

AGENDA

THE FORTY-FOURTH 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 NOVEMBER 7TH, 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 M. Turvey

DISCLOSURES OF INTEREST

MINUTES

Confirmation of the minutes of the meetings held on October 17th and 24th, 2005.

DEPUTATIONS

Redevelopment of Horton Street Market - Grant Request

Mr. Mark Cosens, Chairman, Downtown Development Board, will be in attendance to discuss a grant request for the redevelopment of the Horton Street Market.

St. Thomas-Elgin Tourist Association

Mr. Dave McAdams will be in attendance to present the annual report of the St. Thomas-Elgin Tourist Association.

A letter has been received from Dave McAdams, President, St. Thomas-Elgin Tourist Association, requesting permanent funding for an Executive Director from the City. Page 8

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

Community Improvement Plan (CIP) Status Report

Report CC-43-05 of the Development Officer. Pages 9 & 10 Status Report Attached

CIP Financial Incentive Applications: Façade Loan Agreement

Report CC-46-05 of the Development Officer. Pages 11 & 12

Request for Removal of Part Lot Control - Lots 21 to 34, inclusive, Plan 11M-154 - Semi Detached Lots - H.J. Hayhoe Ltd.

Report PD-38-2005 of the Director of Planning. Pages 13 & 14

Draft Plan of Subdivision File #34T-05506, Block 4 Development Area - 34 lots for Single Detached Dwellings - Doug Tarry Limited and Walter Ostojic & Son Limited

Report PD-40-2005 of the Director of Planning. Pages 15 to 17

Zoning By-Law Amendment - Restaurant, Bakery, Business Office & Accessory Uses as Additional Permitted Uses - 235-239 Wellington Street - Lyle Cook Automotive Centre

Report PD-41-2005 of the Planner. Pages 18 to 20

Zoning By-Law Amendment - Eight Apartment Dwellings as Additional Permitted Use - 2 Wood Street - Malloy Capital

Report PD-42-2005 of the Planner. Pages 21 to 23

Zoning By-law Amendment - Removal of Holding Zone Symbol - Blocks 22 & 27, Plan 11M-110 - Doug Tarry Limited and Novi Construction Ltd.

Report PD-44-2005 of the Director of Planning. Pages 24 & 25

Zoning By-law Amendment - Removal of Holding Zone Symbol - Part Block 6, Plan 11M-105 and Part Lot 2, east of Francis Street, Plan 27 and Part Lot 5, Concession 7, Geographic Township of Yarmouth, City of St. Thomas - Doug Tarry Limited

Report PD-45-2005 of the Director of Planning. Pages 26 & 27

St. Thomas Official Plan Consolidation/Update and the 2005 Provincial Policy Statement

Report PD-43-05 of the Planning Staff. Pages 28 to 35

Municipality of Central Elgin - Zoning By-Law Amendment - 5830 Stone Church Road

Notice of a public meeting concerning a proposed zoning by-law amendment has been received from the Municipality of Central Elgin to permit a new residence on a new lot, and to permit continued residential use of the retained lands at 5830 Stone Church Road.

Municipality of Central Elgin - Zoning By-Law Amendment - 4954 Sunset Road

Notice of a public meeting concerning a proposed zoning by-law amendment has been received from the Municipality of Central Elgin to permit mini-storage as an additional permitted use on the lot at 4954 Sunset Road.

Municipality of Central Elgin - Draft Plan of Subdivision - File#34T-05003 - Lot 4, Registered Plan 49 - East Road

Notice of a public meeting concerning a plan of subdivision has been received from the Municipality of Central Elgin to permit the development of 3 lots for single-detached dwelling units on lands located on the east side of East Road, north of Joseph Street, Port Stanley.

Notice of the Passing of a Zoning By-Law - Municipality of Central Elgin - 7057 Centennial Road

Notice was received from the Municipality of Central Elgin regarding the passing of Zoning By-law No. 816 on October 24, 2005 to permit rural-residential and accessory uses, and to establish minimum lot area and frontage for the subject lands.

BUSINESS CONCLUDED**ENVIRONMENTAL SERVICES COMMITTEE** - Chairman M. Turvey**UNFINISHED BUSINESS****NEW BUSINESS**2005 Annual Video Sewer Inspection - Award of Tender

Report ES95-05 of the Manager of Operations & Compliance. Page 36

Winter Maintenance Program and Quality Standards - 2005/2006 Season

Report ES98-05 of the Supervisor of Roads & Transportation. Pages 37 to 63

Sunset Drive (Chester Street to Elm Street) Road Settlement Repair - Tender Award

Report ES99-05 of the Manager of Engineering. Pages 64 to 68

Amendment to the Curbside Collection of Compostibles Program

Report ES100-05 of the Director, Environmental Services. Pages 69 to 72

Hepburn Parking Lot - Request for 19 Parking Spaces

A letter has been received from Cathy Grondin, Program Coordinator, Elgin/St. Thomas Youth Employment Counselling Centre, requesting 19 free parking spaces at the Hepburn Parking Lot. Page 73

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****Request for Property Tax Exemption - Talbot Teen Centre - 745 Talbot Street**

A letter has been received from Cathy Grondin, Program Coordinator, Elgin/St. Thomas Youth Employment Counselling Centre, requesting that the property at 745 Talbot Street be exempt from property taxes. Page 74

BUSINESS CONCLUDED**COMMUNITY AND SOCIAL SERVICES COMMITTEE** - Chairman B. Aarts**UNFINISHED BUSINESS****NEW BUSINESS****2005/06 Fall-Winter Ice Facility Deposits - Update**

Report TR-45-05 of the Manager of Culture and Recreation. Page 75

Monthly Report St. Thomas-Elgin Community Centre Complex/Twin Pad Arena Pages 76 to 80

Valleyview Replacement - Monthly Report

Report VV-013-05 of the Valleyview Administrator. Page 81 Project Report attached.

Physiotherapy Services, Valleyview

Report VV-014-04 of the Valleyview Administrator. Page 82

BUSINESS CONCLUDED**PROTECTIVE SERVICES AND TRANSPORTATION COMMITTEE** - Chairman T. Shackelton**UNFINISHED BUSINESS****NEW BUSINESS****Airport Use Quarterly - July 1st to September 30th, 2005**

Report CC-45-05 of the Airport Superintendent. Pages 83 & 84

Santa Claus Parade - 2005

Report ES97-05 of the Supervisor of Roads & Transportation. Pages 85 & 86

Tender for Construction of Captain Dennis A. Redman No. 2 Fire Station Report to follow**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

DRIVEWAY RECONSTRUCTION - MAPLE STREET - J. Dewancker

REVIEW OF CITY BUS ROUTES - J. Dewancker

FUTURE USE OF VALLEYVIEW PROPERTY - ELYSIAN STREET - E. Sebestyen

FOREST AVENUE SIDEWALK - J. Dewancker

COMMUNITY SAFETY ZONE REVIEW - D White

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

The Seventh Report of the Site Plan Control Committee **Report to be available at the meeting.**

PETITIONS AND COMMUNICATONS

Canada Post Office and Plant Closures - Resolution

A request has been received from Deborah Bourque, President, Canadian Union of Postal Workers, to support a resolution regarding opposition to Canada Post's plans for office and plant closures. Page 87

Heritage Hunting and Fishing Protection Act - Resolution

A request has been received from Inky Mark, M.P. Dauphin-Swan River-Marquette, to support Private Member's Bill C-391, An Act to recognize and protect Canada's Hunting and Fishing Heritage. Page 88

Captain Dennis A. Redman No. 2 Fire Station - Thank You

A letter has been received from Warren Scott, President, St. Thomas Professional Firefighters Association, thanking the members of Council for their support in naming the new fire substation to honour Captain Dennis Redman.

UNFINISHED BUSINESS

Bill 123, Transparency in Public Matters Act, 2005

A copy of the draft bill is attached.

Wellington Street and Stokes Road Intersection - Pedestrian Crossing - J. Dewancker

NEW BUSINESS

BY-LAWS

First, Second and Third Reading

1. A by-law to confirm the proceedings of the Council meeting held on the 7th day of November, 2005.
2. A by-law to authorize the Mayor and Clerk to execute and affix the Seal of the Corporation to a certain agreement between the Corporation of the City of St. Thomas and 1301314 Ontario Ltd. (168 Curtis Street - \$4,250.00 loan - Community Improvement Plan)
3. A by-law to authorize an agreement with The St. Thomas Professional Firefighters Association, O.P.F.F.A. (Collective agreement - Local 447 - January 1st, 2005 - December 31st, 2006)
4. A by-law to authorize the Mayor and Clerk to execute and affix the Seal of the Corporation to a certain agreement between the Corporation of the City of St. Thomas and Novi Construction Ltd. and Doug Tarry Limited. (Block 4 Development Area - 34T-05505 - 2 lots for single detached dwellings and 18 lots for semi-detached dwellings)
5. A by-law to amend By-Law 50-88, being the Zoning By-Law for the City of St. Thomas. (Removal of holding zone provision - Block 18 and Part Block 15, Plan 11M-130 and Part Block 62, Plan 11M-60)
6. A by-law to authorize an agreement with Columbia Life Rehabilitation Inc. (Valleyview Physiotherapy Services - 2005-2007)
7. A by-law to remove certain lands from Part Lot Control (Lots 21 to 34, Plan 11M-154 - Coleman Court - semi detached lots - H.J. Hayhoe Ltd.)

PUBLIC NOTICE

NOTICES OF MOTION

Recognition of John Street - 2005 Year of the Veteran

A Notice of Motion has been received from Mayor Kohler to recognize John Street as "Veterans' Way" in honour of the year of the Veteran.

CLOSED SESSION

A resolution to close the meeting will be presented to deal with proposed or pending acquisition or disposition of land and a labour relations matter.

OPEN SESSION

ADJOURNMENT

CLOSING PRAYER

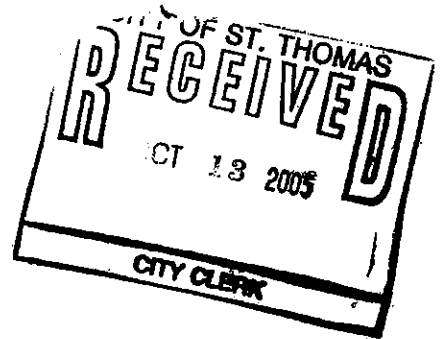
St. Thomas - Elgin Tourist Association

October 13, 2005

Mayor Jeff Kohler and Members of City Council
Corporation of the City of St. Thomas
P.O. Box 520, City Hall
St. Thomas, Ontario N5P 3V7

Attention: Wendell Graves, City Clerk

Dear Mr. Clerk,



Re: St. Thomas – Elgin Tourist Association – Executive Director

I am writing on behalf of the Tourist Association to ask Council for their consideration in accepting the position of Executive Director for St. Thomas and Elgin County as a permanent position in the City's operating budget.

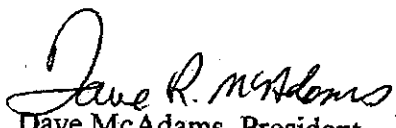
This role is currently in its final year as a grant position and the past four years have proven that there is a definite ongoing need for this position within St. Thomas and Elgin County. As a community we have made significant gains in tourism and the scale of the projects and programs that we are now able to entertain has increased beyond expectations. Several projects such as Premier Ranked Destination project and the Tourism Inc., seminar series will require at least a year to complete and it will be critical to maintain a consistent management approach, an approach the Executive Director provides.

This role has received an extremely positive reception from community groups, committees and associations in the City and County. Many new and renewed projects have been undertaken which would not have been possible with only the services of a volunteer board. The Executive Director provides a stable point of contact.

St. Thomas and Elgin County are getting noticed as shown by interest from travel writers and bus tour companies. Growing partnerships with the St. Thomas – Elgin Public Art Centre, Downtown Development Board, Healthy at Heart Elgin, Kettle Creek Conservation Authority, Elgin Community Futures Development Corporation and local event groups are creating new promotional ideas and activities that benefit the area.

I would appreciate the opportunity to attend the next Council meeting to have the opportunity to discuss this position with members of City Council and I am confident ongoing support for this role is forthcoming. Thank you for your consideration and we look forward to a favourable reply.

Sincerely,


Dave McAdams, President
St. Thomas-Elgin Tourist Association



Corporation of the

City of St. Thomas

Report No.

CC-43-05

File No.

Directed to:

Chairman Heather Chapman and Members of the
Planning and Development Committee

Date

October 18, 2005

Department:

City Clerk's Department

Attachments

Prepared By:

Aleksandra Pajak, Development Officer

St. Thomas Community
Improvement: CIP Status Report

Subject:

Community Improvement Plan (CIP) Status Report

RECOMMENDATION:

That: Report CC-43-05, summarizing the progress and status of the Community Improvement Plan, be received and filed as information.

BACKGROUND

The purpose of the Community Improvement Plan found its roots in the City's need to have a mechanism that would improve unsatisfactory conditions in certain areas, promote investment, generate economic development, and focus on several strategic priorities such as:

- Preservation of cultural heritage,
- Beautification and revitalization of retailing in the Downtown,
- Intensification of residential supply, and
- Increase in tourist activity, which highlights the City's railway and cultural heritage.

Through efforts put forth by City Council and City Staff, the Community Improvement Plan has proved to be a success for the City of St. Thomas. To date, 34 property owners have taken out applications, which resulted in 8 completed projects and 12 others progressing towards completion.

TASKS COMPLETED TO DATE

In November 2003 Phase I and Phase II of the *St. Thomas CIP Implementation Strategy/Action Plan (March 2003)* were completed (Report PD-21-2003). The Phases included the following:

Phase I

- Technical and Partnership Committees formed,
- Community Consultation,
- Development of program guidelines and applications, and
- Program Launch

Phase II

- Implemented Community Consultation
- Completed and Approved the Urban Design Study
- Developed Project Action Plans
- Implemented Program Guidelines and Applications
- Launched 8 Financial Incentive Programs
- Urban Design Committee

In addition to the above, numerous promotional approaches have been pursued in order to advance interest in the CIP, these include:

- The Downtown Development Board Newsletter featuring a monthly 'CIP Corner' promoting programs and other CIP items.
- The Economic Development Newsletter featuring CIP spreads.
- The Business London Journal featuring CIP improvements in the Downtown.
- Guest speaking at community functions.
- A comprehensive application package containing brochures and other informational reading material.
- CIP informational materials delivered to property owners through the Downtown Development Board Newsletter mailings.

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STATUS OF FINANCIAL INCENTIVE PROGRAM BUDGETS

The future of the CIP is shaping up to play a major role in realizing the City's vision of St. Thomas and its Downtown, to be a vibrant and fun people place where residents and visitors live, work, shop and play. With two years into the program, the CIP is well underway with 8 completed projects and 12 active applications currently being processed.

The initial funding for 2003 provided a total budget of \$207,500, which was divided into the four grant programs: \$100,000 residential, \$50,000 facade, \$50,000 development charges and \$7,500 heritage design.

Additional funding for 2004 was not established, however Council approved a total of \$175,000 (\$100,000 residential, \$50,000 facade and \$25,000 development charges), to the CIP budget for the year 2005.

STATUS OF FINANCIAL INCENTIVE PROGRAMS

Based on current applications, staff wishes to advise Council that the financial incentive programs are doing very well, most notably the Facade Improvement Program, Residential Improvement Program, and the Planning and Building Fee Rebate Program.

In terms of program demand and final completion of projects, the Facade Improvement Program has been the most successful. This is apparent by looking at completed and ongoing facade projects as well as the speed in which the budget is committed upon being released. The annual \$50,000 grant budget allows an average of 6 facade projects to be funded under the CIP.

The Residential Improvement Program has also been very successful. With respect to the facade program, the residential program has a larger grant budget, \$100,000, therefore allowing more applications to be funded under the CIP. In the opinion of the Development Officer, this budget is sufficient for annual activity under the residential program.

The Planning and Building Fee Rebate Program is utilized every time an application is made under the Facade Improvement Program and the Residential Improvement Program, providing that permits are required for the successful completion of the project.

To date the Heritage Design Grant Program (\$7,500) and the Development Charges Rebate Program (\$75,000) have not been utilized.

In summary, the CIP's financial incentive programs are generating noticeable improvements in the CIP project areas and receiving positive feedback from the community, resulting in a successful Community Improvement Plan.

ST. THOMAS COMMUNITY IMPROVEMENT STATUS REPORT

Attached is the St Thomas Community Improvement Status Report, which is intended to inform Council and the community on the progress and status of the City's Community Improvement Plan and its Financial Incentive Programs.

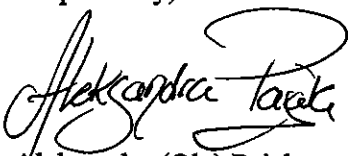
Please refer to the Report for more detailed information pertaining to the status and progress of the Financial Incentive Programs and its budgets.

NOTE FROM DEVELOPMENT OFFICER

On a personal note, I would like to take this opportunity to express my gratitude to the City of St. Thomas, especially my co-workers in the Planning Department, for making my post-education working experience very positive, memorable and fun.

It has been my pleasure to work with such a committed Council and staff during this contract period. I applaud your efforts and wish you continued success with the Community Improvement Plan.

Respectfully,


Aleksandra (Ola) Pajak
Development Officer

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other



Corporation of the
City of St. Thomas

Report No.

CC-46-05

File No.

Directed to:

Chairman Heather Chapman and Members of the
Planning and Development Committee

Date

August 5, 2005

Department:

City Clerk's Department

Attachments

Prepared By:

Aleksandra Pajak, Development Officer

N/A

Subject:

CIP Financial Incentive Applications: Facade Loan Agreement.

RECOMMENDATION:

That: Report No. CC-46-05 be received by Council as information and further that the following be approved:

- ☐ That Council enters into a Facade Loan Agreement for the CIP project relating to Application 2005-031: 168 Curtis Street.

REPORT

The following report provides information on CIP application number **2005-031: 168 Curtis Street**, which is being prepared to receive loan funding under the CIP financial incentive programs.

2005-031: 168 CURTIS STREET – FACADE LOAN ALLOCATION

APPLICATION BACKGROUND

The application for this property was submitted to the Planning Department on July 12th, 2005. On August 22nd, 2005 the Urban Design Committee recommended the Facade Plans for final approval. The project is set to complete in August 2006.

For the location of the property please refer to the **Key Map**.

SCOPE OF WORK

The proposed improvements for the facade project will include following:

- Painting of the facade to the original colour of the building.
- Installation of original signage around the entire building.
- New lighting.
- Flag pole restoration (original feature).
- Carpentry for the adjustment of sign openings and patching siding after light removal.

SUMMARY OF GRANT FUNDING

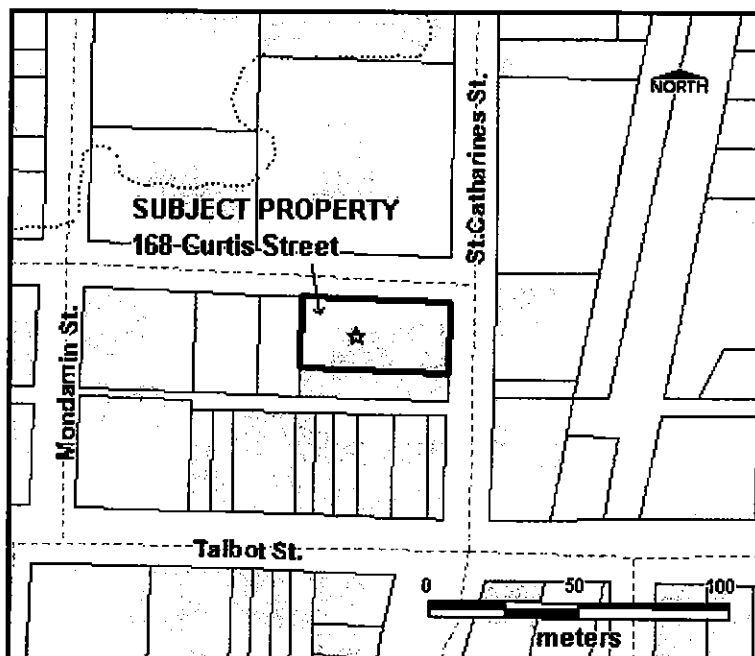
Funding for the interest-free loan is to be provided from Account No. 11-1-01-9-0311-7094 under the Facade Improvement Program. The grant portion will be decided on and advanced upon successful completion of the proposed project.

The facade interest free loan is calculated from the *Total Construction Cost* value of \$16,000.00:

Total Facade Loan Amount:

\$4,250.00

Key Map



LOAN AGREEMENT

- 12 -

In accordance with the approved program requirements, the applicants are required to enter agreements for loans and grants to be issued under the Facade Improvement Program.

Executed agreements have been received from the applicants and the necessary by-laws authorizing the Mayor and Clerk to execute the agreement on behalf of the Municipality have been placed on the November 7th, 2005 Council Agenda for approval by Council.

Respectfully,


Aleksandra (Ola) Pajak
Development Officer

Reviewed By:

Treasury

Env Services

Planning


City Clerk

HR

Other



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

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Report No.: PD-38-2005

File No.: 96-2005

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

Date: October 25th, 2005

Subject: H. J. Hayhoe Ltd. request for removal of part lot control - Lots 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33 and 34 on Plan 11M-154 - semi-detached lots.

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

Attachments:
-

RECOMMENDATION:

That Council approve the request by H. J. Hayhoe Ltd. for the removal of part lot control on Lots 21-34 inclusive, Registered Plan 11M-154 subject to all staff, legal and administrative costs being borne by H. J. Hayhoe Ltd.

Origin :

Solicitor Jerry Richardson has requested Council remove part lot control from Lots 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33 and 34 on Registered Plan 11M-154. The Lots owned by H. J. Hayhoe Ltd. are approved for semi-detached dwellings and dwellings are currently under construction. The location of the subject lots are shown on the location plan.

Analysis:

Pursuant to the provisions of the Planning Act, all lands in Ontario are subject to part lot control. Lots may not be created unless they are subdivided by a registered plan of subdivision or by a consent granted by the Committee of Adjustment.

The lots identified above are all located within an approved plan of subdivision, serviced and zoned to permit semi-detached dwellings. Upon completion of the construction of the units it is necessary for the developer to apply to the Committee of Adjustment for a consent to sever the lots into two individual parcels for sale. This process entails expense and delays the completion of the sales. Considering that the registered plan and the zoning was approved by Council it is, in my opinion, unnecessary to require the developer to process the lots through a further planning approval process.

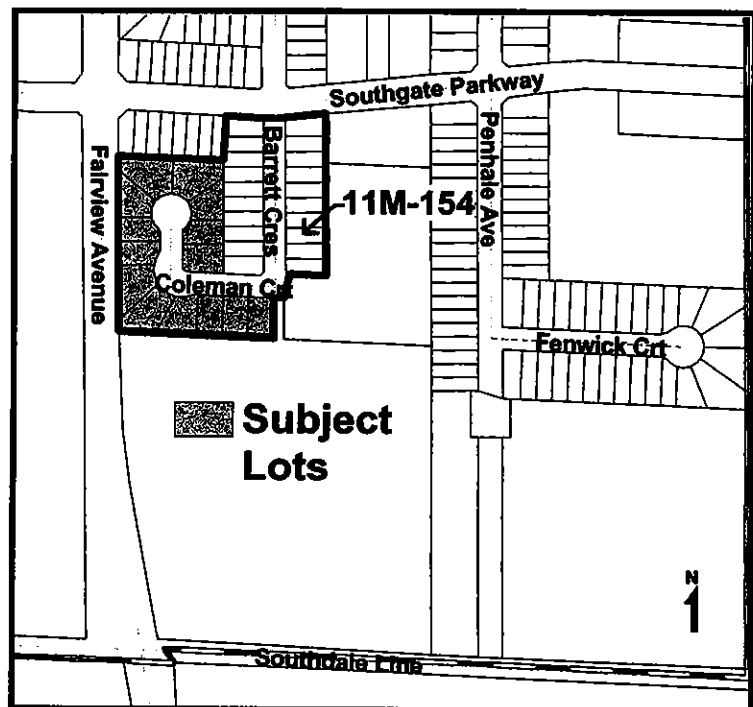
As an alternative Council may, pursuant to the Planning Act, enact a by-law to remove part lot control on the affected lots thereby removing the requirement for the developer to obtain the consent of the Committee of Adjustment.

The removal of part lot control will allow the developer to transfer the ownership of the semi-detached unit and the lot to a third party. However, once the ownership of all of the affected lots has been transferred to third parties the part lot control by-law should be repealed reinstating the part lot control provisions of the Planning Act. This can be accomplished, pursuant to the Planning Act, by incorporating into the by-law a clause that provides for the by-law to expire at the expiration of a time period to be specified in the by-law.

Historically, during the 1990's part lot control by-laws were approved by Council, at the request of developers, to allow the subdivision of semi-detached lots within approved plans of subdivision.

I have no objection to the process of removing part lot control for approved semi-detached lots provided all costs are borne by the developer and the By-law includes an expiration clause.

Location Plan



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Financial Considerations:

Some staff, administrative and legal costs will be incurred in the preparation and registration of the by-law, and the monitoring of the property conveyances. All costs associated with the process are to be borne by the applicant. No cost will be incurred by the municipality.

Alternatives:

Alternatives available to Council are:

1. Approve the request for removal of part lot control.
2. Do not approve the request.

Respectfully submitted,


P.J.C. Ketaan
Director of Planning

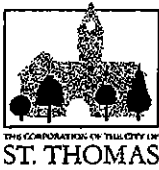
Reviewed By:

Env. Services

Treasury

City Clerk

Other



**The Corporation of the
City of St. Thomas** -15-

Report No.: PD-40-2005

File No.: 34T-05506

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

Date: October 25th, 2005

Subject: Application by Doug. Tarry Limited and Walter Ostojic & Son Limited, Draft Plan of Subdivision, File 34T-05506 - Block 4 Development Area - 34 lots for single detached dwellings.

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

Attachments:
- draft plan (reduced)

RECOMMENDATION:

That Council approve the Draft Plan of Subdivision File # 34T-05506 (Residential Plan of Subdivision) of lands owned by Doug. Tarry Limited and Walter Ostojic Limited which lands are legally described as all of Blocks 10, 11, 12 & 13 and part of Blocks 9 & 14, Registered Plan 11M-110, City of St. Thomas, County of Elgin, subject to the standard Municipal draft plan conditions including the requirement for the developer to enter into a subdivision agreement with the Corporation of the City of St. Thomas with respect to the provision of municipal services, financial, administrative and other related matters.

Council, on September 6th, 2005, approved in principle the application by Doug. Tarry Limited and Walter Ostojic & Son Limited for approval of a proposed draft Plan of Subdivision, File # 34T-05506, located north of Southgate Parkway, east of Faith Boulevard within the Block 4 Development Area. (Report PD-33-2005)

The proposed Plan which is legally described as all of Blocks 10, 11, 12 & 13 and part of Blocks 9 & 14, Registered Plan 11M-110, City of St. Thomas, County of Elgin, provides for the development of 34 lots for single-detached dwelling units. A reduced copy of the draft Plan is attached.

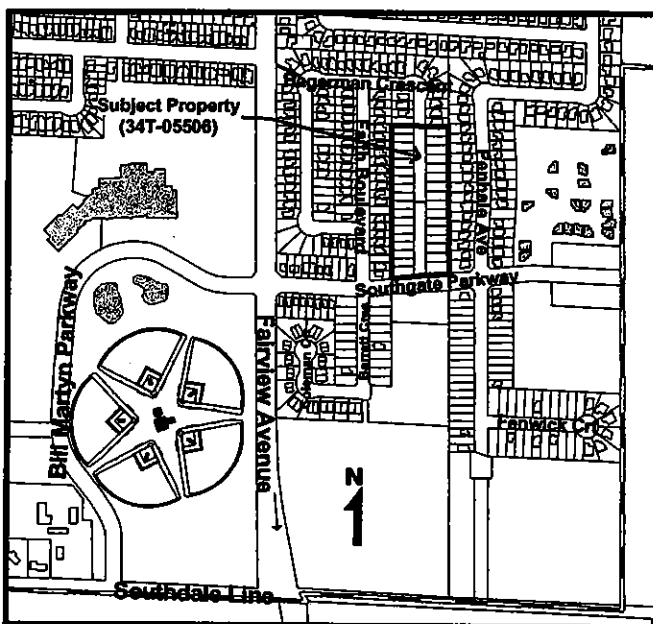
The total development area encompassed by the plan is 1.87 hectares. One new street is proposed which will complete the extension of the easterly leg of Hagerman Crescent south to its intersection with Southgate Parkway.

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

Council's approval in principle was given subject to the following conditions:

- 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;
- the developer entering a subdivision agreement satisfactory to the City of St. Thomas with respect to the provision of municipal services, financial, administrative and other related matters.

Location Plan



Draft Plan Circulation and Review:

The external circulation of the draft plan of subdivision has now been completed and a public meeting on the proposed Subdivision was held on October 3rd, 2005. Staff have completed their review of the proposed Subdivision and have reviewed the comments received from the public and other agencies.

Municipal staff, outside agencies and utilities have indicated their approval of the draft plan application and have identified their conditions to final approval to ensure development proceeds in accordance with their standards

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and approved Municipal standards. The comments received, where required, will be incorporated into the draft plan conditions and will provide the basis for the development of the subdivision agreement.

The Department of Environmental Services has confirmed that the proposed Draft Plan of Subdivision, meets municipal servicing standards and advises that pursuant to recommendation #2 of Report TR-34-97, the estimated sewage flows to be generated from the development of the lands can be treated by the City's Water Pollution Control Plant.

The Plan conforms to the Official Plan and the proposed lot layout complies with Zoning By-law 50-88.

Conditional Approval:

All of the conditions of approval in principle imposed by Council and the policies of the Corporation have been satisfactorily addressed through the draft Plan of Subdivision submission and circulation process. I am recommending draft plan approval of File # 34T-05506 subject to the standard municipal requirements and conditions and to the requirement for a subdivision development agreement with the Corporation respecting the provision of municipal services, financial, administrative and other related matters respecting the development of the lands.

Respectfully submitted,



P.J.C. Keenan
Director of Planning

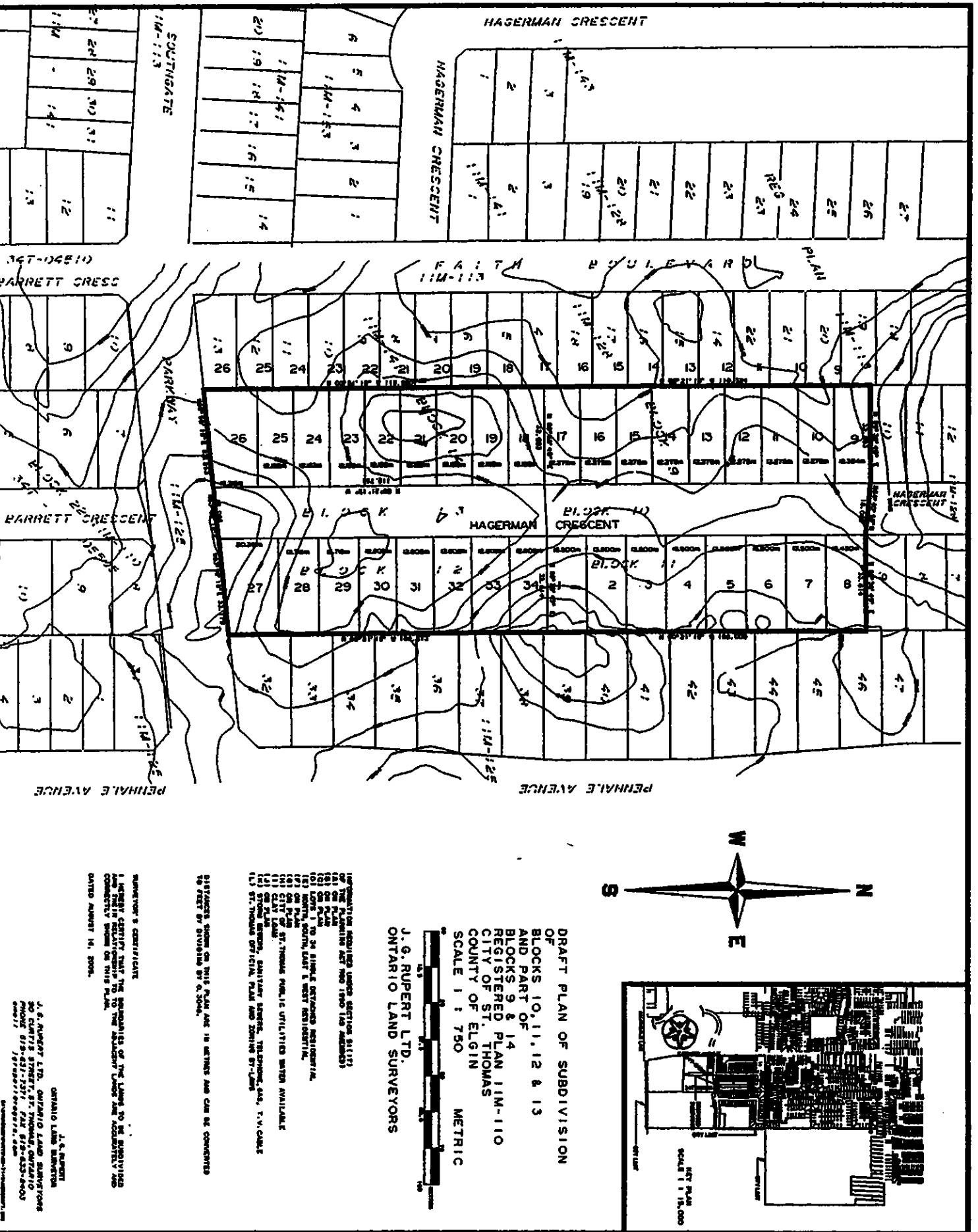
Reviewed By:

Env. Services

Treasury

City Clerk

Other





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

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Report No.: PD-41-2005

File No.: 2-17-05

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

Date: November 1st, 2005

Subject: Application for Amendment to Zoning Bylaw 50-88, - Peter and Shirley Cook - to permit a restaurant, bakery, business office and accessory uses as additional permitted uses at 235-239 Wellington Street (Lyle Cook Automotive Centre).

Department: Planning Department
Prepared by: J McCoomb - Planner

Attachments:
- location plan
- survey plan of property

RECOMMENDATION:

That the application by Peter and Shirley Cook for an amendment to the 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 restaurant, bakery, business office and accessory uses as additional permitted uses at 235-239 Wellington, and further, that a date for a public meeting be established in accordance with Ontario Regulation 199/96 as amended.

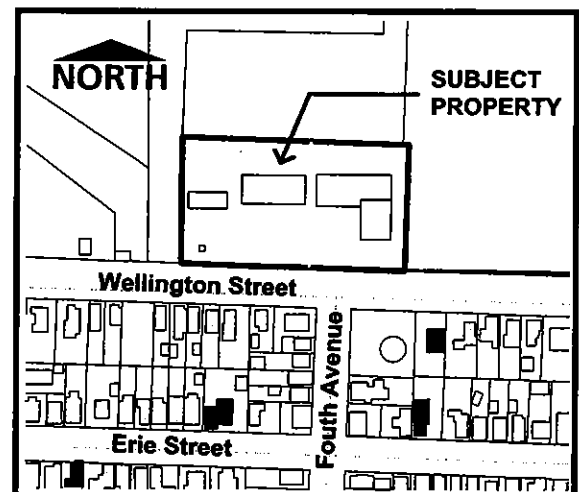
ANALYSIS:

Proposal:

Peter and Shirley Cook have applied to amend Zoning By-law 50-88 to permit retail store, restaurant, bakery, business office and accessory uses as additional permitted uses on a property commonly referred to as the Lyle Cook Automotive Centre located at 235-239 Wellington Street.

Attached is a survey plan which depicts the location of existing buildings and structures on the site. A variety of automotive related uses are currently operating from the site, including automobile service business, gas bar, a coin operated and automatic car washes, and a muffler dealership. The property is subject to site plan control and a site plan agreement is currently registered on the property. A revised site plan and agreement will be necessary to depict how the proposed additional uses are to be integrated with other uses on the site.

Location Plan:



The lands proposed to be re-zoned have an area of approximately 9,190 square metres (2.27 acres) with frontage on Wellington Street of approximately 125.64 metres (412.20 feet). The site is legally described as Registered Plan 65, Block Reserved for Shops. The location of the site and surrounding land uses are identified on the location plan.

Official Plan Policies:

The subject property is located within the Industrial Designation of the City of St. Thomas Official Plan. Section 5.9.3 contains the policies guiding development. Subsection 5.9.3.1 to subsection 5.9.3.3 identify categories of uses which are permitted within the designation including uses which are not strictly industrial in nature provided the businesses "do not conflict with the long term use of the surrounding land for industrial purposes or the commercial facilities in the Downtown or Major Commercial areas. While most of the proposed additional uses are of a specific nature which should not impact surrounding industrial uses or the downtown, in my opinion the requested retail store use would not be in compliance with the intent of the industrial policies of the Official Plan or the goals and objectives of the Retail Systems Strategy. In my opinion, supporting a general "retail store" use establishes a condition that would potentially conflict with the commercial facilities in the Downtown.

-19-

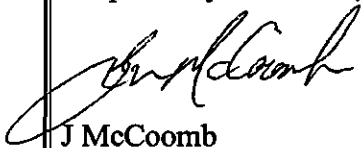
Zoning By-law:

The subject lands are located within the Railway Industrial Zone - M3-15 of By-law 50-88. There have been two amendments on the subject lands over the past 15 years to add permitted uses. The first was in 1990 (By-law 5/90) and placed the property into the M3-9 zone, which permitted all of the uses under subsection 22.1 of By-law 50-88 and the additional permitted uses of "automobile service business, gas bar, coin operated car wash and an automatic car wash". A second amendment in 1999 (By-law 144/99) placed the subject lands into the current M3-15 zone and permitted a transportation centre and accessory uses as additional permitted uses. An amendment to By-law 50-88 is required to add the proposed retail store, restaurant, bakery, business office and accessory uses as additional permitted uses on the subject lands.

Comments:

- It is staff's recommendation that, with the exception of the requested "retail store" use, the proposed additional permitted uses are supportable and in compliance with the intent of the industrial policies relative to commercial uses.
- The subject lands constitute a fairly large holding which could potentially contain retail uses that are more appropriately located in the Downtown or other existing commercial nodes.
- We recognize the applicant's submission that the subject property may be more suited to commercial uses in the long run, particularly in light of its location relative to the Wellington Street/First Avenue commercial node. However, the extent of potential uses should be limited until the possible impacts can be assessed in context with the balance of commercial space in the downtown and the other existing commercial nodes in the City. Until such an assessment is completed, a carte blanche retail store use would be considered premature on this site.
- A potential opportunity for such an assessment may be the update to the retail commercial systems strategy as proposed in the 2006 capital budget. Alternatively, the applicants may wish to conduct their own retail market analysis to determine justification for the proposed retail store use on the subject lands, and make recommendations for site specific controls for such use as may be required.

Respectfully submitted,



J McCoomb
Planner



Reviewed By:

Env. Services

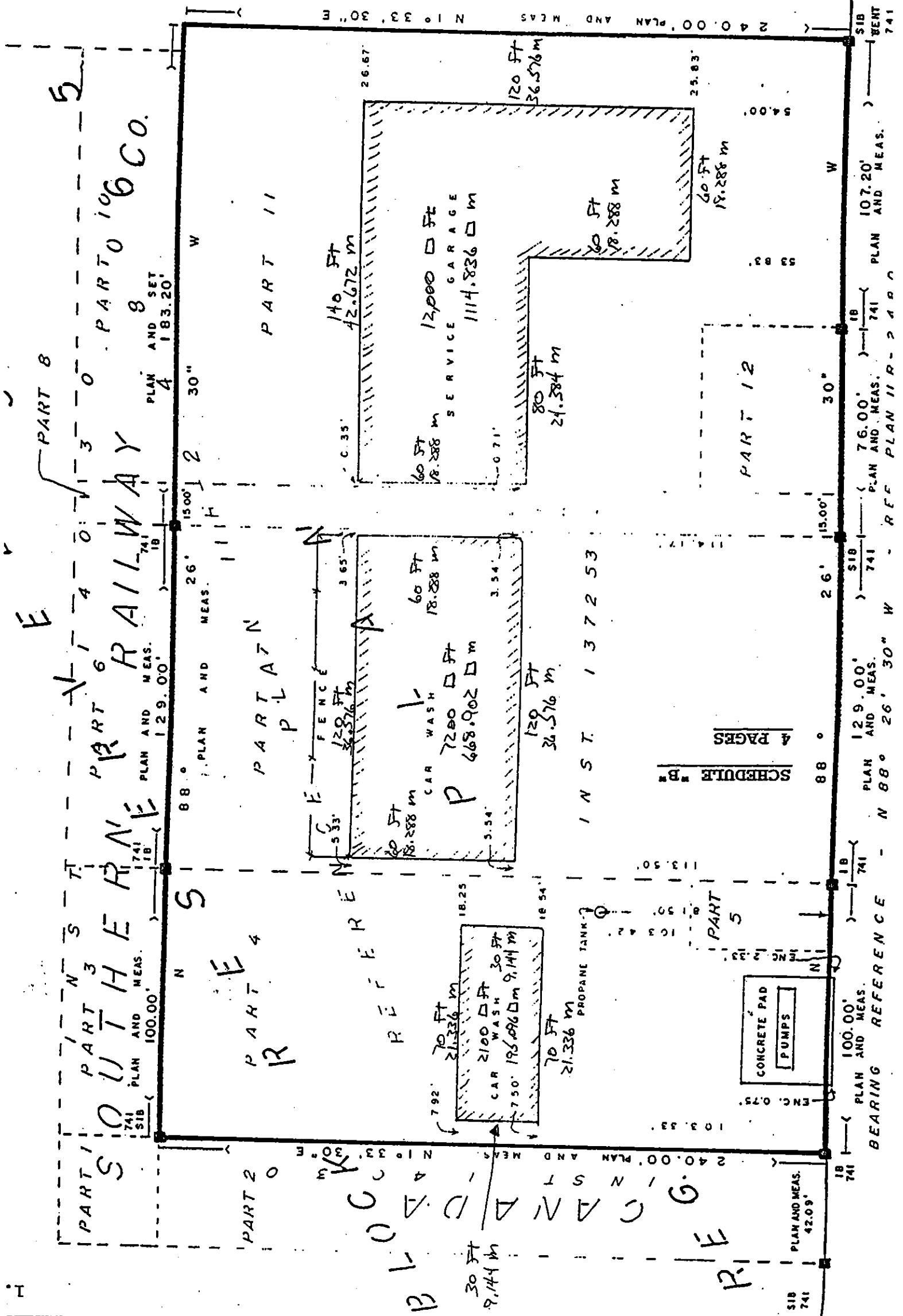
Treasury

City Clerk

Other

- 20 -

1 N S T 9 0 3 2 4





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

Report No.: PD-42-2005

File No.: 2-19-05

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

Date: October 28th, 2005

Subject: Application for Amendment to Zoning Bylaw 50-88, - Malloy Capital - to permit eight apartment dwellings as an additional permitted use on a property known municipally as 2 Wood Street.

Department: Planning Department
Prepared by: J McCoomb - Planner

Attachments:
- location plan
- survey plan of property

RECOMMENDATION:

That the application by Malloy Capital for an amendment to the 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 eight apartment dwelling units on a property at 2 Wood Street, and further, that a date for a public meeting be established in accordance with Ontario Regulation 199/96 as amended.

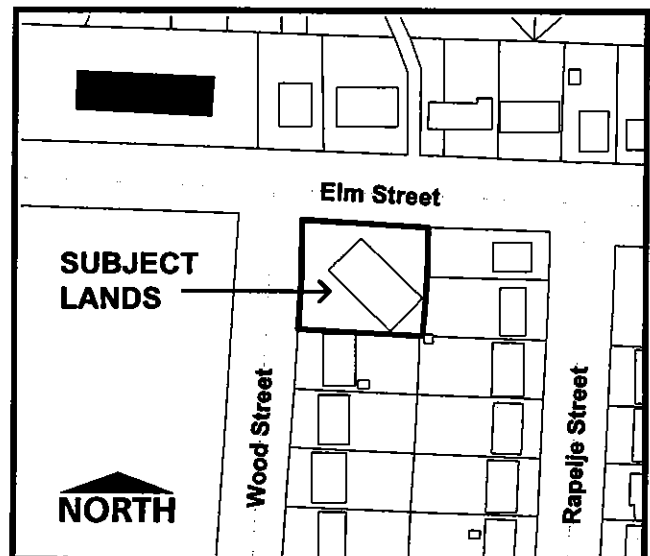
ANALYSIS:

Proposal:

Malloy Capital has applied to amend Zoning By-law 50-88 to permit a total of eight apartment dwelling units as an additional permitted use on a property located at 2 Wood Street.

Attached is a survey plan which depicts the location of the existing building on the site. The existing building previously housed the offices of the Elgin-St. Thomas Health Unit, and until late 2004 was used as medical offices and storage in association with the St. Thomas Elgin General Hospital. The applicant is proposing to convert the existing 2-storey building into eight apartment dwelling units including four 2-bedroom units on the upper floor and two 2-bedroom and two 1-bedroom units on the lower floor. No exterior changes to the existing building are proposed with the exception of potential cosmetic improvements. A total of 14 parking spaces are proposed for the use. The by-law standard for parking for apartment dwellings is 1.25 spaces per unit, therefore the proposed 14 spaces exceeds the minimum requirement of the by-law (which in this case would be 10).

Location Plan:



The lands proposed to be re-zoned have an area of approximately 12,815 square feet (1,190 square metres) with frontage on Wood Street of approximately 32 metres (105 feet). The site is legally described as Lot 114 and Part of Lot 115, Registered Plan 254, City of St. Thomas. The location of the site and surrounding land uses are identified on the location plan.

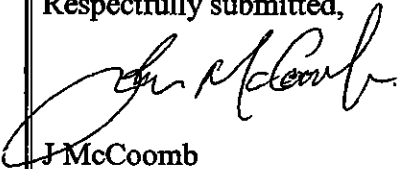
Official Plan Policies:

The subject property is located within the Residential designation of the City of St. Thomas Official Plan. Section 5.1.3 contains the policies guiding development. Subsection 5.1.3.1 to subsection 5.1.3.11 identify uses which are permitted within the Residential designation, including policies for redevelopment/infilling and residential conversion. The proposed conversion of the existing former medical/office building into eight apartment dwelling units is, in my opinion, in compliance with the intent of the Residential policies of the Official Plan.

Zoning By-law:

The subject lands are located within the Residential Zone 1(R1) of By-law 50-88. The R1 zone permits single detached dwellings, church, home occupations, nursing home, provincial group home, residential care home and accessory uses. An amendment to By-law 50-88 is required to permit eight apartment dwelling units as an additional permitted use on the subject lands.

Respectfully submitted,



J. McCoomb
Planner



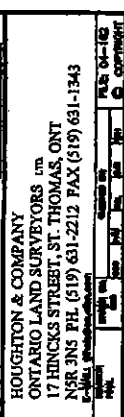
Reviewed By:

Env. Services

Treasury

City Clerk

Other





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

-24-

Report No.: PD-44-2005

File No.: 2-16-05

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

Date: October 31st, 2005

Subject: Application by Doug. Tarry Limited and Novi Construction Ltd. for an Amendment to Zoning Bylaw 50-88, to remove the Holding Zone symbol from Blocks 22 & 27, Registered Plan 11M-110, City of St. Thomas.

Department: Planning Department
Prepared by: Patrick J C Keenan, Director of Planning

Attachments:

RECOMMENDATION:

That the application by Doug. Tarry Limited and Novi Construction Ltd. for an amendment to the City of St. Thomas Zoning By-law 50-88 to remove the holding symbol from Blocks 22 & 27, Registered Plan 11M-110, City of St. Thomas, County of Elgin, 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:

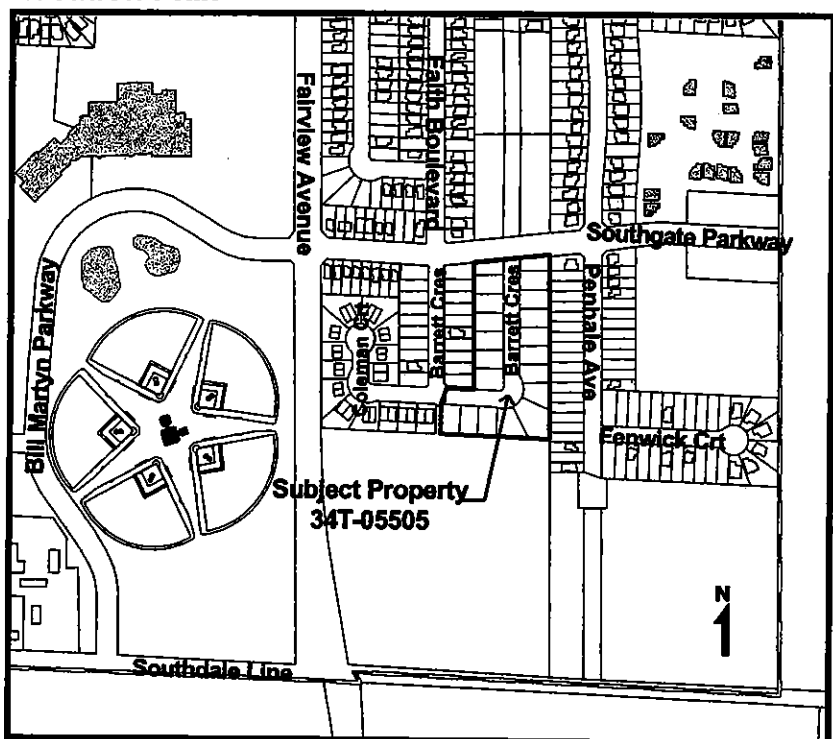
Doug. Tarry Limited and Novi Construction Ltd. have applied to have the holding zone symbol removed from Zoning By-law 50-88 for a draft Plan of Subdivision within the Block 4 Development Area - Subdivision File No. 34T-05505. The draft approved plan encompasses 1.82 hectares (4.51 acres) of land and provides for the development of 36 dwelling units, comprising 2 lots for single detached dwellings and 18 lots for semi-detached dwellings. The plan is located south of Southgate Parkway, west of Penhale Avenue and provides for the development of the easterly leg of Barrett Crescent. The subject property is legally described as Blocks 22 & 27, Registered Plan 11M-110 (see Location Plan).

The subject property is designated for Residential use in the City of St. Thomas Official Plan, and is zoned Third Residential Zone (hR3A-2) by City of St. Thomas Zoning By-law 50-88. The proposed development conforms to the Official Plan (OPA #42 - South Block Development Area) and complies with Zoning By-law 50-88.

The draft Plan of Subdivision was draft approved with conditions on September 26th, 2005.

Zoning By-law amendment No. 48-2003 placed the subject land within the Third Residential Zone (hR3A-2) of Zoning By-Law 50-88 of the City of St. Thomas. These 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 under Section 2.2 of the By-law is the execution of the

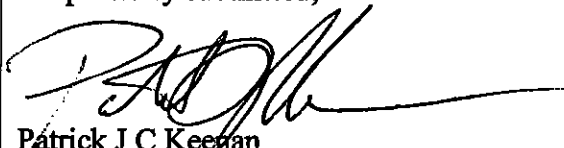
Location Plan



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 be prepared concurrent with the process of finalizing 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,



Patrick 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-45-2005

File No.: 2-18-2005

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

Date: October 31st, 2005

Subject: Application by Doug. Tarry Limited for an Amendment to Zoning Bylaw 50-88, to remove the Holding Zone symbol from Registered Plan No. 11M-105, Part of Block 6, Part of Lot 2, East on Francis Street, Plan 27 and Part of Lot 5, Concession 7, Geographic Township of Yarmouth, City of St. Thomas.

Department: Planning Department
Prepared by: Patrick J C Keenan, Director of Planning

Attachments:

RECOMMENDATION:

That the application by Doug. Tarry Limited for an amendment to the City of St. Thomas Zoning By-law 50-88 to remove the holding symbol from Registered Plan No. 11M-105, Part of Block 6, Part of Lot 2, East on Francis Street, Plan 27 and Part of Lot 5, Concession 7, Geographic Township of Yarmouth, City of St. Thomas, County of Elgin, 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:

Doug. Tarry Limited has applied to have the holding zone symbol removed from Zoning By-law 50-88 for a draft Plan of Subdivision within the Lake Margaret Estates Development Area - Subdivision File No. 34T-05502 (Phase VII). The draft approved plan encompasses 4.336 hectares of land and is located north of Hummingbird 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. Three new streets are proposed. The subject property is legally described as Registered Plan No. 11M-105, Part of Block 6, Part of Lot 2, East on Francis Street, Plan 27 and Part of Lot 5, Concession 7, Geographic Township of Yarmouth, City of St. Thomas (see Location Plan).

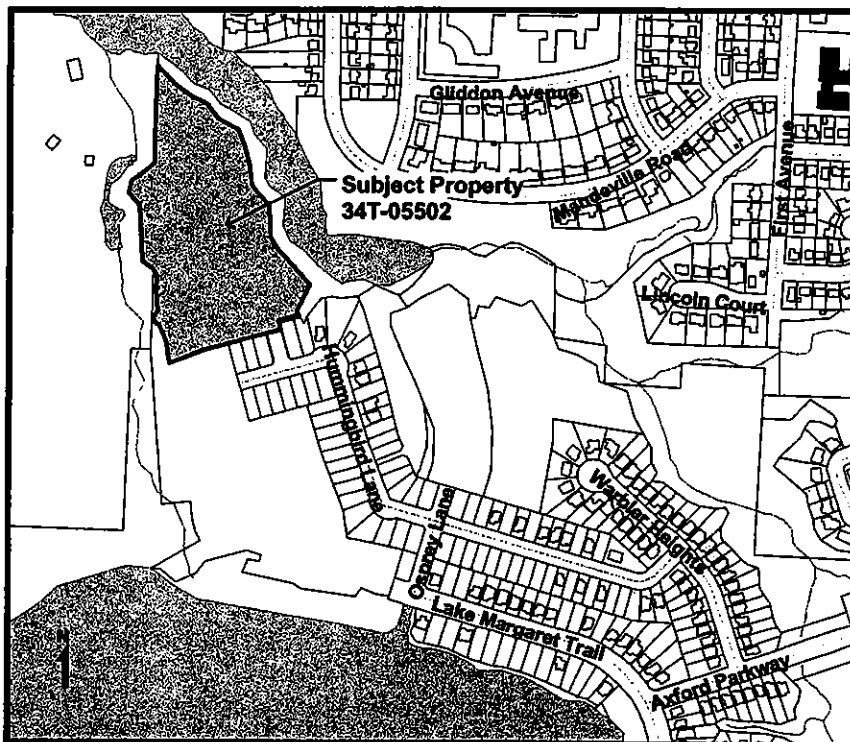
The subject property is designated for Residential use in the City of St. Thomas Official Plan., and is located within the Third Residential Zone (hR3A-4) of the City of St. Thomas Zoning By-law 50-88. The development conforms to the Official Plan and complies with the Zoning for the property.

The draft Plan of Subdivision was draft approved with conditions on June 28th, 2005.

Zoning By-law amendment No. 49-2003 placed the subject land within the Third Residential Zone (hR3A-4) of Zoning By-Law 50-88 of the City of St. Thomas. These 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 under Section 2.2 of the By-law 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 be prepared concurrent with the process of finalizing the execution of the subdivision agreement by the developer.

Location Plan



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,



Patrick J C Keenan
Director of Planning

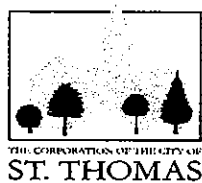
Reviewed By:

Env. Services

Treasury

City Clerk

Other



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

-28-

Report No.: PD-43-2005

File No.: 187

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

Date: November 1st, 2005

Subject: St. Thomas Official Plan Consolidation/Update and the 2005 Provincial Policy Statement.

Department: Planning Department
Prepared by: Planning Department Staff

Attachments:
- Provincial Policy Statement Brief
- Phase I Work Plan

RECOMMENDATION:

- 1) That Council authorize staff to prepare a working consolidation of the St. Thomas Official Plan.
- 2) That Council engage the services of Ron Shishido of Dillon Consulting (Toronto) Limited to prepare a policy audit pursuant to the work plan at an upset limit of \$9,000.
- 3) That Council establish a date for a staff/Council workshop (*recommended date: January 19, 2006*)

BACKGROUND:

In 2001, Council approved a capital project to consolidate the St. Thomas Official Plan and Zoning By-law 50-88. At that time, the Official Plan (which had originally been approved by the Province in 1980) had seen 48 amendments adopted by Council. There are currently 60 approved amendments to the Plan. By-law 50-88 was approved by Council in 1988 and had also been subject to multiple amendments over the years. The project proposed to consolidate the amendments within each document, and make minor corrections for typographical and mapping errors. That project was postponed in order to complete initiatives by Council to complete the Community Improvement Plan (CIP) and Urban Design Study, the Commercial Systems Strategy, and initiate implementation of the CIP programs prior to amending and consolidating the Plan.

There is still a need to consolidate and update the official plan, however the "rules of engagement" with the Province have changed with the introduction of the new Provincial Policy Statement (PPS) in March of this year. Staff cannot predict the exact extent to which the new PPS will impact the update and consolidation of the Official Plan. Furthermore, in addition to the Provincial initiatives there are a number of local initiatives of interest to Council, local boards and the public. These include, but are not limited to, the recently announced mutual boundary adjustment and the proposed industrial strategy. To assist Council in responding to these changes, staff have prepared this report, including the attached brief on the new PPS and the attached multi-phase work plan. There is still a need to consolidate the Zoning By-law, however it is recommended that the by-law update component be postponed until such time as the Official Plan consolidation and update is completed. A separate work program for consolidation of the By-law can be prepared for Council's consideration at that time.

New Provincial Policy Regime:

In March of this year, the Province issued a new Provincial Policy Statement pursuant to Section 3 of the Planning Act. The new PPS supports the Provincial government's planning vision that in order to accommodate future population growth, support economic prosperity and achieve a high quality of life, planning must occur in a rational and strategic way. Building strong communities, making efficient use of infrastructure and preserving natural and agricultural resources will help to maximize the benefits, and minimize the costs, of growth. The Provincial vision believes that identifying where and how growth should occur will support global competitiveness, sustain the natural environment and determine the priority of infrastructure investment. Furthermore, coordinated decision-making by all levels of government will help maximize public investment to support growth.

To achieve its "Vision" for Growth, the Provincial Government enacted new planning legislation and significantly strengthened the top-down, Provincial policy-led system that was put in-place by the previous government. The new, over-arching planning legislation includes the Strong Communities Act 2004. This Act amended the Planning Act, which regulates the development and use of land in Ontario. The amended Planning Act requires municipal official plans to now "be consistent with" rather than just "have regard to" the Provincial Policy Statement. Therefore, when making decisions affecting planning matters, planning authorities (including Council and local boards) must be consistent with the new PPS.

The new Provincial Policy Statement is the principle policy tool for the Province to manage local planning in accordance with its vision for the Province. The PPS accomplishes this by focusing growth within existing settlement areas; emphasizing infill, intensification and redevelopment in built-up areas as a principal means of satisfying 20 year residential land supply requirements and maximizing the use of existing infrastructure;

discouraging growth in the rural area including hamlets; and discouraging development on partial services (municipal water supply and private sewage disposal) and private services.

-29-

The new PPS requires proposals for expanding urban area boundaries to only be considered within the context of a comprehensive review of the Official Plan. It further requires that the planning justification for any urban area expansion include an in-depth, bottom-up analysis of sites/areas to demonstrate that the proposed expansion cannot be accommodated through intensification/ redevelopment in the built-up area. A more comprehensive explanation of the new PPS and its implications for St. Thomas is contained in the attached brief.

Official Plan:

The St. Thomas Official Plan was approved in 1980, and has been subject to 60 amendments to date. Since 1990, coincident with 2 major boundary adjustments, there have been significant amendments in 1990 and 1997 that have resulted in an updated OP. However, the Plan has not been consolidated to bring all of the amendments into one document.

Staff are of the opinion that the current Plan meets Provincial interest relative to the previous (1996) PPS, given the previous major amendments and other significant amendments including the Retail Market Analysis and the Community Improvement Plan. Notwithstanding, a different approach is required to update and consolidate the Plan as a result of the new PPS. Staff are of the opinion that a policy audit is necessary to address provincial interest as represented by the new PPS, particularly with respect to the new standard to "be consistent with".

Local Policy Initiatives:

The Strong Communities Act instituted changes to the Planning Act including requiring planning authorities to be consistent with the new policy regime. As a result, there will be a requirement for a degree of examination of local initiatives that are planning related or have planning considerations. These include the recently announced mutual boundary adjustment; the industrial strategy; the retail market analysis update; the environmentally sensitive land use report as listed under the "reports pending" section of Council's agenda; transportation update; the urban design study implementation; the recreation and trails master plan and the recreation needs studies; accessibility (Accessibility for Ontarians with Disabilities Act); housing needs analysis; and conservation authority generic regulations, among other matters. The timing of the changes in Provincial planning vision has coincided with these local initiatives such that any policy changes that may result can be implemented to "be consistent with" the new PPS.

STUDY PROCESS:

Preliminary indications from local Provincial representatives as provided through training workshops on the new PPS suggests that there remains a degree of uncertainty as to how implementation of the new policy regime will take place over time and throughout various regions of Ontario. Staff are therefore recommending a two phased approach which involves consulting with the Province in bringing local policy consistent with the new PPS while minimizing costs to address only those areas where there may be minor deficiencies in current policy.

Phase I (see attached Work Plan):

1. Policy Audit:

The Policy Audit is an assessment tool which will assist in identifying the additional policies and technical work needed to satisfy the new PPS. The Policy Audit can be used to assist in scoping out those areas of current policy which are already consistent with the new PPS and those areas of policy which may need changes in order to bring them consistent with the PPS. In this regard, it is useful for budgeting and scheduling of required work such as technical studies to address identified deficiencies, and to phase in such work to redesignate lands and leverage private sector partnering. The Policy Audit will also provide the foundation for the Phase II recommendations.

It is being recommended by staff that Ron Shishido of Dillon Consulting (Toronto) Limited be retained to complete the Policy Audit on behalf of the City. Mr. Shishido has been a consultant for the City since the early 1990's, and is intimately familiar with all of the major amendments since 1998. This will provide a quick "ramp-up" for proceeding with the Audit, which should translate into cost savings. Mr. Shishido also brings a strong provincial perspective to the project, having worked with the Provincial government on implementation of provincial planning initiatives such as the Places to Grow Act.

2. OP Working Consolidation & Local Policy Review:

Concurrent with the preparation of the Policy Audit, planning staff will prepare a working consolidation of the Official Plan complete with all text and schedule (mapping) amendments since the approval of the Plan by the Province in 1980. Staff also propose to conduct an existing land use review/inventory. Finally, planning staff will liaise with other municipal departments to facilitate a review of the current local policy and identify areas of local policy changes and planning related initiatives.

3. Pre-consultation with Province (Ministry of Municipal Affairs and Housing):

Pre-consultation with the local office of the Provincial Ministry of Municipal Affairs and Housing is recommended and in the opinion of staff is in keeping with the proactive approach the City has undertaken for matters of planning and development. Reviewing the results of the policy audit with the Ministry will achieve a level of concurrence respecting the amount of work that the Province may identify which, in their opinion, is necessary to bring the Plan consistent with the new PPS. A proactive consultation with the Province will help

avoid unnecessary studies and result in efficiencies and savings.

30 -
4. Council/Staff Workshop:

The purpose of the workshop will be to review the results of Phase I and chart direction for tasks which will be identified for Council through the Policy Audit and the staff review of current policies. These tasks will include any requirements for comprehensive review, local policy updates and amendments and requirements to respond to land use issues flowing from boundary adjustment and the inter-departmental liaison. It is anticipated that this workshop will require approximately 3 hours to complete.

Phase I deliverables will include a draft work plan for Phase II and a report on the results of the Policy Audit and staff review.


Phase II:

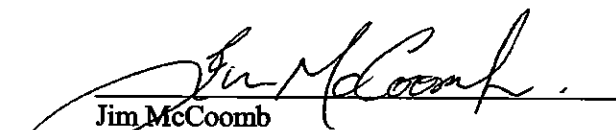
Phase II will establish priorities for further study requirements, the associated costs and potential cost allocation/funding sources and the process for consolidating and developing a new Official Plan.

Financial Considerations:

There is currently \$20,000 in capital funding allocated towards the Official Plan/Zoning By-law consolidation project file (Acct. No. 41-2-01-9-0221). There is also a further \$7,500 in capital funding currently allocated towards completion of amendments in support of redevelopment of the MTO corridor as a part of the Urban Design Study (Acct. No. 41-2-01-9-0262). It is recommended that funding to undertake Phase I in accordance with the attached Work Plan will flow from these accounts. The estimated cost to complete Phase I is \$14,000, which includes costs associated with the Policy Audit, costs for meetings and publications of reports.

Respectfully submitted,


P.J. Keenan
Director of Planning


Jim McCoomb
Planner

Reviewed By:

Env. Services

Treasury

City Clerk

Other

INTRODUCTION:

The following brief has been prepared by staff of the Planning Department. It is intended to provide Council with a synopsis of the 2005 Provincial Policy Statement, and some insight into the provincial planning "vision" that has influenced the development of the provincial policies. The Policy Statement is a comprehensive document covering many specific policy areas. Interpretation of the policy statement is subject to extensive definitions provided by the Province and an understanding of the interrelationships between specific policies. This brief is not intended to provide Council with a complete review of the 2005 Provincial Policy Statement, but rather is intended as a basic background document for the purposes of assisting in consideration of the recommendations contained in Report No. PD-43-2005.

BACKGROUND:

Provincial Vision Regarding Growth:

The 2005 Provincial Policy Statement is the culmination of a review process that commenced in 2001 in response to the requirements of the Planning Act. The Act requires that the Provincial Policy Statement (PPS) be reviewed at least every five years from the date the policy was issued. The prolonged review that has led to the current PPS was largely a result of the change in government in 2003. With a new government came a new "vision" for planning in Ontario, a new consultation process and a new approach for addressing the emerging issues of concern in Ontario. Issues such as Walkerton, ground water source protection, containing urban sprawl and preserving natural and agricultural resources.

The current government has adopted a vision that in order to accommodate future population growth, support economic prosperity and achieve a high quality of life, planning must occur in a rational and strategic way. Building strong communities, making efficient use of infrastructure and preserving natural and agricultural resources will help to maximize the benefits, and minimize the costs, of growth. The Provincial vision believes that identifying where and how growth should occur will support global competitiveness, sustain the natural environment and determine the priority of infrastructure investment. Furthermore, coordinated decision-making by all levels of government will help maximize public investment to support growth.

Provincial Policy-led Planning System:

To achieve its "Vision" for Growth, the Provincial Government enacted new planning legislation and significantly strengthened the top-down, Provincial policy-led system that was put in-place by the previous government. The new, over-arching planning legislation includes:

- ▶ *The Strong Communities Act 2004.* This Act amended the Planning Act, which regulates the development and use of land in Ontario.
- ▶ *The Places to Grow Act 2005.* This Act enables the Province to establish regional scale growth management plans. These plans will prevail in the event of a conflict with a municipal official plan. The first plan is the Growth Plan for the Greater Golden Horseshoe.

In order to provide policy direction on matters of provincial interest set out in the Planning Act, the previous Provincial Government issued a Policy Statement in 1996. The current Government issued a new 2005 Provincial Policy Statement to support the amended Planning Act. The amended Planning Act requires municipal official plans to now be "consistent with" rather than just "have regard" to the Provincial Policy Statement.

The new Provincial Policy Statement is a principle tool of the Province for managing growth. The PPS accomplishes this by:

- ▶ focusing growth within existing settlement areas;
- ▶ emphasizing infill, intensification and redevelopment in built-up areas as a principal means of satisfying 20 year residential land supply requirements and maximizing the use of existing infrastructure;
- ▶ discouraging growth in the rural area including hamlets; and
- ▶ discouraging development on partial services (municipal water supply and private sewage disposal) and private services.

The new PPS requires proposals for expanding urban area boundaries to only be considered within the context of a comprehensive review of the Official Plan. It further requires that the planning justification for any urban area expansion include an in-depth bottom-up analysis of sites/areas to demonstrate that the proposed expansion cannot be accommodated through intensification/ redevelopment in the built-up area.

2005 PROVINCIAL POLICY STATEMENT - POLICY OVERVIEW:

Section 1 - Building Strong Communities: Section 1 includes policies on the topics of:

- ▶ Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns;
- ▶ Coordination;
- ▶ Employment Areas;
- ▶ Housing;
- ▶ Public Spaces, Parks and Open Space;
- ▶ Infrastructure and Public Service Facilities;
- ▶ Long Term Economic Prosperity; and
- ▶ Energy and Air Quality.

Section 1 has seen the greatest change in policy from the previous PPS Section 1 (Efficient, Cost-effective Development and Land Use Patterns). The focus of the section has changed from “developing strong communities” to “managing and directing land use to achieve efficient land use patterns”. Sections on housing and infrastructure remain but are expanded significantly in response to provincial initiatives related to issues such as Walkerton and containing urban sprawl. New policy areas include specific policies for settlement areas, rural areas, inter-municipal coordination, employment areas and energy and air quality.

Section 2 - Wise Use and Management of Resources: Section 2 deals with established provincial policy matters including:

- ▶ Natural Heritage;
- ▶ Water;
- ▶ Agriculture;
- ▶ Minerals, Petroleum and Mineral Aggregate Resources; and
- ▶ Cultural Heritage and Archaeology.

Section 2 is structurally similar to Section 2 (Resources) from the previous (1997) PPS, however the wording has been expanded or amended to a slight extent for certain areas such as Natural Heritage, Minerals and Petroleum and Agriculture. Water has been significantly expanded, likely in conjunction with other provincial water quality and source protection initiatives in the post-Walkerton era.

Section 3 - Protecting Public Health and Safety: Section 3 also focuses on established provincial policy matters relating to:

- ▶ Natural Hazards; and
- ▶ Human-made Hazards.

Section 3 is largely unchanged from the Previous Section 3 (Public Health and Safety), the exception being some minor wording changes in the Natural Hazards section.

What does the new planning policy “regime” mean for St. Thomas?:

The effective date for the new policy regime was March 1, 2005. Applications filed prior to that date are dealt with under the old (1996) Policy Statement. The Strong Communities Act 2004 amended the Planning Act, including Subsections 3(5) and (6) to require that planning decisions “be consistent with” the PPS. These changes have applicability to all planning authorities. Council and the Committee of Adjustment must “be consistent with” provincial policy when making decisions affecting planning matters.

The wording “be consistent with” is directory in application and implies a higher standard of compliance than the previous “have regard for”. The legislation does not define the wording, therefore we must rely on common dictionary definitions for interpretation. The language of the policies is the key to understanding their intent. Some policies are expressed as a positive direction, while others set out limitations or prohibitions. The choice of language is intended to distinguish between the types of policies and the nature of their intended implementation.

As mentioned earlier, the provincial planning policy regime is a “top-down” system, whereby the Province establishes the minimum standards to be applied throughout Ontario. In many ways however, the driving forces behind the standards are based upon the experiences of those who author the policies, and this has predominantly resulted in Provincial Policy Statements that appear to be oriented towards addressing issues within the GTA/Golden Horseshoe. For jurisdictions outside of the GTA such as St. Thomas, decision makers being asked to be consistent with provincial policy may feel that they are forced to apply GTA-based policy that doesn’t fit with local need.

The provincial response to this concern is that the PPS provides the minimum standards as prescribed by the Province. The predominant focus is on the desired outcomes. Municipalities can exceed the standards if local need warrants, provided the local standard does not conflict with any other PPS policy. Municipalities can also establish targets and standards based on those local needs as identified for issues such as affordable housing and density.

1.0 Work Plan

This Work Plan addresses Phase I of a proposed two phase program aimed at updating and consolidating the St. Thomas Official Plan. Phase I concentrates on those tasks required to consolidate existing plan policies, audit those policies in light of the new Provincial Policy Statement, identify areas of local initiatives and how they may impact the update/consolidation, and report to Council through a workshop format. Implementation of Phase II will require preparation of a further work plan based upon identified tasks from Phase I, identification of costs and funding sources to complete those tasks, and Council concurrence and approval to undertake the Phase II program. The Phase I Work Plan consists of the following four tasks:

1.1 Working Consolidation of the Official Plan:

The following tasks are proposed to carry out the preparation of a working consolidation of the Official Plan:

- Compile a working consolidation of the Official Plan complete with all text and schedule (mapping) amendments since the approval of the Plan by the Province in 1980.
- Conduct an existing land use review/inventory of current land uses within the city.
- Planning staff liaise with other municipal departments to facilitate a review of the current local policy to identify areas of local policy changes and planning related initiatives.

1.2 Policy Audit:

The following tasks are proposed to carry out the Policy Audit:

- Review the 2005 Provincial Policy Statement to confirm the new policy drivers/matters of Provincial interest as per the Planning Act.
- Carry out a Policy Audit of St. Thomas' Official Plan and Amendments/Secondary Plans. The audit will identify:
 - which Official Plan policies and/or designations are consistent with the new Provincial Policy Statement;
 - which Official Plan policies and/or designations are not consistent with the new Provincial Policy Statement;
 - suggested Official Plan policy directions to address conflicts with the new Provincial Policy Statement; and
 - the additional reviews/studies required to address the new Provincial Policy Statement (including study type, scope, cost and timing).
- Document the findings for the Official Plan and associated Amendments in a matrix table format.
- Review the Policy Audit with St. Thomas Council and staff.

1.3 Provincial Consultation:

- Arrange pre-consultation with the local office of the Provincial Ministry of Municipal Affairs and Housing to review the results of the policy audit.
- Seek a level of concurrence respecting the amount of work that the Province may identify which, in their opinion, is necessary to bring the Plan consistent with the new PPS.

1.4 Council/Staff Workshop:

- Review the results of Phase I Policy Audit and inter-departmental liaison.
- Establish direction for tasks which will be identified for Council through the Policy Audit, including any requirements for comprehensive review, local policy updates and amendments and requirements to respond to identified land use issues.
- Present preliminary draft work plan for Phase II.

2.0 Staff Resources

The project will be undertaken by the Planning Department with the specialist assistance of Ron Shishido of Dillon Consulting who will take the lead in conducting the Policy Audit.

3.0 Budget - Phase I

The budget to carry out the Phase I Work Plan is as follows:

Working Consolidation of the Official Plan: \$3,500.00

Policy Audit: \$9,000.00

Provincial Consultation: \$1,000.00

Council/Staff Workshop: \$ 500.00

Total Cost Phase I: \$14,000.00 excluding GST.



Corporation of the

City of St. Thomas

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Report No.

ES95-05

File No.

04-098-02

Directed to:

Chairman Marie Turvey and Members of the
Environmental Services Committee

Date

October 17, 2005

Department:

Environmental Services

Attachment

Prepared By:

Ivar Andersen, Manager of Operations & Compliance

Subject:

2005 Annual Video Sewer Inspection – Award of Tender

Recommendation:

It is recommended that:

1. The bid submitted by Benko Sewer Service in the amount of \$15,593.28, including taxes, for the 2005 Annual Video Sewer Inspection be accepted.
2. The City Clerk and Mayor be authorized to execute the contract.
3. The contractor be authorized to proceed with the work.

Origin:

On an annual basis, the City undertakes to video various sewers in order to determine the priorities and type of sewer work to be completed in future years.

Analysis:

Bids for the 2005 Annual Video Inspection were closed on October 11, 2005 and opened in public on the same date. Two bidders submitted tenders as follows:

Bidder	Submitted Tender Price
Benko Sewer Service	\$15,953.28
Sarp Toronto Inc.	\$19,086.96

The bids were checked by this department and no errors or omissions were found.

The bid prices submitted include all taxes. The City will be eligible for a rebate of the GST which amounts to 7% of the tender price.

Financial Considerations:

The approved 2005 Operating Budget includes \$16,000 which is more than sufficient for the completion of this work.

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

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Report No.

ES98-05

File No.

Directed to:

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

Date
November 7, 2005

Department:

Environmental Services

Attachment
Winter Maintenance Program
and Quality Standards
2005/2006

Prepared By:

Dave White, Supervisor of Roads & Transportation

Subject:

Winter Maintenance Program and Quality Standards – 2005/2006 Season

Recommendation:

It is recommended that:

1. The following report be received for information; and,
2. Council approve the 2005 / 2006 Winter Maintenance Program and associated 2005 / 2006 Quality Standards as described herein.

Report:

Origin

All levels of staff have been involved in the review of winter maintenance activities and formulated a plan of action for the 2005 / 2006 winter maintenance season for Council approval.

Analysis

The Winter Maintenance Program has been developed in accordance with the Municipal Act 2001 – Ontario regulation 239/02 Minimum Maintenance Standards for Municipal Highways and City Quality Standards. These standards dictate the frequency of patrols and the level of winter maintenance activity. Within the regulation, there are five levels of road maintenance depending on the type of roadway and the volume of traffic.

Historically, the City of St. Thomas' roads are assigned a priority of 1, 2 or 3. These priority ratings are based on the type of road and the activity along that road section and are correlated to the priority rankings as provided by the Municipal Act. The priority ranking dictates the level of service each road section receives. A priority 1 road shall be kept bare as soon as practical following a storm, a priority 2 roadway shall be centre bare and priority 3 roadways shall be snow packed.

As a pilot program, we will be introducing an anti-icing measure by the proactive application of an anti-icing material to areas of roadways susceptible to icing such as bridges and hills. A small tank distribution system will be added to a City vehicle. This measure will reduce our response time and reduce the amount of salt required.

There are a total of eleven (11) snowplow routes, (5) salting routes and (5) sanding routes within the City of St-Thomas. As well, the City also has the responsibility of plowing all Municipal parking lots in the City. There are a number of routes that include unassumed road sections that have historically been plowed by Roads and Transportation staff. In addition to the requirement for permanent staff to run the program (from December 1, 2005 to March 31, 2006) there is a need for hired contractors for a number of snow plow routes in order to meet the City of St-Thomas Quality Standards. Quotation No. 05-093 Snow Plowing – 2005 / 2006 Winter Season was advertised and closed on Thursday July 14, 2005. Although there were very few bidders, three bidders, (five pieces of equipment) four for routes and one for parking lots were chosen to plow snow for the City this winter (as listed within the maintenance program under equipment and manpower).

Examples of Priority 1 roads include Highbury Avenue, Talbot Street, and Elm Street, etc. Priority 2 roads are all roads, other than Priority 1's with a transit route and/or a school, and include roads such as Highview Avenue, and Chestnut Street, etc. Priority 3 streets include all local residential streets. There are a total of eleven snow plow routes, five sand routes and five salt routes serving the City of St-Thomas, in addition the Municipal parking lots are cleared within this program. Sidewalks also receive a priority ranking, either a one (1) or two (2). A Priority 1 Sidewalk is primarily along arterial streets and in school zones. Priority 2 sidewalks are all other sidewalks.

Last winter season there were a number of complaints received from businesses on Talbot Street regarding the tracking of sand from sidewalks into their businesses. As a result we will be substituting

sand with salt on downtown Talbot Street sidewalks to improve this service level. This is a pilot program for 2005/2006.

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The City has ten staff on the Roads Operation crew and one foreman. This complement has remained constant for at least the past six years despite the fact that the workload has increased by 23.4 lane km of roadway and 6.5 km of sidewalk in that period. The City now has over 400 lane kilometres of road and 170 kilometres of sidewalk with more expected by year's end.

The Winter Maintenance Program and Quality Standards document attached provides further detail on the following;

- Quality Standard for Snow and Ice Control
- Quality Standard for Parking Lots, Snow Fence Erection and Removal and Assumed Public Laneways
- Equipment and manpower
- Patrols and call out procedures
- Parking Regulations and By-laws
- Hours of Work Information
- Organization
- Training of employees and contractors

Financial Considerations

Approval of the recommendations within this report should have no impact on the 2005 operating budget and there is no anticipated increase to the 2006 budget; based on an average year of snow events.

Alternatives

In order to comply with the Provincial Minimum Maintenance Standards, there are no alternatives suggested.

Respectfully,



Dave White – Supervisor of Roads and Transportation
Environmental Services

Reviewed By:

Treasury

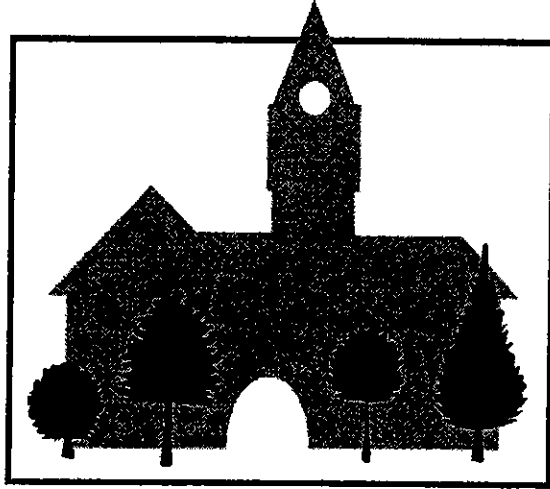
John Deegan
Env Services

Planning

City Clerk

HR

Other



THE CORPORATION OF THE CITY OF
ST. THOMAS

Winter Maintenance Program & Quality Standards

2005 / 2006 Season

Environmental Services Department
Roads and Transportation Division

Winter Maintenance Program & Quality Standards

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Quality Standard for Snow & Ice Control -41-

The City of St-Thomas Quality Standard for Snow & Ice Control was last revised in 2001. It has been used since to determine staff levels and operating budgets in the Roads and Transportation section. This Quality Standard meets or exceeds the Ontario Minimum Maintenance Standards as outlined in Regulation 239/02 of the Municipal Act. The attached update to the 2001 Quality Standard is provided for your approval (exhibit 1).

Quality Standards for Parking Lots, Snow Fence Erection and Removal and Assumed Public Laneways

The City of St-Thomas Quality Standard for Parking Lots, Snow Fence Erection and Removal and Assumed Public Laneways were last revised in 2001. The attached update to the 2001 Quality Standard is provided for your approval (Exhibit 1).

Equipment and Manpower

Roads Maintenance staff levels have not increased in recent years to meet the increased demand of development. In the 2004 / 2005 winter maintenance program, two additional temporary staff were approved through Council and hired for the express purpose of providing a consistent level of service for the sidewalk plow/salt program.

At the Operations Labour/Management Committee meeting held on June 29, 2005, Management advised that for the 2005/2006 winter season, two assigned staff from the Water & Wastewater Section of Public Works would be solicited to temporarily transfer to the Roads Section. Two staff have been transferred from the Water / Wastewater section for the duration of the winter maintenance period. The purpose of this transfer is to more efficiently utilize our staffing resources and avoid having to hire temporary employees for winter maintenance as was done last year. Whenever possible, the two assigned staff will be operating the two sidewalk plows exclusively when that is required, although they will be called upon to undertake all the duties of the staff working in the Roads Section. As a result, the two assigned staff will be part of the roads on call rotation and will be in the rotation for the Night Patrol. For the period of the temporary transfer, the two assigned staff will not be in the rotation for overtime work in the Water & Wastewater Section.

The City of St-Thomas immediately available manpower consists of;

- (7) Seven Medium Equipment Operators - Roads Maintenance
- (2) Two Heavy Equipment Operators - Roads Maintenance
- (1) One Permanent Lead Hand - Roads Maintenance
- (1) One Water/Sewer Worker – Water / Wastewater
- (1) One Water/Sewer Backhoe Operator – Water/Wastewater

The City of St-Thomas owned winter maintenance equipment consists of;

One-Ton Trucks (used for cul de sacs and parking lots)

- #249, 1999 Ford one ton with one-way front plow 2-4m blade,
- #266, 1999 Ford one ton with one-way front plow 2-4m blade and small sander/salt spreader,
- #282, 2004 Ford one ton with a reversible plow 2-4m blade,
- #259, 2004 Ford one ton with a reversible plow 2-4m blade and small sander/salt spreader.

Dump Trucks (used on plow/salt/sand routes)

- #237, 1996 Freightliner five ton with combination water dump spreader, reversible front plow

- #258, 1998 International five ton with combination dump spreader, reversible front plow
- #265, 2000 International five ton with combination dump spreader, reversible front plow
- #286, 1999 International five ton with combination dump spreader, reversible plow 3m blade
- #238, 1992 Ford five ton with hopper sander C850, reversible plow 3m blade

Grader (used on wide streets)

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- #260, 1976 John Deer Articulated (125hp)

Loaders (misc. use as detailed below)

- #253, 1989 Case 11/2 m bucket (used for loading salt in the yard)
- #251, 1999 Case Loader Backhoe with plow blade (used on dead ends and small streets)
- #224, 1997 Case Loader Backhoe (water division) (used for loading salt in the yard)

Tractors/ Hand Snow Blowers (used for sidewalk plowing and spot clearing)

- #290, 1998 M.T. trackless with V-Plow (equipped with "trackem" GPS units)
- #310, 1999 M.T. trackless with V-Plow and Blower (equipped with "trackem" GPS units)
- #296, Two Hand Snow Blowers

*NOTE: The trackless (sidewalk plow) vehicles will be equipped with "trackem" GPS units that provides electronic records of the sidewalk segments that have been plowed recording time/date/location of the trackless equipment.

Equipment & Operators Under Contract for the 2005 / 2006 Season (used as detailed below)

- Artesian Landscaping Ltd, London – Tractor/Blade (plow/salt/sand route)
- Artesian Landscaping Ltd., London – Tractor/Blade (plow/salt/sand route)
- Berdan Paving, Aylmer – 1986 GMC Truck/Blade (plow/salt/sand route)
- Berdan Paving, Aylmer – 1996 Volvo Track/Blade (plow/salt/sand route)
- Brian Coutts, St. Thomas – Tractor/Blade (north side parking lots)

*NOTE: the above planned use of operators vehicles and equipment are subject to change due to staff and equipment availability.

Patrols and call out procedures

City of St-Thomas roads will be patrolled on a regular basis as required during the winter maintenance program. The Roads Call Out List will be utilized and patrols will be rotated through the list (carrying on from where it was left off last year). The patrol vehicles will be equipped with "trackem" GPS units that provides electronic records of the road segments that have been patrolled recording time/date/location of the patrol vehicle.

The Roads and Transportation Crew will be primary contacts for winter maintenance, and if a full crew cannot be obtained through the Roads Call Out List, the Water Call Out List will be utilized until the required personnel are obtained. If after exhausting this list and still a full compliment of crewmembers cannot be obtained, a call will go out to all other qualified employees of the local.

While calling the crewmember in rotation, the call out book is updated with the date, time of call, and the response of the crewmember. If there is no response on the phone a message is left (if answering machine is available) stating date, time and nature of call.

Parking Regulations and By-laws

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The City of St-Thomas By-law No. 45-99 and the Highway Traffic Act contain regulations specifically related to the winter maintenance period.

The applicable excerpt (that is specifically related to the winter maintenance program) from;

**CITY OF ST. THOMAS
BY-LAW NO. 45-89
A BY-LAW TO REVISE AND CONSOLIDATE
CERTAIN BY-LAWS REGULATING TRAFFIC
AND THE PARKING OF MOTOR VEHICLES.**

OVERNIGHT PARKING ON CITY STREETS

24. (1) Notwithstanding any other provisions of this Part, no person shall park a vehicle or allow to stand a vehicle upon any part of any street in the City of St. Thomas between the hours of 3 o'clock a.m. and 5 o'clock a.m. from November 15th to March 15th of the following year. (B/L 99-95)
- (2) Section 24.(1) shall not apply to vehicles provided the owner of such vehicle has obtained an Overnight Parking Permit from the Director of Public Works and Engineering and has the same affixed to the left rear window of said vehicle. Such permit shall be issued upon payment of an annual fee of TWENTY-FIVE DOLLARS (\$25.00) for each such vehicle. (B/L 99-95)

The applicable excerpt (that is specifically related to the winter maintenance program) from The Highway Traffic Act R.S.O. 1990, CHAPTER H.8;

Vehicles interfering with traffic

(12) Despite the other provisions of this section, no person shall park or stand a vehicle on a highway in such a manner as to interfere with the movement of traffic or the clearing of snow from the highway. R.S.O. 1990, c. H.8, s. 170 (12).

Application of subs. (12), where by-law in force

(13) The provisions of subsection (12) with respect to parking or standing in such a manner as to interfere with the movement of traffic or with the clearing of snow from the highway do not apply to a portion of a highway in respect of which a municipal by-law prohibiting or regulating parking or standing in such a manner as to interfere with traffic or with the clearing of snow from the highway, as the case may be, is in force. R.S.O. 1990, c. H.8, s. 170 (13).

Penalty

(14) Every person who contravenes this section is guilty of an offence and on conviction is liable to a fine of not less than \$20 and not more than \$100. R.S.O. 1990, c. H.8, s. 170 (14).

Powers of officer to remove vehicle

(15) A police officer, police cadet, municipal law enforcement officer or an officer appointed for the carrying out of the provisions of this Act, upon discovery of any vehicle parked or standing in contravention of subsection (12) or of a municipal by-law, may cause it to be moved or taken to and placed or stored in a suitable place and all costs and charges for removing, care and storage thereof, if any, are a lien upon the vehicle, which may be enforced in the manner provided by the *Repair and Storage Liens Act*. R.S.O. 1990, c. H.8, s. 170 (15).

Hours of Work Information

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The Collective agreement between The Corporation of the City of St-Thomas and Local 35, Canadian Union of Public Employees (as amended), The City of St-Thomas By-Law No. 102-2004 (as amended), and The Ministry of Labour Employment Standards Act (as amended) shall apply for the winter maintenance period. All employees are required to monitor their hours of work and only accept shifts to accommodate the above agreement, By-law and Act.

In addition to the Local 35 Canadian Union of Public Employees Collective agreement, the The Ministry of Labour Employment Standards Act further states;

Under the Act, the maximum number of hours an employee can be required to work is:

- eight hours a day, or the number of hours in an established regular work day that is longer than eight hours, and
- 48 hours in a work week.

An employee may work hours in excess of these daily and weekly limits if he or she agrees to do so in writing and if certain other conditions are met. Limits on hours of work, including any excess hours the employee is permitted to work where there is an excess hours agreement and an approval can be exceeded only if there are "exceptional circumstances" as set out in s. 19 of the ESA.

The ESA also requires that employees be given a certain number of hours during which they are free from work:

- Daily (s. 18(1)): an employee must have at least 11 consecutive hours free from performing work in each day.
(Note: this requirement cannot be altered by a written agreement between the employer and employee.)
- In Between Shifts (s. 18(3)): an employee must also have at least eight consecutive hours free from performing work in between shifts. This requirement is in addition to the daily rest requirement in s. 18(1). The requirement in s. 18(3) does not apply where:
 - the total time worked on the successive shifts is 13 hours or less, or
 - the employee and employer agree in writing to forego or shorten the eight-hour break.
- Weekly or Biweekly (s. 18(4)): an employee must also receive at least:
 - 24 consecutive hours off work in each work week, or
 - 48 consecutive hours off work in every two consecutive work weeks
(Note: this requirement cannot be altered by a written agreement between the employer and employee.).

The daily, between shift and weekly/biweekly rest period requirements in the Act do not apply if there are "exceptional circumstances" as set out in s. 19 of the ESA

Organization

With the assistance of all levels of staff, the Supervisor of Roads and Transportation develops and administers the Winter Maintenance Program.

The Foreman of Roads Maintenance provides the direct Supervision of the Winter Maintenance Program with the following key responsibilities;

- 45-
- Supervising the call out of necessary staff
 - Setting up shifts to handle prolonged periods of activity
 - Keeping track of status of staff and equipment
 - Preparing and disseminating "Storm Progress Report" information to the Supervisor
 - Arrange for snow removal/sanding/salting equipment and crews when necessary
 - Calling out required staff
 - Instructing operators in their duties
 - Patrolling areas and reporting the road conditions
 - Ensure that operators complete their daily activity cards before going off duty
 - Complete salt use documentation forms

The Permanent Lead Hands will;

- Patrol the road system on weekends and evenings and report back to the Roads Maintenance Foreman
- Be sure that the "trackem" GPS equipment is functioning properly
- Supervise maintenance crews as directed by the Roads Maintenance Foreman
- May be asked to operate equipment when necessary

The Equipment Operators and any temporary transferred staff will;

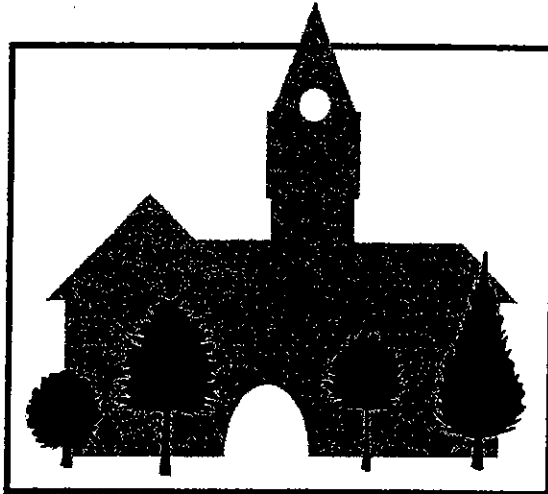
- Patrol the road system on weeknights and report back to the Roads Maintenance Foreman
- Be sure that the "trackem" GPS equipment is functioning properly
- Be included within the on call list for the winter maintenance period
- Follow their assigned routes using their assigned vehicles
- Report to Road Maintenance Foreman when work is complete
- Inform the Roads Maintenance Foreman or the Operations Centre staff immediately in the event of any breakdown, delays or difficulties
- Complete all necessary reports
- Leave the two-way radio on in their vehicle at all times
- Report directly to the Roads Maintenance Foreman in the event that their personal Hours of Work have been exceeded.

Training of employees and contractors

On Wednesday November 16, 2005 there is a Winter Maintenance Seminar arranged for all City of St-Thomas employees and any contractors hired to provide winter maintenance services. Two long time employees of the Ministry of Transportation will instruct the seminar and cover Equipment maintenance, Vehicle daily inspections, Record keeping, Salting and Sanding application rates with a question period.

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Exhibit 1



THE CORPORATION OF THE CITY OF
ST. THOMAS

Winter Maintenance Program & Quality
Standards

2005 / 2006 Season

Environmental Services Department
Roads and Transportation Division

Department	ENVIRONMENTAL SERVICES	
Division	Roads & Transportation	
Eff. Date	Nov 7/05	Page 1 of 15

QUALITY STANDARD FOR

Snow and Ice Control

OBJECTIVE

The major objectives for maintaining SNOW AND ICE CONTROL are:

- To meet or exceed Municipal Act Regulation 239/02
- To reduce the hazards of icy road conditions to motorists.
- To reduce economic losses to the community and industry caused by workers not being able to get to their jobs.
- To facilitate the handling of emergencies by fire and police officials.
- To maintain safe, possible school bus and public transit routes.

SUMMARY OF QUALITY STANDARD

The level-of-service of SNOW AND ICE CONTROL shall be in accordance with the following:

GENERAL

- All streets within the City of St. Thomas do not have to be maintained to the same winter maintenance level-of-service. The level of service given should vary in accordance with the role that a particular street plays in the total transportation network. In order to simplify the determination of what levels of service are reasonable on each particular street, all streets have been classified into the following three priority groups (Figure 1), and a level of service applied to each.
- Priority 1 Streets – Definition: Those streets that are intended to carry large volumes of traffic. These roads serve the major traffic flows between the principle areas of traffic generators and also connect to the county road network. Priority 1 street perform a secondary function of servicing adjacent properties; however, the amount of access permitted to these properties should not interfere with the primary function of these streets – that of moving traffic from on area to another. Included in this classification are major arterial streets, the hospital emergency route and designated hills/curves.

CITY OF ST. THOMAS

MAINTENANCE MANAGEMENT SYSTEM

Department	ENVIRONMENTAL SERVICES	
Division	Roads & Transportation	
Eff. Date	Nov 7/05	Page 2 of 15

QUALITY STANDARD FOR

Snow and Ice Control

SUMMARY OF QUALITY STANDARD (CONTINUED)

GENERAL (continued)

- Priority 2 Streets – Definition: Those streets that provide both traffic service and land service. The traffic service is to collect traffic from Priority 1 streets and distribute to Priority 3 streets and County Road networks. Full access to adjacent properties is allowed. Included in this classification are minor arterial roads, major collector roads, designated minor collector and local roads, industrial streets and all bus routes.
- Priority 3 Streets – Definition: The main function of Priority 3 streets is to provide land access to all abutting properties. A Priority 3 street is not intended to carry large volumes of traffic, but primarily carries only traffic with an origin or destination along its length. Priority 3 streets are all remaining streets not include in a Priority 1 or 2 streets, including public lanes.

LEVEL-OF-SERVICES - Priority 1 Streets

- Surfaces shall be maintained as BARE as possible through the continued use of all assigned men, equipment and materials suited to the condition.
- Plowing will commence upon the accumulation of 5 cm along pre-determined and approved routes. The accumulation on Priority 1 road surfaces should not exceed 10 cm.
- Application rates for salting shall not exceed 225 kg per two lane km. If it is expected that the snowfall will exceed 5 cm., an initial application of salt shall be applied if required during the early stages of a storm. Additional applications of salt should not be applied until plowing has been completed. Designated hills and curves will be included under this priority rating. The frequency of coverage for salting Priority 1 streets shall be three hours if required.
- Application rates for sand shall not exceed 580 kg per 2 lane km as directed by the supervisor in charge. Sand shall be spread under the following guidelines:
 - a) Snow accumulation: 0 cm – 5 cm – only if freezing.
 Over 5 cm – initial application at early stages of storm.
 - b) Freezing rain

The frequency of coverage for sanding Priority 1 streets shall be 3 hours if required.

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Department	ENVIRONMENTAL SERVICES	
Division	Roads & Transportation	
Eff. Date	Nov 7/05	Page 3 of 15

QUALITY STANDARD FOR

Snow and Ice Control

SUMMARY OF QUALITY STANDARD (CONTINUED)

LEVEL-OF-SERVICE Priority 2 Streets

- Surfaces shall be maintained as CENTRE BARE on all Priority 2 streets through the use of assigned men, equipment and materials suited to the conditions.
- Plowing will commence only after Priority 1 streets have been completed to the criteria required. The accumulation of snow on Priority 3 surfaces should not exceed 15 cm. The accumulation of snow on Priority 2 road surfaces should not exceed 15 cm.
- Salting will commence on Priority 2 streets only if salting of Priority 1 streets is completed.

Application rates shall not exceed 225 kg per two lane km. If it is expected that the snowfall will exceed 5 cm., an initial application of salt shall be applied, if required, during the early stages of a storm. Additional applications of salt shall not be applied until plowing has been completed. All hills and curves not designated as Priority 1 shall be salted as Priority 2. The frequency of coverage for salting Priority 2 streets shall be 8 hours if required.

- Sand shall be applied to Priority 2 streets to the same level of service as Priority 1 streets.

LEVEL-OF-SERVICE – Priority 3 Streets

- Labour, equipment and materials shall not be expended on Priority 3 streets in an effort to achieve bare pavement conditions.
- Plowing will begin only after both Priority 1 and 2 streets have been completed or when equipment is available. The plowing will be restricted to maintain the road surface in a snow packed condition at the discretion of the supervisor.
- Sanding shall be done only after sanding on Priority 1 and 2 streets have been completed or when equipment is available.

Sanding of intersections, hills and dangerous curves shall generally be the only treatment given to Priority 3 streets. Continuous sanding of Priority 3 streets will be undertaken under extremely slippery conditions and only upon the approval by the Roads and Transportation Supervisor.

Department	ENVIRONMENTAL SERVICES	
Division	Roads & Transportation	
Eff. Date	Nov 7/05	Page 4 of 15

QUALITY STANDARD FOR

Snow and Ice Control

SUMMARY OF QUALITY STANDARD (CONTINUED)

LEVEL-OF-SERVICE – Priority 3 Streets (continued)

- No salt shall be applied to Priority 2 streets

SNOW REMOVAL - Streets

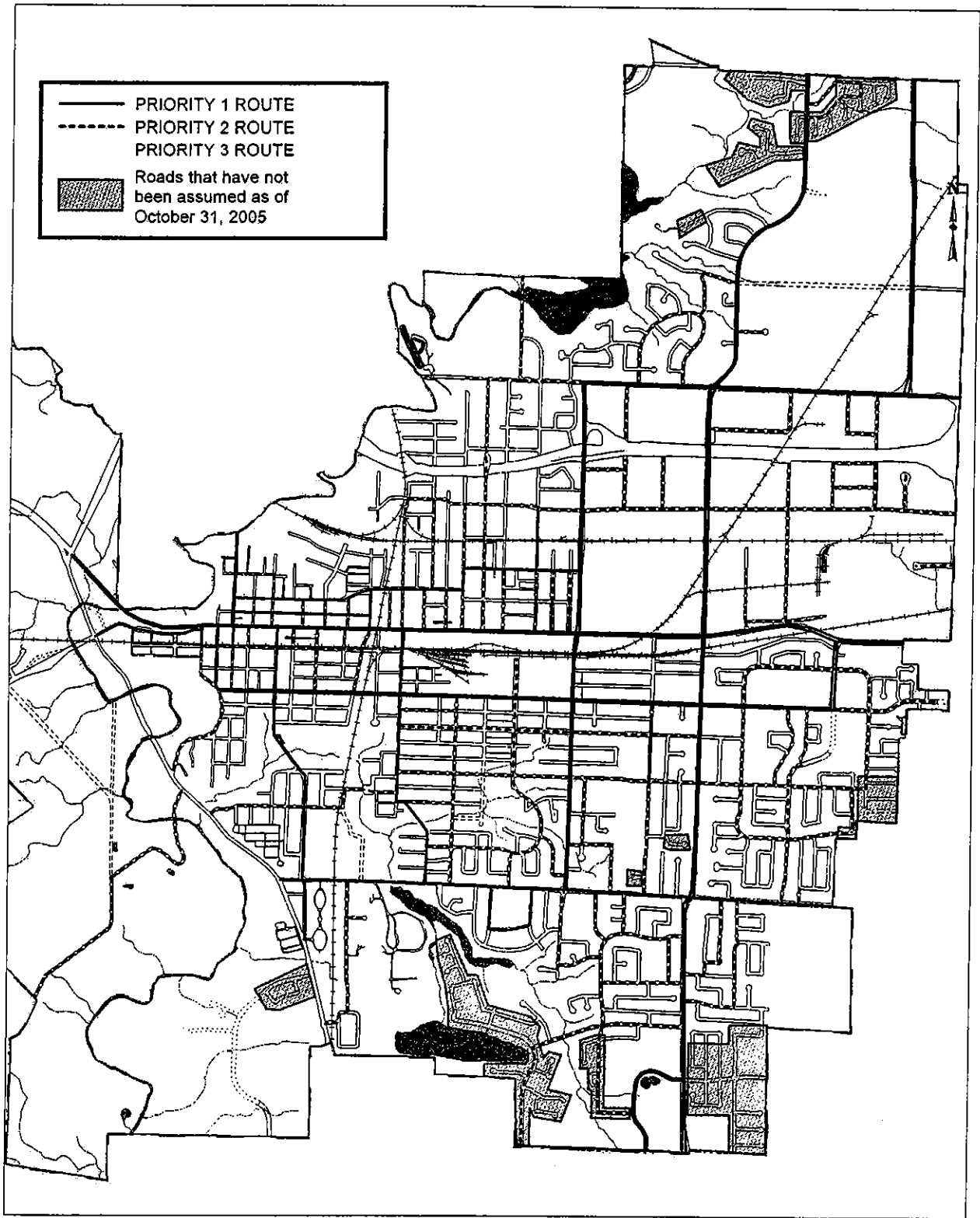
- Snow will be removed from streets (loaded and hauled away) only in designated snow removal areas (Figures 4) where the accumulation of windrowed snow is great enough so as to interfere with traffic or parking (i.e., traffic and parking lanes shall not be used as permanent storage areas for windrowed snow). Additionally, there may be occasions when snow removal is required in other areas of the City and/or at intersections where snow has accumulated to such a degree as to impair visibility. These include but are not limited to some cul-de-sacs with limited snow storage capabilities.

SIDEWALKS

- All sidewalks/walkways in the designated area (Figure 2) will be sanded to maintain the walks in a safe condition for pedestrian traffic. Spot sanding of all remaining sidewalks throughout the City will be undertaken under extreme slippery conditions and only upon the approval of the Supervisor of Roads and Transportation. Only approved routes will be followed.
- No salt shall be applied to sidewalks with the exception of walkways/bridges cleared by city forces and Talbot Street sidewalks from First Avenue to Stanley Street.
- Generally plowing will commence when the snow has accumulated to 15 cm and the weather forecast indicates that the storm is substantially over. The time that plowing commences may vary due to time of day and available manpower. Snow plowing of sidewalks shall be carried out on a priority basis (figure 3A, 3B, 3C, 3D). Snow plowing of sidewalks shall normally be carried out during regular working hours,
 - i) All arterial and designated school areas with sidewalks shall receive first priority. Snow accumulations shall not exceed 15 cm
 - ii) Upon completion of i) above, all other sidewalks shall be plowed upon available manpower/equipment and following designated routes.

CITY OF ST. THOMAS
MAINTENANCE MANAGEMENT SYSTEM

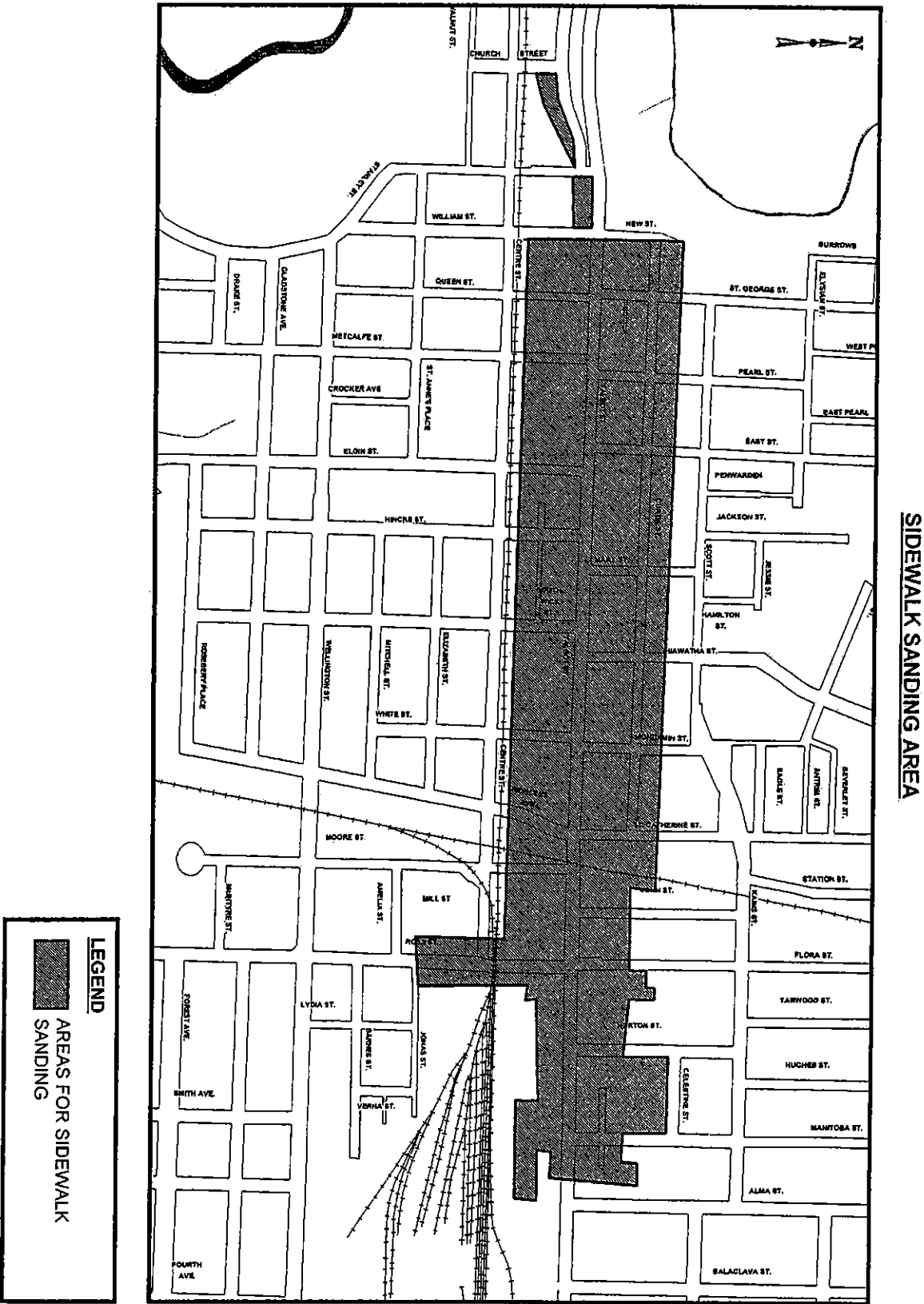
Department	ENVIRONMENTAL SERVICES	
Division	Roads & Transportation	
Eff. Date	Nov 7/05	Figure 1



CITY OF ST. THOMAS
MAINTENANCE MANAGEMENT SYSTEM

- 52 -

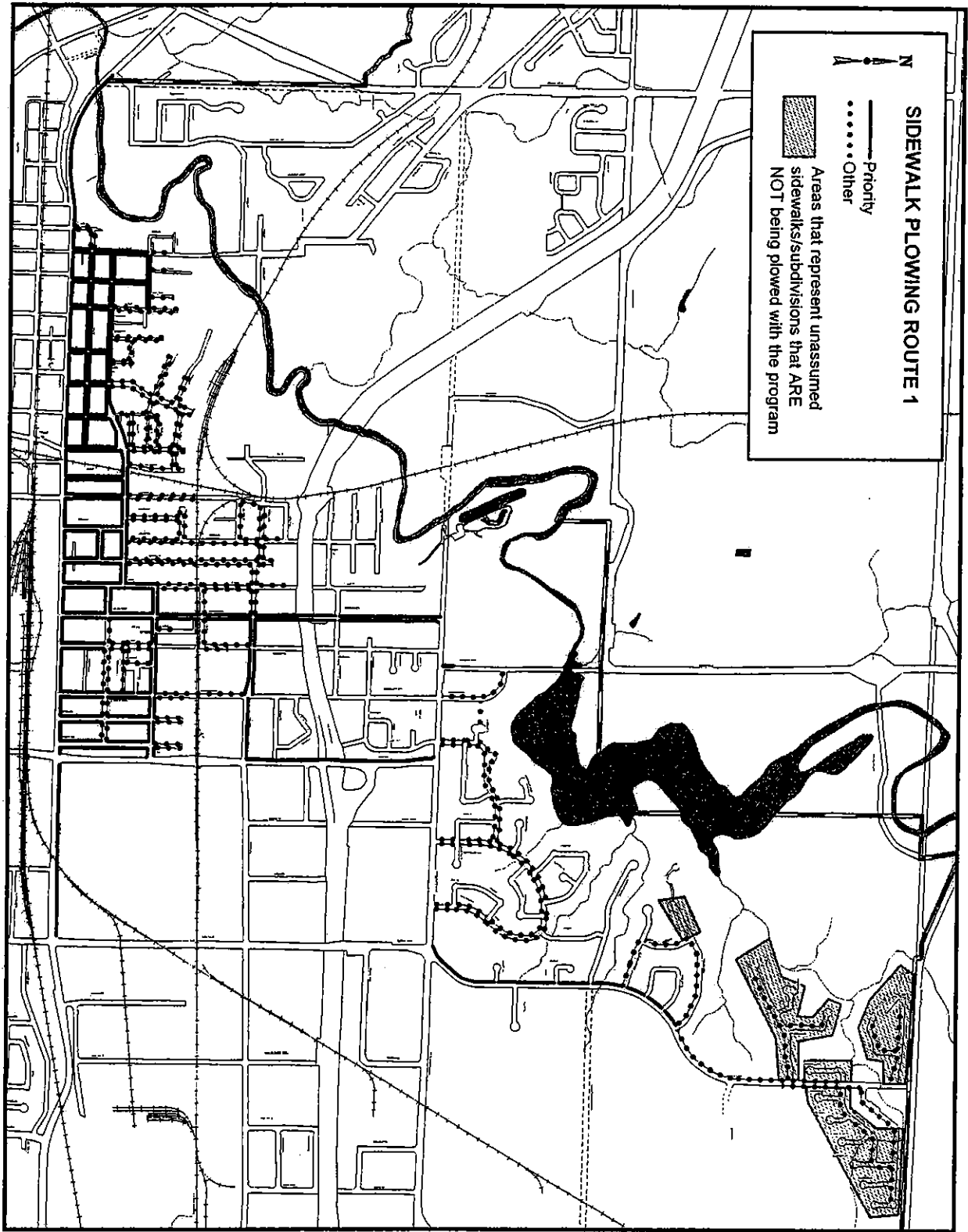
Department	ENVIRONMENTAL SERVICES	
Division	Roads & Transportation	
Eff. Date	Nov 7/05	Figure 2



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CITY OF ST. THOMAS
MAINTENANCE MANAGEMENT SYSTEM

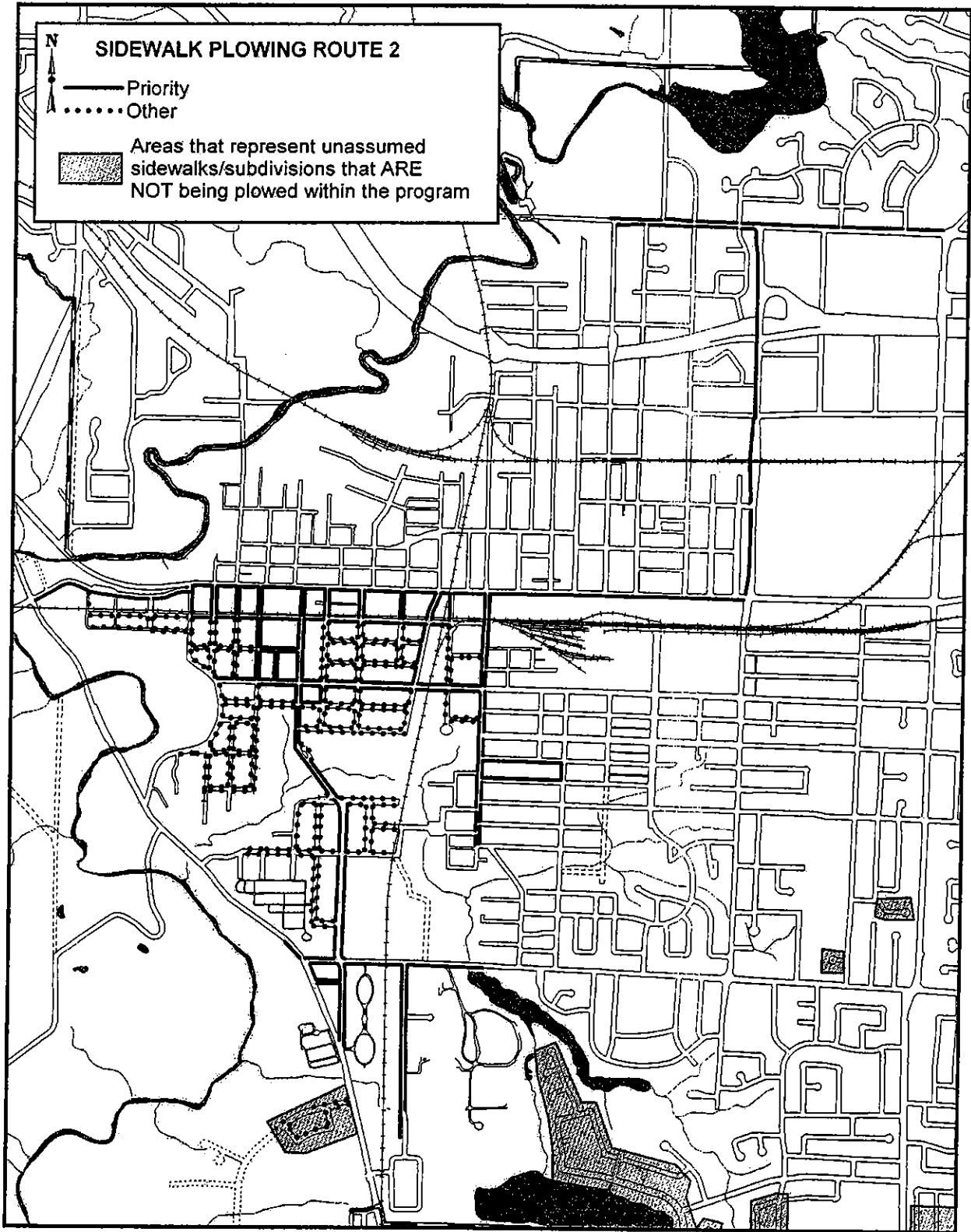
Department	ENVIRONMENTAL SERVICES	
Division	Roads & Transportation	
Eff. Date	Nov 7/05	Figure 3A



CITY OF ST. THOMAS

MAINTENANCE MANAGEMENT SYSTEM

Department	ENVIRONMENTAL SERVICES	
Division	Roads & Transportation	
Eff. Date	Nov 7/05	Figure 3B

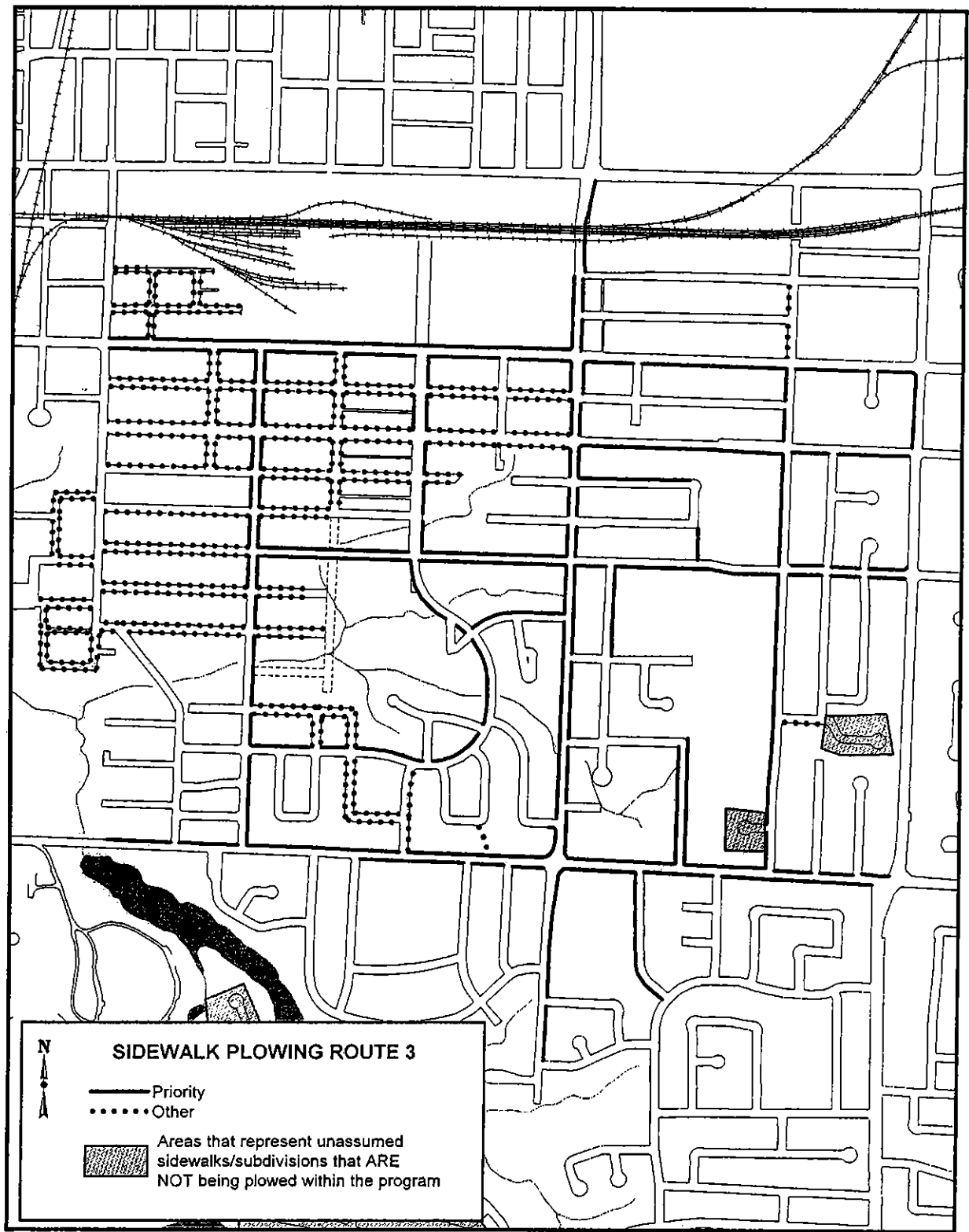


CITY OF ST. THOMAS

MAINTENANCE MANAGEMENT SYSTEM

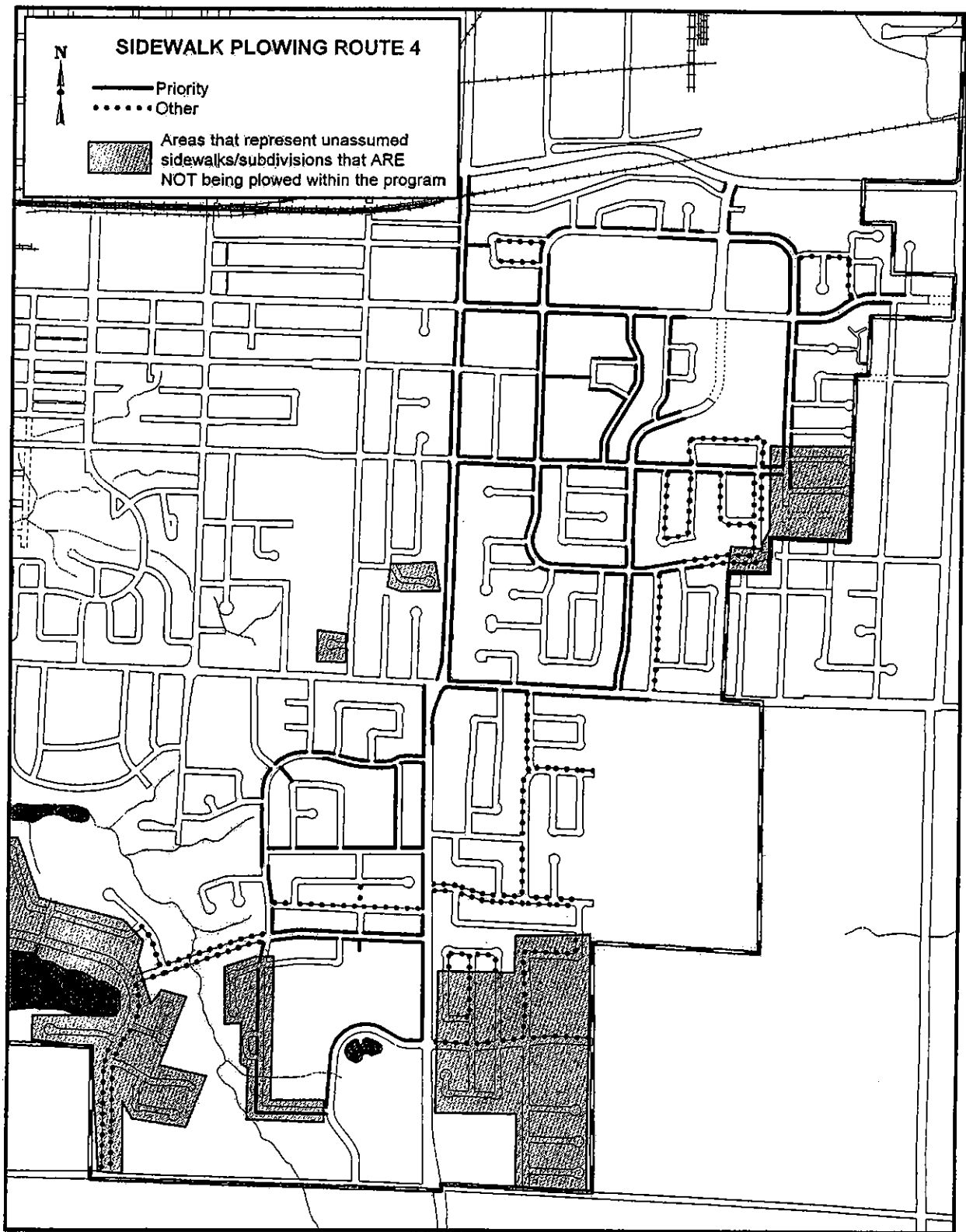
-55-

Department	ENVIRONMENTAL SERVICES	
Division	Roads & Transportation	
Eff. Date	Nov 7/05	Figure 3C



CITY OF ST. THOMAS
MAINTENANCE MANAGEMENT SYSTEM

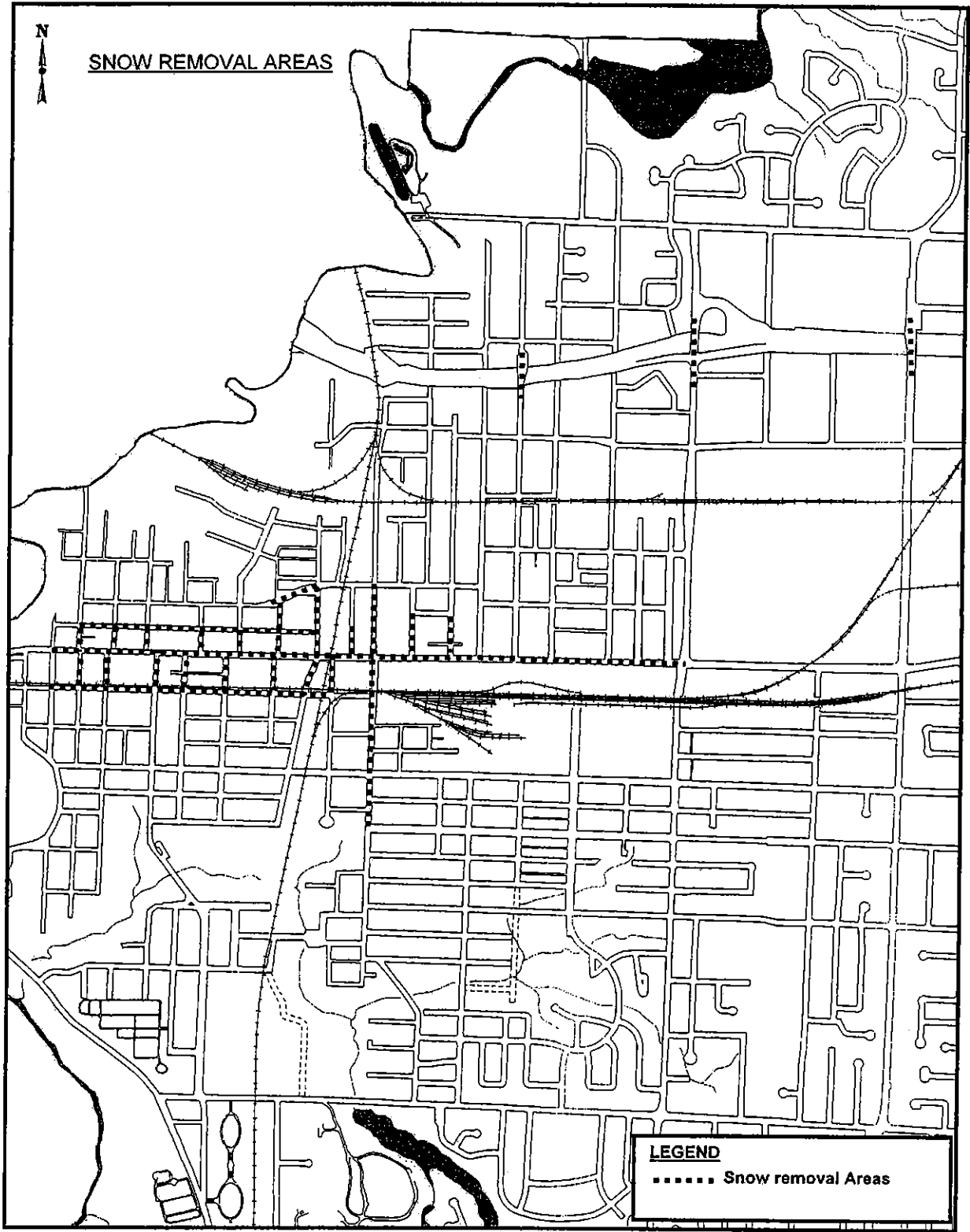
Department	ENVIRONMENTAL SERVICES	
Division	Roads & Transportation	
Eff. Date	Nov 7/05	Figure 3D



CITY OF ST. THOMAS

MAINTENANCE MANAGEMENT SYSTEM

Department	ENVIRONMENTAL SERVICES	
Division	Roads & Transportation	
Eff. Date	Nov 7/05	Figure 4



Department	ENVIRONMENTAL SERVICES	
Division	Roads & Transportation	
Eff. Date	Nov 7/05	Pg 12 of 15

QUALITY STANDARD FOR

Snow Fence Erection and Removal

OBJECTIVE

The major objectives for maintaining ERECTION OF SNOW FENCE is:

- To meet or exceed Municipal Act Regulation 239/02
- To trap snow and deposit it on the ground surface before it accumulates on the roadway.

SUMMARY OF QUALITY STANDARD

The level-of-service for SNOW FENCE ERECTION AND REMOVAL shall be in accordance with the following:

Snow Fence Erection

- Installation of snow fence shall be undertaken only where abnormal drifting occurs.
- Snow fence shall be erected in the month November.
- Property owners shall be contacted before entering private property to erect snow fence.
 - Snow fence can be erected on private property under the authority of Part II, Section 12(1) of the Snow Roads and Fences Act.
- New snow fence shall be located at least 40 metres from the edge of the traveled portion on the prevailing upwind side of the road.
- Posts shall be spaced evenly at approximately 3 metres apart in a straight line and at a uniform height to top of the posts.
 - Posts shall be driven a minimum of ½ metre into the ground.
- Fences shall be placed on the prevailing upwind side of the posts and fastened to the posts with three tie wires.
- Snow fence shall be erected so that the bottom of the wooden laths are from 5 cm to 15 cm above the ground.
- Fence shall be stretched tight enough to prevent excessive sag (not more than 5 cm).
- Posts shall be braced with guy wires and steel brace posts at the ends and at 50 metre intervals, as required.

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CITY OF ST. THOMAS

MAINTENANCE MANAGEMENT SYSTEM

Department	ENVIRONMENTAL SERVICES	
Division	Roads & Transportation	
Eff. Date	Nov 7/05	Pg 13 of 15

QUALITY STANDARD FOR

Snow Fence Erection and Removal

SUMMARY OF QUALITY STANDARD (CONTINUED)

Snow Fence Removal

- Snow fence shall be removed during the month of April.
- Snow fence shall be rolled up, fastened and returned to work yard.
- Repairs required to snow fence shall be made while fence is in place if possible.

Department	ENVIRONMENTAL SERVICES	
Division	Roads & Transportation	
Eff. Date	Nov 7/05	Page 14 of 15

QUALITY STANDARD FOR

Parking Lots

OBJECTIVE

The major objectives for maintaining PARKING LOTS are:

- To meet or exceed Municipal Act Regulation 239/02
- To provide parking in an area free from defects for pedestrians and vehicles.

SUMMARY OF QUALITY STANDARD

The level-of-service for PARKING LOTS shall be in accordance with the following:

- Bituminous surface shall generally be the same as that for bituminous road surfaces.
- Gravel surface shall be graded to provide an area free from defects. Ruts, depressions, pot holes etc. greater than 5 cm depth shall be scheduled for repair upon becoming aware of the defect.
- Manual cleanup of debris in the municipal parking lots shall be carried out three times per year (spring, mid-summer, fall)

Snow and Ice Control

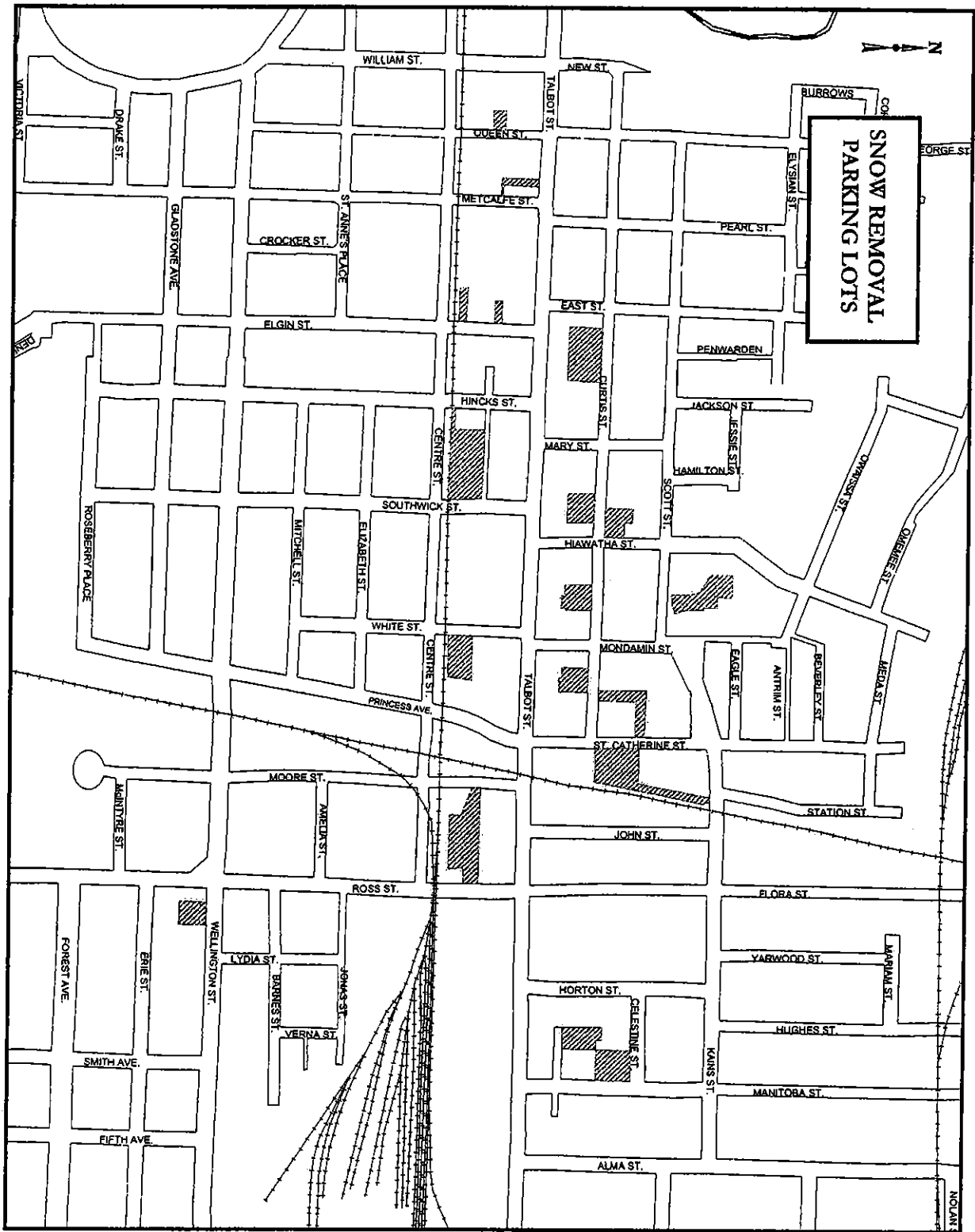
Snow plowing for parking lots shall only commence upon accumulation of 10 cm of snow provided that manpower and equipment is available (Roads have priority over parking lots). Plowed snow shall be stockpiled within the parking lots, in areas which minimize the affects of storing snow in parking spaces. Snow removal shall be carried out when manpower and equipment become available.

Sanding of parking lots shall receive the same level of service as priority 3 streets.

CITY OF ST. THOMAS
MAINTENANCE MANAGEMENT SYSTEM

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Department	ENVIRONMENTAL SERVICES	
Division	Roads & Transportation	
Eff. Date	Nov 7/05	Figure 5



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CITY OF ST. THOMAS

MAINTENANCE MANAGEMENT SYSTEM

Department	ENVIRONMENTAL SERVICES	
Division	Roads & Transportation	
Eff. Date	Nov 7/05	Page 15 of 15

QUALITY STANDARD FOR

Assumed Public Laneways

OBJECTIVE

The major objectives for maintaining LANEWAYS are:

- To meet or exceed Municipal Act Regulation 239/02
- To provide access to parking lots and
- To provide access for service vehicles

SUMMARY OF QUALITY STANDARD

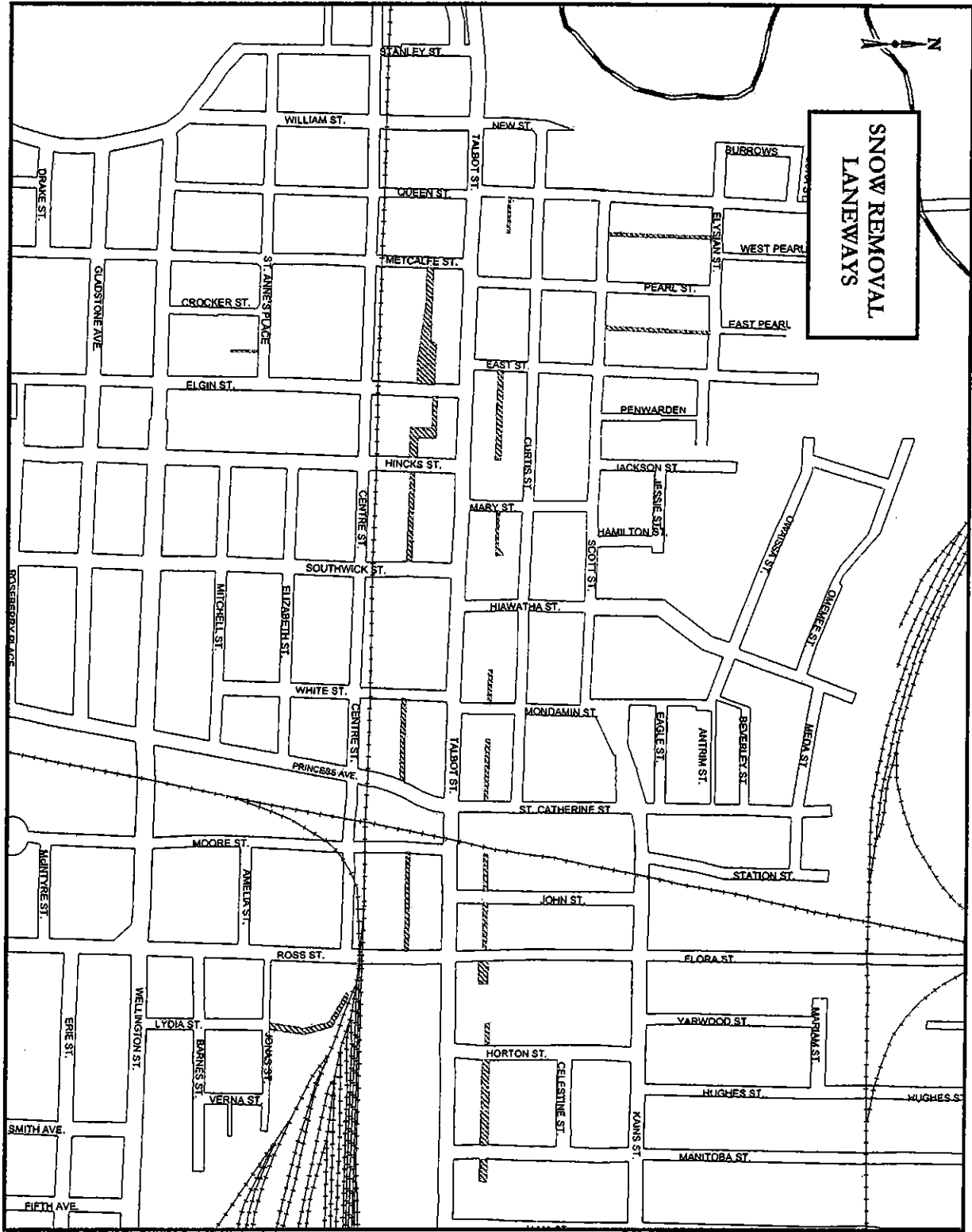
The level-of-service for PUBLIC LANES shall be in accordance with the following:

- The level of service for laneways shall be similar to that of parking lots

CITY OF ST. THOMAS

MAINTENANCE MANAGEMENT SYSTEM

Department	ENVIRONMENTAL SERVICES	
Division	Roads & Transportation	
Eff. Date	Nov 7/05	Figure 6





Corporation of the

City of St. Thomas

Report No.

ES99-05

File No.

08-284

Directed to:

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

Date

November 1, 2005

Department:

Environmental Services

Attachments

Prepared By:

Brian Clement, Manager of Engineering

Report Nos. ES107-04 and ES71-04

Subject:

Sunset Drive (Chester St. to Elm St.) Road Settlement Repair – Tender Award

Recommendation:

It is recommended that:

1. The tender submitted by 1123491 Ontario Inc. o/a United Contracting (London) in the amount of \$101,155.66, including GST, for the Sunset Drive Road Settlement Repair be accepted.
2. The source of the additional funding of \$20,000 required to complete this work be the surplus derived from the tax supported portion of the Balaclava Street reconstruction project tendered in 2004.
3. The Clerk and Mayor be authorized to sign the agreement.
4. The Contractor be authorized to proceed with the work.

Origin:

A road settlement problem was discovered in the spring of 2004 on Sunset Drive between Chester Street and Elm Street. The attached reports ES71-04 and ES107-04 outline the retention of Golder Associates to conduct an investigation, and their findings and recommendations, respectively.

In December 2004, City Council approved a 2005 capital budget of \$100,000 for this Sunset Drive proposed work as per option ii) recommended in the Golder Associates report.

During the design stage, a ground penetrating radar survey was undertaken to check for abandoned infrastructure under the roadway. Design considerations also included the depth of the proposed cut-off subdrain, the close proximity of both existing storm and sanitary sewers, the side slope constraint adjacent to the road, and the requirement for pavement restoration. Ultimately for constructability reasons, it was decided to remove a section of the existing storm sewer, and reinstall it in same trench as the sub-drain.

Analysis:

Tenders for the Sunset Drive Road Settlement Repair were closed on October 4, 2005 and opened in public at 12 noon on the same date. Seven bidders submitted tenders as follows:

Bidder

Adjusted Tender Price for Part 1 only (including GST)

1123491 Ontario Inc. o/a United Contracting (London)	\$101,155.66
L 82 Construction Limited	\$115,312.06
Bre-Ex Limited	\$117,594.18
969774 Ontario Limited	\$120,823.65
Birnam Excavating Ltd.	\$125,036.55
Ro-Buck Contracting Limited	\$140,433.22
Terra Infrastructure Inc.	\$425,467.33

Tenderers were asked to bid on Part 1 Storm Sewer and Part 2 Guide Rail System (Provisional) works. Due to funding restraints, Part 2 (Provisional) works have been deleted from the tenders, and therefore Part 1 only is reported above.

The bid submitted by Terra contained a major unit price/extension error, which was corrected by the Environmental Services Department. It did not affect the order of the bids. No other errors or omissions were found.

Financial Considerations:

Following is a summary of the expenditures of the project along with the proposed sources of funding:

Expenditures

Contract*	\$94,538 (excluding GST)
City Design/Inspection/As-built	\$22,637
Previous City Subcontract	<u>\$2,825</u>
Total	\$120,000

Funding

2005 Capital Budget

\$100,000

Surplus

\$20,000**

Total

\$120,000

-65-

* The contract includes a contingency allowance of \$15,000.

** This amount is derived from the tax supported surplus on the Balaclava Street reconstruction capital project approved in 2004. The tax supported surplus for this project is projected to be more than \$100,000 due to a favourable tender and soil conditions.

Respectfully Submitted,



Brian Clement, P. Eng., Manager of Engineering
Environmental Services

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other



Corporation of the

City of St. Thomas

Report No.

ES 107-04

File No.

07-074

Directed to: Chairman, T. Shackelton, and Members of the Protective Services and Transportation Committee

Date
August 27, 2004

Department: Environmental Services

Attachment

Prepared By: Ivar Andersen, Manager of Operations & Compliance

Report ES71-04

Subject: Sunset Drive between Chester Street and Elm Street

Recommendation:

It is recommended that;

1. City Council receive the report on the Geotechnical Investigation on the Slope Failure on Sunset Drive as prepared by Gold Associates.
2. City Council adopt Option ii) of this report, basically the installation of a cutoff drain along the east side of the road, as recommended by Golder Associates.
3. The cost of the Golder Associates report, \$7,043.22, be funded out of Capital project 2004 072, Annual Sidewalk Replacement and Resurfacing Program, which has sufficient funding for this purpose.
4. City Council give high priority during the 2005 budget deliberations to the implementation of Option ii) of the Golder Associates report which is preliminarily estimated to cost \$100,000.

Origin:

Earlier this spring, a routine inspection of Sunset Drive, between Chester Street and Elm Street, opposite the Pollution Control Plant, revealed that there was a settlement problem on a section of this road up to 50 feet in length. As a result, City Council adopted report ES71-04, attached, which indicated that Golder Associates had been retained to investigate the settlement and develop recommendations. This report, ES107-04, gives the results of the Golder Associates investigation and recommendations.

Analysis:

Golder Associates recently submitted their report on the Sunset Drive settlement investigation which outlines their findings and recommendations. Copies of the report are available in the Environmental Services Department for detailed review by members who may wish to do so. Essentially, the report indicates that there may be migration of fill under the road, possibly into an abandoned sewer, during periods of heavy rainfall, as was experienced earlier this year. Three options to address the slope stability are presented in the report as follows;

- i) Do nothing proactive and continue to repair movements as they occur.
- ii) Fully investigate all services, clean and repair as required and install a cutoff drain east of the edge of pavement.
- iii) Flatten the slope by filling to a stable inclination.

The report indicates that;

Option i) will do nothing to minimize further movement events which are not predictable in magnitude or timing.

Option ii) should be effective in controlling increases in groundwater level such that any further movements are minimized both in magnitude and frequency.

Option iii) consists of placing granular B fill to create a slope with an overall inclination somewhat flatter than 2.5 horizontal to 1 vertical. This would require extensive earthworks and removal of much of the natural vegetation on the slope as well as a substantial encroachment onto the floodplain at the toe of the slope.

The report further indicates that, based on geotechnical considerations alone, option ii) would be the most reasonable alternative. A staff review of the findings concurs with this recommendation, noting that option i) would leave the City with a high risk of future road failure and that option iii) would be cost prohibitive and environmentally disruptive. Construction of Option ii) will involve some roadworks and possibly replacement of an existing storm sewer.

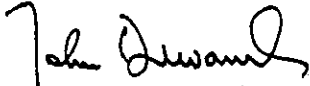
City staff have already arranged to investigate the condition of the existing sanitary and storm sewers in the area by utilizing closed circuit television technology. These sewers were found to be in good condition with no indication of any infiltration. However, there is some indication that there may be an abandoned sewer in the area. The integrity of this possible abandoned sewer is not known and will be investigated as part of the proposed project implementation.

-67-33-

Financial Considerations:

The cost of the Golder Associates report, \$7,043.22, can be accommodated in capital project #2004 072, Annual Sidewalk Replacement and Resurfacing Program, which, although not fully finalized, will have sufficient funding for this purpose. The estimated cost of completing the proposed work, option ii) as recommended in the Golder Associates report, is \$100,000. This is a relatively high cost that is caused mainly by the depth of the proposed cutoff drain, the side slope adjacent to the road, the close proximity of an existing storm sewer and the requirement for extensive road restoration.

Respectfully Submitted,



7-8 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

-68-34-

Report No.

ES-71-04

File No.

07-074

Directed to: Chairman, T. Shackelton, and Members of the Protective Services and Transportation Committee

Date
June 8, 2004

Department: Environmental Services

Attachment

Prepared By: Ivar Andersen, Manager of Operations & Compliance

Subject: Sunset Drive between Chester Street and Elm Street

Recommendation:

That this report be received by the members as information.

Origin:

Earlier this spring, a routine inspection of Sunset Drive, between Chester Street and Elm Street, opposite the Pollution Control Plant, revealed that there was a settlement problem on a section of this road up to 50 feet in length.

Analysis:

This section of Sunset Drive, formerly Highway 4, was transferred to the City from the Ministry of Transportation on January 1, 1998. A visual inspection of the road indicates that it is built on a fill section. The MTO could find no information in their records on previous settlements which may have occurred in the area during the period of time the road was under their jurisdiction. A recent video inspection of the City sewers that traverse near the area does not indicate that either the sanitary sewer or the storm sewer has suffered any detrimental effect.

The City arranged to have the settled area padded with paving earlier in May of this year, however, the area continues to settle. Apparently, the recent heavy rainfall received in this area may have acted as a "trigger" for the settlement. Staff has been unable to determine a cause for the settlement and, as a result, have retained the services of a geotechnical engineering firm, Golder Associates. Golder will arrange to drill boreholes in the area to determine possible causes of the continuing settlement and make recommendation to reduce, if not eliminate, any further settlement.

Financial Considerations:

To date, the City has spent \$2,118 to have a contractor pad the settled area with asphalt, not including staff time. This was required to provide unimpeded traffic flow on this major street. Golder Associates have given a preliminary estimate of \$6,500 to complete their investigation and develop recommendations. Once Golder has completed their investigation, a further report will be submitted to the members that will contain recommendations with respect to work required to eliminate further settlement and work required to permanently restore the road. The report will also provide a detailed estimate of the cost of the work.

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

- 69 -

Report No.

ES100-05

File No.

Directed to:

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

Date

November 1, 2005

Department:

Environmental Services Department

Attachments

Prepared By:

John Dewancker, Director

- Letter of October 12, 2005 from the Green Lane Environmental Group and TJ ads

Subject:

Amendment to the Curbside Collection of Compostibles Program

RECOMMENDATION

That report ES100-05 regarding the proposed amendment to the City's Curbside Collection of Compostibles program be received as information.

ORIGIN

Letter of October 12, 2005, from Mr. McCaig, President of the Green Lane Environmental Group, in respect to an amendment to the content of the compostibles materials that can be collected as part of the City's Curbside Collection of Compostibles Program. A copy of the letter and a sample of the notices for advertising purposes is attached herewith for information of the Members.

ANALYSIS

In the attached letter, the Green Lane Environmental Group provides the reasons why the collection of any kitchen sourced organic materials can no longer be included in the curbside collection of organic materials. As a result, all kitchen organic waste will need to be disposed of along with the regular waste that is to be landfilled.

DISCUSSION

Since 1994, the City of St. Thomas has been able to divert from landfilling, approximately 50% of all the waste that is being collected under the City's waste management contract with the Green Lane Environmental Group. The high diversion rate is mainly attributable to the curbside collection of organic wastes which has assisted in the City achieving diversion rates that, since the inception of this program, have typically been in the following range (source: report ES37-05 on the 2004 St. Thomas diversion rates):

Recyclables
14.2%

Compostibles (T)
33.5%

Residual Waste to Landfill
52.3%

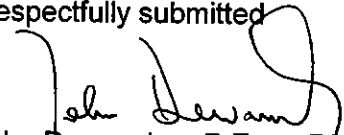
Many other municipalities are just now commencing to incorporate the collection of organic material into their solid waste management programs, mainly as a result of current environmental and landfill capacity issues.

At this time, it is difficult to estimate the decline in the City's waste diversion rate as a result of the exclusion of the kitchen generated organics, however, the previous inclusion of this year round source of organic waste has contributed well to the overall programs' success.

One other issue that may need to be considered in the context of the City's waste management program and the associated service contract is the two bag limit for the collection of the residual waste to landfill.

Staff will be pleased to answer any questions by the Members in regards to this matter. Also, a copy of this report has been provided to Mr. McCaig of the Green Lane Environmental Group, who has been invited to attend the meeting of November 7, 2005.

Respectfully submitted


John Dewancker, P.Eng., Director
Environmental Services

Reviewed By:

Treasury

Env Services

Planning

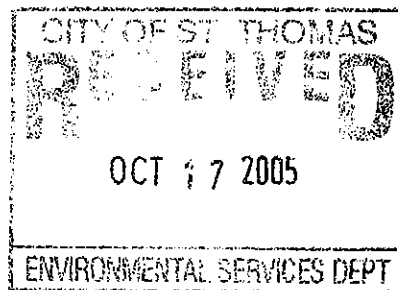
City Clerk

HR

Other

cc: R. McCaig, Green Lane Environmental Group

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ENVIRONMENTAL SERVICES		
JD		
IA		
BC		
CF		
DW		
RT		
JF		
FILE	04-056	

October 12, 2005

John Dewancker, P. Eng.
City Engineer
City of St. Thomas
P.O. Box 520
St. Thomas, Ontario
N5P 3V7

Env. Services Committee

Dear Sir: Re: Contract to collect and dispose of waste from City of St. Thomas - Compost

We have had a problem arise with the processing of compost from St. Thomas. Our composting partner, Alltreat Farms will no longer accept kitchen-sourced organics. They are finding, as with all their clients with similar programs, that the organic waste emanating from kitchens is contaminated with protein that, as you will know, create unacceptable odours during the composting process. You may be aware of MOE concerns and where warranted charges against compost operations which are a source of off site odours.

Effective immediately Alltreat Farms will accept only leaf, yard and garden organic wastes for composting.

Advertisements have been placed in the local newspapers to advise residents of the changes. A copy of the proposed ad format is attached. In addition each resident will be delivered a flyer advising of the change.


All kitchen organic waste is to be disposed of along with the regular garbage each week.

I am available to meet to discuss this matter at your convenience.

Yours very truly,
Green Lane Environmental Group Limited Partnership

R. A. McCaig
R. A. (Bob) McCaig
President

TJ Banner for Wednesdays:

**Green Lane
ENVIRONMENTAL**
GROUP Limited Partnership
Your Clean-Up Partner!

COMPOSTING UPDATE...
Compost Leaf and Yard Waste
including Garden plants & Vegetable matter

Wednesday
10:00am - 12:00pm
10000
10000
10000
10000
10000



This is slightly smaller than the actual banner is (it's 10.5" wide x 1" deep in the paper).

Compost ad for TJ:

**COMPOSTING UPDATE
FOR ST. THOMAS RESIDENTS**



**Green Lane
ENVIRONMENTAL**
GROUP
Limited Partnership
**Your Clean-Up
Partner!**

Compost
Leaf and Yard Waste
including Garden plants
& vegetable matter

*(We can no longer accept
any cooked, processed
or protein matter
- no table scraps)*

Thank You!
We'll continue to
keep you up-to-date as
regulations & practices change.

COMPOSTING UPDATE FOR ST. THOMAS RESIDENTS



Compost
Leaf and Yard Waste
including Garden plants
& vegetable matter

*(We can no longer accept
any cooked, processed
or protein matter
- no table scraps)*

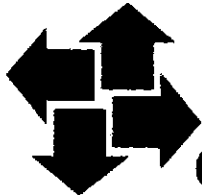


Thank You!

We'll continue to
keep you up-to-date as
regulations & practices change.

COMPOSTING UPDATE FOR ST. THOMAS RESIDENTS

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ELGIN / ST. THOMAS YOUTH EMPLOYMENT COUNSELLING CENTRE

400 Talbot St
St. Thomas ON N5P 1B8
Phone: 519-631-5470
Fax: 519-633-5854
jeinfo@jobselgin.ca
www.jobselgin.ca

**Aylmer Community
Services**
25 Centre St
Aylmer, ON
N5H 2Z4
Tel: 519-765-2082
Fax: 519-765-2280

**West Elgin Support
Services**
160 Main St
West Lorne, ON
N0L 2P0
Tel: 519-768-0020
Fax: 519-768-0401

Talbot Teen Centre
745 Talbot St
St. Thomas, ON
N5P 1E3
Tel: 519-631-8820
Fax: 519-631-8389

October 12, 2005

Mayor Jeff Kohler
City of St. Thomas
545 Talbot Street
St. Thomas, ON
N5P 3V7

Dear Mayor Kohler,

SUBJECT: HEPBURN PARKING LOT

On behalf of the Elgin/St. Thomas Youth Employment Counselling Centre (YECC), I would like to request that 19 parking spaces be donated to our agency.

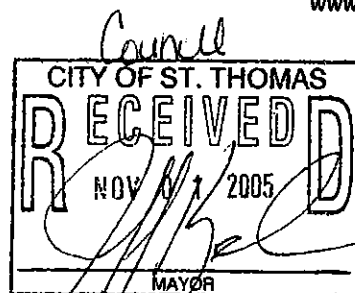
The YECC has been in business in St. Thomas since 1987 and have successfully provided employment services to the community for the past 19 years. We are located in the downtown core and as you know there is very limited parking in this area. We are a non-profit charitable organization and as such do not generate any profits to enable us to subsidize parking for our staff, thus our request.

I look forward to hearing from you. I can be reached at 633-5200 ext. 232 or via e-mail at cgrondin@fanshawec.ca

Sincerely,

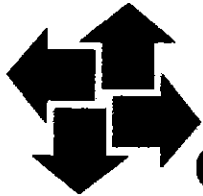
Cathy Grondin

Cathy Grondin
Program Coordinator



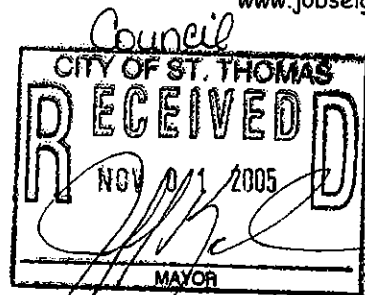
REFERRED TO	
J. DEWANCKER	
D. WHITE	<i>mlh</i>
FOR	
DIRECTION	<input type="checkbox"/>
REPORT OR COMMENT	<input checked="" type="checkbox"/>
INFORMATION	<input type="checkbox"/>
FROM MARIA KONEFAL	

-74-



ELGIN / ST. THOMAS YOUTH EMPLOYMENT COUNSELLING CENTRE

400 Talbot St
St. Thomas ON N5P 1B8
Phone: 519-631-5470
Fax: 519-633-5854
jeinfo@jobselgin.ca
www.jobselgin.ca



October 12, 2005

Mayor Jeff Kohler
City of St. Thomas
545 Talbot Street
St. Thomas, ON
N5P 3V7

Dear Mayor Kohler,

SUBJECT: ROLL NO.020-120-10310-0000

On behalf of the Elgin/St. Thomas Youth Employment Counselling Centre (YECC) and the Talbot Teen Centre, I would like to request that the property taxes that are associated with the newly opened Youth Centre be exempt.

As you know, the YECC had purchased the old Reef building at 745 Talbot Street in 2004 and have done substantial renovations to bring it up to code. We have been successful in securing funding to continue to renovate and provide a training kitchen/café in the centre. It is our intention to secure more funding from community stakeholders to provide programming for our youth and to continue to renovate the back area of the building.

Until future funding is secured, the YECC is responsible for all costs associated with the Youth Centre and any reduction in costs would be most helpful.

I look forward to hearing from you. I can be reached at 633-5200 ext. 232 or via e-mail at cgrondin@fanshawec.ca

Sincerely,

Cathy Grondin

Cathy Grondin
Program Coordinator

REFERRED TO	
W. DAY	ml
FOR	
DIRECTION	<input type="checkbox"/>
REPORT OR COMMENT	<input checked="" type="checkbox"/>
INFORMATION	<input type="checkbox"/>
FROM MARIA KONEFA	

**Aylmer Community
Services**
25 Centre St
Aylmer, ON
N5H 2Z4
Tel: 519-765-2082
Fax: 519-765-2280

**West Elgin Support
Services**
160 Main St
West Lorne, ON
N0L 2P0
Tel: 519-768-0020
Fax: 519-768-0401

Talbot Teen Centre
745 Talbot St
St. Thomas, ON
N5P 1E3
Tel: 519-631-8820
Fax: 519-631-8389



Corporation of the

City of St. Thomas

Report No.

TR-45-05

File No.

90-16

Directed to:

Chairman Bill Aarts and Members of the
Community and Social Services Committee

Date

October 31, 2005

Department:

Recreation Services

Attachment

Prepared

By:

Dianne Morgan, Manager of Culture and Recreation

Subject:

2005/06 Fall-Winter Ice Facility Deposits – Update

Recommendation

THAT: Recreation Services Report TR-45-05 entitled "2005/06 Fall-Winter Ice Facility Deposits – Update" be received by City Council as information.

Report

Background

On July 18, 2005, City Council approved Recreation Services Report TR-37-05, entitled "2005/06 Fall-Winter Ice Facility Permit" for all groups utilizing a minimum of 4.5 standard weekly hours at our arenas. The approved permit was customized for each of the following groups and distributed accordingly:

1. St. Thomas Junior Stars Minor Hockey Association
2. St. Thomas Panthers Girls' Hockey Association
3. St. Thomas Skating Club
4. St. Thomas Thunder Ringette Association
5. Elgin-Middlesex AAA Chiefs
6. St. Thomas Junior B Stars Hockey Club
7. Oldtimers Hockey League
8. 45+ Hockey League
9. Men's Recreation Hockey League

At the October 24, 2005 meeting of City Council, Staff was asked to provide an update on the status of the expected deposits from these groups.

Ice Facility Deposits

As approved by City Council, each of the nine groups was to pay the equivalent of two months of ice fees based on the number of respective standard weekly hours each group was assigned. No substantial ice time was returned by any of these groups, and deposits were calculated accordingly, as listed below:

1.	St. Thomas Junior Stars Minor Hockey Association	\$73,188.00
2.	St. Thomas Panthers Girls' Hockey Association	\$18,404.00
3.	St. Thomas Skating Club	\$17,847.60
4.	St. Thomas Thunder Ringette Association	\$10,015.20
5.	Elgin-Middlesex AAA Chiefs	\$12,800.00
6.	St. Thomas Junior B Stars Hockey Club	\$ 8,859.60
7.	Oldtimers Hockey League	\$ 5,431.32
8.	45+ Hockey League	\$ 5,431.32
9.	Men's Recreation Hockey League	\$ 5,431.32

Staff is pleased to report that all nine groups have signed and submitted their ice facility permits and have provided their expected deposits to Recreation Services, solidifying their commitment to the 2005/06 ice allocation.

Staff is available to answer any questions Members may have on this matter.

Respectfully submitted,

Dianne Morgan

Manager of Culture and Recreation
Recreation Services

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other



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MEMORANDUM

To: FRANK LATTANZIO,
Manager of Community Centres and Property

For Info of: FILE 81280-6

From: LUCAS SMITH,
Project Manager

Doc. No.: 81280-3161

Subject: Final Status Report
St. Thomas – Elgin Community Centre

Date: November 2, 2005

FINAL REPORT

1.1 Project Summary

The facility opened September 16, 2005 and was utilized the same day. The grand opening was held on October 20, 2005.

Construction was completed with some noted exceptions. Flooring was installed in all areas except the MPR. Final mechanical and electrical work was completed. The score boards were installed. Correction of deficiencies and remaining work was substantially completed. Exterior work was completed including plantings. IT connections were completed.

Final construction, project management and City staff meetings were held. Deficiency reviews and training were also held.

1.2 Meetings

Date	Description
September 12, 2005	Deficiency Review with City and Contractor
September 12, 2005	Report to City Council
September 13, 2005	Construction, Project Management and Staff Meetings

1.3 Budget

The project budget was extended by City Council on September 12, 2005 by \$86,000 to allow for flooring underlay, anticipated overruns in the unit rates and property settlement costs. The current budget is therefore \$12,101,998:

-77-

Original Budget	\$11,998,288
Increase for Accessibility	\$17,710
Increase for Unit Rates	\$86,000
Final Budget	\$12,101,998

Final project expenditures are now calculated at \$12,076,958 or \$25,040 below the \$12,101,989 budget approved by Council. At the end of October, project funds were approximately 100% committed and expended.

Additional costs encountered since the September 2005 Report to Council include final unit rate costs for topsoil and granular, and loss of potentially credit for the CBIP grant. Offsetting credits include lower than anticipated overages on asphalt, curbs and sidewalks and removal of office furniture. A correction in the allocation of certain IT and scoreboard costs was also made. Potential overages were anticipated in earlier reports where the estimated amount was approximately \$125,000. Considering the previous budget increase by Council, the total increase is approximately the \$86,000 approved in September.

The list of changes and final costs is included in the final Cost Control Log dated October 28, 2005.

1.4 Schedule

Substantial performance of the contract was requested for September 23, 2005. This date was reviewed and deferred to October 11, 2005 based upon the amount of work remaining. This date triggers countdown on the 45 days required for release of holdback funds to the contractor.

The contractor completed work and left the site in late October 2005.

1.5 Design Issues

The remaining issues arising were sight lines around the ventilation “sock”, venting of the areas under the seating into the hallway, water pressure in showers and door closure devices.

1.6 Procurement

All equipment provided by the City was installed.

The contractor remains responsible for deficient installations for a period of one year. During that time and afterwards warranties provide protection against workmanship and defect. Normal wear and tear associated with operation is not included.

The fifteenth progress payment was made to Norlon Builders for September 2005. The majority of the work performed was in finishes, seating and functional systems.

1.7 Construction Progress

The skate flooring was completed including delays due to prior shortages of material. The vinyl flooring in the offices was completed but vinyl flooring in the MPR was not installed due to higher than acceptable moisture contents. This issue is ongoing.

Remaining mechanical and electrical installations were completed.

All seats were installed in Rink "A" and the board systems were completed in both arenas. Wooden seating was installed in the dressing rooms and in the multi-purpose room.

Installation of the exterior areas was completed including paving, curbs, top soils and planting.

A detailed deficiency review was performed with the designers, City and contractor earlier to identify outstanding issues. The list of deficiencies was reduced for confirmation at a final review in November 2005.

1.8 Issues and Risk Management

The contractor confirmed final quantities for the unit rate work. Generally, the overages anticipated were consistent with the allowance for estimated overages with two exceptions:

Item	Description	Anticipated Overage / (Underage)	Actual Overage / (Underage)
1	Granular "A"	\$7,000	\$10,846
2	Asphalt	\$17,000	\$9,792
3	Inspection and Testing	\$0	\$599
4	Curbs and Sidewalks	\$0	(\$2,261)
5	Topsoil and Sod / Seed	\$0	\$14,102

The final total for changes on the project was \$289,205 or approximately 1% of the project total budget. This represents all changes throughout the project.

The expenditure for information technology installations was absorbed within existing IT budgets as the source of financing.

Painting of lines on the parking lot and Third Avenue was performed by the City rather than the contractor to reduce overall cost. In effect, a transfer of funds was made from capital to operating for this painting on the basis that the Director advised that this cost could be absorbed.

Scoreboard costs previously added in September 2005 were removed to reflect the allocation of costs to fundraising as this equipment provides funding and sponsorship opportunities that exceed the cost of the equipment.

During the course of the project various items were deferred to maintain the budget. These were proposed previously as part of a total \$125,000 additional cost. The

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following items were not previously approved but it is the recommendation of MHPM that the City consider these items for inclusion either now or through other funding sources at a later date as they add value to the existing facility:

Item	Description	Estimated Cost
1	Additional chairs for the MPR	\$12,000
2	Office Furniture	\$5,000

Prior to making the construction progress payment, the City received a letter from the designated project engineer at Spriet Associates recording that work had been performed in "general conformity to the plans and specifications".

As-built drawings representing the actual facility were developed by Norlon Builders and submitted to the City for ongoing reference. Operation and maintenance manuals for the facility were also submitted.

The issue of moisture in the multi-purpose room floor is ongoing. Testing indicates that moisture levels are decreasing but at a slow rate. An alternative is to roughen the floor and apply a topical sealer to allow for installation of the vinyl tile but the estimated cost is approximately \$20,000. The contractor is repeatedly testing the concrete to check moisture levels. Payment for this floor was withheld until the issue is resolved.

MHPM monitored the final progress with site visits and City personnel. Site testing and inspections by technicians and engineers was completed.

1.9 Remaining Priorities

Resolution of any outstanding issues.

Final deficiency correction and review on November 8, 2005.

Final progress payment for November 2005.

Release of holdback funds in November 2005.

Final Report to Council on November 7, 2005.

Receipt of as-built drawings and operation and maintenance manuals.

1.10 Lessons Learned

In an effort to improve delivery of future projects in the City of St. Thomas, the following point is noted as having significant impacts on the St. Thomas-Elgin Community Centre project:

Separate budgets are required for different types of work. The higher risk unit rate work for Third Avenue, the building fill and parking lot areas impacted the remaining funds available for the building when actual quantities were higher than estimated. Building costs were well within the budget allocation but suffered with overruns from the engineered fill and Third Avenue construction.

MHPM Project Managers Inc. would like to thank the City of St. Thomas for the opportunity to assist it in delivering the St. Thomas-Elgin Community Centre project. It is a pleasure to see the City realize its vision of providing such a needed and deserved facility for its citizens.



Corporation of the

City of St. Thomas

Report No.

VV-013-05

File No.

Directed to:

Chairman B. Aarts and Members of the
Community and Social Services Committee

Date

November 7, 2005

Department:

Valleyview

Attachment

Prepared By:

M. Carroll, Valleyview Administrator

Project Report

Subject:

Valleyview Replacement-Monthly Report

Recommendation:

That the Valleyview Replacement report for the month ending August 31st, 2005 be received and filed as information.

Background:

Construction of the replacement facility for Valleyview started in August 2004 with the awarding of the construction contract to D. Grant and Sons, General Contractor. Enclosed is the regular monthly report from cm2r project management Inc. Below is a short summary of some of the items which are contained in the report as well as on-going replacement issues.

Progress Report:

1. Schedule

The Replacement Committee, staff and consultants are working with the contractor to confirm a realistic substantial completion date. When this date is confirmed, staff will be in a position to confirm a final move date for the residents. The Home is still expected to be in a position to move residents in early spring, 2006. Please see section 4 of the report for additional information.

2. Budget

The total project budget is \$17,972,909. As of August 31st expenditures have totaled \$10,509,193. As per the contract \$895,082 has been held back from the contractor until the project is complete. The project is meeting budget projections. Please see section 2 of the report for additional information.

3. Replacement Committee

The Replacement Committee continues to monitor the progress of the project. The last meeting was held on October 24th, 2005. At that meeting the committee approved furniture selection, fabric type and colour, and the placement and style of sign at the main entrance to Valleyview. The committee also monitors budget projections.

4. Project Management/On-site Representation

The project management team assigned by cm2r is constantly monitoring the progress of the project and providing on-site representation, as well as working with staff to monitor the budget. Cm2r staff are also involved in ongoing issues associated with the project.

5. Occupancy Plan

Staff have completed the 1st draft of the occupancy plan for the new facility. The Replacement Committee reviewed the plan at its last meeting and approved the main principles of the plan. Staff are now waiting for Ministry of Health approval. The plan will see all Valleyview residents moved in one day. Breakfast will be held at the old site and supper at the new Valleyview. Registered staff will travel with the residents and our Medical Director will be available on site. All staff will be mobilized and volunteers will be utilized. Entertainment will be provided to guarantee a festive occasion. Families will be encouraged to decorate residents rooms prior to the move and assist on move day. Ministry of Health compliance officers will also be on-site to observe the process.

Respectfully,

M. Carroll
Valleyview Administrator

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other



Corporation of the
City of St. Thomas

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Report No.

VV-014-04

File No.

Directed to:

Chairman B. Aarts and Members of the
Community and Social Services Committee

Date

November 7, 2005

Department:

Valleyview

Attachment

Prepared By:

M. Carroll, Valleyview Administrator

Subject:

Physiotherapy Services, Valleyview

Recommendation:

That the City extend its agreement with Columbia Life Rehabilitation for an additional two years for the provision of Physiotherapy services at Valleyview.

Background

Valleyview contracted with Columbia Life Rehabilitation Inc. to provide physiotherapy services for Valleyview Residents in September, 2004. This was an enhancement to our services and greatly assisted our residents with their therapy needs. Our own activation staff continue to provide their excellent services to our residents.

Physiotherapy Services:

The program is structured as follows. A licensed physiotherapist visits Valleyview 2-3 times per week to evaluate new residents, review current residents' progress and adjust as appropriate. In addition, a kinesiologist will be on-site 40 hours per week. She/He will provide the therapies to the residents under the direction of the Physiotherapist. Their treatment will be coordinated with our own treatment programs to ensure that residents are receiving the maximum benefit.

This program is fully funded by OHIP, schedule five. There is no cost to the City. Valleyview is very fortunate to have acquired this program, as it is only available to a certain percentage of long term care residents in the province. The Ministry of Health is reviewing this program to make it more equitable for all long term care Homes. This agreement will be subject to any changes the Ministry directs.

A by-law appears on this evening's agenda authorizing an extension of this agreement between the City and Columbia Life Rehabilitation Inc.

Respectfully,

M. Carroll
Valleyview Administrator

Reviewed By: _____

Treasury	Env Services	Planning	City Clerk	Human Resources	Other
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Corporation of the

City of St. Thomas

Report No.

CC-45-05

File No.

Directed to:

Chairman T. Shackelton and Members of
Committee of the Whole (Protective Services and
Transportation)

Date

October 19th, 2005

Department:

City Clerk's

Attachment

Prepared By:

Dale Arndt, Airport Superintendent

Subject:

Airport Use Quarterly Report - July 1st to September 30th, 2005

Recommendation:

THAT: The Airport Use Quarterly Report for July 1st to September 30th, 2005 be received and filed for information.

2nd Quarter Review:

Corporate traffic was down 10 % compared to the same quarter in 2004. Traffic is up 35 % compared to the second quarter of 2005. Third quarter Corp. use is up 12 % over prior 3 Years.

Aviation (100LL) fuel sales were up 5 % over the same quarter in 2004. Sales were up 64 % compared to the second quarter of 2005.

Jet A sales were down 40 % over the same quarter in 2004. Jet A sales are up 53 % compared to the second quarter of 2005.

Relative to sales in Jet A compared to yearly three quarter point the airport is down 23 % for 2005 compared to 2004.

Corporate Flights

	<u>1st Quarter</u>	<u>2nd Quarter</u>	<u>3rd Quarter</u>	<u>4th Quarter</u>	<u>TOTAL</u>
2005	32	52	75		159
2004	20	42	83	24	169
2003	26	38	79	25	168
2002	21	51	60	25	157
2001	53	40	34	19	146
2000	61	81	69	40	251
1999	50	76	85	52	263
1998	54	83	81	78	296
1997	35	51	48	32	166
1996	32	34	32	39	137
1995	22	27	46	29	124
1994	24	27	29	33	113

Aviation Fuel Sales (in litres)

	<u>1st Quarter</u>		<u>2nd Quarter</u>		<u>3rd Quarter</u>		<u>4th Quarter</u>	<u>TOTAL</u>
2005	16,360	+	45,641	+	77,266	=	139,267	est.180,000 budget
2004	17,500		41,515		73,770		18,465	151,250
2003	20,970		57,946		65,321		26,061	170,298
2002	21,908		55,166		94,137		25,118	196,329
2001	27,080		68,387		54,337		46,241	196,045
2000	24,040		61,778		57,238		35,883	178,939
1999	31,399		65,391		68,876		40,827	206,493
1998	21,688		69,292		66,431		51,088	208,499
1997	17,213		52,160		63,204		33,290	165,867
1996	10,442		50,099		55,963		27,571	144,075
1995	23,254		53,389		45,418		13,069	135,130
1994	28,352		55,671		56,086		37,770	177,879

Turbo Fuel Sales (in litres)

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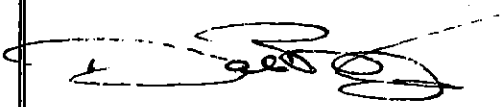
	<u>1st Quarter</u>		<u>2nd Quarter</u>		<u>3rd Quarter</u>		<u>4th Quarter</u>		<u>TOTAL</u>
2005	6,680	+	7,797	+	17,134	=	31,611	est.	35,000 budget
2004	4,200		8,652		28,360		13,493		54,705
2003	5,912		7,359		17,356		16,823		37,450
2002	3,072		7,351		15,122		15,982		41,527
2001	5,846		7,069		5,437		16,825		35,177
2000	22,374		13,333		15,230		21,104		72,041
1999	12,341		10,498		34,459		12,679		69,977
1998	8,484		15,692		22,575		12,151		58,902
1997	8,595		10,696		13,251		12,096		44,638
1996	3,019		13,295		13,940		2,925		33,179
1995	3,659		7,781		18,033		4,765		34,238
1994	5,656		4,998		8,120		2,447		21,221
1993	5,400		15,352		21,533		5,935		48,220
1992	3,998		1,486		1,867		8,795		16,146
1991	6,459		3,201		5,239		13,196		28,095
1990	14,364		15,110		20,912		11,874		62,260

3rd Quarter Results 2005 have been strong however a slow 1st and 2nd quarter compounded by a substantial reduction of aerial application business locally and other parts of Canada has affected AV fuel sales.

Budgeted Sales of 10011 is 180,000 actual gross of approx 160,000 Budgeted Sales of turbo fuel is 35,000 annual sales approx 40,000.

The airport gross sales of fuel will be down approx 15,000 litres.

Respectfully submitted,



Dale Arndt,
Airport Superintendent

Reviewed By: Treasury Env Services Planning City Clerk Comm Services Other





Corporation of the

City of St. Thomas

-85-

Report No.

ES97-05

File No.

Directed to:

Alderman Terry Shackelton, Chair and Members of the Protective Services and Transportation Committee

Date

November 7, 2005

Department:

Environmental Services Department

Attachment

Prepared By:

Dave White, Supervisor of Roads & Transportation

Subject:

Santa Claus Parade – 2005

RECOMMENDATIONS

It is recommended that:

1. The route for the Santa Claus Parade be from the First Avenue staging area, west on Talbot Street, south on William Street to Centre Street; and,
2. The following road sections be closed by Roads Maintenance staff on November 19, 2005 during the times indicated;
 - First Avenue closed from Talbot Street to Redan Street (from 3:00 p.m. to 7:30 p.m.)
 - Talbot Street closed from First Avenue to William Street (from 5:30 p.m. to 8:30 p.m.)
 - William Street closed from Talbot Street to Centre Street (from 5:30 p.m. to 8:30 p.m.); and,
3. Access for emergency vehicles be maintained at all times through the closures; and,
4. That parking be restricted on both sides of the roadway along the parade route between 5:00 p.m. and 8:30 p.m.; and,
5. Concerns of staff be addressed by the Santa Claus parade organizing committee.

BACKGROUND

Mr. David Kuchma, Chairperson – Optimist Santa Claus Parade Committee submitted a request to the Special Events Committee on August 8, 2005. The parade has the approval of the Special Events Committee.

ANALYSIS

The route will run as it did in 2004, from a staging area on First Avenue between Redan Street and Talbot Street. The route will run from that point west along Talbot Street to William Street, south on William Street to Centre Street.

PREVIOUS (2004) STAFF CONCERNS

While no further concerns were expressed with respect to the 2005 application, listed below are the concerns that were listed within the 2004 report;

- Emergency access be provided if required
- In general a good idea to bring the parade back to Talbot Street from a policing perspective, however a straight route is preferred, i.e., First Avenue to William Street.
- The fewer the number of turns the better it will be from a pedestrian safety standpoint.
- Provide adequate volunteers to man the barricades for emergency vehicles
- Detour signing and erection of barricades for the road closure of Talbot Street including side streets will be done by the City's Operations Department
- The Santa Claus Parade Committee volunteers are to remove the barricades from the road closure areas when the event concludes and are to stack them neatly at the side of the road.
- The City of St. Thomas Operations Department will pick up the barricades during normal hours of work on the following Monday
- The City of St. Thomas Operations Department will remove the detour signs during normal hours of work on the following Monday
- City transit buses will be routed around the road closure areas to provide as near a normal service as possible. Only three round trips will be affected.
- Additional barricades are to be provided at turning points to keep spectators back from the parade participants.

ALTERNATIVES

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1. Decline the requests of the Santa Claus Parade Committee.

FINANCIAL CONSIDERATIONS

1. The cost of erecting the detour routes and barricades for the road closure is included the Environmental Services Operating Budget (Roads and Transportation) for special events

Respectfully submitted


Dave White, Supervisor of Roads and Transportation
Environmental Services

Reviewed By:

Treasury


Env Services

Planning

City Clerk

HR

Other

POST OFFICE AND PLANT CLOSURES

WHEREAS Canada Post is reviewing its entire postal network and has announced plans to close a mail sorting plant in Quebec City as the very first step in its review.

WHEREAS the government appears to support Canada Post's plan to close the plant in Quebec City, beginning in December 2005, which would eliminate 302 jobs.

WHEREAS the government is allowing Canada Post to close rural post offices in spite of a moratorium on post office closures in rural and small towns.

WHEREAS our public postal network connects communities throughout this vast land, helping us to overcome differences and distances.

WHEREAS our public postal network plays a key role in our social and economic life by providing jobs and the infrastructure that healthy communities need to thrive and businesses need to grow.

BE IT RESOLVED THAT (NAME OF MUNICIPALITY) write to John McCallum, the Minister Responsible for Canada Post and request that the federal government instruct Canada Post:

1. to stop the closure of the mail sorting plant in Quebec City and proposed closures in other locations.
2. to consult with the public, postal unions and other major stakeholders to develop a uniform and democratic process for making changes to the Canada Post's network.
3. to maintain, expand and improve our public postal network.

MAILING INFORMATION

Please send your letter and resolution to: John McCallum, Minister Responsible for Canada Post, Connaught Building, 7th Floor South, 555 MacKenzie Avenue, Ottawa, Ontario, K1A 0L5

Please send copies of your letter and resolution to:

1. Deborah Bourque, President, Canadian Union of Postal Workers, 377 Bank Street, Ottawa, Ontario, K2P 1Y3
2. Your member of Parliament. You can get your MP's name, phone number and address by calling 1-800 463-6868 (at no charge).
3. Moya Greene, President of Canada Post, 2701 Riverside Drive, Ottawa, Ontario, K1A 0B1

FOR FURTHER INFORMATION

Contact George Floresco, 3rd National Vice-President, Canadian Union of Postal Workers, 377 Bank Street, Ottawa, Ontario, K2P 1Y3, (613) 263-7230 (extension 7900)

HOUSE OF COMMONS OF CANADA

CHAMBRE DES COMMUNES DU CANADA

BILL C-391

PROJET DE LOI C-391

An Act to recognize and protect Canada's
hunting and fishing heritage

Loi reconnaissant et protégeant le patrimoine
canadien en matière de chasse et de pêche

Preamble

WHEREAS legislation governing inland
fisheries is within the jurisdiction of the federal
government;

WHEREAS aboriginal people have long relied
on hunting and fishing to satisfy their food
needs, and have certain rights to hunt and fish
that are protected by the Constitution of
Canada;

WHEREAS non-aboriginal settlers and
pioneers in Canada also depended on hunting 10
and fishing for food;

WHEREAS hunting and fishing are part of
Canada's national heritage;

WHEREAS millions of Canadians participate
in and enjoy hunting and fishing; 15

AND WHEREAS hunting and fishing
contribute significantly to the national
economy;

NOW, THEREFORE, Her Majesty, by and with
the advice and consent of the Senate and 20
House of Commons of Canada, enacts as
follows:

Short title

1. This Act may be cited as the *Heritage
Hunting and Fishing Protection Act*.

Declaration

2. (1) It is declared that there exists and shall 25
continue to exist in Canada the right to fish,
subject only to any reasonable limits as may be
established by law.

Protection of
right

(2) No law of Canada shall be construed or
applied so as to deprive a person of the right
declared in subsection (1).

Negotiations
with provinces

3. The Minister of Canadian Heritage shall
enter into discussions with the provinces with a
view to securing on behalf of all Canadians
their continued right to hunt, subject only to
any reasonable limits as may be established by
law.

Attendu :

que les lois régissant la pêche intérieure
relèvent de la compétence du gouvernement
fédéral;

que les peuples autochtones ont recours 5
depuis longtemps à la chasse et à la pêche
pour satisfaire leurs besoins alimentaires et
qu'ils possèdent certains droits de chasse et
de pêche protégés par la Constitution du
Canada; 10

que les colons et pionniers non autochtones
du Canada dépendaient également de la
chasse et de la pêche pour se nourrir;

que la chasse et la pêche font partie du
patrimoine national du Canada; 15

que des millions de Canadiens s'adonnent à
la chasse et à la pêche avec agrément;

que la chasse et la pêche apportent une
contribution appréciable à l'économie
canadienne, 20

Sa Majesté, sur l'avis et avec le consentement
du Sénat et de la Chambre des communes du
Canada, édicte :

Préambule

Titre abrégé

1. Titre abrégé : *Loi sur la protection de la
chasse et la pêche patrimoniales*. 25

Déclaration

2. (1) Il est déclaré que le droit de pêcher
existe et continuera d'exister au Canada, sous
réserve seulement des limites raisonnables
établies par la loi.

Protection du
droit de pêche

(2) Aucune loi du Canada ne peut avoir pour
effet de priver une personne du droit visé au
paragraphe (1).

Négociation
avec les
provinces

3. Le ministre du Patrimoine canadien doit
engager des discussions avec les provinces en
vue d'assurer à tous les Canadiens le maintien
de leur droit de chasse, sous réserve seulement
des limites raisonnables établies par la loi. 5