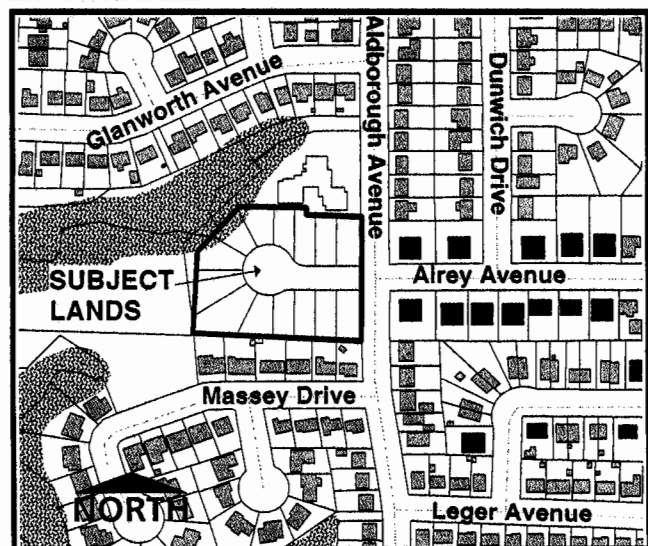
Official Plan:

The subject property is designated for residential use in the City of St. Thomas Official Plan. The proposed draft plan of subdivision conforms to the policies of the Official Plan and its design is appropriate and compatible with the surrounding residential area.

Zoning By-law:

The property is currently located within the First Residential Zone- (R1) - of By-law 50-88 of the City of St. Thomas. This zone permits the proposed single detached dwellings.

Location Plan:



-18-

The applicant has made a concurrent application for a Zoning By-law amendment affecting 4 lots within the plan located on the bulb of the cul de sac. The lots as proposed comply with the R1 Zone requirements however the applicant proposes designs for larger houses on the 4 lots and is requesting an adjustment to the rear yard setback to properly accommodate the larger dwellings. Report PD-17-2005, on the April 4th, 2005 Council Agenda contains further information on the zoning application.

Services:

Full Municipal services are available to the Subdivision. The design and the installation of services required for this development will be in accordance with Municipal standards.

It is recommended that Council's final approval of this plan be subject to the Director, Environmental Services recommendations on servicing and his confirmation upon completing his review of the circulated draft plan, that there is sufficient uncommitted reserve treatment capacity within the sanitary sewerage system to service the proposed development.

Financial Considerations:

All costs associated with the development of the draft plan of subdivision are the responsibility of the developer. The developer will be required to pay the approved development fees and charges in addition to the cost of the installation of municipal services, within the plan, in accordance with the standard practices and policies of the City as adopted by Council.

Respectfully submitted,



P.J.C. Keenan
Director of Planning

Reviewed By:

Env. Services

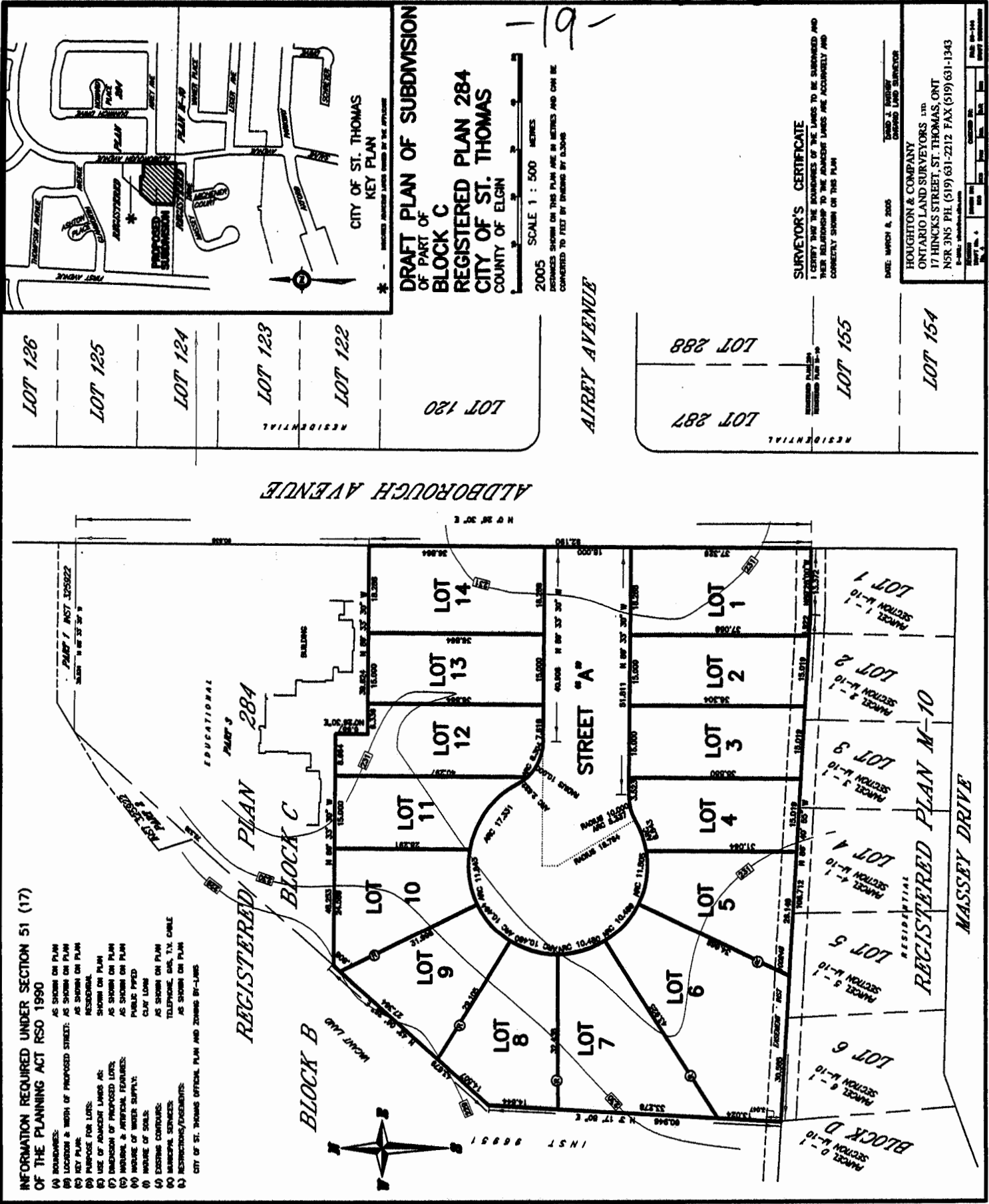
Treasury

City Clerk

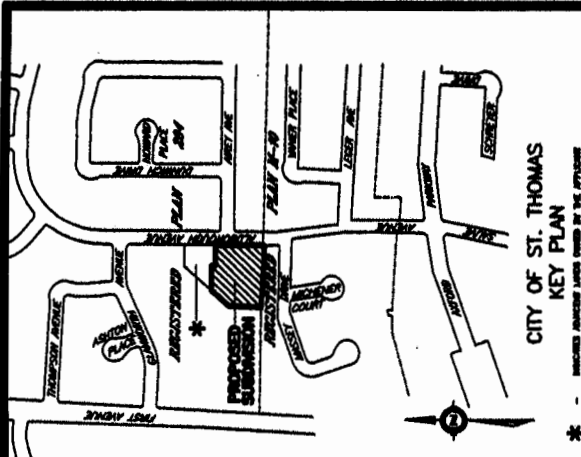
Other

34T-05503

19



- INFORMATION REQUIRED UNDER SECTION 51 (17)
OF THE PLANNING ACT RSO 1990
- (14) BOUNDARIES: AS SHOWN ON PLAN
 - (15) LOCATION & WIDTH OF PROPOSED STREET: AS SHOWN ON PLAN
 - (16) KEY PLAN: AS SHOWN ON PLAN
 - (17) PURPOSE FOR LOTS: RESIDENTIAL
 - (18) USE OF ADJACENT LANDS AS: SHOWN ON PLAN
 - (19) DIMENSION OF PROPOSED LOTS: AS SHOWN ON PLAN
 - (20) MATERIAL & ARTIFICIAL FEATURES: AS SHOWN ON PLAN
 - (21) MEASURE OF WATER SUPPLY: PUBLIC TAPPED
 - (22) MEASURE OF SOILS: CLAY LOAM
 - (23) EXISTING CONTIGUOUS: AS SHOWN ON PLAN
 - (24) TELEPHONE, GAS, T.V. CABLE: AS SHOWN ON PLAN
 - (25) RESTRICTIONS/ENCUMBRANCES: AS SHOWN ON PLAN
- CITY OF ST. THOMAS OFFICIAL PLAN AND ZONING BY-LAWS



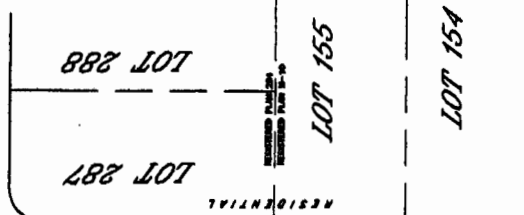
CITY OF ST. THOMAS
KEY PLAN

DRAFT PLAN OF SUBDIVISION
OF PART OF
BLOCK C
REGISTERED PLAN 284
CITY OF ST. THOMAS
COUNTY OF ELGIN

SCALE 1 : 500 METRES

2005 DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE
CONVERTED TO FEET BY DIVIDING BY 0.3048

AIREY AVENUE



SURVEYOR'S CERTIFICATE

I CERTIFY THAT THE BOUNDARIES OF THE LOTS TO BE SUBDIVIDED AND
THEIR RELATIONSHIP TO THE ADJACENT LOTS ARE ACCURATELY AND
CORRECTLY SHOWN ON THIS PLAN

DATE: MARCH 8, 2005

DAVID J. HUGHES
CHARTERED LAND SURVEYOR

HOUGHTON & COMPANY
ONTARIO LAND SURVEYORS LTD.
17 HINCKS STREET, ST. THOMAS, ONT.
N5R 3N5 PH. (519) 631-2212 FAX (519) 631-1343



**The Corporation of the
City of St. Thomas**

-20-

Report No.: PD-17-2005

File No.: ST2-04-05

Directed to: Chairman H. Chapman and Members of the
Planning and Development Committee

Date: March 21, 2005

Subject: Zoning Bylaw Amendment Application - Prespa Sales & Rentals Ltd. - to permit a minimum rear yard setback of 7 metres on four lots (Lots 8, 9, 10 and 11) within a proposed draft plan of subdivision (File No. 34T-05503) on lands legally described as Block "C", Registered Plan 284, City of St. Thomas.

Department: Planning Department

Prepared by: J McCoomb - Planner

Attachments:

- draft plan of subdivision
- sketch showing reduced rear yard on selected lots.

RECOMMENDATION:

- 1) That the application by Prespa Sales & Rentals Ltd. for an amendment to City of St. Thomas Zoning By-law 50-88 be received and that direction be given to prepare a site specific draft amendment to the Zoning By-law to permit a minimum rear yard setback of 7 metres on four lots (Lots 8, 9, 10 and 11) within a proposed draft plan of subdivision (File No. 34T-05503) on lands legally described as Block "C", Registered Plan 284, City of St. Thomas.
- 2) That staff be authorized to set a date for a public meeting in accordance with Ontario Regulation 199/96 as amended. (*Recommended Date: May 2, 2005 @ 6:45p.m.*)

ANALYSIS:

Proposal:

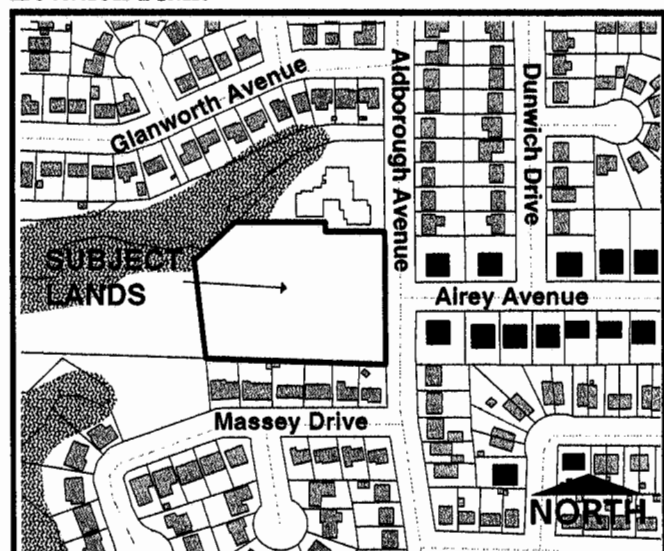
Prespa Sales & Rentals Ltd. has made an application to amend Zoning By-law 50-88 to permit a minimum rear yard setback of 7 metres on four lots (Lots 8, 9, 10 and 11) within a proposed draft plan of subdivision (File No. 34T-05503). The applicant has concurrently applied for approval of a draft plan of subdivision which proposes to create 14 lots for single detached dwellings. Report PD-15-2005, on the April 4th, 2005 Council Agenda contains further information on the draft plan of subdivision application. The subject lands are currently vacant, and were formerly occupied by the Early Childhood Education Centre. The lands are located on the west side of Aldborough Avenue, opposite Airey Avenue, as shown on the Location Plan.

Attached is reduction of the proposed draft plan which shows the draft layout for the proposed development. Existing land uses immediately surrounding the subject property include residential use to the south and east, future residential to the north, and open space to the west.

The lots proposed to be rezoned are Lots 8, 9, 10 and 11 on the proposed draft plan, with frontage on a proposed new cul-de-sac to run westerly from Aldborough Avenue.

The site may be legally described as Block "C" on Registered Plan 284, City of St. Thomas.

Location Plan:



Official Plan Policies:

The subject property is located within the Residential designation of the Official Plan of the St. Thomas Planning Area. Section 5.1 contains the goals and policies guiding development within the Residential designation. Subsection 5.1.3 policies permit a full range of dwelling types including low, medium and high density residential uses, residential redevelopment and conversions, home occupations, local commercial uses and institutional uses, subject to the policies of the Plan.

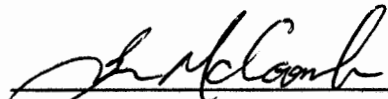
In my opinion, the proposed zoning by-law amendment complies with the Residential policies of the Official Plan.

- 21 -

Zoning By-law:

The subject property is located within the First Residential Zone (R1) of By-law 50-88, which permits the proposed single detached dwellings. The R1 zone regulations require a minimum rear yard setback of 10.5 metres. Therefore, an amendment to the by-law is necessary to permit a rear yard setback of 7 metres for the four proposed lots.

Respectfully submitted,



Jim McCoomb
Planner

Reviewed By:

Env. Services

Treasury

City Clerk

Other

PLAN 11M-

I CERTIFY THAT THIS PLAN IS REGISTERED IN THE LAND REGISTRY OFFICE FOR THE LAND TITLES DIVISION OF ELGIN No. 11 AT O'CLOCK ON THE DAY OF 2004, AND ENTERED IN THE PARCEL REGISTER FOR PARCEL SECTION 11M- AND THE REQUIRED CONSENTS ARE REGISTERED AS PLAN DOCUMENT NUMBER

LAND REGISTRAR

NOTE: THIS PLAN COMPRISES ALL OF PARCEL SECTION 11M-

PLAN OF SUBDIVISION OF PART OF BLOCK C

REGISTERED PLAN 284 CITY OF ST. THOMAS COUNTY OF ELGIN

SCALE 1 : 500 METRES

2004 DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

LEGEND

- DENOTES SURVEY MONUMENT FOUND
- D - SURVEY MONUMENT PLANTED
- SMB - STANDARD IRON BAR
- SSB - SHORT STANDARD IRON BAR
- B - SQUARE IRON BAR
- RB - ROUND IRON BAR
- INST - INSTRUMENT
- WT - WITNESS
- 741 - D. L. HOUGHTON, OLS
- 1130 - J. G. RUPERT, OLS
- 1355 - B. VAUGHAN, OLS
- 1706 - W. L. HOUGHTON, OLS
- (R) - RADIAL

AIREY AVENUE

OWNER'S CERTIFICATE

THIS IS TO CERTIFY THAT: 1. LOTS 1 TO 13 BOTH INCLUSIVE AND THE STREET HAVE BEEN Laid out in accordance with our instructions. 2. THE STREET IS DEDICATED AS PUBLIC HIGHWAY.

DATE:

I HAVE THE AUTHORITY TO END THE CORPORATION

SURVEYOR'S CERTIFICATE

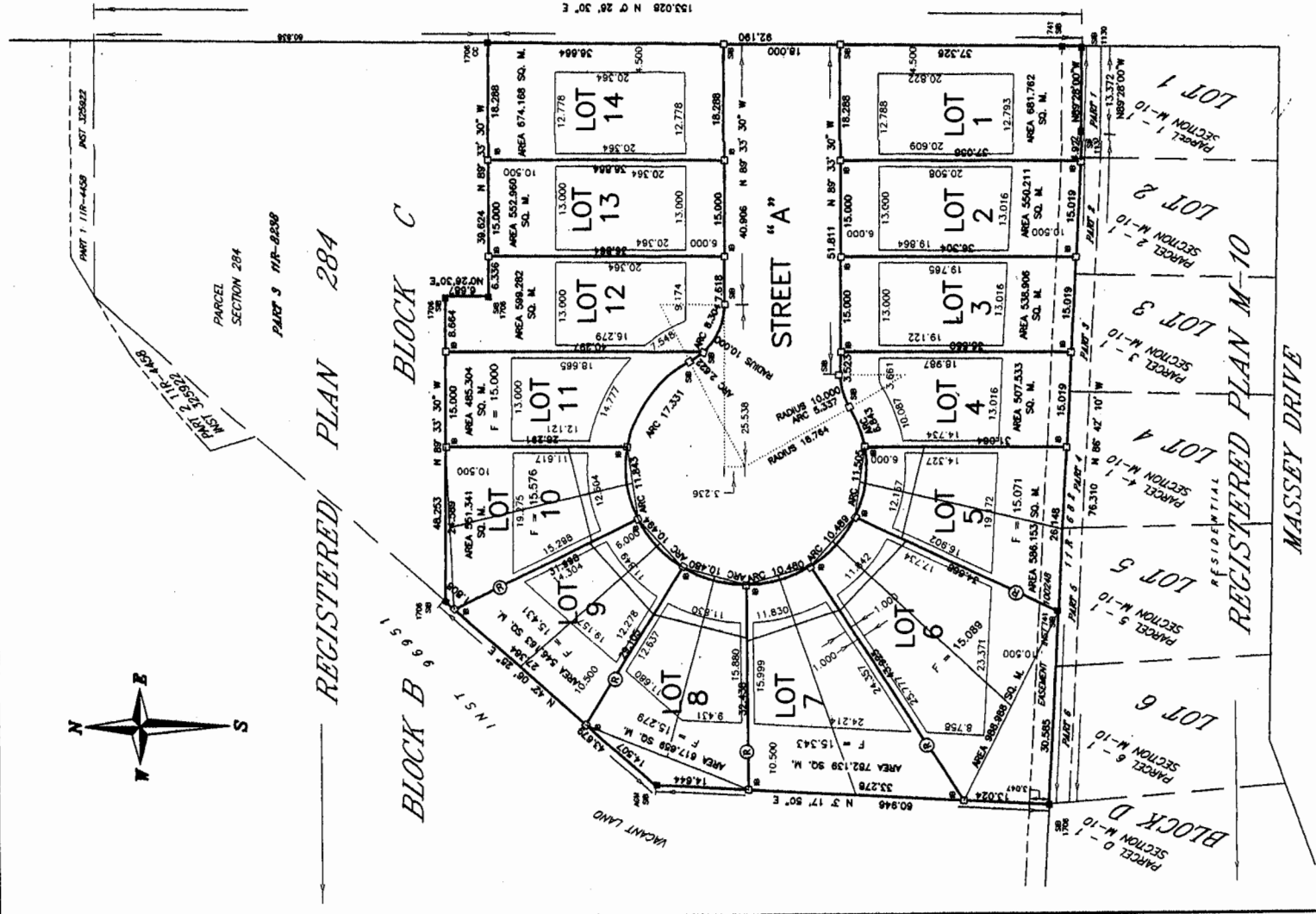
I CERTIFY THAT THE BOUNDARIES OF THE LOTS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN ON THIS PLAN

DATE:

DAVID J. BUTTERT CHARTERED LAND SURVEYOR

HOUGHTON & COMPANY
ONTARIO LAND SURVEYORS LTD.
17 HICKS STREET, ST. THOMAS, ONT
N5R 3N5 PH. (519) 631-2212 FAX (519) 631-1343

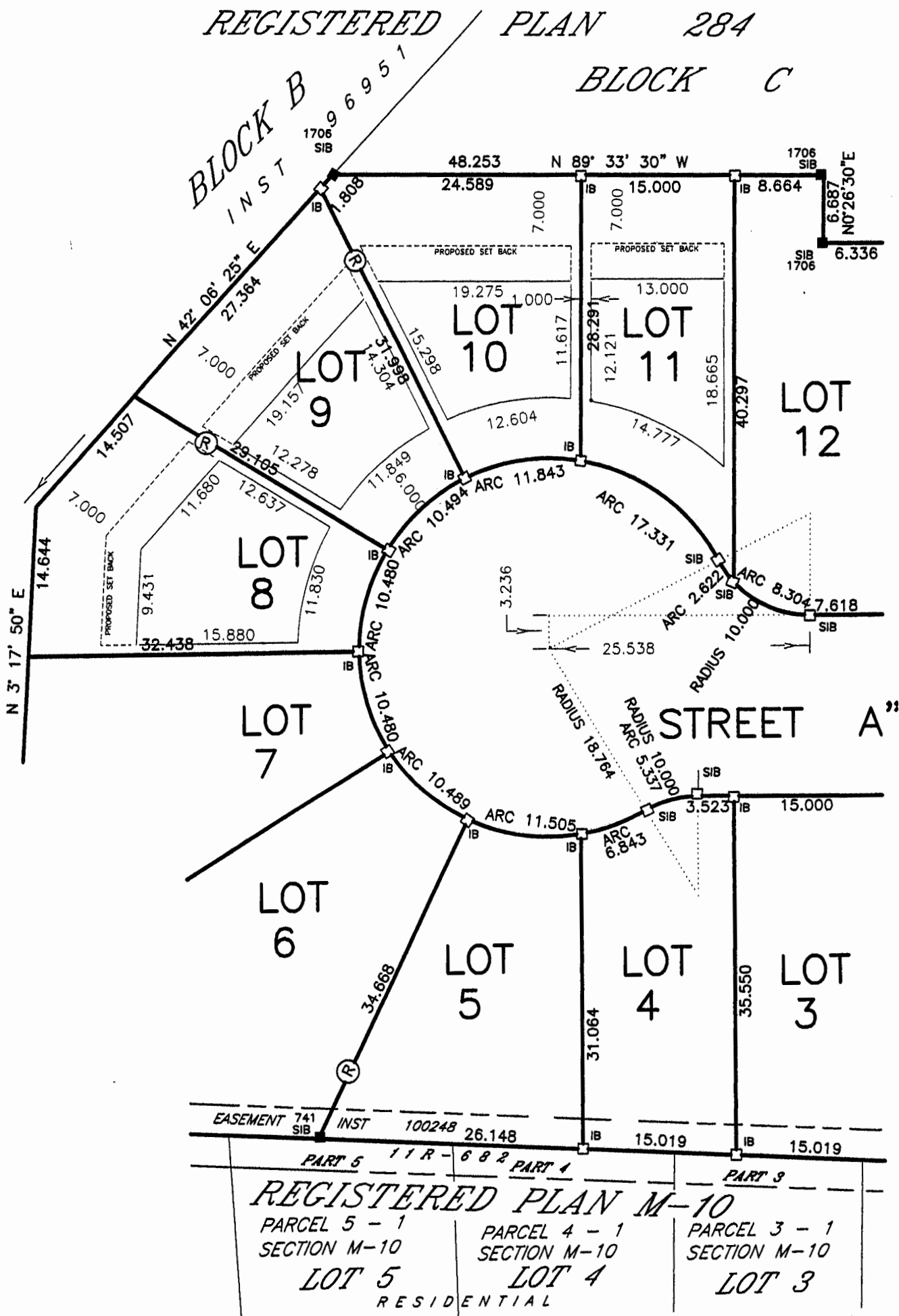
CHECKED BY: DRAWN BY: FILE NO: 114-144 DRAFT SUBMISSION



- 22 -

SCALE 1 : 500 METRES

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE
CONVERTED TO FEET BY DIVIDING BY 0.3048





**The Corporation of the
City of St. Thomas**

Report No.: PD-18-2005

File No.: 2-03-05

Directed to: Chairman H. Chapman and Members of the
Planning and Development Committee

Date: March 23, 2005

Subject: Application by H.J. Hayhoe Limited for an Amendment to Zoning Bylaw 50-88, to remove the Holding Zone symbol from Blocks 6, 8 and 9, Registered Plan 11M-130, City of St. Thomas.

Department: Planning Department
Prepared by: J. McCoomb - Planner

Attachments:

RECOMMENDATION:

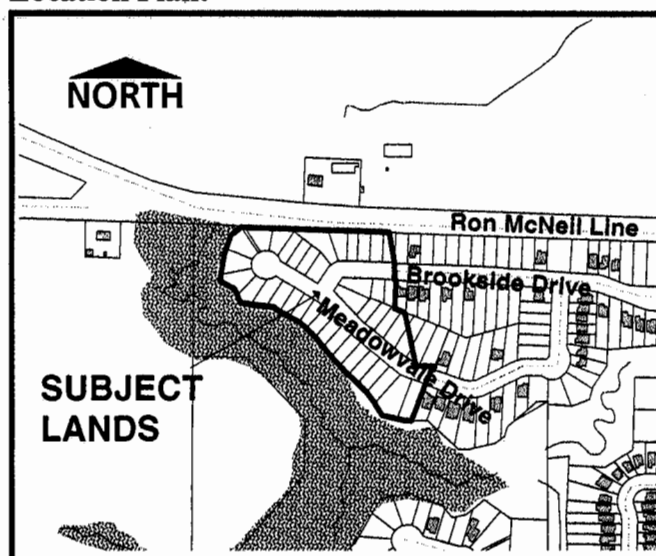
That the application by H.J. Hayhoe Limited for an amendment to the City of St. Thomas Zoning By-law 50-88 to remove the holding symbol from Blocks 6, 8 and 9, Registered Plan 11M-130, City of St. Thomas, be approved and further that direction be given to prepare the necessary amending by-law for Council approval and the notice of Council's intention to pass a by-law to remove the holding symbol be given pursuant to Ontario Regulation 199/96.

ANALYSIS:

H.J. Hayhoe Limited has applied to have the holding zone symbol removed from Zoning By-law 50-88 for a draft Plan of Subdivision within the Dalewood Landings Development Area - Subdivision File No. 34T-04508. The draft approved plan encompasses an area of approximately 3.08 hectares (7.61 acres) and provides for the development of 42 residential lots for single-detached dwellings, one block for a pedestrian walkway, and the westerly extensions of Brookside Drive and Meadowvale Drive. (see Location Plan)

The subject property is designated for Residential use in the City of St. Thomas Official Plan., and is located within the Third Residential Zone (hR3A-7) of the City of St. Thomas Zoning By-law 50-88. The development conforms to the Official Plan and complies with the Zoning for the property.

Location Plan:



The subdivision plan was draft approved with conditions on October 28th, 2004.

The lands are subject to the general holding provisions set out in Section 2.2 of By-law 50-88. The principle pre-development condition to be met for the removal of the holding zone is the execution of the subdivision agreement. Staff are bringing forward the request to remove the holding symbol and recommending that notice of Council's intent to remove the holding symbol be given and the necessary by-law prepared concurrent with the process of finalizing the subdivision agreement. The by-law will be placed on a future Council Agenda for consideration following the execution of the subdivision agreement by the developer.

The removal of the holding symbol does not require Council to hold a public meeting. Notice is required to be given only to the owners of the lands affected advising them of the date of the meeting at which Council intends to pass the amending By-law to remove the "h" symbol. The By-law amendment process involves removing the "h" symbol from the Zoning Map Parts and approving new Zoning Map Parts.

Respectfully submitted,

Jim McCoomb
Planner

Reviewed By:

Env. Services

Treasury

City Clerk

Other



The Corporation of the
City of St. Thomas -25-

Report No.: PD-19-2005

File No.: 2-05-05

Directed to: Chairman H. Chapman and Members of the
Planning and Development Committee

Date: March 23, 2005

Subject: Application by Joe Ostojic & Son Ltd. for an Amendment to Zoning Bylaw 50-88, to remove the Holding Zone symbol from Blocks 22 - 27, and Block 29, Registered Plan 11M-110, and from Block 35 on Registered Plan 11M-113, City of St. Thomas.

Department: Planning Department
Prepared by: J. McCoomb - Planner

Attachments:

RECOMMENDATION:

That the application by Joe Ostojic & Son Ltd. for an amendment to the City of St. Thomas Zoning By-law 50-88 to remove the holding symbol from Blocks 22 - 27, and Block 29, Registered Plan 11M-110, and from Part of Block 35 on Registered Plan 11M-113, City of St. Thomas, be approved and further that direction be given to prepare the necessary amending by-law for Council approval and the notice of Council's intention to pass a by-law to remove the holding symbol be given pursuant to Ontario Regulation 199/96.

ANALYSIS:

Joe Ostojic & Son Ltd. has applied to have the holding zone symbol removed from Zoning By-law 50-88 for a draft Plan of Subdivision within the Block 4 Development Area - Subdivision File No. 34T-04510. The draft approved plan encompasses an area of approximately 2.59 hectares (6.40 acres) and provides for the development of 20 residential lots for single-detached dwellings and 14 lots for the development of 28 semi-detached dwelling units. The plan also provides for the southerly extension of Faith Boulevard (new section to be renamed) to Southdale Line and a new cul-de-sac to contain the semi-detached units. (see Location Plan)

The subject property is designated for Residential use in the City of St. Thomas Official Plan., and is located within the Third Residential Zone (hR3A-2) of the City of St. Thomas Zoning By-law 50-88. The development conforms to the Official Plan and complies with the Zoning for the property.

The subdivision plan was draft approved with conditions on March 22nd, 2005.

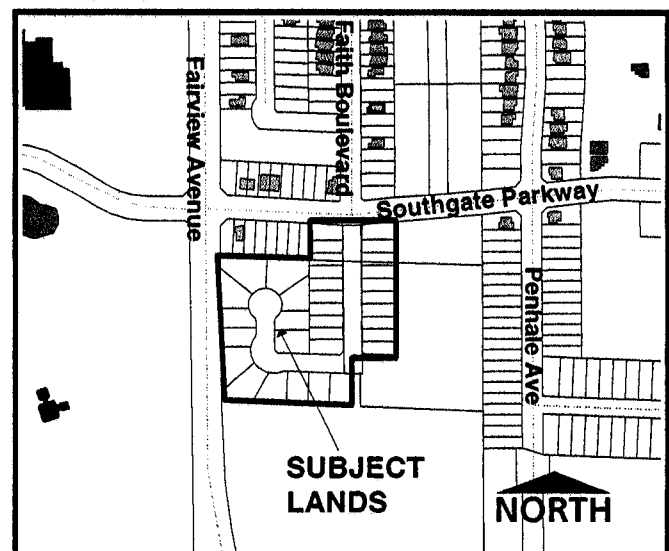
The lands are subject to the general holding provisions set out in Section 2.2 of By-law 50-88. The principle pre-development condition to be met for the removal of the holding zone is the execution of the subdivision agreement. Staff are bringing forward the request to remove the holding symbol and recommending that notice of Council's intent to remove the holding symbol be given and the necessary by-law prepared concurrent with the process of finalizing the subdivision agreement. The by-law will be placed on a future Council Agenda for consideration following the execution of the subdivision agreement by the developer.

The removal of the holding symbol does not require Council to hold a public meeting. Notice is required to be given only to the owners of the lands affected advising them of the date of the meeting at which Council intends to pass the amending By-law to remove the "h" symbol. The By-law amendment process involves removing the "h" symbol from the Zoning Map Parts and approving new Zoning Map Parts.

Respectfully submitted,

Jim McCoomb
Planner

Location Plan:



Reviewed By:

Env. Services

Treasury

City Clerk

Other



Corporation of the

City of St. Thomas

-26-

Report No.

ES 29-05

File No.

08-286-00 & 08-287-00

Directed to: Chairman M. Turvey, and Members of the
Environmental Services Committee of Council

Department: Environmental Services

Prepared By: Ivar Andersen, Manager of Operations & Compliance

Subject: 2005 Annual Sidewalk and Road Resurfacing Program

Date
March 31, 2005

Attachment

Recommendation:

That the proposed included list of sidewalk replacement and road resurfacing projects be approved for construction in 2005, subject to the tender pricing being within the approved capital budget.

Origin:

In December, 2004, City Council approved 2005 capital budgets of \$200,000 to undertake road resurfacing and \$50,000 to undertake sidewalk replacement and curb replacement at various locations throughout the City. This report provides a list of locations for this proposed work for the information and review of Council. This list is shorter than in previous years as the budget was substantially reduced from the \$408,000 allotted in the past.

Analysis:

For 2005, the following road resurfacing, curb and sidewalk construction is proposed:

- Talbot Street from Balaclava Street to Inkerman Street; replace curb & gutter and sidewalk
- Rapelje Street from Elm Avenue to Mandeville Street; replace curb & gutter and resurface road
- Chestnut Street from First Avenue to north walkway; replace curb & gutter and resurface road
- Glanworth Avenue/Ashton Place from First Avenue to Aldborough Avenue; resurface road
- Walkway from Chestnut Street to Locust Street; pave walkway
- Oldewood Park at east leg of Carrie Crescent; complete sidewalk construction
- Walkway from Rosethorn Park to Rosethorn Court; asphalt walkway

It should be noted that the resurfacing program does not involve full reconstruction of the road and usually only includes minor curb replacements, unless noted otherwise. Also, this program used to be included in the Environmental Services' annual operating budget as a special Public Works Roads Project.

The proposed program is contingent on tender pricing. Modifications to the proposed program may be required to stay within the approved capital budget.

Respectfully Submitted,

Ivar Andersen, P. Eng., Manager of Operations & Compliance
Environmental Services

Reviewed By: Treasury Env Services Planning City Clerk HR Other



Corporation of the

City of St. Thomas

Report No.

ES34-05

File No.

Directed to: Chairman Marie Turvey and Members of the Environmental Services Committee of Council

Date

March 28, 2005

Department: Environmental Services

Attachment

Prepared By: John Dewancker, Director

- Letter of March 11 2005 from Conestoga Rovers and Associates
- Plans Showing Optimization Areas

Subject: Green Lane Landfill Optimization Environmental Assessment
Draft Environmental Assessment Report

Recommendation:

- That the City of St. Thomas comments in respect to the draft Environmental Assessment Report for the Optimization of the Green Lane Landfill as outlined in report ES34-05 be approved and be forwarded to the Proponent, St. Thomas Sanitary Collection Services Limited and the Consultant, Conestoga Rovers and Associates, for inclusion in the final EA report.

Origin:

- City receipt of a letter of the March 11, 2005, by Conestoga Rovers and Associates in respect to the completion of a draft Environmental Assessment report for the optimization of the Green Lane Landfill. A copy of the letter is attached for the information of the Members.
- Attendance by ES staff of the Public Open House meeting regarding the Environmental Assessment on March 23, 2005, at the offices of the Green Lane Landfill.

Analysis:

All reports mentioned in the attached letter were received by the City's Environmental Services Department and are available for review by the Members.

In essence, the subject Environmental Assessment for the Optimization of the Green Lane Landfill provides for the expansion of the capacity of the Landfill from the currently approved volume of 5,850,000m³ (1999 MOE Certificate of Approval) to a combined total volume of 16,142,500m³.

Further, the design concept of this proposed optimization work provides for this future landfill expansion to be achieved through the creation of long-term expansion areas westerly and easterly from the area that is currently approved for landfilling and also by increasing the depth and height of the landfill beneath the Long Term Expansion Area and above the Original Landfill Area respectively as shown on the attached sketches. Also, the total area of the ultimate landfill expansion will be comprised within the original property limits of the Green Lane landfill site (lots 21, 22, 23, Concession 3).

The subject draft Environmental Assessment for the optimization of the Green Lane landfill has been conducted to assess and mitigate all possible environmental impacts that may be created by the proposed landfill expansion in areas such as:

- Hydrogeology of the area
- Geotechnical design constraints
- Buffer zones
- Visual impacts
- Grading and contours
- Soil cover requirements
- Waste disposal needs
- Site life projection
- Development sequence
- Quality assurance plan
- Leachate management
- Stormwater management
- Post-development conditions and requirements
- Landfill gas management
- Dust and noise impacts
- Traffic impacts
- Landscape needs
- Site facility needs
- Site operations needs etc

Similarly to the 1999 MOE Certificate of Approval, which allows the Green Lane landfill to accept waste generated from anywhere within the Province of Ontario, it is anticipated that the proposed MOE Certificate of Approval for the landfill optimization will also provide for a similar waste service area.

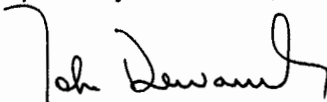
-28-

The main interest of the City of St. Thomas in respect to the Environmental Assessment is the need for the City of St. Thomas to have continued access to the site for its current and future waste disposal needs. In this regard, it is recommended that in conjunction with the finalization of this EA, the City of St. Thomas request that the Owner of the Green Lane landfill, currently St. Thomas Sanitary Collection Service Limited, ensure that City's waste disposal needs continue to be addressed during the operational life of the site and that the City's requirements in this regard continue to receive first priority at all times and to take precedence to the allocated annual disposal limits pursuant to the MOE Certificate of Approval that is to be issued for the optimized site. (A similar requirement currently exists for all Green Lane Environmental municipal waste service contracts/obligations within the geographical Counties of Elgin and Middlesex.

The City's municipal waste disposal needs include all wastes to be landfilled as a result of the current curbside collection of waste materials under the current municipal service contract with the Green Lane Environmental Group and also includes all digested/dewatered municipal sewage sludge from the St. Thomas Water Pollution Control Plant as well as any other commercial and industrial wastes to be landfilled and collected from within the City limits.

Environmental Services staff will be pleased to answer any questions by the Members at the meeting of March 28, 2005.

Respectfully Submitted,


John Dewancker, P.Eng
Director, Environmental Services

Reviewed By: _____ _____ _____ _____ _____ _____
 Treasury Env Services Planning City Clerk HR Other

cc: R. McCaig, President, St. Thomas Sanitary Collection Services Limited
 D. Robertson BA, MCIP, Conestoga Rovers and Associates



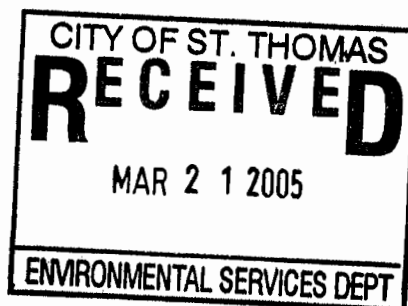
**CONESTOGA-ROVERS
& ASSOCIATES**

651 Colby Drive, Waterloo, Ontario, Canada N2V 1C2
Telephone: 519-884-0510 Facsimile: 519-884-0525
www.CRAworld.com

March 11, 2005

Reference No. 000721-10

Mr. John Dewancker,
Director of Environmental Services,
City of St. Thomas,
545 Talbot St.,
St. Thomas, ON N5P 3V7



Dear Mr. Dewancker:

Re: Green Lane Landfill Optimization Environmental Assessment
Draft Environmental Assessment Report

Conestoga-Rovers & Associates (CRA) is the Technical Consultant to Green Lane Landfill, a division of St. Thomas Sanitary Collection Service Limited Partnership, in connection with Green Lane's waste management environmental assessment planning process leading to the optimization of the landfill located on parts of Lots 21, 22 and 23, Concession III, Southwold Township County of Elgin.

We have completed a draft Environmental Assessment Report. It is now released for public and review agency comment and for that purpose you will find enclosed 1 copy of the following documentation, for your review.

- February 2005 Draft Environmental Assessment for the Optimization of the Green Lane Landfill, Volume I - Text, Figures and Tables, issued by Conestoga-Rovers & Associates (CRA) in February 2005;
- February 2005 Draft Environmental Assessment for the Optimization of the Green Lane Landfill, Volume II - Appendices, issued by CRA in February 2005;

A copy of each of the following documents will be forwarded to you for the same purposes during the next few days:

- Design and Operations Report for the Optimization of the Green Lane Landfill Site, issued by CRA in November 2004;
- Hydrogeologic Investigation Report for the Optimization of the Green Lane Landfill Site Volume 1 of 2 - Text, Figures and Tables, issued by CRA in November 2004; and;
- Hydrogeologic Investigation Report for the Optimization of the Green Lane Landfill Site Volume 2 of 2 - Appendices, issued by CRA in November 2004.



**CONESTOGA-ROVERS
& ASSOCIATES**

March 11, 2005

2

Reference No. 000721-10

The last three mentioned volumes, issued in November 2004, were prepared in support of an *Environmental Protection Act* application for amendment to Green Lane's Certificate of Approval for the proposed optimization. That application was submitted to the Ministry of the Environment (MOE) in December of 2004.

As part of the public consultation process contemplated by the terms of reference approved under the *Environmental Assessment Act* for this stage of Green Lane's environmental assessment planning process, an open house is to be held at the Proponent's offices across the Third Line Road from the landfill. The open house will be held on March 23, 2005 between 4:00 to 8:00 pm and you are invited to attend.

Copies of all of this documentation is also available for public review at the following locations during normal business hours throughout the review period:

The Proponent's offices,
The Shedden Public Library,
The municipal offices of the Township of Middlesex Centre,
The municipal offices of the County of Elgin, and
The municipal offices of the County of Middlesex.

A copy of the Draft EA Report is also available on the Conestoga-Rovers & Associates' web site (http://www.craworld.com/news_events.asp).

We ask for public and agency comments as soon as possible and hope to have all comments and suggestions by April 29th.

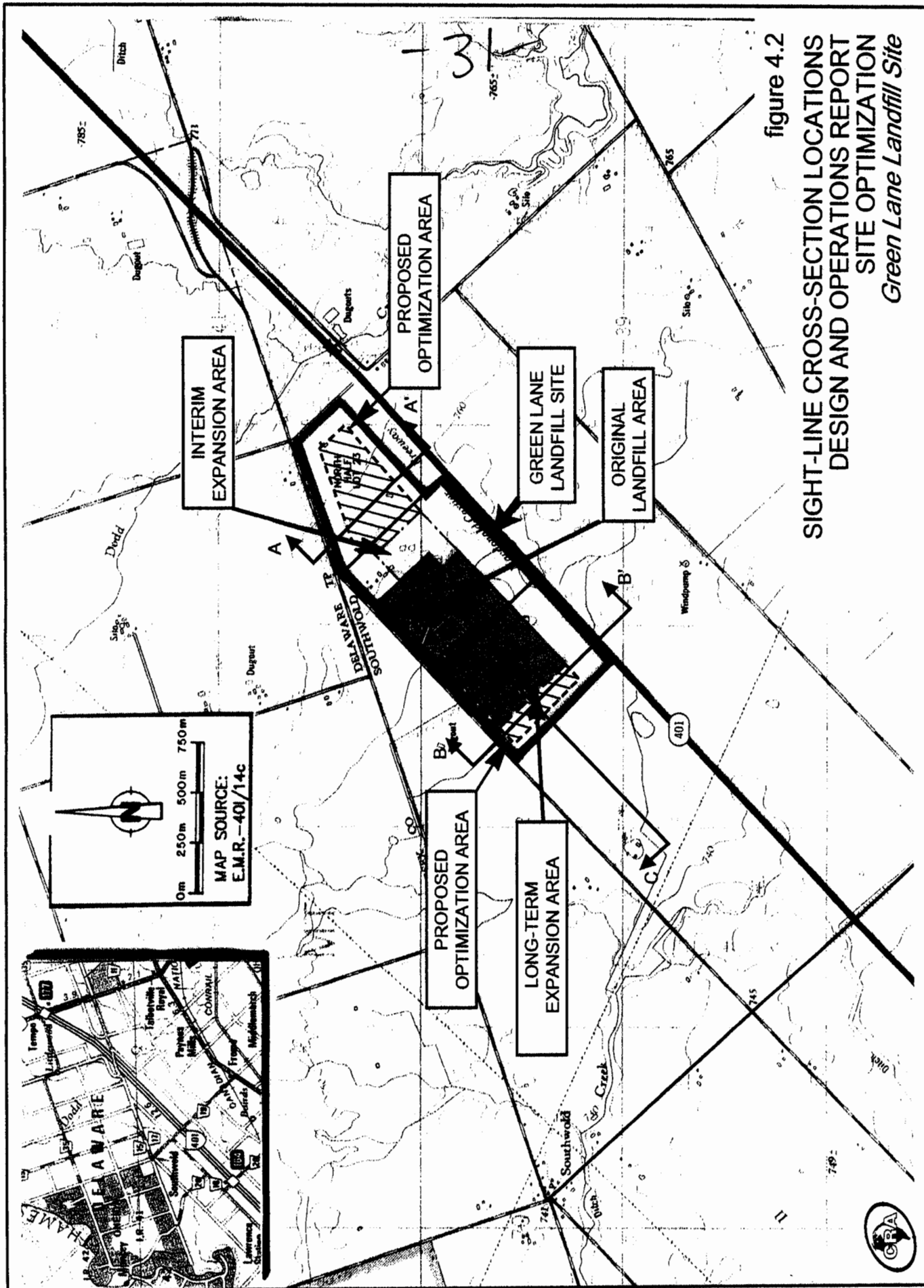
Thank you for your comments and for your co-operation in providing these materials for public viewing.

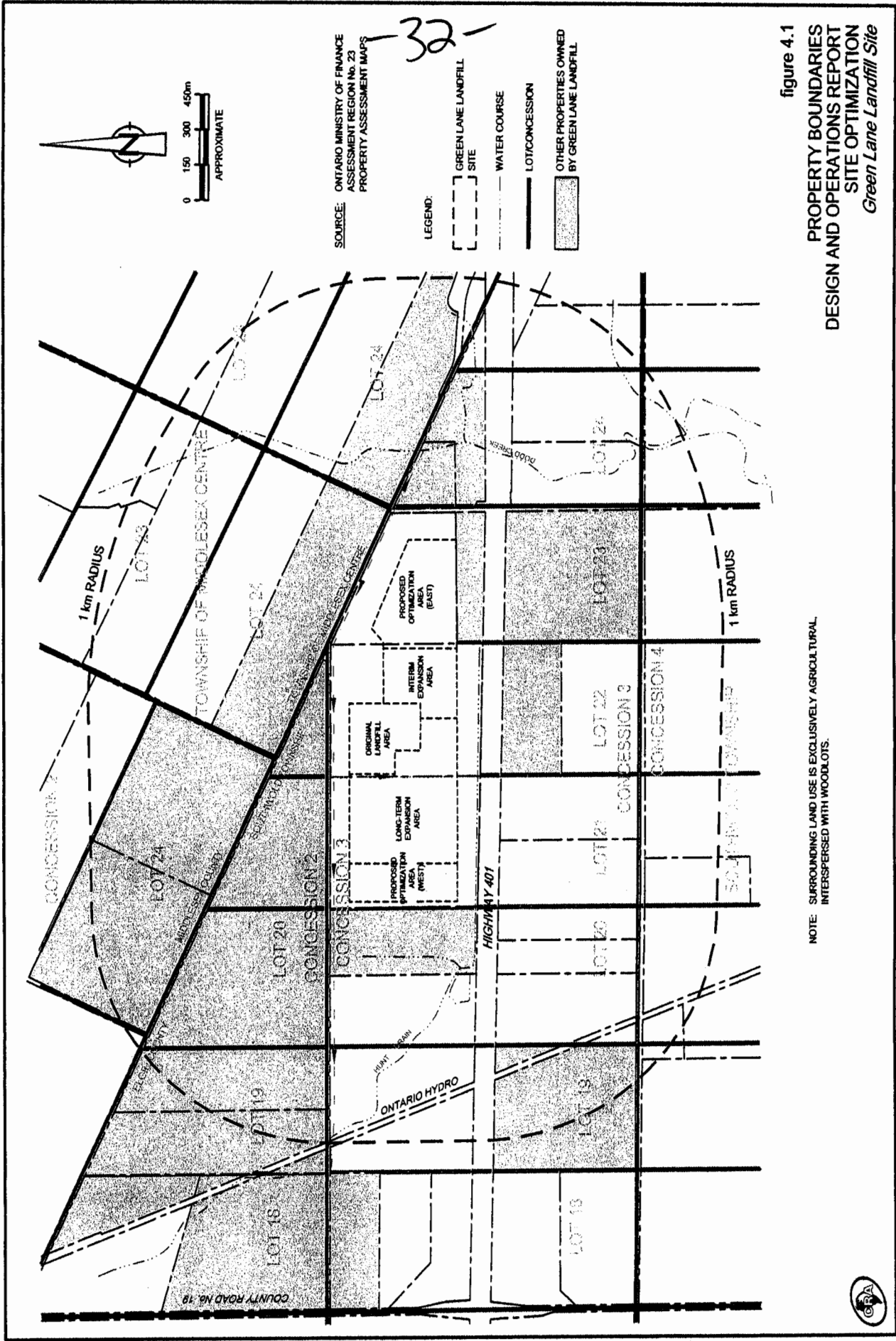
Yours truly,

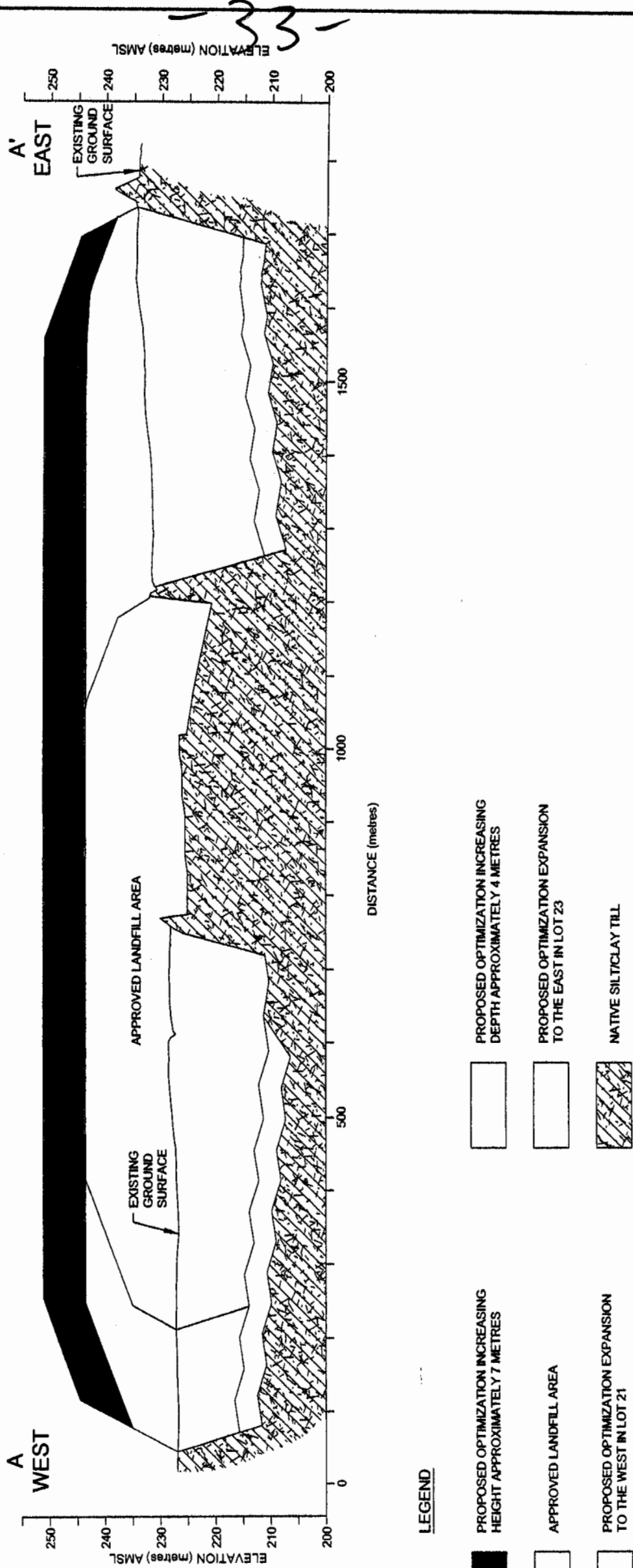
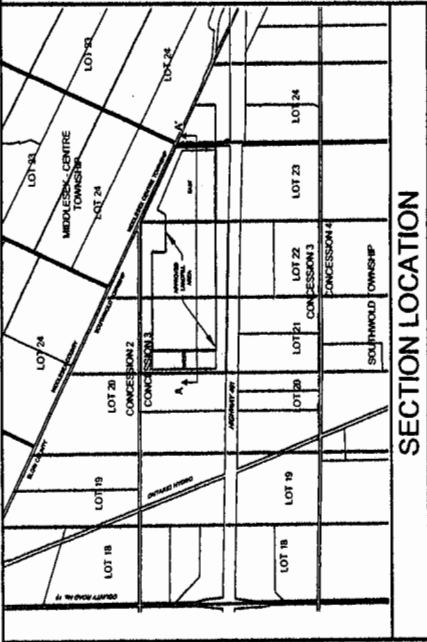
CONESTOGA-ROVERS & ASSOCIATES

Douglas J. Robertson, B.A., M.C.I.P., R.P.P.

DJR/mw/1
Encl.





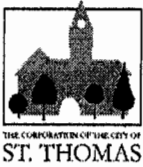


LEGEND

- PROPOSED OPTIMIZATION INCREASING HEIGHT APPROXIMATELY 7 METRES
- APPROVED LANDFILL AREA
- PROPOSED OPTIMIZATION INCREASING DEPTH APPROXIMATELY 4 METRES
- PROPOSED OPTIMIZATION EXPANSION TO THE WEST IN LOT 21
- PROPOSED OPTIMIZATION EXPANSION TO THE EAST IN LOT 23
- NATIVE SILTCLAY TILL

figure 11.4
PROPOSED OPTIMIZATION DEPTH AND HEIGHT
SITE OPTIMIZATION ENVIRONMENTAL ASSESSMENT
Green Lane Landfill Site





Corporation of the

City of St. Thomas

-34-

Report No.

ES 37-05

File No.

04-054-08

Directed to:

Chairman Marie Turvey and Members of the Environmental Services Committee of Council

Date

March 29, 2005

Department:

Environmental Services Department

Attachments

Prepared By:

John Dewancker, Director

- Summary of 2004 amounts of mixed waste, recyclables and compostables

Subject:

2004 City of St. Thomas Waste Diversion Rates

RECOMMENDATION

That the report ES 37-05 on the 2004 solid waste management diversion rates be received for information.

ORIGIN

The Green Lane Environmental group reports annually on the amounts of mixed waste and the amounts of recyclables and compostables collected within the municipality. A copy of the summary showing the 2004 amounts collected is attached herewith for the information of the Members.

ANALYSIS

The attached table indicates that a total amount of 11,949.05 tonnes of waste materials were collected by the Green Lane Environmental Group during 2004. This amount is to be augmented by approximately 1,617 tonnes of organic materials (brush and compostables collected at the Transfer Station).

Of this above collected amount, 1,881 tonnes of material were recyclables and 2,708.5 tonnes were compostables. In order that diversion rates may be established, provision must be made for the additional organic material generated by the brush chipping operation at the Southwold transfer station (approximately 1,617 tonnes), and the collection by City Works Department of the larger amounts of leaves beyond 4 bags during the fall (approximately 100 tonnes). Finally, the residential waste to landfill amount of 7,359.72T includes approximately 442T of commercial waste, however the associated amount of commercially generated recyclable materials that are diverted from landfilling is not included in the attached summary. Therefore the following table provides a more accurate reflection of the residential waste diversion rates achieved by the City of St. Thomas.

<u>Total Weight</u>	<u>Recyclables</u>	<u>Compostables (T)</u>	<u>Residual Waste to Landfill</u>
13,224 T	1,881 T	4,425.5 T	6,917.72 T
	14.2%	33.5%	52.3%

The above diversion rates indicate that the City of St. Thomas is currently diverting approximately 47.7% of its total waste stream from landfill. This diversion rate continues to exceeds the rate achieved by most municipalities in Ontario mainly as a result of the City's curbside compost collection program.

The City continues to look for improvements in the diversion rate of the recyclables and compostables, generated by the City's medium and high density residential housing component, since this component is known to only marginally contribute to our current municipal diversion efforts. In this regard, Environmental Services Staff will, in the near future, evaluate the feasibility of implementing a multi-residential recycling by-law. AMRCO (The Association of Municipal Recycling Coordinators of Ontario) and WDO (Waste Diversion Ontario) have been contacted for assistance in this area.

Council previously received report PW15-03 which elaborated on the new Blue Box Plan and a Stewardship Ontario Submission to Waste Diversion Ontario. This revised waste diversion and funding model is currently in place and will enhance the diversion rate of all municipalities in the future.

Respectfully submitted

John Dewancker, P.Eng., Director
Environmental Services

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other

cc: R. McCaig, Green Lane Environmental Group

St. Thomas (2004)

Table 2.

Month	Total Weight		Recyclables (Tonnes)									Compostables from curbside	Residual Waste from curbside to Landfill
	Tonnes	Tonnes Recycled	Newspaper & Boxboard	Cardboard	Glass	Steel	Aluminum	70 PETE Plastic	77 HDPE Plastic				
										Tonnes			
January	826.83	151.23	61.33	33.02	22.18	13.65	5.12	9.10	6.83		7.76	667.84	
February	665.19	120.66	49.02	26.40	17.64	10.86	4.07	7.24	5.43		0.00	544.53	
March	854.06	150.03	64.66	34.82	19.71	12.13	4.55	8.09	6.07		45.20	658.83	
April	1,046.91	159.43	70.10	37.75	20.12	12.38	4.64	8.25	6.19		219.85	667.63	
May	1,333.95	158.55	69.63	37.50	20.05	12.34	4.63	8.23	6.17		497.48	677.92	
June	1,358.88	169.20	73.46	39.56	21.91	13.48	5.06	8.99	6.74		482.20	707.48	
July	1,085.77	154.81	64.43	34.69	21.72	13.37	5.01	8.91	6.68		285.72	645.24	
August	1,061.58	146.47	62.41	33.61	19.68	12.11	4.54	8.07	6.05		270.22	644.89	
September	1,070.17	168.76	69.56	37.46	24.08	14.82	5.56	9.88	7.41		279.68	621.73	
October	928.01	159.91	69.45	37.39	20.70	12.74	4.78	8.49	6.37		225.34	542.76	
November	1,113.22	173.29	79.26	42.68	20.03	12.32	4.62	8.22	6.16		334.18	605.75	
December	604.48	168.53	72.92	39.26	21.98	13.52	5.07	9.02	6.76		60.83	375.12	
YTD TOTAL	11,949.05	1,880.87	806.24	434.13	249.80	153.72	57.65	102.48	76.86		2708.46	7359.72	

Note:

1. The residual waste to Landfill does not include, the street sweepings, or material trucked in from the St Thomas Sewage Plant .
2. Approximately 1,617 tonnes of Christmas trees, brush , nursery, pumpkins and back yard compost. are not included in the above table.
3. The curbside residual waste to landfill includes approximately 6% commercial waste (442 tonnes).
- 4 The total residual waste sent it landfill is 6,917.72 tonnes.



Corporation of the
City of St. Thomas

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Report No.

ES30-05

File No.

03-039-00

Directed to: Chairman, Marie Turvey, and Members of the
Environmental Services Committee

Department: Environmental Services

Prepared By: Ivar Andersen, Manager of Operations & Compliance

Subject: City of St. Thomas Salt Management Plan

Date
March 14, 2005

Attachment
Report ES63-04

Recommendation:

That the Salt Management Plan as developed by City staff be received and accepted in principle. Members will be given a copy of the plan prior to the Council meeting.

Origin:

In 2001, Environment Canada released an assessment report which recommended that rock salt used for winter maintenance be designated a toxic substance under the Canadian Environment Protection Act. The Assessment Report determined that road salts are entering the environment in large amounts posing a risk to plants, animals, birds, fish, lake and stream ecosystems and groundwater. Subsequently, in 2003, Environment Canada issued a Code of Practice that is applicable to public entities that use more than 500 tonnes of rock salt annually and also requires that those entities prepare a Salt Management Plan.

In June, 2004, City Council accepted Report ES63-04, attached, that recommended that the City of St. Thomas confirm with Environment Canada its intent to prepare a Salt Management Plan.

Analysis:

The City of St. Thomas Salt Management Plan follows the general template developed by Environment Canada for this purpose. In general, the City is already following the principles set out in the Code of Practice, however, there are certain areas where improvements are planned. These areas are highlighted in the report on page 13, Section 5.5, Summary of Objectives and Timelines. Acceptance of the Salt Management Plan does not bind Council to implementing the recommendations, however, approval does give an indication that Council approves of the recommendations in principle. An annual report will be submitted to Environment Canada that will indicate the City's progress in implementing the recommendations and subsequent progress in reducing road salt usage.

Financial Considerations:

The Salt Management Plan was completed by in-house staff resulting in the costs of drafting the report being absorbed within the existing Operating Budget. Some of the recommendations contained in the report, if approved by Council at a later date, may result in increased costs, operating and/or capital. Those individual recommendations that will involve substantial expenditures will be brought to Council for approval before they are implemented. Some savings in the operating budget can be expected as the use of road salt is reduced because of implementation of the plan recommendations.

Respectfully Submitted,

Ivar Andersen, P. Eng., Manager of Operations & Compliance
Environmental Services

Reviewed By: _____

Treasury John Jensen Planning City Clerk HR Other

Env Services



Corporation of the

City of St. Thomas -37-

Report No.

ES63-04

File No.

03-039

Directed to: Chairman Marie Turvey and Members of the Environmental Services Committee

Date
June 1, 2004

Department: Environmental Services

Prepared By: John Dewancker, Director

Attachment
Heads up Alert Notice with respect to Salt Management Plans

Subject: Municipal Salt Management Plan

Recommendation:

That the City of St. Thomas confirm with Environment Canada its intent to prepare a Salt Management Plan.

Origin:

Receipt of the Alert Notice prepared by the Ontario Good Roads Association in respect to the April 23, 2004, Environment Canada publication of the Code of Practice for the Environmental Management of Road Salts. The communication also requires any municipality which intends to prepare a salt management plan to provide notice to Environment Canada

Analysis:

During November, 2003, the Federal Ministry of the Environment issued a Code of Review until November 18, 2003, upon which time the requirements set out by the Code of Practice were to be enacted into federal law. The Code of Practice is applicable to Public entities that use more than 500 T of salt annually and also requires that those entities prepare a Salt Management Plan with best management practices for their operation involving all salt handling activities, this to protect the environment from the negative effects of road salts. A summary of the issues that need to be addressed by the Salt Management Plan can be found on the following Canada Gazette website: <http://www.ec.gc.ca/nopp/roadsalt/en/index.cfm>.

Following the publication of the Code of Practice, Environmental Services Staff have started a file for the preparation of the Salt Management and it currently includes a copy of the Code of Practice. As Salt Management legislation is likely to be in effect in the near future and since salt has been declared a substance that is harmful to the environment, the preparation of the Salt Management Plan for the City should be initiated. The implementation part of the government Notice speaks to the requirement to prepare a Plan one year after publication of the Code in the Canada Gazette.

The Alert notice by OGRA confirms that the development of Salt Management Plans remains non-regulatory, however it strongly urges municipalities to proceed with the preparation of a plan.

In view of the above, staff recommend that the City of St. Thomas proceed with the initiation and preparation of a salt management plan for implementation during the 2004/2005 winter maintenance season and that the Mayor sign the attached notification letter to Environment Canada.

It must be noted that the City's Environmental Services Department already has a significant number of salt management practices in place in the areas of storage, loading and spreading of salt as well as the use of alternate de-icing material such as calcium chloride.

FINANCIAL CONSIDERATIONS

Upon conducting an internal review of the entity who will be responsible for the preparation of the City's Salt Management Plan, the Manager of Operations and Compliance with the assistance of the Supervisor of Roads and Transportation will be preparing the plan and a submission to City Council for approval will be made during the fall of this year.

The plan could otherwise also be prepared by a consultant however the cost for this work may be in the \$20 - \$30 K range.

Respectfully submitted,


John Dewancker, P.Eng.,
Director, Environmental Services

Reviewed By:

Treasury

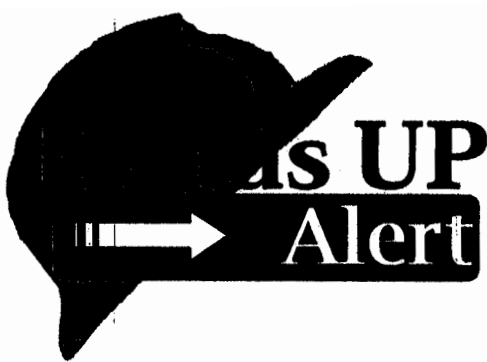
Env Services

Planning

City Clerk

HR

Other



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Salt Management Plans

On April 3, 2004, Environment Canada published the Code of Practice for the Environmental Management of Road Salts. Its purpose is to guide road authorities in developing salt management plans to reduce environmental harm caused by road salt. The Code applies to organizations using more than 500 tonnes of road salt annually (based on a 5 year average) or which have vulnerable areas that could be potentially impacted by road salts. Municipalities using fewer than 500 tonnes of road salt annually are encouraged to follow best practices in the management of road salt. You can access the Code of Practice by clicking Winter Maintenance on the OGRA web site www.ogra.org.

While the development of salt management plans remains non-regulatory, Environment Canada strongly urges municipalities annually using 500 tonnes of road salt or more to submit a Letter of Intent by October 3, 2004. This letter will state the municipality's intention to develop a salt management plan. Municipalities which do not submit a Letter of Intent will be contacted by Environment Canada's nearest Regional Office to discuss their intentions. You will be able to view sample salt management plans developed by several municipalities via the OGRA web site www.ogra.org by July 1, 2004.

OGRA has developed a sample *Letter of Intent* for our members to use as a model. This is available on OGRA's web site www.ogra.org.

If your municipality has already developed a salt management plan, you should still send a Letter of Intent to Environment Canada indicating that the plan exists. See the second sample *Letter of Intent* on the OGRA web site for suggested wording: www.ogra.org.

Municipalities should prepare a Salt Management Plan by 3 April 2005 (i.e. one year after the publication date of the Code of Practice). "It is recommended that implementation of the salt management plan begin in the fiscal year following the preparation of the salt management plan."

Each June 30th, following the implementation of the salt management plan within your municipality, a report is required to be sent to Environment Canada encompassing the following (*for details on each, see Annex C (Monitoring and Measuring Progress) of the Code of Practice*):

1. Salt Management Plan (initial approval date and/or latest date of revision)
2. Materials used (quantities of all products used in winter maintenance)
3. Material storage
4. Road salt application practices
5. Snow disposal
6. Winter maintenance training
7. Areas vulnerable to road salt
8. Environmental monitoring

These will be measured against the winter severity.

Deadlines

3 October 2004	Letter of Intent due for road authorities using more than 500 tonnes of road salt per year
3 April 2005	Completion of Salt Management Plan
30 June 2005	First report to Environment Canada due as per Annex C of the Code of Practice

For further information, contact Heather Crewe (heather@ogra.org) or Frank Hull (frank@ogra.org) at 905-795-2555.

ONTARIO GOOD ROADS ASSOCIATION

530 Otto Road, Unit #2 Mississauga, ON Tel: (905) 795-2555 Fax: (905) 795-2660 Email: info@ogra.org

19 May 2004

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Director, Chemical Controls Branch
Environment Canada
Place Vincent Massey
351 St. Joseph Blvd., 12th Floor
Gatineau, QC K1A 0H3

To be used if your municipality
DOES NOT have a Salt
Management Plan.

NOTIFICATION OF INTENT TO PREPARE A SALT MANAGEMENT PLAN

This letter confirms the intention of *name of municipality* to prepare a salt management plan in accordance with the Code of Practice for the Environmental Management of Road Salts, published 3 April 2004. Furthermore, management will report information annually to Environment Canada on the salt management plan as it is implemented and updated.

Inquiries pertaining to our municipality's salt management plan should be addressed to

Name
Title
Address
Telephone/fax/e-mail

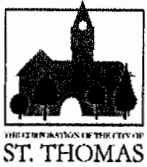
Sincerely,

Name
Head of Council

:cc Tom Tseng, Environment Canada – Ontario Region

Contact Info:
Tom Tseng
Manager, Toxics Prevention Division
Environmental Protection Branch
Environment Canada – Ontario Region
4905 Dufferin Street
Downsview, ON M3H 5T4

19 May 2004



Corporation of the

City of St. Thomas

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Report No.

ES20-05

File No.

05-014-06

Directed to: Chairman Terry Shackelton and Members of the Transportation and Protective Services Committee

Date
February 7, 2005

Department: Environmental Services Department

Prepared By: Mark Sture, Supervisor, Roads & Transportation

Attachment
Plan of Sauve

Subject: Sauve Avenue – Parking Restriction

RECOMMENDATION

1. That Traffic Bylaw 45-89 be amended to restrict parking on the east and north sides of Sauve Avenue from Bill Martyn Parkway to Schreyer Drive from 6 p.m. to midnight Monday to Friday and 8:00 a.m. to midnight on Saturday and Sunday – May 1 to September 30 each year.

Report:

Origin

In 2004, the City constructed baseball diamonds on City parkland at the south end of Sauve Avenue. These ball diamonds are intended for minor league play. Recognizing the availability of off-street parking in a city lot and at Fanshawe College, staff propose that on-street parking be restricted during evening and weekend hours.

Analysis

The City has constructed six (6) ball diamonds on City owned lands adjacent to Sauve Avenue and Bill Martyn Parkway. Sauve Avenue is a residential minor collector street with a pavement width of approximately 11.5 metres. It is also currently part of a City Transit route.

At the corner of Bill Martyn Parkway and Sauve Avenue, there is a municipal parking lot with room for 200 vehicles. Additional parking is available at the Fanshawe College complex.

To alleviate concerns from the local residents, a parking restriction is proposed for the frontage of the sports field – on the east and north sides of Sauve Avenue from Bill Martyn Parkway to Schreyer Drive during times when ball play is prevalent. The proposed restriction will still allow parking on the west side of Sauve Avenue and on both sides outside of the typical baseball season.

Alternatives

Impose the parking restrictions as indicated in this report.
Do not impose a parking restriction on Sauve Avenue.

Financial Implications:

Costs associated with the installation of “no parking” signs are contained within the 2005 Operating Budget.

Respectfully submitted

Mark Sture, Supervisor of Roads and Transportation
Environmental Services

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other

CITY OF ST. THOMAS **Proposed No Parking** **on Sauve Avenue**

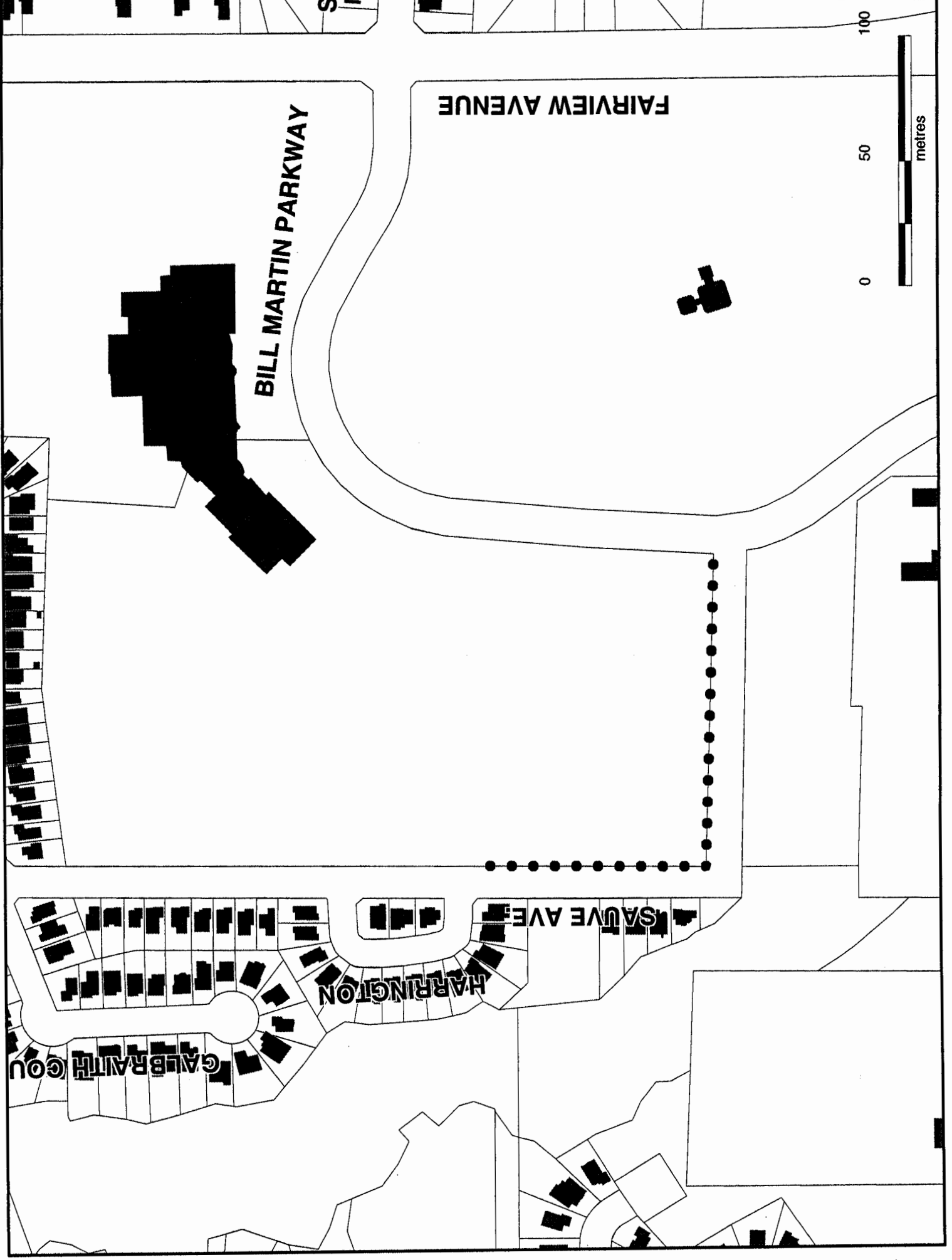


●●●●● Proposed No Parking

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Prepared and produced by the City of St. Thomas
 Environmental Services Department, March 3, 2005.
 Base Map provided by the Central Elgin Planning
 Office.
 Reproduction in whole or in part of this map is
 strictly prohibited unless express written
 permission is granted by the City of St. Thomas
 Environmental Services Department. (CJSH)





Corporation of the

City of St. Thomas

Report No.

ES35 -05

File No.

Directed to:

Chairman Terry Shackelton and Members of the Protective Services & Transportation Committee of Council

Date

March 28, 2005

Department:

Environmental Services

Attachment

Prepared By:

John Dewancker, Director

- map showing City roadway system
- excerpts of Fire Code and Ontario Building Code
- City Roadway cross section

Subject:

St. Thomas Local Road System – Possible Parking Restrictions.

Recommendation:

- That Report ES 35-05 be received as information.
- That the Ontario Fire Code and Building Code requirement for emergency vehicles along the city's local standards roadway system be applied on a site specific and as needed basis.

Origin:

At the March 14, 2005, meeting of the Protective Services and Transportation Committee, Members requested that a report be prepared to review the implications of a section of the Ontario Fire Code in respect to any required additional parking restrictions along City's roadway system. This section of the Fire Code/Building Code requires that all routes for fire emergency vehicles be minimum 6m (19.5 ft.) wide unless it can be shown that a lesser width is satisfactory.

Analysis:

Upon review, any roadway with a pavement width less than 9.9m (32.5 ft. = 6.5' + 19.5' = 6.5'), which allows two vehicles, each 2m (6.5') wide to be parked on either side of the road while creating the minimum required fire route width of 5.94 (19.5ft), would need to have a parking restriction on one side.

The current City of St. Thomas, engineering standards for urban roads indicate the following pavement width for each category of roads.

	Pavement width
Minor Local Road	7.0 m
Local Road	8.3 m
Modified Collector Road	9.3 m
Minor Collector Road	9.8 m
Major Collector Road	11.3 m
Arterial Road	14.0 m

In view of the above, in order to strictly adhere to the above fire and building code requirements, all local streets in the City would need to include a parking restriction on one side of each street. A map showing the extent of the City's local roadway system is attached herewith for the information of the Members. It must be noted however, that the width of a large fire engine is not more than 3m (10 ft.) and that the subject Building Code width requirement for emergency vehicles of 6m (19.5 ft.) therefore includes a vehicle clearance requirement of 2.9m (9.5 ft.). This clearance requirement is mainly for fire vehicle deployment purposes in front of a building and to a lesser extent for transportation purposes. This may also be the reason why municipalities have not adopted a universally applicable policy to restrict parking on one side of all local roads, but instead have applied this code requirement on a site specific and as needed basis.

In essence, the following three options remain available for implementation:

- Adopt a no parking restriction on one side of all roads with a pavement width of less than 9.9m.
- Apply the fire code requirement for access for emergency vehicles on a site specific and as needed basis (recommended).
- Do not require the city-wide adoption of a 6m wide (19.5 ft.) emergency vehicle path in conjunction with on street parking.

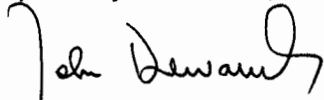
Financial Considerations

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The attached map showing the City's local roadway system provides for a total length of local roads of 143km. Implementation of option #3 (parking restriction on one side of all local streets) would require a capital expenditure in excess of \$150,000 for installation of no parking signs. In addition, extensive Public input would be required to establish a no parking zone or a semi-monthly alternating no parking zone (similar to Toronto policy) on all City local streets.

Staff will be pleased to answer any further questions by Council at the meeting of April 4, 2004.

Respectfully Submitted,



John Dewancker, P.Eng
Director, Environmental Services

Reviewed By: _____ _____ _____ _____ _____ _____
 Treasury Env Services Planning City Clerk HR Other

Except from Ontario
FIRE CODE

2.4.4.2.

Portable
extinguishers

Portable
extinguishers
for flaming
meals and
drinks

Devices
having open
flames

2.4.4.2.(1) Flaming meals or drinks shall not be served in Group 'B' Division 2 occupancies.

(2) Flaming meals or drinks shall be ignited only at the location of serving in places of public assembly.

(3) A 1A: 5BC or higher rated portable extinguisher, conforming to the requirements of Part 6, shall be available where refueling of appliances and containers used for flaming meals or drinks takes place.

(4) Refueling of appliances shall not be carried out in the dining area.

2.4.4.3. A 1A: 5BC or higher rated portable extinguisher, conforming to the requirements of Part 6, shall be located on the serving cart or table where flaming meals and drinks are being served.

2.4.4.4. Devices having open flames shall be securely supported in noncombustible holders and located or protected so as to prevent accidental contact of the flame with combustible materials.

Subsection 2.4.5. Use of Hazardous Materials

2.4.5.1. Flammable liquids shall not be used for cleaning purposes except where the cleaning is an essential part of a process.

2.4.5.2. Flammable gases shall not be used to inflate balloons.

Subsection 2.4.6. Electrical Hazards

Electrical
wiring

2.4.6.1. Temporary electrical wiring shall not be used where it presents a fire hazard.

SECTION 2.5 FIRE DEPARTMENT ACCESS TO BUILDINGS

Subsection 2.5.1. General

Application



2.5.1.1. (1) This Section applies to fire access routes:
(a) required to be constructed under the Building Code,
(b) provided under a municipal by-law, or
(c) designated under Paragraph 45 of Section 240 of the Municipal Act.

Maintaining
access free of
obstructions

2.5.1.2.(1) Fire access routes and access panels or windows provided to facilitate access for fire fighting operations shall not be obstructed by vehicles, gates, fences, building materials, vegetation, signs or any other form of obstruction.

Fire
department
connections

(2) Fire department sprinkler and standpipe connections shall be clearly identified and maintained free of obstructions for use at all times.

Maintenance

2.5.1.3. Fire access routes shall be maintained so as to be immediately ready for use at all times by fire department vehicles.

Signs

2.5.1.4. Approved signs shall be displayed to indicate fire access routes.

SECTION 2.6 SERVICE EQUIPMENT

Subsection 2.6.1. Heating, Ventilating and Air-Conditioning

Defective
equipment

2.6.1.1. Defective appliances in a building shall be removed, repaired or replaced when the defective appliances create a hazardous condition.

are located, these *major occupancies* need not be considered as *major occupancies* for the purposes of this Subsection, provided they are not classified as Group F, Division 1 or 2 occupancies.

(2) A helicopter landing area on the roof of a *building* need not be considered a *major occupancy* for purposes of Subsection 3.2.2. where such landing area is not more than 10% of the area of the roof.

3.2.2.9. Crawl Spaces

- (1) For the purposes of Articles 3.2.1.4. and 3.2.1.5., a crawl space shall be considered as a *basement* if it is
 - (a) more than 1 800 mm (5 ft 11 in) high between the lowest part of the floor assembly and the ground or other surface below,
 - (b) used for any *occupancy*,
 - (c) used for the passage of *flue pipes*, or
 - (d) used as a *plenum* in *combustible construction*.

(2) A floor assembly immediately above a crawl space is not required to be constructed as a *fire separation* and is not required to have a *fire-resistance rating* provided the crawl space is not required to be considered as a *basement* by Sentence (1).

3.2.2.10. Streets

- (1) Every *building* shall face a *street* located in conformance with the requirements of Articles 3.2.5.5. and 3.2.5.6. for access routes.
- (2) For the purposes of Subsections 3.2.2. and 3.2.5. an access route conforming to Subsection 3.2.5. is permitted to be considered as a *street*.
- (3) A *building* is considered to face 2 *streets* provided not less than 50% of the *building* perimeter is located within 15 m (49 ft 3 in) of the *street* or *streets*.
- (4) A *building* is considered to face 3 *streets* provided not less than 75% of the *building* perimeter is located within 15 m (49 ft 3 in) of the *street* or *streets*.
- (5) Enclosed spaces, tunnels, bridges and similar structures, even though used for vehicular or pedestrian traffic, are not considered as *streets* for the purpose of this Part.

3.2.2.11. Exterior Balconies

- (1) An exterior balcony shall be constructed in

accordance with the type of construction required by Articles 3.2.2.20. to 3.2.2.83., as applicable to the *occupancy* classification of the *building*.

3.2.2.12. Exterior Passageways

- (1) An elevated exterior passageway used as part of a *means of egress* shall conform to the requirements of Articles 3.2.2.20. to 3.2.2.83. for *mezzanines*.

3.2.2.13. Occupancy on Roof

- (1) A portion of a roof that supports an *occupancy* shall be constructed in conformance with the *fire separation* requirements of Articles 3.2.2.20. to 3.2.2.83. for floor assemblies.

3.2.2.14. Roof-Top Enclosures

- (1) A roof-top enclosure for elevator machinery or for a *service room* shall be constructed in accordance with the type of construction required by Articles 3.2.2.20. to 3.2.2.83.
- (2) A roof-top enclosure for elevator machinery or for a *service room*, not more than one *storey* high, is not required to have a *fire-resistance rating*.
- (3) A roof-top enclosure for a stairway shall be constructed in accordance with the type of construction required by Articles 3.2.2.20. to 3.2.2.83.
- (4) A roof-top enclosure for a stairway need not have a *fire-resistance rating* nor be constructed as a *fire separation*.

3.2.2.15. Storeys below Ground

- (1) If a *building* is erected entirely below the adjoining finished ground level and does not extend more than one *storey* below that ground level, the minimum precautions against fire spread and collapse shall be the same as are required for *basements* under a building of 1 *storey* in *building height* having the same *occupancy* and *building area*.
- (2) If any portion of a *building* is erected entirely below the adjoining finished ground level and extends more than one *storey* below that ground level, the following minimum precautions against fire spread and collapse shall be taken:
 - (a) except as permitted by Sentence (3), the *basements* shall be *sprinklered*,
 - (b) a floor assembly below the ground level shall be constructed as a *fire separation* with a *fire-resistance rating* not less than

3.2.4.22.

Ontario Building Code 1997

parts of the *building*, except that this requirement does not apply to elevator cars. (See Appendix A.)

(2) The voice communication system referred to in Sentence (1) shall include provision for silencing the *alarm signal* in a single stage fire alarm system when voice messages are being transmitted, but only after the *alarm signal* has sounded initially for not less than

- (a) 30 s in Group B, Division 2 or 3 *major occupancy*, and
- (b) 60 s in all other *occupancies*

(3) The voice communication system referred to in Sentence (1) shall include provision for silencing the *alert signal* and the *alarm signal* in a 2 stage fire alarm system when voice messages are being transmitted, but only after the *alert signal* has sounded initially for not less than

- (a) 30 s in Group B, Division 2 or 3 *major occupancy*, or
- (b) 60 s for all other *occupancies*.

(4) The voice communication system referred to in Clause (1)(b) shall be designed so that voice instructions can be transmitted selectively to any zone or zones while maintaining an *alert signal* or *alarm signal* to other zones in the *building*.

(5) The 2-way communication system referred to in Clause (1)(a) shall be installed so that emergency telephones are located in each *floor area* near *exit* stair shafts.

3.2.5. Provisions for Fire Fighting

(See A-3, Fire Fighting Assumptions, in Appendix A.)

3.2.5.1. Access to Above Grade Storeys

(1) Except for *storeys* below the *first storey*, direct access for fire fighting shall be provided from the outdoors to every *storey* that is not *sprinklered* and whose floor level is less than 25 m (82 ft) above *grade*, by at least one unobstructed window or access panel for each 15 m (49 ft 3 in) of wall in each wall required to face a *street* by Subsection 3.2.2.

- (2) An opening for access required by Sentence (1) shall
 - (a) have a sill no higher than 900 mm (2 ft 11 in) above the inside floor, and
 - (b) be not less than 1 100 mm (3 ft 7 in) high by not less than
 - (i) 550 mm (21 in) wide for a *building* not designed for the storage or use of dangerous goods, or

- (ii) 750 mm (2 ft 6 in) wide for a *building* designed for the storage or use of dangerous goods.

(3) Access panels above the *first storey* shall be readily openable from both inside and outside, or the opening shall be glazed with plain glass.

3.2.5.2. Access to Basements

(1) Direct access from at least one *street* shall be provided from the outdoors to each *basement*

- (a) that is not *sprinklered*, and
- (b) that has horizontal dimension more than 25 m (82 ft).

(2) The access required by Sentence (1) is permitted to be provided by

- (a) doors, windows or other means that provide an opening not less than 1 100 mm (3 ft 7 in) high and 550 mm (21 in) wide, with a sill no higher than 900 mm (2 ft 11 in) above the inside floor, or
- (b) an interior stairway immediately accessible from the outdoors.

3.2.5.3. Roof Access

(1) On a *building* more than 3 *storeys* in *building height* where the slope of the roof is less than 1 in 4, all main roof areas shall be provided with direct access from the *floor areas* immediately below, either by

- (a) a stairway, or
- (b) a hatch not less than 550 mm (21 in) by 900 (2 ft 11 in) mm with a fixed ladder.

(2) Clearance and access around roof signs or other obstructions shall provide

- (a) a passage not less than 900 mm (2 ft 11 in) wide by 1 800 mm (5 ft 11 in) high, clear of all obstructions except for necessary horizontal supports not more than 600 mm (23 in) above the roof surface,
 - (i) around every roof sign, and
 - (ii) through every roof sign at locations not more than 15 m (49 ft 3 in) apart, and
- (b) a clearance of not less than 1 200 mm (3 ft 11 in) between any portion of a roof sign and any opening in the exterior wall face or roof of the *building* in which it is erected.

3.2.5.4. Access Routes

(1) A *building* which is more than 3 *storeys* in *building height* or more than 600 m² (6,460 m²) in *building area* shall



be provided with access routes for fire department vehicles

- (a) to the principal entrance, and
- (b) to each *building* face having access openings for fire fighting as required by Articles 3.2.5.1. and 3.2.5.2. (See Appendix A.)

3.2.5.5. Location of Access Routes

(1) Access routes required by Article 3.2.5.4. shall be located so that the principal entrance and every access opening required by Articles 3.2.5.1. and 3.2.5.2. are located not less than 3 m (9 ft 10 in) and not more than 15 m (49 ft 3 in) from the closest portion of the access route required for fire department use, measured horizontally from the face of the *building*.

- (2) Access routes shall be provided to a *building* so that
 - (a) for a *building* provided with a fire department connection, a fire department pumper vehicle can be located adjacent to the hydrants referred to in Article 3.2.5.16.,
 - (b) for a *building* not provided with a fire department connection, a fire department pumper vehicle can be located so that the length of the access route from a hydrant to the vehicle plus the unobstructed path of travel for the fire fighter from the vehicle to the *building* is not more than 90 m (295 ft 3 in), and
 - (c) the unobstructed path of travel for the fire fighter from the vehicle to the *building* is not more than 45 m (147 ft 8 in).

(3) The unobstructed path of travel for the fire fighter required by Sentence (2) from the vehicle to the *building* shall be measured from the vehicle to the fire department connection provided for the *building*, except that if no fire department connection is provided, the path of travel shall be measured to the principal entrance of the *building*.

(4) If a portion of a *building* is completely cut off from the remainder of the *building* so that there is no access to the remainder of the *building*, the access routes required by Sentence (2) shall be located so that the unobstructed path of travel from the vehicle to one entrance of each portion of the *building* is not more than 45 m (147 ft 8 in).

3.2.5.6. Access Route Design

- (1) A portion of a roadway or yard provided as a required access route for fire department use shall
 - (a) have a clear width not less than 6 m (19 ft 8 in), unless it can be shown that lesser widths are satisfactory,
 - (b) have a centreline radius not less than 12 m (39 ft 4

- in),
- (c) have an overhead clearance not less than 5 m (16 ft 5 in),
- (d) have a change of gradient not more than 1 in 12.5 over a minimum distance of 15 m (49 ft 3 in),
- (e) be designed to support the expected loads imposed by fire fighting equipment and be surfaced with concrete, asphalt or other material designed to permit accessibility under all climatic conditions,
- (f) have turnaround facilities for any dead-end portion of the access route more than 90 m (295 ft 3 in) long, and
- (g) be connected with a public thoroughfare. (See Appendix A.)

3.2.5.7. Water Supply

(1) An adequate water supply for fire fighting shall be provided for every *building*. (See Appendix A.)

(2) Hydrants shall be located within 90 m (295 ft 3 in) horizontally of any portion of a *building* perimeter which is required to face a *street* in Subsection 3.2.2.

3.2.5.8. Reserved.

3.2.5.9. Reserved

3.2.5.10. Reserved.

3.2.5.11. Reserved.

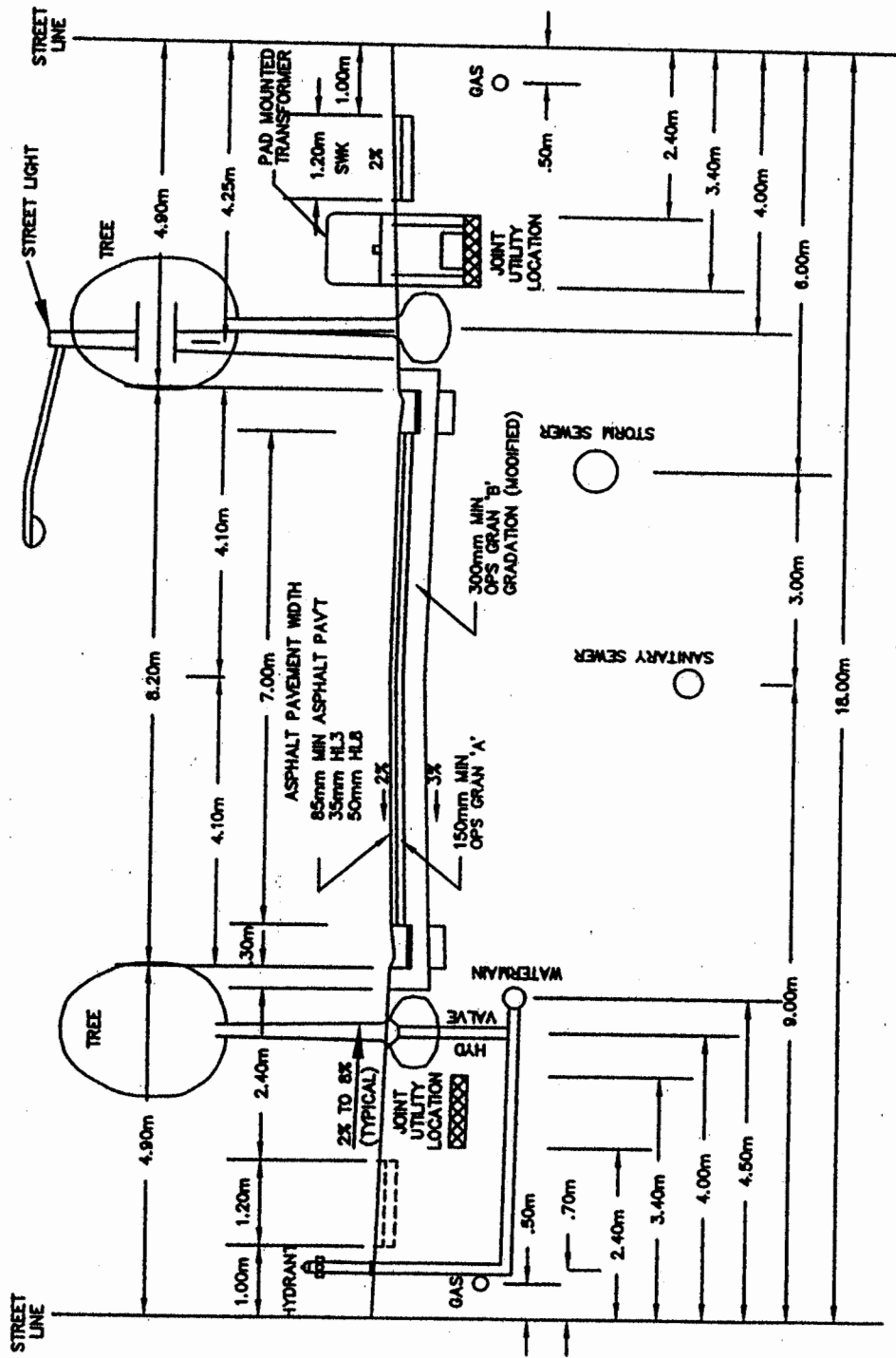
3.2.5.12. Reserved.

3.2.5.13. Automatic Sprinkler Systems

(1) Except as permitted by Sentences (2), (3) and (4), an automatic sprinkler system shall be designed, constructed, installed and tested in conformance with NFPA 13, "Standard for the Installation of Sprinkler Systems". (See Appendix A.)

(2) Instead of the requirements of Sentence (1), NFPA 13R, "Standard for the Installation of Sprinkler Systems in Residential Occupancies up to and Including Four Stories in Height", is permitted to be used for the design, construction, installation and testing of an automatic sprinkler system installed in a *building* of *residential occupancy* that is not more than 4 storeys in *building height*.

(3) Instead of the requirements of Sentence (1), NFPA 13D, "Standard for the Installation of Sprinkler Systems in

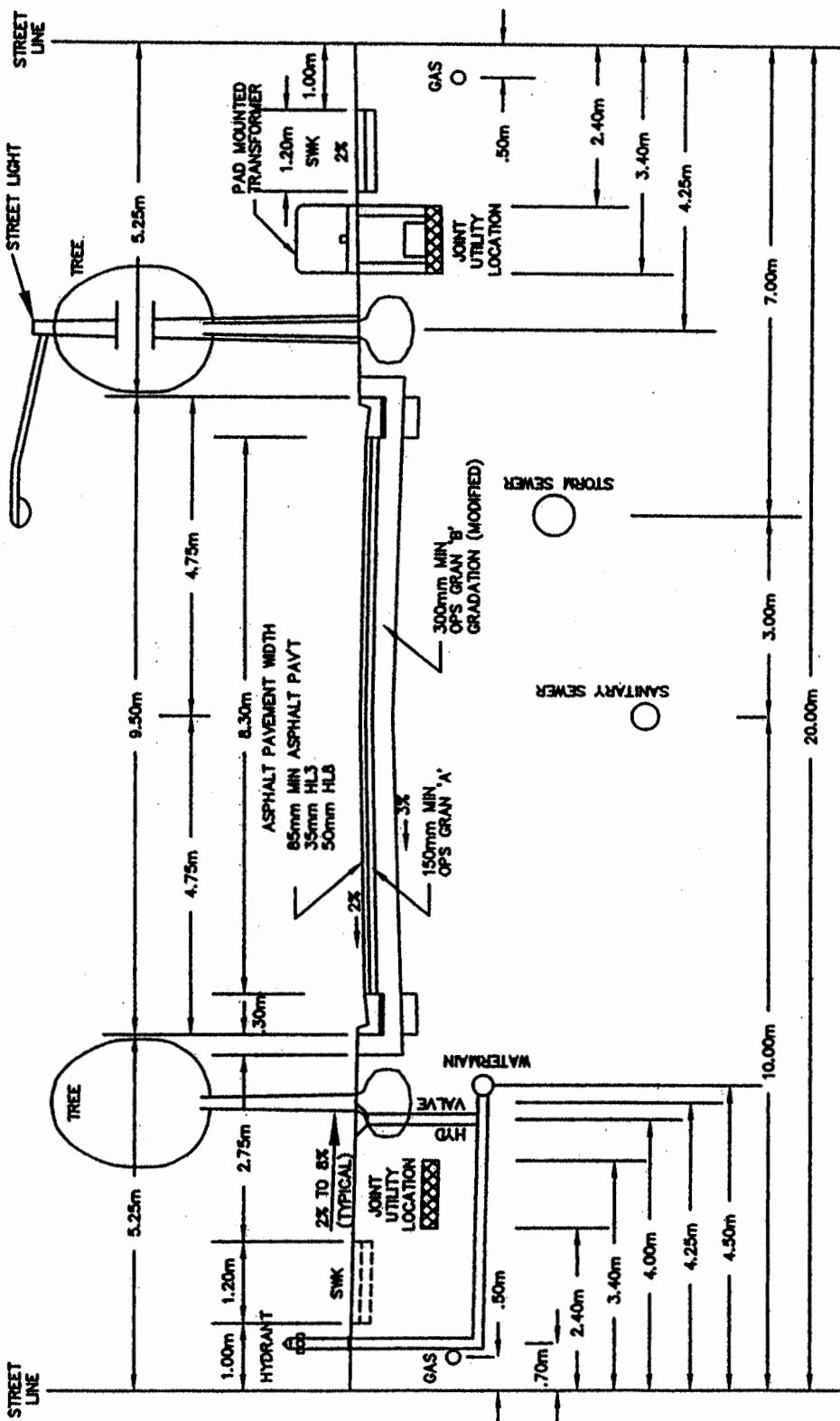


NOTES:

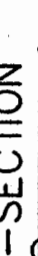
- 1) STREET LIGHTS, SIDEWALK, PRIMARY CABLES AND TRANSFORMERS TO BE ON OPPOSITE SIDE OF WATERMAIN.
- 2) FOR NEW SUBDIVISIONS, SIDEWALK IS TO BE ON ONE SIDE OF THE ROAD IF THE ROAD IS A CRESCENT ROAD OR A CUL-DE-SAC WITH A WALKWAY.
- 3) DURING SIDEWALK CONSTRUCTION, THE SIDEWALK FORMS ON THE JOINT UTILITY SIDE ARE TO BE HELD BY MEANS OTHER THAN STEEL STAKES.
- 4) NEW DESIGN IS TO INCORPORATE ROLL-OVER STYLE CURB AND GUTTER.

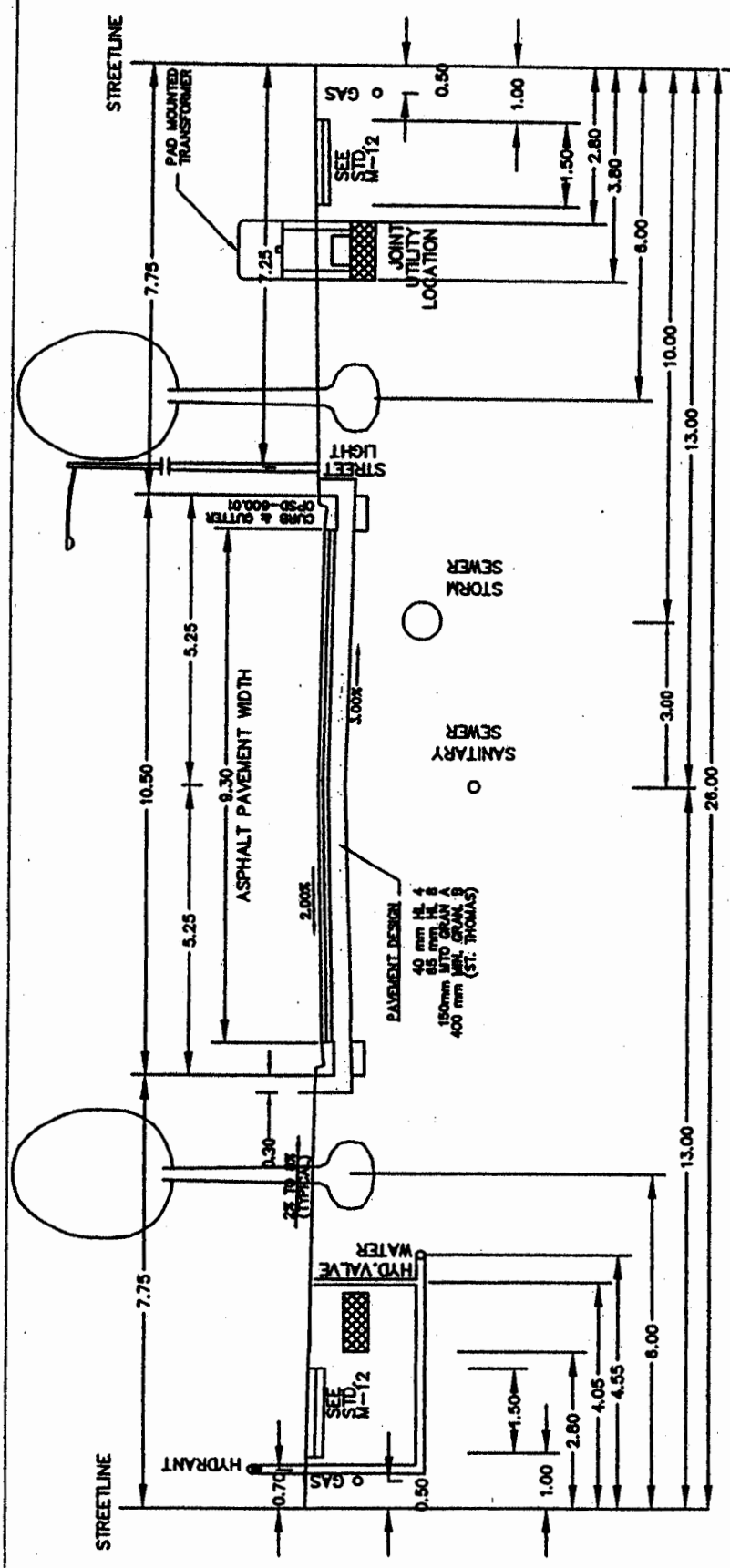
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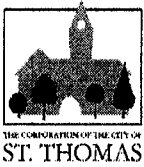
- NOTES:
- 1) STREET LIGHTS, SIDEWALK, PRIMARY CABLES AND TRANSFORMERS TO BE ON OPPOSITE SIDE OF WATERMAIN.
 - 2) FOR NEW SUBDIVISIONS, SIDEWALK IS TO BE ON ONE SIDE OF THE ROAD.
 - 3) DURING SIDEWALK CONSTRUCTION, THE SIDEWALK FORMS ON THE JOINT UTILITY SIDE ARE TO BE HELD BY MEANS OTHER THAN STEEL STAKES.

				URBAN LOCAL				CITY OF ST THOMAS			
				ROAD CROSS-SECTION				ENVIRONMENTAL SERVICES DEPARTMENT			
								Engineering and Transportation Division			
				SCALE: N.T.S.				DRAWN BY: RVR		METRIC	
				DATE: SEPTEMBER 1998				CHECKED BY:		M-2	
										CITY ENGINEER	



- NOTES:
- 1) STREET LIGHTS, SIDEWALK, PRIMARY CABLES AND TRANSFORMERS TO BE ON OPPOSITE SIDE OF WATERMAIN.
 - 2) FOR NEW SUBDIVISIONS, SIDEWALK IS TO BE ON BOTH SIDES OF THE ROAD.
 - 3) DURING SIDEWALK CONSTRUCTION, THE SIDEWALK FORMS ON THE JOINT UTILITY SIDE ARE TO BE HELD BY MEANS OTHER THAN STEEL STAKES.
 - 4) LOTS FRONTING ONTO THE ROAD ARE TO HAVE A MINIMUM LOT FRONTAGE OF 15 METRES.
 - 5) ALL ENTRANCES OFF STREET TO BE DOUBLE DRIVEWAYS WITH MINIMUM WIDTH OF 5.5 METRES.
 - 6) PARKING ON ONE SIDE OF STREET ONLY AS DESIGNATED BY THE CITY ENGINEER.

MODIFIED URBAN COLLECTOR ROAD CROSS-SECTION				CITY OF ST THOMAS ENVIRONMENTAL SERVICES DEPARTMENT Engineering and Transportation Division			
SCALE: N.T.S. DATE: OCTOBER 2000				DRAWN BY: GER CHECKED BY:		METRIC	
1				CITY ENGINEER		M-4A	
NO				DESCRIPTION OF REVISION			
				GER		DPH	
				CHKD BY		DATE	
				DOT 2002		INITIAL	



Corporation of the

City of St. Thomas

- 51 -

Report No.

ES 41-05

File No.

07-057

Directed to:

Chairman Terry Shackelton and Members of the Protective Services and Transportation Committee of Council

Date

March 29, 2005

Department:

Environmental Services Department

Attachments

- Letter of march 9/05 from the Ministry of Transportation

Prepared By:

John Dewancker, Director

Subject:

Highway 3 Reconstruction Project – St. Thomas to Aylmer

RECOMMENDATION

- That the City of St. Thomas designate the road sections as outlined in report ES41-05 as Construction Zones to permit the Ministry of Transportation to proceed with the reconstruction of Highway 3 between the City of St. Thomas and the Town of Aylmer.

ORIGIN

Receipt of the letter of March 9, 2005, from the Ministry of Transportation requesting that the City of St. Thomas designate two areas of Highway 3 as a "construction zone" to allow the Ministry of Transportation to erect construction signage for the purpose of the proposed reconstruction of Highway #3 between the City of St. Thomas and Aylmer.

ANALYSIS

Council previously received report ES10-05 in respect to the MTO Notice of Study completion in respect to the Class Environmental Assessment report for the proposed reconstruction of Highway 3 between the City of St. Thomas (Highway 3 by-pass at Centennial Ave) and the Town of Aylmer. At this time, the Ministry of Transportation intends to proceed with this work and the contractor will be on site during early May.

It is recommended that Council designate the following two road sections as "construction zones" to permit the MTO contractor to place appropriate signage and to undertake work within those portions of roadway:

- Centennial Avenue between South Edgeware Road and the Highway 3 by-pass for the reconstruction of this portion of highway.
- Talbot Street between Manor Road and Centennial Avenue (Highway 3) for the purpose of resurfacing this portion of roadway.

Respectfully submitted

John Dewancker, P.Eng., Director
Environmental Services

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other

Ministry of Transportation

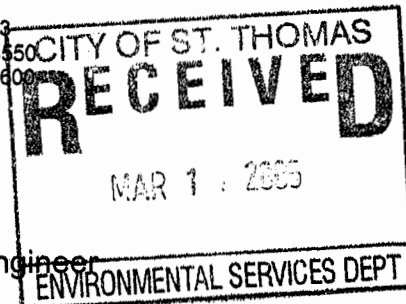
Engineering Office
Planning and Design Section
Southwestern Region

659 Exeter Road
London, Ontario N6E 1L3
Telephone: (519) 873-4653
Facsimile: (519) 873-4600

Ministère des Transports

Bureau du génie
Section de planification et de conception
Région du Sud-Ouest

659, chemin Exeter
London (Ontario) N6E 1L3
Téléphone: (519) 873-4650
Télécopieur: (519) 873-4600



March 9, 2005

Mr. John Dewancker
Director, Environmental Services and City Engineer

The Corporation of the City of St. Thomas
P.O. Box 520, City Hall Annex
St. Thomas, Ontario
N5P 3V7

Dear Mr. Dewancker:

RE: Highway 3, St. Thomas to Aylmer, W.P. 153-91-00

As you are aware, the ministry is preparing to complete the Highway 3 construction project this summer, from St. Thomas to Aylmer. As part of the work, the ministry has included a section of Talbot Street from Manor Road to Centennial Avenue that was negotiated as part of the Highway 3 transferral, and the very northerly section of Centennial Avenue that will tie the ministry's section at the 90-degree bend into South Edgware Drive.

To complete these works within the City's jurisdiction, we request that a Council Resolution be granted to designate these two sections as a "Construction Zone," to allow the ministry's Contractor erect construction signage, as well as "Construction Zone" signage, within City limits. ^{to}

We anticipate the Contractor to be on site in early May, so your early attention to this matter is appreciated.

Should you have any questions, please contact me.

Yours truly,

Bill Moore
Project Engineer
WP153-91-00 Highway 3, St. Thomas to Aylmer

ENVIRONMENTAL SERVICES	
JD	
IA	
PH	
CF	
MS	
RT	
JF	
FILE	07-05



Corporation of the

City of St. Thomas

-53-

Report No.

ES36-05

File No.

Directed to: Chairman Terry Shackelton and Members of the Transportation and Protective Services Committee

Date
April 11, 2005

Department: Environmental Services Department

Attachment

Prepared By: Mark Sture, Supervisor, Roads & Transportation

Subject: Definition of Pedestrian – Traffic By-law

RECOMMENDATION

1. That the traffic by-law 45-89 be amended to include the following definition.

"Pedestrian" includes a person with a physical disability requiring a personal mobility device and a child in a baby carriage.

2. And, that this definition be applied to all municipal by-laws in the City of St. Thomas.

ORIGIN

At the March 24, 2005 Municipal Accessibility Awareness Committee meeting, the issue of mobility scooters on sidewalks was discussed. Staff were requested to submit a report amending the traffic by-law to define a pedestrian to include those with physical disabilities.

DISCUSSION

The issue of personal mobility scooters on sidewalks has been discussed at the Municipal Accessibility Awareness Committee for the past year without resolution. Current by-laws in the City recognize wheelchairs, but not mobility scooters. Mobility scooters are not clearly defined in the Highway Traffic Act, R.S.O. 1990, CHAPTER H.8 – they can be classified as a vehicle or a wheelchair under the definitions provided in the Act.

"vehicle" includes a motor vehicle, trailer, traction engine, farm tractor, road-building machine, bicycle and any vehicle drawn, propelled or driven by any kind of power, including muscular power, but does not include a motorized snow vehicle or a street car; ("véhicule")

"wheelchair" means a chair mounted on wheels driven by muscular or any other kind of power and used for the carriage of a person who has a physical defect or disability. ("fauteuil roulant")

R.S.O. 1990, c. H.8, s. 1 (1); 1999, c. 12, Sched. G, s. 24 (1, 2); 2002, c. 17, Sched. F, Table.

Personal mobility scooters have a limited rate of speed and are discouraged from using the travelled portion of the roadway, and yet as they are not clearly defined some members of our community discourage or frown upon their use on the sidewalks.

The members of the MAAC conducted a review of legislation or municipal by-law definition used in other jurisdictions in Ontario. The definition provided above was felt to be the cleanest in terms of language.

Implementing the proposed definition in the City's Traffic By-law and applying it to all by-laws provides for a clear interpretation of pedestrians in the City.

FINANCIAL CONSIDERATIONS

None.

Respectfully submitted

Mark Sture, Supervisor of Roads and Transportation
Environmental Services

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other



Corporation of the

City of St. Thomas

Report No.

ES33-05

File No.

Directed to:

Chairman Terry Shackelton and Members of the Protective Services and Transportation Committee

Date

April 4, 2005

Department:

Environmental Services

Attachment
Location Map

Prepared By:

Mark Sture, Supervisor of Roads and Transportation

Subject:

Power Centre Traffic Control

Recommendation:

Staff recommend that the following be received for information.

Report:

Origin

In 2004, at the request of a City resident, Council directed Staff to review the signal timing at intersections around the Power Centre (First Avenue and Talbot Street).

Analysis

The Power Centre is a 40-acre parcel of "big box" retail development in the north-east quadrant of the Talbot Street and First Avenue intersection. Traffic entering and exiting the site does so through one of two traffic signal controlled intersections or one of two right-in/right-out driveways. The intersection of Talbot Street and First Avenue is also governed by traffic signal control. A description of the controlled intersections is provided below.

Talbot Street and First Avenue

This is the largest intersection in St. Thomas. There are two through lanes, a left turn lane and a channelized right turn lane in the eastbound and westbound directions. The northbound direction has one left turn lane, one through lane and one combined through and right turn lane. The southbound direction has a left turn lane, one through and one right turn lane. The traffic signal control was upgraded in 2001 when the intersection was rebuilt.

Talbot Street and 1063 Talbot Street Driveway

Talbot Street has two through lanes and one left turn lane in each direction; however the westbound direction has an additional right turn lane. Southbound there are two left turn lanes and a combined through movement and right turn lane. Northbound there is a left turn lane and a through movement/right turn lane. The double left turn lane on the southbound approach requires this movement to operate independently of the northbound movement due to the potential for conflict in vehicle travel paths through the intersection.

First Avenue and Redan Street/1063 Talbot Street Driveway

First Avenue has a left turn lane, one through lane and one combined through and right turn lane in each direction. Redan Street and 1063 Talbot Street Driveway have one left turn lane and one combined through and right turn lane in each direction.

Traffic Operations


The traffic signals at all three intersections are governed in part by vehicle detection systems built into the pavement. This allows for signal indication priority (advance indications) to be given to the vehicle movements that have the heaviest traffic flows. Some default parameters are programmed in to provide a base level of control. With the exception of the southbound movement at the Talbot Street / 1063 Talbot Street intersection, left turn movements can occur independently or at the same time as the adjacent through movement, depending on demand.

Over the past few months, staff have been monitoring the operations of the traffic signal control at all three intersections. We have also been in discussion with St. Thomas Energy Inc. staff who perform our maintenance. The traffic signals are working as they were intended and there are no anomalies in their operation. As with all traffic signal locations, we will continue to monitor the traffic signal timing and operations at these three intersections.

Alternatives

None

Respectfully,


for Mark Sture, Supervisor, Roads and Transportation
Environmental Services

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other

CITY OF ST. THOMAS

Intersections Under Review

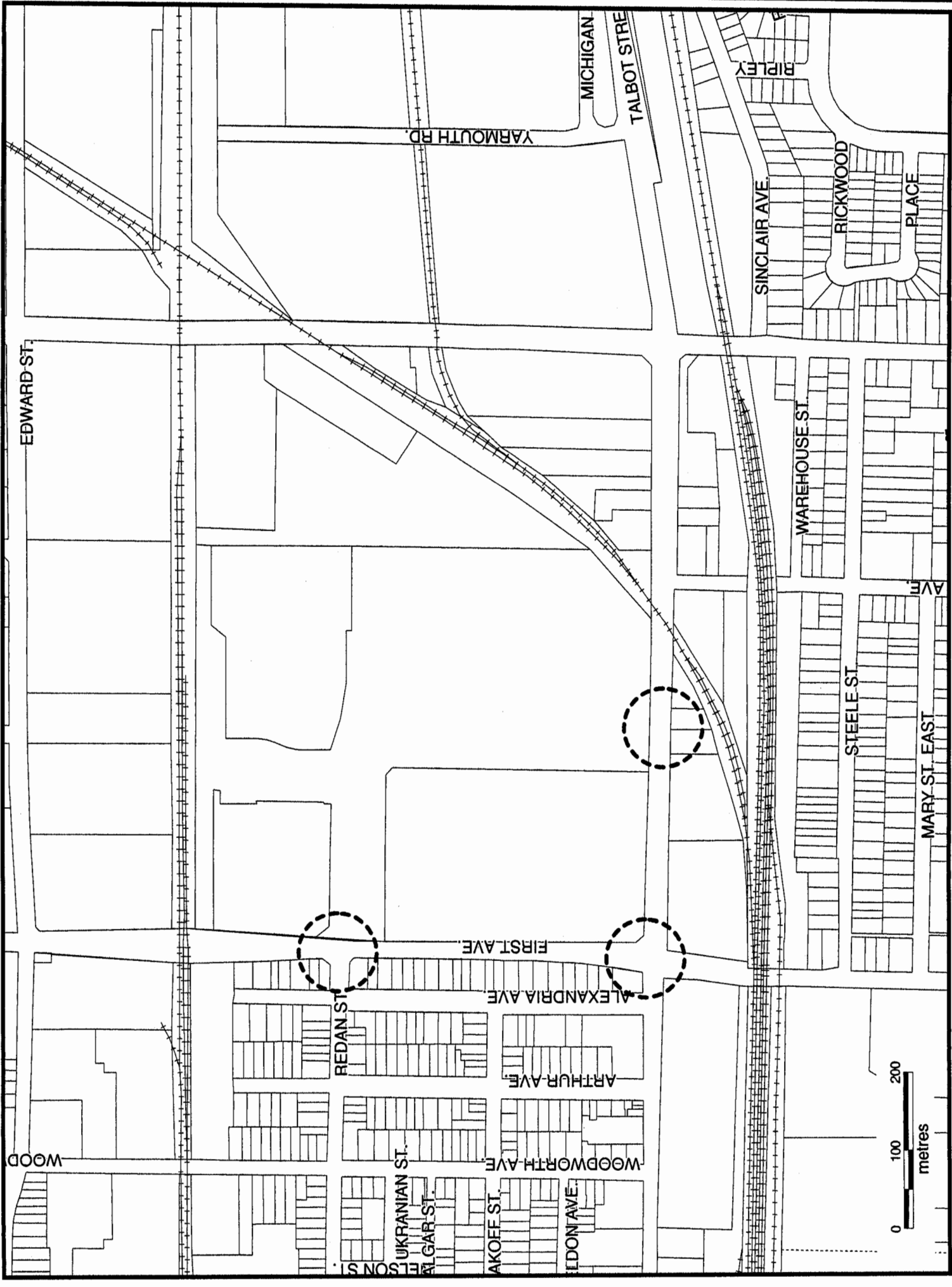


Area of Under Review

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Prepared and produced by the City of St. Thomas Environmental Services Department, March 29, 2005. Base Map provided by the Central Elgin Planning Office. Reproduction in whole or in part of this map is strictly prohibited unless express written permission is granted by the City of St. Thomas Environmental Services Department. (CJSH)





**elgin
st.thomas
health unit**

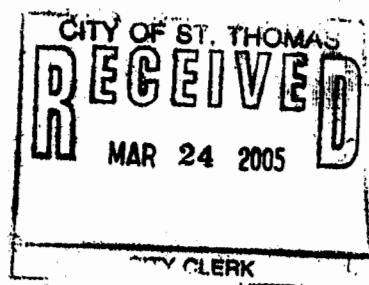
- 56 -

99 Edward Street
St. Thomas, Ontario
N5P 1Y8

Telephone: (519) 631-9900
Toll Free Telephone: 1-800-922-0096
Fax: (519) 633-0468
www.elginhealth.on.ca

March 23, 2005

Wendell Graves
City Clerk
City of St. Thomas
545 Talbot Street, PO Box 520
St. Thomas ON N5P 3V7



Dear Wendell Graves:

Re: Notice of Increased Activity for West Nile virus

The Elgin St. Thomas Health Unit has reviewed the status of Elgin County municipalities along with the City of St. Thomas in relationship to *Regulation 199/03, Control of West Nile Virus*, made under the *Health Protection and Promotion Act*.

In 2004, one human case of West Nile virus involving an Elgin County resident was detected. WNV has been detected in birds in this area but not in adult or larval mosquitoes. The *West Nile Virus Surveillance Summary 2004* report is being mailed to each municipality.

This raises our level of concern and we must advance through our contingency plan which outlines that we must be prepared to larvicide and/or adulticide for mosquitoes when West Nile activity is recognized in our communities. Municipalities at this time are urged to retain the services of a pest control company that is licensed for mosquito extermination to conduct a larvicide program in each municipality. **It has been determined that the City of St. Thomas and the Town of Aylmer are populations of concern and are directed to conduct a larvaciding program in the 2005 season.** Health Unit staff are available to assist you in answering any questions you may have regarding this planning. Chemical and application costs related to larviciding and adulticiding remain the responsibility of the municipal authorities. The municipality may recover 55% of the cost of larviciding and adulticiding from the Ministry of Health and Long Term Care (MOHLTC). Health Units are the transfer agency for this cost sharing arrangement.

I am forwarding to the Ministry of the Environment a letter endorsing the application for permits for the application of pesticides within the West Nile virus programs. This will help expedite any application in that process. It is necessary for each municipality to forward to our office, ~~a letter, supporting this endorsement~~, for inclusion with our notice to the Ministry of the Environment. Please forward this letter by April 21, 2005 to my attention.

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March 23, 2005

- 2 -

The *Permit Applicant Guide for Municipalities and Health Units: Controlling Mosquito Larvae for Prevention and/or Control of West Nile Virus 2004* will be forwarded to each municipality to assist you in making your application to the Ministry of the Environment.

Under separate cover, each municipality is being asked to submit the proposed 2005 budget for West Nile virus activities. I ask that the budgets be submitted in an expeditious manner to allow for accurate flow of information to the Ministry of Health and Long Term Care.

Through our actions and cooperation we can lessen the impact West Nile virus will have on the residents and visitors of Elgin County.

Thank you in advance.

Sincerely,

SBaker

Dr. Sharon Baker
Acting Medical Officer of Health

REFERRED TO	
CITY COUNCIL	<i>mlk</i>
W. DAY	
J. DEWANCKER	
FOR	
DISCUSSION	<input type="checkbox"/>
REPLY OR COMMENT	<input type="checkbox"/>
INFORMATION	<input checked="" type="checkbox"/>
FROM	<i>M KONEFAL</i>



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Corporation of the City of St. Thomas

Report No.

TF-01-05

File No.

Directed to: Members of St. Thomas City Council

Date

January 20, 2005

Department: Mayor's Office

Attachment

Prepared By: Mayor's Task Force

Municipality of Central
Elgin Bylaw 6 (b)
Elected Officials
Remuneration (2203)

Subject: **Deputy Mayor**

Recommendation:

THAT: St. Thomas City Council consider adding the position of Deputy Mayor for the Municipal Election in 2006, and,

THAT: the position is elected at large, and further

THAT: the position description and compensation below be considered.

Report:

Adding the position of Deputy Mayor to City Council has been discussed at the Mayor's Task Force meetings. Research was conducted by the Members of the Task Force and is outlined in this report as information.

The Municipal Act, 2001 only recognizes two distinct roles of Council; the head of council and the council member. While the Act grants certain authority to the head of council distinct from the others, the head has all of the same powers as the rest of council.

OPTION ONE

Deputy Mayor - Elected

The Task Force recommends the following tasks be assigned to the elected position of Deputy Mayor: A member, who is not the chair of any standing committee, elected to City Council, as Deputy Mayor to assist the Mayor, and to act from time to time in the place and stead of the Mayor when the Mayor is absent from the City, or is absent through illness, or the office of the Mayor is vacant, and while so acting, such member has, and may exercise, all the rights, powers and authority of the Mayor. The Deputy Mayor will be the first person the Mayor will contact should he/she not be able to attend an invited function.

If the decision is made to elect a Deputy Mayor, we have about 18 months to run the process and pass the by-law so that it is in place before Jan. 1, 2006, according to a representative of the Municipal Affairs and Housing.

OPTION TWO

Deputy Mayor - Appointed

The Task Force recommends that the same tasks above be assigned to the appointed position of Deputy Mayor. The Deputy Mayor, in the absence of any procedural by-laws does not have the power of the head of council. Therefore, the City's procedural by-law will need to be amended. If the decision of Council is to appoint a Deputy Mayor, then Council could do that at anytime

OPTION THREE

City Council chooses to file the Report and take no action at this time.

Compensation

It is expected that the Deputy Mayor position be compensated accordingly. Currently, the Mayor's yearly salary is \$32,863.77 and the Aldermen are paid \$15,018.44. The Committee is suggesting that the position of Deputy Mayor be paid, \$23,941.11 (midway between the pay for Mayor and that of Alderman.

Respectfully,

Cathy Topping, Chairperson
Mayor's Task Force