

AGENDA

**THE THIRTY-SIXTH 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 19TH, 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 C. Barwick

DISCLOSURES OF INTEREST

MINUTES

Confirmation of the minutes of the meeting held on September 12, 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-05505, Block 4 Development Area - 2 lots for Single Detached Dwellings & 18 Lots for Semi-Detached Dwellings - Doug Tarry Limited and Novi Construction Ltd.

Municipality of Central Elgin - Notice of Public Hearing for Minor Variance - 45052 Talbot Line

Notice has been received from the Municipality of Central Elgin of a public hearing concerning an application for a minor variance to permit a farm use on a reduced lot size of 8.71 hectares at 45052 Talbot Line.

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

Authorized Requester Agreement - Ministry of Transportation

Report HR-18-05 of the Director, Human Resources. Page 9

BUSINESS CONCLUDED

FINANCE AND ADMINISTRATION COMMITTEE - Chairman C. Barwick

UNFINISHED BUSINESS

NEW BUSINESS

Highbury Avenue Roadworks at Canadian Pacific Railway Crossing

Report ES83-05 of the Manager of Operations & Compliance. Page 10

Airport Drinking Supply

Report ES84-05 of the Manager of Operations & Compliance. Pages 11 to 14

BUSINESS CONCLUDED

COMMUNITY AND SOCIAL SERVICES COMMITTEE - Chairman B. Aarts

UNFINISHED BUSINESS

Douglas J. Tarry Sports Complex and Burwell Park

NEW BUSINESS

Valleyview Replacement - Monthly Report

Report VV-012-05 of the Valleyview Administrator. Page 15 Project Report attached.

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

Safety Issues and Intersection Concerns - Consistency of Application

Report ES86-05 of the Supervisor of Roads and Transportation. **Pages** 16 + 21

NEW BUSINESS

Police Services Report

Rogers Cable Communications - 911 Agreement

Report CC-34-05 of the City Clerk. **Page** 22

Downtown Development Board - Request for Street Closure - Mondamin Street

Report ES85-05 of the Supervisor of Roads and Transportation. **Pages** 23 + 24

Downtown Development Board - Request for Temporary Exemption from By-Law 53-96

Report CC-35-05 of the Deputy City Clerk. **Page** 25

Fire Department Substation No. 2

Report FD08-05 of the Fire Chief. **Pages** 26 + 27

BUSINESS CONCLUDED**REPORTS PENDING**

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

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

ENVIRONMENTALLY SENSITIVE LAND USE - P. Keenan

DRIVEWAY RECONSTRUCTION – MAPLE STREET - J. Dewancker

REVIEW OF CITY BUS ROUTES - J. Dewancker

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

COUNCIL

Council will reconvene into regular session.

REPORT OF COMMITTEE OF THE WHOLE

Planning and Development Committee – Chairman H. Chapman

Environmental Services Committee – Chairman M. Turvey

Personnel and Labour Relations Committee – Chairman D. Warden

Finance and Administration Committee – Chairman C. Barwick

Community and Social Services Committee - Chairman B. Aarts

Protective Services and Transportation Committee - Chairman T. Shackelton

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

REPORTS OF COMMITTEES

PETITIONS AND COMMUNICATONS

Naming of Fire Department Substation No. 2 - 235 Burwell Road

A letter has been received from Warren Scott, President, St. Thomas Professional Fire Fighters Association, requesting that the Fire Department Substation No. 2 be named, "Captain Dennis A. Redman No. 2 Fire Station". Page 28

2005 Southwest Municipal Conference - November 18, 2005

An invitation has been received from the Ministry of Municipal Affairs and Housing and the Association of Municipalities of Ontario to the 2005 Southwest Municipal Conference being held on November 18, 2005 in London. Pages 29 to 31

Homecoming Victory Gala - Army, Navy and Air Force Veterans in Canada - City Pins

A letter has been received from Deanne Gosselin, Homecoming Victory Gala Event Coordinator, Army, Navy and Air Force Veterans in Canada, requesting 450 city pins for the Homecoming Victory Gala to be held on November 5, 2005 at Beaver Hall, Wolseley Barracks, London. Pages 32 to 34

Hospital Auxiliaries Association of Ontario Conference - October 19, 2005 - City Pins

A letter has been received from Sandra Tanton, Chair, Conference Committee, Regional Mental Health Care-St. Thomas Volunteer Association, requesting 200 city pins for the conference to be held at the St. Thomas Seniors' Centre.

UNFINISHED BUSINESS

NEW BUSINESS

BY-LAWS

First, Second and Third Reading

1. A by-law to confirm the proceedings of the Council meeting held on the 19th 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 and Her Majesty the Queen in Right of Ontario, as represented by the Minister of Transportation. (Authorized Requester - Employee Driver's Licence)
3. 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, the Corporation of the County of Elgin and The Competitive Local Exchange Carrier. (Rogers Cable Communications - E9-1-1 Emergency Calling Service)
4. A by-law to authorize the Mayor and Clerk to execute and affix the Seal of the Corporation to a certain agreement between the Corporation of the City of St. Thomas, 1215094 Ontario Limited, 533629 Ontario Limited, The Equitable Trust Company and CIBC Mortgages Inc. (Lease Extension Agreement - Parking Garage - 294 Metcalfe Street)
5. 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 715399 Ontario Limited (SPC 08-05 - 1103-1105 Talbot Street - commercial development)

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

A resolution to close the meeting will be presented to deal with proposed or pending acquisition or disposition of land by the municipality.

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



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

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Report No.: PD-36-2005

File No.: 34T-05505

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

Date: September 12th, 2005

Subject: Application by Doug. Tarry Limited and Novi Construction Ltd., Draft Plan of Subdivision, File 34T-05505 - Block 4 Development Area - 2 lots for single detached dwellings and 18 lots for semi-detached dwellings.

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

Attachments:
- draft plan (reduced)

RECOMMENDATION:

That Council approve the Draft Plan of Subdivision File # 34T-05505 (Residential Plan of Subdivision) of lands owned by Doug. Tarry Limited and Novi Construction Ltd. which lands are legally described as part of Blocks 22 & 27, Registered Plan 11M-110, City of St. Thomas, County of Elgin, subject to the standard Municipal draft plan conditions including the requirement for the developer to enter into a subdivision agreement with the Corporation of the City of St. Thomas with respect to the provision of municipal services, financial, administrative and other related matters.

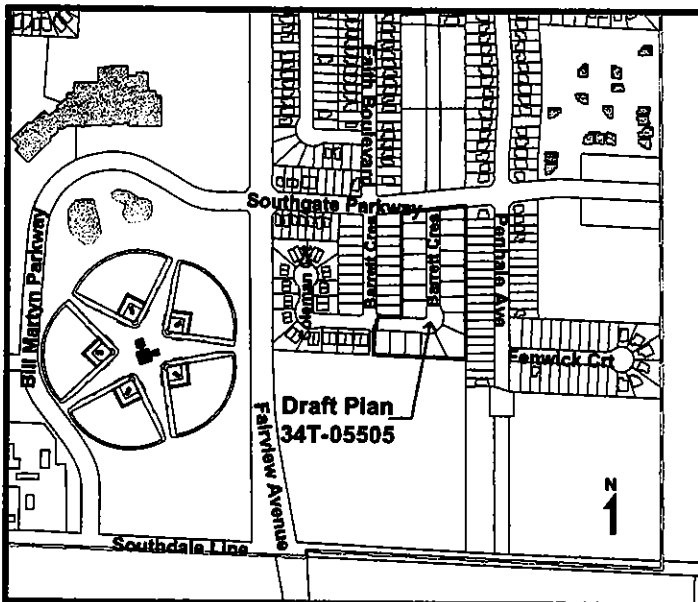
Council, on July 18th, 2005, approved in principle the application by Doug. Tarry Limited and Novi Construction Ltd. for approval of a proposed draft Plan of Subdivision, File # 34T-05505, located in the south west quadrant of the Block 4 Development Area, east of Fairview Avenue and South of Southgate Parkway. (Report PD-29-2005)

The proposed Plan which is legally described as part of Blocks 22 & 27, Registered Plan 11M-110, City of St. Thomas, County of Elgin provides for the development of 20 lots, 2 lots for single-detached dwelling units, and 18 lots for the development of 36 semi-detached dwelling units a for a total of 38 dwelling units. A reduced copy of the draft Plan is attached.

The total development area encompassed by the plan is 1.82 hectares. One new street is proposed which will be the easterly extension of Barrett Crescent to its intersection with Southgate Parkway.

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

Location Plan



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

- a final staff report following the review of comments/recommendations received from agencies and City departments upon completion of the circulation of the draft plan,
- confirmation by the Director, Environmental Services that there is sufficient uncommitted reserve treatment capacity in the sanitary sewerage system to service the proposed development;
- the developer entering a subdivision agreement satisfactory to the City of St. Thomas with respect to the provision of municipal services, financial, administrative and other related matters.

Draft Plan Circulation and Review:

The external circulation of the draft plan of subdivision has now been completed and a public meeting on the proposed Subdivision was held on September 6th, 2005. Staff have completed their review of the proposed Subdivision and have reviewed the comments received from the public and other agencies.

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

and approved Municipal standards. The comments received, where required, will be incorporated into the draft plan conditions and will provide the basis for the development of the subdivision agreement. -7-

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

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

Conditional Approval:

All of the conditions of approval in principle imposed by Council and the policies of the Corporation have been satisfactorily addressed through the draft Plan of Subdivision submission and circulation process. I am recommending draft plan approval of File # 34T-05505 subject to the standard municipal requirements and conditions and to the requirement for a subdivision development agreement with the Corporation respecting the provision of municipal services, financial, administrative and other related matters respecting the development of the lands.

Respectfully submitted,



P.J.C. Keenan
Director of Planning

Reviewed By:

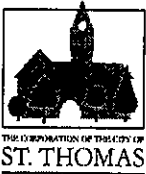
Env. Services

Treasury

City Clerk

Other





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

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Report No.: HR-18-05

File No.:

Directed to: Alderman Dave Warden and Members of the
Personnel & Labour Relations Committee

Date: September 9, 2005

**Subject: AUTHORIZED REQUESTER AGREEMENT – MINISTRY OF
TRANSPORTATION**

Department: Human Resources

Attachment:

Prepared By: Graham Dart

Recommendation:

That Council authorize by By-Law, the Mayor and Clerk to sign and affix the Corporate seal to the "Authorized Requester Agreement" with the Ontario Ministry of Transportation.

Report:

Various pieces of legislation and the process of "due diligence" under the Occupational Health and Safety Act, requires that the employer, annually and as needed, access information about employees driving license using the Ministry of Transportation of Ontario maintained computer database containing information pertaining to driver, vehicle and commercial motor carrier records. In order to do this the above noted agreement is required by the Ministry.

Respectfully submitted

Graham Dart, AMCT, CMM III
Director, Human Resources

Reviewed by:

Treasury

Env. Services

Planning

City Clerk

Valleyview

Fire



Corporation of the

City of St. Thomas

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Report No.

ES83-05

File No.

Directed to: Alderman C. Barwick, Chairman, Finance & Administration Committee

Date
September 8, 2005

Department: Environmental Services

Prepared By: Ivar Andersen, Manager of Operations & Compliance

Attachment

Subject: Highbury Avenue Roadworks at Canadian Pacific Railway Crossing

Recommendation:

It is recommended that:

1. Highbury Avenue be repaved from 30 metres north to 30 metres south of the Canadian Pacific Railway crossing located between Edgeware Line and Ron McNeil Line.
2. TCG Asphalt & Construction Inc. be retained to complete the work at an estimated cost of \$24,000
3. The source of funding for this roadwork be the Horton Street Parking Lot Resurfacing project, Capital Works Project #2004 70, noting that \$24,000 is available for this purpose.

Origin:

In August of this year, Canadian Pacific Railways advised the City that urgent upgrades are required for their crossing of Highbury Avenue between Ron McNeil Line and Edgeware Line. Subsequently, report ES99-05 was submitted to Council recommending a temporary closure of Highbury Avenue to accommodate Canadian Pacific's request.

Analysis:

An examination of the road condition 30 metres north and south of the railway crossing indicates that it is showing signs of deterioration. Several temporary road repairs have been completed by the City at this location over a number of years. The temporary closure of Highbury Avenue required by CP Rail to complete the railway crossing repairs is an opportune time to undertake the needed repairs on the adjacent roadway. Completing the railway crossing repairs and the additional roadworks at the same time will minimize inconvenience to the travelling public since only one road closure is required. CP Rail is responsible for all work required to accommodate the railway track repairs including the immediately adjacent roadwork. The City is responsible for all other roadway work beyond the railway tracks. TCG Asphalt & Construction Inc. was asked to submit a price for this roadwork since they were the City's contractor for the 2005 Annual Road Resurfacing and Concrete Replacement program completed earlier this year.

Financial Considerations:

The Horton Street Parking Lot Resurfacing project, Capital Works Project #2004 70, is scheduled to be completed this year at an estimated cost of \$16,000. It was found that less substantial base repair work is required on this project than originally estimated resulting in a substantially reduced project cost. The original budget for this project is \$40,000, leaving \$24,000 available to complete the roadworks on Highbury Avenue.

Respectfully Submitted,

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

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other



Corporation of the

City of St. Thomas

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Report No.

ES84-05

File No.

08-264

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

Date
September 9, 2005

Department: Environmental Services

Attachment
ES38-05

Prepared By: Ivar Andersen, Manager of Operations & Compliance

Subject: Airport Drinking Water Supply

Recommendation:

It is recommended that;

1. City Council confirm that the tender submitted by W.D. Excavating Ltd. in the amount of \$97,101.38, including GST, for the construction of the Airport Drinking Water Supply be rejected due to an inability by the contractor to secure bonding.
2. The tender security deposit supplied by W. D. Excavating Ltd. in the amount of \$6,000 be retained by the City.
3. City forces be instructed to complete the work utilizing a combination of in-house resources and specialized contractors at an estimated cost of \$100,000.
4. The sources of funding as shown in this report be approved.

Origin:

Tenders for the Airport Drinking Water Supply contract closed on March 24, 2005. W.D. Excavating Ltd. was the low bidder for the project and it was recommended that this firm be awarded the contract. Council accepted this recommendation as per the attached report ES38-05. Subsequently, W.D. Excavating Ltd. advised that they were unable to obtain the necessary bonding to execute the contract. As a result, in accordance with the tender documents, the contractor forfeited his tender security deposit of \$6,000.

Analysis:

Staff reassessed the matter and some changes were made to the design to better accommodate the Airport requirements and Central Elgin requirements. Rather than award the contract to the second bidder in the original tender because of the substantial increase in cost, staff decided to consider other alternatives. As well, a legal opinion was obtained from Sanders, Cline, Barristers & Solicitors, which indicates that the City has... "reasonable grounds for exercising its discretion not to accept other bids received".... A subsequent analysis by staff indicates that by utilizing a combination of in-house resources and specialized subcontractors, the work can be completed for an estimated cost of \$95,000 broken down as follows:

• In-house resources to install fire protection mains	\$50,000
• Subcontract for trenchless water supply installation	\$10,000
• Decommissioning of the existing well (separate contract)	\$20,000
• Contingency Allowance	<u>\$20,000</u>
Total	\$100,000

Note, that the gross estimated cost of the work is approximately the same as the cost would have been if W.D. Excavating Ltd, lowest bidder, had completed the work.

It is proposed that tenders for the well decommissioning will be advertised in 2006 in conjunction with the proposed decommissioning of the McKenzie Well. The need to proceed with the decommissioning of the McKenzie well was previously reported to Council and will be included in the draft 2006 capital budget.

The major advantages to having the work completed in-house are that

1. It gives a valuable training opportunity to staff that, under normal circumstances, would not be available. This training would meet the requirements of regulation 128/04.
2. A heightened interest on the part of the water operations staff to be involved with watermain construction.
3. The work can be completed within the budget allocated for the original low bidder.
4. The project will not interfere with regular maintenance duties.
5. The project can be completed expeditiously this year noting that the Airport Supervisor has requested that the water supply be installed as soon as possible.

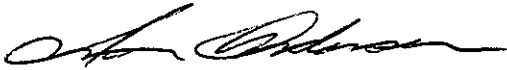
Financial Considerations:

Following is the proposed source of funding for this work;

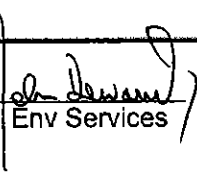
2005 Capital Budget	\$65,000.00
Airport Capital acct #52-3-01-9-0303*	<u>\$35,000.00</u>
Total	\$100,000.00

* This amount is available from previous airport capital projects completed under budget.

Respectfully Submitted,



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

Reviewed By: 

Treasury Env Services Planning City Clerk HR Other



Corporation of the
City of St. Thomas

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Report No.
ES38-05
File No.
08-264

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

Date
April 23, 2004

Department: Environmental Services

Attachment

Prepared By: Ivar Andersen, Manager of Operations & Compliance

Subject: **Airport Drinking Water Supply – Award of Tender**

Recommendation:

It is recommended that;

1. The tender submitted by W. D. Excavating Ltd. in the amount of \$97,101.38, including GST, for the construction of the Airport Drinking Water Supply be accepted
2. The contractor be authorized to proceed with the work
3. The Mayor and City Clerk be authorized to sign the agreement
4. Council approve the change in scope of the work to incorporate enhanced fire protection and decommission the existing well system
5. The sources of funding as shown in this report be approved

Origin:

In December 2004, City Council approved a 2005 capital budget allowance of \$65,000 to construct the Airport Drinking Water Supply system to eliminate reliance on an existing well. The quality of the water produced by this well has on occasion not met provincial standards. This has resulted in the need to either upgrade the well or connect to the Aylmer Secondary Water Supply System to comply with drinking water regulations. In 2003, at the urgent request of the Fire Chief, the City installed a new fire hydrant on airport property and connected it to an existing watermain previously installed at the time of the secondary watermain construction. At that time, provision was made to install a drinking water system to service the airport at a future date.

Analysis:

Tenders for the Airport Drinking Water Supply contract were closed on March 24, 2005 and opened in public on the same date. Five bidders submitted tenders as follows:

Bidder	Tender Price	Corrected Tender Price
W.D. Excavating Ltd.	\$97,100.31	\$97,101.38
Van Bree Drainage and Bulldozing Ltd.	\$133,212.86	
G.W. Clarke Drainage Contractors Ltd.	\$136,809.92	
969774 Ontario Limited	\$144,834.23	
Aar-Con Excavating	\$154,563.00	

All arithmetical errors were automatically corrected by the Environmental Services Department. No other errors or omissions were found in the tenders submitted.

The original scope of the work included the connection of the existing airport buildings to the Aylmer Secondary Water Supply System. However, during the design phase, it became apparent that it would be advantageous to provide an enhanced fire protection service to the airport to improve the level of protection provided by the existing single hydrant by extending the existing main and installing additional hydrants. As well, it was decided that the existing well system would no longer be required and should be decommissioned. These changes resulted in additional items being added to the tender to accommodate the change in scope. The resulting increase in the cost of the work is approximately \$35,000.

Financial Considerations:

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

Expenditure

Contract*	\$90,748.95 (excluding GST)
Design & Inspection	\$9,251.05
Total	\$100,000.00

Funding

2005 Capital Budget	\$65,000.00
Airport Capital acct #52-3-01-9-0303**	\$35,000.00
Total	\$100,000.00

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

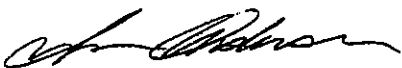
** This amount is available from previous airport capital projects completed under budget.

Should Council decide not to proceed with the fire protection enhancements or the well

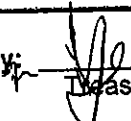

decommissioning, the resulting reduction in the tender price will allow the work to be constructed within the 2005 budget allocation of \$65,000.00.

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Respectfully Submitted,



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

Reviewed By:  Treasury  Env Services Planning City Clerk HR Other



Corporation of the
City of St. Thomas

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Report No.
VV-012-05

File No.

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

Date
September 19, 2005

Department: Valleyview

Prepared By: M. Carroll, Valleyview Administrator

Attachment
Project Report

Subject: Valleyview Replacement-Monthly Report

Recommendation:

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

Background:

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

Progress Report:

1. *Schedule*

The project is progressing on schedule with a projected substantial completion scheduled for January 6th, 2005. The Home is anticipated to be in a position to accept residents by March 2006. Please see section 4 of the report for additional information.

2. *Budget*

The total project budget is \$17,972,909. As of July 31st expenditures have totaled \$9,084,784. As per the contract \$834,304 has been held back from the contractor until the project is complete. The project is meeting budget projections. Please see section 2 of the report for additional information.

3. *Replacement Committee*

The Replacement Committee continues to monitor the progress of the project. Decisions to be made in the coming weeks include furniture/fabric approval and site sign appearance.

4. *Project Management/On-site Representation*

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

5. *Occupancy Plan*

Staff have completed the 1st draft of the occupancy plan for the new facility. The Replacement committee at the September meeting will review this plan. It will then be submitted to the Ministry for review and comment. The Ministry guarantees a 20-day turn around. After a review of the Ministry comments, a second and final submission will be made.

Staff will be in attendance at the meeting to answer any questions Members may have.

Respectfully,

M. Carroll
Valleyview Administrator

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other



Corporation of the
City of St. Thomas

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Report No.
ES86-05

File No.
05-043-01

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

Date
September 19, 2005

Department: Environmental Services Department

Prepared By: Dave White - Supervisor of Roads and Transportation

Attachment
Correspondence from Mr.
Henderson dated
September 7, 2004

Subject: **Safety Issues and Intersection Concerns, Consistency of Application**

Recommendation:

It is recommended that:

1. This report be received for information; and,
2. Staff completes all necessary further action items as soon as practical and within approved operating or capital budgets.

Report:

Origin

On September 13th, 2004 correspondence was received from Mr. Paul Henderson. On September 16th, 2004 the City Clerk acknowledged receipt of the correspondence on behalf of Council and indicated that the Supervisor of Roads and Transportation will address the concerns raised.

All necessary investigations are now complete.

Analysis

The majority of the twelve Safety Issues and Intersection Concerns in the correspondence from Mr. Henderson were related to Consistency of Application. There are a number of minimum standards and policies that are applied as consistently as possible in every Municipality and each Municipality has had influence over the application of standards.

Each of the twelve situations that were identified in the correspondence has been investigated, and if the application of the standard is correct for the situation, there is no further action required. The following issue list contains a comment on what Further Action will be completed by staff as soon as practical.

1) The special mirror at the intersection of Oak Street and Elmina Street, compare to the intersection of Farley Place and Stanley Street.

A recent Engineering justification for the installation of a mirror for this purpose is non-existent; this device is a rarely used temporary solution to a geometric design deficiency. In addition, there are several maintenance costs that come along with this intersection and its devices (mirror, heater, power, overhead beacon, etc).

Further Action: In both locations there will be a more vigorous approach to the removal of brush and growth on City property that may increase the sight distance. Both locations will be visited by staff to evaluate the existing and recommended sight distance requirements and provide appropriate design criteria and safety devices accordingly. If future solutions require budget, a report will be returned to Council.



2) Metcalfe Street one-way section from Centre Street to Wellington Street, safety concerns (lack of consistency).

Traffic signs are appropriately installed and drivers are required to adhere to the regulations that are in place. All roads, intersections and restrictions are not identical therefore the perception may be one of inconsistency.

Further Action: None.

3) Elm Street, westbound at Chant Street, left turn arrow, look at safety issue...does it line up and follow standards?

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Chant is a collector road that carries 1,200 vehicles per day. The length of the left turn storage lane is shorter than usual but the installation does not create an obvious safety issue.

Further Action: This will be reviewed again as part of our 2006 summer program review for pavement marking re-tracing.

4) St. Anne's Place and Stanley Street, one way sign that indicates BEGINS, compare to Pearl and Scott, Scott and St. George (which do not have the signs and are busier)

The BEGINS sign is not a requirement for any of these locations. I believe it was installed on Stanley as a result of a slightly different application and need.

Further Action: None.

5) Talbot Street and Stanley Street, Yield sign with stop bar, not consistent with other locations.

Where the use of a stop bar is not normally required for a Yield sign installation, in this case it is as a result of the pedestrian crossing markings that are in place and the number of pedestrians crossing Stanley Street.

Further Action: None.

6) Eastway Ford, unloading vehicles on Talbot Street at First Avenue (safety concern)

Any vehicle operator must follow the Highway Traffic Act and applicable Municipal By-Laws. The section of Talbot Street from First Avenue to Burwell Road/Fairview Drive has a Municipal NO PARKING ANYTIME restriction that applies to the road surface (City of St. Thomas, By-Law 45-89 as revised).

Under the General Parking Regulations of By-Law 45-89, Sec. 19 no person shall stop or park a vehicle in such a position as to obstruct traffic.

Within a NO PARKING ANYTIME zone, vehicle operators can stand a vehicle temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers. Alternatively within a NO STOPPING ANYTIME zone, vehicle operators cannot stop for loading or unloading merchandise.

Further Action: Liaise with the City of St-Thomas Police Service to encourage appropriate enforcement.

7) Kains Street at John Street, eastbound/westbound on Kains Street there are no turn restrictions entering John or at Pearl Street at Elysian Street.

These locations were reviewed and there were no inconsistencies to application.

Further Action: None.

8) Talbot Street and Manor Road, side street detection, why does this one change immediately when others don't...also look at advance green phase.

Each individual intersection has different needs based on the traffic demand. In this case the intersection of Talbot Street and Manor Road is a "T" intersection. Shorter cycle lengths are possible when there is less demand and more of the cycle length can be devoted to where it is needed. There are no through movements at this intersection which results in all the side street time going to the left turn phase. This signal is set up with a short cycle length and that is the only reason that it appears to change quicker.

Further Action: None.

9) Talbot Street and Swiss Chalet, side street detection, pedestrian display function, northbound right turn detection...why??

A quick check of the intersection reveals that it is functioning properly based on the lane configuration.

Further Action: It is intended to do a complete review of all signalized intersections in St. Thomas as part of a Capital project through a consultant, in early 2006 (pending budget approval).

10) Talbot Street and Hiawatha Street, is signal justified?

The traffic signal is justified based on a 2005 turning movement count.

Further Action: None.

-18-

11) Talbot Street and First Avenue, southbound direction painted centre median, suggest removing for better sight lines when turning left.

This intersection is designed based on the latest geometric design standards. The painted median simulates a raised median. The minor offset that results allows for the appropriate alignment of left turn vehicles while waiting in the left turn queue while providing the ultimate sight distance.

Further Action: None.

12) General lack of consistency

Each traffic control device, traffic sign, one-way street designation and by-law that has been implemented over the past 20 to 30 years has been signed in compliance with the Ontario Manual for Uniform Traffic Control Devices. A complete review of these signs has been initiated through the preparation of an IMS map, showing the field locations of all existing regulatory traffic control signage and verification for compliance with the City's traffic bylaw. This will also allow for maintenance on a regular basis. If the proposed capital budget is approved, staff will be conducting a review of the traffic signal functions and the existing and required lane configurations at various intersections, as well as a review of the traffic by-law in the coming year in order to provide the most efficient approach.

Further Action: Ongoing review of standards and applications.

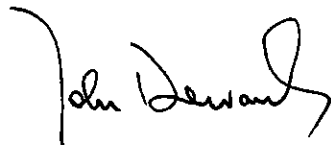
Financial Considerations

None, costs provided from current budget.

Alternatives

- None.

Respectfully,



For Dave White, C. Tech - Supervisor of Roads and Transportation
Environmental Services

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other

73-A-

631-2130

*Rec'd by
Mr. Paddy
for comment
13/04*

Paul Henderson
64 Coulter Avenue
St. Thomas, ON
N5R 5A6
(519) 831-4415

Sept 7, 2004

Attention: Terry Shackleton

I would like to thank you for the opportunity to voice my concerns on some safety issues that have come to my attention while driving in the City of St. Thomas. I am a Driving Instructor here and feel that these issues, if addressed by the City, will result in safer driving conditions to all drivers in this city.

There is a mirror for traffic on Oak Street in order for drivers to see traffic coming southbound on Elmina Street. There is also the same scenario at the intersection of Farley Place and Stanley Street. However, Farley Place traffic cannot see traffic coming up Stanley Street.

Metcalfe Street at Talbot Street is a two-way street. It then changes to a one-way street from Centre Street to Wellington Street and then back to a two-way street from Wellington Street to Prince Albert (the street does not narrow any in the one way section). Along this stretch of road, I am concerned about safety because of the lack of consistency, especially for new drivers and also new residents who have moved to St. Thomas from other areas and are not aware of this.

On Elm St. when you are travelling westbound, there is a left turn arrow on the road at Chant St. I was told by a city employee that the arrow was there, because he wanted to keep traffic in the right lane (when the road opens to a multi-lane). This does not seem logical to me, because in the wintertime you may not see the arrows, due to the snow that covers up the arrows and all the snow is pushed into the curb lane, thus traffic has to travel through the left turn lane anyway.

At the intersection of St. Anne's Place and Stanley Street, there is a one-way street sign, and below it, it says the word "begins". It also says this at the intersection of Mondamin and Scott Street. However, it does not say this at the intersection of Pearl and Scott Streets, and Scott St. at St. George St. (too name a few intersections) to me this is a concern because these intersections are used more frequently than St. Anne's Place and Stanley Street.

At the intersection of Talbot St. (Jumbo Road) and Stanley Street, there is a yield sign. At this sign, there is a stop bar line; however this is not consistent with any other intersection in the city that has a yield sign (Smith Ave at Erie St, Smith Ave at Forest Ave or Smith Ave at Myrtle St to name a few, plus the new 135 yield signs).

I would appreciate an explanation as to why Eastway Ford cannot have their vehicles unloaded in their parking lot, since the intersection of First Ave. and Talbot St. sees over 17,000 vehicles passing through it daily and the numbers only increasing, due to the expansion of Talbot St. This is a major safety concern as sometimes there has been

as many as 3 transport trucks unloading at the same time, one transport truck was unloading facing eastbound against the curb, another transport truck was unloading facing westbound against the curb and the third transport truck was in the middle of Talbot St. (the east and westbound left turning lanes). On October 23, 2003 a transport truck driver was hit by a motorist when he was unloading vehicles (if he wasn't unloading on Talbot St. but in the parking lot of Eastway Ford as Eastway Ford should be providing for the auto carrier company he would not of been hit) thus resulting in emergency personal having to be called to the scene, Fire Trucks, Police and Paramedics. (The transport truck driver is still off do to his injuries as of August 31, 2004). If they can unload on Talbot St. because of the Highway Traffic Act, then why can't the city pass a municipal bylaw preventing them from doing this for safety reasons? (Can Talbot Mercury unload their cars on Talbot St. throughout the day like Eastway Ford).

In St. Thomas there are many one-way streets. My concern is that some drivers could easily turn onto the one-way street and go the wrong direction due to the lack of a sign saying that you cannot enter that street. The intersections in question are Kains St at John St., and Pearl St. at Elysian St. When you are travelling westbound or eastbound on Kains St., there is not a regulatory sign saying "no left turn" or "no right turn" onto John St. This also applies at the intersection of Elysian and Pearl Streets. There isn't any sign saying "no right turn" or "no left turn" while travelling on Elysian St. at Pearl St. However there are signs saying this at other intersections in town. At St. George and Scott Streets, there is a sign saying "no left turn" or "no right turn" and also at Curtis St. and East St. there is a sign saying "no right turn".

The traffic light at Talbot St. and Manor Rd. is on a loop system. To the best of of my knowledge and talking to people who fix traffic signals, traffic has to be on the loop for a certain length of time, before the light will start the process of going green. Why at this light will the light start to change as soon as your vehicle rolls onto the loop pad? Also does this light warrant an advance green? I travel through this light quite frequently as I live in the area, and it does not appear in my eyes, to needing an advance green.

The traffic signal at Talbot St. and Swiss Chalet is on a loop system. Why doesn't this traffic light stay on the "man" when you are travelling down Talbot St. until a vehicle comes to the light when travelling northbound or southbound at this light. The pedestrian light changes to a solid hand after about 20 seconds on Talbot St. even if there isn't any vehicles coming onto the loop pad. Also another item that I have observed at this light, is that traffic coming out of Swiss Chalet (turning right only) are on and off of the loop pad in one second they will get a green light, even though there isn't anyone needing the light. (I went in the out of Swiss Chalet and the light changed right away).

The traffic light at Hiawatha St. and Talbot St. was removed at the same time as the traffic light at Southwick and Talbot St. The traffic light was reinstalled at Hiawatha and Talbot, because of the city bus route. The buses haven't used this route for some time now, could the city take this traffic light out again due to the fact it isn't needed there.

As you can see throughout my letter, my concern is for safety on the streets of St. Thomas. because I am on the streets of St. Thomas all day, every day, I have experienced these consistencies first-hand. We all want our new drivers to be safe and

responsible, however, it is extremely difficult for them to learn the rules of the road when there is such a lack of consistency.

I look forward to hearing from you and discussing these concerns further at a time that is convenient to you.

Thank you,

Paul Henderson

Paul Henderson

73-5-3

Paul Henderson
64 Coulter Ave.
St. Thomas, ON
N5R 5A6
(519) 631-4415

*Rec'd
in Council
Sept 13/04
S. Mackay*

Sept. 7, 2004

Attention: Terry Shackleton

I would like to thank you for this time to share my concerns regarding the intersection of First Ave. and Talbot St. This is a major concern due to the lack visibility you have at this intersection and the volume of traffic, over 17,000 vehicles using this intersection on a daily base and numbers only increasing. As you are approaching this intersection from Redan St. can see how the center yellow line stays tight together, only to spread apart at the mouth of the intersection of First Ave and Talbot St. to approximately 48 inches wide, thus not having a clear visibility when you are turning left off of First Ave as you can see in diagram "A" (this isn't consistent with other 5 lanes intersections in St. Thomas). A way to rectify this problem maybe to keep the yellow center line tight together (as in other diagrams C, D, E and F) and widen each lane an additional 7 inches. Yellow center line is 48 inches wide, normal center yellow line is approximately 13 inches wide. Therefore 48 inches minus 13 inches equals 35 inches still to be accounted for, 35 inches divided by 5 lanes of traffic on First Ave. equals 7 inches. Therefore each lane is increased an additional 7 inches from the previous lane width. (If each lane on First Ave is 9 feet wide, they would now be 9 feet 7 inches wide). Then you would have a clear view in the left hand turning lanes off of First Ave. as in diagram "B" (they closed up the wide center yellow line at the intersection of Burwell Rd. and Talbot St. for southbound traffic for better visibility, then why can't they do the same at First Ave and Talbot St.) and this should result in less accidents, and better visibility at this intersection. This would be consistent with the other 5 lane intersections in St. Thomas (C,D,E, and F) as drivers are creatures of habit.

I look forward to hearing from you and discussing this intersection further at a time that is convenient to you.

Thanks again,

Paul Henderson

Paul Henderson



Corporation of the
City of St. Thomas

-22-

Report No.
CC-34-05

File No.

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

Date
September 12, 2005

Department: City Clerks Department

Attachment

Prepared By: W. Graves, City Clerk

Subject: Rogers 911 Agreement

Recommendation

That Council enter into an agreement with Rogers Cable Communications for the provision of E911 Emergency Calling service and further,

That a By-law be prepared for Council authorizing the signing of the Agreement by the Mayor and Clerk.

Background

Rogers Cable Communications wishes to enter into an Agreement with the City and the County of Elgin for the provision of E911 Emergency Calling service.

Rogers is expanding into the hardline telephone service business with its "Rogers Home Phone" which is being offered via cable to the home. They plan to expand into the 519 area code by this fall.

The CRTC had mandated that all local telephone service providers must provide routing of 911 dialed calls to the Public Safety Answering Point (PSAP). Therefore all local telephone service providers must enter into an agreement with the incumbent telephone provider (Bell) and the municipalities where it intends to offer local service.

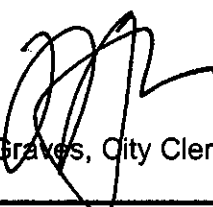
The agreements have been developed by a CRTC working group with the goal of ensuring that 911 services are delivered regardless of which company provides local telephone service and providing a framework permitting municipalities and local carriers to work together in a consistent and efficient manner to support 911 services.

There are no costs to the municipality.

The Elgin County Steering Committee met on June 20th to consider the Rogers request and to hear from stakeholders.

Bell was supportive to the Rogers agreement.

Respectfully,


W. Graves, City Clerk

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



Corporation of the

City of St. Thomas

- 23 -

Report No.

ES85-05

File No.

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

Date
September 19, 2005

Department: Environmental Services Department

Prepared By: Dave White, Supervisor of Roads & Transportation

Attachment
Letter to Special Events Committee

Subject: Tree Lighting Ceremony – Mondamin Street Closure

RECOMMENDATIONS

It is recommended that:

1. Mondamin Street be closed between Talbot Street and Curtis Street on Friday November 18, 2005 between the hours of 5:00 pm and 8:00 pm to allow for the Tree Lighting Ceremony.

BACKGROUND

Every year the Downtown Development Board sponsors the lighting of a Christmas tree adjacent to City Hall. As in past years, a request has been made to close Mondamin Street between Talbot Street and Curtis Street.

The closure of Mondamin Street will allow for the crowd to witness the tree lighting without interference from motor traffic, and also provide room for proposed entertainment.

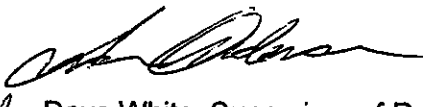
City works staff will provide the barricades and road closure signs. However, volunteers associated with the tree lighting ceremony will place and remove these signs and barricades prior to and after the event.

Cost to the City for providing this service is minimal.

The Downtown Development Board is also proposing to provide horse and buggy rides along Talbot Street between St. Catharine Street and Hiawatha Street.

The Special Events committee has passed a resolution supporting the DDB tree lighting event.

Respectfully submitted

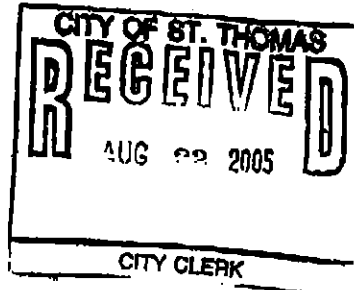

Dave White, Supervisor of Roads and Transportation
Environmental Services

Reviewed By: Treasury Env Services Planning City Clerk HR Other

St. Thomas
**Downtown
Development Board**

545 Talbot Street, P.O. Box 520, St. Thomas, Ontario N5P 3V7 • Tel. 519-633-5248 • Fax 519-633-9019

Mayor Jeff Kohler and Members of Council
Corporation of the City of St. Thomas
545 Talbot Street, P.O. Box 520
St. Thomas, ON N5P 3V7



August 22, 2005

Mayor and Council,

The Downtown Development Board is planning to hold our Annual Tree Lighting Ceremony on Friday November 18, 2005. The event has been held in the past on Mondamin Street between Talbot Street and Curtis Street. This has been an annual event, and there are no significant changes to this year's format. We will have entertainment by Dave Hoy, a visit from Santa Claus and horse drawn wagon rides on various streets in the surrounding area. This year, we have made a partnership with the St. Thomas-Elgin Public Art Centre to have decorations created by children for the tree.

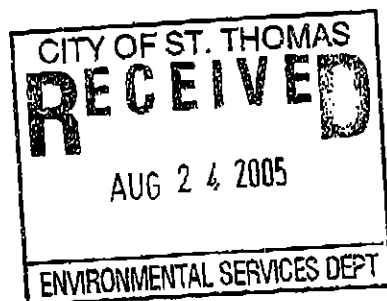
Again, we request the closure of Mondamin Street between Talbot Street and Curtis Street in order to stage the event. In the past, barricades have gone up at about 5:00pm in order to set up, and are removed at about 8:00pm after clean up has been finished. We also request permission to offer horse drawn wagon rides during the event.

Thank you for your consideration of this request. I would be happy to provide further details if required. We hope that you and your families will be able to join us for this great downtown event!

Sincerely,

Mark Cosens

Mark Cosens,
Chairman



REFERRED TO	
<i>J. Duwancker</i>	<i>CB</i>
<i>D. White</i>	<i>CB</i>
FOR	
DIRECTION	<input type="checkbox"/>
REPORT OR COMMENT	<input checked="" type="checkbox"/>
INFORMATION	<input type="checkbox"/>
FROM <i>C. Beggs</i>	



Corporation of the
City of St. Thomas

- 25 -

Report No.

CC 35-05

File No.

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

Date
September 13, 2005

Department: City Clerks Office

Prepared By: Richard Beachey, Deputy City Clerk

Attachment

~~Request from Downtown
Development Board August
22, 2005~~

Subject: Temporary exemption to Animal Control By-law 53-96

Recommendation:

That temporary exemption be granted to the Downtown Development Board from Section 10 of Animal Control By-law 53-96, as amended, to permit hayrides for the Annual Tree Lighting ceremony to be held Friday, November 18, 2005.

Origin:

A request was made by the Downtown Development Board for exemption to Animal Control By-law 53-96 to permit hayrides on Friday November 18, 2005.

Analysis:

Requests of this type have been made in the past with the most recent being for a performing circus at the 1997 Iron Horse Festival. In that case the exemption was granted.

Financial Considerations

None to the City of St. Thomas.

Alternatives:

The Committee may:

1. Approve the request
2. Deny the request.

Respectfully submitted,

Richard Beachey
Deputy City Clerk

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other



Corporation of the
City of St. Thomas

- 26 -

Report No.

FD08-05

File No.

Directed to:

Chairman Terry Shackleton and members of the Protective Services and Transportation Committee

Date

September 13, 2005

Department:

Fire Department

Attachment

Prepared By:

Fire Chief Bob Barber

Site Plan

Subject:

Fire Department Substation no. 2

Recommendation:

. It is recommended that Council authorize David Murphy of Murphy and Murphy Architect inc. to act as agent for the Municipality in respect to the application for the minor variances required for the Fire Department Substation on 235 Burwell Road.

Report:

In August the Fire Department made application to the Site Plan Control Committee for approval of plans for the new Fire Substation.

After a preliminary review of the site plan it was found that some elements of the plan do not comply with the City Zoning By-law 50-88. There are two areas.

1. Section 22A.4.1.9 of the M4 Zone prohibits the parking of motor vehicles in the Front Yard. The front yard minimum requirement is 15 metres.

2. The M4 Zone also prohibits the location of buildings and structures within the Front yard. In this respect there are a number of encroachments including the bike rack, flagpole, hydro vault, generator and the Sign.

Mr. Murphy is the architect for the project and also acting as project manager and therefore is the recommended choice to act on the municipality's behalf to apply for the minor variances required for this project.

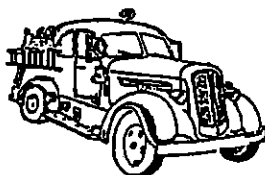
Respectfully,

Bob Barber
Fire Chief



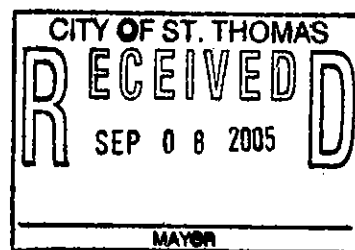
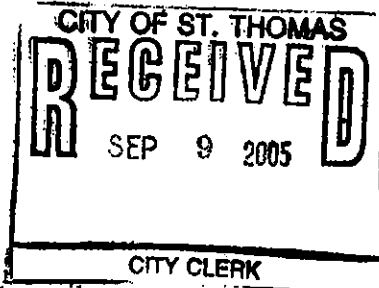
-28-

St. Thomas Professional Fire Fighters Association



305-311 WELLINGTON STREET, ST. THOMAS, ONTARIO N5R 2T2

September 7, 2005



Mayor Kohler and Members of Council,

The St. Thomas Professional Fire Fighters Association request that consideration be given to naming the new sub station to be located on Burwell Road, the "Captain Dennis A. Redman No 2 Fire Station".

Captain Redman lost his life on January 5th, 2001 while on duty for the St. Thomas Fire Department. To recognize the ultimate sacrifice Captain Redman made that evening by naming the new No. 2 Station in his honor would be a most fitting tribute.

On behalf of all members of the St. Thomas Professional Fire Fighters Association, I would like to thank you for your support of the new Fire sub station. Your consideration of this request is also greatly appreciated.

If this proposal requires a more formal presentation, could you please let me know and I would be more than willing to do so at the appropriate time.

Sincerely,

Warren Scott, President
St. Thomas Professional Fire Fighters Association
Local 447

Cc: Fire Chief Bob Barber
Deputy Chief Oscar Jensen



GLOBAL ISSUES: LOCAL IMPACTS

Friday, November 18, 2005 • Best Western Lamplighter Inn • London, ON

The Southwest Municipal Services Office of the Ministry of Municipal Affairs and Housing along with the Association of Municipalities of Ontario (AMO) are pleased to invite you to attend the 2005 Ontario Southwest Municipal Conference *Global Issues – Local Impacts* on Friday, November 18, 2005 at the Best Western Lamplighter Inn and Conference Centre in London.

There will be a number of concurrent sessions on timely topics of interest to municipalities in our region including: The Kyoto Protocol, Border Crossings, Water and Wastewater Issues, Rubella in Oxford County, the Places to Grow Act 2005, Affordable Housing, Innovative Tourism, amongst others.

Further complementing this year's theme of *Global Issues – Local Impacts*, best-selling author and leading futurist Richard Worzel, will deliver the opening address. Mr. Worzel equips organizations with the ability to understand the changes to be faced in the years ahead and the tools needed to change and adapt. His presentation will deal with how to prepare intelligently for our uncertain future.

The Hon. John Gerretsen, the Minister of Municipal Affairs and Housing, will address the conference delegates and present long-standing service awards to recognize municipally elected officials with at least 25 years of service.

Registration forms are available on the AMO web site at www.amo.on.ca under the link: "AMO Conferences."

Please send completed Registration forms (attached) with payment by cheque payable to AMO to:

Association of Municipalities of Ontario
Attention: Brenda Harvey
393 University Ave., Suite 1701
Toronto, Ontario M5G 1E6

Completed forms with payment by credit card can also be faxed to AMO at (416) 971-9372.

If you require hotel accommodations, a block of rooms at a special rate starting from \$99.00 per night have been set aside until October 18th, 2005 at:

The Best Western Lamplighter Inn
591 Wellington Road South
London, Ontario N6C 4R3
Phone: (519)-681-7151 or 1-888-232-6747

If you have any questions, please contact conference organizers Dan Hammond at (519) 873-4030, or toll free at 1-800-265-4736.

Ontario Southwest Municipal Conference

Ministry of Municipal Affairs and Housing

Association of Municipalities of Ontario



GLOBAL ISSUES: LOCAL IMPACTS

Friday, November 18, 2005 • Best Western Lamplighter Inn • London, ON

Morning Sessions	Description
Affordable Housing	This session brings you the latest word on the new Federal - Provincial Affordable Housing program, including an update on affordable housing projects currently under development, and success stories in Southwestern Ontario.
Implementation of the Kyoto Protocol	Learn how global climate change impacts local government, and about the municipal role in meeting the targets set out in the Kyoto Protocol.
Tourism: Innovative Experiences from the Bruce	Hear how Bruce County has responded to international affairs and emerging industry trends by using innovative ways to attract tourists and local residents to its diverse destinations.
Rubella in Oxford County: The Experience and Lessons Learned	Representatives of Norwich Township and Oxford County will join us to discuss their experiences in managing the Rubella outbreak.
Border Crossings	Learn how border communities address the challenges of increasing traffic levels and responding to demand on municipal infrastructure, along with their response to the economic impacts of delayed crossings and detours from such events as accidents, train derailments and chemical spills.

Afternoon Sessions	Description
Places to Grow: A Perspective from Southwestern Ontario	The Ministry of Public Infrastructure renewal will present information on future activities under the new Places to Grow Act 2005, and the Office of the Provincial Facilitator.
The Legislative Agenda: What's New, and Local Impacts	Provincial staff will review and provide status updates of current and emerging provincial policy initiatives regarding legislative changes including the Municipal Act, 2001 review; the proposed Development Charges Act Review and others.
Water, Water, Everywhere ...	Join us for a discussion about the recommendations brought forward by the Water Strategy Expert Panel appointed by the Ontario Government to study the province's water and wastewater sector. This session will address the topics of sustainability, full cost pricing for water services as well as the need for investment in aging water and wastewater systems.
Sustaining Municipal Infrastructure	This session will provide municipalities with strategies and practical ideas for implementing long-term sustainable infrastructure management strategies and action plans.

Ontario Southwest Municipal Conference

Ministry of Municipal Affairs and Housing

Association of Municipalities of Ontario



GLOBAL ISSUES: LOCAL IMPACTS

Friday, November 18, 2005 • Best Western Lamplighter Inn • London, ON

Please type or print clearly. Use one form per registrant. Payment MUST accompany registration.

First name		Last name	
Title		Municipality/Organization	
Address			
City	Prov.	Postal Code	
Phone	Fax	Email	

REGISTRATION FEE – INCLUDES LUNCH - \$150.00 (\$140.19 + \$9.81 GST)
GST Registration # R106732944

Please check off your morning and afternoon session preferences – see attached for details.

Morning Session – Choose One

- ☐ Affordable Housing
- ☐ Implementation of the Kyoto Protocol
- ☐ Tourism: Innovative Experiences from the Bruce
- ☐ Rubella in Oxford County: The Experience and Lessons Learned
- ☐ Border Crossings

Afternoon Session – Choose One

- ☐ Places to Grow: A Perspective from Southwestern Ontario
- ☐ The Legislative Agenda: What's New, and Local Impacts
- ☐ Water, Water, Everywhere ...
- ☐ Sustaining Municipal Infrastructure

PAYMENT

Registration forms CANNOT be processed unless accompanied by proper payment.
ONLY PAYMENT BY CREDIT CARD MAY BE FAXED TO 416-971-9372

<input type="checkbox"/> Cheque Payable to: Association of Municipalities of Ontario 393 University Ave., Suite 1701, Toronto, ON M5G 1E6	<input type="checkbox"/> VISA <input type="checkbox"/> MasterCard <input type="checkbox"/> American Express
	Card #
	Name on Card
	Expiry Date
Signature	

REFUND POLICY

Cancellations must be requested in writing and received by AMO on or before November 4, 2005
An administration fee of \$26.75 (\$25 +GST) will apply.

REGISTRATION INQUIRIES—Brenda Harvey: 416-971-9856 or 1-877-426-6527 Ext. 330
Email bharvey@amo.on.ca

Ontario Southwest Municipal Conference

Ministry of Municipal Affairs and Housing

Association of Municipalities of Ontario

PRESIDENT



LONDON UNIT NO. 393

Army, Navy and Air Force Veterans in Canada

434-5130
INCORPORATED

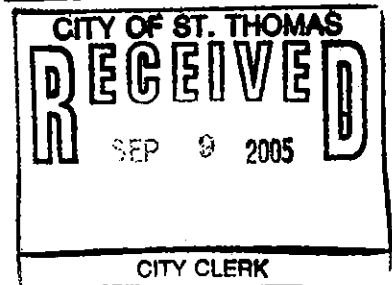
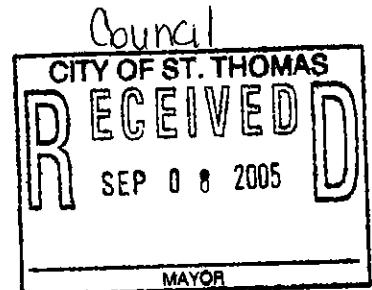
450 PINS

SECRETARY

Deanne Gosselin
Homecoming Victory Gala Event Coordinator
750 Baseline Road East, Suite 301
London, ON N6C 2R5

August 10, 2005

Mr. Jeff Kohler, Mayor
City of St. Thomas
545 Talbot Street
St. Thomas, ON
N5P3V7



Dear Mayor Kohler:

As you may be aware the Government of Canada has declared 2005 as the "Year of the Veteran". It is important to honour our Veterans and their service to Canada every year but 2005 is particularly meaningful because it marks the 60th Anniversary of the end of the Second World War.

The Year of the Veteran will therefore pay tribute to all Canadian service men and women through ceremonies and events across Canada and overseas. We seek your support in spreading the word to Canadians so that they may thank and remember all our Veterans who served and are serving in times of war, military conflict and peace.

We are planning a "Homecoming Victory Gala" on November 5, 2005 at Beaver Hall at Wolseley Barracks in London, Ontario. Our Steering Committee is committed to remembrance and we hope we can count on you to assist us in supporting this event. I have included a poster for the event that we hope you will display.

When the Veterans and Regular Force members enter Beaver Hall the Welcoming Committee will be there to greet them and each will be given a "goodie" bag filled with giveaways from organizations, towns, cities, Members of Provincial and Federal Governments. We are wondering if you would have any pins, souvenirs, etc. that could be included in these bags. We

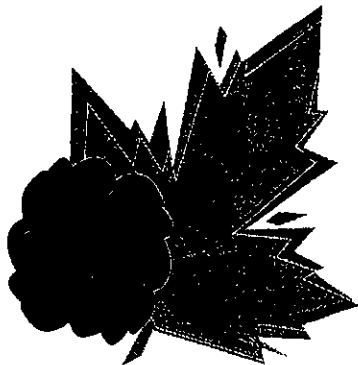
estimate that approximately 500 bags will be given out.

We thank you in advance for your assistance in commemorating the Year of the Veteran. Engaging Canadians in this area in the celebrations for the Year of the Veteran will make the Homecoming Victory Gala a day to remember. If you would like more information on Year of the Veteran, please visit www.vac.gc.ca. Should you wish to make a contribution for the Homecoming Victory Gala, please call Deanne Gosselin at 5519-873-2496.

Regards,



Deanne Gosselin
Homecoming Victory Gala Event Coordinator
750 Baseline Road East, Suite 301
London, ON N6C 2R5



Army, Navy, Air Force Veterans in Canada - Army, Air and Sea Cadets
Canadian Association of Veterans in United Nations Peacekeeping
Department of National Defence - Dutch Canadian Society
Engineer's Museum - Garrison Community Council
Korea Veterans Association of Canada Inc.
London Military Family Resource Centre
Mocha Temple Shriners Legion of Honour - Oneida Veterans Association
RCMP Veterans Association - Royal Canadian Air Force Association
Royal Canadian Legion - The Royal Canadian Regiment Association
Torchbearers - Veterans Affairs Canada



To celebrate

2005 Year of the Veteran

we cordially invite Veterans, members of the Canadian Forces, RCMP, Veterans' organizations, Cadets and their family and friends to an open house.....

Homecoming Victory Gala "A Hero's Welcome Home"

*A day filled with Big Band music of the 1940s , dancing,
refreshments and memorabilia*

Saturday, November 5, 2005

12 p.m. to 7 p.m.

Beaver Hall at Wolseley Barracks

750 Elizabeth St., London, Ont.

(just east of Oxford and Adelaide)

Schedule

- 12 to 1: Welcome**
- 1 to 2: Appreciation Ceremony for Veterans' organizations**
Guest speaker: Major General Lewis Mackenzie
- 2 to 7: Entertainment, refreshments, memorabilia displays**

Dress

Come as you are OR in your uniform, civvies with your medals, '40s' style clothing, or your Veterans' organization uniform

This event is organized by:

Army, Navy, Air Force Veterans in Canada - Army, Air and Sea Cadets
Canadian Association of Veterans in United Nations Peacekeeping
Department of National Defence - Dutch Canadian Society - Engineer's Museum
Garrison Community Council - Korea Veterans Association of Canada Inc.
London Military Family Resource Centre - Mocha Temple Shriners Legion of Honour
Oneida Veterans Association - RCMP Veterans Association
Royal Canadian Air Force Association - Royal Canadian Legion
The Royal Canadian Regiment Association - Torchbearers - Veterans Affairs Canada

For more information, please contact Deanne Gosselin at 873-2493