

AGENDA

THE THIRTY-NINTH 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 OCTOBER 3RD, 2005

ROUTINE PROCEEDINGS AND GENERAL ORDERS OF THE DAY

OPENING PRAYER

DISCLOSURES OF INTEREST

MINUTES

DEPUTATIONS

COMMITTEE OF THE WHOLE

REPORTS OF COMMITTEES

PETITIONS AND COMMUNICATIONS

UNFINISHED BUSINESS

NEW BUSINESS

BY-LAWS

PUBLIC NOTICE

NOTICES OF MOTION

ADJOURNMENT

CLOSING PRAYER

THE LORD'S PRAYER

Alderman H. Chapman

DISCLOSURES OF INTEREST

MINUTES

Confirmation of the minutes of the meetings held on September 19th and 26th, 2005.

DEPUTATIONS

COMMITTEE OF THE WHOLE

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

PLANNING AND DEVELOPMENT COMMITTEE - Chairman H. Chapman

UNFINISHED BUSINESS

NEW BUSINESS

Zoning By-Law Amendment - Remove Holding Zone Symbol - Block 63, Plan 11M-125,
Blocks 35, 37 & 38, Plan 11M-146, Part of Block 32, Plan 11M-110 - Springwater
Developments

CIP - Grant Allocation under the Façade Improvement Program

Report CC-36-05 of the Development Officer. Pages 7 & 8

Municipality of Central Elgin - Proposed Zoning By-Law Amendment - 7057 Centennial Road

Notice of a public meeting concerning a proposed zoning by-law amendment has been received from the Municipality of Central Elgin to implement site-specific regulations to restrict the existing barn from being used for the keeping of livestock, and to establish minimum lot area and frontage for the subject lands at 7057 Centennial Road.

BUSINESS CONCLUDED**ENVIRONMENTAL SERVICES COMMITTEE** - Chairman M. Turvey**UNFINISHED BUSINESS****NEW BUSINESS****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**Early Learning Centre - Grant Request

A letter has been received from Paula Van Velzer, Assistant Director, Early Learning Centre, requesting a grant of \$117.70 for a pavilion rental fee at Pinafore Park for its annual family barbeque held on August 25th, 2005.

BUSINESS CONCLUDED**COMMUNITY AND SOCIAL SERVICES COMMITTEE** - Chairman B. Aarts**UNFINISHED BUSINESS**Douglas J. Tarry Sports Complex and Burwell Park**NEW BUSINESS**

Monthly Report St. Thomas-Elgin Community Centre Complex/Twin Pad Arena
to be forwarded when available

BUSINESS CONCLUDED**PROTECTIVE SERVICES AND TRANSPORTATION COMMITTEE** - Chairman T. Shackelton**UNFINISHED BUSINESS**

Request for Traffic Control - Fairview Avenue north of Southdale Line - Speed Limit/Safety Zone

Report ES87-05 of the Supervisor of Roads & Transportation. Pages 9 to 17

NEW BUSINESS

Pit Bull Redemption/Adoption Policy

Report CC 38-05 of the Deputy City Clerk. Pages 18 to 20

Noise Level - Fairview Avenue

A letter has been received from Karen Humphrey, 95 Fairview Avenue, regarding the noise level of traffic along Fairview Avenue near the former Mary Bucke School. Page 21

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

COUNCIL

Council will reconvene into regular session.

REPORT OF COMMITTEE OF THE WHOLE

Planning and Development Committee - Chairman H. Chapman

Environmental Services Committee - Chairman M. Turvey

Personnel and Labour Relations Committee - Chairman D. Warden

Finance and Administration Committee - Chairman C. Barwick

Community and Social Services Committee - Chairman B. Aarts

Protective Services and Transportation Committee - Chairman T. Shackelton

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

REPORTS OF COMMITTEES

PETITIONS AND COMMUNICATONS

Foster Family Week - October 16 - 22, 2005 - Proclamation and Flag Raising

A letter has been received from Debbie Dawdy, Foster Home Recruiter, Family & Children's Services of St. Thomas/Elgin, requesting that Council proclaim the week of October 16th to 22nd, 2005 as "Foster Family Week" in the City of St. Thomas and that their flag be flown at City Hall.

Tag Day - 741 Air Cadet Squadron

A letter has been received from G. Shaw, Captain, 741 Air Cadet Squadron, requesting a Tag Day on April 7th, 2006, evening only and April 8th, 2006 from 9:00 a.m. to 6:00 p.m.

UNFINISHED BUSINESS

NEW BUSINESS

BY-LAWS

First, Second and Third Reading

1. A by-law to confirm the proceedings of the Council meeting held on the 3rd day of October, 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 Jan Van Der Veen. (384-390 Talbot Street -\$5,000 grant - Community Improvement Plan)
3. A by-law to authorize the Mayor and Clerk to execute and affix the Seal of the Corporation to certain agreements between the Corporation of the City of St. Thomas and: Dream Weavers Day Care Inc. OA Wee Watch; 1253637 Ontario Inc. operating as Robin's Nest Early Childhood Education Centre; YMCA of London operating as Cornerview Child Care Centre; Forest Ave. Child Care Centre Inc.; Family YMCA of St. Thomas Elgin; Young Women's Christian Association of St. Thomas-Elgin; Dutton Co-operative Child Care Centre Inc.; St. Thomas Co-operative Nursery Inc.; Tiny Tots Co-operative Nursery School of Alborough Inc.; Port Burwell Community Child Care Centre Inc.; Tillsonburg Children's Centre; St. Thomas Psychiatric Hospital Early Learning Centre. (Purchase of Service Agreements - Child Care Operators)

PUBLIC NOTICE

Zoning By-Law Amendment - Pet Grooming Shop as Additional Permitted Use - 17 Manitoba Street - Howlett/Bishop

On September 6th, 2005 Council was advised that the original date for a public meeting regarding the above Zoning By-Law Amendment was postponed.

The revised date for a public meeting will be November 7th, 2005 at 6:45 p.m. A revised notice of the public meeting will be advertised in the St. Thomas Times Journal on October 15th, 2005.

NOTICES OF MOTION

CLOSED SESSION

A resolution to close the meeting will be presented to deal with labour relations matters.

OPEN SESSION

ADJOURNMENT

CLOSING PRAYER



The Corporation of the
City of St. Thomas

Report No.: PD-37-2005

File No.: 34T-04508

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

Date: September 27th, 2005

Subject: Application by Springwater Developments for an Amendment to Zoning Bylaw 50-88, to remove the Holding Zone symbol from Block 63, Registered Plan 11M-125, Blocks 35, 37 & 38 Registered Plan 11M-146 and Part of Block 32, Registered Plan 11M-110, City of St. Thomas.

Department: Planning Department
Prepared By: P J C Keenan – Planning Director

Attachments: None

RECOMMENDATION:

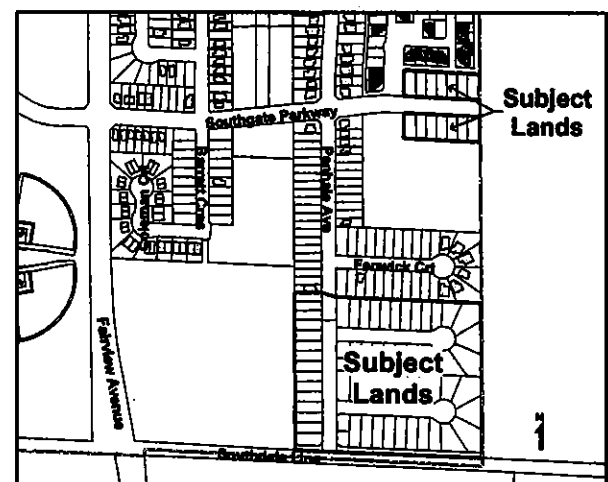
That the application by Springwater Developments for an amendment to the City of St. Thomas Zoning By-law 50-88 to remove the holding symbol from Block 63, Registered Plan 11M-125, Blocks 35, 37 & 38 Registered Plan 11M-146 and Part of Block 32, Registered Plan 11M-110, City of St. Thomas, County of 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:

Springwater Developments has applied to have the holding zone symbol removed from Zoning By-law 50-88 for a draft Plan of Subdivision within Block 4 Development Area - Subdivision File No. 34T-04508. The draft approved plan encompasses 6.18 hectares of land and is located east of Fairview Avenue, and south of Southgate Parkway. Within this parcel, Penhale Avenue will be extended southerly to intersect with Southdale Line and two new cul-de-sacs are proposed. The subject property is legally described as Block 63, Registered Plan 11M-125, Blocks 35, 37 & 38 Registered Plan 11M-146 and Part of Block 32, Registered Plan 11M-110 (see Location Plan).

The draft Plan of Subdivision was draft approved with conditions on March 21st, 2005.

Location Plan:



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 and to a special holding requirement set out in By-law Amendment 23-99. 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.

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,

P.J. C. Keenan
Director of Planning

Reviewed By: Treasury Env Services Planning City Clerk HR Other



Corporation of the
City of St. Thomas

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Report No.

CC-36-05

File No.

N/A

Directed to: Chairman Heather Chapman and Members of the Planning Committee of Council

Date
September 21, 2005

Department: City Clerk Department

Attachments

Prepared By: Aleksandra Pajak, Development Officer

N/A

Subject: **Community Improvement Plan: Grant Allocation under the Facade Improvement Program.**

RECOMMENDATION:

1. That Report No. CC-36-05 be received by Council as information and further that the following be approved:
 - ☐ That Council enters into a Grant Acknowledgement and Agreement Form for the CIP project relating to Application 2004-014: 390 Talbot Street.

REPORT

The following report provides information on CIP Application No. **2004-014: 390 Talbot Street**, which has successfully completed a facade project and is now ready for the advancement of grant funds.

2004-014: 390 TALBOT- FACADE GRANT ALLOCATION

APPLICATION BACKGROUND

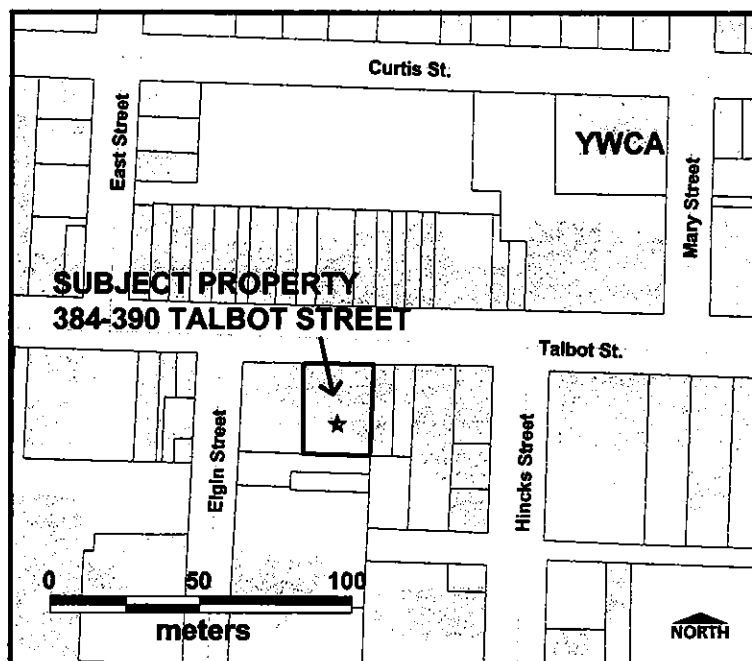
The application for this heritage-designated property was submitted to the Planning Department on January 7th, 2004 for improvements to the building facade. The application was given initial approval to submit Facade Plans before June 25th, 2004 under the Facade Improvement Program. The Urban Design Committee recommended the Facade Plans on June 25th, 2004 for final approval. The project was successfully completed prior to the June 2005 deadline.

SCOPE OF WORK

The following work has been completed under façade application No. **2004-014: 390 Talbot Street**

- Front Facade: replaced windows, removed post 1899 cladding, re-pointed brick, repaired stonework, painted top story trim.
- Rear Facade: replaced windows, re-pointed brick and painted top story trim.

Key Map #2



SUMMARY OF GRANT FUNDING

Funding for the grant is to be provided from Account No. 11-1-01-9-0311-7095 under the Façade Improvement Program. The grant amount is 50% of the construction cost to a maximum grant of \$7,500/application. Where improvements are also being made to a rear or side facade, the maximum grant amount is \$10,000/application.

The grant amount for this application is based on the total Construction Cost and funds remaining in the 2003 Facade Project budget. The grant allocation is as follows:

Grant Allocation

Total Construction Cost:	\$16,548.50
Eligible 50% of Construction Cost:	\$ 8,274.25
Amount Remaining in 2003 Facade Budget:	\$ 5,000.00

Total Grant Allocation: **\$5,000.00**

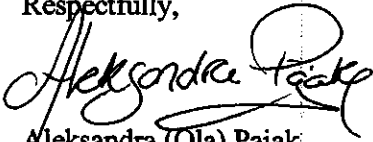
GRANT AGREEMENT

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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 October 3rd, 2005 Council Agenda for approval by Council.

Respectfully,

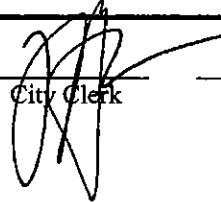

Aleksandra (Ola) Pajak
Development Officer

Reviewed By:

Treasury

Env Services

Planning


City Clerk

HR

Other



Corporation of the

City of St. Thomas

Report No.

ES87-05

File No.

05-014-00

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

Date

October 3, 2005

Department: Environmental Services Department

Attachment

Prepared By: Dave White, Supervisor of Roads & Transportation

1. Letter from Faith Church
2. Report ES31-05
3. Report PW97-99

Subject: **UNFINISHED BUSINESS**
Requests for Traffic Control – Fairview Avenue north of Southdale Line

RECOMMENDATION

It is recommended that:

1. That the traffic control along Fairview Avenue, north of Southdale Line remain unchanged at this time.
2. Additional Community Safety Zones not be implemented in the City of St-Thomas until the effectiveness of the program is reviewed; and,
3. The Environmental Services Department and the City of St-Thomas Police Service review the effectiveness of the Ontario Community Safety Zone program, and consider all options for The City of St-Thomas by making a joint recommendation to Council.

Report:

Origin

At its regular meeting on July 18 2005, Council directed the Environmental Services Department review the traffic control measures for Fairview Avenue north of Southdale Line mentioned in a letter from Dr. W. E. Coleman (Faith Church 345 Fairview Avenue).

- Reduce the posted speed limit.
- Create a Community Safety Zone.
- Install traffic signals at Fairview Avenue and Southdale Line.

Analysis

Fairview Avenue between Southdale Line and Airey Avenue is an arterial roadway with a rural two lane cross section. The posted speed limit is 60 km/h from Southdale Line to Bill Martyn Parkway/Southgate Parkway and (as of April 2005) is 50 km/h north of Bill Martyn Parkway/Southgate Parkway. There is an average of approximately 8,000 vehicles a day that use the road section which is well under the design capacity of 18,000 vehicles per day for a two lane road section.

When considering these traffic control requests, it is important to consider the status of Capital improvements on this road section, which is detailed as follows:

- There are no roadway widening/improvements scheduled for Fairview Avenue from Southdale Line to Axford Parkway at this time.
- Roadway widening/improvements are scheduled for Fairview Avenue from Axford Parkway north to Elm Street included in the 2006 – 2012 Capital needs forecast and identified for the year 2011 subject to annual approvals of Council.
- After a review/analysis of the required information collected in 2005 at the intersections of Fairview Avenue/Southdale Line & Fairview Avenue/Bill Martyn Parkway - Southgate Parkway, there is no additional traffic control justified for the road section at this time. Any traffic signal installation will be recommended to Council once the corresponding intersection (within the road section) reaches the required technical justifications. Traffic signal installation at the Fairview Avenue/Bill Martyn Parkway – Southgate Parkway intersection will be DC funded once warrants for their installation are met. A traffic signal at Fairview Avenue/Southdale Line may be required at a later date through a development agreement based on forecasted impacts.

Also, consideration should be given to other related requests and historical Council direction on this road section and in the City of St. Thomas. -10-

- Report ES31-05 (attached) reviewed the speed limit on the road section and only recommended a speed reduction north of Bill Martyn Parkway/Southgate parkway. Using the information collected and reported in ES31-05, there would be no further speed limit change recommended for this road section at this time.
- Report ES31-05 also dealt with the request for a Community Safety Zone, and commented that input would be required from St. Thomas Police Service.
- Report PW97-99 was the original report authored by the Traffic Coordinator that recommended the installation of (10) Community Safety Zones based on the criteria mentioned in the report and Fairview Avenue was not recommended at that time. As the City has evolved somewhat since 1998, and other Ontario Municipalities and Police forces have monitored and reported the effectiveness of their programs, it is recommended that a complete review the effectiveness of Community Safety Zones be completed prior to implementing other locations that may not otherwise fit the original criteria.

Staff from both the Environmental Services Department and the St. Thomas Police Service has had some preliminary discussions with respect to common traffic safety initiatives and the Community Safety Zones in particular. The St. Thomas Police Service concurs with the recommendations of this report.

Alternatives

None at this time.

Financial Considerations:

None.

Respectfully submitted



for Dave White, Supervisor of Roads and Transportation
Environmental Services

Reviewed By:

Treasury

 Env Services

Planning

City Clerk

HR

Other



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A Church For Our Community

345 Fairview Avenue, St. Thomas, Ontario N5R 6M7 519-633-0976 fax 519-633-6848
e-mail: office@path2faith.com web site: www.path2faith.com

City of St. Thomas
Mr. Wendall Graves
545 Talbot Street
St. Thomas, Ontario

July 3rd, 2005

SENT BY FAX (633-9019) & REGULAR MAIL

Dear Mr. Graves,

RE: Request for Review of Safety Concerns for Fairview Avenue

Thank you for your assistance in guiding us towards the right parties in assessing our new location and the impact of traffic safety on our church and school.

As of June 26th, 2005, we began church services with over 300 cars entering and exiting from our Fairview Avenue entrance. When summer is over we expect that number to increase. Beginning in September, 2005, our private school, Faith Academy, will begin its operation with approximately 150 students plus staff. We believe that some of our students will walk to school and will be crossing Fairview Avenue at various points between Southdale Line and points north.

With these considerations, I would request the City review the various options for improving safety for our congregation and student body, in particular the following potential items:

- Posted speed limits reduced - *STUDY*
- Designation as a Community Safety Zone with requisite signage
- Traffic light at Southdale and Fairview Avenue

For your information we are proceeding with the approved Master Plan to assist in this process by installing additional parking and one of the Southdale Line entrances. Thank you for your consideration of these matters. If I can be of further assistance, please advise.

Sincerely,

Dr. W. E. (Bill) Coleman
Senior Pastor



Corporation of the

City of St. Thomas

6339028

from: [unclear] [unclear] [unclear]
Cflen at discussed

Report No.

ES31-05

File No.

Directed to:

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

Date

April 4, 2005

Department:

Environmental Services

Attachment
Report 97-98 Community
Safety Zones
Letter from resident
Location Map

Prepared By:

Mark Sture, Supervisor of Roads and Transportation

Subject:

Community Safety Zone - Fairview Avenue, south of Axford Parkway

Recommendation:

Staff recommend that:

1. The Thames Valley School Board be encouraged to relocate their school bus pick-up/drop-off location to better suit the demands;
2. The posted speed limit be reduced from 60 km/h to 50 km/h on Fairview Avenue between Bill Martyn Parkway/Southgate Parkway and Leger Avenue.
3. That input be received by the City Police Service in respect to the need for a Community Safety Zone on Fairview Avenue between Southdale Line and Airey Avenue;

Origin

- Request by Ms. Chris Bennett of 79 Hagerman Crescent for the reduction of the speed along Fairview Avenue and the establishment of a Community Safety Zone, south of Leger Avenue.
- On March 7, 2005, City Council requested Staff to review the potential for the implementation of a Community Safety Zone and a reduction in the posted speed on Fairview Avenue north of Southdale Line to the existing 50 km/h zone at Leger Avenue. Staff has subsequently received a letter from an area resident requesting a signalised pedestrian crossing at or near the intersection of Fairview Avenue and Airey Avenue.

Analysis

In mid winter, Staff was contacted by an resident of the Faith Subdivision who verbally expressed concern at having to walk on the shoulder to a school bus pick up location on Fairview Avenue. In the resident's claim a number of vehicles were reported to use the unpaved shoulder to pass vehicles waiting to turn at Airey Avenue. The resident also provided this information to the Mayor's office.

Fairview Avenue between Southdale Line and Airey Avenue is a major arterial roadway with a basic two lane cross section. The posted speed limit of 60 km/h runs from Southdale Line to Leger Avenue and 50 km/h north of Leger Avenue. Left and right turn lanes are provided at the intersection with Bill Martyn Parkway/Southgate Parkway and a right turn lane exists for St. Joseph's High School. The west side of the roadway, north of Bill Martyn Parkway, has an urban cross-section (curb, gutter and sidewalk) while the east side has a rural cross-section (unpaved shoulders and open ditches). The east side of the roadway will need to be re-constructed in the future, however, there is no time frame on this reconstruction. Any future road widening work would need to be warranted by a future Transportation Plan update and be included in the City's Development Charges By-law.

The Thames Valley School Board has a bus pick-up/drop-off located on the east side of Fairview Avenue near Raven Avenue. The city provides a school crossing guard on Fairview Avenue opposite the walkway to Vanier Place.

Community Safety Zones

In 1998 the Highway Traffic Act was amended to allow the creation of Community Safety Zones (CSZ's). The legislation allows for the doubling of fines levied against motorists that are caught disregarding traffic rules as identified by the Highway Traffic Act and City by-laws, when Community Safety Zones are established by Council and posted with appropriate signs.

City Staff previously presented a report PW97-98 to Council on CSZ's and their application in the City (copy attached). Community Safety Zones were identified through consultation with St. Thomas Police. At that time, a number of CSZ's were established; all of them are in front of, or adjacent to elementary schools.

There are no specific criteria established in the Highway Traffic Act for the placement of CSZ's. However, it was anticipated that they would be used in "community" areas where there could be high conflict between pedestrians and motor vehicles.

At the time of writing this report, input by the City's Police Service had not been received. It is important that such input be received as part of the evaluation of the need for the establishment of a new Community Safety Zone in accordance with City policy.

Speed Limit

When establishing a speed limit, the prevailing vehicle speed is an important factor. If speed zoning is to be effective, speed limits must be generally consistent with the speeds that motorists believe to be safe and reasonable.

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Spot speed studies should be conducted to determine average, median, and 85th percentile speed. The criteria most generally used to determine the specific maximum speed limit from speed studies is the 85th percentile speed. The 85th percentile speed is the speed at which 85% of motorists are travelling at or under. Another criteria that is used in selecting a proper speed limit is the 15 km/h pace (the 15 km/h range in speeds with the highest number of observations), since the numerical limit should not be set at a value below the lower limit of the pace.

As noted above, the current speed limit of Fairview Avenue between Southdale Line and Airey Avenue is 60 km/h and is posted. Staff conducted a speed study on Fairview Avenue at Bill Martyn Parkway on March 18, 2005 at 2:00 p.m. The speed of vehicles passing the survey site was recorded utilizing radar detection. The highest speed recorded was 76 km/h and the lowest speed was 50 km/h with an average travel speed of 60 km/h. The 85th percentile speed was recorded as 65 km/h.

Posting a speed zone below the 85th percentile speed does not necessarily result in compliance to the new limit, rather in most cases it generally results in greater non-compliance, unless there is frequent and consistent enforcement. Based on an 85th percentile speed, if no environmental, physical, or other factors were considered, an appropriate speed limit for this area would be 60 km/h. However, given that the roadway is within the municipal boundaries and that the roadway approaches a residential area, extending the existing posted speed zone of 50 km/h from Leger Avenue to Bill Martyn Parkway would be appropriate.

School Bus Stop

Staff discussed the location of the school bus stop on Fairview Avenue, near Raven Avenue. The school bus currently travels from Axford Parkway, turning north on Fairview Avenue. Close to Raven Avenue is considered to be the most appropriate location for a school bus stop. The school board discourages situations where children are required to cross an arterial roadway to catch a school bus. For the 2005/2006 school year, the Thames Valley District School Board will be reviewing their routes to determine if there is another way to serve the Faith subdivision area.

Sidewalk

As noted above, the sidewalk on Fairview Avenue is on the west side of the roadway from Bill Martyn Parkway northwards. At this time there is no sidewalk on the east side of the roadway. The east side sidewalk, curb and boulevard will be constructed in the future as part of a future road reconstruction/widening project. Until the sidewalk is constructed, pedestrians that chose to not cross the roadway are required to walk on an unpaved shoulder.

Signalised Pedestrian Crossing

A request has been received to construct and install a signalised pedestrian crossing, similar to the one on Elm Street near Pinafore Park, at or near the intersection of Fairview Avenue and Airey Avenue. There is currently a supervised school crossing on Fairview Avenue opposite the walkway to Vanier Place.

Prior to consideration of a signalised pedestrian crossing, pedestrian and motor vehicle traffic counts should be performed at all intersections on Fairview Avenue between Bill Martyn Parkway and Airey Avenue to determine if any location meets the provincially recommended warrants for the installation of such a protected crossing. To date, traffic counts have only been completed for Fairview Avenue and Bill Martyn Parkway/Southgate Parkway, and traffic signals have been planned at this location for installation in the near future. Notwithstanding the lack of traffic data and warrant analysis, the estimated cost to install a signalised pedestrian crossing is \$30,000. This has not been included in the 2005 Capital Budget, and therefore no funds have been identified for this project.

Respectfully,



For Mark Sture, Supervisor, Roads and Transportation
Environmental Services

Reviewed By:

Treasury

Env Services

Planning

City Clerk

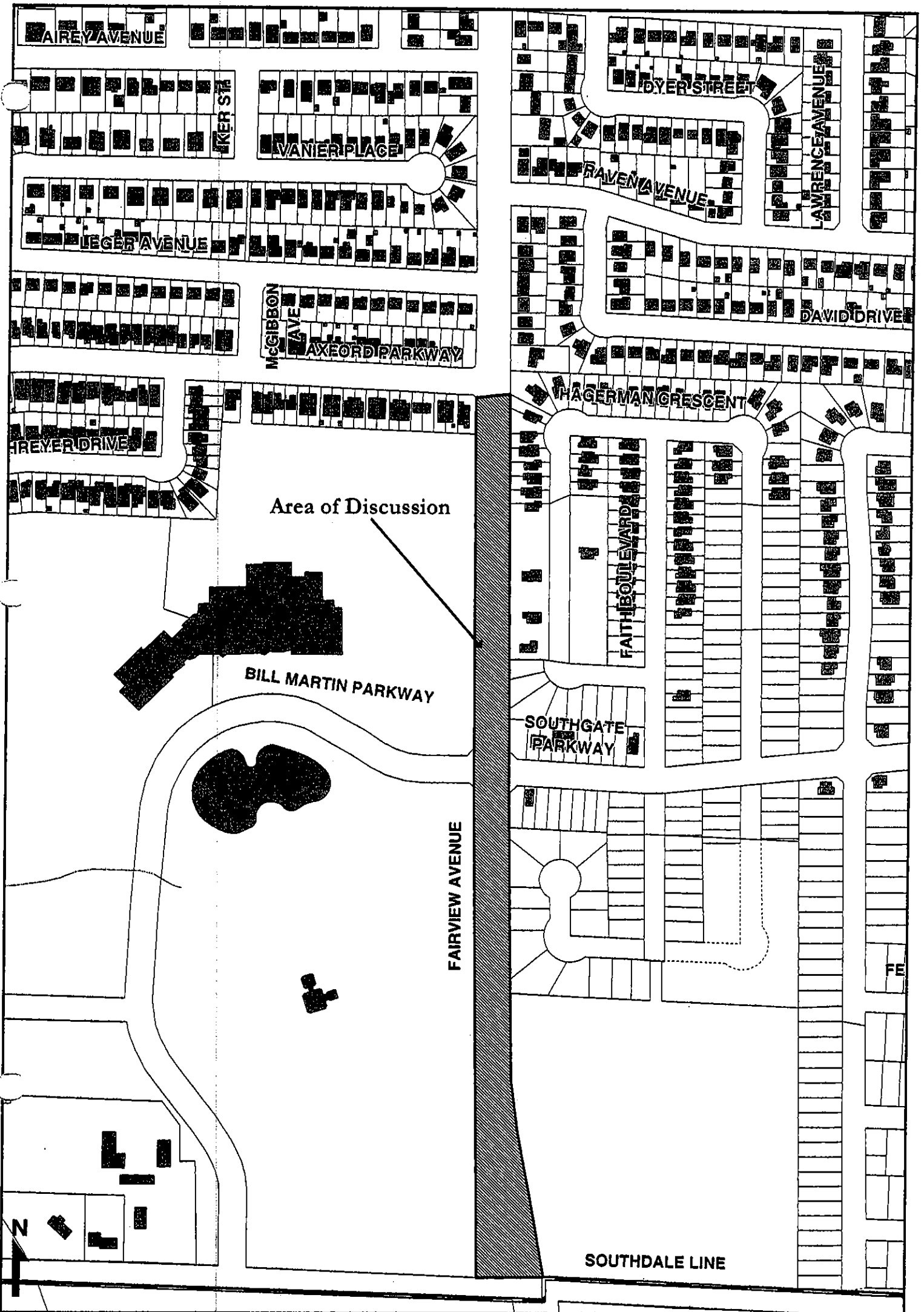
HR

Other

CITY OF ST. THOMAS
PROPOSED COMMUNITY SAFETY ZONE
Fairview Avenue - South of Axford Parkway

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April 5, 2005





The Corporation of the
City of St. Thomas

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Report No.: PW 97-98

File No.: 05-015-01

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

Date: October 13, 1998

Subject: COMMUNITY SAFETY ZONES

Department: Public Works and Engineering

Prepared by: John Roberts Traffic Coordinator

Attachments:

- Plan showing proposed
Community Safety Zones

RECOMMENDATION

1. That the Traffic By-law City of St. Thomas be amended to establish the Community Safety Zones as outlined in report PW 97-98
2. That the guidelines for establishing Community Safety Zones as outlined in Report PW 97-98 be adopted by council.

ORIGIN

The Protective Services and Transportation Committee of Council directed that staff review the new Provincial Community Safety Zones as a way of reducing the potential traffic problems in the Lockes School and Morrison School area.

ANALYSIS

On June 26, 1998, the provincial government passed legislation (Bill 26) which will allow the establishment of Community Safety Zones in Municipalities. The Community Safety Zone when established by City by-law and, provided that the appropriate signs are erected, increase the fines for vehicle moving violations including speeding, improper turns, disobeying a crossing guard, disobeying a posted sign etc.. The fines as shown in the highway traffic act are increased 50% in the Community Safety Zones. A copy of Bill 26 is available for the members review at the engineering department.

Staff from the St. Thomas Police Services and the Engineering Department reviewed the information provided in Bill 26 as it pertains to the City of St. Thomas and how it could best be used to help or solve some of the traffic problems St. Thomas is experiencing. It was felt that a policy should be established for the establishment of the zones, that the public should be made aware of the zones and the number of zones should be limited. Staff are recommending that Guidelines be established for the installation of the Community Safety Zones. Staff suggest that the guidelines be as follows:

Locations for proposed Community Safety Zones shall be reviewed by the St. Thomas Police Services and the City's Engineering Department. Information gathered from concerned residents, school principles and other interested groups along with the enforcement history, accident records and other traffic data for the location shall be used in the review for the establishment of the safety zones.

The recommendations from the review will be forwarded to City Council for approval and implementation. Enforcement for the Community Safety Zones will be included as part of the St. Thomas Police Services existing special enforcement program. A public awareness program through the use of various local media and the distribution of an information pamphlet to the City's schools would be used to make the public aware of the Community Safety Zones.

Staff review has identified the areas for the installation of Community Safety Zones.

1. South Edgeware Rd. from Woodworth Ave to Waterworks Park
2. Dalewood Dr. from South Edgeware Rd. to Kettle Creek
3. Fairview Ave. From Chestnut St. to Elm St
4. Park Avenue from Chestnut Street to Elm Street
5. Fifth Avenue from Forest Avenue to Locust Street
6. Elm Street from Sunset Drive to the driveway entrance to the Elmdale cemetery
7. Wilson Avenue from Elm Street to Glenbanner Street
8. Glenbanner Street from Sunset Drive to Wilson Avenue
9. Gladstone Avenue from Elgin Street to Hincks Street
10. Hincks Street from Wellington Street to Gladstone

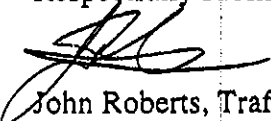
OPTIONS

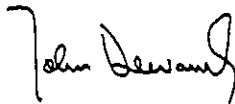
1. Establish the Community Safety Zone as requested by Staff
2. Do not establish the Community Safety Zone.

FINANCIAL CONSIDERATIONS

If the Committee approves to proceed with the establishment of the Community Safety Zones, this cost would need to be budgeted in the City's 1999 operating budget.

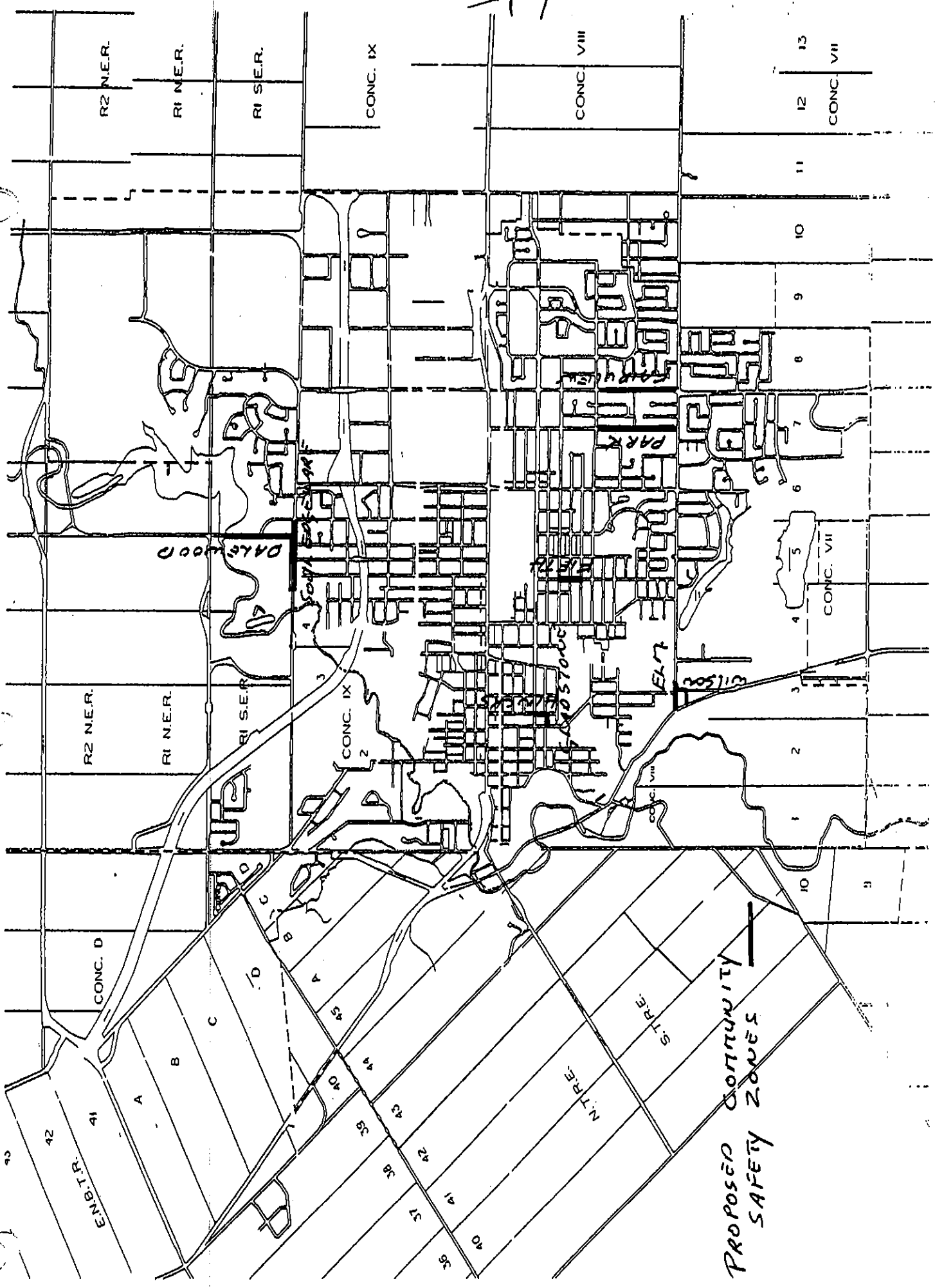
Respectfully submitted,


John Roberts, Traffic Coordinator



APPROVED BY:


City Administrator



PROPOSED COMMUNITY
SAFETY ZONES



Corporation of the
City of St. Thomas

- 18 -

Report No.

CC 38-05

File No.

Directed to:

Chairman T. Shackleton and Members of the Protective Services and Transportation Committee

Date

September 27, 2005

Department:

City Clerks Office

Attachment

Prepared By:

Richard Beachey, Deputy City Clerk

Subject:

Pit bull Redemption / Adoption Policy

Recommendation:

That Report CC 38-05 be received for information and;

That the pit bull or pit bull type dog Redemption/Adoption Policy be adopted.

Origin:

Because of the provincial pit bull ban, policies with respect to the redemption and adoption of pitbull and pit bull type dogs that come into City possession at the pound are required. In the interest of establishing a policy for the treatment of such animals, the attached document has been developed.

Analysis:

The Dog Owners Liability Act and Animals for Research Act imply great liability upon a pound with respect to pit bull or pit bull type dogs that come into a pound. In particular, the adoption provisions vary depending on whether the dog is a restricted pit bull or an illegal pit bull. This policy sets the procedure for the redemption/adoption of these animals.

Financial Considerations

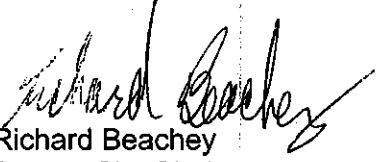
None

Alternatives:

The Committee may:

1. Adopt the policy
2. Not adopt the policy.

Respectfully submitted,


Richard Beachey
Deputy City Clerk

Reviewed By:

Treasury

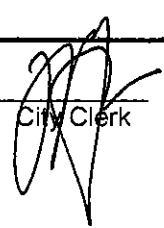
Env Services

Planning

City Clerk

HR

Other



THE CORPORATION OF THE CITY OF ST. THOMAS
-19-
PITBULL OR PITBULL TYPE DOG REDEMPTION/ADOPTION POLICY

EFFECTIVE OCTOBER 29, 2005

Should a stray pit bull or pit bull type dog be brought into the Animal Shelter on or after October 29, 2005, the following applies under the Dog Owners Liability Act and Animals for Research Act

1. The owner may be subject to a Dog Owners Liability Act charge from the originating municipality for a pit bull that is not spayed or neutered, properly leashed and muzzled in public. In the absence of a legal exemption, an owner from St. Thomas is to receive this charge if the dog is not sterilized.
2. Redemption.

Restricted Pit Bull

Under Section 20 (7.2) and (7.3) of the Animals for Research Act a pit bull may not be released to an owner unless an owner can prove that he/she has complied with the requirements (sterilized, muzzled and leashed) of owning a restricted pit bull. To prove restricted ownership, an owner must provide evidence of current licensing.

Should the owner wish to redeem the pit bull and can not prove compliance, the following charges apply:

	Male dog	Female Dog
Veterinarian Sterilization	\$175.00	\$200.00
Transportation Charges (to and from veterinarian)	\$75.00	\$75.00
Pound Fees	\$40.00	\$40.00
Total	\$290.00	\$315.00

Upon notification of charges, the owner shall have two working days (Monday to Friday 8:00 a.m. to 4:30 p.m., not including Saturday, Sunday or Holidays) to provide the funds or the dog will be made available for adoption.

Charges are payable in cash at the shelter or by Interac at the City Treasurer's office, upon verification of receipt.

Upon payment, the City will have a sterilization completed by a veterinarian. Following sterilization and return from a veterinarian by City staff, the pit bull is to be available to the owner the following day for redemption, provided a proper leash and muzzle are used.

Should a veterinarian determine that a pit bull not be sterilized for medical reasons, that part of the charges is refundable.

Illegal Pit Bull

An illegal pit bull, being born after November 28, 2005, or not in possession of a current tag to prove valid restricted ownership, shall not be available for redemption

3. Adoption.

Restricted Pit Bull

Failure by an owner, where known, to pay the necessary charges within two working days (Monday to Friday 8:00 a.m. to 4:30 p.m., not including Saturday, Sunday or Holidays) will result in a restricted pit bull or restricted pit bull type dog being made available for adoption for the standard ten day adoption period to:

an out of province adoptee (must be verified) (Sect 20 (7.4) Animals for Research Act, RSO 1990, CH. A.22);

a person who did not have a pit bull prior as of August 29, 2005 (must be verified) (Sect 9 (3) Dog Owners Liability Act, RSO 1990, CH. D.16);

-20₂-

a person who owned one or more pit bulls as of August 29, 2005 if the effect of the adoption would be that the person owns no more pit bulls than they did on August 29, 2005 (must be verified) (Sect 9 (2) Dog Owners Liability Act, RSO 1990, CH. D.16);

upon payment of the above charges.

Should the pit bull not be adopted, it must be euthanised. Other than removal to a veterinarian by City staff, under **NO** condition is the dog to be released or removed from the pound unless it is sterilized, properly leashed, and muzzled as required under the Dog Owners Liability Act. There is to be no exception to this legal requirement.

Illegal Pit Bull

An illegal pit bull may only be transferred to an out of province adoptee (must be verified) (Sect 20 (7.4) Animals for Research Act, RSO 1990, CH. A.22).

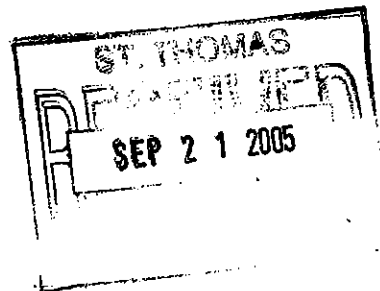
-21-

September 19, 2005

✓ **City of St. Thomas**
545 Talbot Street
St. Thomas, Ontario
N5P1C4

Karen Humphrey
95 Fairview Avenue
St. Thomas, Ontario
N5R 4X7

Hayhoe Homes
1 Barrie Blvd.
St. Thomas, Ontario
N5P 4B9



Dear Sir/Madam:

RE: Mary Bucke Subdivision

I reside across the street from the new subdivision being developed at the site of the old Mary Bucke School.

Since the construction of the wooden fence that runs parallel to Fairview Avenue, the noise level has become intolerable. The fence does nothing but "bounce" the noise back to the front of my house and I am sure my neighbours homes as well.

Given the increased traffic now on Fairview including additional transport trucks, gas trucks, constructions vehicles and the like, and given the ridiculous speeding (which I have written to the City, the police and to the school board on at least two occasions each and having only one response from the police department advising that the City was doing a traffic survey) I am requesting that something be done immediately.

I really don't care that the new subdivision consists of executive homes. We pay our taxes and spend hours keeping our yards neat and tidy too. It is at times virtually impossible to carry on a conversation because of the noise coming back off the street and my home is approximately 90' from the road. This is not acceptable. I invite you to come and sit on my front porch at any time to see for yourself.

I can be reached at work between 8:30 a.m. and 4:30 p.m. at 633-3200, at home after 5:00p.m. at 633-5443 or in writing at the above-noted address.

I look forward to hearing from you in a positive fashion.

Karen Humphrey
Karen Humphrey

REFERRED TO	
<i>DEWANCKER</i>	<i>mlh</i>
FOR	
DIRECTION	<input type="checkbox"/>
REPORT OR COMMENT	<input checked="" type="checkbox"/>
INFORMATION	<input type="checkbox"/>
FROM	<i>M. KONEFAI</i>