

**AGENDA**

**THE TWENTY-FIRST MEETING OF THE ONE HUNDRED AND TWENTY-SEVENTH  
COUNCIL OF THE CORPORATION OF THE CITY OF ST. THOMAS**

**COUNCIL CHAMBERS    6:00 P.M. CLOSED SESSION    APRIL 10TH, 2007  
CITY HALL                    7:00 P.M. REGULAR SESSION**

**ROUTINE PROCEEDINGS AND GENERAL ORDERS OF THE DAY**

- OPENING PRAYER
- DISCLOSURES OF INTEREST
- MINUTES
- DEPUTATIONS
- COMMITTEE OF THE WHOLE
- REPORTS OF COMMITTEES
- PETITIONS AND COMMUNICATIONS
- UNFINISHED BUSINESS
- NEW BUSINESS
- BY-LAWS
- PUBLIC NOTICE
- NOTICES OF MOTION
- ADJOURNMENT
- CLOSING PRAYER

**THE LORD'S PRAYER**

Alderman D. Warden

**DISCLOSURES OF INTEREST**

**MINUTES**

Confirmation of the minutes of the meeting held on April 2nd, 2007.

**DEPUTATIONS**

**COMMITTEE OF THE WHOLE**

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

**PLANNING AND DEVELOPMENT COMMITTEE** - Chairman H. Chapman

**UNFINISHED BUSINESS**

Minimum Maintenance By-Law - Ontario Heritage Act

Report CC-19-07 of the City Clerk. Pages **7 to 12**

**NEW BUSINESS**

Municipality of Central Elgin - Notice of the Passing of a Zoning By-Law Amendment - 439 Front Street, Port Stanley

Notice has been received from the Municipality of Central Elgin regarding the passing of Zoning By-law No. 929 to permit the construction of new residences at 439 Front Street, Port Stanley.

Municipality of Central Elgin - Notice of the Passing of a Zoning By-Law Amendment - 390 Edith Cavell Boulevard, Port Stanley

Notice has been received from the Municipality of Central Elgin regarding the passing of Zoning By-law No. 951 to permit the construction of a new residence at 390 Edith Cavell Boulevard, Port Stanley.

#### **BUSINESS CONCLUDED**

**ENVIRONMENTAL SERVICES COMMITTEE** - Chairman T. Johnston

#### **UNFINISHED BUSINESS**

Road and Sidewalk Reserve Fund

Proposed Playground Development - Feasibility Analysis of Proposed Public/Private Partnership between City of St. Thomas and Faith Baptist Church

Green Lane Landfill Purchase by the City of Toronto - Status Report - Possible Waste Management Contract Extension

#### **NEW BUSINESS**

Elgin Area Primary Water Supply System - 2006 Compliance Report

A copy of the report is available on the Regional Water Supply website at <http://www.watersupply.london.ca/reports.html> and in the Clerk's Department.

Elgin-Middlesex Pumping Station - 2006 Compliance Report

A copy of the report is available on the Regional Water Supply website at <http://www.watersupply.london.ca/reports.html> and in the Clerk's Department.

Talbot Street/CASO Bridge Status Report

Report ES53-07 of the Director, Environmental Services. Pages *13 to 23*

#### **BUSINESS CONCLUDED**

**PERSONNEL AND LABOUR RELATIONS COMMITTEE** - Chairman G. Campbell

#### **UNFINISHED BUSINESS**

#### **NEW BUSINESS**

#### **BUSINESS CONCLUDED**

**FINANCE AND ADMINISTRATION COMMITTEE** - Chairman T. Shackelton

#### **UNFINISHED BUSINESS**

Cash Advances & Expenses Reimbursement Report

St. Thomas Consolidated Courthouse Project - Police Facilities

Mayor and Council Expenses

St. Thomas-Elgin Public Art Centre - Grant Request for Special Levy

St. Thomas Police Services Space Needs

Council Remuneration and Expenses - Section 284(1) Reporting under Municipal Act 2001

Bridge, Sewers and Water Capacity in Barwick Street Area

**NEW BUSINESS**

**BUSINESS CONCLUDED**

**COMMUNITY SERVICES COMMITTEE** - Chairman B. Aarts

**UNFINISHED BUSINESS**

Parks Pavilion Renaming

Walk of Fame

Paralympics Ontario - Request for Hosting Bids

**NEW BUSINESS**

Request for Proposal Award - Concession Services at the Douglas J. Tarry Ball Complex

Report TR-12-07 of the Manager of Culture and Recreation. Page 24

**BUSINESS CONCLUDED**

**PROTECTIVE SERVICES AND TRANSPORTATION COMMITTEE** - Chairman D. Warden

**UNFINISHED BUSINESS**

Leash Free Dog Park

Bus Services to 1063 Talbot Street and Shopping Complex near Elm Street and Wilson Avenue

Transit System and CASO Station

White Street Yield Signs

Heart and Stroke Foundation - Big Bike Event - May 22nd and 24th, 2007

Paratransit Buses - Scooter Accommodation

**NEW BUSINESS**

Request for Proposal Award- Feasibility Study - St. Thomas Municipal Airport - Terminal Building Renewal

Report CC-17-07 of the City Clerk, Airport Superintendent, and Purchasing Agent. Page 25

911 Central Emergency Reporting (CERB) - OPP Contract Renewal

Report CC-18-07 of the City Clerk. Pages 26 to 30

**BUSINESS CONCLUDED**

**SOCIAL SERVICES COMMITTEE** - Chairman L. Baldwin-Sands

**UNFINISHED BUSINESS**

Valleyview Food Service Contract

**NEW BUSINESS**

**BUSINESS CONCLUDED**

**REPORTS PENDING**

**ROAD RESURFACING PROGRAM - BUDGET FORECASTS - J. Dewancker**

**COUNCIL**

Council will reconvene into regular session.

**REPORT OF COMMITTEE OF THE WHOLE**

Planning and Development Committee - Chairman H. Chapman

Environmental Services Committee - Chairman T. Johnston

Personnel and Labour Relations Committee - Chairman G. Campbell

Finance and Administration Committee - Chairman T. Shackelton

Community Services Committee - Chairman B. Aarts

Protective Services and Transportation Committee - Chairman D. Warden

Social Services Committee - Chairman L. Baldwin-Sands

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

**REPORTS OF COMMITTEES**

**PETITIONS AND COMMUNICATIONS**

**St. Thomas Minor Baseball Association Annual Tournament - Request for City Pins**

A letter has been received from Mr. Derek Brooks, Tournament Chair, St. Thomas Minor Baseball Association, requesting a welcoming letter from the Mayor and 160 St. Thomas city pins for distribution to players at the St. Thomas Minor Baseball Association annual tournament to be held from June 8th to 10th, 2007 at the Douglas J. Tarry Sports Complex.

**Northshore Hockey Development - Request for City Pins**

A letter has been received from Mr. Brian Jacobs, Northshore Hockey Development, requesting 650 St. Thomas city pins for distribution to participants of the 2nd Annual Northshore Challenge Cup Tournament to be held from April 27th to 29th, 2007 at the St. Thomas Timken Community Centre.

**Ontario Association of Naturopathic Medicine - Proclamation - April 28th to May 6th, 2007**

A letter has been received from Ruth Anne Baron, Chair, Board of Directors, Ontario Association of Naturopathic Doctors, requesting that Council proclaim the week of April 28th to May 6th, 2007 as "Naturopathic Medicine Week" in the City of St. Thomas.

St. Thomas & District Labour Council - Proclamation - April 28th, 2007

A letter has been received from Meg Lemke, Day of Mourning Committee, St. Thomas & District Labour Council, requesting that Council proclaim April 28th, 2007 as the "Day of Mourning" in the City of St. Thomas and inviting the members to attend the ceremony being held at 11:00 a.m. on April 28th, 2007 in Pinafore Park.

Canadian Mental Health Association - Proclamation and Flag Raising - May 7th to 11th, 2007

A letter has been received from Ms. Kelly Hoogstra, Team Leader Programs and Recreational Rehabilitation, Canadian Mental Health Association, requesting that Council proclaim the week of May 7th to 11th, 2007 as "Mental Health Week" in the City of St. Thomas and that the Canadian Mental Health Association flag be flown at City Hall.

The flag raising ceremony is proposed for Monday, May 7th, 2007 at 10:00 a.m. and the Mayor is invited to attend.

Tobacco Industry - Exit Strategy Program - Resolution

A request to endorse a resolution has been received from the Mayors and Wardens of communities within the tobacco growing regions of Southwestern Ontario, inviting key decision-makers from the federal and provincial government and the tobacco growing industry to a meeting by June 1, 2007 for the purpose of commencing negotiations on the issues of tobacco exit and community transition strategy. **Page 3/**

**UNFINISHED BUSINESS**

Canadian Championship - Acknowledgment Signage

**NEW BUSINESS**

**BY-LAWS**

**First, Second and Third Reading**

1. A by-law to confirm the proceedings of the Council meeting held on the 10th day of April, 2007.
2. A by-law to repeal By-law 137-2006, being a by-law to authorize the execution of a site plan agreement with Prespa Construction Ltd. (SPC-08-04 - 188 Sunset Drive - Commercial Plaza)
3. A by-law to authorize the Mayor and Clerk to execute and affix the Seal of the Corporation to a certain agreement between the Corporation of the City of St. Thomas and Prespa Sales & Rentals Limited. (SPC-08-04 188 Sunset Drive - Commercial Plaza)
4. A by-law to repeal By-law 83-2006, being a by-law to authorize the execution of a site plan agreement with Novi Construction Limited and Walter Ostojic and Sons Limited (SPC-05-06 – 82 Progress Drive - Automobile Repair Shop)
5. A by-law to authorize the Mayor and Clerk to execute and affix the Seal of the Corporation to a certain agreement between the Corporation of the City of St. Thomas and Joe Ostojic & Son Ltd. and Walter Ostojic & Sons Limited (SPC-05-06 --82 Progress Drive - Automobile Repair Shop)
6. 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 Van Bree Drainage and Bulldozing Limited. (Southdale Line Trunk Watermain, Penhale Avenue to Sunset Drive - \$1,187,616.58, including g.s.t.)
7. 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 969774 Ontario Limited. (Wellington Street, First Avenue to Fairview Avenue - Watermain, Sewers and Road Reconstruction - \$2,820,226.80 including g.s.t.)

8. A by-law to repeal By-law 119-2006, being a by-law to authorize the execution of a site plan agreement with Calloway REIT (St. Thomas) Inc. (SPC 06-06 - 1063 Talbot St. - Building 'H' - Wendy's Restaurant)
9. A by-law to authorize the Mayor and Clerk to execute and affix the Seal of the Corporation to a certain agreement between the Corporation of the City of St. Thomas and Calloway REIT (St. Thomas) Inc. (SPC 06-06 - 1063 Talbot St. - Building 'H' - Wendy's Restaurant)
10. 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 St. Thomas Energy Services Inc. (Traffic Signal Lights - Traffic Signal Conversion to L.E.D. Installation Component - \$69,218.00 including taxes)

**PUBLIC NOTICE**

**NOTICES OF MOTION**

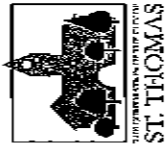
**CLOSED SESSION**

A resolution to close the meeting will be presented to deal with a personal matter about an identifiable individual.

**OPEN SESSION**

**ADJOURNMENT**

**CLOSING PRAYER**



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

**7**

Report No.  
CC-19-07

File No.

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

**Department:** City Clerks Department

**Prepared By:** Wendell Graves, City Clerk

**Subject:** Minimum Maintenance By-law – Ontario Heritage Act

Date

April 2, 2007

Attachment

Draft Minimum Maintenance By-law (revised)

By-law 142-2006, (quashed by the Courts)

**Recommendation:**

THAT: Report CC-19-07, relating to a revised Minimum Maintenance By-law under the Ontario Heritage Act, be received for information.

**Background:**

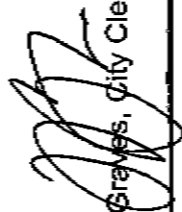
As you are aware, on March 5, 2007 Council directed staff, in consultation with Mr. Barry Card, to develop a revised Minimum Maintenance By-law as a result of the decision of the Courts to quash the original by-law.

Attached for your information is a copy of the revised by-law which is being proposed and which in is keeping with the comments of the courts.

Although not required, a notice regarding the proposed by-law has been placed in the St. Thomas Times Journal and the owners of designated heritage properties have been sent a copy of the by-law with direction that the City would receive comments by April 10, 2007. Further, the Municipal Heritage Committee has been forwarded a copy of the proposed by-law.

Following receipt and review of any comments received, the final draft of the by-law will be provided to Council for review and for adoption.

Respectfully,

  
W. Graves, City Clerk

Reviewed By:

Treasury

Env Services

Planning

City Clerk

Comm Services

Other



CITY OF ST. THOMAS

BY-LAW NO. \_\_\_\_\_

A by-law to amend By-Law 12-99, being a by-law to prescribe the standards of maintenance and occupancy for all properties.

WHEREAS under subsection 15.1 (3) of the Building Code Act, 1992, c.23, Council of The Corporation of the City of St. Thomas has enacted Property Standards By-law 12-99, as amended which prescribes the minimum standards for the maintenance and occupancy of property within the municipality;

AND WHEREAS under subsections 35.3 and 45.1 of the *Ontario Heritage Act*, R.S.O. 1990, c. O.18, as amended, a by-law may be passed by the Council of a municipality prescribing the minimum standards for the maintenance of the heritage attributes of designated properties or properties situated in a heritage conservation district provided that a by-law passed under section 15.1 of the *Building Code Act*, 1992 is in effect in the municipality;

AND WHEREAS the Council of the Corporation of the City of St. Thomas is desirous of amending Property Standards By-law 12-99, as amended to include minimum standard provisions for Heritage properties pursuant to subsections 35.3 and 45.1 of the *Ontario Heritage Act*;

NOW THEREFORE the Council of the Corporation of the City of St. Thomas hereby ENACTS as follows:

1. That By-law 12-99, as amended, is hereby amended by adding the following definitions to section 2:  
"2.48 "designated heritage property" means a property, including real property, buildings, structures and personal property, in respect of which a by-law under Part IV or Part V of the *Ontario Heritage Act*, R.S.O. 1990, c.O.18, as amended or substituted from time to time, is in effect designating the property under section 29 or section 34.5 of said Act, or designating under section 41 of said Act a Heritage Conservation District, which includes the property.
- 2.49 "heritage attributes" means the attributes set out in the designating by-law for a designated heritage property, that contribute to the cultural heritage value or interest of the property.
2. That By-law 12-99, as amended, is hereby amended by adding the following as section 4.22:

"4.22 Designated Heritage Properties

- 4.22.1 In addition to the general occupancy and maintenance standards set out above, the following minimum standards shall apply to designated heritage properties.
- 4.22.2 The heritage attributes of designated heritage property shall be repaired and maintained in a manner which conserves and respects those attributes.
- 4.22.3 A designated heritage property which requires repair or maintenance shall not be altered in a manner which is likely to affect the property's heritage attributes, without consent in writing to the alteration, from the Council, pursuant to the Ontario Heritage Act.
- 4.22.4 The structural components of the designated heritage property shall be protected against deterioration to the extent necessary for the conservation of the heritage attributes, whether or not the building is occupied. Protection may consist of any or all of the following:
  - measures to prevent the entry of water into the building,
  - measures to prevent damage by the elements to the interior or exterior of the building,
  - the replacement of failed or defective roofing material, glazing, doors and other structural components,



- measures to prevent unauthorized entry to the building.
3. That By-law 12-99 as amended is hereby amended by adding the following as section 9.8:
- “9.8. Additional Enforcement, Designated Heritage Properties
- 9.8.1 In addition to the powers provided in section 9.2.4, if upon inspection of a designated heritage property a Property Standards Officer has concluded that the building or structure, or the heritage attributes thereof, are falling into a state of disrepair which may result in the deterioration of any feature or appurtenance that would alter or tend to detract from the cultural heritage value or interest of the designated heritage property, the Chief Building Official may make an order, in the manner described in section 9.2.4, containing particulars of the conditions of disrepair or deterioration and requiring remedial, protective or security measures, interim repairs or other works to be carried out forthwith to correct or retard the deterioration or damage to the building or structure and to reduce or eliminate the identified risks to heritage attributes, which order may require the property to be repaired and maintained to conform with the applicable standards in 4.22 for the maintenance of heritage attributes.

9.8.2 All other provisions of section 9 shall apply to section 9.8.1 in like manner as to section 9.2.4 and upon failure to comply with the terms and conditions of the order within the notified time, the municipality may carry out the requirements of the order at the Owner's expense adding the reasonable cost thereof to the tax collection roll as deemed municipal real property taxes to be collected in the same manner and with the same priorities as municipal real property tax.”

READ a First and Second time this            day of            2007.  
READ a Third time and Finally passed this            day of            2007.

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Wendell Graves, City Clerk

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Cliff Barwick, Mayor

## CITY OF ST. THOMAS

BY-LAW NO. 142-2006

A by-law to amend By-Law 12-99, being a by-law to prescribe the standards of maintenance and occupancy for all properties.

WHEREAS under subsection 15.1 (3) of the Building Code Act, 1992, c.23, Council of The Corporation of the City of St. Thomas has enacted Property Standards By-law 12-99, as amended which prescribes the minimum standards for the maintenance and occupancy of property within the municipality;

AND WHEREAS under subsections 35.3 and 45.1 of the *Ontario Heritage Act*, R.S.O. 1990, c. O.18, as amended, a by-law may be passed by the Council of a municipality prescribing the minimum standards for the maintenance of the heritage attributes of designated properties or properties situated in a heritage conservation district provided that a by-law passed under section 15.1 of the *Building Code Act*, 1992 is in effect in the municipality;

AND WHEREAS the Council of the Corporation of the City of St. Thomas is desirous of amending Property Standards By-law 12-99, as amended to include minimum standard provisions for Heritage properties pursuant to subsections 35.3 and 45.1 of the *Ontario Heritage Act*;

NOW THEREFORE the Council of the Corporation of the City of St. Thomas hereby ENACTS as follows:

1. That By-law 12-99, as amended, is hereby amended by adding the following as section 2.48:

**“2.48 Designated Heritage Property**

Shall mean a property, including real property, buildings, structures and personal property, in respect of which a by-law under Part IV or Part V of the *Ontario Heritage Act*, R.S.O. 1990, c.O.18, as amended or substituted from time to time, is in effect designating the property under section 29 or section 34.5 of said Act, or designating under section 41 of said Act a Heritage Conservation District, which includes the property.”

2. That By-law 12-99, as amended, is hereby amended by adding the following as section 4.22:

**“4.22 Designated Heritage Properties**

4.22.1 In addition to the standards for the maintenance and occupancy of property in the City as set out in this by-law, minimum standards are listed in this section for the maintenance and occupancy of designated heritage properties.

4.22.2 In addition to all of the requirements of this by-law, all of the heritage attributes that are listed in subsection (4) of this section shall be repaired and maintained using the same types of material as the original exterior heritage fabric of the building or structure in order to maintain the character and visual integrity of the building or structure. Where the same types of material as the original exterior heritage fabric are no longer available, or can no longer be used, alternative types of material that are used must replicate the original material being repaired or maintained. Any alternative material must be approved by the City's Municipal Heritage Committee and the City's Chief Building Official by the issuance of an Approval Letter if it determines that the alternative material replicates, as close as possible, the appearance of the original material being replaced.

4.22.3 In addition to subsection (2) of this section, any repair or maintenance under this section shall be done in such a manner that will maintain the design, colour, texture and any other distinctive feature of the original material that is being repaired or maintained.

4.22.4 The minimum standards discussed in this section apply to the heritage attributes of designated heritage properties. The heritage attributes include, but are not limited to the following:

- (a) Roofs and cupolas, which include shingles or other covering.
- (b) Exterior wall cladding, which includes stone, bricks, wood, shingles, board and batten, stucco and base panels.
- (c) Eavestroughs including downspouts and eave brackets.
- (d) Dormers.
- (e) Exterior trim which may include vergeboard, bargeboard, cresting, cornices, store front cornices, signboards, brackets, columns and balustrades.
- (f) Exterior lighting fixtures.
- (g) Chimneys.
- (h) Porches and verandas including railings.
- (i) Balconies.
- (j) Entrances including steps.
- (k) Exterior railings.
- (l) Doors, including door lintels, trim, handles, hinges, and door knockers.
- (m) Windows including windowsills and any trim.
- (n) Soffits including fascia.
- (o) Foundations including any exposed foundation walls.
- (p) Decorative wood, metal, stone or terra cotta.
- (q) Fences, stone walls, retaining walls, walkways and driveways.
- (r) Landscaping which includes significant trees, shrubs or other plantings, which may be specific in the heritage, attributes of a property.
- (s) Any heritage attribute that may be described in a City by-law for an individually designated property.
- (t) Any heritage attribute that may be described in a City by-law for properties located in a heritage conservation district.

4.22.5 Notwithstanding all other provisions of this By-law, this section and the following sections 4.22.6 through 4.22.12 apply exclusively to vacant, partially vacant or properties having heritage attributes referred to in section 4.22.4 above, and being designated heritage properties. During an extended period of disuse, or wherever a designated heritage property is to be left unoccupied for 45 days or longer, the following prescribed minimum standards for the maintenance of the designated heritage property will apply until such property is no longer vacant, partially vacant, or abandoned.

4.22.6 Where the exterior doors, windows, trim or other openings are missing, broken, improperly fitted or otherwise in disrepair, the building or structure may be boarded up and the boarding shall comply with the following requirements:


- (a) In the case of door and window openings, all boards used in the boarding shall be installed from the exterior and shall be properly fitted in a watertight manner to fit within the side jambs, head jamb and the exterior bottom sill of the door or window so that any exterior trim remains uncovered by the boarding.
- (b) All boards located in a window or door opening, or otherwise, shall be painted or otherwise treated so that the colour blends with the exterior of the building or structure.
- (c) Doors, windows and other openings at the basement, ground floor and first level of the building shall be securely boarded up with a solid piece of plywood or metal at least 11 millimeters thick.
- (d) Doors, windows and other openings above the first floor level of the building shall be securely boarded up with a solid piece of plywood or metal plate at least 8 millimeters thick.
- (e) All plywood used for the boarding must be secured with nails and screws at least 50 millimeters in length, and spaced not more than 150 millimeters on centre.

4.22.7 Temporary or permanent exterior lighting fixtures shall be installed and maintained in the areas adjacent to the front entrance to the building or structure and other entrances and ground level recessed areas of the structure or building. All such lighting shall be kept on a timer so that the lights will be turned on at 6:00 p.m. and off at 12 p.m. on every day and shall maintain an average level of illumination of at least 50 lux (4.6 foot candles).

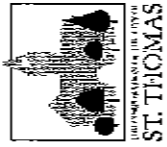
- 4.22.8 The property shall be maintained so as to reasonably prevent, or effectively retard, damage from the elements. This includes, but is not limited to, preventing moisture penetration and excessive damage to materials from the wind, sun, infestations and lack of ventilation.
- 4.22.9 The building or structure and all essential structural members and foundations thereof, shall be maintained and repaired in a manner that corrects any structural instability and provides sufficient structural integrity so as to sustain safely its own weight.
- 4.22.10 The property shall be secured to minimize the potential for vandalism and theft. At minimum this shall include:
- (a) all points of entry to be secured;
  - (b) posting of signs prohibiting trespassing and prohibiting removal of materials;
  - (c) coverage of windows and vulnerable heritage attributes to prevent breakage and other vandalism, such protective measures to be to the satisfaction of the Chief Building Official; and
  - (d) where electrical power supply is available, installation of security alarms and fire alarms to the satisfaction of the Chief Building Official.
- 4.22.11 Exterior surfaces of the building or structure shall be maintained free of deterioration, including broken glass, loose or missing roofing or siding, crumbling brick, stone and mortar, and any unsecure overhanging structures having heritage attributes, including canopies, marquees, signs, balconies, exterior stairways, fire escapes, porch roofs or other appurtenances with overhanging extensions, shall be firmly affixed to the building to the satisfaction of the Chief Building Official;
- 4.22.12 The premises shall be graded to prevent pooling of water near the foundation of the building or structure and so that there is no recurrent entrance of water into any basement or cellar.”
3. That By-law 12-99 as amended is hereby amended by adding the following as section 9.8:
- “9.8. Additional Enforcement, Designated Heritage Properties
- 9.8.1 In addition to the powers provided in section 9.2.4, if upon inspection of a designated heritage property a Property Standards Officer has concluded that the building or structure, or the heritage attributes thereof, are falling into a state of disrepair which may result in the deterioration of any feature or appurtenance that would alter or tend to detract from the cultural heritage value or interest of the designated heritage property, the Chief Building Official may make an order, in the manner described in section 9.2.4, containing particulars of the conditions of disrepair or deterioration and requiring remedial, protective or security measures, interim repairs or other works to be carried out forthwith to correct or retard the deterioration or damage to the building or structure and to reduce or eliminate the identified risks to heritage attributes, which order may require the property to be repaired and maintained to conform with the applicable standards in 4.22 for the maintenance of heritage attributes.
- 9.8.2 All other provisions of section 9 shall apply to section 9.8.1 in like manner as to section 9.2.4 and upon failure to comply with the terms and conditions of the order within the notified time, the municipality may carry out the requirements of the order at the Owner’s expense adding the reasonable cost thereof to the tax collection roll as deemed municipal real property taxes to be collected in the same manner and with the same priorities as municipal real property tax.”

READ a First and Second time this 16th day of October, 2006.

READ a Third time and Finally passed this 16th day of October, 2006.

  
Wendell Graves, City Clerk

  
Jeff Kohler, Mayor



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

**13**

**Report No.**  
ES53-07  
**File No.**  
08-347-00

**Directed to:** Alderman Tom Johnston, Chair and Members of  
the Environmental Services Committee of  
Council

**Date**  
March 27, 2007

**Department:** Environmental Services

- Reports ES44-06, ES45-06 and  
ES103-06

**Prepared by:** John Dewancker, Director

**Subject:** Talbot Street/CASO Bridge Status Report

**Recommendation:**

- That report ES53-07 be received as information.

**Origin:**

At the meeting of March 5, 2007, Council requested that a cost estimate be prepared for the removal of the Talbot Street/CASO bridge for review at the Part 2, 2007 Capital Budget meeting.

**Analysis:**

A project description sheet with budgetary estimate for the bridge removal option was prepared by the Environmental Services Department and submitted to the Treasury Department for inclusion with the 2007 Part 2 Capital Budget submission, however, as the project remained under the Part 2 funding line (\$520,000) established for the Environmental Services Department, the project could not be recommended for funding approval and, as a result, it was omitted from the Part 2 Capital Budget submission.

It must be noted that since 2004, a significant number of reports have been prepared in regards to the Talbot CASO bridge, during the planning stage of this project (ES30-04, ES34-04, ES59-04 and ES79-04) as well as during the design and financial approval stage of the project (ES44-06, ES45-06, ES103-06 and ES23-07).

Reports ES44-06, ES45-06 and ES103-06 have been appended to this report for the perusal by the Members to summarize the more recent history on this project and to avoid repetitiveness in this report. Prior to that, the planning stage of this project was conducted in compliance with the Provincial Class Environmental Assessment Guidelines (Schedule "B") for Municipal Road projects, and input by the Public was obtained at the time as well as a circulation for comments by Agencies such as CN.

At the request of Council, a very preliminary cost estimate has been prepared for the removal of the Talbot Street/CASO bridge including the creation of a level road crossing at the former CASO rail corridor. Usually, the implementation of a more complex construction project, such as this one, is achieved over two phases:

1. A design/approval phase including the preparation of a pre-construction budget for capital budget approval purposes, followed by
2. A tender/construction phase for the construction project.

The following cost estimate is therefore very preliminary as it is based on quantities that have not been verified through a design effort as well as unit prices that reflect amalgamated benchmark costs per unit of measure. The cost estimate therefore represents an order of magnitude only.

Bridge demolition, trucking and disposal of reinforced concrete (1300T) to landfill	\$100,000
Removal, trucking and disposal of fill (approx. 40,000 m <sup>3</sup> )	\$240,000
Construction of 610m of Talbot Street between Yarmouth Road and Manor Road to a 4-lane arterial road standard (subject to confirmation on any needed relocation or new construction of underground services and utilities)	\$1,500,000
Engineering (11%)	\$200,000
Contingency (10%)	<u>\$180,000</u>
	\$2,200,000

It must be noted that this bridge was built by MTO in 1958 (49 years old) and that this bridge structure is not at the end of its normal lifespan, however, there is the need for a capital expenditure to either rehabilitate the bridge as recently tendered or to remove its bridge deck and fill the existing CASO crossing with fill and a road, save and except a pedestrian tunnel. The City of St. Thomas initially pursued the latter options, however, we could not obtain the approval by CN/CP for this latter option, hence, the City's pursuit of the option to rehabilitate the structure for the time being. The rehabilitation of the bridge is akin to a maintenance activity to extend the life of an existing asset (similar to a road resurfacing, watermain rehabilitation, sewer lining etc) while maintaining corporate due diligence in respect to safety and liability.

Financial Considerations

The above budgetary cost estimate of \$2.2M represents a significant capital outlay for road reconstruction when compared to the annual City capital budget that has been approved for road reconstruction during the last number of years. Also, from an asset management point of view, the priority rating of this project, when considered as mainly a road reconstruction project, would be below the rated priority of many other arterial road reconstruction needs.

The 2006 approved budget of \$600,000 for the bridge rehabilitation project was sourced through the one time Ontario Move funding program and includes consulting engineering fees of \$75,200. The low tender amount for the bridge rehabilitation was \$476,498.20 and is valid until April 13, 2007. About 50% of the consulting budget has been used to date, which would leave approximately \$562,400 towards the cost of implementing an alternative solution if directed by City Council.

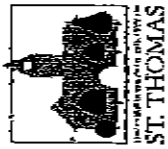
Environmental Services staff will be pleased to answer any further questions by the Members at the meeting of April 10, 2007.

Respectfully submitted



John Dewancker, P.Eng Director  
Environmental Services

Reviewed By: Treasury Env Services Planning City Clerk HR Other



15

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

Report No.  
ES44-06

File No.  
08-332

**Directed to:** Ald. Marie Turvey, Chair and Members of the Environmental Services Committee of Council

**Date**  
April 4, 2006

**Department:** Environmental Services

**Attachment**

- Notice of Payment by the Province of Ontario of a one-time funding for Roads and Bridges under the Ontario Move initiative
- Excerpt from Website referencing the initiative in the Ontario 2006 budget

**Prepared By:** John Dewancker, Director

**Subject:** Move Ontario – Roads and Bridges Funding

**Recommendation:**

- That the payment by the Province of Ontario of a one time investment of \$1,412,434 to the City of St. Thomas under the Move Ontario initiative be used to fund the municipal roads and bridge projects as outlined in report ES44-06.
- That a detailed cost summary of these municipal roads and bridge projects be prepared for report back and approval by City Council.

**Origin**

On March 30, 2006, the City of St. Thomas received a one-time grant of \$1,412,434 under the Move Ontario initiative for City roads and bridges.

**Analysis**

Upon review of the attached announcement and Notice of Payment by the Province and the preliminary understanding that the proposed funds need to be used by the benefitting Municipalities in the near future (1 year subject to confirmation) the following projects are being recommended for implementation through use of the funds that are being made available to the City under the Move Ontario initiative.

1. Talbot Street/CASO Bridge – Rehabilitation of the existing bridge

A Class Environmental Assessment Study project was completed during 2004. The following options were reviewed in detail as part of this study project

- i. Rehabilitation of the existing bridge
- ii. Removal of the bridge deck and replacement with an earth embankment and pedestrian walkway culvert.
- iii. Removal of the entire bridge and the lowering of the Talbot Street road profile on both bridge approaches to create a level crossing of Talbot Street at the CASO corridor.

As confirmed through the preparation of previous reports to City Council, to-date the implementation of option 2., as the preferred alternative, has been pursued by the City. The preference of this option has been based primarily on the opportunity to eliminate a bridge structure from the City's bridge inventory, thereby avoiding future bridge repair and maintenance costs. However, the approval by CN/CP, as owners of the CASO property, has not been forthcoming and also, the cost estimate of this option has risen significantly during the preparation of the final engineering design of this option.

As a result and to achieve a due diligence action on the part of the City, as owner of this deteriorating bridge structure, it is recommended that the implementation of option 1 noted above be pursued and that a component of the Move Ontario funds be allocated towards the rehabilitation of this bridge (deck repairs including waterproofing, rehabilitation of all deteriorated/spalled concrete areas, abutment repairs and railing replacement).

2. Road Resurfacing Projects

Report E23-06 provided Council with an overview of the current roadway resurfacing needs (27km of roads rated as deficient and 26km of roads rated as poor). As requested by Council, Environmental Services Staff is currently preparing a supplementary detailed list of road

resurfacing projects for implementation in the near future, divided in the following 3 categories:

- 16**
- i. Road resurfacing only
  - ii. Road reconstruction integrated with other capital infrastructure needs
  - iii. Road reconstruction integrated with other capital infrastructure needs, BUT at least 10 to 15 years away due to any restrictions, such as funding limitations or issues such as lack of a storm outlet. Therefore the road resurfacing project should proceed now due to the deficient roadway conditions.

The list of road resurfacing projects that will be recommended for implementation and funding under the Move Ontario initiative will be sourced from the above noted categories 1 and 3 projects.

3. Conversion of the City's traffic signal lights to LED (light emitting diodes)


This project was included in the 2006 capital budget submission (Part 2). The original request of \$200,000 was reduced to \$67,000, however it would be very worthwhile to increase the currently approved funding amount, using this Provincial funding source, since the LED lights create a very significant energy savings (8,000 kwh/intersection/year), they last up to 10 times longer and therefore create a cost savings of \$400/intersection/year and a significant reduction in maintenance costs. The overall pay back period of this energy savings investment is in the order of 3.5 years

4. Replacement of aged and unreliable traffic controllers at signalized intersections

As reported previously, there continues to be a backlog of traffic controllers that need to be replaced to enhance system reliability. A portion of the Provincial funds would assist with the replacement of such controllers.

Upon review by Council of the above suggested categories of projects which would benefit from the Provincial investment funds that are being made available under the Move Ontario initiative and subject to the receipt of any other suggested category of projects by the Members, the concurrence with the above noted outline of project types is respectfully requested. Upon receipt of Council's concurrence, an itemized list of the individual projects, including project locations and cost estimates will be prepared for approval at the Council meeting of April 18, 2006.

Respectfully Submitted,



John Dewancker, P.Eng.,  
Director, Environmental Services

Reviewed By:



Treasury

Env Services

Planning

City Clerk

HR

Other



17

# Roads and Bridges Funding

March 2006 Notice of Payment



City of St Thomas

44101

*cc: J.D.  
need TRCM 30/06*

**One-time Roads and Bridges Funding** \$1,412,434

**Note**

Under Move Ontario, the government is making an immediate, one-time investment of \$400 million to help municipalities primarily outside of the GTA - with emphasis on rural and northern communities - invest in municipal roads and bridges. Municipalities will determine their own roads and bridges priorities.

**Key Data Inputs**

Population	33,236
RSCM	0.0%

**Data Sources**

Population	2001 Census, Statistics Canada.
RSCM	The Rural and Small Community Measure represents the proportion of a municipality's population residing in areas classified by Statistics Canada as being rural or small communities.

**Highlights of the 2006 Budget Include:**

- Move Ontario — a new \$1.2 billion investment in transit, roads and bridges;
- No new taxes or tax increases;
- Investing an additional \$1.9 billion in health, including increasing the number of Family Health Teams and reducing wait times;
- \$30 million by 2008-09 to fund the purchase of insulin pumps and related supplies for about 6,500 children with Type 1 diabetes;
- \$7 million annually to enhance newborn screening and support the creation of a new screening facility at the Children's Hospital of Eastern Ontario;
- Expanding breast screening for women between ages 50 and 74;
- An additional \$218 million in 2006-07 to help at-risk youth and vulnerable adults and families;
- Ensuring more postsecondary students qualify for upfront grants by doubling the family income threshold for a family with two children to \$75,000;
- Covering the full cost of books for 138,000 students — 75 per cent of all student aid recipients;
- Increasing funding for school boards in 2006-07 by \$424 million to help support smaller JK to Grade 3 class sizes and higher literacy and math scores for Grades 3 and 6
- A projected interim deficit of \$1.4 billion for 2005-06, down 75 per cent from the \$5.5 billion inherited in 2003-04. The budget will be balanced in 2008-09 at the latest, or a year earlier if the reserve is not required.

**Move Ontario: Strengthening Ontario's Transportation Infrastructure**

Move Ontario, a new \$1.2 billion investment in transit, roads and bridges, including:

- \$400 million for municipal roads and bridges — primarily outside the GTA — with emphasis on rural and northern communities;
- \$670 million to allow Toronto and York Region to extend the subway to the Vaughan Corporate Centre at Highway 7;
- \$95 million to allow Brampton to make dedicated bus lanes available through the Brampton AccelereRide project;
- \$65 million to allow Mississauga to develop the Mississauga Transitway, a separate bus right-of-way with 14 stations;
- \$7 million for the planning of Phase II of VIVA Transit in York Region;
- \$1 million towards an environmental assessment relating to the future of the Scarborough subway.

Other investments include:

- Improved border crossings — \$300 million in the Windsor Gateway and \$323 million in Niagara and Sarnia;
- A total of \$3.4 billion for highways in southern Ontario and \$1.8 billion for highways in northern Ontario.

**A Strong Economy**

Almost 200,000 net new jobs have been created in Ontario since October 2003. The 2006 Budget builds on Ontario's economic strength through:

- The intention to eliminate the capital tax sooner — in 2010 — if the fiscal plan allows, starting with a proposed five per cent rate cut in 2007 — two years earlier than planned;
- Investing \$1.7 billion in research and commercialization over five years through the new Ministry of Research and Innovation;
- The \$6.2 billion Reaching Higher investment in postsecondary education;
- Creating a \$2.1 billion Jobs and Skills Renewal Strategy to expand services for the unemployed, underemployed, new Canadians, the working poor and social assistance recipients;
- Support for entertainment and cultural industries, including \$49 million in capital support for major cultural agencies, plus proposals to improve tax credits;
- Targeting investments to other key sectors, including forestry, mining and agriculture;
- Support for municipalities, through Move Ontario, plus \$2.4 billion in low-cost, long-term loans, \$300 million to support land ambulance services and more than \$1.4 billion in gas tax revenues over five years;
- The government's comprehensive energy plan, which provides for one of North America's most ambitious building programs for electricity generation, adding 11,000 megawatts of supply and conservation over the next five years;
- Support for manufacturing through the Ontario Automotive Investment Strategy and \$500 million through the Advanced Manufacturing Investment Strategy.



Corporation of the  
**City of St. Thomas 19**

Report No.  
ES45-06  
File No.  
08-321

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

**Date**  
April 11, 2006

**Department:** Environmental Services

**Prepared By:** Brian Clement, Manager of Engineering

**Subject:** Project Recommendations for Move Ontario Roads and Bridges Funding

**Recommendation:**

It is recommended that:

1. Report No. ES45-06 be received for information, and
2. That Council approve the expenditure of \$1,412,434 from one-time grant monies already received under the Move Ontario funding initiative to implement the recommended list of municipal roads and bridges projects.

**Origin:**

The City of St. Thomas received a one-time funding grant of \$1,412,434 on March 30, 2006 under the Move Ontario initiative for investment in municipal roads and bridges. The City is allowed to determine their own priorities for roads and bridges projects.

At the April 10, 2006 meeting, Council approved Report ES44-06 by the Director of Environmental Services outlining suggested categories of projects, and that a detailed cost summary of such candidate projects be prepared.

**Analysis:**

The following projects are being recommended for implementation through the use of the subject funds made available to the City of St. Thomas.

1. Talbot Street/CASQ Bridge (estimated cost \$600,000)  
Implement Option 1 rehabilitation of existing bridge from 2004 Class Environmental Assessment Study. Work included deck repairs and waterproofing, rehabilitation of all deteriorated/spalled concrete areas, abutment repairs and railing replacement. A consultant engineer will need to be hired to reconfirm study findings and prepare drawings/tender documents.
2. Bridge Study Update (estimated cost \$8,000)  
The City's bridge infrastructure information is located on a web-based server maintained by Engineered Management Systems. The proposed allocation for 2006 will update this information that will be used as a guide for future maintenance activities on the City's bridge infrastructure.
3. CP Rail Crossing on Talbot Street (estimated cost \$15,000)  
CP Rail will be relevelling their crossing on Talbot between First and Burwell in 2006. This proposed allocation would fund the material cost of railseals to be installed along the tracks. These rubber flanges prolong the performance and life of the asphalt/track interface at railway crossings. CP Rail will pay for labour costs associated with this railseal installation.
4. Conversion of Traffic Signal Lights to Light Emitting Diodes (estimated cost \$149,500)  
The original request of \$200,000 for this project was reduced to \$50,500 in the 2006 Part Two capital budget approval. However this project is considered to be a very worthwhile initiative and the remaining funding is required, since LED lights create a very significant energy savings (8,000 kwh/intersection/year), they last up to 10 times longer and therefore create a cost savings of \$400/intersection/year and a significant reduction in maintenance costs.
5. Traffic Signal Controllers Replacement (estimated cost \$100,000)  
Replacement of six or seven aged and potentially unreliable traffic controllers is required, which includes installation by St. Thomas Energy Inc. Delcan recommended this work in the 1999 Signal Warrant and Optimization Review report prepared for the City. The priority locations are: Talbot at Hawatha, Talbot at Manitoba, Wellington at Fairview, First at Elm, Elm at Fairview, Sunset at Fingal, and Talbot at Sunset/Wellington.
6. Road Resurfacing by Slurry Seal Application (estimated cost \$58,275)  
Slurry seal is a low cost paving and surface maintenance procedure, which should significantly extend the life of existing pavements. It corrects surface cracking, raveling, loss of matrix, and increases water and air permeability, as well as reducing slipperiness. It should provide an all-weather, long-lasting surface that offers skid resistance and improved handling characteristics for drivers.

Two candidates are being recommended for this new City Initiative due to considered suitability (subject to confirmation) of base pavement structure:

Talbot – First to Yarmouth (\$43,050)  
Edward – Barrie to Gaylord (\$15,225)

20

7. Road Resurfacing by Pulverize and Pave Method (estimated cost \$481,659)

The City has used the pulverize and pave rehabilitation method in the last four years exclusively, as opposed to the shave and pave method, to extend the service life of existing roads. It offers an opportunity to improve the base pavement structure by using the existing materials on the site. It can defer more costly complete road reconstructions by adding 10 to 15 years of pavement life with minimal maintenance.

Four candidates are recommended:

Elm – Mandeville to Rapelle (\$222,268) including curb work  
Elgin – Talbot to Wellington (\$155,726) including curb work  
Princess – Centre to Wellington (\$106,512) including curb and sidewalk work  
Princess – Wellington to Rosebery (\$72,276) including curb and sidewalk work

These four candidates are all rated red as deficient for roads, and are considered as significant in the City's transportation network. There are underground infrastructure needs on these road sections, however upgrading will be stalled, and not take place for at least 10 years.

It should be noted that further field investigations are required prior to tendering these candidates to check existing asphalt and granular depths, conducting surveys to determine the extent of curb, sidewalk, driveway, and boulevard reconstruction work required, as well as confirming grades to ensure positive roadway drainage.

The above-noted road resurfacing cost estimates have been developed using projected tender prices. The exact project listing and requirements will vary depending on actual tender results. Contractors are expected to be very busy satisfying all area municipalities for this grant program, which might drive up unit prices. Although the total \$556,782 of these four projects exceeds the remaining amount by \$75,123, the last project would be included in the tender as a Provisional item.

Three other road candidates, also rated red as deficient, at total estimated cost of \$107,470 can also be considered if tender prices are favorable, or if other categories experience reduced

costs:

Hincks – Talbot to Centre (\$25,641)  
Metcalfe – Talbot to Centre (\$25,641)  
Southwick – Talbot to Centre (\$56,188) including curb and sidewalk work

Roads rated as Deficient or Poor planned for improvement in next 5-year Capital Budget Program and in subsequent years, or as an Integrated Needs Project "beyond" 5-year Capital Budget Program. These projects are considered as integrated meeting a number of above- and under-ground infrastructure needs within the right-of-way. Funding is assumed to be available from all reserves and any other programs, e.g. gas tax (with proof of sustainability).

Street	From	To
Manitoba	Kains	Barwick
Wellington	Elgin	Princess
Elgin	Wellington	Rosebery
Inkerman	Edward	Hwy 3
Oliver	College	Lella
College	Oliver	Ross
Myrtle	First	Ravine
First	Elm	Intersection
Edward	Burwell	Intersection
Talbot	Fairview	Centennial
Hiawatha	Scott	Owalssa
Jackson	Scott	northerly
Manor	Highview	Wellington
White	Mitchell	Elizabeth
Wellington	Stanley	Elgin
East Pearl	End	Elysian
Southwick	Wellington	Rosebery
Erie	Ross	Fourth
Chestnut	First	Third
Old Talbot	Sunset	Stanley
Alexandria	Talbot	Redan
Stanley	Sunset	Victoria
Queen	Centre	Wellington
S. Edgeware	Burwell	Harper
Hepburn	Elm	Gliddon
Arthur	Talbot	Redan
Redan	Inkerman	First
Chestnut	Ross	Churchill
Flora	Baldwin	Barwick
Fairview	Elm	Axford

Roads rated as Deficient or Poor planned for improvement as Road Resurfacing candidates in 2007 and in subsequent years, or as an Integrated Needs Project "beyond" 5-year Capital Budget Program. This partial list of road sections need further evaluation and decision-making for a number of reasons, which include:

The updated Water Needs and Financial Study to be completed in 2006.

The Elgin Street/Wellington Street Storm Water Drainage Area study to be completed in 2006 to determine trunk sewer locations and outlets to either Mill or Kettle Creeks. Annual ratings for 2006 are conducted jointly by Operations and Engineering staff for existing condition of roads, curbs/gutters, sidewalks, watermains, sanitary sewers, and storm sewers. This also involves CCTV of existing sewers, hydrant flushing and flow testing of existing watermains, and exercising of existing water valves.

The estimated costs of these road sections, just for resurfacing, including some curbs and sidewalks, and not addressing other needs is in the order of \$3,640,000.

Street	From	To
Meehan	Elm	Churchill
Flex-O-Lite	S. Edgeware	Hwy 3
Forest	Fifth	First
Talbot	Stanley	St George
Elm	First	Holland
Burwell	Talbot	Edward
Woodworth	Talbot	Malakoff
Coyne	Churchill	Churchill
N/S Frances	Pullen	End
Gladstone	Eigin	Princes
Hemlock	Fifth	End
Hincks	Rosebery	Centre
Hughes	Kains	CNR
Inkerman	Talbot	CNR
Mondamin	Talbot	Scott
Pearl	Scott	End
Simcoe	First	Churchill
Brant	First	Churchill
Alma	Nolan	Hwy 3
Amella	Moore	Ross
Churchill	Elmina	Coyne
Elysian	W Pearl	East
Ermatinger	Churchill	Montgomery
Fourth	Erie	Locust
Hiawatha	Curtis	North End
Elm	Mandeville	Pinatore Park
Locust	Ross	Fourth
Major	Sunset	Tracks
Mandeville	Heppburn	Wood
Meda	St Catherine	Hiawatha
Miller	Redan	CNR
Montgomery	Churchill	West End
Penwarden	Scott	Jessie
St Catherine	Eagle	North End
St George	Talbot	Curtis
Stanley	Centre	St Annes
Trafalgar	Nelson	Woodworth
Ukranian	Nelson	Woodworth
Weldon	Inkerman	Woodworth
White	Centre	Mitchell
Wolfe	Flora	Hughes

**Financial Considerations:**

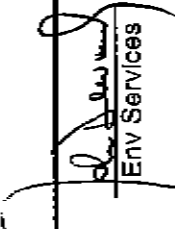
Monies are immediately available from the Treasury Department to fund the projects listed in items 1 to 7, inclusive, to a combined total of \$1,412,434.

Respectfully Submitted,



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

Reviewed By: Treasury



Env Services

Planning

HR

City Clerk

Other



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

23

Report No.  
ES103-06  
File No.  
08-347

**Directed to:** Chairman Marie Turvey and Members of the Environmental Services Committee of Council

**Date**  
September 18, 2006

**Department:** Environmental Services

**Attachment**  
Report ES45-06

**Prepared By:** Ivar Andersen, Manager of Operations & Compliance

**Subject:** Request for Proposal Award – No. R06-08-347  
The Design, Contract Documents, Contract Inspection & Administration of the CASO/Talbot Street Rehabilitation Project

**RECOMMENDATIONS**

It is recommended that:

1. Report No. ES103-06 be received for information,
2. Council accept the proposal submission of Earth Tech Canada Inc, in the amount of \$75,200 plus GST for design, contract documents, inspection and contract administration of the CASO/Talbot Street Rehabilitation project,
3. The source of funding is the Provincial Move Ontario allocation for the City of St. Thomas.
4. A bylaw be prepared to authorize the execution of a Consulting Services agreement between Earth Tech Canada and the City of St. Thomas.

**Origin**

In April of 2006 Council approved Report ES45-06, attached, which authorized utilizing \$600,000 of the Move Ontario funding allocation for the City of St. Thomas for the CASO/Talbot Street Bridge Rehabilitation project. As a result, a Request for Proposal was issued to pre-qualified area consultants to provide design, contract documents, inspection and contract administration of the CASO/Talbot Street Rehabilitation project.

The Request for Proposal closed at 2 p.m. on Thursday September 7, 2006.

**Analysis**

The following is a breakdown of submitted prices;

Bidder Number	Bidder	Proposal Cost Excluding GST
1	Earth Tech Canada Inc.	\$75,200.00
2	Stantec Consulting Ltd.	\$110,000.00


After the public opening, the proposals were checked for mandatory response requirements and calculation errors. Purchasing and Environmental Services staff has reviewed the proposals and recommend award to the low bidder, Earth Tech Canada Inc.

It is anticipated that the design of the project will be completed in the fall and winter of 2006/2007 and that construction will take place early in 2007. Once tenders have been called and received for the construction of the project, a further report to Council will be issued recommending the successful contractor.

**Financial Considerations:**

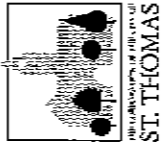
City Council allocated \$600,000 of the Move Ontario funding for the design and construction of this project out of a total Move Ontario allocation to the City of St. Thomas of \$1,412,434.

Respectfully,

  
Ivar Andersen, Manager of Operations & Construction  
Environmental Services

Reviewed By: \_\_\_\_\_

Treasury \_\_\_\_\_ Planning \_\_\_\_\_ City Clerk \_\_\_\_\_ HR \_\_\_\_\_ Other \_\_\_\_\_



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

24

**Report No.**  
TR-12-07  
**File No.**  
07-710

**Directed to:** Chairman Bill Aarts and Members  
of the Community Services Committee

**Meeting Date**  
April 10, 2007

**Department:** Treasury

**Attachments:**

**Prepared By:** Dianne Morgan, Manager of Culture and Recreation  
Mike Hoogstra, Purchasing Agent

None

**Subject:** Request for Proposal Award – Concession Services at the  
Douglas J Tarry Ball Complex

**Recommendation:**

THAT: Council receive Report No. TR-12-07, and further;

THAT: Council authorize the Mayor and Clerk to execute a one-season agreement with Kuma Catering and Concessions for the operation of food-only concession services at the Douglas J Tarry Ball Complex with a percentage-based lease arrangement, and further;

THAT: Council authorize staff to offer the opportunity to Kuma Catering and Concessions to operate the Emslie Field and Pinafore Park West Pavilion food-only concessions for the 2007 summer season.

**Background:**

The 5-year contract with William L. Jacoletti for the operation of the food concession at the Douglas J Tarry Ball Complex was due to expire September 30, 2007. However, circumstances arose that prohibited the agreement from continuing to this date. As a result, a new operator of the concession for the 2007 ball season was required. The original strategy was to have the arena and Ball Complex concession agreements conclude at the same time (September 2007), in order to prepare a Request for Proposals for Concession Services that would include the option of bidding on all recreation facilities (i.e., Memorial Arena, Timken Centre, and DJ Tarry Ball Complex). Therefore, rather than offering a multi-year contract term for the Ball Complex at this time, staff pursued a single-season agreement for 2007.

A notice of Request for Proposals (RFP) was advertised in the Saturday, March 17 edition of the St. Thomas Times-Journal. The RFP document was also posted on the City's website. Three individuals requested an RFP package from Purchasing. The Proposal closing deadline was Friday, March 30 at 2:00 p.m.

At the RFP opening, one Proposal was received and opened from Kuma Catering and Concessions for the operation of the food concession facility at the Douglas J Tarry Ball Complex. Kuma Catering and Concessions proposes a percentage-based lease. Ten percent (10%) of net sales at the Douglas J Tarry Ball Complex (to a season maximum of \$5,000) will be paid to the City as a lease payment each month. In this case, "net" means the product-selling price minus GST and PST.

Staff reviewed the Proposal submission and are satisfied with the qualifications, experience, and the proposed services to be provided by Kuma Catering and Concessions to patrons and visitors at the Douglas J Tarry Ball Complex. For Members' information, Kuma Catering and Concessions is the current concessionaire at the St. Thomas Timken Community Centre and Memorial Arena. In addition, Kuma Catering and Concessions operated the snack booth at Emslie Field and at the West Pavilion in Pinafore Park in 2006.

Prior to execution of the agreement, staff will request copies of valid WSIB and insurance coverage documents from Kuma Catering and Concessions to be incorporated into the agreement.

Staff are available to answer any questions Members may have.

Respectfully submitted,

*Dianne Morgan*  
Dianne Morgan

*Mike Hoogstra*  
Mike Hoogstra

Manager of Culture and Recreation

Purchasing Agent

Reviewed By:

Treasury

Env Services

Planning

City Clerk

HR

Other





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

25

Report No.

CC-17-07

File No.

07-704

Directed to:

Chairman D. Warden and Members of the  
Transportation and Protective Services Committee

Date

March 28, 2007

Department:

City Clerk & Treasury (Purchasing)

Attachments:

Prepared By:

Wendell Graves, City Clerk  
Dale Arndt, Airport Superintendent  
Mike Hoogstra, Purchasing Agent

None

Subject:

Request for Proposal Award – Feasibility Study – St. Thomas Municipal Airport  
Terminal Building Renewal

**Recommendation:**

THAT: Council receive Report CC-17-07, and further;

THAT: Council accept the Proposal submitted by LPS Aviation Consulting Inc. to provide Consulting Services for the development of a Feasibility Study relating to the St. Thomas Municipal Airport – Terminal Building Renewal, and further;

THAT: A by-law be prepared to authorize the Mayor and Clerk to execute an agreement.

**Background:**

In the 2006 Capital Budget, Council approved the development of a Feasibility Study for the Airport Terminal Building. Request for Proposal (RFP) packages were couriered directly to seven (7) consulting firms specializing in aviation consulting. A notice of Request for Proposals was also advertised on the City's website. The RFP document requested that interested Proponents submit a fee schedule including associated expenses, submit a detailed proposed schedule and submit details about their firm which would include but not be limited to proven airport planning experience, qualifications, references and their understanding of the project.

The Proposal closing deadline was Friday, March 2, 2007 at 2:00 p.m. Prior to the deadline, the following three Consulting firms submitted Proposals for the City's consideration.

Proponent	Fee (including disbursements)
KMB Aviation Consulting Group Inc.	\$ 9,995.00
LPS Aviation Consulting Inc.	\$ 10,000.00
Pryde Schropp McComb Inc.	\$ 10,000.00

Once the Proposal submissions were checked for mandatory response requirements and omissions, a committee consisting of the City Clerk, Airport Superintendent and Purchasing Agent reviewed and evaluated the three Proposal submissions. Each Proponent was evaluated using a point system based on a pre-determined scoring sheet. For Members' information, points were awarded based on the following:

- Proven airport planning experience
- Value to be added to the process
- Past experience with producing successful airport development plans
- Availability of adequate staff and resources to complete the plan
- Fee Structure
- Plan delivered on time and within budget

Based on the final scoring numbers, the committee is recommending the consulting firm of LPS Aviation Consulting Inc. for this assignment. This consulting firm has extensive aviation consulting experience, excellent potential partnership contacts and has excellent experience in the development of fuel base operation facilities.

Staff are pleased to answer any questions Members may have.

Respectfully submitted,

Dale Arndt  
Airport Superintendent

Mike Hoogstra  
Purchasing Agent

Reviewed By:

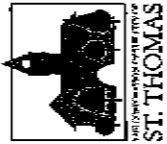
Treasury

Env Services

Planning

HR

Other



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

26

Report No.

CC-18-07

File No.

**Directed to:**

Chairman D. Warden and Members of the Protective Services and Transportation Committee

Date

April 2, 2007

**Department:**

City Clerks Department

Attachment

Report to County Council dated March 15, 2007

**Prepared By:**

Wendell Graves, City Clerk

**Subject:**

911 Central Emergency Reporting (CERB) OPP Contract Renewal

**Recommendation:**

THAT: Report CC-18-07 be received, and further,

THAT: The St. Thomas City Council approve the renewal and extension of the existing Agreement with the OPP for the provision of the 911 CERB (Central Emergency Reporting Bureau) Services as provided for in the Letter of Understanding dated June 9, 2004 and as per the renewal clause in the existing Agreement, for a term of three years, on the same terms and conditions, at an annual per capita cost of \$0.561 and annual cost of \$43,455.62

**Background:**

In 2004 as part of a tendering process, the OPP was awarded a tender for the provision of managing 911 Call for the City and the for the County. The term of the original contract expires on December 13, 2007.

Of note is the fact that this contract is based on a per capita basis and that the costs are divided between on City and the County on those terms.

On March 6, 2007 a meeting of the joint 911 Planning Committee was held to review the existing contract and options for the future. As a result of that meeting the recommendation was made to extend the existing OPP contract at the same per capita rate of \$0.561

On March 27th County Council adopted the recommendation to extend the existing contract.

Municipal Property Assessment Population Report information was used to calculate the per capita costs as follows:

City of St. Thomas	32,486 people	\$18,224.65
County of Elgin	44,975 people	\$25,231.97
<b>Totals</b>	<b>77,461 people</b>	<b>\$43,455.62</b>

Respectfully,

  
W. Graves, City Clerk

Reviewed By:

Treasury

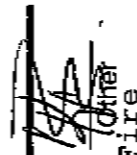
Env Services

Planning

City Clerk

Comm Services

Other  
Fire





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**REPORT TO COUNTY COUNCIL**

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FROM: Larysa Andrusiak, Ambulance & Emergency Management Coordinator

DATE: March 15, 2007

SUBJECT: 911 Central Emergency Reporting Bureau (CERB) OPP Contract Renewal  
**CORPORATE GOAL(S) REFERENCED:**

To ensure fiscal responsibility and accountability

To recognize and seize opportunities for improvement

**INTRODUCTION:**

The current *Agreement for the Provision of 9-1-1 C.E.R.B. Services* between the Ontario Provincial Police and the Corporations of the County of Elgin and the City of St. Thomas expires December 13, 2007.

This report discusses the further renewal of this Agreement

**DISCUSSION:**

During the previous renewal process in 2004, a Letter of Understanding extending the original Agreement was signed by all parties, confirming the inclusion of all terms, with the possible exception of costs.

It should be noted that the 2004 renewal contained a reduction in the annual per capita cost from \$0.575 to \$0.561 as a result of a re-evaluation of the OPP CERB Services cost formula.

The renewal options available to the County and City continue to include renewal for a further 3 year term by way of six months written notice (due June 2007).

Correspondence has been received from the OPP Contract Policing Bureau indicating that upon renewal, the annual per capita rate for the provision of CERB services would be unchanged at **\$0.561**.

Based on the Municipal Property Assessment Corporation Population Report as of February 22, 2007 for the County of Elgin of 44,975 and the City of St. Thomas of 32,486, with a total county population of 77,461, the annual cost would be \$43,455.62 for the three year term. City and lower tier municipalities are billed the per capita rate based on their population annually.

The OPP is mandated to provide CERB services on a non-profit basis, and to ensure against a financial loss the maximum CERB contract term is three years. Periodically, an examination of the 911 CERB cost formula is conducted and may result in future cost amendments.

**History:**

In 2001 Elgin County and the City of St. Thomas were paying Bell \$107,915 per year for the provision of 911 Primary Answering Service. When Bell provided notice of withdrawal of the provision of this service, the County initiated an RFP for this service.

Three bids were received:

-Seaway (bid for enhanced 911 was \$96,567; however did not have adequate backup system and no access to multi-lingual services –deemed not to meet requirements).

-911 ER (bid \$58,957)

-OPP (bid \$44,003.60)

These bids were received in 2001, and one may assume that costs have risen and expect current bids to reflect that.

The 911 Steering Committee (list of members attached) met March 6, 2007. None of the stakeholders identified any issues or problems with the existing 911 CERB services. 911 call volume and efficiency reports were reviewed and contract options were discussed. The Committee voted unanimously to recommend to County and City Councils that the *Agreement for the Provision of 9-1-1 C.E.R.B. Services* with the OPP be renewed for a further three year period.

**CONCLUSION:**

The current *Agreement for the Provision of 9-1-1 C.E.R.B. Services* between the Ontario Provincial Police and the Corporations of the County of Elgin and the City of St. Thomas expires December 13, 2007.

Under the current Letter of Understanding exists the option of renewing the Agreement for a further three year period at the same annual per capita rate of \$0.561. Based on the latest Municipal Property Assessment Corporation population figures of 77,461 for the County and City, the annual cost will be \$43,455.62.

The 911 Steering Committee met and recommends to County and City Councils the renewal of the Agreement for an additional three year period.

**RECOMMENDATION:**

**THAT** County Council approve the renewal of the existing Agreement with the OPP for the Provision of 911 CERB (Central Emergency Reporting Bureau) Services, as provided for in the Letter of Understanding dated June 9, 2004, and as per the renewal clause in the existing Agreement, for a further term of three years, on the same terms and conditions, at an annual per capita cost of \$ 0.561 and annual cost of \$43,455.62.

**THAT** County Council direct staff to provide notice of such within the time period stipulated in the Agreement,

THAT City Council be encouraged to concur with these recommendations, and,  
THAT this Resolution of Council be affixed to the renewal contract as required.

Respectfully Submitted

Approved for Submission

Larysa Andrusiak, Ambulance &  
Emergency Management Coordinator

Mark G. McDonald  
Chief Administrative Officer

**911 STEERING COMMITTEE**

2007

Wendall Graves - St. Thomas City Clerk

Jim McIntyre - Elgin County Council

Marie Turvey - St. Thomas Council

Ryan Cox - Elgin County OPP

Mark Traichevich, Jeff Driedger, Darrell Pinnell - St. Thomas City Police  
(St. Thomas City Police Representative one of the above)

Bill Segui - Aylmer Police Chief

Bob Barber - St Thomas Fire Chief

Michael Rozario - Southwold Fire Chief

Paul Groeneveld - Bayham Fire Chief

Pete Barber - Malahide Fire Chief

Don Crocker - Central Elgin Fire Chief

Kim Charlebois - London CACC Manager

Larry Breen - Bell Canada 911

Mary-Helen Ramerth - Amtelecom

Jim Malik – Elgin-St. Thomas EMS

Resolution – Final Version – March 28, 2007

*Moved by Bob Habkirk  
Seconded by Don Doan*

RESOLVED

MAR 29 2007

WHEREAS the communities within the tobacco growing regions of Southwestern Ontario have met and discussed the issue of the demise of the tobacco industry and the impact on their economies;

AND WHEREAS the municipalities issued a unanimous resolution (see attached) to the federal and provincial governments in support of an exit strategy similar in principle and objectives of the program introduced by the Ontario Flue-Cured Tobacco Growing Marketing Board;

AND WHEREAS the municipalities recommended implementation of such a program by March 1, 2007;

AND WHEREAS the federal and provincial governments did not act upon the message from the municipalities, and did not address the needs of the communities within the tobacco growing regions of Southwestern Ontario in their budgets relative to a tobacco exit strategy or community transition funding for economic renewal;

AND WHEREAS the impacts of the demise of tobacco growing in the tobacco growing regions of Southwestern Ontario can be measured as more than 15,500 jobs lost or at risk and \$770 million in economic impact lost or at risk;

AND WHEREAS the impact goes beyond the tobacco grower and has significant spin-off effects on the economic, social and mental wellbeing of the community;

AND WHEREAS options and suggestions have been proposed to help in the transition, including an Agri-Food Innovation Centre, proposals for alternative energies and fuels, and other initiatives;

AND WHEREAS illegal activity in the tobacco trade will continue to grow, intensifying its negative impact on the health and security of residents of Canada;

AND THEREFORE BE IT RESOLVED THAT the Mayors and Wardens of the communities within the tobacco growing regions of Southwestern Ontario invite key decision-makers from the federal and provincial government, and the tobacco growing industry to join us at a meeting prior to June 1, 2007, with the purpose of commencing negotiations on the issues of tobacco exit and community transition strategy.

*Carried Unanimously*