

AGENDA

THE SEVENTEENTH MEETING OF THE ONE HUNDRED AND TWENTY-SIXTH 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

MAY 8TH, 2006

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 May 1st, 2006.

DEPUTATIONS

Daisy of Hope Campaign

Ms. Chris Smith, St. Thomas-Elgin Second Stage Housing and Ms. Lorri Nicholson, Violence Against Women, Services Elgin County will be in attendance to discuss the Daisy of Hope Campaign.

Child and Family Counselling Centre of Elgin

Mr. Paul Bottineau, Board Chair, Child and Family Counselling Centre of Elgin, will be in attendance to discuss the services provided for children and families of the City, County and Ontario.

Smoke-Free Ontario Act

Ms. Kathy Daniel, Tobacco Education and Compliance Officer, Elgin-St. Thomas Health Unit, will be in attendance to discuss the Smoke-Free Ontario strategy and the new Smoke-Free Ontario Act.

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

Land Development - Part Lots 41 & 42 South of Bush Line

Alma College Demolition Permit

Report CC-26-06 of the City Clerk. Pages 6 & 7

NEW BUSINESS

BUSINESS CONCLUDED

ENVIRONMENTAL SERVICES COMMITTEE - Chairman M. Turvey

UNFINISHED BUSINESS

Intersection of First Avenue and Edward Street

Intersection of Edward Street and Burwell Road

Intersection of Wellington Street and Highview Avenue (East Leg)

Report ES57-06 of the Supervisor of Roads and Transportation. Pages 8 to 11

Tender No. 06-607 - Truck Mounted Combination Jet Vacuum Machine - Contract Award

Road and Sidewalk Reserve Fund

NEW BUSINESS

Water Needs and Financial Study Update - Consultant Selection

Report ES58-06 of the Director, Environmental Services. Pages 12 to 21

2006 Annual Sidewalk Replacement and Road Resurfacing Program

Report ES59-06 of the Manager of Operations and Compliance. Pages 22 & 23

East Side Development Area - Phase 1 Sanitary Servicing Plan - Implementation

Report ES60-06 of the Director, Environmental Services. Pages 24 to 29

Map Attached.

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

Corporate Credit Cards

Junior B Stars Hockey Club - 2006-2007 Facility Rental Permit

NEW BUSINESS

Easter Seal Society - Send a Kid to Camp - Grant Request

A letter has been received from Jennie Christian, District Manager, Huron, Oxford, Perth & Elgin Counties, Easter Seal Society, requesting a grant for the Send a Kid to Camp program.
Page 30

BUSINESS CONCLUDED

COMMUNITY AND SOCIAL SERVICES COMMITTEE - Chairman B. Aarts

UNFINISHED BUSINESS

Parks Pavilion Renaming and Walk of Fame

Early Learning Centre

NEW BUSINESS

BUSINESS CONCLUDED

PROTECTIVE SERVICES AND TRANSPORTATION COMMITTEE - Chairman T. Shackelton

UNFINISHED BUSINESS

Captain Dennis A. Redman No.2 Fire Station

Request for "No Standing" Zone - Forest Park Walkway - Gregory Place

Report ES54-06 of the Supervisor Roads and Transportation. Pages 31 to 33

Intersection of Redan Street and Woodworth Avenue

Intersection of Manor Road and Chestnut Street

NEW BUSINESS

Smoke Free By-Law

Report CC-28-06 of the City Clerk. Page 34

Airport Use Quarterly Report - January 1st, 2006 to March 31st, 2006

Report CC-29-06 of the Airport Superintendent. Pages 35 & 36

Canadian Snowbirds Aerial Demonstration - St. Thomas Municipal Airport

Report CC-30-06 of the Airport Superintendent. Page 37

Dedication of John Street as Veterans' Way - Tuesday May 16th, 2006 - Road Closure

Report ES53-06 of the Supervisor Roads and Transportation. Page 38

No Parking Zone Signage - Rice Road - Access for Emergency Services

Report ES55-06 of the Supervisor Roads and Transportation. Pages 39 to 51

BUSINESS CONCLUDED

REPORTS PENDING

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

ALMA COLLEGE - Management Board

SCHOOL AREA REVIEW PROCEDURES - FOR ELEMENTARY SCHOOL CHILDREN - D. White

COUNCIL

Council will reconvene into regular session.

REPORT OF COMMITTEE OF THE WHOLE

Planning and Development Committee - Chairman H. Chapman

Environmental Services Committee - Chairman M. Turvey

Personnel and Labour Relations Committee - Chairman D. Warden

Finance and Administration Committee - Chairman C. Barwick

Community and Social Services Committee - Chairman B. Aarts

Protective Services and Transportation Committee - Chairman T. Shackelton

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

REPORTS OF COMMITTEES

PETITIONS AND COMMUNICATONS

Spina Bifida & Hydrocephalus Association of Ontario - Proclamation - June 2006

A letter has been received from Mr. Derryn Gill, Chair, Board of Directors, Spina Bifida & Hydrocephalus Association of Ontario, requesting that Council proclaim the month of June 2006 as "Spina Bifida & Hydrocephalus Awareness Month" in the City of St. Thomas.

Thames Valley Children's Centre - Thank You

A letter has been received from Mr. Doug Nicholson, Regional Volunteer, Thames Valley Children's Centre, thanking the Mayor and Members of Council for their generous donation to the Thames Valley Children's Centre Expansion Campaign.

Chester Hinatsu - Thank You

A thank you card has been received from Mr. Chester Hinatsu thanking the Mayor and City Council for their support throughout his career with the City and for the gift of the framed City Hall print.

UNFINISHED BUSINESS

City of St. Thomas 125th Anniversary

Minimum Maintenance Standards for Heritage Properties

NEW BUSINESS

Proclamation of Census Day - May 16, 2006

Report CC-27-06 of the City Clerk. **Page 52**

BY-LAWSFirst, Second and Third Reading

1. A by-law to confirm the proceedings of the Council meeting held on the 8th day of May, 2006.
2. A by-law to authorize the Mayor and Clerk to execute and affix the Seal of the Corporation to a certain contract between the Corporation of the City of St. Thomas and with Fer-Pal Construction Limited. (\$814,825.33 - 2006 Annual Watermain Rehabilitation project)
3. A by-law to amend By-Law 45-89, being the Traffic By-Law for the City of St. Thomas. (No Parking - Dunkirk Drive, Meehan Street to Churchill Crescent)

PUBLIC NOTICENOTICES OF MOTIONCLOSED SESSION

A resolution to close the meeting will be presented to deal with a litigation or potential litigation, matters affecting the municipality.

OPEN SESSIONADJOURNMENTCLOSING PRAYER



Corporation of the

City of St. Thomas

-6-

Report No.
CC-26-06

File No.

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

Date
May 2, 2006

Department: City Clerks Department

Prepared By: Wendell Graves, City Clerk

Attachment
May 3, 2006 letter from Brian Worrada.

Subject: Alma College Demolition Permit

Recommendation:

THAT: Report CC-26-06 be received for information, and further,

THAT: Council concur with the owners of Alma Heritage Estates Corporation and further extend the timeframe to consider the request for a demolition permit for Alma College until August 21, 2006.

Background

As the members are aware, a Working Group has been established, comprised of representatives of the Alma Heritage Estates Corporation, the City, the Municipal Heritage Committee and the Province, to review the status of Alma College in light of the request for a demolition permit that was submitted on December 23, 2005.

On March 13, 2006 an extension was agreed upon until May 23, 2006 by both the City and Alma Heritage Estates Corporation in order for a Working Group to meet to review the site. Under the Ontario Heritage Act, extensions for consideration of demolition permits are permissible provided both the applicant and the municipality agree.

To date there have been two meetings of the Working Group and at its meeting of April 27th, two action items were developed:

1. That a team of specialists including a heritage architect, a structural engineer and a specialist who can advise on stabilizing the building will meet on site to review the current site conditions.
2. Based on the outcome of the specialists, the Working Group will meet, in late June, and discuss potential design parameters for the site in concert with the heritage attributes.

While this phase of work is very important, it is also acknowledge that it could not be completed by the May 23rd extension that had been approved for consideration of the demolition permit.

The City is receipt of correspondence from Alma Heritage Estates agreeing to an extension for the consideration of a demolition permit.

For these reasons, it is recommended that a decision on the demolition permit be further extended until August 21, 2006.

Respectfully,

W. Graves, City Clerk

Reviewed By:

Treasury

Env Services

Planning

City Clerk

Comm Services

Other

- 7 -

MENEAR WORRAD
& ASSOCIATES

May 3, 2006

VIA FACSIMILE: (519) 633-9019 (1 page)

Corporation of the City of St. Thomas
P.O. Box 520
545 Talbot Street
St. Thomas, ON
N5P 3V7

City of St. Thomas
Received
MAY 03 2006
City Clerk's Dept.

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www.menearlaw.com

100 Fullarton Street
London ON N6A 1K1

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f. (519) 663-1165

Real Estate/Corporate
f. (519) 439-6535

Michael A. Menear
*Certified by the Law Society
as a Specialist in Family Law*

Brian K. Worrad

Karen E. MacDonald

Mary F. Portis

Gary A. Hoftzyer

William R. Poole Q.C.
Counsel

John J. Eberhard Q.C.
Consultant

ATTENTION: Wendel Graves - City Clerk

Dear Sir,

RE: Alma Heritage Estates Corporation

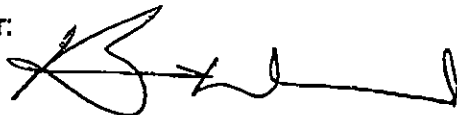
Further to our meeting on Thursday, April 27, 2006, and our discussion of earlier this morning, this will confirm the our client is willing to agree to a joint process to extend the date for deciding upon the Application for Demolition Permit submitted by our client until the Council meeting on August 21, 2006 on the understanding that the parties will investigate investment in the subject property by all levels of government (both pecuniary and non-pecuniary) as well as tax relief and other government commitments to facilitate the development of the subject property.

Trusting the foregoing proves satisfactory, I remain,

Yours very truly,

MENEAR WORRAD & ASSOCIATES

Per:



Brian K. Worrad

BKW/ld



Corporation of the

City of St. Thomas

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Report No.

ES57-06

File No.

05-043-01

Directed to:

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

Date

May 8, 2006

Department:

Environmental Services Department

Attachment

Prepared By:

Dave White - Supervisor of Roads and Transportation

Petition of April 20/06 by area residents

Subject:

The Intersection of Wellington Street and Highview Drive (The East leg)
Operational Review

Recommendation:

It is recommended that:

1. Report No. ES57-06 be received for information.

Origin

- At the meeting of April 10, 2006 Mayor Kohler inquired if staff could review the traffic movements at the intersection of Wellington Street and Highview Avenue east of the new medical building. The members, by consensus, directed staff to review this intersection.
- Following the April 10/06 meeting, the City received the attached petition by area residents.

Analysis

Existing Conditions

Wellington Street is classified as a Minor Arterial road in schedule B of the official plan, which carries approximately 2,100 vehicles per day (2000) and connects the commercial development to the west of Highview Avenue with the residential areas to the east. Being a two-lane Minor Arterial road (through highway) Wellington Street has the design capacity of approximately 14,000 vehicles per day, and therefore is operating at 15% of its' design capacity.

Highview Avenue is classified as a Major Collector road in schedule B of the official plan, which carries approximately 1,500 vehicles per day (2002) and serves as a connection at a number of points with Minor Arterial and Collector roads in the area network. Being a two-lane Major Collector road (through highway) Highview Avenue has a design capacity of approximately 10,000 vehicles per day, and therefore is operating at 15% of its' design capacity.

The speed limit on both roads is 50km/h. The intersection of Wellington Street and Highview Avenue (east leg) currently has a north/south stop condition yielding the right-of-way to the higher volume street Wellington Street. The intersection is built to a three-lane width and there is no plan to provide any physical alterations at this time.

Future Conditions

The City of St. Thomas' 1997 Transportation Master Plan (updated in 2004 to reflect growth in the City), as well as planned area developments and agreements, indicate that Wellington Street will link to Centennial Avenue to the east, and that Manor Road will be linked from Chestnut Street to Talbot Street. It is planned that the intersection of Wellington Street and Manor Road will require a full rebuild and the potential for full traffic signal control when warranted. It is also planned that Wellington Street (from Manor Road to Highview Avenue - west leg) and Manor Road (from Talbot Street to Wellington Street) be developed into standard four-lane urban cross sections.

Within the same planning theories, the intersection of Wellington Street and Highview Avenue is to remain a north-south Stop condition and due to its' width and proximity to future traffic control (can not be closer than 250m), is not geometrically suited for an All-Way Stop condition at this time.

Summary

Therefore, as a result of this analysis and the review of the current data and needs, it is recommended that the area continues to be monitored but that the current traffic control at the intersection of Wellington Street and Highview Avenue (east leg) remain in place at this time.

Financial Considerations

There are no financial considerations at this time.

Alternatives

There are no alternatives are presented at this time.

Respectfully,



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

Reviewed By:

Treasury

 Env Services

Planning

City Clerk

HR

Other

-10- CUES 25

^We the people at Highview Drive
and Wellington Street

City of St. Thomas
April 20, 2006

APR 20 2006

City Clerk's Dept.

We would like to know if we could have a four-way stop sign installed at this intersection. We, the undersigned would like to have this done before there is a major accident at this intersection, causing bodily harm or death, as the traffic is very fast at this corner.

Thank you

NAME	ADDRESS
Robert Duncan	447 HIGHVIEW DR
Caren Page	449 Highview Dr.
Jessica Smith	48 Neal Ave.
Harry Long	429 HIGHVIEW
Janice Chantler	423 Highview Dr. St. Thomas
Kathleen Lane	419 Highview Dr. St. Thomas
Jim Lewis	417 " " ST Thomas
John Peterson	436 " " ST Thomas
Shirley McKay	413 Highview Dr.
Peter Morrison	404 Highview Dr.
Janet Baird	405 Highview Dr.
Pierrette Henry	405 Highview Dr.
12 Windemere Rd.	Margaret Gasse
Judy Patterson	403 Highview Dr.
	436 Highview Dr.

Mark Vukobrat - 432 Highview Dr.
Raymond - 430 Highview Dr.
Mauden Pearson 424 Highview Dr.
Bill Pearson 424 Highview Dr.
Dawn Nelson 424 Highview Dr.
Mauden Avery 424 Highview Dr.
Susan W. 424 Highview Dr.
Ray W. 424 Highview Dr.
Vicky Clarke 446 HIGHVIEW DR.
Koburn 550 Wellington ST.
Annette Cincelli 554 Wellington St.
Ruth St.ommel 552 Wellington ST.
H F Ochmann 553 Wellington St.
Charles R. 551 Wellington St.
Ron Hoff 549 Wellington St.
Chris Tojlar 445 Highview Dr.



Corporation of the

City of St. Thomas

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Report No.

ES58-06

File No.

07-089

Directed to:

Alderman Marie Turvey, Chair and Members
of the Environmental Services Committee of
Council

Date

May 2, 2006

Department:

Environmental Services

Prepared By:

John Dewancker, Director

Attachment

Excerpt of proposal and workplan by CN
Watson and Associates/Earth Tech
Canada Inc

Subject:

Water Needs and Financial Study Update – Consultant Selection

Recommendation:

- That the firm of CN Watson and Associates, Economists, in association with the firm of Earth Tech Canada Inc., Consulting Engineers, be retained to complete the Water Needs and Financial Study Update at an estimated cost of \$40,000.
- That the City enter into a consulting services agreement with CN Watson & Associates in respect to this study project.
- That a by-law be prepared to authorize the execution of the consulting services agreement by the Mayor and Clerk.

Origin:

Following the approval by Council of the City's 2006 Capital Budget which includes the preparation of an update to the Water Needs and Financial Study and the development of the study terms of reference for this project (Report ES24-06), a request for proposal was issued.

Analysis:

Invitations for the preparation of a proposal were forwarded to the following consulting firms:

Hemson Consulting Ltd., Toronto
CN Watson & Associates, Mississauga
Price Waterhouse Coopers, London
Deloitte & Touche, London
KPMG Management, Waterloo
Ernst & Young Management, London

On March 17, 2006, two proposals were received from the firms of CN Watson and Associates and Henson Consulting respectively.

These proposals were reviewed on May 1, by the Coordinating Team that has been created to guide and oversee this study project and which includes Council and Staff representatives of both the City of St. Thomas and the Municipality of Central Elgin. The proposals were evaluated on the following factors: Quality of the proposal and work plan submission, Completeness, Project Manager qualifications, Cost, Time schedule, Experience in establishing water rates and the firms knowledge of the City/MCE.

Upon review, both companies are very qualified to complete the project and have associated with engineering firms that are also well qualified to undertake the water needs analysis and the preparation of the background report on the full cost of the water services. The firms of CN Watson in association with the engineering firm of Earth Tech Canada Inc., is being recommended by the Coordinating committee in view of this firms' past performance in the preparation of similar studies for the City and the Municipality of Central Elgin and the firms knowledge of both municipalities as it relates to this project. An excerpt of the proposal and work plan and cost estimate submitted by CN Watson is included herewith for the information of the Members.

Financial Considerations:

This study project with a budget of \$40,000 is included in the City's approved 2006 Capital Budget.

Respectfully Submitted,


John Dewancker, P.Eng,
Director, Environmental Services

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other

2. THE WORK PLAN

2.1 Introduction

Based upon the requirements of the Terms of Reference and the proposed requirements for emerging legislation, an eight-task work plan has been developed for this study, as follows:

Task #1	Assessment of Water Consumption Data
Task #2	Capital Needs Assessment
Task #3	Capital Cost Financing Options
Task #4	Operating Cost and Revenue Analysis
Task #5	Review of Agreements and Accounting Practices
Task #6	Rate Structure Analysis
Task #7	Report Preparation
Task #8	Presentations and Meetings

2.2 Assessment of Water Consumption Data (Task #1)

- Meet with Public Works staff to review historic records on water consumption. The historic consumption records will be classified by class of user to assess consumption patterns. These classes may be defined as residents (single vs. multi-residential), commercial, industrial and institutional. Further refinements can be made based on discussions with staff.
- Based on the average consumption patterns for above, a consumption forecast will be developed using the City's and Suburban Areas residential and non-residential forecasts resulting from Growth Management Studies, Development Charge Studies or any other approved forecast documents.
- This forecast will also assist in the review of capital needs, possible changes in operating expenditures and provide a basis for future forecasted rates.

2.3 Capital Needs Assessment (Task #2)

- Meet with municipal engineering personnel to obtain all of the information referenced in the Request for Proposal (RFP) and required for project purposes as outlined in Section 6.1 of this proposal.
- Review the above and aggregate all existing and future growth, capital and optimization/operation needs. Prioritize based on City utilized/agreed upon benchmarking/rating criteria (or other recognized standards) consistent with the City's Infrastructure Management System (IMS) implementation to the extent in place. Group into water quality, replacement/optimization and upgrade (undersized infrastructure) activities. Our team has extensive experience in this regard given our past work in completing the initial 2001 Water Needs and Financial Study for the City.
- Utilize the existing hydraulic model and condition rating systems in place, identify any further upgrade and/or renewal needs based on current/future requirements established and agreed upon for study purposes. This will include trenchless technology applications and/or water conservation, loss detection/repair, meter replacement and backflow prevention applications.
- Summarize into capital and operating components for growth servicing, existing system replacement/optimization needs and long term replacement needs on a life cycle cost basis. St. Thomas specific and/or empirical information will be used for this purpose, and for alternate finance recovery purposes.
- Separate the above into City of St. Thomas and suburban water distribution area components as per the Suburban Water Agreement.
- Develop 1 to 5, 5 to 10 and long term plans for each of the above and prepare a discussion paper for review with the Coordinating Committee before proceeding with rate confirmation activities.

2.4 Capital Cost Financing Options (Task #3)

- Based on findings of Task #2, consider alternatives to debt and/or transfers from operating budgets. Evaluation would include other statutory authorities such as Development Charges, Part XII charges under the *Municipal Act*, development agreements under the *Planning Act*, local improvements, regulations, etc. Our team has extensive experience in this regard given our past work in completing numerous Development Charge Background Studies and DC By-Laws for the City.
- In addition, we will monitor and report on the status of potential Provincial/Federal discussions proceeding at this time and the potential for and applicability to grant funding for capital works proposed in #2. As well, evolving changes which may arise regarding the Provincial review of water systems in Ontario will also be monitored and considered. It is noted that CNWA is advisor to OWWA and OMWA who have been retained to participate in stakeholder discussions on Bill 175.
- The funding mechanism for capital works as agreed to within the January 13, 2006 City of St. Thomas-Municipality of Central Elgin agreement for Suburban Water Supply will be adhered to in the determination of the capital financing options.
- Prepare a discussion paper for review with the Coordinating Committee prior to proceeding with rate determination. This discussion paper will address potential short to medium term impacts of utilizing alternative capital financing methods as a means of controlling rate levels.

2.5 Operating Cost and Revenue Analysis (Task #4)

- Review all available operating related information outlined in the RFP and required for project purposes as per Section 6.1. Includes City, Central Elgin, Southwold, St. Thomas Secondary System and Elgin Primary System information.
- Identify all operating costs and related annual cost components such as maintenance costs, testing, engineering/administration, reading/billing/collecting, etc. Breakdown into fixed and variable components.

- Estimate future 10-year water purchase volumes/costs from the EAWSS and future 10-year operating costs for each system. Identify sensitivity impacts (fixed vs. variable cost factors) and drivers. Include EAWSS Capital Works, timing/cost confirmation and City-related share.
- Project annual cost of bulk water purchases from the EAWSS and the operating costs (City portion) of the St. Thomas Secondary Water Supply System.

2.6 Review of Agreements and Accounting Practice (Task #5)

- Review agreements related to the operation and capital maintenance/replacement of the municipal water system.
- Provide recommendations for full cost recovery, consistent with the mechanisms identified within the agreements (i.e. January 13, 2006 City of St. Thomas-Municipality of Central Elgin agreement for Suburban Water Supply) and meeting the emerging requirements of the *Safe Drinking Water Act* and the *Sustainable Water and Sewage Systems Act*.

2.7 Rate Structure Analysis (Task #6)

- There are four basic rate structures (flat, constant, declining block, increasing block), which are in use by Ontario Municipalities. Each rate method has their strengths and weaknesses relative to policy issues regarding conservation, equity, reliability, variability, etc., as well as the potential burden placed onto residential and non-residential users. Uniform and area specific rate structure considerations will also be discussed with the members of the Coordinating Committee to assess whether any refinements to the present rate structure is warranted.

2.8 Report Preparation (Task #7)

- Finalize 1 to 5, 5 to 10 and long term plans prepared as part of previous tasks for capital (existing system/future) and operating needs from a value engineering and/or long term life cycle perspective.

- Prepare a capital/operating implementation plan from a technical and cost perspective.
- Confirm service provision models for the current Suburban Area (Central Elgin and Southwold)/St. Thomas servicing scheme for implementation.
- A draft table of contents is provided as Figure 2-1.

2.9 Presentations/Meetings (Task #8)

- We will meet with the Coordinating Committee to solicit their input on the process and to obtain historic information and data regarding consumption, infrastructure inventory, capital and operating information, along with presenting background discussion papers for discussion. In total, a provision of three Coordinating Committee meetings has been provided for. Further meetings can be accommodated at the request of the municipality however these meetings have not been included within the budget.
- One meeting with a Committee of Councils (i.e. Finance and Administration Committee of City Council and the Councils of the Municipality of Central Elgin and the Township of Southwold) to solicit their input on the process has also been provided for in the proposal. Normally, we conduct a workshop for Council prior to the completion of the study. This allows the members of council to consider all factors, which will impact rates in the future and solicit input prior to finalizing the report. This also allows the development of policies with Council's input and ensures recommendations are consistent with Council's preferences. As well, prior to all information being circulated to the public, this process ensures that Council is well informed to address any questions, which may arise from their constituents.
- As Section 12 of the *Municipal Act* requires a formal public meeting before the by-law may be passed by Council, we have provided in our work program for attendance and presentation at a joint public meeting of the three municipalities.

FIGURE 2-1

"DRAFT CONTENTS OF STUDY REPORT"

Page

- 1. Introduction**
 - 1.1 Background
 - 1.2 Study Process
 - 1.3 Forecast Growth and Servicing Requirements
 - 1.4 Water Consumption – Existing vs. Future
- 2. Capital Infrastructure Needs**
 - 2.1 Water Distribution System Needs Synopsis
 - 2.2 Replacement / Optimization Needs of Existing System
 - 2.3 Long Term Water Infrastructure Replacement – timing and costs
 - 2.4 Growth Related Servicing Needs
 - 2.5 Summary of Capital Program
- 3. Life Cycle Costing**
 - 3.1 Definition
 - 3.2 Financing Costs
 - 3.3 Costing Methods
 - 3.4 Impact on Budgets
- 4. Capital Cost Financing Options**
 - 4.1 Summary of Capital Cost Financing Alternatives
 - 4.2 *Development Charges Act, 1997*
 - 4.3 *Municipal Act*
 - 4.4 *Local Improvement Act*
 - 4.5 Grant Funding Availability
 - 4.6 Existing Reserves/Reserve Funds
 - 4.7 Debenture Financing
 - 4.8 Recommended Approach
- 5. Overview of Operating Expenditures and Revenues**
 - 5.1 Water Expenditures – Existing by Component and 10-Year Forecast
 - 5.2 Water Revenue – Existing by Component
- 6. Review of Existing Servicing Agreements**
 - 6.1 Overview of Agreements
 - 6.2 Implications and Recommendations
- 7. Pricing Structures**
 - 7.1 Alternative Pricing Structures
 - 7.2 Assessment of Alternative Pricing Structures
 - 7.3 Calculation of Rates
 - 7.3.1 Assumptions
 - 7.3.2 Property Taxes
 - 7.3.3 Flat Rate
 - 7.3.4 Constant Rate

- 7.3.5 Increasing Block Rate
- 7.3.6 Decreasing Block Rate
- 7.4 Impact of the Rates on User Profile
- 7.5 Other Policy Issues (i.e. Phase-in, variation by class of user, water conservation, etc.)
- 7.6 Survey of Water Rates in Other Municipalities

8. Analysis of Water Policy Matters

- 8.1 Water Rate Options
- 8.2 Sewer Rate Options
- 8.3 Recommended Rates

4. BUDGET AND ALLOCATION

Table 4-1 summarizes our proposed budget and detailed schedule of staff resources for the project based on the items outlined in our work program. Should this budget not reflect the level of effort envisioned by the client, we would be pleased to review the scope of the work and budgetary requirement. In addition we have assumed that most engineering technical reports and infrastructure information is readily available. Should it be determined at the end of Task #2, that more information is required than was anticipated, we will discuss this further with the Committee.

Our billing practice provides for invoices to be forwarded mid-month and would include costs commensurate with the activities provided in the prior month. We have made provisions in our budget to provide for ten final reports, including one master copy. Should the City require that additional copies be produced, these will be provided at cost.

Key project staff that will be working on this project and their hourly rates are as follows.

C.N. Watson and Associates Ltd.

- Andrew Grunda \$175
- Mary Bailey \$130
- Support Staff \$87

Earth Tech Canada Inc.

- John Haasen \$175
- Neil Awde \$100
- Support Staff \$65

Table 4-1
Summary of Staff Hours by Task and Proposed Budget

Activity	C.N. Watson and Associates Ltd.					Earth Tech Canada Inc.				
	Hours					Hours				
	Grunda	Bailey	Support	Total		Haasen	Awde	Support	Total	Total
1. Assessment of Water Consumption Data	4	8	-	12		-	-	-	-	12
2. Capital Needs Assessment	5	-	-	5		15	30	20	65	70
3. Capital Cost Financing Options	8	-	-	8		-	-	-	-	8
4. Operating Cost and Revenue Analysis	8	10	-	18		8	12	12	32	50
5. Review of Agreements and Accounting Practice	6	-	-	6		-	-	-	-	6
6. Rate Structure Analysis	4	10	-	14		-	-	-	-	14
7. Report Preparation	12	9	8	29		12	12	12	36	65
8. Presentations/Meetings	33	-	4	37		21		12	33	70
Total	80	37	12	129		56	54	56	166	295

Activity	C.N. Watson and Associates					Earth Tech Canada Inc.				
	Budget					Budget				
	Grunda	Bailey	Support	Total		Haasen	Awde	Support	Total	Total
Hourly Rate	175	130	87			175	100	65		
1. Assessment of Water Consumption Data	700	1,040	-	1,740		-	-	-	-	1,740
2. Capital Needs Assessment	875	-	-	875		2,625	3,000	1,300	6,925	7,800
3. Capital Cost Financing Options	1,400	-	-	1,400		-	-	-	-	1,400
4. Operating Cost and Revenue Analysis	1,400	1,300	-	2,700		1,400	1,200	780	3,380	6,080
5. Review of Agreements and Accounting Practice	1,050	-	-	1,050		-	-	-	-	1,050
6. Rate Structure Analysis	700	1,300	-	2,000		-	-	-	-	2,000
7. Report Preparation	2,100	1,170	696	3,966		2,100	1,200	780	4,080	8,046
8. Presentations/Meetings 1	5,775	-	348	6,123		3,675	-	780	4,455	10,578
Subtotal	14,000	4,810	1,044	19,854		9,800	5,400	3,640	18,840	38,694
Disbursements									660	1,660
Total (net of GST)				1,000						40,354
Includes meeting and preparation time										Upset Limit 40,000



Corporation of the

City of St. Thomas

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Report No.

ES59-06

File No.

08-321-00

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

Date
May 8, 2006

Department: Environmental Services

Attachment

Prepared By: Ivar Andersen, Manager of Operations & Compliance

Subject: 2006 Annual Sidewalk Replacement and Road Resurfacing Program

Recommendation:

It is recommended that;

1. The tender submitted by T.C.G. Asphalt & Construction Inc. in the amount of \$258,759.10 plus GST, for the Annual Road Resurfacing program, be accepted.
2. The tender submitted by J. Franze Concrete Ltd. in the amount of \$242,304.00 plus GST, for the annual Sidewalk Replacement program, be accepted.
3. A by-law be prepared to authorize each tender award.

Origin:

In November 2005, City Council approved a 2006 capital budget allocation of \$425,000 to replace various sidewalks and resurface various roads throughout the City. On the same date, Council also approved an allocation of \$100,000 for the installation of new sidewalks on two sections of road. In Part II of the Capital Budget, Council approved an \$11,000 allocation for the northerly extension of Third Avenue. Subsequently, an information report was submitted to Council advising which sidewalks would be replaced and which roads would be resurfaced as part of this budget allocation. The three Capital Budget allocations were combined into two tenders to reduce administrative costs and encourage more competitive tenders.

Analysis:

Tenders for the 2006 Annual Sidewalk Replacement program were closed on April 27, 2006 and opened in public on the same date. Tenders for the 2006 Annual Road Resurfacing program were closed on April 20, 2006 and opened in public on the same date. Unit bid prices for both tenders came in higher than anticipated because of a number of reasons including substantial increases in energy costs and limited construction capacity caused by increases in senior government level subsidies. In order to keep the program within budget, two sections of replacement sidewalk, Forest Ave., Fairview Ave. to Park Ave. and Centre St., Southwick St. to Princess Ave., were removed from the tender. This resulted in the sidewalk tender being reduced to \$242,304.00 plus GST.

Three bidders submitted tenders for the Annual Road Resurfacing program as follows (all tenders are exclusive of GST):

	Submitted Tender	Corrected Tender
T.C.G. Asphalt & Construction Inc.	\$258,003.10	\$258,759.10
Lafarge Paving & Construction Ltd.	\$279,000.00	

T.C.G. Asphalt & Construction Inc. is the low bidder and this contractor is well known to the City, having successfully completed similar work in previous years. An arithmetical error was found and this was automatically corrected as shown.

Only one bidder submitted a tender for the Annual Sidewalk Replacement program as follows (tender is exclusive of GST):

	Submitted Tender	Corrected Tender	Reduced Tender
J. Franze Concrete Ltd.	\$309,255.25	\$308,255.25	\$242,304.00

J. Franze Concrete Ltd. is the only bidder but has successfully completed work for the City in the past. An arithmetical error was found and this was automatically corrected as shown. As noted above, the original tender was reduced to accommodate the budget allocation.

Financial Considerations:

Following are the expenditures and proposed funding sources for these contracts:

Expenditures:

T.C.G. Asphalt & Construction Inc. (road resurfacing)	\$258,759.10
J. Franze Concrete Ltd. (sidewalks)	\$242,304.00
City Labour Costs (tender and inspection)	\$34,936.90
Total	\$536,000.00

Funding:

2006 Capital Budget (sidewalk replacement & road resurfacing)	\$425,000.00
2006 Capital Budget (new sidewalks)	\$100,000.00
2006 Capital Budget (Third Ave. extension)	\$11,000.00
Total	\$536,000.00

The total 2006 funding allocation for replacement sidewalks, new sidewalks, the Third Ave. extension and road resurfacing is \$536,000.00. This allocation, with the reduction in the sidewalk tender, is sufficient funding for both programs. Note that each tender has a contingency allowance of \$15,000.00.

Respectfully Submitted,



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

Reviewed By:



Treasury



Env Services

Planning

City Clerk

HR

Other



Corporation of the
City of St. Thomas

Report No.

ES60-06

File No.

01-192

Directed to:

Alderman Marie Turvey, Chair and
Members of the Environmental Services
Committee of Council

Date

May 2, 2006

Department:

Environmental Services

Prepared By:

John Dewancker, Director

Attachment

- Reports ES26-03 and ES56-03
- Preferred Servicing Plan for the
East Side Development Area

Subject:

East Side Development Area – Phase I Sanitary Servicing Plan – Implementation

Recommendation:

- That City council establish a project steering committee to initiate the implementation of the Phase I Sanitary Servicing component of the East side Development Area Master Servicing Plan.
- That the Municipality of Central Elgin be contacted to confirm their membership on the Steering Committee.

Origin:

City Council recently requested that the Servicing Master Plan and Class Environmental Assessment for the East Side Development Area be brought forward for approval and that the implementation of the sanitary servicing of the East Side Development Area be initiated.

Analysis:

Reports ES 26-03 and ES 56-03 previously referred to the servicing of the East Side Development Area and a copy of these reports is attached herewith for the information of the Members. Also, during 2003, Council deferred report ES56-03.

At this time, a number of outstanding questions, also as outlined in report ES26-03 are currently being addressed by Dillon consulting, the consulting engineering firm which was originally assigned this study project. Staff intends to submit a report regarding the adoption and approval of the ESDA Master Servicing Plan at the next meeting of Council.

In respect to the implementation of the Phase I servicing scheme for the East Side Development Area, the following can be noted, as shown also on the attached preferred servicing plan (alternative 6B) of the Master Plan:

The yellow shaded areas that delineate the phase I sanitary servicing boundary involve a total area of 203 Ha (502 Acres) as well as the St. Thomas airport lands (approx 25 Ha/62 Acres to be confirmed).

Approximately 113.7 Ha (281 Acres) and a component (to be confirmed) of the existing Eastwood residential subdivision development (134 Acres) will be serviced by the Talbot Street East servicing plan, which entails the construction of a sewage pumping station and sanitary sewers to service this existing and future development. An inter municipal servicing arrangement will need to be established between the City of St. Thomas and the Municipality of Central Elgin in this regard. This agreement will deal with the aspect of cost sharing and cost recovery in addition to a number of other servicing, capital, operating, and maintenance issues. Also, there are a number of downstream improvements to be undertaken to the existing sanitary sewer system in order that the future additional ESDA sewage flows may be accommodated by the City's receiving Sanitary Sewer System, the cost of which will also need to be recovered from the benefiting ESDA service area.

It is recommended that a project steering committee be established with Council Members and Staff representation to initiate the implementation of the ESDA Phase I servicing component. The Municipality of Central Elgin would also need to establish their membership on this project steering committee and a meeting was convened on April 19 and May 1/06 with representatives of MCE to conduct a preliminary review of this initiative.

Respectfully submitted,

John Dewancker, P.Eng,
Director, Environmental Services

cc: D. Letch, L. Perrin, MCE

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other



Corporation of the

City of St. Thomas

-25-

Report No.

PW26-03

File No.

07-037

Directed to:

Mayor P. Ostojic and Members of Committee of the Whole
(Public Works and Engineering)

Date

March 12, 2003

Department:

Environmental Services Department

Attachment

Prepared By:

John Dewancker, Director

- East Side Development
Area – Servicing Master
Plan Class Environmental
Assessment

Subject:

ESDA Servicing Master Plan and Class Environmental Assessment

RECOMMENDATION

That the report for the East Side Development Area Servicing Master Plan be placed on the Public Record for review and report back to Council.

ORIGIN

During 2001, the City of St. Thomas and the Municipality of Central Elgin initiated the preparation of a Servicing Master Plan for the development of lands on the East Side of the City of St. Thomas. During the second week of March 2002, an interim Status Report PW 33-02 to Council provided information with respect to a number of servicing alternatives for this area. This report was prepared in anticipation of the Public Open House meeting that was held in respect to this study project on March 20, 2002. At this time, the Draft Class Environmental Assessment Study report has been finalized and is considered to be ready to be placed on the Public Record for review.

ANALYSIS

The purpose and preliminary findings of the Study were documented in Report PW33-02 a copy of which has been attached as an appendix to this report in order to avoid a duplication of the information in this report.

Following the Public Information meeting with respect to this study project which was held on March 20, 2002, the consultant analysed the various comments that were made by the Public and met with the Project Steering Committee to review and refine the preferred servicing alternative for Phases I and II of the subject development area.

Upon review, Council will note that the preferred servicing alternative 6B provides for the Phase I service area of the ESDA (areas highlighted in yellow on figure ES.1 of the report) to receive its sanitary service by the City of St. Thomas sewage collection and treatment system, whereas the phase II lands (grey areas) will rely on the future establishment of a new gravity collection and water pollution control system in the vicinity of the St. Thomas Airport. The estimated total volume of sewage flows that will be generated by the Phase I development area, with the exception of any existing residential development in the ESDA, is 3,100 m³/d. The executive summary of the report together with the cost estimates, outlined by table 3.9 of the report, provides a succinct overview of the technical and financial aspects of the study project.

A number of requests for additional information, yet to be generated in conjunction with the completion of the study project, pertain to the following:

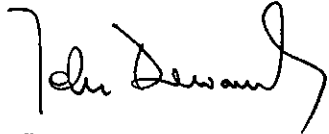
- A cost breakdown of the upgrades of the sanitary sewer lengths (shown on figures 2a and 2b) that are to be upgraded and a staging plan for these same upgrades as flows, generated by Phase I of the East Side Development Area, increase to the flow estimated for the built-out scenario of this Phase.
- Key parameters required for the future engineering design of all recommended sewage pumping stations.
- A breakdown of the wastewater flow generated by the built out Phase I area by catchment area (i.e., by city sewer outlet).
- The cost of capital water treatment plant/transmission main expansions should not be recovered through user water rates. Comment to be modified. (Pages 3-8).
- The data requested under the above comments should be included in the final report and not under a letter addendum since they are an integral part of the technical background work that led to the preparation of the document and will need to be relied on for capital planning and final engineering design purposes. Consequently, the final document will need to address the above requests for additional data, which are directly related to this study project. (Pages 3-8).

Staff will be available at the March 17 meeting to answer any questions the Members may have on the draft study report.

FINANCIAL CONSIDERATIONS

Table 3.9 on page 3-40 of the report provide a breakdown of the estimated sanitary servicing and service upgrade costs in respect to the development of Phases I and II of the ESDA. As noted further detailed estimates for each of the sewer upgrades shown on figure 2a and 2b will need to be provided in the final document of the study report as well as a staging plan for capital planning purposes.

Respectfully submitted,



John Dewancker, P.Eng., Director
Environmental Services

cc: Municipality of Central Elgin
Dillion Consulting

Reviewed By: Treasury Env Services Planning City Clerk HR Other



Corporation of the

City of St. Thomas

Report No.

56-03

File No.

07-047

Directed to: Mayor P. Ostojic and Members of
Committee of the Whole (Public Works and Engineering)

Date
May 22, 2003

Department: Environmental Services

Attachments
- Notice of Project
Completion

Prepared By: John Dewancker, Director

Subject: East side Development Area – Servicing Master Plan and Class EA – Final
Approval

RECOMMENDATION

That the Servicing Master Plan and Class Environmental Assessment for the East Side Development Area dated March 2003 and to be amended as outlined in report PW-56-03 be approved.

That the Phase I Sewage Pumping station and Forcemain for the St. Thomas Airport as recommended by preferred alternative 6B of the Master Plan be designed for an area and use of airport lands as outlined in report PW-56-03.

ORIGIN

Further to report PW- 26-03, a Notice of Project Completion for the ESDA Servicing Mater Plan was advertised in the Times Journal on March 24, 2003.

ANALYSIS

No objections or significant comments, that would alter the content of the draft study report, were received during the one month public review process.

One comment and letter was received by the Municipality of Central Elgin with respect to the need for sanitary sewers within the East Wood Subdivision. (Existing residential development in the Centennial/Elm area)

Report PW-26-03 pointed out the need for the confirmation, by the consultant, Dillon Consulting, of a few key parameters pertaining to the design of a number of future sewage pumping stations in the ESDA service area and the need for a break down of the cost of a number of future sewer upgrades within the City to accommodate the additional ESDA flows. This information must be included in the final ESDA Master Servicing Study Report and by copy of this report to Dillon Consulting, such request is herewith being renewed.

In the interim, in order that the City of St. Thomas may initiate the engineering design of the Phase I Sewage pumping station for the St. Thomas Airport, as approved in the City's 2003 capital budget, it is recommended that this design be completed for the existing airport buildings with sanitary facilities augmented by an area of 10 ha of aviation commercial land and 15ha of industrial land which represents a portion of the airport lands that have been designated for development in the 2000 Airport Master Plan (Fig. 17 Long-Term Airport Land Use Plan.) The construction of the airport pumping station forcemain along Hwy # 3 needs to be completed prior to or in conjunction with the reconstruction of the highway by MTO and which has been scheduled during 2004. Therefore, a decision on this critical design parameter (service area) for this facility needs to be made imminently.

Respectfully submitted

John Dewancker, P.Eng., Director
Environmental Services

APPROVED BY:

City Administrator

cc: Municipality of Central Elgin
Dillon Consulting

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other



**MUNICIPALITY OF CENTRAL ELGIN
CITY OF ST. THOMAS**

28-



**EAST SIDE DEVELOPMENT AREA
SERVICING MASTER PLAN
CLASS ENVIRONMENTAL ASSESSMENT**

NOTICE OF COMPLETION OF PROJECT

The Municipality of Central Elgin and the City of St. Thomas have worked cooperatively with Dillon Consulting Limited to review the alternatives with regard to servicing the lands located in Central Elgin immediately west of the City of St. Thomas. The services reviewed were

- Sanitary sewage collection
- Sanitary sewage treatment
- Stormwater management
- Water supply

The planning and decision-making process leading to the proposed servicing schemes are described in a document entitled "East Side Development Area, Servicing Master Plan, Class Environmental Assessment". The Class Environmental Assessment report is available for public review from **March 24, 2003 to April 24 2003** at:

Municipality of Central Elgin
Physical Services Department
450 Sunset Drive
St. Thomas, Ontario
N5R 5V1

Monday to Friday, 8:30 a.m. to 4:30 p.m.

City of St. Thomas
Environmental Services Department
545 Talbot St.
St. Thomas, Ontario
N5P 3V7

Monday to Friday, 8:30 a.m. to 4:30 p.m.

Written comments on the Class Environmental Assessment will be received from **March 24 to April 24, 2003** by Lloyd Perrin, Director of Physical Services, Tel: 631-4860, Fax: 631-4036 or e-mail lperrin@centralelgin.org or John Dewancker, Director, Environmental Services & City Engineer, Tel 631 1680, Fax 633 9019, or email jdewancker@city.st-thomas.on.ca

The Servicing Master Plan was planned and designed according to the requirements of the "Municipal Class Environmental Assessment (EA)" (June 2000) for a Schedule "C" project. The Class EA document entitles any person who has significant concerns about the project to request the Minister of the Environment to change the status of the project from a Class EA to an individual EA by issuing a "Part II Order" under the *Environmental Assessment Act*. The procedure for a Part II Order request is:

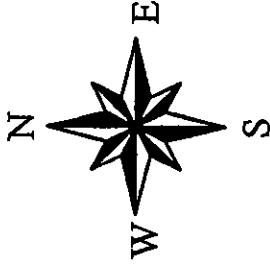
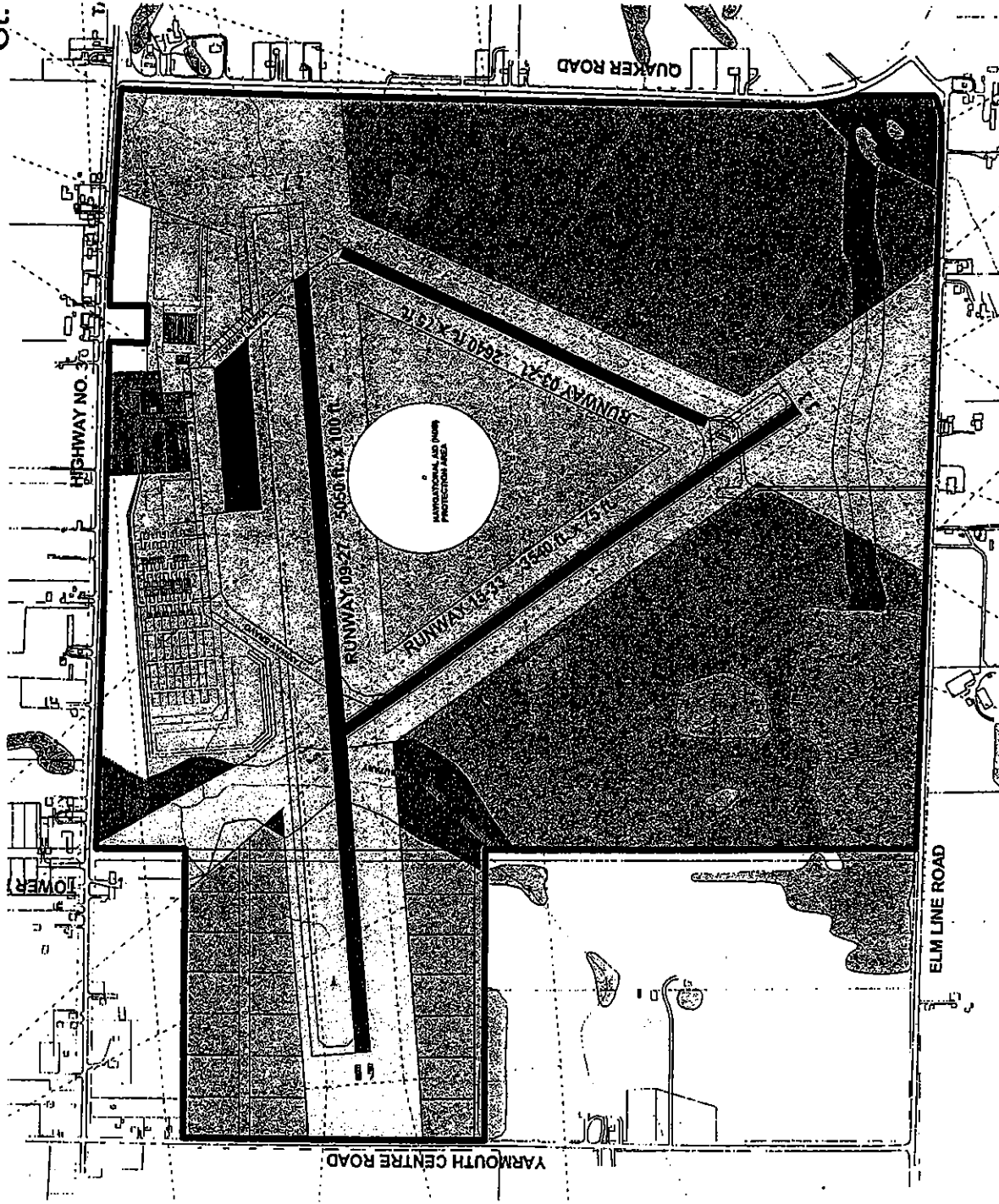
- first, the person with concerns discusses them with the Municipality
- if the concern cannot be resolved, the person may submit a written request for a Part II Order to the Minister of the Environment at 135 St. Clair Avenue West, 12th Floor, Toronto, Ontario, M4V 1P5 by **April 24, 2003**. A copy of the request must be sent to Central Elgin and the City of St. Thomas.

If no Part II Order requests are received, the phase 1 of the project may proceed to construction.



Figure 17 - Long-Term Airport Land Use Plan

St. Thomas Master Plan 2000



- NDB Protection Area
- Watercourses
- Watercourse Centreline
- Tree Line Boundaries
- Land Use Plan
- AIRFIELD
- AVIATION-COMMERCIAL
- COMMERCIAL
- GROUND TRANSPORTATION
- INDUSTRIAL
- INTERIOR RESERVE
- OPERATIONS AND SUPPORT
- TERMINAL AREA
- Water Course Protection Area



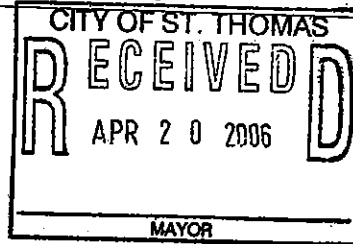
Stantec

For Planning Purposes Only

Clerks

March 29, 2006

City of St. Thomas
Jeff Kohler
PO Box 520
St Thomas, ON N5P 3V7



City of St. Thomas
APR 26 2006

City Clerk's Dept.

Dear City of St. Thomas:

The experience of camping is one that children hold dear to their hearts. The joy of being in the great outdoors, the crackle of the campfire and the twinkle of the stars at night are memories so many of us take for granted. But not all children are so fortunate.

On behalf of The Easter Seal Society, Ontario and the children and young adults we serve, we invite your organization to help make the camping experience a reality for our kids by supporting the **Send a Kid to Camp** program.

Our two Easter Seals' Camps include Woodeden Camp in London and Merrywood Camp near Perth. In spite of the individual disabilities that campers face, Easter Seals Camps offer wonderful, fully accessible adventures like white water rafting, sailing, out-tripping and ropes programs!

With the incredible day-to-day demands placed upon our Easter Seals families, it is often a struggle for them to afford extra money for camp fees. Your contribution is truly appreciated and utilized to fulfill many needs for our young campers.



- \$75 buys a child's lifejacket
- \$200 sends a kid to camp for a day
- \$500 sends a child to any camp of their choice or for a family weekend holiday
- \$2,000 sends a child to camp for 10 days
- \$3,900 fills a canoe (3 campers)
- \$16,000 fills a cabin (8 campers)

Your support of the **Send a Kid to Camp** program will provide cherished memories that will last a lifetime for these children and youth with physical disabilities. There are currently 52 children, youth and young adults with physical disabilities in Elgin County who rely on our programs and services. All donations from Elgin County support Elgin County children.

Please help us today.

Sincerely,

Jennie Christian
District Manager
Huron, Oxford, Perth & Elgin Counties
ichristian@easterseals.org

Toll Free: 1-888-278-7797

2-332 Wellington Rd. S, London, ON N6C 4P6

Tel: 519.432.9669 ■ Fax: 519.432.7679

Toll Free: 1.888.278.7797 ■ www.easterseals.org



Corporation of the

City of St. Thomas

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Report No.

ES54-06

File No.

05-014-06

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

Department: Environmental Services Department

Prepared By: Dave White - Supervisor of Roads and Transportation

Date

May 8, 2006

Attachment

Copy of petition from residents

Subject: Gregory Place – At Pedestrian Walkway to Forest Park School
No Standing Zone Request

Recommendation:

It is recommended that:

1. Report No. ES54-06 be received for information; and,
2. St. Thomas Police Service be requested to provide enforcement pertaining to the unsafe dropping off of students in the area of the pedestrian walkway on Gregory Place.

Origin

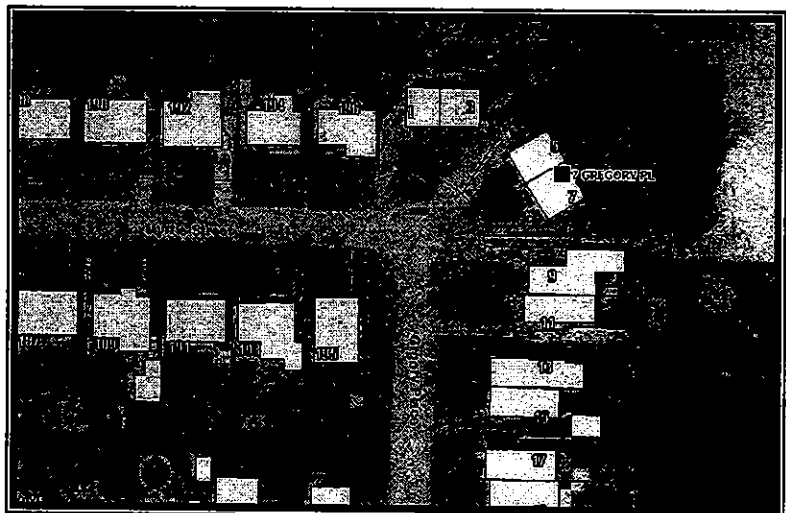
A petition from residents in the area of Myrtle Street and Gregory Place was received on December 16, 2005 requesting a "No Standing" zone around the area of Forest Park walkway. At its regular meeting on December 19, 2005 Council directed that this matter be forwarded to the Environmental Services Department for a report.

Analysis

Existing Conditions

Myrtle Street, Gregory Place and Locust Street are combined to create a roadway loop to and from First Avenue. These are strictly residential/local roads that only serve the abutting residents. At the east end of the roadway loop is a pedestrian walkway that serves as an access to the Forest Park School. A number of parents also use the roadway loop to drop off their children who are students of Forest Park School.

There is no requirement for intersection traffic control on the three roads and there are no sidewalks currently in place. The only parking restriction is an existing No Parking restriction on the North Side of Myrtle Street from First Avenue to Gregory Place that is in effect from 8:30 a.m. to 4:30 p.m. on school days and a No Parking Anytime restriction on the east side of Gregory Place from Myrtle Street to 15M south of Myrtle Street.



The Problem

The most important element of the request for a "No Standing" zone is to hear from the residents what the problems are and, where possible, provide an appropriate device to counteract the problem. In a telephone discussion with the resident that initiated the petition it was found that the safety of the children being dropped off in the area was the problem (or concern). Parents are dropping off their children from the middle of the road around the pedestrian walkway, and the residents are concerned that someone could be injured.

The Appropriate Device

The appropriate device for the above problem is one that prevents parents from dropping off their children unsafely in the street or on the side of the road. There are three main parking restriction methods within the Ontario Highway Traffic Act (H.T.A.) and supported by the Ontario Traffic Manual Book 5 – Regulatory Signs and the City of St. Thomas traffic by-law 45-89. The H.T.A. definitions of each method are as follows;

-32-

"park" or "parking", when prohibited, means the standing of a vehicle, whether occupied or not, except when standing temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers;

"stand" or "standing", when prohibited, means the halting of a vehicle, whether occupied or not, except for the purpose of and while actually engaged in receiving or discharging passengers;

"stop" or "stopping", when prohibited, means the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or of a traffic control sign or signal;

A No Standing restriction is not the appropriate device for this situation. A No Stopping restriction is the only method that can further assist in preventing parents from dropping off their children unsafely at the side of the road. The unfortunate side effect of this device in this particular situation is that the installation of No Stopping signs will likely move the problem to another location such as Forest Avenue in front of the School.

Consultation with St. Thomas Police Service

After consulting with St. Thomas Police Service, a number of concerns have been raised with respect to the history of the area. The areas surrounding Forest Park School have been a problem for a number of years. The main concerns are that implementing a No Stopping restriction will move the problem to another area, enrage the parents who are dropping off their children, and add to the congestion within all areas during the peak drop-off and pick-up times.

The Recommended Solution

The recommended solution is for St. Thomas Police Service to provide timely enforcement of the area around the Gregory Place walkway to Forest Park School with respect to children being dropped off unsafely from the middle of the road. This is the key issue that was brought forward from the residents' petition.

Financial Considerations

There is no effect on budgets.

Alternatives

There are no alternatives presented at this time.

Respectfully,



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

Reviewed By:

Treasury

 Env Services

Planning

City Clerk

HR

Other

To Whom It May Concern:

We, the residents and concerned parties, of Myrtle Street and Gregory Place do hereby request a "No Standing" zone around the area of the Forest Park walkway. This request is put forward due to over-trafficking, poor road conditions and visibility, not to mention the rude invasion of private properties in this area. We feel it is inevitable a serious accident will occur if this situation is furthered and unresolved.

Signed: Laura Parabrey
for the
Don System
John + Gerald Silver

Fern Rose
 Mycobson
 James Houghton
 Donald Gifford
 Dan Ford
 Susan Hutchinson
 Stan Boughton
 W J Boughton
 William Buckle
 Ann Hutchins
 M Bonwale
 D Bonwale
 Bob Howes
 Karen VanPelt
 Lucy VanPelt
 Bruce VanPelt

5 Gregory Place
5 Gregory Place
11 Gregory Place
#197 Gregory Place CITY
1 Gregory Place
194 Gregory Place
186 Myrtle Street
98 Myrtle St
189 Myrtle St
13 Gregory Pl.
17 Gregory Pl.
21 Gregory Pl.
21 Gregory Pl.
156 Myrtle St
17 Gregory Place
7 Gregory Place
7 Gregory Place
9 Gregory Place
3 Gregory Place
3 Gregory Place
3 Gregory Place



Corporation of the

City of St. Thomas

-34-

Report No.
CC-28-06

File No.

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

Date
May 1, 2006

Department: City Clerks Department

Prepared By: Wendell Graves

Attachment

Subject: Smoke Free By-Law

Recommendation:

THAT: The members receive Report CC-28-06 as information.

Background:

On March 1, 2005 the City Smoke Free By-law came into effect.

As part of the implementation process to monitor and enforce the By-law the City entered into an agreement with the St. Thomas – Elgin Health Unit who funded monitoring and enforcement activities.

Throughout the year, regular meetings have been held with the Health Unit, Municipal Offences Corp. (formerly Iron Rail Security) and City staff to monitor the by-law and to manage issues as they arose.

During these meetings updates were provided regarding enforcement and compliance checks in addition to complaints that had been received.

As is the case with many new initiatives, the majority of the activity in the enforcement of the By-law was required during the immediate period after the by-law came in effect. Following the initial introduction of the by-law, for the most part, compliance has been seen as very good.

With the onset of the new Provincial laws coming into effect, the Health Unit will now be taking the direct lead in the management of the Province's Smoking laws beginning May 31, 2006.

Certainly the assistance from the Health Unit and their staff and the assistance of Municipal Offences Corp. has made the implementation process for the Smoke Free By-law during the past year very manageable.

Respectfully,


W. Graves, City Clerk

Reviewed By:

Treasury

Env Services

Planning

City Clerk

Comm Services

Other



Corporation of the

City of St. Thomas

-35-

Report No.

CC-29-06

File No.

Directed to:

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

Date

May 1st, 2006

Department:

City Clerk's

Attachment

Prepared By:

Dale Arndt, Airport Superintendent

Subject:

Airport Use Quarterly Report - January 1st to March 31st, 2006

Recommendation:

THAT: The Airport Use Quarterly Report for January 1st to March 31st, 2006 be received and filed for information.

Corporate Flights

	<u>1st Quarter</u>	<u>2nd Quarter</u>	<u>3rd Quarter</u>	<u>4th Quarter</u>	<u>TOTAL</u>
2006	24				
2005	32	52	75	32	191
2004	20	42	83	24	169
2003	26	38	79	25	168
2002	21	51	60	25	157
2001	53	40	34	19	146
2000	61	81	69	40	251
1999	50	76	85	52	263
1998	54	83	81	78	296
1997	35	51	48	32	166
1996	32	34	32	39	137
1995	22	27	46	29	124
1994	24	27	29	33	113

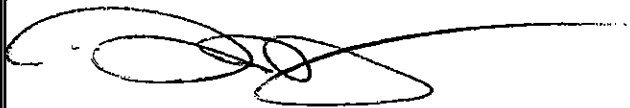
Aviation Fuel Sales (in litres)

	<u>1st Quarter</u>	<u>2nd Quarter</u>	<u>3rd Quarter</u>	<u>4th Quarter</u>	<u>TOTAL</u>
2006	16,484				
2005	16,360	45,641	77,266	21,300	160,567
2004	17,500	41,515	73,770	18,465	151,250
2003	20,970	57,946	65,321	26,061	170,298
2002	21,908	55,166	94,137	25,118	196,329
2001	27,080	68,387	54,337	46,241	196,045
2000	24,040	61,778	57,238	35,883	178,939
1999	31,399	65,391	68,876	40,827	206,493
1998	21,688	69,292	66,431	51,088	208,499
1997	17,213	52,160	63,204	33,290	165,867
1996	10,442	50,099	55,963	27,571	144,075
1995	23,254	53,389	45,418	13,069	135,130
1994	28,352	55,671	56,086	37,770	177,879

Turbo Fuel Sales (in litres)

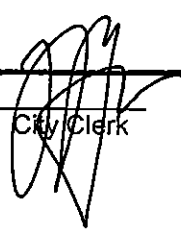
	<u>1st Quarter</u>	<u>2nd Quarter</u>	<u>3rd Quarter</u>	<u>4th Quarter</u>	<u>TOTAL</u>
2006	7,699				
2005	6,680	7,797	17,134	18,200	49,811
2004	4,200	8,652	28,360	13,493	54,705
2003	5,912	7,359	17,356	16,823	37,450
2002	3,072	7,351	15,122	15,982	41,527
2001	5,846	7,069	5,437	16,825	35,177
2000	22,374	13,333	15,230	21,104	72,041
1999	12,341	10,498	34,459	12,679	69,977
1998	8,484	15,692	22,575	12,151	58,902
1997	8,595	10,696	13,251	12,096	44,638
1996	3,019	13,295	13,940	2,925	33,179
1995	3,659	7,781	18,033	4,765	34,238
1994	5,656	4,998	8,120	2,447	21,221
1993	5,400	15,352	21,533	5,935	48,220
1992	3,998	1,486	1,867	8,795	16,146
1991	6,459	3,201	5,239	13,196	28,095
1990	14,364	15,110	20,912	11,874	62,260

Respectfully submitted,



Dale Arndt,
Airport Superintendent

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





Corporation of the
City of St. Thomas

Report No.

CC-30-06

File No.

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

Date
May 2, 2006

Department: City Clerks Department

Attachment

Prepared By: Dale Arndt, Airport Superintendent

Subject: Canadian Snowbirds Aerial Demonstration ~ St. Thomas Municipal Airport

Recommendation:

THAT: Report CC-30-06 regarding the Canadian Snowbirds Aerial Demonstration to be held May 24, 2006 be received as information.

Background:

On January 16, 2006 Council was informed that an event was being planned which would see the Canadian Snowbirds visit the St. Thomas Municipal Airport. This project will be in cooperation with the St. Thomas Community Centre Capital Campaign Committee.

At this point in time, the Snowbirds will be arriving on Tuesday, May 23rd and the actual aerial presentation will be scheduled for 6:00 p.m. on Wednesday, May 24th.

On May 24th, static displays will be set up at the airport including concessions and activities. The grounds will open at noon.

For clarity, staff of the airport are directly managing the operational functions and requirements of the event such as logistics for the Snowbirds and coordination of municipal services and emergency services. In the planning for the event, operational meetings have been held with officials from the County of Elgin, the Municipality of Central Elgin, M.T.O., and emergency services including the O.P.P. and Coast Guard.

In addition to the actual operations required by the Snowbirds, their crew and equipment, coordination has been developed to manage the large number of spectators who are anticipated to come to the event.

Staff will be attending the Special Events Committee on Thursday, May 4th to review the event.

For its part, the St. Thomas Community Centre Capital Campaign Committee is arranging sponsorships for the event and activities for the public to enjoy centered around the Snowbirds' visit. While there will be no direct charge to see the Snowbirds perform, spectators will be asked to make a donation.

Financial Considerations

The St. Thomas Community Centre Capital Campaign Committee has been arranging corporate sponsorships for the event which will cover operational costs including meals, ground transportation and accommodations for the Snowbirds.

The net proceeds from the event will be directed to the St. Thomas Community Centre Capital Campaign.

Respectfully,

Dale Arndt, Airport Superintendent

Reviewed By:

Treasury

Env Services

Planning

City Clerk

Comm Services

Other



Corporation of the

City of St. Thomas

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Report No.

ES53-06

File No.

05-024-00

Directed to:

Alderman Terry Shackelton and Members of the Protective Services Committee

Department:

Environmental Services Department

Prepared By:

Dave White, Supervisor, Roads & Transportation

Subject:

Dedication of John Street as Veterans Way – Tuesday May 16, 2006
Requirement for Road Closure

Date

May 8, 2006

Attachment

Recommendation:

It is recommended that:

1. Report No. ES53-06 be received for information; and,
2. Closure of John Street from Talbot Street to Kains Street on Tuesday May 16, 2006 between 10:00 a.m. and 12:00 p.m. be approved by Council for the Veterans Way dedication.

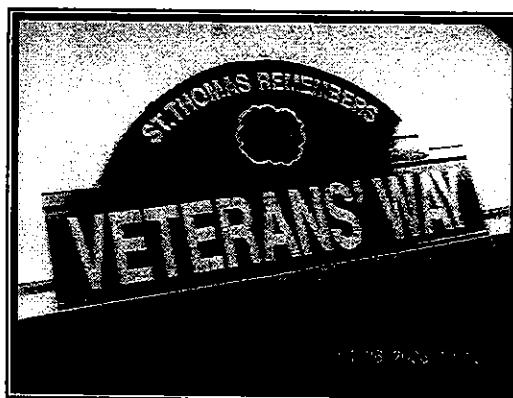
Report:

Origin

At the meeting of December 12, 2005 Council approved the purchase and placement of two signs for John Street recognizing the street as "Veterans Way" in honour of the Year of the Veteran at a cost of \$195.00 plus taxes each.

Analysis

The signs were purchased and signposts installed on the south-east corner of John Street and Kains Street and at the north-east corner of John Street and Talbot Street in preparation of the event. The two signs will be installed in advance of the dedication ceremony (a picture of the signs appears to the right).



On Tuesday May 16, 2006 at 10:00 a.m. there will be a dedication ceremony at the corner of John Street and Talbot Street. Many dignitaries, residents and legion members will be on the corner and it is recommended that John Street be closed for approximately 2 hrs so that the participants can stand on the street.

Therefore it is recommended that John Street from Talbot Street to Kains Street be closed on Tuesday May 16, 2006 between 10:00 a.m. and 12:00 p.m.


Financial Considerations

Costs associated with the installation of the Veterans Way signs are contained in the 2006 Roads and Transportation operating budget.

Alternatives

No alternatives are presented at this time.

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

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Report No.

ES55-06

File No.

05-014-06

Directed to:

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

Date

March 8, 2006

Department:

Environmental Services Department

Attachment

Prepared By:

Dave White - Supervisor of Roads and Transportation

#1 Report ES35-05 Possible Parking Restrictions, #2 Resident email request

Subject:

No Parking Zone Signage Rice Road - Access for Emergency Services

Recommendation:

It is recommended that:

1. Report No. ES55-06 be received for information; and,
2. The traffic by-law 45-89 Schedule II (No Parking Zones) be amended as to implement a No Parking Anytime restriction on the east side of Rice Road from Chestnut Street to Wellington Street.

Origin

A resident wrote an email request (attached) on August 29, 2005 for consideration of a No Parking Zone on Rice Road. The issue is that with cars parked on both sides, there is not enough room for two cars to pass each other and it can get very busy.

Analysis

Existing Conditions

Rice Road was constructed to Minor Local Road standards, which is less than 9.9m wide. Therefore this road section could be provided with a parking restriction on one side to accommodate the minimum required fire route width of 5.94m. Rice Road is classified as a Local Street in schedule B of the official plan, which carries approximately 2,000 vehicles per day (2002) and provides property access. Being a two lane Local Street Rice Road has the design capacity of approximately 6,000 vehicles per day, and therefore is operating at 30% of its' design capacity.

In addition to insufficient road width (Fire Route requirement), a number of other factors are considered when determining which side of the road would get the restriction. It is preferable that at least two of the following conditions are in place;

1. the side with the existing fire hydrants would get the restriction so that emergency service is not hampered wherever possible,
2. the side with more street access would get the restriction so that sight distance for vehicles entering the road would be increased,
3. the inside of a horizontal curve would get the restriction so that sight distance for vehicles traveling the road would be increased,
4. the side with the existing partial restriction would get the restriction to provide a consistent approach,
5. the side with existing hydro/streetlight poles would get the restriction so that sign installation and maintenance is at a minimum.

Applying the five conditions to Rice Road, the following restriction is recommended;

- East side of Rice Road from Chestnut Street to Wellington Street – Complies with *Conditions 2, 3 & 5.*

Therefore, as a result of this analysis it is recommended that a No Parking Anytime restriction be implemented on the east side of Rice Road from Chestnut Street to Wellington Street as illustrated below as ■ ■ ■ ■ ■ .



Financial Considerations

Costs associated with the installation of "no parking" signs are contained in the 2006 Operating Budget.

Alternatives

- Impose the parking restrictions as indicated in this report.
- Do not impose the parking restrictions.

Respectfully,

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

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other



Corporation of the

City of St. Thomas

Report No.

ES35 -05

File No.

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

Date

March 28, 2005

Department: Environmental Services

Attachment

Prepared By: John Dewancker, Director

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

Subject: St. Thomas Local Road System – Possible Parking Restrictions.

Recommendation:

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

Origin:

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

Analysis:

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

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

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

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

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

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

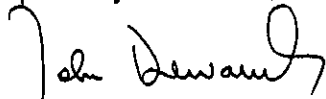
Financial Considerations

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

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

Respectfully Submitted,



John Dewanker, P.Eng
Director, Environmental Services

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other

Except from Ontario
FIRE CODE

2.4.4.2.

Portable
extinguishers

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

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

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

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

Portable
extinguishers
for flaming
meals and
drinks

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

Devices
having open
flames

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

Subsection 2.4.5. Use of Hazardous Materials

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

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

Subsection 2.4.6. Electrical Hazards

Electrical
wiring

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

SECTION 2.5 FIRE DEPARTMENT ACCESS TO BUILDINGS

Subsection 2.5.1. General

Application



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

Maintaining
access free of
obstructions

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

Fire
Department
connections

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

Maintenance

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

Signs

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

SECTION 2.6 SERVICE EQUIPMENT

Subsection 2.6.1. Heating, Ventilating and Air-Conditioning

Defective
equipment

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

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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

-45-

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 (21 $\frac{1}{8}$ in) wide for a *building* not designed for the storage or use of dangerous goods, or

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

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

3.2.5.2. Access to Basements

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

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

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

- (a) doors, windows or other means that provide an opening not less than 1 100 mm (3 ft 7 in) high and 550 mm (21 $\frac{1}{8}$ in) wide, with a sill no higher than 900 mm (2 ft 11 in) above the inside floor, or
- (b) an interior stairway immediately accessible from the outdoors.

3.2.5.3. Roof Access

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

- (a) a stairway, or
- (b) a hatch not less than 550 mm (21 $\frac{1}{8}$ in) by 900 (2 ft 11 in) mm with a fixed ladder.

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

- (a) a passage not less than 900 mm (2 ft 11 in) wide by 1 800 mm (5 ft 11 in) high, clear of all obstructions except for necessary horizontal supports not more than 600 mm (23 $\frac{3}{8}$ 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.

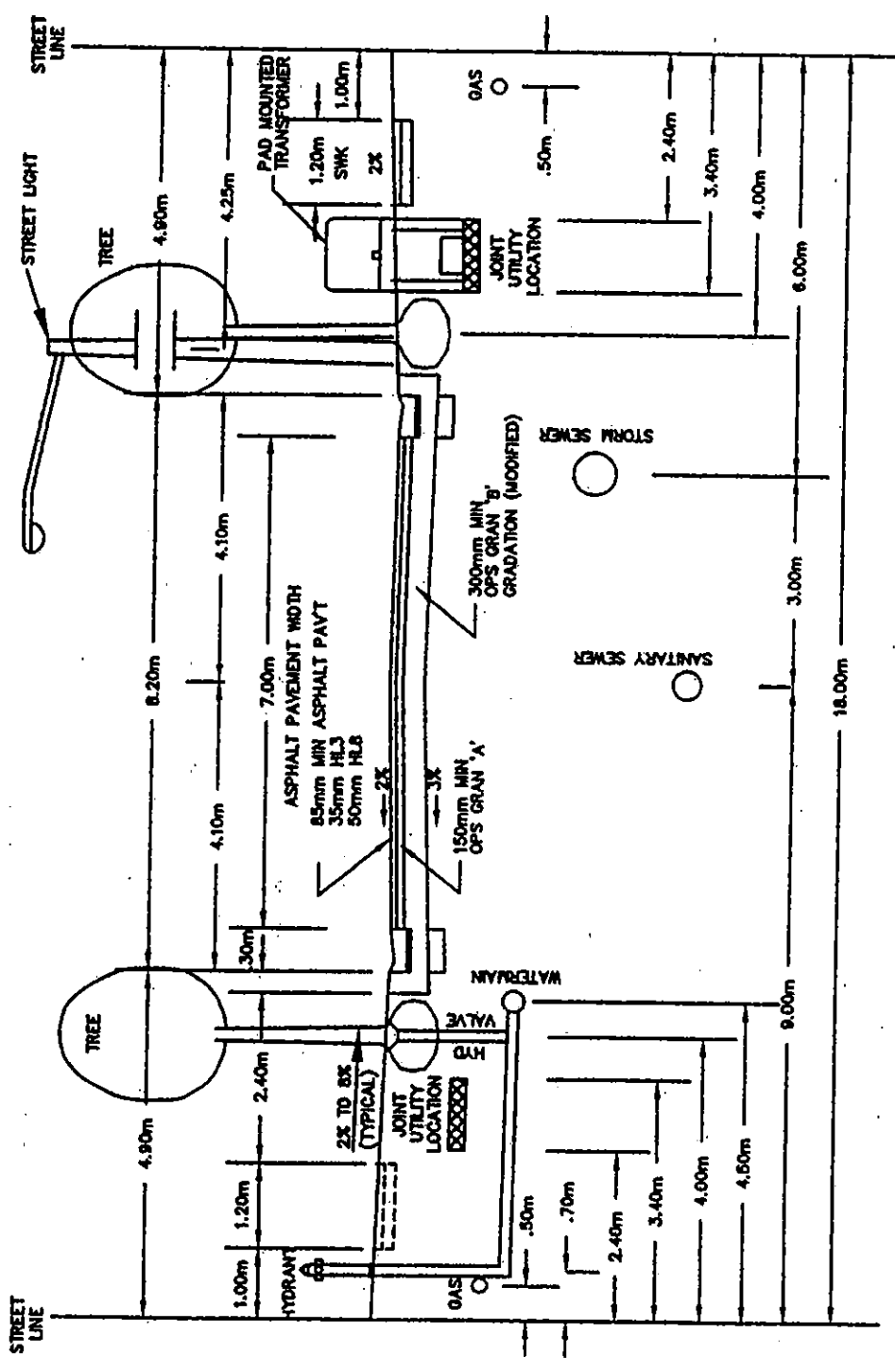
3.2.5.13. Automatic Sprinkler Systems

(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

-47-

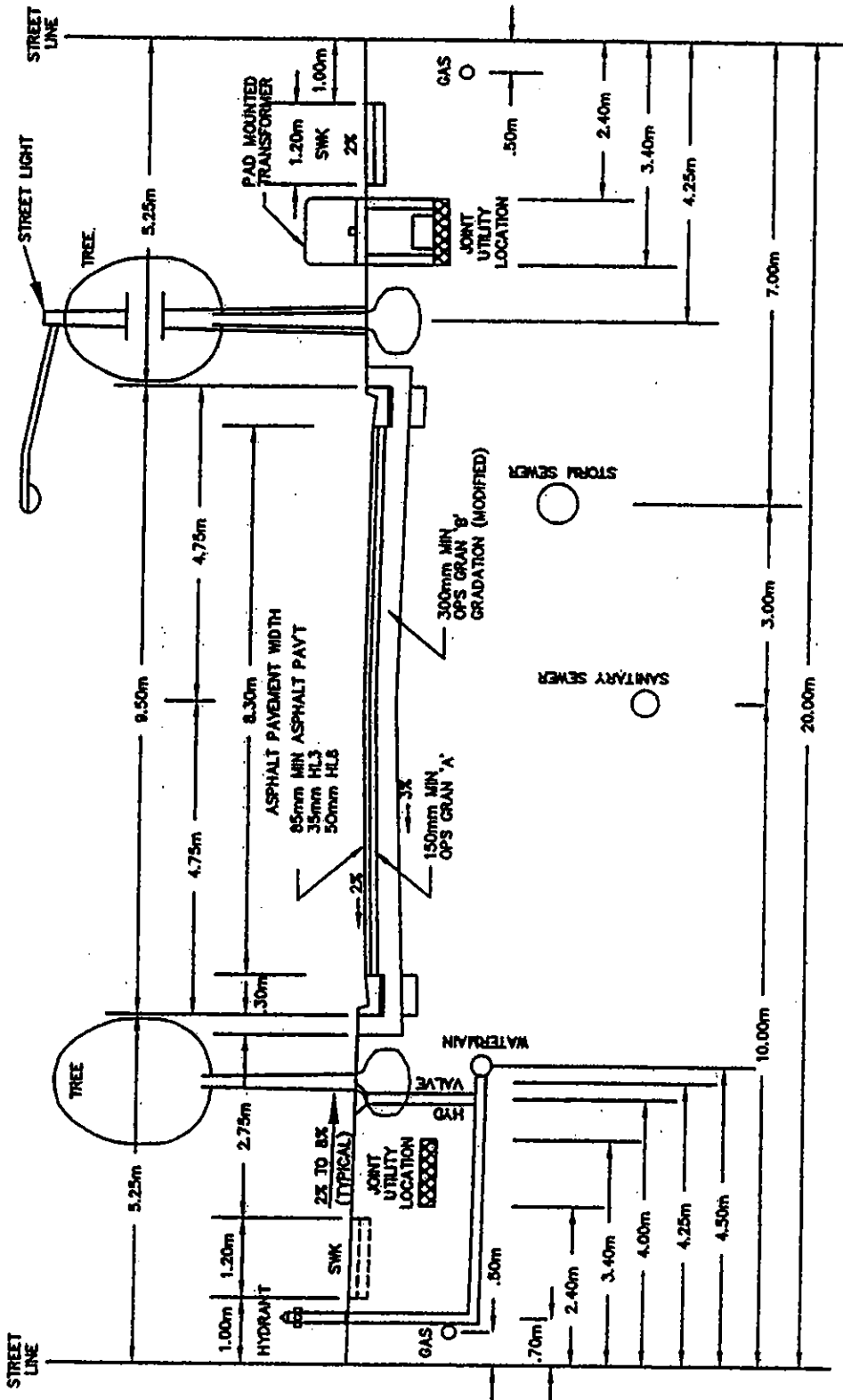


NOTES:

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


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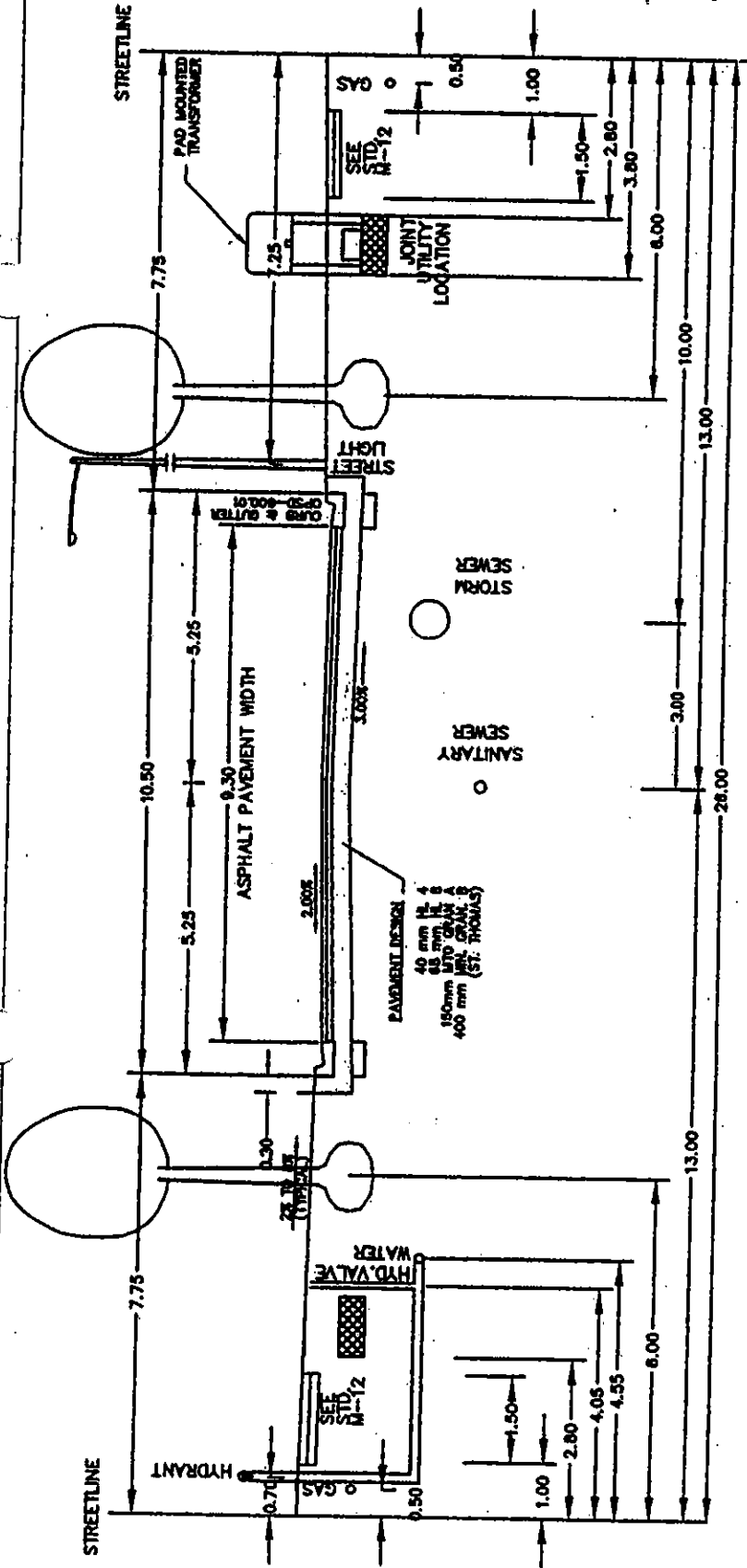


NOTES:

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

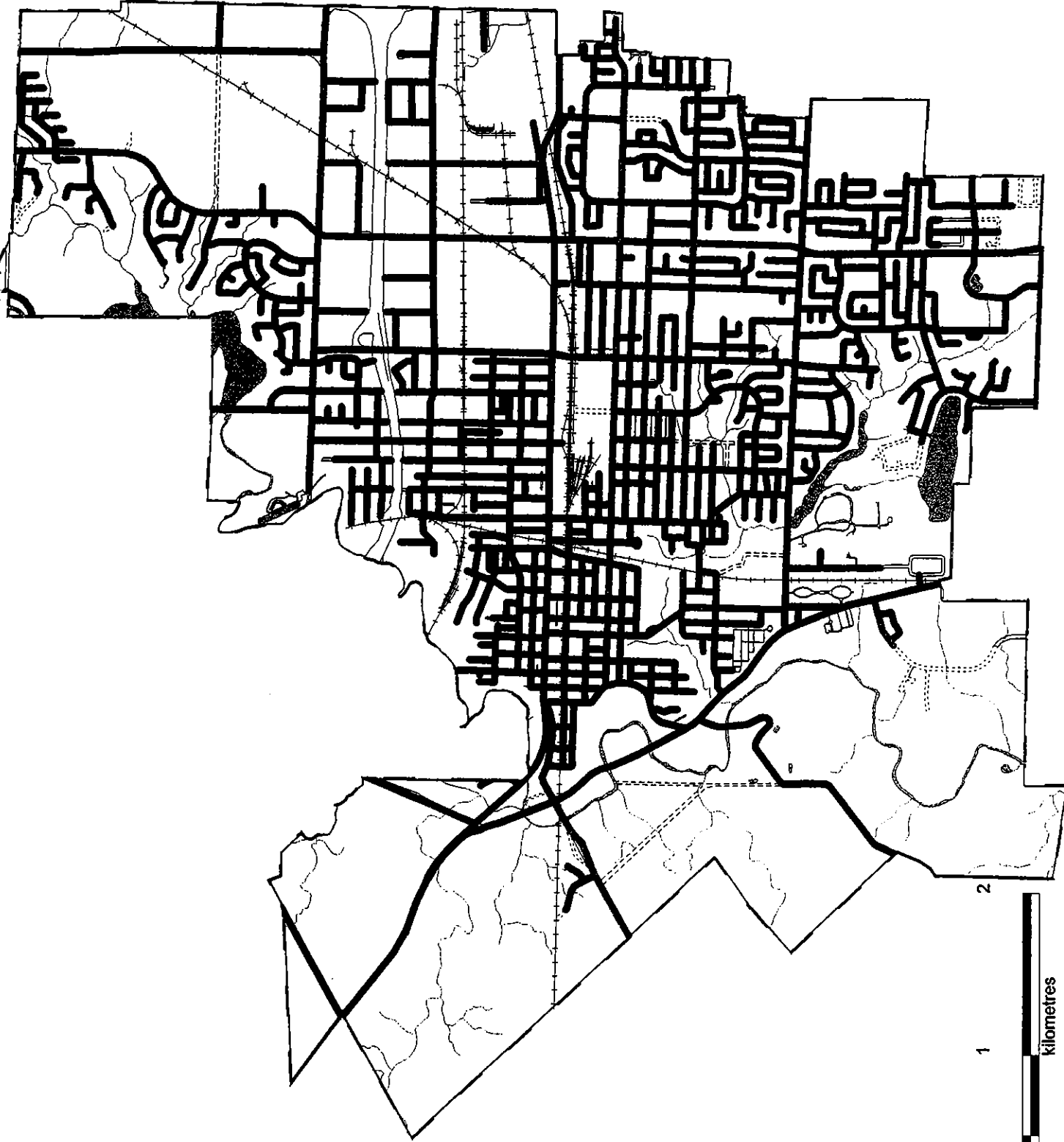
				URBAN LOCAL				CITY OF ST THOMAS			
				ROAD CROSS-SECTION				ENVIRONMENTAL SERVICES DEPARTMENT			
								Engineering and Transportation Division			
				SCALE: N.T.S.				DRAWN BY: RVR		METRIC	
				DATE: SEPTEMBER 1999				CHECKED BY:			
											
				CITY ENGINEER							

-49-



- 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.

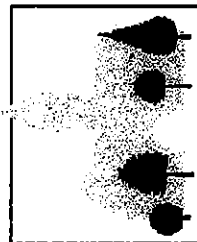
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CITY OF ST. THOMAS

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



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.
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50-

-51-

From: White, David
Sent: Thursday, September 08, 2005 9:26 AM
To: 'kerilyn@gto.net'
Subject: TOPS Issue # 6-59, On Street Parking Revision - Rice Road

Kerilyn Lewis:

This is to acknowledge receipt of your request that is copied below for your convenience.

Parking Restriction on Rice Road

The first step in the process is your request to review Rice Road for a possible parking restriction which will be done as soon as possible. The next steps will take some time to complete. We will need to survey the residents of Rice Road and apply their comments as well as a technical recommendation to Council. If Council approves the by-law revision, City staff will then install the required NO PARKING signs. The complete process could take us 2-3 months.

All Way Stop at Chestnut and Manor

We completed an analysis of this intersection this summer. A report went to Council August 15, 2005 and as a result the intersection will remain as a 2-way stop condition and we will closely monitor the intersection in the future.

I trust this to be satisfactory.

Dave White
Environmental Services
Supervisor Roads & Transportation
City of St. Thomas
(519) 631-0368 ext 32
dwhite@city.st-thomas.on.ca

From: Kerilyn Lewis [mailto:kerilyn@gto.net]
Sent: Monday, August 29, 2005 8:54 PM
To: Welsh, Heather
Subject: Parking Bylaw

I have a concern.

I live on Juno Drive just off of Chestnut. 2 yrs ago we had no parking signs put up on the south side of our street. I am happy about that, however I feel that the city has neglected streets that actually need the no parking. Rice Rd, I believe that is what it is called, just off of Wellington Rd near the mall, is a very crowded street. There are always cars parked on both sides, so you have a hard time fitting two cars down the street. Not only that but the road curves, so if a car is parked on the west side of the street, it is hard to see around it to check the on coming traffic. I would like to know how to get a bylaw for no parking on that street. I sent an email a few years back, but never got any response.

I would also like to see a 4 way stop at Chestnut and Manor. Cars speed down Manor all the time. A lot of residence or visitors to St Thomas do not realize that it is only a two way stop. What is confusing is that there are white lines on both the North/south street and on the East/West street, so it looks like a 4 way.

If someone could please get back to me and let me know how to pursue this further.

Thank you!

Have a Good Day,

KeriLyn



Corporation of the

City of St. Thomas

-52-

Report No.
CC-27-06

File No.

Directed to: Mayor J. Kohler and Members of Council

Date

May 1, 2006

Department: City Clerks Department

Prepared By: Wendell Graves

Attachment

Subject: Proclamation of Census Day

Recommendation:

THAT: Report CC-27-06 be received for information, and further,

THAT: Council proclaim May 16, 2006 as "Census Day" in the City of St. Thomas.

Background:

On May 16, 2006 Statistics Canada will be undertaking a national census across the country.

As part of the census, municipalities are asked to encourage their residents to participate in the census.

In order to heighten the awareness of the day, municipalities are being asked to proclaim May 16, 2006 as "Census Day".

Respectfully,

W. Graves, City Clerk

Reviewed By:

Treasury

Env Services

Planning

City Clerk

Comm Services

Other