

AGENDA

THE THIRTY-SECOND 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 SEPTEMBER 6TH, 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 D. Warden

DISCLOSURES OF INTEREST

MINUTES

Confirmation of the minutes of the meeting held on August 15th, 2005.

DEPUTATIONS

COMMITTEE OF THE WHOLE

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

PLANNING AND DEVELOPMENT COMMITTEE - Chairman H. Chapman

UNFINISHED BUSINESS

NEW BUSINESS

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

Report PD-33-2005 of the Director of Planning. Pages 6 to 8

Draft Plan of Subdivision File #34T-05507 - Former Kantor Farm - 58 Lots for Single Detached Dwellings and 15 Lots for Semi-Detached Dwellings - Doug Tarry Limited

Report PD-34-2005 of the Director of Planning. Pages 9 to 12

Zoning By-Law Amendment - 11 Metre Lot Frontage on Lots 28 to 31, 33 to 36, 40 to 44, 54 to 59 and 65 within Draft Plan of Subdivision File# 34T-05507 - Doug Tarry Limited

Report PD-35-2005 of the Director of Planning. Pages 13 to 15

Municipality of Central Elgin - Proposed Zoning By-Law Amendment - Dexter Line

Notice of a public meeting concerning a proposed zoning by-law amendment has been received from the Municipality of Central Elgin to permit the proposed new residential dwelling and to establish the limits of development on the lot on Dexter Line, East of East 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

Canada-Ontario Municipal Rural Infrastructure Fund - Intake Two

Report TR 37-05 of the Director of Finance and City Treasurer. Pages 16 to 17

June 30, 2005 Current Budget Monitoring Report

Report TR 38-05 of the Director of Finance and City Treasurer. Pages 18 to 20

South Block Area Development Charges

Report TR 40-05 of the Director of Finance and City Treasurer. Pages 21 to 22 Study attached

Lands of Dalewood Area Development Charges

Report TR 39-05 of the Director of Finance and City Treasurer. Page 23 Study to follow

Fleet Replacement Needs - 2005/2006

Report ES80-05 of the Supervisor of Roads & Transportation. Pages 24 to 30

2007 Canadian National Weightlifting Championships - Grant Request

A letter has been received from Daniel Pare, Meet Director, Canadian National Weightlifting Championship, requesting a grant of \$5,000.00 to help support the National Championship to be held in St. Thomas on May 24, 2007. **Page 31**

BUSINESS CONCLUDED

COMMUNITY AND SOCIAL SERVICES COMMITTEE - Chairman B. Aarts

UNFINISHED BUSINESS

Request for Staff - Child Care Supervisor

Douglas J. Tarry Sports Complex and Burwell Park

NEW BUSINESS

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

NEW BUSINESS

Station Street - Parking Restriction

Report ES81-05 of the Supervisor of Roads & Transportation. **Pages 32 to 43**

Aldborough Avenue from Airey Avenue to Sparta Street - Parking Restriction

Report ES82-05 of the Supervisor of Roads & Transportation. **Pages 44 to 47**

Updated Report - Temporary Road Closures for Canadian Pacific Railway Road Crossing Rebuilds

Report ES66-05 of the Supervisor of Roads & Transportation. **Pages 48 to 53**

BUSINESS CONCLUDED

REPORTS PENDING

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

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

ENVIRONMENTALLY SENSITIVE LAND USE - P. Keenan

SAFETY ISSUES AND INTERSECTION CONCERNS - D. White

DRIVEWAY RECONSTRUCTION - MAPLE STREET - J. Dewancker

REVIEW OF CITY BUS ROUTES - J. Dewancker

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

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 COMMUNICATIONS

Big Brothers Big Sisters Month - September - Proclamation - Street Closure

A letter has been received from Barb Matthews Executive Director Big Brothers/Big Sisters of St. Thomas Elgin requesting that Council proclaim the month of September 2005 as "Big Brothers Big Sisters Month" in the City of St. Thomas and approval for a street closure of Centre Street between Hincks Street and Southwick Street from 5:30 p.m. to 8:30 p.m. on Friday September 23rd, 2005. Pages 54 to 56

This letter has been forwarded to the September 15th, 2005 meeting of the Special Events Committee.

The Royal Canadian Legion - Legion Week Sept 18 to 24, 2005 - Proclamation and Flag Raising

A letter has been received from Cathy Sheridan, Secretary, Lord Elgin Branch 41, Royal Canadian Legion, requesting that Council proclaim the week of September 18th to 24th, 2005 as "Legion Week" in the City of St. Thomas and that their flag be flown at City Hall.

The flag raising ceremony is proposed for September 19th at 11:00 a.m. and the Mayor is invited to attend.

Heritage Community Recognition Program

A letter has been received from the Honourable Lincoln M. Alexander, Chairman, Ontario Heritage Foundation, inviting Council to participate in the Heritage Community Recognition Program 2005.

The deadline for nominations is October 18, 2005.

Canadian Citizenship Week - Proclamation - October 17th to 23rd 2005

A letter has been received from the Honourable Joe Volpe, Minister of Citizenship and Immigration, requesting that Council proclaim the week of October 17th to 23rd 2005 as "Canada's Citizenship Week" in the City of St. Thomas.

Canadian Cancer Society - Pink Ribbon Campaign - Tag Day

A letter has been received from Joan Estabrooks, Fundraising Coordinator, Elgin Middlesex

Unit, Canadian Cancer Society, requesting permission to sell pink ribbons in the City of St. Thomas from October 7th to 8th, 2005 to support breast cancer research and Breast Cancer Awareness Month.

UNFINISHED BUSINESS

NEW BUSINESS

Committee Chair Selection

Alderman Johnston had previously put forward the following Notice of Motion.

Motion by Alderman Johnston:

THAT: The chair of committees be selected at the second meeting of Council in September.

BY-LAWS

First, Second and Third Reading

1. A by-law to confirm the proceedings of the Council meeting held on the 6th day of September, 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, Penhale Farms Limited, and Robert J. Gowman. (Assignment of lease - St. Thomas Municipal Airport - Part 6, Reference Plan 11R-1602)
3. A by-law to appoint a Municipal Law Enforcement Officer. (Michael Russell)
4. A by-law to establish development charges for the Corporation of the City of St. Thomas. (South Block Area)
5. A by-law to establish development charges for the Corporation of the City of St. Thomas. (Lands of Dalewood)
6. A by-law to amend By-Law 45-89, being the Traffic By-Law for the City of St. Thomas. (Parking Restrictions on Aldborough Avenue and Station Street)
7. 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 Murphy and Murphy Architect Inc. (Architectural Services for the Design and Construction of Fire Department Substation No. 2)

PUBLIC NOTICE

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

The public meeting concerning a proposed zoning by-law amendment for 17 Manitoba Street, originally scheduled for September 12th, 2005 at 6:45 P.M. has been postponed. A revised notice of public meeting providing the rescheduled date of public meeting will be published in the St. Thomas Times Journal on a date still to be confirmed.

NOTICES OF MOTION

CLOSED SESSION

OPEN SESSION

ADJOURNMENT

CLOSING PRAYER



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

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Report No.: PD-33-2005

File No.: 34T-05506

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

Date: August 30th, 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:

- 1) That Council approve in principle the proposed Draft Plan of Subdivision File # 34T-05506 (Residential Plan of Subdivision) of lands owned by Doug. Tarry Limited and Walter Ostojic & Son 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 and further that final approval be subject to:
 - a final staff report following the review of comments/recommendations received from agencies and City departments upon completion of the circulation of the draft plan,
 - confirmation by the Director, Environmental Services that there is sufficient uncommitted reserve treatment capacity in the sanitary sewerage system to service the proposed development;
 - a subdivision agreement satisfactory to the City of St. Thomas with respect to the provision of municipal services, financial, administrative and other related matters.
- 2) That a date for a public meeting be established in accordance with Ontario Regulations 196/96. Staff recommend that a public meeting date be set for *October 3rd, 2005 @ 6:45 p.m.*

ANALYSIS:

Proposal:

Doug. Tarry Limited and Walter Ostojic & Son Limited has submitted an application for approval of a 34 lot residential plan of subdivision (34T-05506) located north of Southgate Parkway, east of Faith Boulevard within the Block 4 Development Area. (see location plan) The proposed Plan encompasses 1.87 hectares of land which will provide for the development of 34 lots for single detached dwellings units. One new street is proposed which will complete the extension of the easterly leg of Hagerman Crescent south to its intersection with Southgate Parkway.

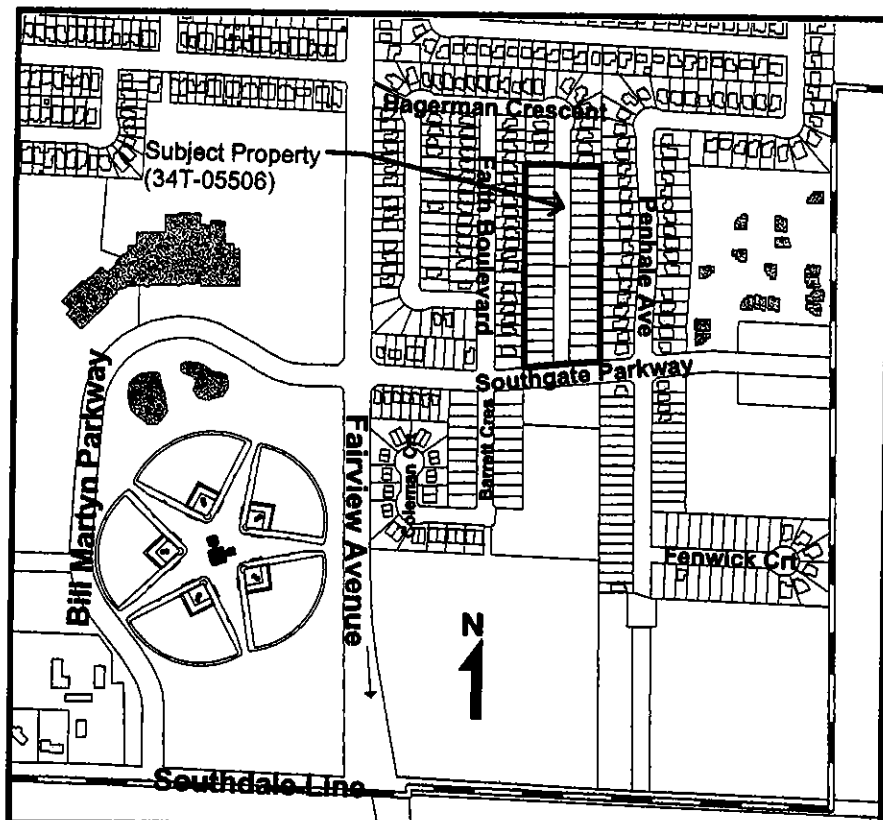
A reduced copy of the draft plan of subdivision is attached.

The lands are legally described as being all of Blocks 10, 11, 12, & 13 and part of Blocks 9 & 14, Registered Plan 11M-110, City of St. Thomas, County of Elgin. The location of the proposed subdivision and its relationship to the surrounding area is shown on the location plan.

Official Plan:

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

Location Plan



compatible with surrounding land uses, conforms to the overall development plan for the Block 4 Area and represents good planning.

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Zoning By-law:

The property is located within the hR3A-2 zone (Third Residential Zone) of Zoning By-law 50-88 of the City of St. Thomas. The proposed lots have minimum frontages greater than 12 metres and have been designed to comply with the requirement of the hR3A-2 Zone for single detached dwellings. The lands are also subject to the standard holding zone requirements set out in Section 2.2 of Zoning By-law 50-88. The requirements of the holding zone must be to the satisfaction of the Municipality and the holding symbol removed by way of amendment to the Zoning By-law prior to the development on the lands proceeding. The requirements of Section 2.2 of the Zoning By-law are normally satisfied through the subdivision approval process.

Services:

The proposed subdivision will meet the Municipal standards for full Municipal services. The design, development and the installation of services will be in accordance with the objectives and recommendations contained within the South Block Servicing Studies and will comply with the approved servicing standards of the Municipality. A full report on the servicing of these lands was provided by the Subdividers within the Block 4 Development Area and originally approved as part of the Block 4 Development Area Block Plan approval (34T-99510) in 1999.

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

Financial Considerations:

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

Respectfully submitted,



P.J.C. Keenan
Director of Planning

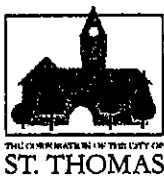
Reviewed By:

Env. Services

Treasury

City Clerk

Other



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

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Report No.: PD-34-2005

File No.: 34T-05507

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

Date: August 30th, 2005

**Subject: Application by Doug. Tarry Limited, Draft Plan of Subdivision, File 34T-05507 - Former
Kantor Farm - Block Development Plan.**

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

Attachments:
- draft plan (reduced)
- Zoning Map Part 26

RECOMMENDATION:

- 1) That Council approve in principle the proposed Draft Plan of Subdivision File # 34T-05507 (Residential Plan of Subdivision) of lands owned by Doug. Tarry Limited which lands are legally described as Part of Lot 9, Concession 7, Geographic Township of Yarmouth, City of St. Thomas, County of Elgin and further that final approval be subject to:
 - a final staff report following the review of comments/recommendations received from agencies and City departments upon completion of the circulation of the draft plan,
 - confirmation by the Director, Environmental Services that there is sufficient uncommitted reserve treatment capacity in the sanitary sewerage system to service the proposed development;
 - a subdivision agreement satisfactory to the City of St. Thomas with respect to the provision of municipal services, financial, administrative and other related matters.
- 2) That a date for a public meeting be established in accordance with Ontario Regulations 196/96. Staff recommend that a public meeting date be set for **October 3rd, 2005 @ 6:20 p.m.**

ANALYSIS:

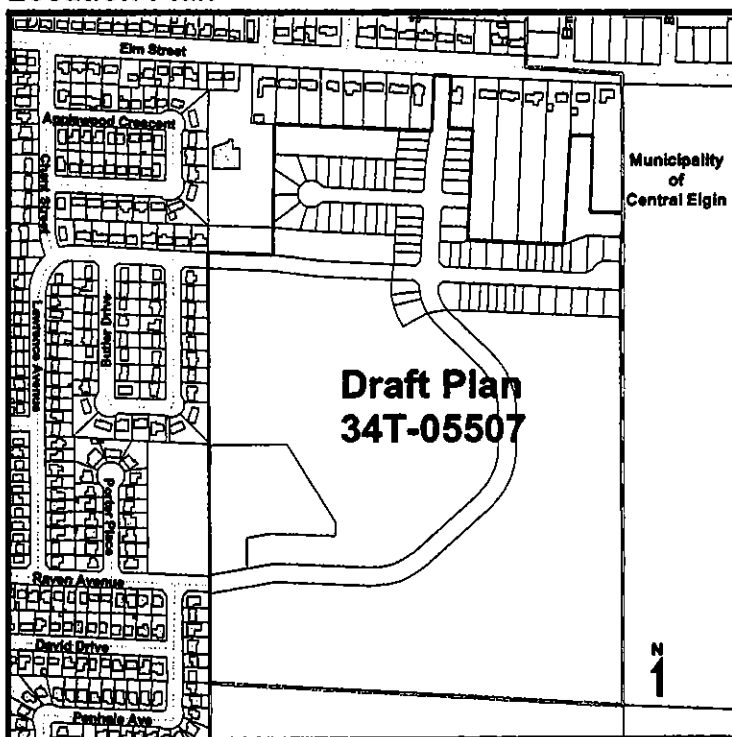
Proposal:

Doug. Tarry Limited has submitted an application for approval of a Block Development Plan for the lands known as the former Kantor Farm. Located south of Elm Street, east of Butler Drive (Applewood Subdivision) and abutting the City Boundary on the south and east the lands comprise an area of approximately 34.07 hectares (84.18 acres). The proposed draft plan of subdivision contains 73 lots for residential development comprised of 58 lots for single detached dwellings and 15 lots (30 units) for semi-detached dwellings. The balance of the plan is comprised of 4 Blocks (78,79,80 and 81) for future residential development, 2 Blocks (75&77) for future roads, 1 Block (76) for park purposes located adjacent to Applewood Park, and 1 Block (74) for Storm Water management purposes.

The initial development of the Block Plan will be confined to Phase 1 of the development which comprises the 73 residential lots, three new streets A, B and C and the Storm Water management facility (Block 74) as shown on the attached copy of the Subdivision Plan. Street access to Phase 1 will be from Elm Street. The development of the Blocks targeted for future residential development and future roads will be subject to the Subdivider submitting further applications for draft plan of subdivision approval to create new streets and lots within the blocks or to open Blocks proposed for future streets.

In 1997 Doug. Tarry Limited applied for approval of Draft Plan of Subdivision for a smaller portion of the Kantor Farm with access from Lawrence Avenue (File #34T-97504). At the time there were concerns raised by abutting land owners in the Applewood Subdivision regarding the proposed development and by

Location Plan



landowners on Elm Street who were concerned that the south portion of their large residential lots would be landlocked from future development. In response to those concerns agreements were reached with the Applewood residents respecting the size of future lots adjacent to their properties and the timing for the opening up of Lawrence Avenue. A zoning amendment was approved to regulate lot sizes and a memorandum of understanding reached between the subdivider and Applewood residents respecting the staging of the development. A similar agreement was reached between Doug. Tarry Limited and the residents on Elm Street ensuring their lands would be planned for and accessible for development in the future.

The Subdivider has formally withdrawn the earlier Subdivision application File #34T- 97504 and has submitted in its place the Block Plan which affords the opportunity to address development matters on all of the lands.

A reduced copy of the draft plan of subdivision is attached.

The lands are legally described as being Part of Lot 9, Concession 7, Geographic Township of Yarmouth, City of St. Thomas, County of Elgin. The location of the proposed subdivision and its relationship to the surrounding area is shown on the location plan.

Official Plan:

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

Zoning By-law:

The lands within the Block Plan are located within five Zones : R1-21, R1-22 and hR1-23 Zones, which apply to the lands comprising the former Subdivision Application and to the lands adjacent to the Applewood Subdivision. These zones permit single detached dwellings on lots having a minimum of 15 metres frontage.

The lands to the east of the R1 Zones are zoned hR3A-2 (ADS) and an area in the south east section of the property is within the R7 Zone. A copy of Zoning map Part 26 is attached for the information of Council.

The lands are also subject to the standard holding zone requirements set out in Section 2.2 of Zoning By-law 50-88. The requirements of the holding zone must be to the satisfaction of the Municipality and the holding symbol removed by way of amendment to the Zoning By-law prior to the development on the lands proceeding. The requirements of Section 2.2 of the Zoning By-law are normally satisfied through the subdivision approval process.

Concurrent with this Subdivision application Doug Tarry Limited has also filed a concurrent zoning application for a portion of the lands within the hR3A-2 to permit lots 28, 29, 30, 31, 33, 34, 35, 36, 40, 41, 42, 43, 44, 54, 55, 56, 57, 58 and 59 to be developed with minimum frontages of 11 metres. The 11 metre frontage is the minimum frontage approved within areas subject to the Alternate Development Standards. An amendment to the Zoning By-law is required and the proposed lots must comply to the streetscaping, engineering and servicing requirements and standards approved in the ADS Report. Planning Report PD-35-2005 contains additional information on the proposed Zoning change.

Services:

The proposed subdivision will meet the Municipal standards for full Municipal services. The design, development and the installation of services will be in accordance with the objectives and recommendations contained within the South Block Servicing Studies and will comply with the approved servicing standards of the Municipality.

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

Financial Considerations:

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

Respectfully submitted,

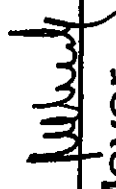

J.J.C. Keenan
Director of Planning

Reviewed By:	<hr/>			
	Env. Services	Treasury	City Clerk	Other

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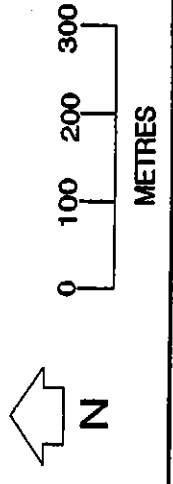
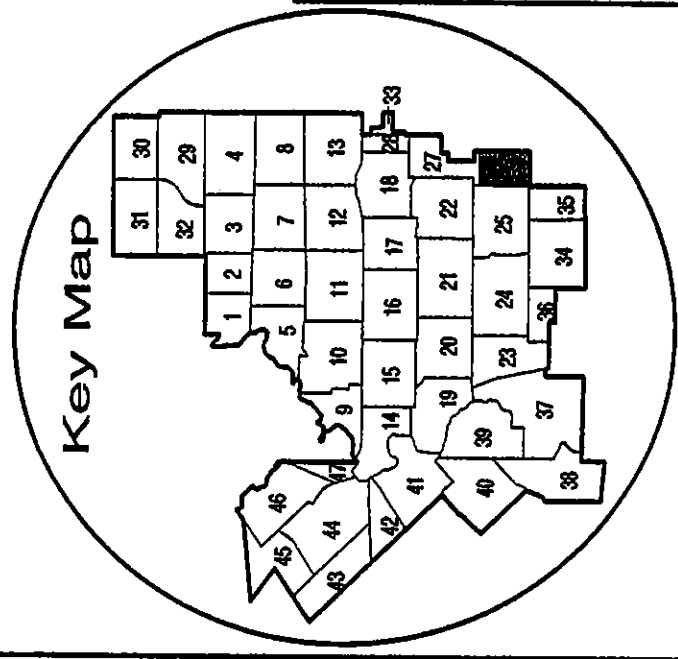
ZONING MAP 26

This is Schedule "C"
to By-law 48-2003
Passed this 28th day
of April, 2003

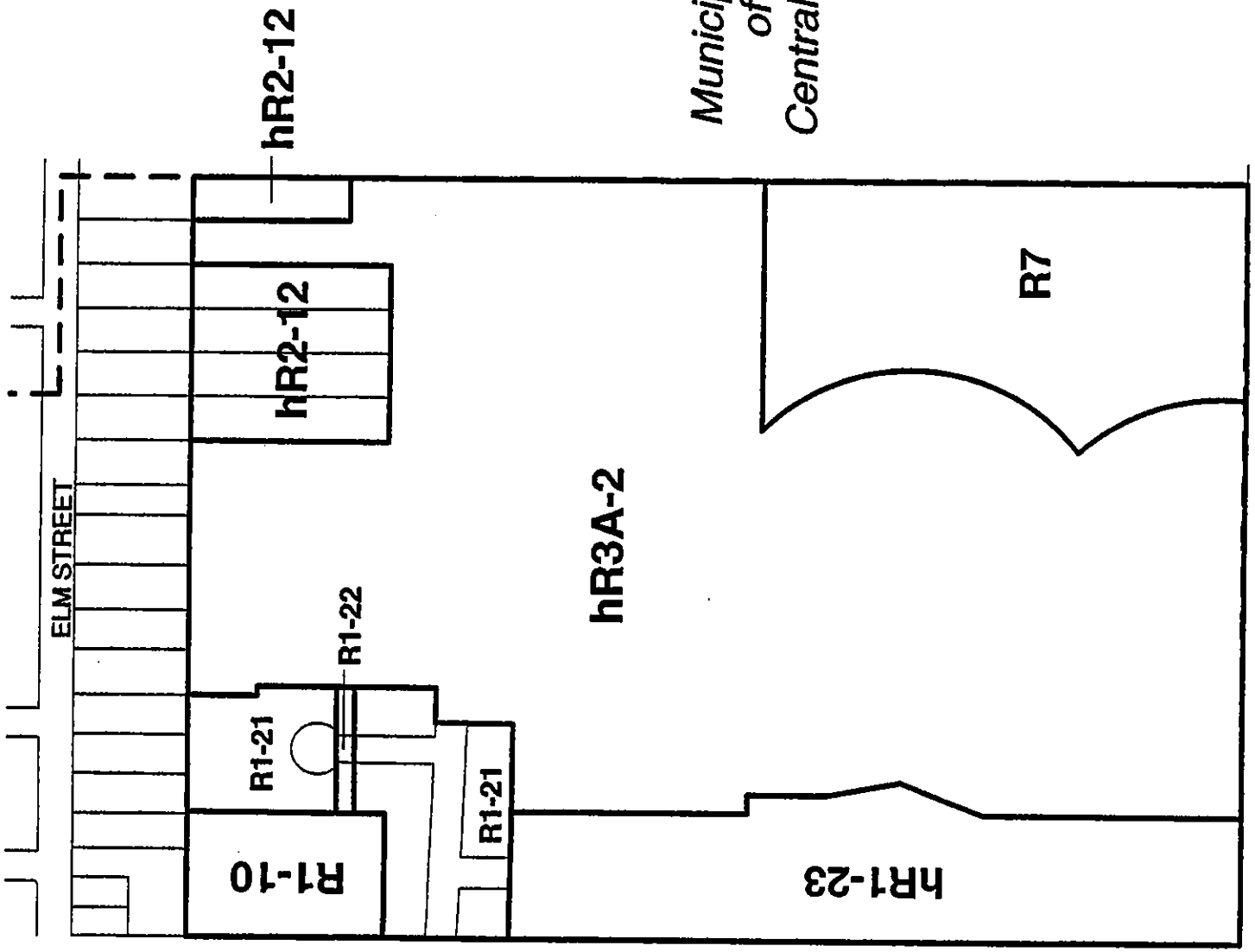

Mayor


Clerk

Key Map



Municipality
of
Central Elgin





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

Report No.: PD-35-2005

File No.: ST2-14-05

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

Date: August 30th, 2005

Subject: Zoning Bylaw Amendment Application - Doug. Tarry Limited - to permit 11 metre lot frontages on Lot 28 , 29, 30, 31, 33, 34, 35, 36, 40, 41, 42, 43, 44, 54, 55, 56, 57, 58, 59, and 65 on land within Draft Plan of Subdivision File No.: 34T-05507 which is legally described as Part of Lot 9, Concession 7, Geographic Township of Yarmouth, City of Elgin, County of Elgin.

Department: Planning Department
Prepared by: P. J. Keenan - Director of Planning

Attachments:

- reduced draft Plan of
Subdivision (File No.: 34T-05507)
showing the location of the lots
subject to this zoning by-law
amendment application

RECOMMENDATION:

1. That the application by Doug. Tarry Limited for an amendment to the 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 11 metre lot frontages on Lot 28 , 29, 30, 31, 33, 34, 35, 36, 40, 41, 42, 43, 44, 54, 55, 56, 57, 58, 59, and 65 on land within Draft Plan of Subdivision 34T-05507 which is legally described as Part of Lot 9, Concession 7, Geographic Township of Yarmouth, City of Elgin, County of Elgin.
2. That a date for a public meeting be set in accordance with Ontario Regulation 199/96, as amended.
(*Recommended Date: October 3rd, 2005 @ 6:30 p.m.*)

ANALYSIS:

Location:

Doug. Tarry Limited has made an application to amend Zoning By-Law 50-88, City of St. Thomas. The lands subject to this application comprise part of the land included within the first phase of a proposed residential draft Plan of Subdivision (Block Plan - File No.: 34T-05507, see Report No. PD-34-2005 on September 6th 2005 Council Agenda) on lands known legally as Part of Lot 9, Concession 7, Geographic Township of Yarmouth, City of Elgin, County of Elgin. The property subject to draft Plan of Subdivision File No.: 34T-05507 has a total site area of approximately 34.07 hectares and within its first phase, 20 of 73 lots proposed for residential dwellings use are subject to this application for zoning by-law amendment. The location of the property subject to this application is shown on the attached reduced draft Plan of Subdivision.

The site is legally described Part of Lot 9, Concession 7, Geographic Township of Yarmouth, City of Elgin, County of Elgin.

Proposal:

An application has been made to amend Zoning By-Law 50-88, City of St. Thomas to permit 11 metre lot frontages on Lot 28 , 29, 30, 31, 33, 34, 35, 36, 40, 41, 42, 43, 44, 54, 55, 56, 57, 58, 59, and 65, on land within draft Plan of Subdivision 34T-05507 which is legally described as Part of Lot 9, Concession 7, Geographic Township of Yarmouth, City of Elgin, County of Elgin. Currently the minimum Lot frontage for lands subject to the hR3A-2 Zone is 12 metres.

The requested amendment to permit lots having a minimum lot frontage of 11 metres is subject to being in compliance with the Alternative Development Standards (ADS) Report endorsed by council. The 11 metre lot frontage standard is the minimum lot frontage endorsed by the Alternative Development Standards Report. The approval of 11 metre frontages requires the streetscape to be in compliance with the engineering and servicing standards as set in the Alternative Development Standards Report.

Official Plan Policies: The subject property is designated for residential use in the City of St. Thomas Official Plan. The proposed draft plan of subdivision conforms to the policies of the Official Plan (OPA#42 - Southblock Development Area), is compatible with surrounding land uses, and represents good planning.

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Zoning By-law:

The lands subject to the zoning by-law amendment are located within the Third Residential Zone (hR3A-2). The hR3A-2 zone permits the proposed single detached dwellings based on a minimum frontage of 12 metres. The requested amendment would reduce the minimum frontage to 11 metres for the lots identified above.

Respectfully submitted,



Patrick J. C. Keenan
Director of Planning

Reviewed By:

Env. Services

Treasury

City Clerk

Other





Corporation of the

City of St. Thomas

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Report No.

TR 37-05

File No.

Directed to: Chairman Cliff Barwick and Members of the Finance & Administration Committee

Date
August 29, 2005

Department: Treasury

Attachment:

Prepared By: William J. Day, City Treasurer

Subject: Canada-Ontario Municipal Rural Infrastructure Fund – Intake Two

Recommendation:

It is recommended that:

- (1) Council establish the Wellington Street – First Avenue to Fairview Avenue Watermain, Sanitary Sewer and Storm Sewer Replacement project as the Corporation's highest priority project for funding under the Canada-Ontario Municipal Rural Infrastructure Fund program and Intake Two eligibility criteria.
- (2) Council direct administration to prepare the necessary documentation and make application for financial assistance to the Canada-Ontario Municipal Rural Infrastructure Fund program for the Wellington Street project in advance of the September 30, 2005 application deadline.

Report:

Background

On November 15, 2004 the Governments of Canada and Ontario announced a partnership with small urban and rural Ontario municipalities (population of less than 250,000) to invest in local infrastructure through the Canada-Ontario Municipal Rural Infrastructure Fund (COMRIF).

The Governments of Canada and Ontario are each contributing up to \$298 million to COMRIF. Combined with municipal investments, the program is expected to stimulate up to approximately \$900 million in capital investments over the next five years.

The stated objective of COMRIF is:

"to ensure citizens in Ontario's small urban and rural municipalities enjoy a quality of life that's second to none, through sustainable infrastructure investments which:

- Enhance and renew Ontario's aging public infrastructure
- Improve the quality of the environment
- Protect the health and safety of citizens
- Support long-term economic growth
- Build strong, sustainable communities by giving municipalities the tools they need"

Comments

Earlier this year staff made application under Intake One of the COMRIF program. Subsequently, we received approval of funding for road reconstruction on Wellington Street from First Avenue to Fairview Avenue. Total eligible costs of \$1,126,140 were approved for funding based on an equal sharing percentage between all three levels of government. Therefore the City's share of the road reconstruction work will be \$375,380.

It is not recommended that the road reconstruction work proceed in isolation of necessary water, sanitary sewer and storm sewer work per the following table.

Project Components	Estimated Cost
Water	\$350,000
Sanitary Sewer	\$370,000
Storm Sewer	\$350,000
Total	\$1,070,000

Intake Two of the COMRIF program was announced on June 16, 2005. The deadline for applications is September 30th. The priorities for Intake Two are water, wastewater, local bridges and roads and solid waste management. At this time administration recommends that the remaining components of the Wellington Street - First Avenue to Fairview Avenue Watermain Replacement and Road Reconstruction project be identified as the City's highest priority project for COMRIF funding.

Conclusion

Based on COMRIF eligibility criteria for the Intake Two phase we believe that the municipality should make application for funding of the Wellington Street - First Avenue to Fairview Avenue Watermain, Sanitary Sewer and Storm Sewer Replacement project.

The project is estimated to cost \$1,070,000. Sources of funding include water and wastewater reserves. COMRIF presents an opportunity to fund two-thirds of this cost, thereby substantially reducing the City's future financial contribution.

Respectfully submitted,



W. J. Day
Director of Finance and City Treasurer



Corporation of the

City of St. Thomas

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Report No.

TR 38-05

File No.

Directed to: Chairman Cliff Barwick and Members of the Finance & Administration Committee

Date
August 29, 2005

Department: Treasury

Prepared By: William J. Day, City Treasurer

Attachment:
Schedule A

Subject: June 30, 2005 Current Budget Monitoring Report

Recommendation:

It is recommended that Council approve the June 30, 2005 current budget monitoring report.

Report:

Background

At its meeting on August 16, 2004 Council resolved that Administration continue to provide a June 30 and September 30 current budget monitoring report each year.

Comments

Pursuant to Council's direction, we have developed a Current Budget Monitoring Report using financial information as at June 30, 2005. The Report uses financial information and other knowledge available to staff as at the reporting date to project the operating surplus/deficit for the year.

June 30, 2005 Current Budget Monitoring Report

Attached Schedule "A" identifies projected operating surplus and deficit information by functional area for 2005. It is noted that functional areas not identified on the Schedule are projected to be in line with approved budget estimates. At this time we forecast a 2005 operating surplus of \$350,000. The following items are noteworthy.

- The City continues to realize the monetary benefits of a strong local economy as evidenced through our projected budget surpluses with respect to building permit fees and supplementary property taxes. We will continue to monitor these areas and provide updated projections in the September 30th budget monitoring report.
- Under the terms of the Promissory Note with St. Thomas Energy Inc. the City will receive a full year of interest in 2005 totaling approximately \$559,000. Such revenue was provided for within our 2005 budget estimates. In addition to that amount we have received \$309,208 representing a payment towards prior years interest. The City may be in receipt of an additional \$309,208 this year, which would fully extinguish the prior years interest amount.
- Progress payments related to the new Valleyview Home for the Aged and the Community Centre Complex construction projects have been incurred later than originally planned. As a result, the investment income and temporary borrowing cost budget items are in a surplus position. Furthermore, as a result of favorable tender results in the placement of long-term debt for the Community Centre Complex, we have realized a savings on projected debt servicing costs this year.
- Staff related costs in the Fire Department are projected to exceed the budget by \$153,000, primarily as a result of overtime costs made necessary by staff sick-time.
- Workers Compensation costs are projected to exceed budget estimates by \$130,000.

2006 Current Budget and Property Tax Impacts

We are presently forecasting a 2005 operating surplus of \$350,000. Prevailing legislation requires that any operating surplus or deficit be carried forward to the subsequent years operating budget. Council will recall that the 2005 budget was greatly assisted by the 2004 operating surplus of \$1,377,000. Accordingly, anything short of this in 2005 will be required to be absorbed in the 2006 budget and potentially result in an increase to the property tax levy. This and the following additional major items are expected to impact the 2006 budget and will challenge our ability to contain the growth of the municipal property tax in 2006.

Description of Item	Predicted Annual Impact	Impact on Property Tax
Prior years surplus carry forward (\$1,377,000 vs. \$350,000)	\$1,027,000	3.4%
Valleyview long term debt servicing (projected at 10-months in 2006 net of Ministry of Health subsidy)	\$750,000	2.5%
Community Centre Complex long term debt servicing (incremental cost over 2005)	\$575,000	1.9%
Land Ambulance	\$375,000	1.25%
Provincial Unconditional Grant (phase-in of \$1.4 million reduction by 2009 offset by transition reserve)	\$350,000	1.2%
Reduced temporary borrowing costs and increased investment income due to permanent financing of Valleyview and the Community Centre Complex	(\$600,000)	(2.0%)

The above table does not include the impacts of wage and benefit increases or general inflationary price increases on the 2006 operating budget. We note that such costs will be somewhat mitigated by additional property tax revenues resulting from taxable assessment growth.

Conclusion

At this time we project a \$350,000 operating surplus for 2005. We will update our projection in two months time when we provide Council with the September 30, 2005 current budget monitoring report.

In light of predicted impacts on the 2006 budget and resultant municipal property taxation it is imperative that we continue to carefully scrutinize all expenditure requests.

Respectfully submitted,



W. J. Day
Director of Finance and City Treasurer

Department	Surplus/(Deficit)	Explanation
Corporate Services	(41,711)	CASO Lands - Purchase of CASO lands
	(18,000)	Barrier free access doors at Community Centre Complex
	21,000	Debenture Payments lower than budgeted due to favourable tender results
	125,000	Increased Investment Income due to timing of capital expenditures
	95,340	2004 Health Unit surplus
	309,208	Prior years interest received re St Thomas Energy loan
Taxation	150,000	Supplementary Tax Revenues project to exceed original budget estimates
City Property Maintenance	(6,000)	Professional fees re Knights of Columbus Parking Lot - Joint Use Agreement
	7,000	Unbudgeted Bell Tower Lease Revenue
Human Resources	(130,000)	WSIB claims account overexpended
	(8,000)	Job evaluation review
	(10,000)	Legal fees
Police Services	(23,000)	Radio Repeater Systems
Fire Department	(40,000)	Staffing costs related to retirements
	(113,000)	Additional overtime costs due to staff sick time
Parking Enforcement	13,000	Increase in Parking fine revenues
By-Law Enforcement	5,000	Overtime - less required than originally anticipated
Building and Plumbing	50,000	Increased in building permits fee revenues; delay in staff hiring
Culture	(6,000)	St Thomas Elgin Public Art Centre - roof repairs
Senior's Centre	(5,360)	Repair of sectional wall
Economic Development	(3,400)	Two signs for the Highbury Industrial Park
Health Services	(12,000)	West Nile Virus Program
	(9,000)	Larviciding Program
Total Projected Surplus	\$ 350,077	
Note:		
Functional areas not shown in the above are projected to have no surplus or deficit for 2005.		



Corporation of the

City of St. Thomas

-21-

Report No.

TR 40-05

File No.

Directed to: Chairman Cliff Barwick and Members of the Finance & Administration Committee

Date
August 30, 2005

Department: Treasury

Attachment:
Background Study

Prepared By: William J. Day, City Treasurer

Subject: **South Block Area Development Charges**

Recommendation:

It is recommended that:

- 1) Council approve the capital project listing set out in Tables 4-5 through 4-8 of the Development Charge Background Study, dated August 2005, subject to annual review during the capital budget process.
- 2) the Development Charge Study, dated August 2005, be received and approved.
- 3) Council confirm no further public meeting is required.
- 4) Council enact a by-law, adopting the recommended rates and policies provided within the Development Charges Background Study.
- 5) The Corporation of the City of St. Thomas and the South Block Area developers enter into a delayed payment agreement, with the provision to settle the difference between the interim development charges and the final development charges upon subsequent completion of the engineering and Development Charge Background studies and adoption of the associated development charges.

Report:

Background

Council enacted the new five-year City-wide Development Charge By-law on March 29, 2005. In addition to the City-wide development charges that apply to the entire City, lands developed within the South Block are subject to area development charges for the recovery of the growth related portion of local water, wastewater and roadwork.

Comments

The Development Charges Act requires that a development charge background study must be completed and adopted by Council before passing a development charge by-law. The attached South Block Area-Specific Development Charge Background Study has been completed and fulfils all requirements under the Act. The Public Meeting as required under section 12 of the Act is scheduled for Tuesday, September 6, 2005 at 5:00 pm as advertised.

At this time we are recommending that the existing fees remain unchanged. Much analysis remains to be done in order for us to establish proper fee levels in this development area. We will be working over the next few months with the consultants and development community to establish projects and related costs in order to establish appropriate development charges. As such, another Background Study and Public Meeting process will be initiated and completed over the next few months to enact a permanent 5-year by-law.

During the interim period between enactment of this by-law and the enactment a new by-law for this development area we are recommending a delayed payment agreement with developers. Such an agreement would require payment of, or alternatively, the refund of a calculated amount representing the difference between the development charges paid based on existing rates and the new rates.

Conclusion

All requirements regarding the enactment of the by-law have been satisfied. Accordingly, it is recommended that a by-law be passed.

Respectfully submitted,

A handwritten signature in black ink, appearing to be 'W. J. Day', written in a cursive style.

W. J. Day
Director of Finance and City Treasurer



Corporation of the

City of St. Thomas

-23-

Report No.

TR 39-05

File No.

Directed to: Chairman Cliff Barwick and Members of the Finance & Administration Committee

Date

August 29, 2005

Department: Treasury

Attachment:

Prepared By: William J. Day, City Treasurer

Background Study

Subject: Lands of Dalewood Area Development Charges

Recommendation:

It is recommended that:

- 1) Council approve the capital project listing set out in Tables 4-5 through 4-8 of the Development Charge Background Study, dated August 2005, subject to annual review during the capital budget process.
- 2) the Development Charge Study, dated August 2005, be received and approved.
- 3) Council confirm no further public meeting is required.
- 4) Council enact a by-law, adopting the recommended rates and policies provided within the Development Charges Background Study.

Report:

Background

Council enacted the new five-year City-wide Development Charge By-law on March 29, 2005. In addition to the City-wide development charges that apply to the entire City, lands developed within the Lands of Dalewood are subject to area development charges for the recovery of the growth related portion of local water, wastewater and roadwork.

Comments

The Development Charges Act requires that a development charge background study must be completed and adopted by Council before passing a development charge by-law. The attached Lands of Dalewood Area-Specific Development Charge Background Study has been completed and fulfils all requirements under the Act. The Public Meeting as required under section 12 of the Act is scheduled for Tuesday, September 6, 2005 at 5:30 pm as advertised.

Conclusion

All requirements regarding the enactment of the by-law have been satisfied. Accordingly, it is recommended that a by-law be passed. Following by-law passage, the new area development charges will apply.

Respectfully submitted,

W. J. Day
Director of Finance and City Treasurer



Corporation of the

City of St. Thomas**-24-**

Report No.

ES80-05

File No.

05-014-00

Directed to: Chairman Cliff Barwick and Members of the Finance and Administration Committee**Date**
September 5, 2005**Department:** Environmental Services Department**Prepared By:** Dave White, Supervisor of Roads & Transportation**Attachment**
Report ES21-05 Fleet Replacement Needs**Subject:** Fleet Replacement Needs – 2005 / 2006**RECOMMENDATION**

It is recommended that:

1. The following be received for information; and,
2. A tender be developed for 6 similar replacement vehicles from the 22 vehicles listed in the 2006 ES Capital Needs list; and,
3. A report be brought back to Council for approval of the successful bidder with the funding source being the vehicle/equipment reserve account.

Report:**Origin**

Two vehicles have recently been taken off the road as not operational, which are shown in the chart below as PW283 & PK314. These two vehicles cannot be returned to the road unless the required \$14,500 maintenance is completed to pass the safety inspection. A short list of six vehicles that have similar specifications has been developed which, if tendered ahead of the 2006 budget deliberations, could result in a cost avoidance total of approximately \$63,000 on the 2005/2006-vehicle maintenance operating budgets.

There are a total of 22 vehicles that have been identified and require replacement in 2006. They form part of the Treasury Memo submitted on August 9, 2005 for the capital budget submission from the Environmental Services Department. A number of these vehicles have already been held over from 2004 and 2005 as indicated in Report ES21-05 Fleet Replacement Needs (attached) that was deferred to the 2005 budget discussions.

Analysis

While all 22 vehicles have been prioritized by the Environmental Services Department, they are all at or beyond their expected lifespan as of 2005. Once vehicles are at their expected lifespan, major mechanical work or bodywork may not give a good return on investment.

There have been several recent mechanical/physical failures, which have been short-listed as 6 vehicles that have similar specifications, some need substantial work but all require replacement to avoid major repair and/or vehicle lease. . The other important aspect of this analysis is the fact that some vehicles require immediate substantial mechanical work and bodywork in order to pass the standard safety requirements.

The chart below shows the immediately required maintenance costs (mechanical and body work) along with recent annual maintenance costs and the 2005 replacement cost before our investigation.

Vehicle Number	Vehicle Description	Vehicle Year / Replacement Year	Immediately Required Maintenance Cost	Recent Annual Maintenance Costs	2005 Individual Replacement Estimate
PW283	1 ton pickup (reg)	1995 / 2005	\$3,000	\$5,100	\$45,000
PK314	¾ ton pickup (reg)	1995 / 2005	\$11,500	\$2,700	\$40,000
PW254	½ ton pickup (4 door)	1996 / 2005	\$1,000	\$3,500	\$40,000
PW220	½ ton pickup (ext)	1995 / 2005	\$2,000	\$2,200	\$40,000
EN315	½ ton pickup (ext)	1995 / 2005	\$6,500	\$1,700	\$40,000
PW248	½ ton pickup (ext)	1996 / 2005	\$8,500	\$5,700	\$40,000
TOTALS			\$32,500	\$20,900	\$245,000

It was discussed with purchasing staff and decided that grouping the 6 vehicles together may result in cost savings. While actual figures are only known following a full tender process, preliminary

investigations were done to determine potential cost savings that will be compared against the Environmental Services Treasury Memo and 2006 Capital Budget Submission; where the preliminary estimates of individual purchases were estimated at \$245,000.
As a result of the investigations we have found that tendering them as a group of 6 could result in a cost avoidance of approximately \$20,000 if purchased in 2005 for immediate delivery.

In summary, if the (6) vehicles were tendered and purchased immediately the City can expect to avoid;

- \$32,500 in required maintenance costs from current 2005 operating budgets,
- approx. 50% of the annual maintenance costs or \$10,450 from the 2006 operating budget,
- as a result of tendering the (6) vehicles together (now estimated at \$225,000) potentially save \$20,000 on a bulk purchase,
- a total estimated cost avoidance of \$62,950.

In addition to the cost avoidance, the six vehicles can be auctioned off with the value being credited to the vehicle services reserve account.

Alternatives

Approve the recommendations within this report.
Do not approve the recommendations within this report but recommend repair of vehicles through the appropriate operating budgets.

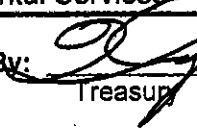
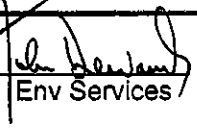
Financial Implications:

Costs associated with the vehicle purchases are funded through the vehicle/equipment reserve account.

Respectfully submitted



Dave White, Supervisor of Roads and Transportation
Environmental Services

Reviewed By:						
	Treasur	Env Services	Planning	City Clerk	HR	Other



Corporation of the

City of St. Thomas

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Report No.

ES21 -05

File No.

03-017-00/03-027-00

Directed to: Chairman Cliff Barwick and Members of the Finance and Administration Committee

Date
March 14, 2005

Department: Environmental Services

Attachment
Fleet replacement
Spreadsheet

Prepared By: Mark Sture, Supervisor of Roads and Transportation

Subject: Fleet Replacement Needs

Recommendation:

1. That the following be received for information.

Report:

Origin

Following staff discussion on budgetary issues surrounding fleet matters in the wrap up of 2004 Operating Budget and preparation of the 2005 Operating Budget, staff has reviewed the current replacement needs of the City's fleet. This needs analysis provides an update of previous planning work undertaken in this regard in the past.

Analysis

Through an analysis of the City's fleet, the Roads and Transportation Supervisor, in conjunction with Treasury staff determined a life expectancy, replacement schedule and "value" of the fleet. The City currently has 180 pieces of equipment in its fleet. Of these 55 are licensed and 45 are construction/horticultural type vehicles, and the balance is made up of small pieces of operating equipment such as mowers, chainsaws, large power hand tools, etc. The annual fee for licensing our equipment in 2004 was \$10,555.

The analysis provides a life expectancy for all units. Licensed and construction type vehicles were given a life expectancy varying between 8 and 20 years, with 8 years being the life expectancy of a pick-up truck or passenger vehicle and 20 years the life expectancy of our motor grader. Most of the medium duty trucks have a life expectancy of around 12 years. Similarly, transit vehicles have a life of 8 to 15 years, depending on the type of equipment.

Based on 2004 replacement dollars, the fleet has a value of \$10.3 million, not including those units with a value of less than \$10,000. Of this equipment, \$3.3 million worth of fleet/equipment is either due or past due for replacement if the above life expectancy is followed.

The attached spreadsheet lists the fleet and its age, life expectancy, scheduled replacement year and 2004 value. Additionally, this spreadsheet shows the annual maintenance costs of each piece of equipment.

Financial Considerations

The City's fleet is worth approximately \$10.5 million and there is about \$3.5 million worth of outstanding replacement needs. In round 1 of the 2005 Capital Budget \$400,000, was allotted for replacement and \$100,000 from tax revenue. It is recommended that during round 2 of the 2005 Capital Budget, Council consider a further expenditure of an additional \$220,000 for fleet replacement, \$100,000 of which is from tax revenue.

Notwithstanding the immediate fleet need for \$3.5 million in replacement value, the City needs to set aside approximately \$1 million a year (in 2004 dollars) for the replacement of the existing fleet within the estimated life expectancy of 8 to 20 years. This does not address the needs for new additional vehicles as a result of growth in the City which are included in the calculation of the City wide Development Charges and which contribute to the funding of the Development Charges Reserve Fund.

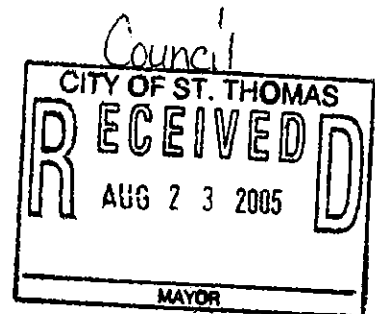
Respectfully,


Mark Sture, Supervisor Roads and Transportation
Environmental Services

Reviewed By:  Treasury  Env Services  Planning  City Clerk  HR  Other

PKP408	John Deere ATV/Double Seat	1994	5	\$	422	\$	15,000	15000	12000	15000	12000	15000	15000
PKP409	Golf Cart	2004	5	\$	128	\$	12,000						
PKP411	Sihl String Trimmer	1999		\$	32								
PKP413	Sihl String Trimmer	2001		\$	171								
PKP414	Sihl String Trimmer	2001		\$	124								
PKP415	Sihl String Trimmer	2001		\$	185								
PKP416	Sihl String Trimmer	2000		\$	213								
PKP417	Sihl String Trimmer	2000		\$	72								
PKP418	Sihl String Trimmer	1999		\$	104								
PKP419	Sihl String Trimmer	1999		\$	9								
PKP420	Sihl String Trimmer	2002		\$	120								
PKP421	Sihl String Trimmer	2002		\$	31								
PKP422	Sihl String Trimmer	2001		\$	47								
PKP423	Sihl String Trimmer			\$	32								
PKP425	Sihl String Trimmer			\$	110								
PKP426	Sihl String Trimmer			\$	9								
PKP427	Sihl String Trimmer			\$	9								
PKP429	Sihl String Trimmer			\$	32								
PKP434	Sihl Chain Saw/Pruner	2000		\$	59								
PKP436	Sihl Chain Saw	1999		\$	134								
PKP439	Sihl Hedge Trimmer	1995		\$	61								
PKP440	White Push Mower/4 Stroke	2002		\$	169								
PKP442	White Push Mower/4 Stroke	2002		\$	32								
PKP443	White Push Mower/4 Stroke	1994		\$	40								
PKP444	La Boy Push Mower/4 Stroke	1990		\$	63								
PKP447	Honda Power Washer	1998		\$	68								
PKP449	Honda Rototiller	2001		\$	31								
PKP454	Lely Fertilizer Spreader	1986	10	\$	209	\$	10,000	10000			10000		
PKP456	Yardman Riding Mower			\$	15								
PKP460	Flower Utility Trailer	1976		\$	49								
PKP461	Honda Rototiller	1989		\$	31								
PKP462	Wassie Utility Trailer	1986		\$	557								
PKP463	Martham Utility Trailer	1999		\$	516								
PKP464	Boat Utility Trailer	1962		\$	32								
PKP466	Bannerman Diamond Levelor	1989	10	\$	134	\$	7,500	7500			7500		
PKP467	Bannerman Diamond Levelor	1997		\$	95								
PKP469	Gas Side Bar Mower	2000		\$	62								
PKP472	Ryan Aerifier	1987	10	\$	53	\$	20,000	20000			20000		
RU4923	Rental Unit - Parks			\$	271								
Fleet/Corpora EN278	Ford Taurus	2002	8	\$	3,985	\$	35,000	35000			35000		
Roads													
PW226	Atlas Copco Compressor			\$	200								
PW231	Jumping Jack			\$	98								
PW234	Slow Sidelwalk Planer			\$	465								
PW235	Vemco E550 Evacuator			\$	1,296								
PW237	Freightliner ST Dump	1996	12	\$	11,437	\$	150,000	150000					
PW238	Ford L8000 Sander	1992	12	\$	13,289	\$	150,000	150000					
PW247	Vac-U-Sweep	1993	10	\$	32,587	\$	200,000	200000					
PW248	Ford F150 Pickup	1996	8	\$	5,663	\$	30,000	30000					
PW249	Ford F350 1 Ton	1999	8	\$	9,926	\$	40,000	40000					
PW251	Case Loader/Backhoe 580L	1999	12	\$	12,924	\$	150,000	150000					
PW251B	Case Loader/Backhoe 580L			\$	32								

-3/-



Monday, August 15, 2005, St. Thomas, Ontario

ATT: Mr. Jeff Kohler, Mayor of the city of St. Thomas

RE: The 2007 Canadian National Weightlifting Championship.

Mr. Kohler. My name is Daniel Pare. I am a strength coach and the owner of the St. Thomas Strength Athletics. I am writing to you for support from council, for the 2007 Canadian National Weightlifting Championship.

I am in charge of organizing the 2007 Nationals Championship, which will be held on May 24 week end. The event will bring to St. Thomas over 100 of the best Olympic weightlifters in Canada, males and females, for a period of approximately 5 days. In addition, several family members will accompany each athlete to show support and encouragement. Such a sporting event will bring a great financial boost for many of the businesses in the community of St. Thomas.

In my journey of organizing the 2007 Nationals Championships, I am approaching several organizations, businesses, service clubs and individuals for their help and support. That is why I am asking the city of St. Thomas for a donation of \$5,000.00 for financial support to make the 2007 Canadian National Weightlifting Championship a tremendous success. I will be happy to share our business plan with you.

Jill Miller, the Ontario Weightlifting Association's president, is supporting me in developing the event to its full potential and as such we would like to meet with council to discuss in more details the opportunities this event will provide for the city of St. Thomas. I would appreciate it, if we could discuss some dates and times to make this happen, as Jill must travel from Collingwood to meet with us. Jill has experience hosting both the World and National events in Collingwood.

Sincerely

Daniel Pare, Meet Director
71, Ross Street #11
St. Thomas, ON
N5R 3X6
519-633-0771

REFERRED TO	
W. DAY	
T. JOHNSON	
FOR	
DIRECTION	<input type="checkbox"/>
REPORT OR COMMENT	<input checked="" type="checkbox"/>
INFORMATION	<input type="checkbox"/>
FROM M. KONEFAL	



Corporation of the

City of St. Thomas

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Report No.

ES81-05

File No.

Directed to:

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

Date

September 5, 2005

Department:

Environmental Services Department

Attachment

#1 Report ES35-05, St.
Thomas Local Road System
- Possible Parking
Restrictions
#2 By-law amendment

Prepared By:

Dave White, Supervisor of Roads & Transportation

Subject:

Station Street - Parking Restriction

RECOMMENDATION

1. That Traffic Bylaw 45-89 be amended to restrict parking on the west side of Station Street from Kains Street to Meda Street.

Report:

Origin

At its regular meeting on April 4 2005, Council received report ES35-05 (attached) as information and recommended that the Ontario Fire Code and Building Code requirement for emergency vehicles along the City's local standards roadway system be applied on a site specific and as needed basis.

Analysis

Station Street is a minor local road that is approximately 200m long with (10) residential driveways on the west side and (3) residential driveways on the east side. It was constructed to Minor Local Road standards, which is less than 9.9m wide. Therefore this road section requires a parking restriction on one side to accommodate the minimum required fire route width of 5.94m.

The illustration below depicts the limits of Station Street, the parking restriction area (- - -) and the number of affected residents.



A notice was delivered to the (15) effected homes on Station Street for their input on August 12, 2005. Within the notice residents were asked to call or write should they have any concerns or comments by Friday August 26, 2005.

As a result of this notice (to date) we have received three phone calls all of which encourage the NO PARKING restriction on the west side of Station Street from Kains Street to Meda Street.

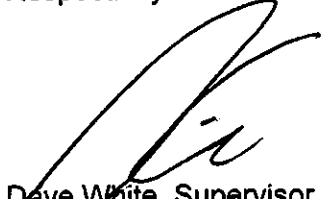
Alternatives

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

Financial Implications:

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

Respectfully submitted



Dave White, Supervisor of Roads and Transportation
Environmental Services

Reviewed By:

Treasury


Env Services

Planning

City Clerk

HR

Other



Corporation of the

City of St. Thomas

ES35 -05

File No.

Directed to: Chairman Terry Shackelton and Members of the Protective Services & Transportation Committee of Council**Date**
March 28, 2005**Department:** Environmental Services**Attachment**
- map showing City roadway system
- excerpts of Fire Code and Ontario Building Code
- City Roadway cross section**Prepared By:** John Dewancker, Director**Subject:** St. Thomas Local Road System – Possible Parking Restrictions.**Recommendation:**

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

Origin:

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

Analysis:

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

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

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

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

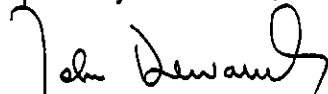
In essence, the following three options remain available for implementation:

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

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

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

Respectfully Submitted,



John Dewanker, P.Eng
Director, Environmental Services

Reviewed By:

 Treasury Env Services Planning City Clerk HR Other

2.4.4.2.

Portable extinguishers

Portable extinguishers for flaming meals and drinks

Devices having open flames

Electrical wiring

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

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

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

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

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

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

Subsection 2.4.5. Use of Hazardous Materials

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

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

Subsection 2.4.6. Electrical Hazards

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

SECTION 2.5 FIRE DEPARTMENT ACCESS TO BUILDINGS

Subsection 2.5.1. General

Application



Maintaining access free of obstructions

Fire Department connections

Maintenance

Signs

2.5.1.1. This Section applies to fire access routes required to be constructed under the Building Code, provided under a municipal by-law, or (c) designated under Paragraph 45 of Section 240.3, the Municipal Act.

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

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

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

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

SECTION 2.6 SERVICE EQUIPMENT

Subsection 2.6.1. Heating, Ventilating and Air-Conditioning

Defective equipment

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

Except from Ontario
FIRE CODE

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

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

3.2.2.9. Crawl Spaces

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

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

3.2.2.10. Streets

(1) Every *building* shall face a *street* located in conformance with the requirements of Articles 3.2.5.5. and 3.2.5.6. for access routes.

(2) For the purposes of Subsections 3.2.2. and 3.2.5. an access route conforming to Subsection 3.2.5. is permitted to be considered as a *street*.

(3) A *building* is considered to face 2 *streets* provided not less than 50% of the *building* perimeter is located within 15 m (49 ft 3 in) of the *street* or *streets*.

(4) A *building* is considered to face 3 *streets* provided not less than 75% of the *building* perimeter is located within 15 m (49 ft 3 in) of the *street* or *streets*.

(5) Enclosed spaces, tunnels, bridges and similar structures, even though used for vehicular or pedestrian traffic, are not considered as *streets* for the purpose of this Part.

3.2.2.11. Exterior Balconies

- (1) An exterior balcony shall be constructed in

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

3.2.2.12. Exterior Passageways

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

3.2.2.13. Occupancy on Roof

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

3.2.2.14. Roof-Top Enclosures

- (1) A roof-top enclosure for elevator machinery or for a *service room* shall be constructed in accordance with the type of construction required by Articles 3.2.2.20. to 3.2.2.83.

(2) A roof-top enclosure for elevator machinery or for a *service room*, not more than one *storey* high, is not required to have a *fire-resistance rating*.

(3) A roof-top enclosure for a stairway shall be constructed in accordance with the type of construction required by Articles 3.2.2.20. to 3.2.2.83.

(4) A roof-top enclosure for a stairway need not have a *fire-resistance rating* nor be constructed as a *fire separation*.

3.2.2.15. Storeys below Ground

(1) If a *building* is erected entirely below the adjoining finished ground level and does not extend more than one *storey* below that ground level, the minimum precautions against fire spread and collapse shall be the same as are required for *basements* under a building of 1 *storey* in *building height* having the same *occupancy* and *building area*.

(2) If any portion of a *building* is erected entirely below the adjoining finished ground level and extends more than one *storey* below that ground level, the following minimum precautions against fire spread and collapse shall be taken:

- (a) except as permitted by Sentence (3), the *basements* shall be *sprinklered*,
- (b) a floor assembly below the ground level shall be constructed as a *fire separation* with a *fire-resistance rating* not less than

3.2.4.22.

Ontario Building Code 1997

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

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

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

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

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

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

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

3.2.5. Provisions for Fire Fighting

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

3.2.5.1. Access to Above Grade Storeys

(1) Except for *storeys* below the *first storey*, direct access for fire fighting shall be provided from the outdoors to every *storey* that is not *sprinklered* and whose floor level is less than 25 m (82 ft) above *grade*, by at least one unobstructed window or access panel for each 15 m (49 ft 3 in) of wall in each wall required to face a *street* by Subsection 2.

- (2) An opening for access required by Sentence (1) shall
 - (a) have a sill no higher than 900 mm (2 ft 11 in) above the inside floor, and
 - (b) be not less than 1 100 mm (3 ft 7 in) high by not less than
 - (i) 550 mm (21½ in) wide for a *building* not designed for the storage or use of dangerous goods, or

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

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

3.2.5.2. Access to Basements

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

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

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

- (a) doors, windows or other means that provide an opening not less than 1 100 mm (3 ft 7 in) high and 550 mm (21½ in) wide, with a sill no higher than 900 mm (2 ft 11 in) above the inside floor, or
- (b) an interior stairway immediately accessible from the outdoors.

3.2.5.3. Roof Access

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

- (a) a stairway, or
- (b) a hatch not less than 550 mm (21½ in) by 900 (2 ft 11 in) mm with a fixed ladder.

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

- (a) a passage not less than 900 mm (2 ft 11 in) wide by 1 800 mm (5 ft 11 in) high, clear of all obstructions except for necessary horizontal supports not more than 600 mm (23½ in) above the roof surface,
 - (i) around every roof sign, and
 - (ii) through every roof sign at locations not more than 15 m (49 ft 3 in) apart, and
- (b) a clearance of not less than 1 200 mm (3 ft 11 in) between any portion of a roof sign and any opening in the exterior wall face or roof of the *building* in which it is erected.

3.2.5.4. Access Routes

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

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

3.2.5.5. Location of Access Routes

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

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

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

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

3.2.5.6. Access Route Design

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

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

3.2.5.7. Water Supply

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

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

3.2.5.8. Reserved.

3.2.5.9. Reserved

3.2.5.10. Reserved.

3.2.5.11. Reserved.

3.2.5.12. Reserved.

3.2.5.13. Automatic Sprinkler Systems

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

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

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

URBAN MINOR LOCAL
ROAD CROSS-SECTION

CITY OF ST THOMAS
ENVIRONMENTAL SERVICES DEPARTMENT
Engineering and Transportation Division

DRAWN BY: R.
CHECKED BY:

METRIC

M-1

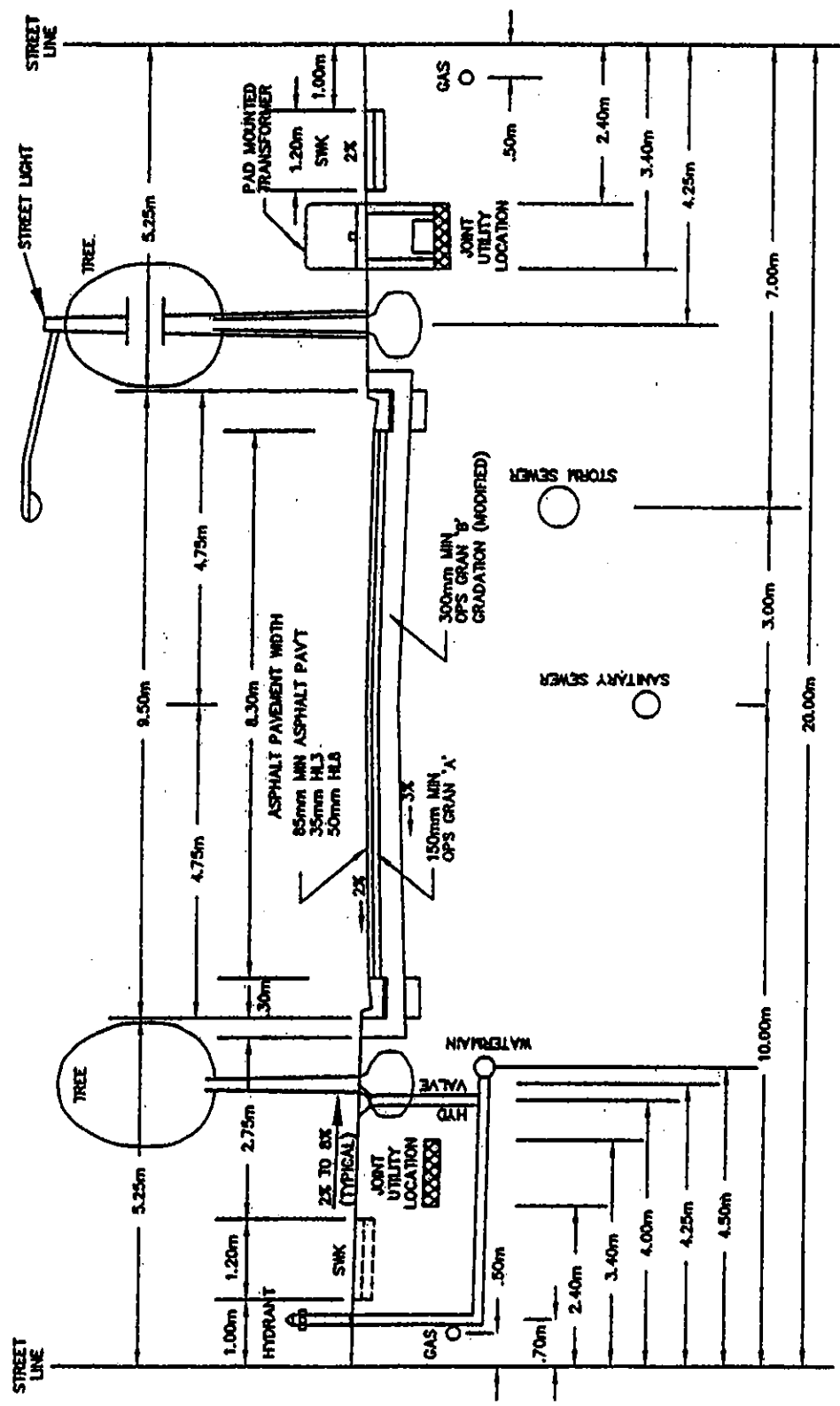
SCALE: N.T.S.

DATE: SEPTEMBER 1999

NO	DESCRIPTION OF REVISION	CHKD BY	DATE	INITIAL
1	CURB AND SIDEWALK REVISIONS	QER	OCT 2002	DPH

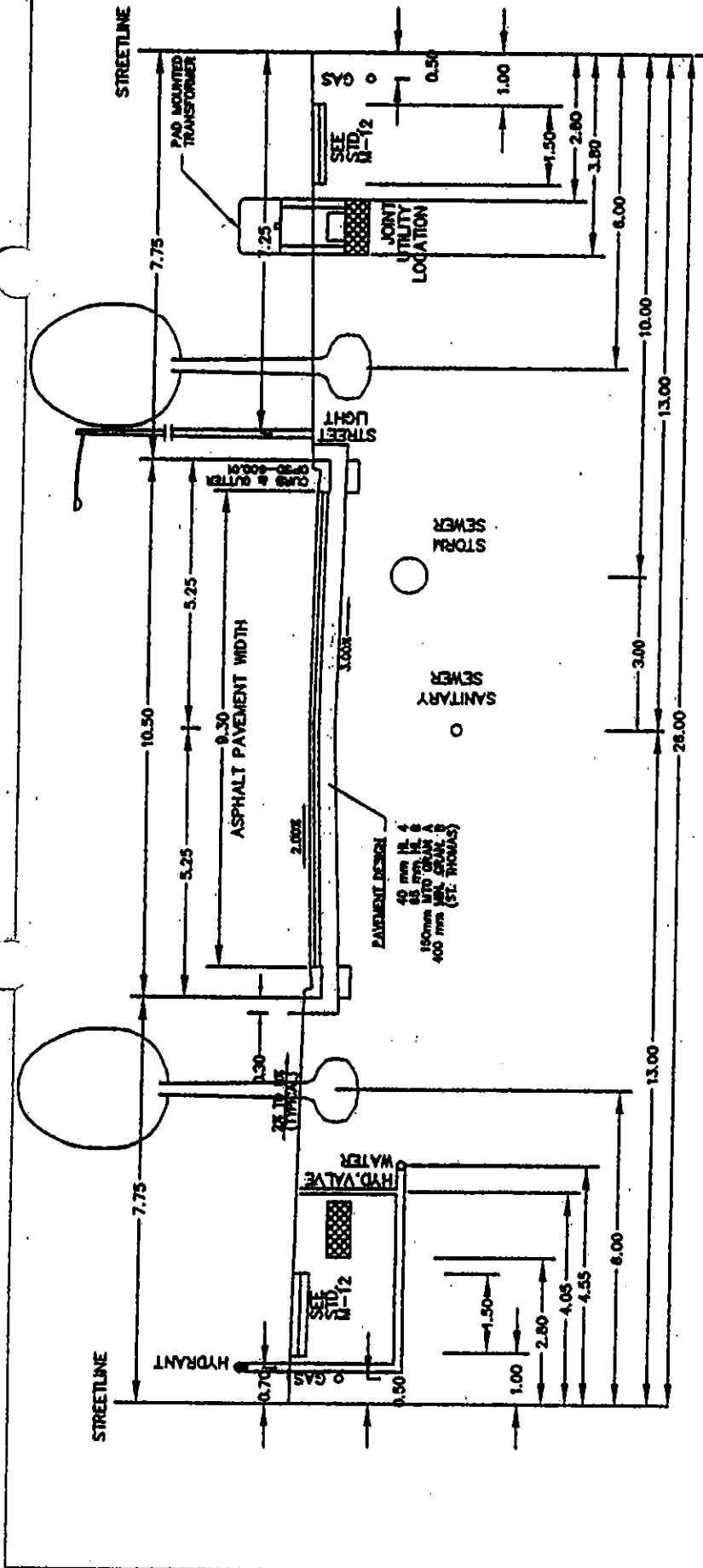
NOTES:

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



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

URBAN LOCAL ROAD CROSS-SECTION										CITY OF ST THOMAS ENVIRONMENTAL SERVICES DEPARTMENT Engineering and Transportation Division									
SCALE: N.T.S.										DRAWN BY: RVR									
DATE: SEPTEMBER 1999										CHECKED BY:									
CITY ENGINEER										METRIC									
M-2																			



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

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

CITY OF ST. THOMAS

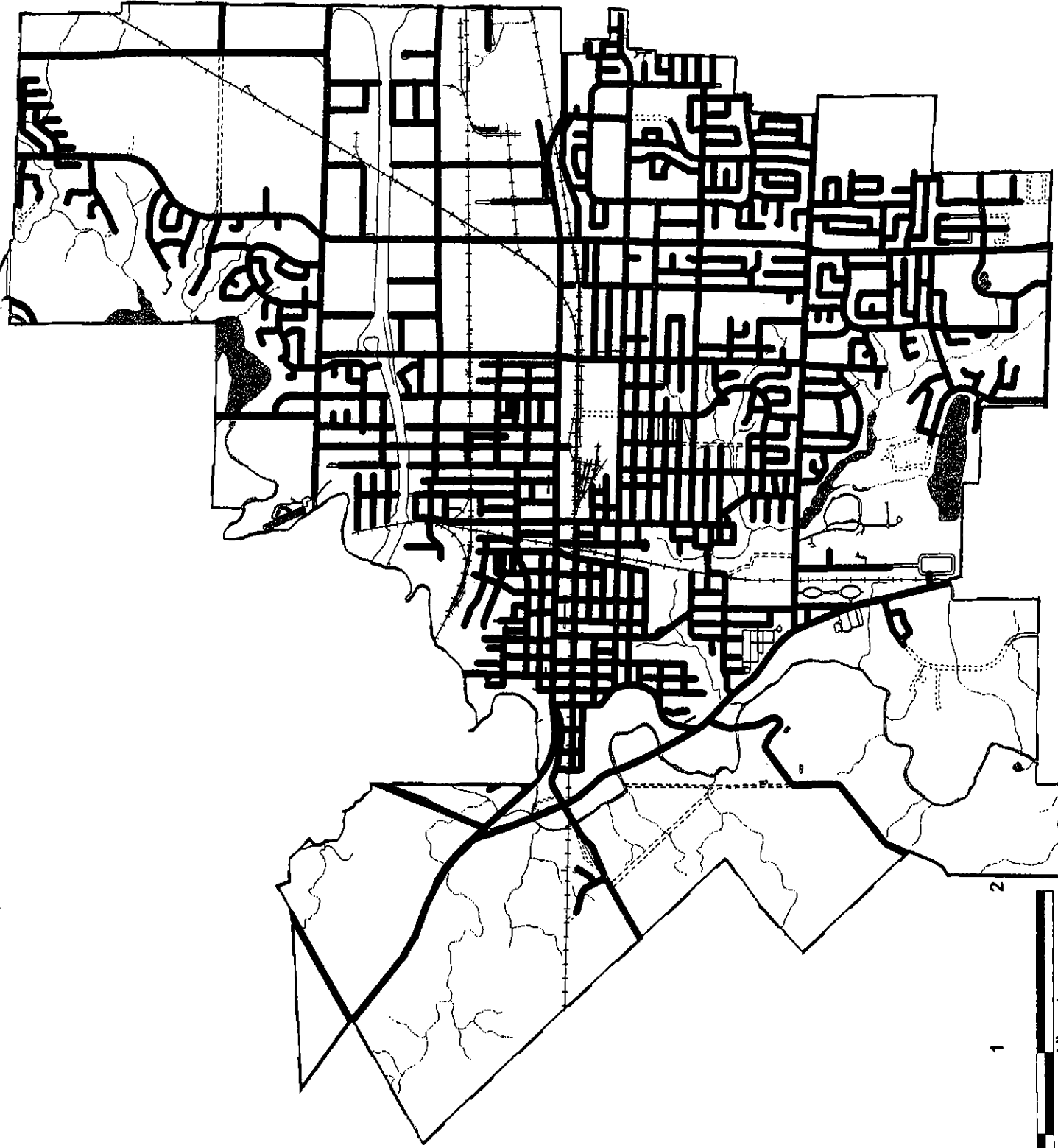
Roadways with Potential Need for Parking Restriction (No Parking Lane on One Side of Street)

- Roads with pavement widths Less than 9.9 m
- Roads with with pavement widths greater than 9.9 m



THE CORPORATION OF THE CITY OF
ST. THOMAS

Prepared and produced by the City of St. Thomas Environmental Services Department, March 22, 2005.
Base Map provided by the Central Elgin Planning Office.
Reproduction in whole or in part of this map is strictly prohibited unless express written permission is granted by the City of St. Thomas Environmental Services Department. (CJSH)





Corporation of the

City of St. Thomas

- 44 -

Report No.

ES82-05

File No.

05-014-00

Directed to:

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

Date

September 5, 2005

Department:

Environmental Services Department

Attachment

#1 Report ES35-05, St.
Thomas Local Road System -

~~(as attached to)~~
~~Report ES 81-05~~

#2 A petition dated August
12, 2005

~~#3 By-law amendment~~

Prepared By:

Dave White, Supervisor of Roads & Transportation

Subject:

Aldborough Avenue from Airey Avenue to Sparta Street – Parking Restriction

RECOMMENDATION

It is recommended that:

1. Traffic By-law 45-89 be amended to restrict parking on the east and south sides of Aldborough Avenue from Airey Avenue to Sparta Street (west intersection); and,
2. Vehicle speed and volume be monitored on Aldborough Avenue from Airey Avenue to Sparta Street (west intersection) during the 2006 data collection program; and,
3. City of St-Thomas Police Service be requested to provide enforcement of the speed limit on Aldborough Avenue.

Report:

Origin

At its regular meeting on April 4 2005, Council received report ES35-05 as information and recommended that the Ontario Fire Code and Building Code requirement for emergency vehicles along the City's local standards roadway system be applied on a site specific and as needed basis.

Analysis

The road section of Aldborough Avenue from Airey Avenue to Sparta Street (west intersection) is a local road that is approximately 500m long with (39) residential driveways. It was constructed to Local Road standards, which is less than 9.9m wide although it is acting as a minor collector for the subdivision. Therefore this road section requires a parking restriction on one side to accommodate the minimum required fire route width of 5.94m. The road sections to the east of Sparta Street and to the south of Airey Avenue were built to Collector road standards and therefore do not require a parking restriction.



A notice was delivered to the thirty-nine effected homes on Aldborough Avenue for their input on August 12, 2005. Within the notice residents were asked to call or write should they have any concerns or comments by Friday August 26, 2005.

-45-

As a result of the notice (to date) we have received;

- five phone calls from five different addresses within the petitioned area,
- two emails (both already included in the five phone calls), and
- a petition of fourteen names (representing ten addresses within the petition area and one address outside of the petitioned area) attached.

Compiling all the objections without duplication there were twelve objections from the thirty-nine residents within the petitioned area or approximately 31%. We can conclude from this that 69% of the residents within the petitioned area did not have an objection to the recommended NO PARKING restriction on the east and south sides of Aldborough Avenue from Airey Avenue to Sparta Street (west intersection).

The main concern of the residents that are objecting to the restriction is related to traffic speed and volume along Aldborough Avenue from Airey Avenue to Sparta Street (west intersection). Traffic speed and volume have not been previously identified as an issue and therefore it is recommended to monitor it during the 2006 data collection program and ask St. Thomas Police Service to provide enforcement.

Alternatives

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

Financial Implications:

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

Respectfully submitted


Dave White, Supervisor of Roads and Transportation
Environmental Services

Reviewed By:

Treasury


Env Services

Planning

City Clerk

HR

Other

August 12, 2005

Dave White
Supervisor of Roads and Transportation

Re: Proposed Parking Restriction - East and South Sides of Aldborough Ave.,
From Airey Avenue to Sparta Street (west intersection)

We, the undersigned, are **strongly opposed** to the proposed parking restrictions and are increasingly concerned about the **increased speed and volume** of traffic on Aldborough Avenue.

When we chose this area of St. Thomas for our residences, it was a quiet, residential area. In the past few years we have noticed substantial change. Perhaps the City Engineers should be more concerned about **decreasing** the amount of traffic and devising methods to **reduce the speed** of the motorists (ie. Speed bumps, increased police presence) before someone gets seriously injured.

Most of the houses along this stretch of Aldborough do not have garages and have single lane driveways. We need to have access to parking on the street. Furthermore, the parked cars do slow down motorists to some degree. Restricting parking will only serve to increase both the speed of motorists and the volume of vehicles as Aldborough Avenue becomes a more accessible through road.

Please reconsider this proposal.

NAME	ADDRESS
<u>Ernest Bruggin</u>	<u>13 Aldborough Ave.</u>
<u>Rock DeFelleck</u>	<u>11 ALDBOROUGH AVE.</u>
<u>M. ST. MARTIN</u>	<u>17 ALDBOROUGH AVE</u>
<u>Dawn Clarke</u>	<u>25 ALDBOROUGH AVE.</u>
<u>Matt [Signature]</u>	<u>25 Aldborough Ave</u>
<u>[Signature]</u>	<u>29 ALDBOROUGH, AVE.</u>
<u>[Signature]</u>	<u>59 "</u>
<u>Leanne DeHou</u>	<u>2 Eric St.</u>
<u>Sudney Schirra</u>	<u>32 Aldborough ave</u>

Manson Frank

Mary Hays

Margaret L. Bruggencate

~~M. L. Bruggencate~~

Art Beaudry

28 Aldborough

26 Aldborough Ave

13 Aldborough Ave

13 Aldborough Ave.

21 Aldborough Ave.



Corporation of the

City of St. Thomas

-48-

Report No.

ES66-05

File No.

05-014-00

Directed to:	Chairman Terry Shackelton and Members of the Transportation and Protective Services Committee	Date September 5, 2005
Department:	Environmental Services Department	Attachment #1 Map of detours; and #2 Report PW66-05
Prepared By:	Dave White, Supervisor of Roads & Transportation	
Subject:	UPDATED REPORT - Temporary Road Closures For Canadian Pacific Railway Road Crossing Rebuilds	

RECOMMENDATION

It is recommended that:

1. The Temporary road closures of South Edgeware Road – Harwill Road to Progress Drive, Edward Street – Burwell Road to Gaylord Road, Burwell Road – Talbot Street to Edward Street and Highbury Avenue – Edgeware Line to Ron McNeil Line be approved at these locations to permit Canadian Pacific Railway, in conjunction with the City of St. Thomas, to rehabilitate the CP railway road crossings; and,
2. The proposed detours as shown on the attached map be approved and be in effect for the duration of the subject railway road crossing works.

Report:

Origin

At its regular meeting on July 15 2005, Council received report PW66-05 and approved the three road closures being;

- South Edgeware Street crossing – September 20-21, 2005
- Burwell Street crossing – September 22-23, 2005
- Edward Street crossing – September 25-26, 2005.

Analysis

In order to provide clarity to Council and the public we are providing this update of information.

Since the July 15, 2005 Council meeting the Economic Development Department has provided notice to the effected businesses in the areas based on the above information. After the first notices went out CP Rail amended the list and the closure dates. As a result, Economic Development provided a second notice and Operations staff has installed advance notice information signs for the road closures as follows:

- South Edgeware Road street crossing – September 6-7, 2005
- Burwell Road street crossing – September 22 –23, 2005
- Edward Street street crossing – September 12-13, 2005.

Note: That signing and notifications still have to be done for the Burwell Road road closure.

In addition to the above three closures, a NEW location has been added to the CP Rail list for 2005 being;

- Highbury Avenue street crossing – September 26-27, 2005

The Highbury Avenue street crossing will have a;

- Complete closure (ROAD CLOSED) at the at grade crossing between Edgeware Line and Ron McNeil Line
- Partial closure (LOCAL TRAFFIC ONLY) on Highbury Avenue between Edgeware Line and Ron McNeil Line
- Detour route on Ron McNeil Line/Burwell Road/South Edgeware Road.

Alternatives

There are no alternatives to the recommendations within this report. CP Rail must work on the three crossings as a result of rail safety and the City of St-Thomas is required to provide traffic control during the scheduled work.

Financial Implications:

All costs are accommodated within the existing operations budget.

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Respectfully submitted



for Dave White, Supervisor of Roads and Transportation
Environmental Services

Reviewed By:

Treasury


Env Services

Planning

City Clerk

HR

Other

LEGEND



South Edgeware Road Crossing
Closed Sept. 6-7, 2005



Edward Street Road crossing
Closed Sept. 12-13, 2005



Highbury Avenue Road Crossing
Closed Sept. 26-27, 2005



Burwell Road crossing
Closed Sept. 22-23, 2005



Edward Street Detour Route



Highbury Avenue Detour Route



South Edgeware Road Detour Route

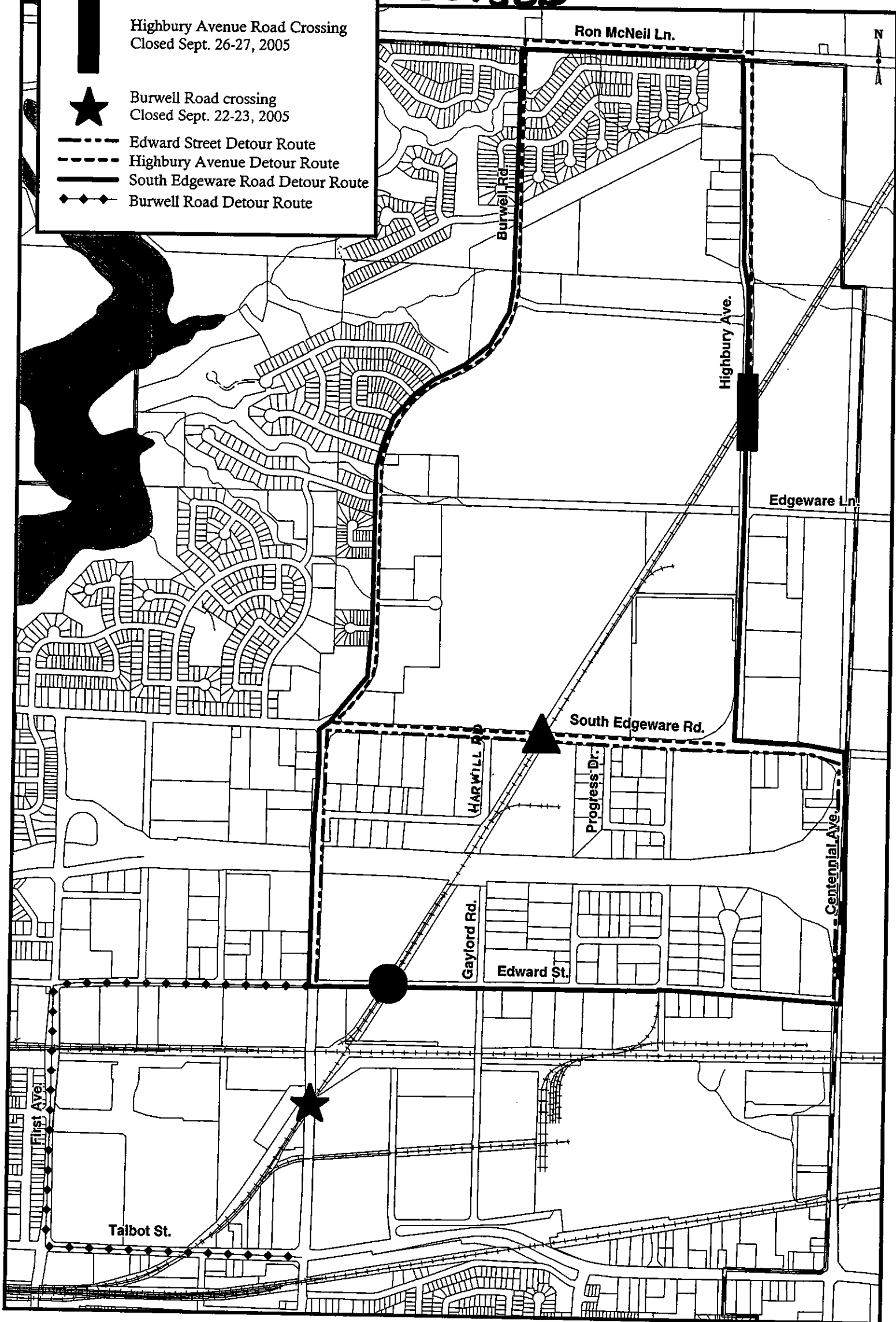


Burwell Road Detour Route

CITY OF ST. THOMAS

**-50- Expected Road Closures
& Detour Routes**
REVISED

250 500
metres



**Directed to:**

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

Date
July 5, 2005**Department:**

Environmental Services

Prepared By:

Ivar Andersen, Manager of Operations & Compliance

Attachment

Map of Detours

Subject:**Temporary Road Closures For Canadian Pacific Railway Road Crossing Rebuilds****Recommendation:**

It is recommended that:

1. The temporary road closures of South Edgeware Road, Harwill Road to Progress Drive, Edward Street, Burwell Road to Gaylord Road and Burwell Road, Talbot Street to Edward Street be approved at these locations to permit Canadian Pacific Railway, in conjunction with the City of St. Thomas, to rehabilitate the CP railway road crossings.
2. The proposed detours as shown on the attached map be approved and be in effect for the duration of the subject railway road crossing works.

Origin:

On June 30, 2005, staff met with representatives of the Canadian Pacific Railway at which time the railway requested the City's co-operation in rehabilitating the CP crossings of South Edgeware Road, Edward Street and Burwell Road.

Analysis:

Normally, at railway/road intersections, the railway is responsible for any track work required and the City is responsible for any roadwork required. For these rail crossings, the City, in addition to the roadworks, is proposing to have rubber flanges installed along the rails to increase the longevity of the road at the tracks. CP has agreed to install these rubber flanges at no cost to the City, however, the City will have to pay the material cost which is approximately \$50 per foot per track crossing. As well, CP has agreed to pay the City costs for repaving the track crossings on Edward Street and on Burwell Road including traffic control. The City's long term plan is to widen South Edgeware Road at the CP crossing, therefore arrangements will be made to acquire the rubber flange for the full crossing. At this time, only the rubber flange required for the existing cross-section will be installed and the remainder placed in storage to accommodate the future road widening.

Generally, advance signage (three weeks) will be installed at all (3) rail crossings so that drivers will be aware of the upcoming closures. Following are the proposed detours for each crossing involved and the scheduled timing:

South Edgeware Street crossing - Sept. 20-21, 2005

- Complete closure (ROAD CLOSED) at the at grade crossing between Harwill Rd and Progress Dr
- Partial closure (LOCAL TRAFFIC ONLY) on South Edgeware at Burwell and Highbury
- Detour routes on Burwell/Ron McNeil Line & Edward/Centennial/Highbury

Burwell Street crossing - Sept. 22-23, 2005

- Complete closure (ROAD CLOSED) at the at grade crossing between Talbot St and Edward St
- Partial closure (LOCAL TRAFFIC ONLY) on Burwell Rd at Talbot St and Edward St
- Detour routes on Talbot St/First Av/Edward Av

Edward Street crossing - Sept. 25-26, 2005

- Complete closure (ROAD CLOSED) at the at grade crossing between Burwell Rd and Gaylord Rd
- Partial closure (LOCAL TRAFFIC ONLY) on Edward St at Burwell Rd and Centennial Av
- Detour routes on Burwell/South Edgeware/Centennial Av

The Economic Development Corporation has been advised of the proposed temporary road closures and will be contacting the adjacent industries to advise them and their staff. Note that these are the scheduled times for the closures and that weather conditions and other situations beyond CP or City control may change the exact timing of the actual temporary road closings.

Financial Considerations:

Canadian Pacific Railways has agreed to pay for all the costs associated with the crossings at Edward Street and at Burwell Road with the exception of the material cost of the rubber flanges. The rubber flanges for these two crossings are estimated to cost approximately \$5,900 which can be accommodated in the existing operations budget.

At the South Edgeware Road/CP Rail crossing, the City will be responsible for repaving the road approaches and traffic control. This will be accommodated in the existing operations budget. A separate report detailing the source of financing for the rubber flange required for this crossing will be submitted by the Manager of Engineering.

Respectfully,



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

Reviewed By:	<u>Treasury</u>	<u>Env Services</u>	<u>Planning</u>	<u>City Clerk</u>	<u>HR</u>	<u>Other</u>
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South Edgeware Road Crossing
Closed Sept. 20-21, 2005



Burwell Road crossing
Closed Sept. 22-23, 2005



Edward Street crossing
Closed Sept. 25-26, 2005

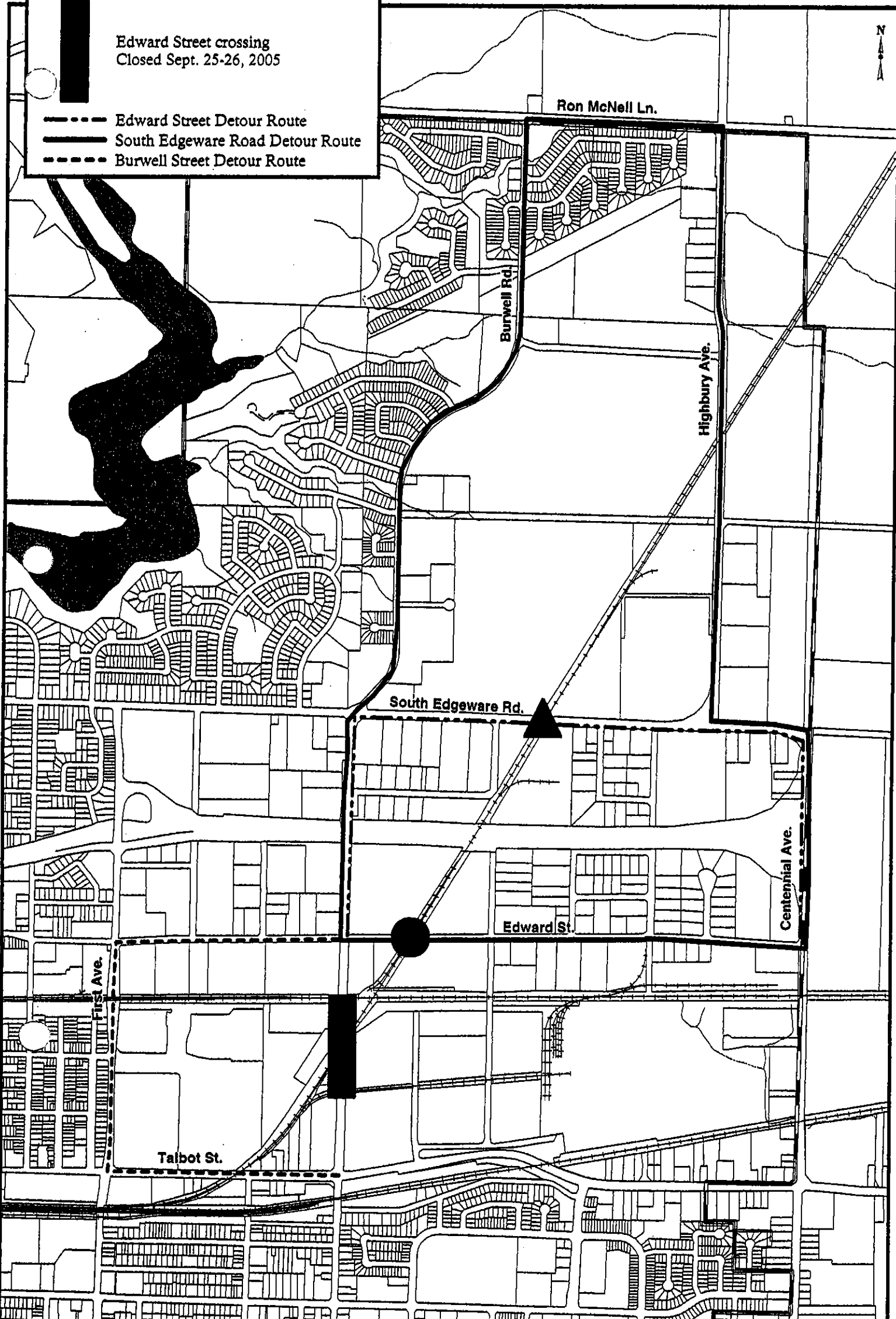
- Edward Street Detour Route
- ===== South Edgeware Road Detour Route
- Burwell Street Detour Route

Expected Road Closures & Detour Routes

-53-

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metres

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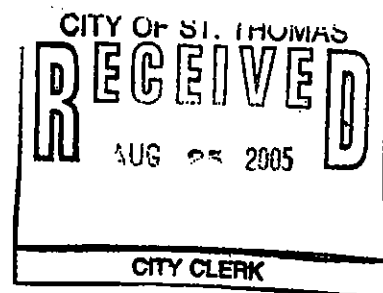
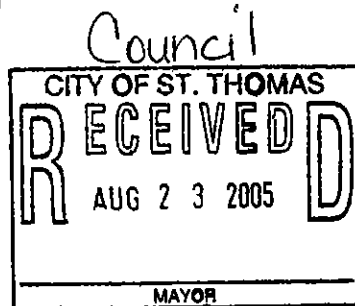
Big Brothers / Big Sisters of St. Thomas-Elgin

-54-

Be a Mentor
share a
little
magic

August 23, 2005

Mayor Jeff Kohler
545 Talbot Street
St. Thomas, Ontario
N5P 3V7



Dear Mayor Kohler:

Due to the overwhelming success of our 2004 "Be a Big for a Day", Big Brothers/Big Sisters of St. Thomas-Elgin is requesting the support of our city once again to allow our agency to close Centre Street. The closure would be between Hincks and Princess on Friday, September 23, 2005, between the hours of 5:30p.m. and 8:30p.m. The closure would allow us to invite community members to a fun game of street hockey with the many children who are waiting for a mentor. The day would also include an open house and barbecue open to all who are interested in meeting some of our children and hearing more about our many mentoring programs.

Our National office once again is supporting agencies across Canada by encouraging all citizens in all communities to "Share a Little Magic" by logging onto www.sharealittlemagic.ca on September 23rd to learn more about the volunteer programs offered by Big Brothers Big Sisters. This, along with the street hockey and many other promotional events throughout September will hopefully bring awareness to our community to our ongoing need of Big Brothers and Big Sisters for the 19 boys and 14 girls who are waiting for that special friendship.

Many cities across Canada are proclaiming September as Big Brother Big Sister month and we invite our city to be a part of this also. A sample proclamation and a letter of support from the mayor of Burlington inviting other cities to be a part of Big Brother Big Sister month is included for your review.

I look forward to hearing from you as we anticipate a very busy September!

Sincerely,

Barb Matthews
Executive Director

REFERRED TO	
D. WHITE	
SPECIAL EVENTS COMM.	
FOR	
DIRECTION	<input type="checkbox"/>
REPORT OR COMMENT	<input checked="" type="checkbox"/>
INFORMATION	<input type="checkbox"/>
FROM M. KONEFAL	

146 Centre Street, St. Thomas ON N5R 3A3

Phone: (519) 633-3830 Fax: (519) 633-3023 Email: bbbsste@aol.com www.bbbselgin.org

A United Way Member Agency

July 12, 2005

Mayor Andy Wells
City of St. John's
P.O. Box 908
10 New Gower Street
St. John's, NL A1C 5M2

Dear Mayor Wells:

Big Brothers Big Sisters of Canada is the leading child and youth mentoring organization in Canada. It has been providing mentoring services since 1913, and today has over 20,000 youth matched with screened, trained and appropriate role models in a variety of mentoring programs. Unfortunately, over 10,000 children still remain on the waiting list.

The single biggest recruitment drive for volunteers takes place in the month of September. In fact, September is Big Brothers Big Sisters Month in Canada.

The National Office of Big Brothers Big Sisters of Canada is located in Burlington and I am proud to assist this exceptional community organization in reaching its volunteer recruitment targets by proclaiming September Big Brothers Big Sisters Month. We will proudly fly the Big Brothers Big Sisters flag at City Hall and encourage the citizens in our community to "Share a Little Magic" by logging onto www.sharealittlemagic.ca on September 23rd to learn more about the volunteer programs offered by Big Brothers Big Sisters.

I am writing today to encourage you to do the same in your community. The Big Brothers Big Sisters movement includes 161 local agencies in more than 300 communities across the country. The children in our communities deserve our support, and we can serve them by helping Big Brothers Big Sisters achieve its vision that ***Every child in Canada who needs a mentor has a mentor.***

Thanks for your support of this important community initiative.

Yours truly,



Robert S. MacIsaac
Mayor



PROCLAMATION

Big Brothers Big Sisters Month

September 2005

WHEREAS, *Big Brothers/Big Sisters of St. Thomas-Elgin* is the leading organization providing mentoring programs to children and youth in *St. Thomas and surrounding Elgin County*;

AND WHEREAS the programs offered by *Big Brothers/Big Sisters of St. Thomas-Elgin* make a difference in the lives of young people by providing a friend when one is needed;

AND WHEREAS, *Big Brothers/Big Sisters* requires the support of the community and volunteers in order to make a difference in the lives of young people;

AND WHEREAS, *Big Brothers/Big Sisters of St. Thomas-Elgin* is an organization deserving of the support of the residents of *St. Thomas*;

THEREFORE, I, *Jeff Kohler*, Mayor of *St. Thomas*, **DO HEREBY PROCLAIM** September, 2005 as **Big Brothers Big Sisters Month**.

146 Centre Street, St. Thomas ON N5R 3A3

Phone: (519) 633-3830 Fax: (519) 633-3023 Email: bbbsste@aol.com www.bbbselgin.org



United Way
A United Way Member Agency