

AGENDA

THE FORTY-FIFTH 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
CITY HALL 7:00 P.M. REGULAR SESSION OCTOBER 1ST, 2007

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 T. Shackelton

DISCLOSURES OF INTEREST

MINUTES

Confirmation of the minutes of the meeting held on September 17th, 2007.

DEPUTATIONS

Joanne Brooks Memorial

Ms. Shelly Sturk, Joanne Brooks Foundation member will be in attendance regarding a lasting memorial for Joanne Brooks through the Elgin-St. Thomas Community Foundation. **Pages** 8 to 10

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

Development Agreement PoliciesNEW BUSINESS

Zoning By-Law Amendment - Construction Trade - 259 Edward Street -
Lyn-Gro Investments Inc.

Report PD-32-2007 of the Planner. Pages 11 to 13

Draft Plan of Condominium File #34CDM-07501 - Block IV Development Area - 100 Southgate
Parkway - Springwater Developments Inc.

Report PD-33-2007 of the Director, Planning. Pages 14 to 16

Draft Plan of Subdivision File# 34T-07505 - Orchard Park Development Area - Phase 2C - 32
Lots for Single Detached Dwellings - Doug Tarry Limited

Report PD34-2007 of the Director, Planning. Pages 17 to 19

Draft Plan of Subdivision File# 34T-07504 - Orchard Park Development Area - Phase 2B -
92 Lots for Single Detached Dwellings - Doug Tarry Limited

Report PD35-2007 of the Director, Planning. Pages 20 to 22

Request for Street Naming - Orchard Park Subdivision - Phase II (B) File #34T-07504

A letter has been received from James R. Carrie, Barrister and Solicitor requesting street naming approval for Street A "Sakura Court and Street B "Harvest Lane. Pages 23+24

Request for Street Naming - Lake Margaret Estates Phase VIII File #34T-07503

A letter has been received from James R. Carrie, Barrister and Solicitor requesting street naming approval for Street A "Kingfisher Court". Pages 25+26

Municipality of Central Elgin - Notice of the Passing of a Zoning By-Law Amendment - 197-199
Main Street

Notice has been received from the Municipality of Central Elgin regarding the passing of Zoning By-law No. 1003 to permit a range of retail uses at 197-199 Main Street.

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

Dalewood Ravine Trail - Correspondence

Programs for the Enhancement of Drinking Water Quality in Homes with Lead Water Services

Burwell Road between South Edgeware Road and Talbot Street - Sidewalk - Correspondence

Township of Southwold - Wastewater Master Planning Study

Vacant Land Condominium - Fair and Equitable Taxing

Source Protection Committee Appointments - Grand River Conservation Authority

NEW BUSINESS

Federal Gas Tax Capital Investment Plan - City of St. Thomas Selection of Projects

Report ES114-07 of the Director, Environmental Services. Pages 27 to 32

BUSINESS CONCLUDED

PERSONNEL AND LABOUR RELATIONS COMMITTEE - Chairman G. Campbell

UNFINISHED BUSINESS

NEW BUSINESS

Employee Group Benefit Plan Renewal

Report HR-14-07 of the Director, Human Resources. Pages 33 to 36

BUSINESS CONCLUDED

FINANCE AND ADMINISTRATION COMMITTEE - Chairman T. Shackelton

UNFINISHED BUSINESS

Bridge, Sewers and Water Capacity in Barwick Street Area

Cell Phone Policy

Kiwant Manors Limited - Seniors' Housing - 139 First Avenue

Downtown Development Board - Horton Farmers' Market

Ontario 9-1-1 Advisory Board - Grant Request

Report TR-41-07 of the Director, Finance and City Treasurer. Page 37

NEW BUSINESS

BUSINESS CONCLUDED

COMMUNITY SERVICES COMMITTEE - Chairman B. Aarts

UNFINISHED BUSINESS

Parks Pavilion Renaming

Walk of Fame

Paralympics Ontario - Request for Hosting Bids

Recreation Facilities Comparative Financial Figures

Request for Trees on the Boulevard, South Side of Chestnut Street - Correspondence

Leash Free Dog Park

Summer Ice Rates and Usage

NEW BUSINESS**BUSINESS CONCLUDED****PROTECTIVE SERVICES AND TRANSPORTATION COMMITTEE** - Chairman D. Warden**UNFINISHED BUSINESS**Bus Services to 1063 Talbot Street and Shopping Complex near Elm Street and Wilson AvenueWhite Street Yield SignsYWCA St. Thomas-Elgin Summer Camp - Reduced Rate Children's Bus TicketsCity Parking System CommitteeTaxis By-Law - Enforcement of Non-Licensed TaxisCorporate Air Terminal Feasibility Study - St. Thomas Municipal Airport

Report CC-44-07 of the City Clerk. Page 38

Feasibility Study previously distributed.

NEW BUSINESSFire Department Report for the Months of July and August 2007

Report FD07-08 of the Fire Chief. Page 39

October 2007 Winter Maintenance Program & Quote No. 07-730 Snow Plowing On-Street Municipal Roads and Off-Street (Municipal Parking Lots/Fire Lanes)

Report ES113-07 of the Supervisor of Roads & Transportation. Pages 40 to 78

The Addition of a No Parking Anytime Restriction - The South Side of Chestnut Street from First Avenue to Park Avenue - Access for Emergency Services

Report ES116-07 of the Supervisor of Roads & Transportation. Pages 79 + 80

The Addition of a No Parking Anytime Restriction - The North Side of Airey Avenue from Aldborough Avenue to Fairview Avenue - Access for Emergency Services

Report ES117-07 of the Supervisor of Roads & Transportation. Pages 81 + 82

The Addition of a No Parking Anytime Restriction - The North Side of Parkview Drive from Elm Street to Mandeville Road - Access for Emergency Services

Report ES118-07 of the Supervisor of Roads & Transportation. Pages 83 + 84

BUSINESS CONCLUDED**SOCIAL SERVICES COMMITTEE** - Chairman L. Baldwin-Sands**UNFINISHED BUSINESS****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

Source Protection Committee Appointments - Grand River Conservation Authority

A letter has been received from Lynda Millard, Clerk, Municipality of Bayham regarding a resolution passed at a meeting held September 6, 2007. Pages 85 + 86

Court House Facility - 4-8 Wellington Street

A letter has been received from Shirley Gladwell, President, ACO London Region Branch regarding the location of the court facilities. Page 87

Letter of Thanks - Wings & Wheels Air Show and Car Show - June 23rd & 24th, 2007

A letter has been received from Peter Garland, Executive Director, Wings & Wheels Organizing Committee thanking the Airport Superintendent and the City of St. Thomas for a successful event. Page 88

Workplace Safety and Insurance Board - Community Workplace Health & Safety Chapter

A letter has been received from the Honorable Steven W. Mahoney P.C., Chair, Workplace Safety Insurance Board regarding the Community Workplace Health and Safety Chapter. Pages 89 + 90

Child Care Worker and Early Childhood Educator Appreciation Day - Proclamation

A letter has been received from Sid Ryan, President, CUPE Ontario & Shelle Bird, President, OCBCC requesting that Council proclaim Wednesday, October 24th, 2007 as Child Care Worker and Early Childhood Educator Appreciation Day in the City of St. Thomas. Pages 91 to 93

Ironman World Championships - Grant Request

A letter has been received from Melanie Walker regarding local athlete Harold Walker competing in the Ironman World Championships in Kona, Hawaii, October 13, 2007. Page 94

OFSAA AA Senior Girls Basketball Championship - Request for City Pins

A letter has been received from Mike Vecchio, Assistant Coach, Parkside Sr. Girls Basketball Team requesting 200 City pins for the OFSAA AA Senior Girls Basketball Championships to be held at Parkside Collegiate Institute from November 21st to 24th, 2007. Page 95

UNFINISHED BUSINESS

NEW BUSINESS

Re-creation of Chief Administrative Officer Position

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

Motion by Alderman Campbell:

THAT: The City of St. Thomas hire a Chief Administration Officer to lead the City Administration under the guidance of Council.

BY-LAWS

First, Second and Third Reading

1. A by-law to confirm the proceedings of the Council meeting held on the 1st day of October, 2007.
2. A by-law to authorize the Mayor and Clerk to execute and affix the Seal of the Corporation to a certain agreement between the Corporation of the City of St. Thomas and Rebanks Pepper Littlewood Architects. (Consulting Services - \$31,500.00 plus gst - Facility Needs Assessment and Site Location Analysis - Police Headquarters)
3. A by-law to amend By-Law 45-89, being the Traffic By-Law for the City of St. Thomas. (No Parking - Parkview Drive, Airey Avenue, Chestnut Street)
4. A by-law to assume certain lands as part of the public highway. (Cranberry Court)
5. A by-law to assume certain lands as part of the public highway. (Juno Drive)

PUBLIC NOTICE

NOTICES OF MOTION

CLOSED SESSION

OPEN SESSION

ADJOURNMENT

CLOSING PRAYER

September 17, 2007

Mayor Cliff Barwick,
545 Talbot Street,
St. Thomas, ON
N5P 3V7

City of St. Thomas
Received

SEP 17 2007

City Clerk's Office

Dear Mayor Barwick & Members of City Council:

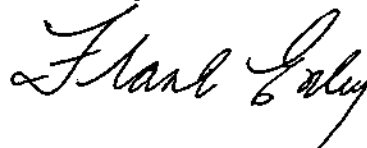
This letter is a request for a member of our committee to make a deposition to city council on Monday, October 1 on behalf of the Joanne Brooks Foundation.

Since the untimely death of our former mayor, family and friends have begun planning the necessary fundraising activities to help build a lasting memorial for Joanne through the Elgin-St. Thomas Community Foundation. Many donations were received at the time of her passing but the intention now is the continue to build up this fund so that it will grow and continue to support the worthwhile causes of which Joanne was a part during her lifetime.

Our first planned event is a dinner at the Timken Centre on Saturday, October 13 beginning at 5:30 p.m.

We invite all members of council to join us for this most enjoyable evening as we continue to carry on the work begun by our former mayor.

Sincerely,
Frank Exley, Committee Member



“ THE JOANNE BROOKS COMMUNITY FUND”

Fundraising Dinner – Sat. Oct. 13th – 5:30 p.m.

Timken Centre (new arena)

Musical entertainment!

Lots of prizes and elimination draws!

Grand Prize – 1 week at a condo in Sarasota, Fla.

City of St. Thomas
Received

SEP 14 2007

City Clerk's Dept.

A limited number of tickets will be sold at \$60.00 per person with a tax receipt to be given for a portion of the ticket price.

As a part of the Elgin-St. Thomas Community Foundation this fundraiser will become an annual event.

It is the intention of Joanne's family and friends to see this Endowment Fund grow and be used to support scholarships and projects that carry out the charitable projects that Joanne promoted as a tireless and passionate steward for the well being of the citizens of her beloved city, St. Thomas.

Tickets are available by calling Ted & Shelly Sturk at 519-633-8523 or Cheryl Exley 519-633-2636

Tickets can also be picked up at 4 Southwick Street, Capital Management Group (519-637-7777)

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Joanne Brooks Community Fund

Donor Direction Card

Enclosed is my gift of \$ _____

- ☐ Please hold this gift into perpetuity in the
Joanne Brooks Community Fund. Income
from the gift will be distributed annually to
charitable projects in our community.

*Please make cheques payable to the Elgin-St.
Thomas Community Foundation.*

Name: _____

Address: _____

City: _____

Postal Code: _____

Phone: _____

Email: _____

Signature: _____

Date: _____

*Confidentiality and privacy is important to us. The
Foundation publishes a list of supporters in our annual report
and other publications as a form of appreciation. If you would
like to remain anonymous on this list, please check here ☐*

*Please send me more information about the Elgin-St.
Thomas Community Foundation.
Check here ☐*

Please return this donor card to:

The Elgin-St. Thomas Community Foundation
300 South Edgeware Rd.
St. Thomas, ON, N5P 4L1
(519) 637-8230
Email: info@escf.ca

The Elgin-St. Thomas Community Foundation is a registered
charity # 86533 7109 RR0001 and a tax receipt will be
issued for all donations.



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

Report No.: PD-32-2007

File No.: 2-16-07

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

Report Date: September 24th, 2007
Council Meeting Date: October 1st,
2007

Subject: Proposed Zoning By-law Amendment - Lyn-Gro Investments Inc., 259 Edward Street
Part 5 on Reference Plan 11R-2720, City of St. Thomas.

Department: Planning Department
Prepared by: Jim McCoomb, Planner

Attachments:
- draft site plan

RECOMMENDATION:

THAT: Report PD-32-2007 be received;

THAT: Council, pursuant to Section 34(10.4) of the Planning Act, R.S.O., 1990 as amended, direct the Clerk to notify the applicant (Lyn-Gro Investments Inc.) that the information and material required under Subsections 34(10.1) and (10.2) of the Act has been provided and the application is thereby considered complete;

THAT: Direction be given to prepare a site specific draft amendment to the Zoning By-law to permit "construction trade" as an additional permitted use on lands located at 259 Edward Street, which lands may be legally described as Part 5 on Reference Plan 11R-2720, City of St. Thomas, County of Elgin;

AND THAT: A public meeting be set for *November 5th, 2007 @ 6:40 p.m.* in accordance with Ontario Regulation 545/06.

ORIGIN:

H.J. Hayhoe Ltd., on behalf of Lyn-Gro Investments Inc., has made application to amend the City of St. Thomas Zoning By-law 50-88 to permit "construction trade" as an additional permitted use on a property located on the south side of Edward Street, west of Centennial Road. Staff have reviewed the application and all supporting documentation provided by the applicant and are satisfied that the application is complete relative to the requirements of Subsections 34(10.1) and (10.2) of the Planning Act, R.S.O., 1990 as amended. Staff are recommending that Council, pursuant to Section 34(10.4) of the Act, notify the applicant that the application is considered complete.

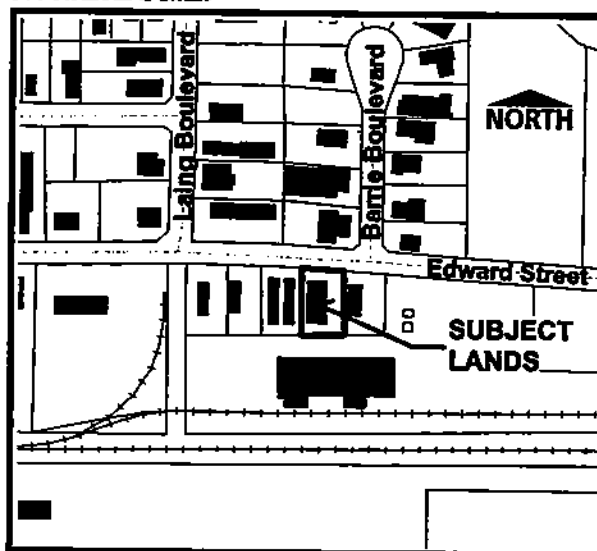
ANALYSIS:

Proposal:

It is intended by the applicant to locate the business offices for Hayhoe Homes within the existing one storey building, which will include showroom space for clients to peruse samples of materials and fixtures (ie. carpet, lighting, counter tops, cabinets) that will be displayed by Hayhoe Homes' preferred suppliers. No retail sale of the sample materials and products from the subject lands is proposed as a part of this amendment.

Existing land uses immediately surrounding the subject property include a mix of industrial uses including construction trade, warehousing and automotive service uses. The subject lands are rectangular in shape with approximately 41.15 metres of frontage on Talbot Street, and may be legally described as Part 5 on Reference Plan 11R-2720. Known municipally as 259 Edward Street, City of St. Thomas, the subject lands are shown outlined in bold on the Location Plan.

Location Plan:



2005 Provincial Policy Statement (PPS):

The Provincial Policy Statement 2005 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that Council consider provincial interest when making planning decisions and to ensure that local planning decisions are

"consistent with" Provincial planning interests.

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The subject lands to the proposed by-law amendment application being considered are located within an existing industrial district of the City, are designated for Industrial use, and will be serviced with full municipal sewer and water services.

I have reviewed the applicants submission, which in accordance with new regulatory requirements provides information on how the Plan is consistent with Provincial interest. In this regard I am of the opinion that the proposed amendment to the By-law is consistent with Provincial interest as expressed in the current Policy Statement.

Official Plan Policies:

The subject property is located within the Industrial designation of the Official Plan of the St. Thomas Planning Area. Subsection 5.9.3 policies permit a range of industrial uses, including manufacturing, processing of goods and raw materials, warehousing and bulk storage. Business offices including those accessory to an industrial use are permitted, all subject to the policies of the Plan.

In my opinion, the proposed construction trade use is consistent with the type of business office use permitted within the Industrial policies of the Official Plan. In my opinion, Council may consider the proposed amendment to the zoning by-law without requiring an amendment to the Plan.

Zoning By-law:

The subject property is currently located within the General Industrial Zone (M1) of the City of St. Thomas Zoning By-law 50-88. The M1 zone permits a range of industrial uses including, but not limited to, warehousing, manufacturing, automotive trade, wholesale business, business of leasing vehicles and equipment, recreational vehicle business, recreation centre and animal clinic.

In my opinion, a site specific amendment to the By-law is required in order to permit "construction trade" as an additional permitted use on the subject lands as proposed by the applicant.

Respectfully submitted,


Jim McCoomb
Planner

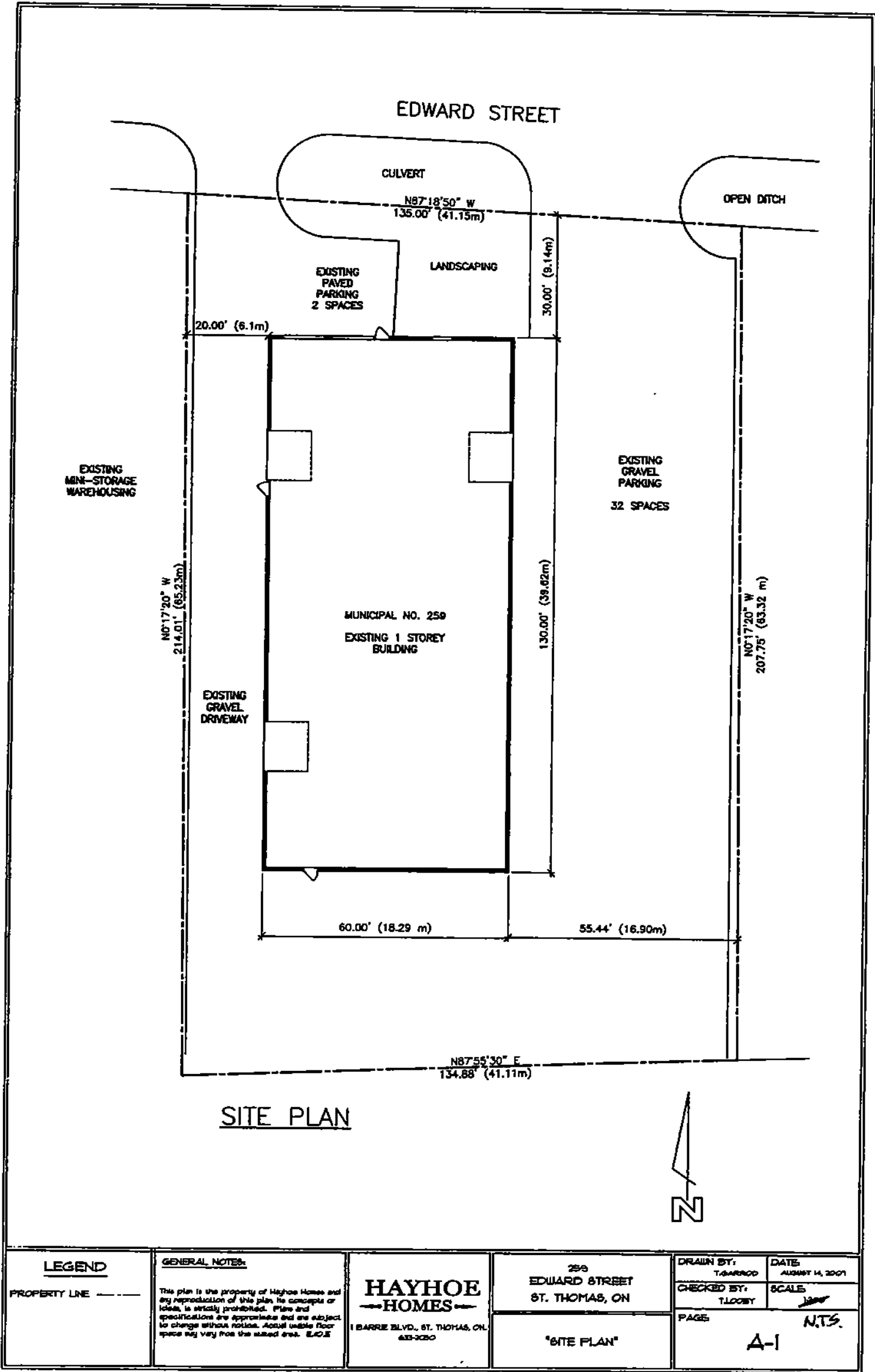
Reviewed By:

Env. Services

Treasury

City Clerk

Other





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

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Report No.: PD-33-2007

File No.: 34CDM-07501

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

Date Report Authored: September 24th, 2007
Council Meeting Date: October 1st, 2007

Subject: Application by Springwater Developments Inc., Block IV Development Area, for approval
of Vacant Land Condominium, Block 36, Registered Plan 11M-146, 100 Southgate Parkway

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

Attachments:
- draft plan (reduced)

RECOMMENDATION:

THAT: Report PD-33-2007 be received;

THAT: Council approve in principle the proposed Draft Plan of Condominium File #34CDM-07501 of lands
owned by Springwater Developments Inc., which lands are legally described as Block 36 Registered Plan 11M-
146 in the City of St. Thomas, County of Elgin and further that final approval be subject to:

- a final staff report following the review of comments/recommendations received from agencies and
City departments upon completion of the circulation of the draft plan,
- confirmation by the Director, Environmental Services that there is sufficient uncommitted reserve
treatment capacity in the sanitary sewerage system to service the proposed development;

AND THAT: A public meeting be set for *November 5th, 2007 @ 6:50 p.m.* in accordance with Ontario
Regulation 544/06.

ORIGIN:

Springwater Developments Inc. has made application for subdivision/condominium approval pursuant to Section
51 of the Planning Act RSO 1990, as amended for the purpose of registering a declaration and description for a
Vacant Land Condominium Corporation on the lands described above. The purpose of the application is to obtain
the Planning approvals pursuant to the Condominium Act 1998 to permit the site to be registered as a vacant land
condominium. A reduced copy of the draft plan of condominium is attached.

ANALYSIS:

Proposal:

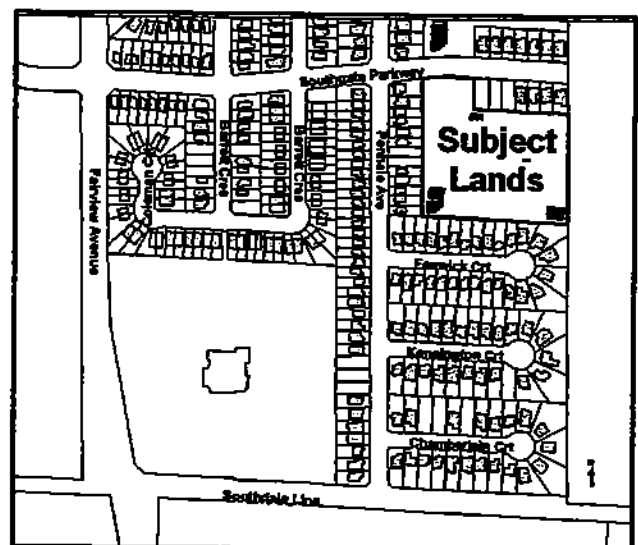
The lands subject to the draft plan have a total area of
2.237 hectares and are located on the south side of
Southgate Parkway, east of its intersection with Penhale
Avenue. (See location plan)

The proposed development has received Site Plan
approval through Application No. SPC12-06 for the
construction of 34 detached dwelling units in
condominium ownership. As of July 31st, 2007 four (4)
building permits have been issued for the site.

Official Plan and Zoning:

The subject property is designated for Residential use
within the City of St. Thomas Official Plan, and is located
within the Third Residential Zone (R3-98) of the City of
St. Thomas Zoning By-law 50-88, as amended by By-law
No. 100-2004.

Location Plan



Provincial Policy Statement:

The Draft Plan being considered is located within the Block 4 Development Area and is part of a
comprehensively planned residential community. All matters of Provincial interest, in accordance with the Policy
Statement in effect at the time were addressed with the approval of the original amendment to the Official Plan
(OPA#42) and the approval of the original Block Plan of subdivision. I have reviewed the new PPS in relation to
this phase of development within Block and in my opinion the development of the proposed plan is consistent
with current Provincial interest as expressed in the current Policy Statement.

Condominium/planning Act Approvals:

The Condominium Act, 1998, requires that a condominium description be approved pursuant to Sections 51, 51.1
and 51.2 of the Planning Act with necessary modifications in the same manner as a plan of subdivision and

pursuant to prescribed regulations.

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The passage of the Planning and Conservation Land Statute Law Amendment Act, 2006 (Bill 51) and the new Ontario Planning Act regulations (2006) have changed the procedures for the approval of Vacant Land Condominiums. The planning approval procedures now require that a notice of the application be given and that Council holds a public meeting. Previous legislation/regulations exempted the approval of a vacant land condominium from these requirements.

The planning process is in place to ensure that Municipal interests with respect to the installation of services, security for the same, compliance with zoning and site plan considerations are adequately addressed and the interest of the municipality and the ultimate purchaser of a condominium are protected.

The requirements of the Municipality relating to the development will be satisfied through a standard subdivision agreement authorized through the Planning Act. The principle consideration for approval of the registration of a Condominium project is to ensure that all necessary services to support the development are either in place at the time the Condominium Corporation is registered or alternatively that the subdivision agreement is in place with sufficient security posted by the developer to ensure the services and facilities required to support the development will be completed at no expense to the Municipality or the Condominium owners.

Services:

Full Municipal services are available to the Subdivision. The design, and the installation of services required for this development were approved in accordance with Municipal standards and approved by Council as a component of the Site Plan approval.

Financial Considerations:

All costs associated with the development of the draft plan of subdivision and the registration of the declaration and description for the vacant Land condominium are the responsibility of the developer. The developer is required to pay the approved development fees and charges in addition to the cost of the installation of municipal services, within the plan, in accordance with the standard practices and policies of the City as adopted by Council.

Respectfully submitted,



P.J.C. Keenan
Director of Planning

Reviewed By:

Env. Services

Treasury

City Clerk

Parks and Recreation



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

Report No.: PD-34-2007

File No.: 34T-07505

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

Report Date: September 24th, 2007
Council Meeting Date: October 1st, 2007

Subject: Application by Doug Tarry Limited, Draft Plan of Subdivision, File 34T-07505, Orchard Park Development Area - Phase 2C -32 Lots for single detached dwellings.

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

Attachments:
- Draft Plan (reduction)

RECOMMENDATION:

THAT: Report PD-34-2007 be received;

THAT: Council approve in principle the proposed Draft Plan of Subdivision File # 34T-07505 (Residential Plan of Subdivision) of lands owned by Doug Tarry Limited which lands are legally described as Parts of Blocks 76, 80 & 81 Registered Plan 11M-164, City of St Thomas, County of Elgin and further that final approval be subject to:

- a final staff report following the review of comments/recommendations received from agencies and City departments upon completion of the circulation of the draft plan, and
- confirmation by the Director, Environmental Services that there is sufficient uncommitted reserve treatment capacity in the sanitary sewerage system to service the proposed development;

AND THAT: A public meeting be set for *November 5th, 2007 @ 6:45 p.m.* in accordance with Ontario Regulation 544/06.

ORIGIN:

Doug Tarry Limited has submitted an application for draft plan of subdivision approval of Phase 2C within the Orchard Park Development Area. The proposed subdivision is located south of Raven Avenue and, east of Peach Tree Boulevard.

ANALYSIS:

Proposal:

The proposed subdivision comprises an area of approximately 1.996 hectares and will provide for the development of 32 lots for single detached dwellings. Six of the 32 lots will front onto a new Street "A" which extends southerly from Raven Avenue. The balance of the lots will front onto the new sections of Raven Avenue (11 lots) and Peach Tree Boulevard (15 lots) which were dedicated as Municipal Streets on Plan 11M-169 (Park/School Subdivision). The plan also provides a Block (33) for an expansion of the Stormwater Management facility established by Plan 11M-169. The addition of Block 33 will bring the Storm Water Management Facility to the ultimate size required to service the balance of the south and east areas of the Orchard Park Block Plan. A reduced copy of the draft plan is attached.

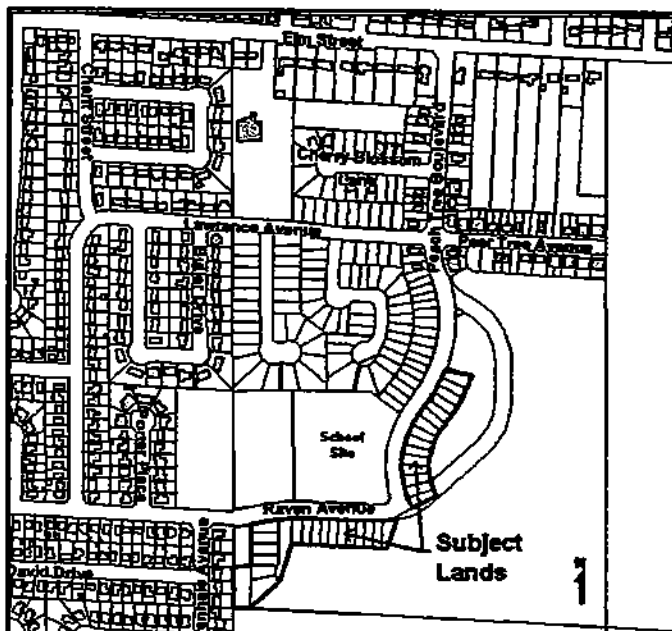
The location of the proposed subdivision and its relationship to the surrounding development is shown on the Location Plan. (See Location Plan)

The lands are legally described as Parts of Blocks 76,80 & 81 Registered Plan 11M-164, City of St Thomas, County of Elgin 76, 79 and 80, Registered Plan 11M-164, City of St Thomas, County of Elgin.

Provincial Policy Statement

The subdivision application being considered is located within the Orchard Park Development Area. This proposal is the fourth phase of development (Phase 2C) of a comprehensively planned residential community. All matters of Provincial interest, in accordance with the Policy Statement in effect at the time were addressed with the approval of the original amendment to the Official

Location Plan



- 18 -

-19-

DRAFT PLAN OF SUBDIVISION
OF PARTS OF
BLOCKS 79, 80 & 81 REGISTERED PLAN 11M-164
CITY OF ST. THOMAS
COUNTY OF ELGIN
SCALE 1 : 750 METRIC



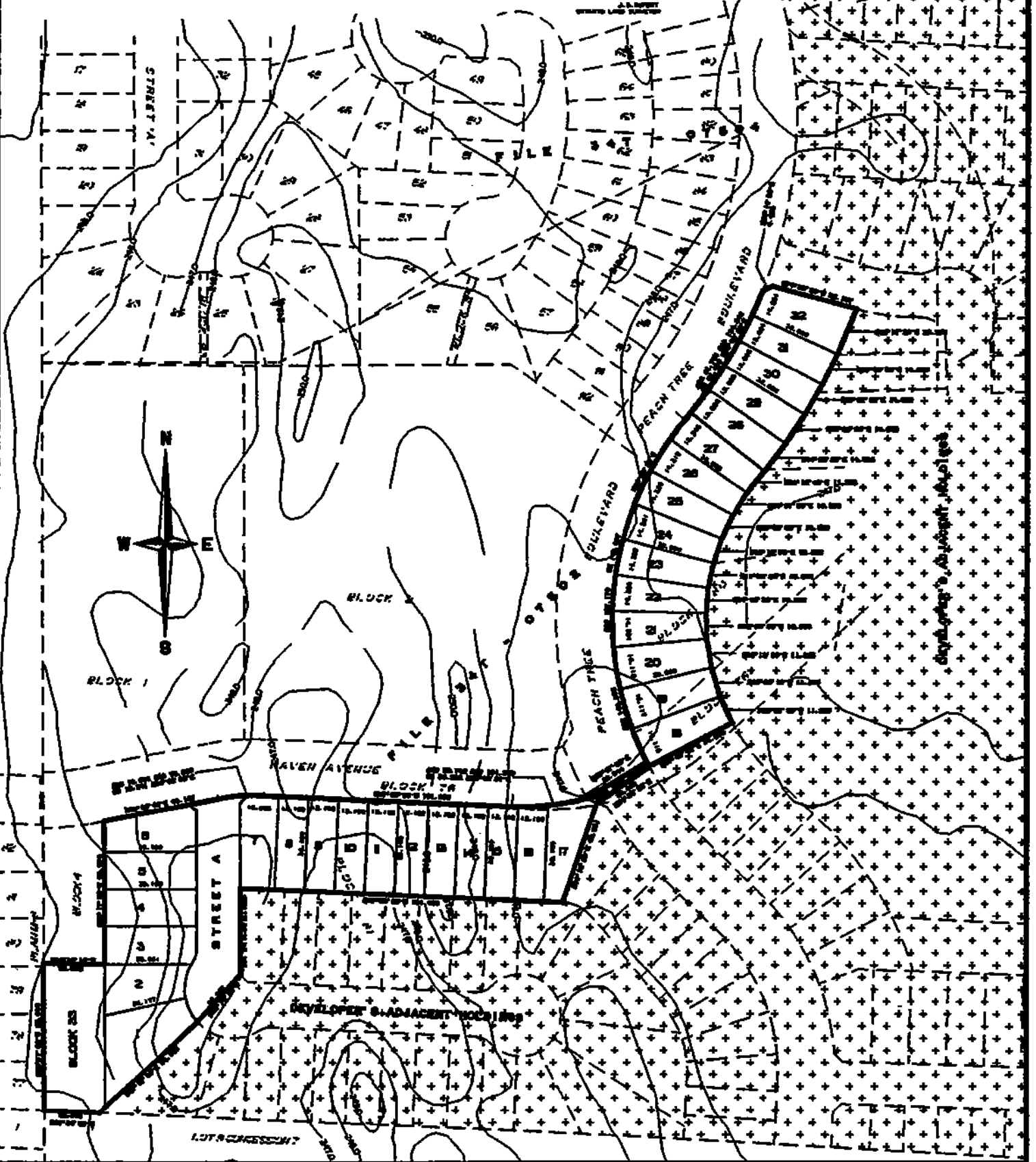
J. S. RUPERT LTD.
ONTARIO LAND SURVEYORS

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PREPARED BY

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SEPTEMBER 17, 2007





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

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Report No.: PD-35-2007

File No.: 34T-07504

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

Report Date: September 25th, 2007
Council Meeting Date: October 1st, 2007

Subject: Application by Doug Tarry Limited, Draft Plan of Subdivision, File 34T-07504, Orchard Park Development Area - Phase 2B - 92 Lots for single detached dwellings.

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

Attachments:
- Draft Plan (reduction)

RECOMMENDATION:

THAT: Report PD-35-2007 be received for information,

AND THAT: Council approve the Draft Plan of Subdivision File # 34T-07504 (Residential Plan of Subdivision) of lands owned by Doug Tarry Limited which lands are legally described as Block H Registered Plan 305 and all of Blocks 74 & 78 Registered Plan 11M-164 and Parts of Blocks 76, 79 and 80, Registered Plan 11M-164, City of St Thomas, County of Elgin, subject to the standard Municipal draft plan conditions including the requirement for the developer to enter into a subdivision agreement with the Corporation of the City of St. Thomas with respect to the provision of municipal services, financial, administrative and other matters related to the development of the Plan.

ORIGIN:

Council on August 13th, 2007 approved in principle an application for draft plan of subdivision approval submitted by Doug Tarry Limited. The proposed subdivision is Phase 2B of the Orchard Park Development Area. The lands are located south of Elm Street, east of the Applewood Subdivision (Butler Drive) and west of Peach Tree Boulevard. The Plan provides for the development of the easterly extension of Lawrence Avenue to its intersection with Peach Tree Boulevard, the extension of Peach Tree Boulevard southerly and two new cul-de-sacs extending south from Lawrence Avenue.

The draft Plan provides for the development of 92 lots for single detached dwelling units. (Report PD-23-2007)

ANALYSIS:

Approval in Principle:

The proposed subdivision comprises an area of approximately 7.4 hectares and will provide for the development of 92 lots for single detached dwellings. The plan also proposes two Blocks for the provision of public lanes providing pedestrian access to the proposed new public elementary school and park located immediately south of the subject lands. A reduced copy of the draft plan is attached.

The location of the proposed subdivision and its relationship to the surrounding development is shown on the Location Plan. (See Location Plan below)

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

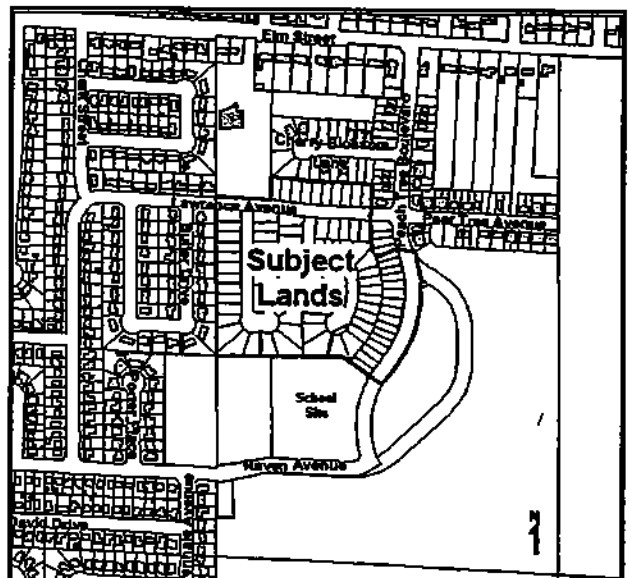
- a final staff report following the review of comments/recommendations received from agencies and City departments upon completion of the circulation of the draft plan,
- confirmation by the Director, Environmental Services that there is sufficient uncommitted reserve treatment capacity in the sanitary sewerage system to service the proposed development.

Draft Plan Circulation and Review:

The external circulation of the revised draft plan of subdivision has now been completed and a public meeting on the proposed Subdivision was held on September 10th, 2007. No concerns were raised by the Public.

Staff have completed their review of the proposed Subdivision and have reviewed the comments received from the public and other agencies.

Location Plan



Municipal staff, outside agencies and utilities have indicated their approval of the draft plan application and have identified their conditions to final approval to ensure development proceeds in accordance with their standards and approved Municipal standards. The comments received, where required, will be incorporated into the draft plan conditions and will provide the basis for the development of the subdivision agreement.

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

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

Draft Plan Approval with Conditions:

All of the conditions of approval in principle imposed by Council and the policies of the Corporation have been satisfactorily addressed through the draft Plan of Subdivision submission and circulation process. (Report PD-23-2007)

I am recommending draft plan approval of File # 34T-07504 subject to the standard municipal requirements and conditions and to the requirement for a subdivision development agreement with the Corporation respecting the provision of municipal services, financial, administrative and other related matters respecting the development of the lands.

All costs associated with the development of the draft plan will be the responsibility of the Developer.

Respectfully submitted,



P.J.C. Keenan
Director of Planning

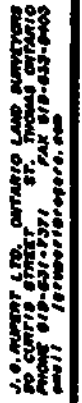
Reviewed By:

Env. Services

Treasury

City Clerk

Other



-23-

James R. Carrie

BARRISTER AND SOLICITOR

JAMES R. CARRIE, B.A., LL.B.
6 - 45 LAKE MARGARET TRAIL
ST. THOMAS, ON N5R 3J7
(519) 631-6371

City of St. Thomas
Received

SEP 11 2007

City Clerk's Dept.

IN HOUSE SOLICITOR
DOUG TARRY LIMITED
358 ELM STREET
ST. THOMAS, ON N5R 1K1
(519) 631-9300

September 8, 2007

The Corporation of the City of St. Thomas
City Clerk's Department
P.O. Box 520
545 Talbot Street
St. Thomas, Ontario
N5P 3V7

Attention Maria

Dear Maria:

Re: Orchard Park Subdivision Phase II (B) Application 34T/07504

I enclose herein copy of draft Plan for Phase II (B) and would request that you approve the following names for streets A and B:

Street A - Sakura Court
Street B - Harvest Lane

Thanking you for your assistance in this matter.

Yours very truly,

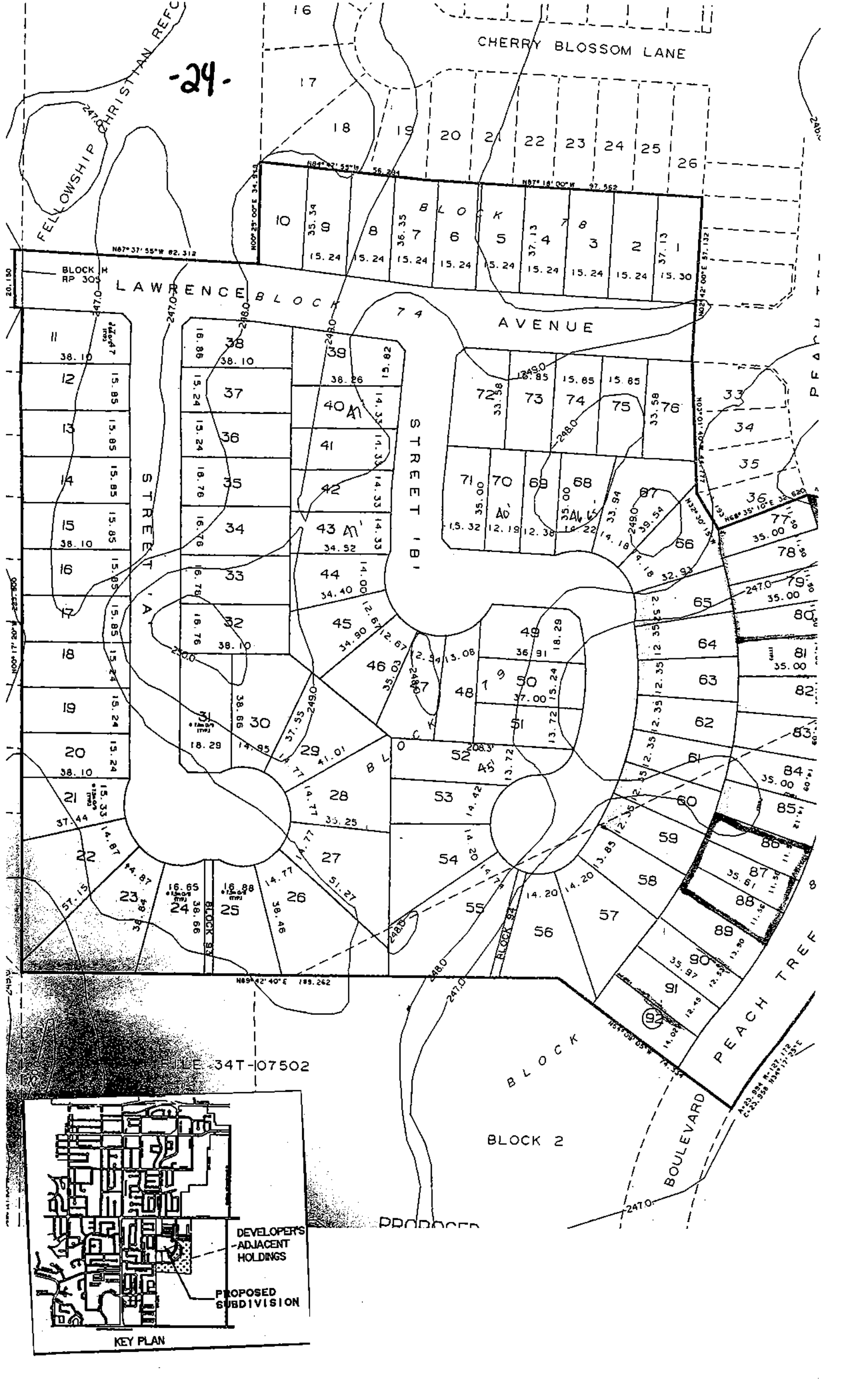


JAMES R. CARRIE

JRC/sm

Encl.

-24-



-25- James R. Carrie

BARRISTER AND SOLICITOR

JAMES R. CARRIE, B.A., LL.B.

~~363 ASBESTOS STREET~~ 6 - 45 Lake Margaret Trail
ST. THOMAS, ON N5R 3J7
(519) 631-6371

City of St. Thomas
Received

SEP 11 2007

City Clerk's Dept.
IN HOUSE SOLICITOR

DOUG TARRY LIMITED
358 ELM STREET
ST. THOMAS, ON N5R 1K1
(519) 631-9300

September 8, 2007

The Corporation of the City of St. Thomas
City Clerk's Department
P.O. Box 520
545 Talbot Street
St. Thomas, Ontario
N5P 3V7

Attention: Maria

Dear Maria:

Re: Lake Margaret Estates Phase VIII - Application 34T/07503

I enclose herein copy of draft Plan for Phase VIII and would request that you approve the following name for street A:

Street A -- Kingfisher Court.

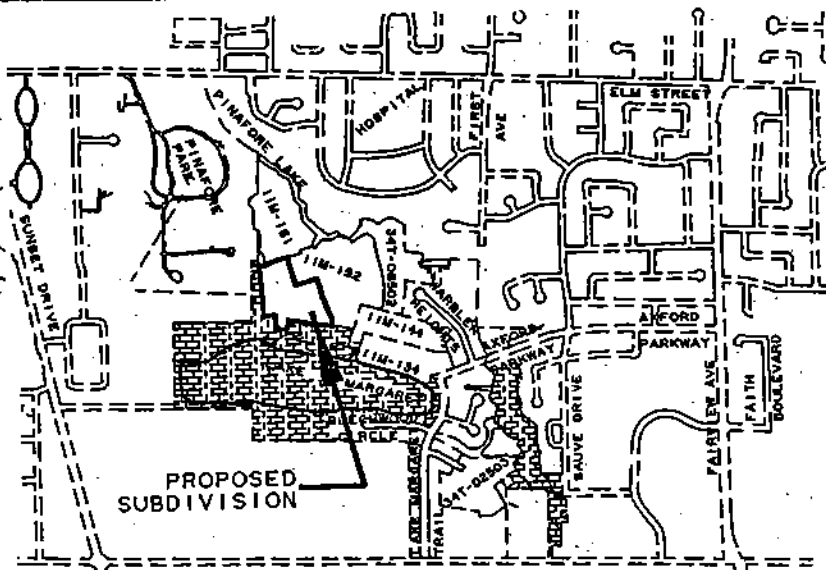
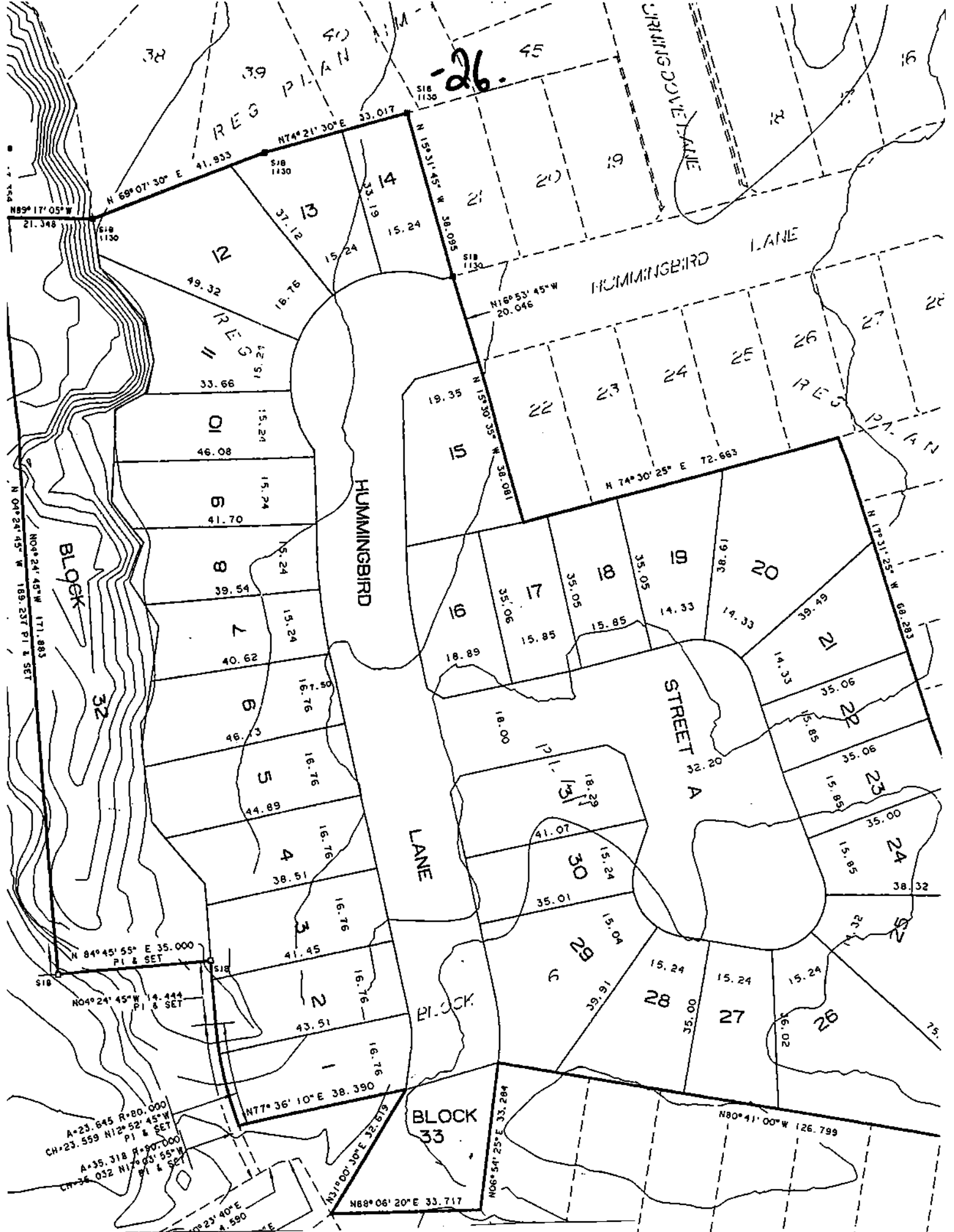
Thanking you for your assistance in this matter.

Yours very truly,



JAMES R. CARRIE

JRC/sm
encl.





Corporation of the

City of St. Thomas

-27-

Report No.

ES114-07

File No.

07-098

Directed to:

Chairman Tom Johnston and Members of the
Environmental Services Committee of Council

Date
September 24, 2007

Department:

Environmental Services

Prepared by:

John Dewancker, Director

Attachment

- Proposed GTF Capital Investment Plan – Location Plan Manitoba/Elgin
- Road Resurfacing needs list

Subject:

Federal Gas Tax Capital Investment Plan – City of St. Thomas Selection of projects

Recommendation:

- That report ES-114-07 be received as information.
- That the Capital Investment Plan under the Federal Gas Tax Funding program as outlined in report ES-114-07 be approved.
- That report E114-07 be forwarded to the Association of Municipalities of Ontario pursuant to the reporting requirements included in the Gas Tax Municipal Funding Agreement.

Origin:

Under the Municipal Funding Agreement for the transfer of Federal Gas Tax Revenues for Cities and Communities, each municipality acknowledges and agrees to undertake and complete prior to December 2008 a Capital Investment Plan that confirms the nature, location and the rationale for the selection of the projects that are being recommended for implementation under the funding program.

The purpose of this report is to establish the Gas Tax Investment Plan for the City of St. Thomas

Analysis:

The focus of the federal gas tax funding program is to fund Environmentally Sustainable Municipal Infrastructure Projects (ESMI). These projects have been defined as municipal infrastructure projects that:

- i) improve the quality of the environment and contribute to reduce greenhouse gas emissions, clean water, or clean air; and that
- ii) fall within the category of projects described below:

Eligible Projects. *ESMI Projects* include the following:

- a) Public transit:
 - i Rapid transit : tangible capital assets and rolling stock (includes light rail, heavy rail additions, subways, ferries, transit station, park and ride facilities, grade separated bus lanes and rail lines);
 - ii Transit buses: buss rolling stock, transit bus stations;
 - iii Intelligent Transport System (ITS) and Transit Priority Capital Investments;
 - iv ITS technologies to improve transit priority signalling, passenger and traffic information and transit operations;
 - v Capital investments, such as transit queue-jumpers and High Occupancy Vehicle (HOV) lanes;
 - vi Para transit : rolling stock, fixed capital assets and systems;
 - vii Related capital infrastructure: bus-loading bays, road rehabilitation for bus-only lanes;
 - vii Active transportation infrastructure (eg. Bike lanes).
- b) Water:
Drinking water supply; drinking water purification and treatment systems; drinking water distribution systems; water metering systems.
- c) Wastewater:
Wastewater systems including sanitary and combined sewer systems; and separate storm water systems.
- d) Solid waste:
Waste diversion; material recovery facilities; organics management; collection depots; waste disposal landfills; thermal treatment and landfill gas recuperation.
- e) Community Energy Systems:
Cogeneration or combined heat and power projects (where heat and power are produced through a

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single process);

District heating and cooling projects where heat (or cooling) is distributed to more than one building.

- f) Local roads, bridges and tunnels, active transportation infrastructure (eg., bike lanes) that enhance sustainability outcomes.

Based on the above project selection criteria, the intent of this funding program is to fund environmentally sustainable municipal infrastructure projects within a number of categories: Public Transit, Water, Wastewater, Solid waste, Community Energy Systems and lastly Local Roads & Bridges and active transportation infrastructure that enhances sustainable outcomes. Further, eligible projects that municipalities can invest in must include measurable outcomes in terms of cleaner air, cleaner water and reduced green house gas emissions. Finally, the projects that can be funded by the Federal Gas Tax Revenue must be incremental i.e. the funding either enables a project's implementation or it enhances its scope or it accelerates its timing. (In this latter regard, under the agreement, other existing municipal infrastructure funding sources cannot be reduced and municipalities cannot displace current capital investment or use the Federal Gas Tax Revenue to reduce municipal taxes i.e. the funding must result in increased investment in environmentally sustainable infrastructure equal to the amount of revenue received under this funding program).

Under this funding program, municipalities with a population less than 500,000 may select road/bridge projects for funding under the Federal Gas Tax program. These municipalities however they must meet the above noted goals for eligible projects as capacity Building Projects and Environmentally Sustainable Municipal Infrastructure (ESMI) Projects. Such road and bridge projects, if chosen by the municipality as a GTF category for funding, must comply with a unique requirement to demonstrate that they will meet these outcomes prior to a municipality spending federal gas tax funds on these roads and bridge projects. Such plans, outlining the sustainable outcomes of investing in local roads and bridges must be submitted in advance of expending the funds on this type of project.

Upon review of the City's capital needs and the nature of projects that will satisfy the selection criteria as outlined in the GTF agreement, the following projects are recommended for implementation:

1. Manitoba Street (Kains Street to north limit), Edward Street (Manitoba Street to Alma St.) and Barwick St. (Hughes to Manitoba St.) Sanitary sewer replacement, new storm sewer installation, Watermain Replacement and road reconstruction.

This project will involve the replacement of the sanitary sewer and watermain, including service connections to adjacent properties, installation of storm sewers to separate the storm water from sanitary sewage, followed by road reconstruction.

The environmental outcomes of this project include elimination of storm drainage inflow into the sanitary sewer system, reduction of sewage flows to be treated by the water pollution control plant including associated energy savings, reduction in plant by-pass volume and event frequency at the WPCP CSO facility, reduced number of sewage back up events in the sanitary sewer, replacement of aging infrastructure that is in poor condition, storm water quality enhancement of storm drainage discharges, water quality improvement of the potable water supply, roadway safety improvements and reduced maintenance for both vehicular and pedestrian traffic.

Also, this project was earlier identified as a high priority project for submission of funding approval to COMRIF intake #3, however there was no funding approval by COMRIF at that time.

2. Elgin Street (Dennison Ave to Wellington Street), Gladstone Ave (Elgin Street to ravine), Storm sewer in Mill Creek tributary ravine (Gladstone Ave to storm sewer outlet) – New storm sewer and storm sewer replacement, sanitary sewer rehabilitation, watermain replacement and road reconstruction.

This project will involve the construction of a new storm sewer system on Elgin Street, and upgrading of a portion of the existing storm sewer on Gladstone Ave. and the replacement/rehabilitation as required of the existing storm sewer between Gladstone Ave and the Mill Creek Storm drainage outlet, the rehabilitation of the existing sanitary sewer on Elgin Street, sanitary sewer replacement on Gladstone Ave, watermain replacement on Gladstone Ave and Elgin Str. (between Wellington St and Gladstone Ave) Replacement of water and sanitary services to property line followed by the reconstruction of Elgin Street.

The environmental outcomes of this construction projects include the following:

Separation of existing combined sanitary sewer flows by installation of a new storm sewer system and rehabilitation in part of a portion of the existing storm sewer system, reduction of the sewage flows to be treated by the WPCP including associated energy savings, reduction in plant-by-pass volume and event frequency at the WPCP CSO facility, storm water quality enhancement of storm drainage discharges, water distribution improvements and roadway safety improvements and reduced maintenance for both vehicular and pedestrian traffic needs. Also, the installation of this new storm sewer system on Elgin Street will allow further sewer separation works of the existing combined sewer system along Wellington Street and to be undertaken in the future.

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A schematic plan showing both proposed area improvements is included in the appendix to this report.

There are many other projects as outlined in the current Environmental Services' Capital needs list and which includes projects with a combined capital cost in excess of \$60M. However, as a result of the internal review conducted, the above noted projects rate very high when applying the project outcomes that are expected to be attained under the Federal GTF agreement.

Council concurrence and approval is respectfully requested for the proposed selection of the projects.

Financial Considerations

The estimated cost of the proposed projects with a total value of \$5.4M is as follows:

	Manitoba/ Barwick/ Edward St.	Elgin/Gladstone Ave	Talbot St Terminal Reconstr.	Transit Building	Integrated Community Sustainable Plan	Road Resurfacing Projects (to be prioritized)
Sanitary sewer works	\$1,104,000.	325,000	170,000			
Storm sewer works	722,000.	3,045,000.				
Watermain works	814,000.	150,000.				
Road reconstruction	234,000.(*)	580,000.				
total	\$2,874,000.	\$2,100,000 (**)	\$170,000		\$20,000.	\$236,000.

(*) The need to reconstruct the road is caused in part by the need to renew existing underground services or the need to install new underground services within the road right-of-way. Therefore a share of the road reconstruction cost has been apportioned to the cost of the underground service.

(**) Predesign cost estimate and subject to refinement upon completion of the final design stage of this project.

The above expenditure table also includes \$170,000. for new sanitary sewer works previously approved and currently being completed along Talbot St., east of Manor Rd. as well as a budget of \$20,000. to complete an Integrated Community Sustainability Plan, required under the terms of the GTF agreement. This Plan primarily constitutes a new planning document that reflects a coordinated approach between various municipal plans, land use planning and financial tools, which, when combined, contributes to community sustainable objectives.

It is recommended that the balance of the gas tax fund \$236,000. be allocated to road resurfacing project. A further report will be prepared to confirm the road locations recommended for resurfacing, together with the completion of the Schedule 'C' form under the GTF Agreement to confirm the impact of this investment on the sustainable outcomes for these local roads

The following provides the GTF budget as well as the schedule of payments over the life of the GTF Agreement.

Schedule of Fund Payments			
Year	July 15 th	November 15 th	Total
2005		\$648,080.89	\$648,080.89
2006	324,040.45	324,040.44	648,080.89
2007	432,005.69	432,005.68	864,011.37
2008	539,970.93	539,970.92	539,970.92
2009	1,079,941.85	1,079,941.86	2,159,883.71
Total			\$5,399,998.70

The Federal Budget as presented on March 19, 2007 indicated that the GTF would continue to be provided to Municipalities through to year 2014

Respectfully submitted


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

Reviewed By:


Treasury

Env Services

Planning

City Clerk

HR

Other

Pending Road Resurfacing Projects (appended to previous report ES45-06)

- I Roads rated as Deficient or Poor planned for improvement in next 5-year Capital Budget Program
The following projects are considered as integrated and should be completed in conjunction with a number or above- and under-ground infrastructure needs within the road right-of-way. Funding could be made available from reserves and 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	Leila
College	Oliver	Ross
Myrtle	First	Ravine
First	Elm	Intersection
Edward	Burwell	Intersection
Talbot	Fairview	Centennial
Hiawatha	Scott	Owaissa
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

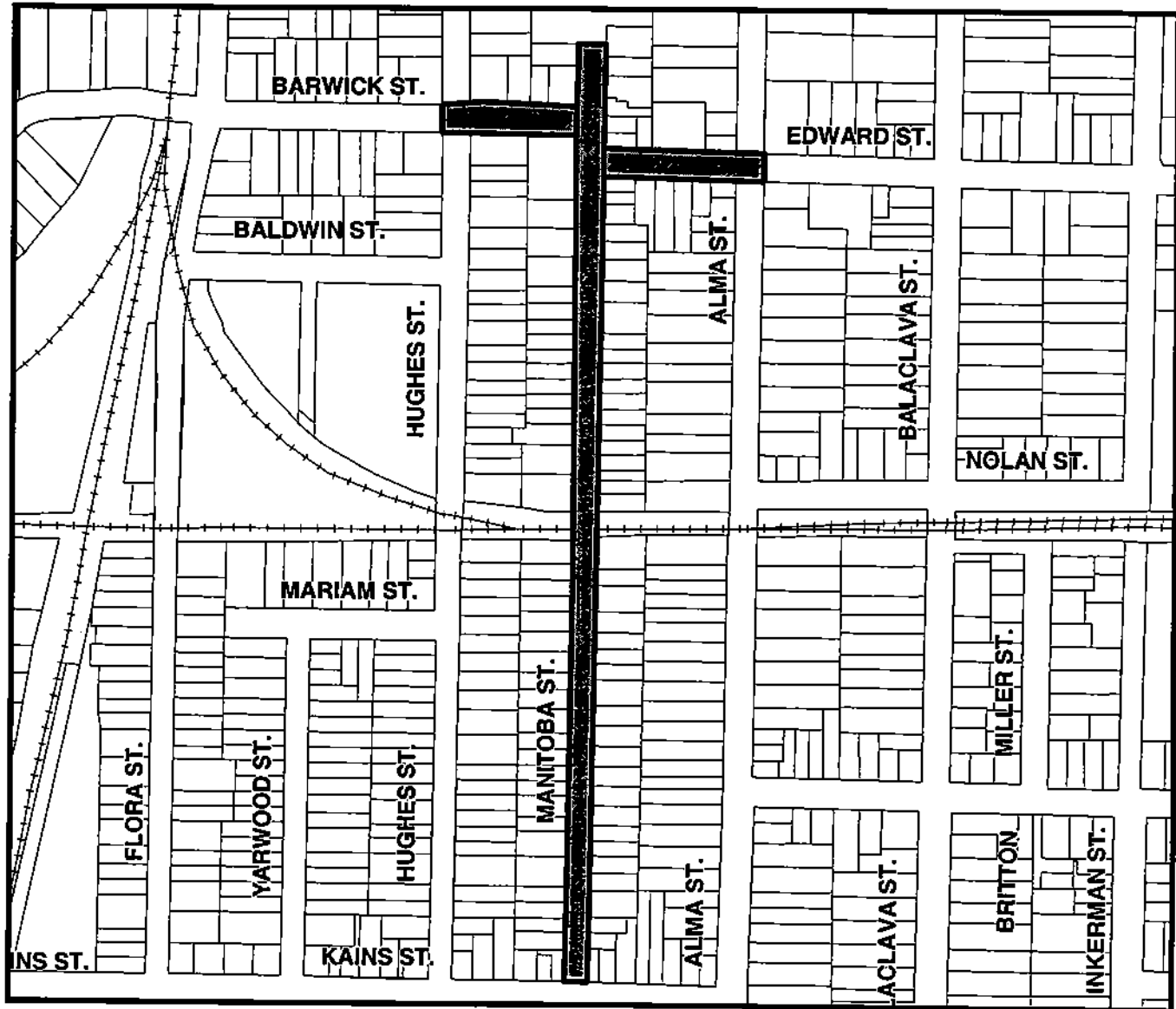
- II Roads rated as Deficient or Poor and planned for improvement as Road Resurfacing candidates during 2008-2012 or as an Integrated Needs Project "beyond" 5-year Capital Budget Program

This partial list of road sections need further evaluation and decision-making for a number of reasons including:

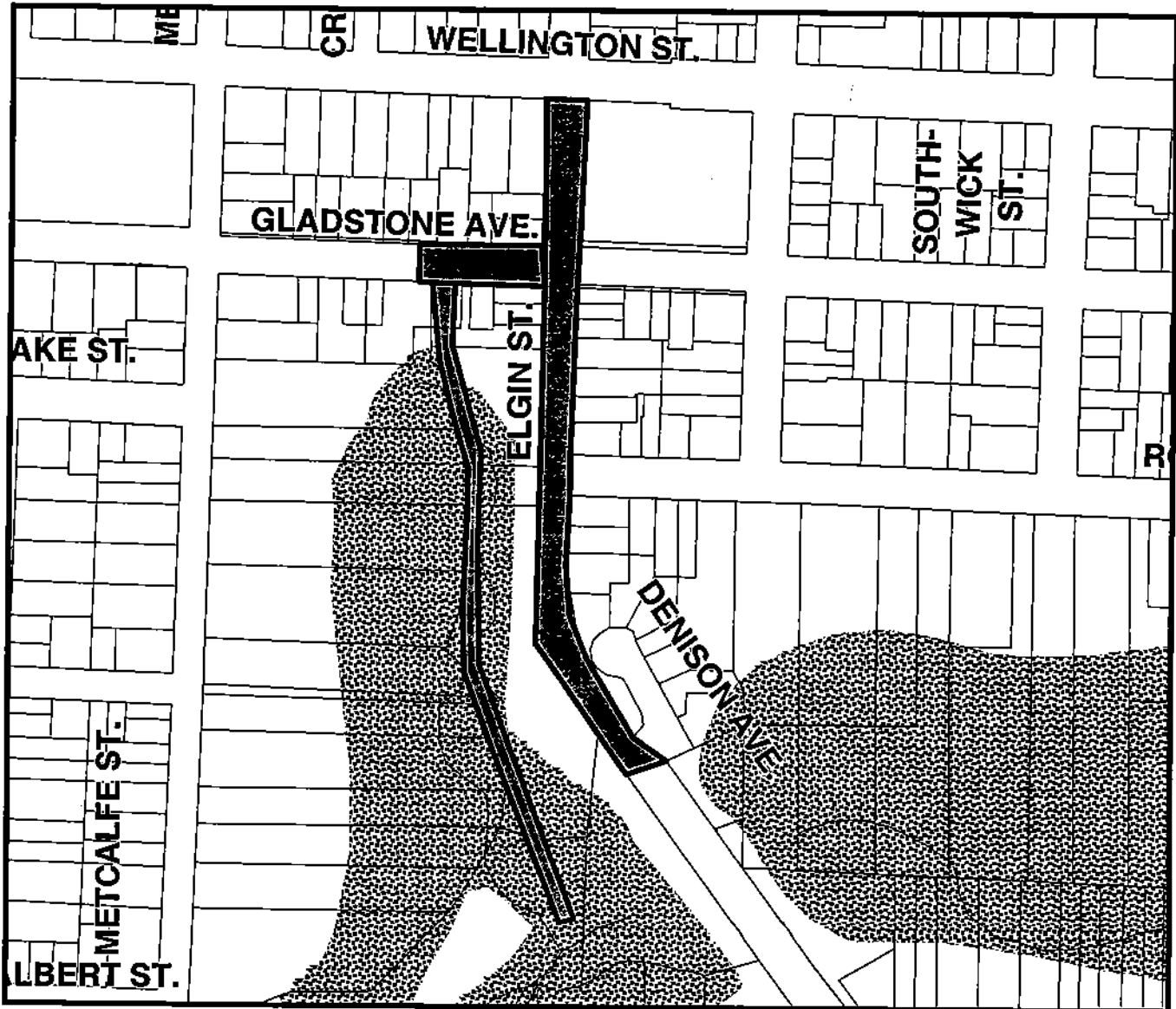
- The updated Water needs and Financial Study.
- The Elgin Street/Wellington Street Storm Water Drainage Area Study.
- Annual ratings conducted jointly by Operations and Engineering staff for existing condition of roads, curb/gutters, sidewalks, watermains, sanitary sewers, and storm sewers. This also 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.
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	Elgin	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
Amelia	Moore	Ross
Churchill	Elmina	Coyne
Elysian	W Pearl	East
Ermatinger	Churchill	Montgomery
Fourth	Erie	Locust
Hiawatha	Curtis	North End
Elm	Mandeville	Pinafore Park
Locust	Ross	Fourth
Major	Sunset	Tracks
Mandeville	Hepburn	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

PROPOSED FEDERAL GAS TAX FUND CAPITAL INVESTMENT PLAN



Manitoba St./Barwick St./Edward St.



Elgin St./Gladstone Ave./ Mill Creek Ravine



Corporation of the

City of St. Thomas

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Report No.
HR-14-07

File No.

Directed to: Alderman Gord Campbell and Members of the Personnel and Labour Relations Committee

Date Authored:

September 19, 2007

Meeting Date:

October 1, 2007

Department: Human Resources

Prepared By: Graham Dart, Director, Human Resources

Attachment

Mosey & Mosey Report

Subject: EMPLOYEE GROUP BENEFIT PLAN RENEWAL

RECOMMENDATION:

- That Council receive Report HR-14-07 for information purposes, and
- That Council authorize the renewal of the Employee Group Benefit Plan with Manulife Financial for the period of October 1, 2007 to September 30, 2008

REPORT:

The City provides a group benefit plan to its employees through Manulife Financial. The benefits provided are outlined in the respective Collective Agreements and the non-union By-Law. The annual renewal date is October 1st.

The attached documents from Mosey & Mosey Benefit Plan Consultants outline the financial change to the plan as a result of negotiations between Mosey & Mosey and Manulife, as well as providing rationale for the changes to the premiums.

FINANCIAL:

The initial renewal proposal from Manulife indicated that a \$266,210 (11.5%) increase was required for the benefits provided. Mosey & Mosey were able, based on their analysis, to get Manulife to agree to an overall increase of \$143,847 (6.2%), a difference of approximately \$122,336.

The impact on the 2007 operating budget will be approximately \$36,000 and will be reflected accordingly, in each department's benefit lines as an overage and identified globally on the September 30th budget monitoring report.

Subject to questions, Council is requested to approve the recommendations in this report.

Respectfully,

Reviewed By: 

Treasury

Env Services

Planning

City Clerk

Human
Resources

Other

THE CORPORATION OF THE CITY OF ST. THOMAS

Renewal Effective October 1, 2007

Premium Costs - Summary

Benefit			Current Cost	Initial Renewal Cost		Negotiated Renewal Cost	
	Volume		Monthly Premium	Monthly Premium	Adjustment	Monthly Premium	Adjustment
Basic Life Insurance	45,351,927		\$ 14,134.76	\$ 14,860.87	5.1%	\$ 14,134.76	0.0%
Optional Life Insurance	318,000		92.86	92.86	0.0%	92.86	0.0%
Basic AD&D Insurance	44,744,000		1,252.82	1,252.82	0.0%	1,252.82	0.0%
Basic Dependent Life Insurance	381		611.90	643.04	5.1%	611.90	0.0%
Optional Dependent Life Insurance	33		94.38	94.38	0.0%	94.38	0.0%
Long Term Disability Insurance	1,018,168		26,322.25	26,322.25	0.0%	25,059.77	-4.8%
Weekly Indemnity Insurance	241,402		10,376.93	11,487.08	10.7%	11,487.08	10.7%
Extended Health Care							
	Single	62	5,722.57	6,621.08		6,209.00	
	Family	393	96,009.99	111,179.70		104,170.46	
	Total		101,732.56	117,800.78	15.8%	110,379.46	8.5%
Travel Assistance							
	Single	54	113.85	170.79		142.56	
	Family	373	1,951.20	2,926.80		2,439.19	
	Total		2,065.05	3,097.59	50.0%	2,581.75	25.0%
Dental							
	Single	60	2,011.94	2,192.35		2,179.13	
	Family	380	33,848.70	36,884.33		36,657.52	
	Total		35,860.64	39,076.68	9.0%	38,836.65	8.3%
TOTAL MONTHLY PREMIUM - ALL BENEFITS			\$ 192,544.15	\$ 214,728.35		\$ 204,531.43	
TOTAL ANNUAL PREMIUM - ALL BENEFITS			\$ 2,310,529.80	\$ 2,576,740.20		\$ 2,454,377.16	
Variance To Current Cost				\$ 266,210.40	11.5%	\$ 143,847.36	6.2%

Long Term Disability

Manulife proposed no change to rates this year based on changes in employee demographics from one year to the next, and the application of a credibility factor to the City's individual claims experience results over the past five (5) policy years. Mosey & Mosey's analysis suggested a 4.8% decrease was appropriate to which Manulife agreed.

Out-of-Country Travel

This benefit is underwritten on a fully pooled basis. As such, rates are based on Manulife's financial performance of their overall pool. Manulife has completed a review of the pool performance and indicated that increases are necessary as a result. The required adjustment is 50% over two years. It is important to note that this is the first change in travel rates in a number of years and further, that fortunately, this benefit does not generate high premium dollars – the monthly increase is to be applied in premium dollars is \$516.

Weekly Indemnity Benefit

The level of the claims under the Weekly Indemnity benefit has increased substantially during this period; these claims are 135% higher than the claims level during the previous Policy Year.

In the calculation of the required renewal adjustment for the Weekly Indemnity benefit, two years claims experience is considered due to the potential volatility of the claims experience. In this regard, this current experience was considered in combination with the more favorable claims experience exhibited during the 2005-2006 Policy Year.

Manulife Financial proposed a premium rate increase of 10.7% which is supported by Mosey & Mosey's renewal analysis.

Extended Health Care

The Health Care benefit is underwritten on a fully experience-rated, retention accounting basis. Renewal rate adjustments are based on your group's emerging claim trends together with inflation and utilization trends. Manulife proposed an increase of 15.8% whereas as Mosey & Mosey's calculation supported a required renewal rate increase of 8.3%.

The level of the claims under the Extended Health Care benefit during this period is approximately 15% higher than the claiming level exhibited under the plan during the 2005-2006 Policy Year. It should be noted that the finalized rate adjustment is below inflationary costs for health care which typically ranges from 12% to 15% per year. Newer, more expensive drugs, an aging population, increased utilization and plan design all contribute to a high rate of inflation on health care.

Dental

Similar to the Health benefit, the Dental Care benefit is underwritten on a fully experience-rated, retention accounting basis. Renewal rate adjustments are based on your group's emerging claim trends together with inflation and utilization trends. Manulife proposed an increase of 9% whereas as Mosey & Mosey's calculation supported a required renewal rate increase of 8.3% which is well within industry norms.

The level of the claims under the Dental benefit during this period is approximately 11% higher than the claiming level exhibited under the plan during the 2005-2006 Policy Year.

Financial Position

Mosey & Mosey has only just received from Manulife Financial the City's 2006/2007 financial report, and therefore, the full audit of the report has not yet been completed.

However, the preliminary results indicate that the Extended Health Care plan produced a small surplus this past year (approximately \$22,000), while the Dental plan operated in essentially a break-even position (a small surplus of approximately \$1,600). However, the Weekly Indemnity benefit generated a substantial deficit (approximately \$65,000) during this past year; as a result, the overall program generated a deficit of approximately \$42,000. This deficit will be funded by a transfer from the Claims Fluctuation Reserve (CFR) currently held by Manulife Financial.

Recommendation

Based on Mosey & Mosey's audit and review of our benefit program, the recommendation to council is to accept the renewal action as outlined.



Corporation of the

City of St. Thomas

-37-

Report No.

TR-41-07

File No.

Directed to:

Chairman Terry Shackelton and Members of the Finance and Administration Committee

Meeting Date: 10/01/07

Date Authored: 9/24/07

Department:

Treasury

Attachments:

Prepared By:

W. J. Day, Director of Finance and City Treasurer

Subject:

Grant Request - Ontario 9-1-1 Advisory Board

Recommendation:

In connection with Report TR 41-07 it is recommended that Council approve a \$100 grant to the 9-1-1 Ontario Advisory Board; and further that the amount be funded from the Council Grants budget account.

Background and Comments:

At its September 4, 2007 meeting, Council resolved that:

"The correspondence from Dan Van Londersele, Chair, Ontario 9-1-1 Advisory Board, requesting that Council consider a financial contribution be referred to the Treasury Department."

The Ontario 9-1-1 Advisory Board is seeking financial assistance from each municipal government in order to continue as the technical and information authority respecting the implementation and operation of 9-1-1 Emergency Number systems in Ontario. They are requesting \$100 from each of Ontario's 445 municipalities so as to allow them to continue to represent the interests of municipal governments and their citizens on 9-1-1 issues.

Following consultation with the Police Chief and the Fire Chief we are recommending that a grant in the amount of \$100 be made to this organization.

Respectfully submitted,

William J. Day

Director of Finance and City Treasurer



Corporation of the

City of St. Thomas

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Report No.
CC-44-07

File No.

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

Date Authored:

September 11, 2007

Meeting Date:

September 17, 2007

Department: Clerk's Department

Prepared By: Wendell Graves, City Clerk

Attachment

Corporate Air Terminal Feasibility Study

Subject: Corporate Air Terminal Feasibility Study

Recommendation:

THAT : Report CC-44-07 be received for information, and further,

THAT: Council receive the Corporate Air Terminal Feasibility Study as prepared by LPS AVIA Consulting, and further,

THAT: Staff be directed to develop an implementation strategy of the Report's recommendations for Council's consideration.

Background:

Earlier in the year Council authorized LPS AVIA Consulting to undertake a strategic review of the air terminal at the St. Thomas Municipal Airport.

The intent of this review was to provide recommendations to the City which would assist the City in positioning the St. Thomas Municipal Airport to meet continuing and future needs of the aviation clients it serves and also to define strategic recommendations aimed at enhancing the airport to capture future aviation opportunities.

During its investigation LPS undertook the following tasks relating to the St. Thomas Municipal Airport:

1. An aviation market overview
2. A demand assessment for services
3. A facility assessment

Further, LPS have made a number of recommendations relating to future air terminal and hangar needs in order to adequately meet the needs of corporate air traffic.

Following receipt of the report and Council direction, staff will develop an implementation strategy for Council's consideration aimed at achieving the recommendations of the report based on a priority basis and the availability of budget allocations.

Respectfully,

Reviewed By: _____

Treasury

Env Services

Planning

City Clerk

Human
Resources

Other



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Corporation of the
City of St. Thomas

Report No.

FD07-08

File No.

Directed to: Chairman Dave Warden, and Members of the Protective Services Committee

Date
October 1, 2007

Department: Fire Department

Attachment

Prepared By: Fire Chief Bob Barber

Subject: Fire Department Report for the Months of July and August 2007

Recommendation:

"THAT" The Fire Report of the St. Thomas Fire Department for the months of July and August 2007 be received for information.

Report:

SUMMARY OF RESPONSES BY ST. THOMAS FIRE DEPARTMENT

July 2007 to August 2007

<u>Response Types</u>	<u>2007 incidents</u>	<u>2006 incidents</u>	<u>YTD 2007</u>
Fires/Explosions/Pre-fire conditions	43	22	135
False Fire Calls	53	79	170
Public Hazards	26	19	94
Vehicle Accidents/Rescues	10	17	46
Medical/Resuscitator calls	214	245	900
Other Responses	68	27	200
Total Responses July - August			
The total estimated dollar loss	414	409	1,545

Incidents of Note

An extremely dry and hot summer has had our crews responding to numerous grass fires throughout the Municipality. One weekend in July had four such incidents. Pinpointing a cause in these cases is usually difficult to do based on the large area affected by the fire. Only eyewitness accounts can determine if it may have been intentionally set or accidental in nature.

Our crews were busy with medical calls throughout the summer months responding to a large number of incidents during the months of July and August.

Other calls of interest include a severe truck fire between to residences on Forest Ave., which had the potential to spread to the neighbouring homes if not dealt with quickly.

A pot of oil left unattended caused the tenant of a Confederation Dr. Apt. to burn his hand in trying to extinguish the fire with a dry chemical extinguisher. Fortunately there was no damage to the residence and Paramedics treated the tenant for his injuries.

On the stranger side, our crews investigated to two flowerpot fires, both pots contained peat moss and so the question being asked now is did the peat moss spontaneously combust?

Fire Prevention Message

October 7-13, 2007 is Fire Prevention Week in Ontario. Every family in Ontario must learn and understand what to do when a fire starts. To underline the importance to this very important fire protection measure, this year's Fire Prevention Week theme is "**Practise Your Escape Plan.**" Every household should develop a home fire escape plan. For information on how to develop a plan and points to consider the public are encouraged to contact the St. Thomas Fire Prevention Office at 519 631 0210.

Our department is having an open house on Wednesday October 10, 2007 at both stations from 6pm until 8pm. Members of Council and the public are welcome to attend.

Respectfully,


Chief Bob Barber



Corporation of the

City of St. Thomas

Report No.

ES113-07

File No.

Directed to:

Chairman David Warden, Members of the Protective Services and Transportation Committee

Date
October 1, 2007

Department:

Environmental Services

Attachments
October 2007 - Winter
Maintenance Program

Prepared By:

Dave White C. Tech - Supervisor of Roads & Transportation

Subject:

October 2007 Winter Maintenance Program & Quote No. 07-730 Snow Plowing On-Street Municipal Roads and Off-Street (Municipal Parking lots/Fire Lanes)

Recommendation:

THAT: Report ES113-07 be received for information; and further,

THAT: The attached 2007 / 2008 Winter Maintenance Program Section - Roads & Transportation Maintenance and Operating Standards be approved.

THAT: Council accept the quotation submitted by Berdan Paving Limited to provide Municipal Road Snow Plowing services on an on-call basis, for an hourly rate of \$90.10 including taxes for each of three vehicles specified for the winter maintenance period of December 1, 2007 to March 31, 2008; and further,

THAT: Council accept the quotation submitted by Brian Coutts to provide Municipal Parking Lot and Fire Lane Snow Plowing services on an on-call basis, for an hourly rate of \$69.96 including taxes for each of two vehicles specified for the winter maintenance period of December 1, 2007 to March 31, 2008; and further,

THAT: Based on satisfactory performance, staff considers extending the agreements on an annual basis with the hourly rates indicated in this report.

Origin

In order to comply to Ministry Regulations and City Standards for the Winter Maintenance period and in addition to the current staff and equipment, there is the requirement to hire stand-by Contractors for;

- On-Street Municipal Roads (3 vehicles and operators for 3 existing routes) and,
- Off-Street (Municipal Parking lots/Fire Lanes) (2 vehicles and operators, one for the north side and one for the south side parking lots/fire lanes.

Analysis

A quotation for the Snow Plowing for On-Street Municipal Roads and Off-Street (Municipal Parking lots/Fire Lanes) was issued and closed on Thursday August 23, 2007 at 2:00 p.m. The contract is for on call snow plow/removal services throughout the winter maintenance period commencing December 1, 2007 through March 31, 2008. Each contractor awarded a contract receives a standby rate of \$60.00 per day per vehicle for this period. Each time a contractor is called out for a winter maintenance activity, they receive the agreed upon hourly rates as described below.

Five bids were received from five different providers and the total prices including taxes are as follows;

	Bidder	Equipment 1 Rate per Hour (incl. taxes)	Equipment 2 Rate per Hour (Incl. taxes)	Equipment 3 Rate per Hour (incl. taxes)	Equipment Quoted
1	Brian Coutts	\$69.96 for off street	\$69.96 for off street		2 Tractors
2	Berdan Paving Ltd.	\$90.10 for on street	\$90.10 for on street	\$90.10 for on street	3 Trucks w/ Plow
3	BLR Contracting	\$105.00 for on street			Truck w/ Plow
4	Karl Janoska	\$132.50 for off street	\$132.50 for off street		2 4WD Tractors
5	Sunshine Landscaping	\$72.00 for off street	\$79.00 for off street		1 Truck w/ Plow 1 Backhoe

After the public opening the quotations were checked for required specifications, mandatory response requirements and calculation errors. With everything in order, it is recommended that Council accept the quotation submitted by;

- **Bidder #1 Brian Coutts** for Off-Street (Municipal Parking lots/Fire Lanes) with two pieces of equipment and operators at \$69.96 per stand by hour; and,
- **Bidder #2 Berdan Paving Ltd** for On-Street Municipal Roads with three pieces of equipment and operators at \$90.10 per stand by hour.

In addition to the 2007 / 2008 Winter Maintenance Program, bidders were asked to submit a price for two optional extension periods. Brian Coutts has submitted a 1.52% increase for the 2008 / 2009 period and a 1.5% increase for the 2009 / 2010 Winter Maintenance Period. Berdan Paving Ltd. Has submitted 5% increase for the 2008 / 2009 period and a 5% increase for the 2009 / 2010 Winter Maintenance Period.

Financial Considerations:

The costs associated with the recommendations in this report are within the 2007 Roads Maintenance Operating budget and a component of the upcoming 2008 Roads Maintenance Operating budget.

Alternatives:

There are no alternatives suggested at this time.

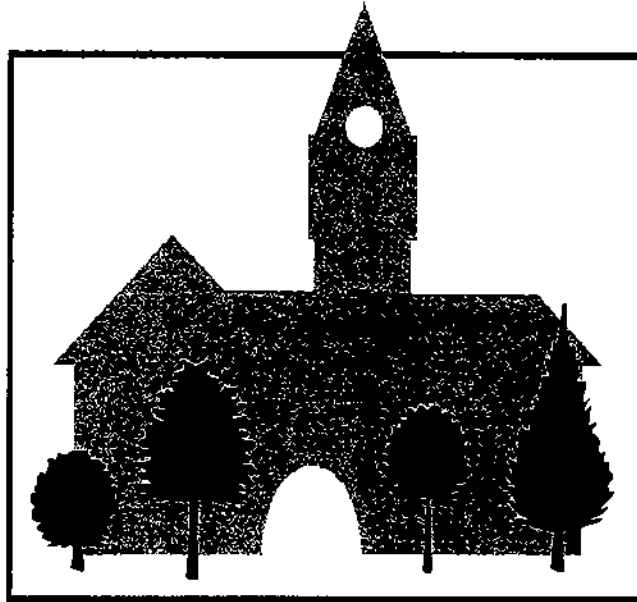
Respectfully,



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

Reviewed By: Treasury John Stewart Env Services Planning City Clerk HR Other

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THE CORPORATION OF THE CITY OF
ST. THOMAS

Environmental Services Department
Operations Division

Maintenance and Operating Standards
Roads and Transportation Services
Section 01-600
WINTER MAINTENANCE PROGRAM

October 2007

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Management & Staff Complement Roads and Transportation Services

John Dewanker – Director of Environmental Services,
Ivar Andersen – Manager of Operations and Compliance,
Dave White - Supervisor of Roads & Transportation Services.

Roads Maintenance & Operations

Mike Davie, Roads & Traffic Maintenance Foreman
Jack Balsdon, Permanent Lead Hand
(2) Heavy Equipment Operators
(8) Medium Equipment Operators
(2) Summer Students

For the winter maintenance program the addition of (2) Temporary Lead Hands for Supervisor on call (current staff upgraded to pay level), (2) Water/Wastewater staff are transferred to Roads for sidewalk plowing, (2) temporary staff for bus stop and shelter maintenance for concurrent service.

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Municipal Act 2001 - Ontario Regulation 239/02

Minimum Maintenance Standards for Municipal Highways

Roads and Transportation Services

The Maintenance and Operating Standards contained in this document have been developed to meet or exceed Ontario Regulation 239/02 and to consolidate previously approved Quality Standards documents and associated policies.

Ontario Regulation 239/02 (as amended) sets out the minimum standards of repair for highways under Municipal jurisdiction. It specifically covers winter maintenance activities such as;

- Routine patrolling
- Snow accumulation
- Icy roadways

Within Regulation 239/02, Roadway Classifications are determined based on Average Annual Weekday Traffic (AADT) volumes. The suggested classification is shown based on the 50 km/h roadways in St. Thomas as follows;

AADT	REG. 239/02 CLASSIFICATION	ST. THOMAS PRIORITY
15,000 or more	2	Priority 1, Arterial Roads
4,000 - 14,999	3	Priority 2, Collector Roads
500 - 3,999	4	Priority 3, Local Roads
0 - 499	5	Priority 4, Public Laneways & Parking Lots

It has been determined that based on the classifications within Reg. 239/02 there are no Classification 1 roads in the City of St. Thomas. The City establishes the Roadway Classifications based on historical traffic volume information.

The Roads and Transportation Services Maintenance and Operating Standards were developed for each activity covered and based on previously established Quality Standards. They are generally above the Regulated Minimum Maintenance Standards within Regulation 239/02 and meet known engineering best practices.

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Highway Traffic Act, Ontario Regulation 555/06

The Hours of Work Regulation

Roads and Transportation Services

The Collective agreement between The Corporation of the City of St-Thomas and Local 35, Canadian Union of Public Employees (as amended), The City of St-Thomas By-Law No. 102-2004 (as amended), and The Highway Traffic Act Reg. 555/06 shall apply. All employees are required to monitor their hours of work and only accept shifts to accommodate the above agreement, By-law and Act.

The Ministry of Labour has confirmed in writing that Municipal and Contract workers performing winter maintenance operations are exempt from the Employment Standards Act (ESA 2000) for hours of work as set out in Reg. 285/01.

The Ministry of Transportations' Ontario Regulation (O. Reg) 555/06 titled "Hours of Service" under the Highway Traffic Act came into effect January 1, 2007. The following is a summary of key points that will affect municipalities regarding hours of work for drivers operating under the municipal C.V.O.R. Depending on the severity of winter experienced, this legislation may effect the level of service delivery for winter maintenance activities.

As of January 1, 2007;

- Drivers of C.V.O.R. classified vehicles must take a minimum of 10 hours off duty every day, eight of which must be consecutive.
- The C.V.O.R. operator (City) must make sure that the driver has taken 36 consecutive hours off duty (both driving and non-driving duties) in the previous 7 days.
- The C.V.O.R. operator (City) must require every driver to keep a daily log in accordance with Reg. 555/06.

Beginning June 1, 2007 all Local 35 employees that may be required to drive a vehicle (not equipment) over 4,500 kg, will be required to complete a log book on a daily basis. This logbook will take the form of a 1" binder that is kept at the 100 Burwell Operations Centre. The logbook will consist of (52) 7-day cycle forms as per the attached sample. If the Ministry of Transportation asks a driver for the daily log, the driver will indicate that the operator/driver records are maintained at 100 Burwell Operations Centre.

The Ministry of Transportation has recently amended the Hours of Service regulations under the *Highway Traffic Act* in a manner that should give municipalities a greater ability to respond to inclement weather and other events affecting public safety.

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The Highway Traffic Act

Roads and Transportation Services

The applicable excerpt (that is specifically related to the winter maintenance program) from the Highway Traffic Act R.S.O. 1990, CHAPTER H.8 SECTION 170;

Vehicles interfering with traffic;

(12) Despite the other provisions of this section, no person shall park or stand a vehicle on a highway in such a manner as to interfere with the movement of traffic or the clearing of snow from the highway. R.S.O. 1990, c. H.8, s. 170

(12) Application of subs. (12), where by-law in force

(13) The provisions of subsection (12) with respect to parking or standing in such a manner as to interfere with the movement of traffic or with the clearing of snow from the highway do not apply to a portion of a highway in respect of which a municipal by-law prohibiting or regulating parking or standing in such a manner as to interfere with traffic or with the clearing of snow from the highway, as the case may be, is in force. R.S.O. 1990, c. H.8, s. 170 (13).

Penalty

(14) Every person who contravenes this section is guilty of an offence and on conviction is liable to a fine of not less than \$20 and not more than \$100. R.S.O. 1990, c. H.8, s. 170 (14).

Powers of officer to remove vehicle

(15) A police officer, police cadet, municipal law enforcement officer or an officer appointed for the carrying out of the provisions of this Act, upon discovery of any vehicle parked or standing in contravention of subsection (12) or of a municipal by-law, may cause it to be moved or taken to and placed or stored in a suitable place and all costs and charges for removing, care and storage thereof, if any, are a lien upon the vehicle, which may be enforced in the manner provided by the Repair and Storage Liens Act. R.S.O. 1990, c. H.8, s. 170 (15).

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City of St. Thomas – Traffic & Parking By-law Roads and Transportation Services

The City of St-Thomas By-law No. 45-89 contains regulations for Traffic and The Parking of Motor Vehicles within the City.

Roads and Transportation Services manage the By-law by providing reports and By-law revisions to Council for approval and by providing the installation and maintenance of the required signs and markings in support of the By-law.

The City of St-Thomas By-law No. 45-89 contains regulations specifically related to the winter maintenance period. The applicable excerpt (that is specifically related to the winter maintenance program) from;

CITY OF ST. THOMAS
BY-LAW NO. 45-89
A BY-LAW TO REVISE AND CONSOLIDATE
CERTAIN BY-LAWS REGULATING TRAFFIC
AND THE PARKING OF MOTOR VEHICLES.

OVERNIGHT PARKING ON CITY STREETS

24. (1) Notwithstanding any other provisions of this Part, no person shall park a vehicle or allow to stand a vehicle upon any part of any street in the City of St. Thomas between the hours of 3 o'clock a.m. and 5 o'clock a.m. from November 15th to March 15th of the following year. (B/L 99-95)

24. (2) Section 24 (1) shall not apply to vehicles provided the owner of such vehicle has obtained an Overnight Parking Permit from the Director of Public Works and Engineering and has the same affixed to the left rear window of said vehicle. Such permit shall be issued upon payment of an annual fee of TWENTY-FIVE DOLLARS (\$25.00) for each such vehicle. (B/L 99-95)

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Section Series 01 Introduction

Roads - Maintenance & Operating Standards

Roads and Transportation Services

The City of St. Thomas has 426.5 lane kilometres of road surface, 681.3 kilometres of sidewalk, 264.8 kilometres of curbing and 35 linear kilometres of shoulder to maintain within the Roads Maintenance operating and capital projects budgets. In addition all existing pavement markings, road signing and safety devices are maintained through the Roads Maintenance budget. The annual Roads Maintenance budget indicated below will need to increase as every road section is added to the inventory. This provides a consistent method for measuring the performance of the activities along with budgetary requirements.

The 2007 Road Operations Budget includes all required maintenance activities in Road Surface Maintenance, Roadside Maintenance, Winter Maintenance and Maintenance Work for Others covered by these standards. It does not include any road resurfacing which would be budgeted as Capital works.

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Section 01-600

Winter Maintenance Program

Roads and Transportation Services

This program maintains the road network within the City of St. Thomas with a cost effective and efficient mix of permanent staff, contracted services and Municipal partnerships.

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01-600**Overall Winter Maintenance Program**

01-600-01 - Objective: To; meet or exceed Municipal Act Regulation 239/02, reduce the hazards of icy road conditions to motorists, reduce economic losses to the community and industry caused by workers not being able to get to their jobs, facilitate the handling of emergencies by fire and police officials and to maintain safe, school bus and public transit routes.

01-600-02 - Applicable Legislation: The Municipal Act, 2001, Ontario Regulation 239/02, Minimum Maintenance Standards for Municipal Highways (as amended); specifically section 4 & 5 (Snow Accumulation and Icy Roadways). Risk Management and Best Practices for the City

01-600-03 - Approval Report: Quality Standards last updated in 2001, Maintenance & Operating Standards proposed 2007.

01-600-04 – Maintenance Standard: The level of service for the winter maintenance program is as follows;

All streets within the City of St. Thomas do not have to be maintained to the same winter maintenance level-of-service. The level of service given should vary in accordance with the role that a particular street plays in the total transportation network. In order to simplify the determination of what levels of service are reasonable on each particular street, all streets have been classified into the following three priority groups, Priority 1, Priority 2 and Priority 3. A specific level of service applied to each. The City of St-Thomas Quality Standard for Snow & Ice Control was last revised for the 2006/2007-winter maintenance season and was reformatted for this document.

Equipment and Manpower

Each season, Roads Maintenance staff levels have increase by two Water/Wastewater staff are temporarily transferred for the express purpose of providing a consistent level of service for the sidewalk plow/salt program and to more efficiently utilize our staffing resources. Whenever possible, the two assigned staff will be operating the two sidewalk plows exclusively when that is required, although they will be called upon to undertake all the duties of the staff working in the Roads Section. As a result, the two assigned staff will be part of the roads on call rotation and will be in the rotation for the Night Patrol. For the period of the temporary transfer, the two assigned staff will not be in the rotation for overtime work in the Water & Wastewater Section.

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Also each season, two seasonal temporary staff are hired during the winter maintenance program for the express purpose of providing a consistent level of service for bus shelter snow clearing/cleaning program. One additional Lead Hand from each of the Roads and Water/Wastewater areas are temporarily assigned for the express purpose of providing Supervisor On-Call duties in rotation with the Two Permanent Lead Hands annually during the hours of 4:00 p.m. and 7:30 a.m. for the period from December 1 to March 31. The minor additional costs to upgrade the existing staff during this period will not affect the operating budgets of the operations areas.

The City of St-Thomas immediately available manpower consists of;

- (8) Eight Medium Equipment Operators - Roads Maintenance
- (2) Two Heavy Equipment Operators - Roads Maintenance
- (2) One Permanent Lead Hands - (1) Roads Maintenance – (1) Water/Wastewater (when on call)
- (2) Two Temporary Lead Hands (if approved by Council) - (1) Roads Maintenance – (1) Water/Wastewater (when on call)
- (2) Two Water/Wastewater staff for sidewalk plows – Water/Wastewater
- (2) Two seasonal full time staff for transit shelter/bus stop clearing & cleaning

The City of St-Thomas owned winter maintenance equipment consists of;

One-Ton Trucks (used for one snowplow route, cul de sacs and parking lots)

- #249, 1999 Ford one ton with one-way front plow 2-4m blade,
- #266, 1999 Ford one ton with one-way front plow 2-4m blade and small sander/salt spreader,
- #282, 2004 Ford one ton with a reversible plow 2-4m blade,
- #283, 2006 Ford one ton with a reversible plow 2-4m blade,
- #259, 2000 Ford one ton with a reversible plow 2-4 m blade (when required from Parks Department).

Dump Trucks (used on plow/salt/sand routes)

- #237, 1996 Freightliner five ton with combination water dump spreader, reversible front plow
- #258, 1998 International five ton with combination dump spreader, reversible front plow
- #265, 2000 International five ton with combination dump spreader, reversible front plow
- #286, 1999 International five ton with combination dump spreader, reversible plow 3m blade

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#238, 2006 Sterling 5 Ton, Viking Plow/Wing & Sander/Spreader

#239, 2007 Sterling 5 Ton, Larochelle Plow/Wing & Sander/Spreader

Grader (used on wide streets and clearing intersection radii)

#260, 1976 John Deer Articulated (125hp)

Loaders (misc. use as detailed below)

#253, 2007 John Deere 444J articulated 4-wheel drive wheel loader (used for loading salt in the yard and removing snow on streets where required)

#251, 2007 John Deere 310SJ 4-wheel drive backhoe/loader with plow blade (as backup, used on dead ends and small streets)

#224, 2007 John Deere 310SJ 4-wheel drive backhoe/loader (water division)
(used for loading salt in the yard)Tractors/ Snow Blowers (used for sidewalk plowing, bus stops and spot clearing)

#290, 1998 M.T. trackless with V-Plow (equipped with "trackem" GPS units)

#310, 1999 M.T. trackless with V-Plow and Blower (equipped with "trackem" GPS units)

(1) Rental Skid steer to assist with bus shelter maintenance.

#296, Two Hand Snow Blowers

#255, 2004 Ford Crew Cab with power tailgate

(1) Rental Pickup if required.

*NOTE: The trackless (sidewalk plow) vehicles will be equipped with GPS units that provide electronic records of the sidewalk segments that have been plowed recording time/date/location of the trackless equipment.

The Required Contracted Equipment & Operators (used as detailed below)

1 - (1) 5 ton with plow (plow/salt/sand route)

2 - (1) 5 ton with plow (plow/salt/sand route)

3 - (1) 5 ton with plow (plow/salt/sand route)

4 - (1) Tractor/Blade (north side parking lots)

5 - (1) Tractor/Blade (south side parking lots)

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Organization

With the assistance of all levels of staff, the Supervisor of Roads and Transportation develops and administers the Winter Maintenance Program.

The Foreman of Roads Maintenance provides the direct Supervision of the Winter Maintenance Program with the following key responsibilities;

- Supervising the call out of necessary staff
- Setting up shifts to handle prolonged periods of activity
- Keeping track of status of staff and equipment with respect to C.V.O.R. requirements
- Preparing and disseminating "Storm Progress Report" information to the Supervisor
- Arrange for snow removal/sanding/salting equipment & crews when necessary
- Calling out required staff
- Instructing operators in their duties
- Patrolling areas and reporting the road conditions
- Ensure that operators complete their daily activity cards before going off duty
- Complete salt use documentation forms

The Permanent Lead Hands and Temporary Lead Hands will;

- Call out required staff for all Winter Maintenance events (with assistance from the Roads Maintenance Foreman when required)
- Patrol the roads on weeknights & reporting to the Roads Maintenance Foreman
- Be sure that the GPS equipment is functioning properly
- Supervise maintenance crews as directed by the Roads Maintenance Foreman
- May be asked to operate equipment when necessary

The Equipment Operators and any temporary transferred staff will;

- Patrol the roads on weeknights & reporting to the Roads Maintenance Foreman
- Be sure that the GPS equipment is functioning properly
- Be included within the on call list for the winter maintenance period
- Follow their assigned routes using their assigned vehicles
- Report to Road Maintenance Foreman when work is complete
- Inform the Roads Maintenance Foreman or the Operations Centre staff immediately in the event of any breakdown, delays or difficulties
- Complete all necessary reports
- Leave the two-way radio on in their vehicle at all times
- Report directly to the Roads Maintenance Foreman in the event that their personal Hours of Work have been exceeded.

-SS-

Agreements have been annually arranged with Southwold Township and Central Elgin as follows:

Joint Boundary - Winter Maintenance on Area Roads			
Street Name	Road Section	Length in km	Maintenance By
Sunset Drive	Glenwood Ave. north to Talbot St. at Wellington Rd. (City owned)	3.65	Central Elgin
Sutherland Line	Ron McNeil Line south/west to City limit (GRAVEL) (City owned)	0.30	Central Elgin
N Edgeware Line	East of Highbury to east City limit (City owned)	1.20	Central Elgin
Southdale Line	East of Lyndale to west City limit (City/Central Elgin ownership)	0.06	Central Elgin
Southdale Line	West City limit west of Lake Margaret Trail to east City limit west of Centennial Rd. (City owned)	3.00	Central Elgin
Fingal Line	West of Sunset Dr. to west City limit (City owned)	1.00	Southwold
Sunset Dr	Wellington Rd. north to Major Line (City owned)	1.60	Southwold
Sunset Dr	Major Line to RR tracks (City/Southwold ownership)	0.60	Southwold
Major Line	West of Sunset Dr. to approx 40m (GRAVEL), (City/Southwold ownership)	0.40	Southwold
Major Line	East of Sunset Dr. to RR tracks (GRAVEL), (City owned)	0.90	Southwold
Major Line	From RR tracks easterly to city limit (GRAVEL), (City/Southwold ownership)	0.20	Southwold
Wellington Rd	Sunset Dr. north to City limit (City owned)	0.80	Southwold
Rieger Rd	Bush Line to south City limit (City/Southwold ownership)	0.80	Southwold
Glenwood Ave	Sunset Dr. to west City limit (City/Central Elgin owned)	0.10	Central Elgin

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01-601

Winter Maintenance Program Snow Plowing

01-601-01 - Objective: To Plow St. Thomas roads in the following priorities;

Priority 1 Streets – Definition: Those streets that are intended to carry large volumes of traffic. These roads serve the major traffic flows between the principle areas of traffic generators and also connect to the county road network. Priority 1 street perform a secondary function of servicing adjacent properties; however, the amount of access permitted to these properties should not interfere with the primary function of these streets – that of moving traffic from on area to another. Included in this classification are major arterial streets, the hospital emergency route and designated hills/curves.

Priority 2 Streets – Definition: Those streets that provide both traffic service and land service. The traffic service is to collect traffic from Priority 1 streets and distribute to Priority 3 streets and County Road networks. Full access to adjacent properties is allowed. Included in this classification are minor arterial roads, major collector roads, designated minor collector and local roads, industrial streets and all bus routes.

Priority 3 Streets – Definition: The main function of Priority 3 streets is to provide land access to all abutting properties. A Priority 3 street is not intended to carry large volumes of traffic, but primarily carries only traffic with an origin or destination along its length. Priority 3 streets are all remaining streets not include in a Priority 1 or 2 streets, including public lanes.

01-601-02 - Applicable Legislation: The Municipal Act, 2001, Ontario Regulation 239/02, Minimum Maintenance Standards for Municipal Highways (as amended), Risk Management and Best Practices for the City

01-601-03 - Approval Report: Quality Standards last updated in 2001, Maintenance & Operating Standards proposed 2007.

01-601-04 – Maintenance Standard: The maintenance standard for snowplowing is as follows;

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Priority 1 Streets

Surfaces shall be maintained as BARE as possible through the continued use of all assigned men, equipment and materials suited to the condition. Plowing will commence upon the accumulation of 5 cm along pre-determined and approved routes. The accumulation on Priority 1 road surfaces should not exceed 10 cm.

Priority 2 Streets

Surfaces shall be maintained as CENTRE BARE on all Priority 2 streets through the use of assigned men, equipment and materials suited to the conditions.

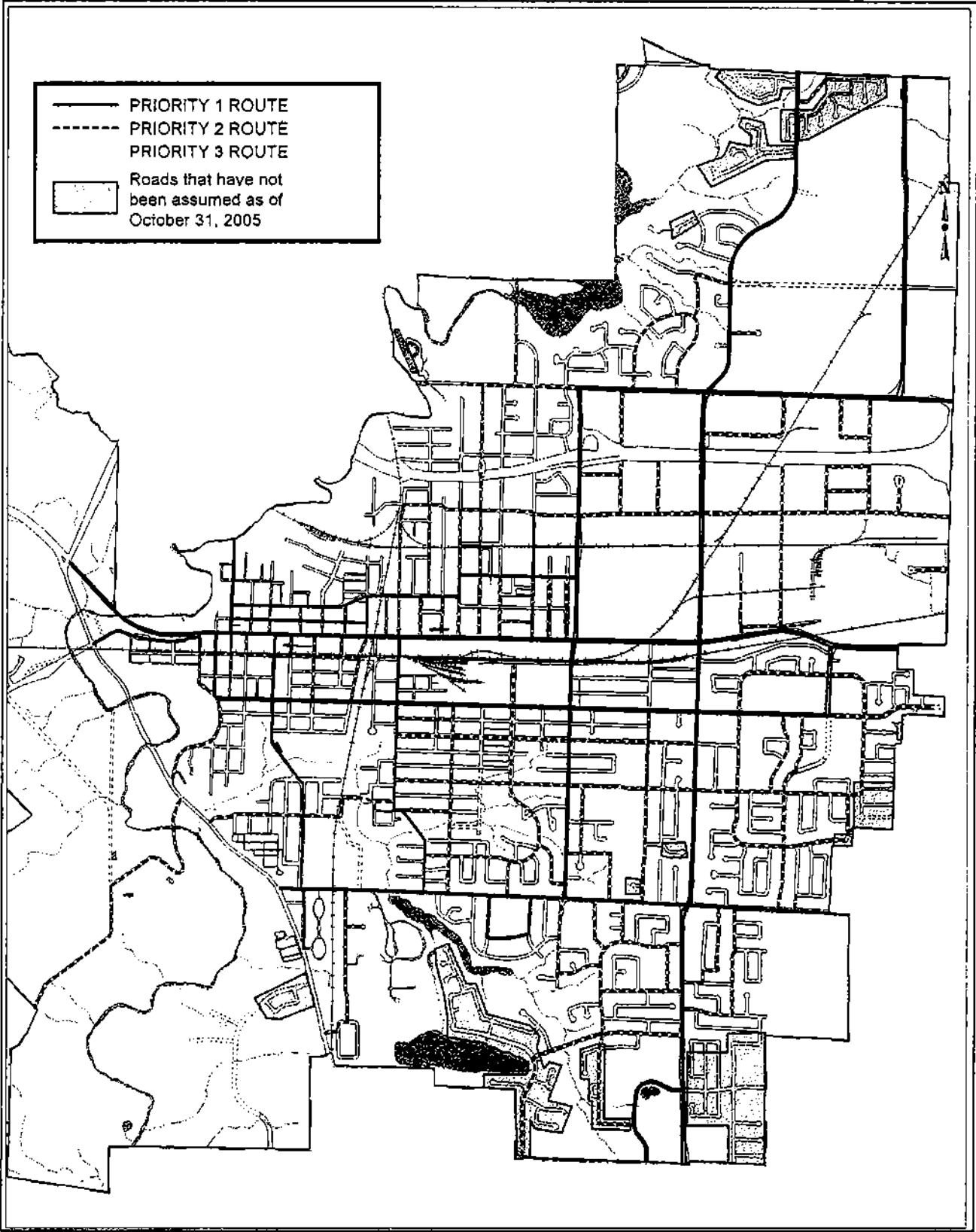
Plowing will commence only after Priority 1 streets have been completed to the criteria required. The accumulation of snow on Priority 3 surfaces should not exceed 15 cm. The accumulation of snow on Priority 2 road surfaces should not exceed 15 cm.

Priority 3 Streets

Labour, equipment and materials shall not be expended on Priority 3 streets in an effort to achieve bare pavement conditions.

Plowing will begin only after both Priority 1 and 2 streets have been completed or when equipment is available. The plowing will be restricted to maintain the road surface in a snow packed condition at the discretion of the supervisor.

-58-



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01-602

Winter Maintenance Program Snow Removal

01-602-01 - Objective: To remove snow from select St. Thomas roads with the most cost effective and efficient process.

01-602-02 - Applicable Legislation: The Municipal Act, 2001, Ontario Regulation 239/02, Minimum Maintenance Standards for Municipal Highways (as amended), Risk Management and Best Practices for the City

01-602-03 - Approval Report: Quality Standards last updated in 2001, Maintenance & Operating Standards proposed 2007.

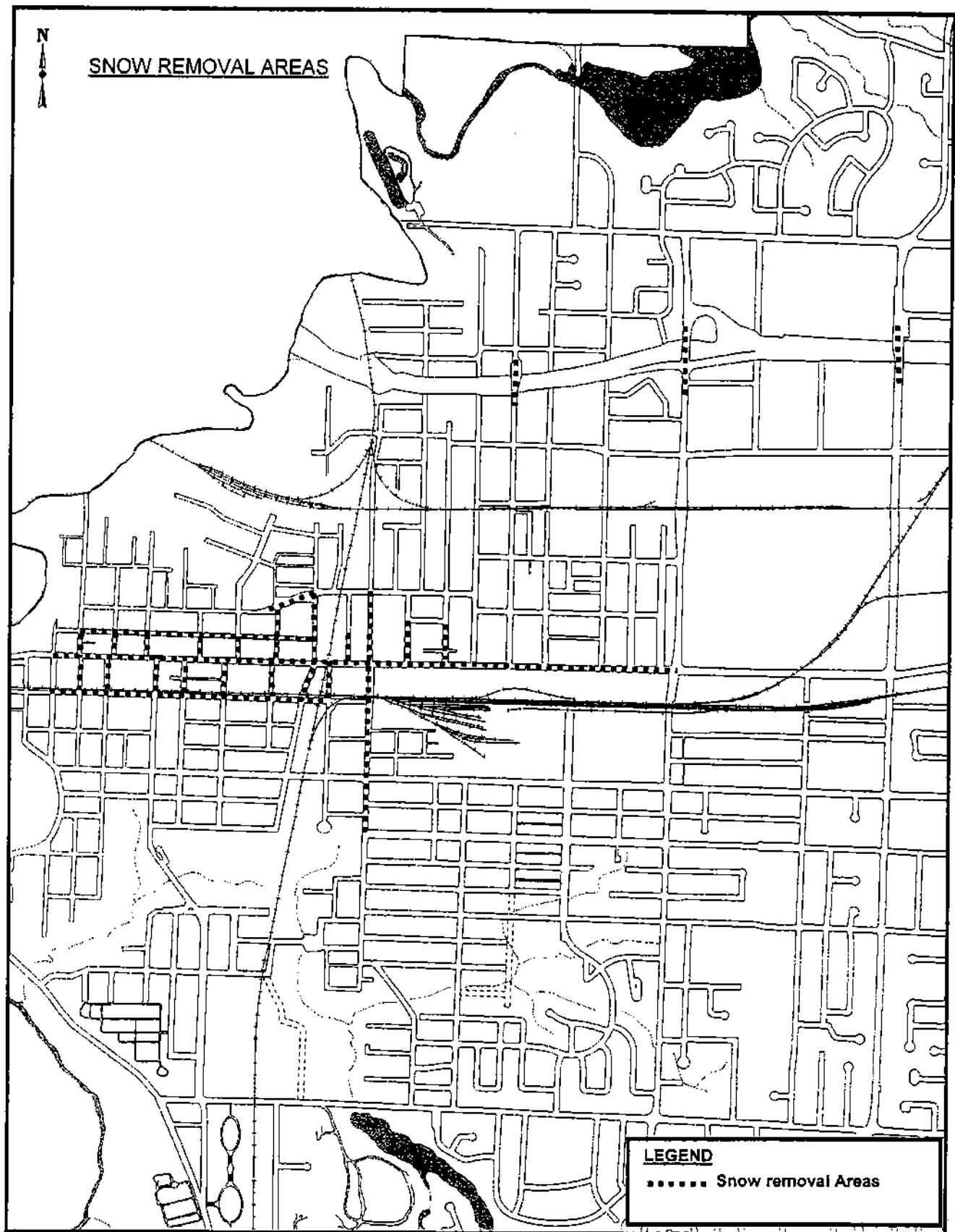
01-602-04 – Maintenance Standard: Snow will be removed (loaded and hauled away) from the streets in the snow removal areas when they have reached a maximum average snow height of 60cm (or two feet) high and up to three times annually so as to not interfere with traffic or parking (i.e., traffic and parking lanes shall not be used as permanent storage areas for windrowed snow).

One snow removal will be completed as required during the December Holiday Shopping period on Talbot Street from Stanley Ave. to First Ave.

Additionally, there may be occasions when snow removal is required in other areas of the City and/or at intersections where snow has accumulated to such a degree as to impair visibility. These include but are not limited to some cul-de-sacs with limited snow storage capabilities.

An illustration of standard snow removal areas is on the following page.

-60-



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01-603

Winter Maintenance Program Sidewalk Plowing

01-603-01 - Objective: To plow City sidewalks in St. Thomas with the most cost effective and efficient process.

01-603-02 - Applicable Legislation: The Municipal Act, 2001, Ontario Regulation 239/02, Minimum Maintenance Standards for Municipal Highways (as amended), Risk Management and Best Practices for the City.

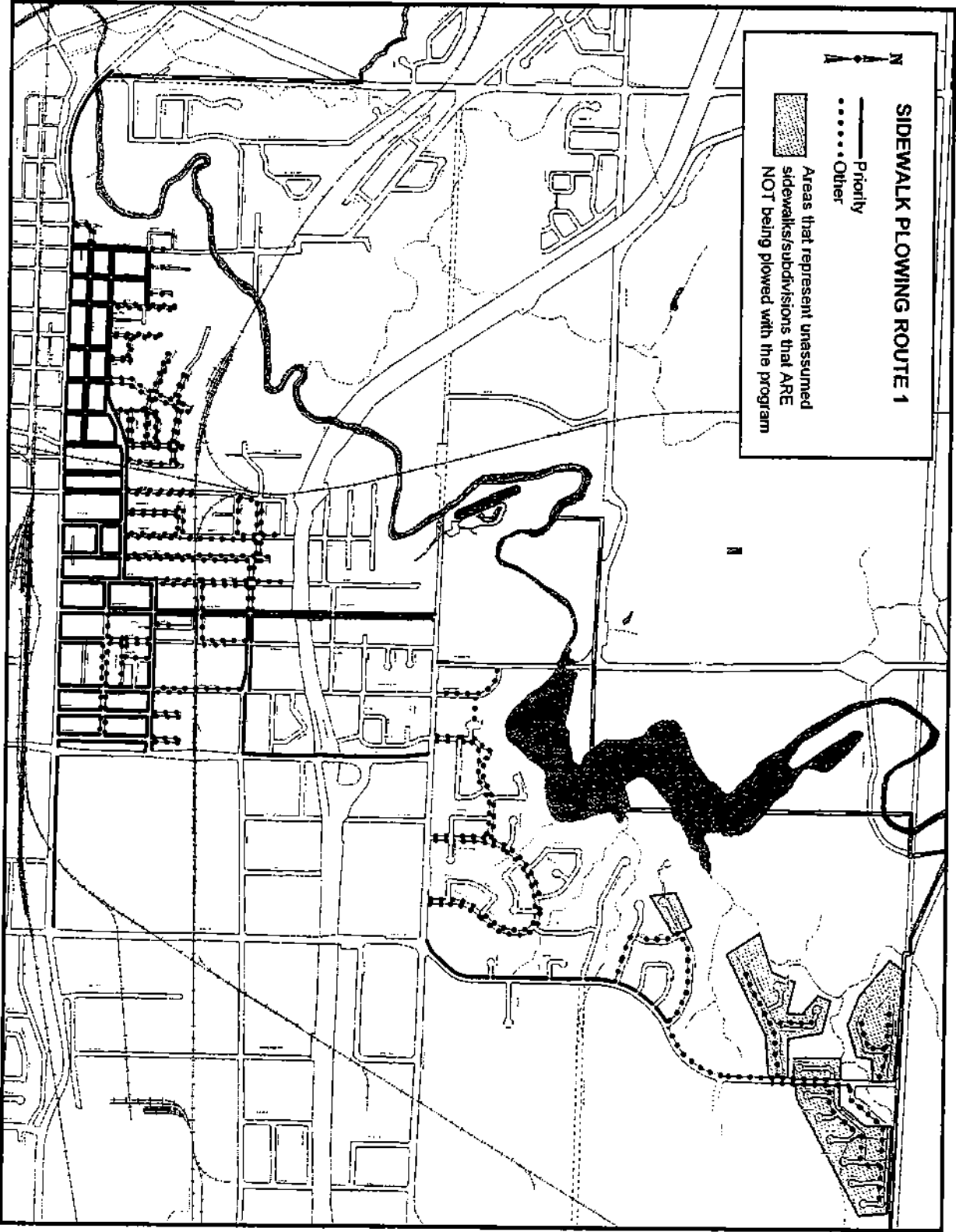
01-603-03 - Approval Report: Quality Standards last updated in 2001, Maintenance & Operating Standards proposed 2007.

01-603-04 – Maintenance Standard: Generally plowing will commence when the snow has accumulated to 15 cm and the weather forecast indicates that the storm is substantially over.

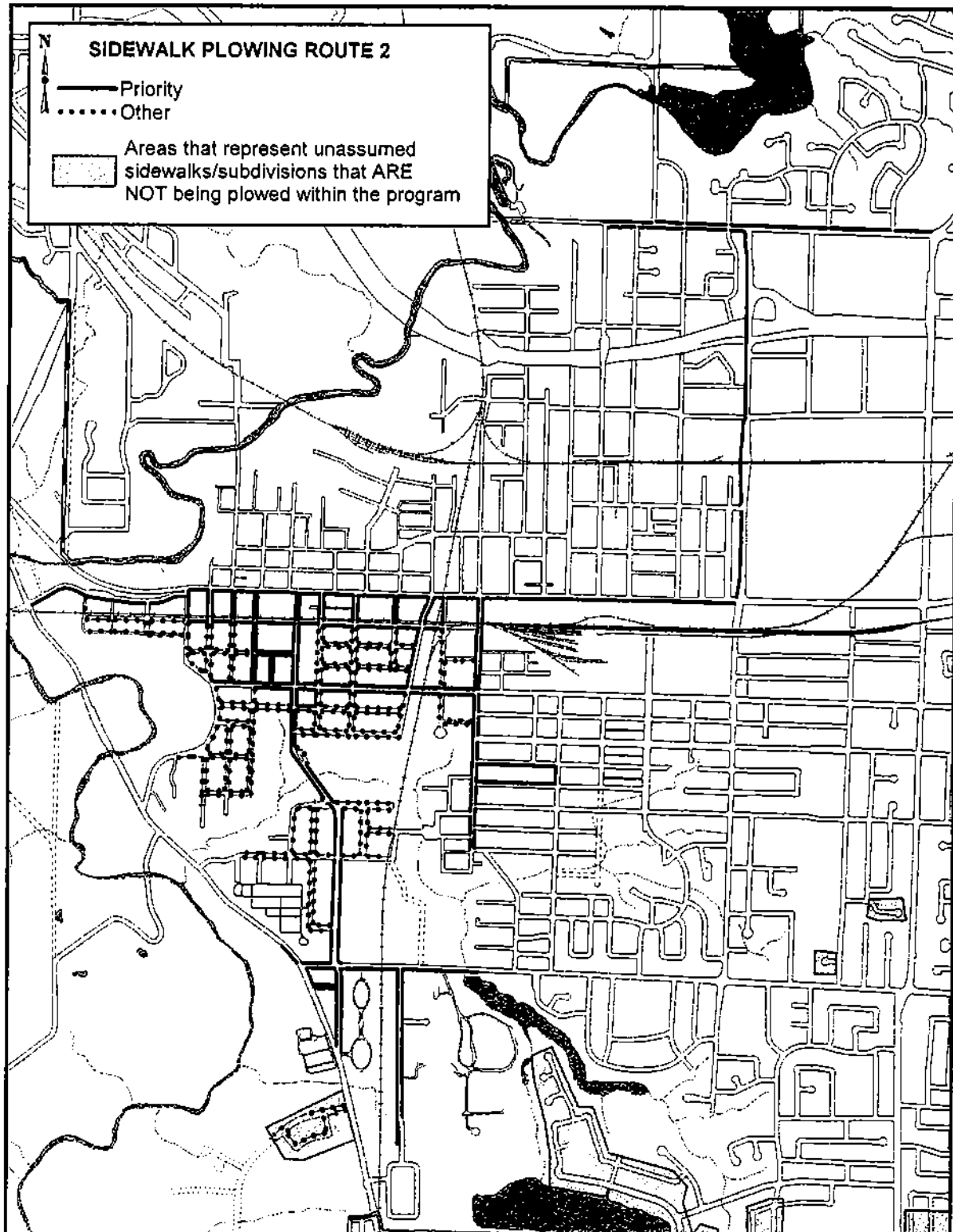
With the addition of transferred staff from the Water/Wastewater area, plowing may be completed concurrently with the road plowing operations. The time that plowing commences may vary due to time of day and available manpower.

Snow plowing of sidewalks shall be carried out on a priority basis and shall normally be carried out during regular working hours. All arterial and designated school areas with sidewalks shall receive first priority where snow accumulations shall not exceed 15 cm. All other sidewalks shall be plowed upon available manpower/equipment and following the (4) designated routes in the following illustrations.

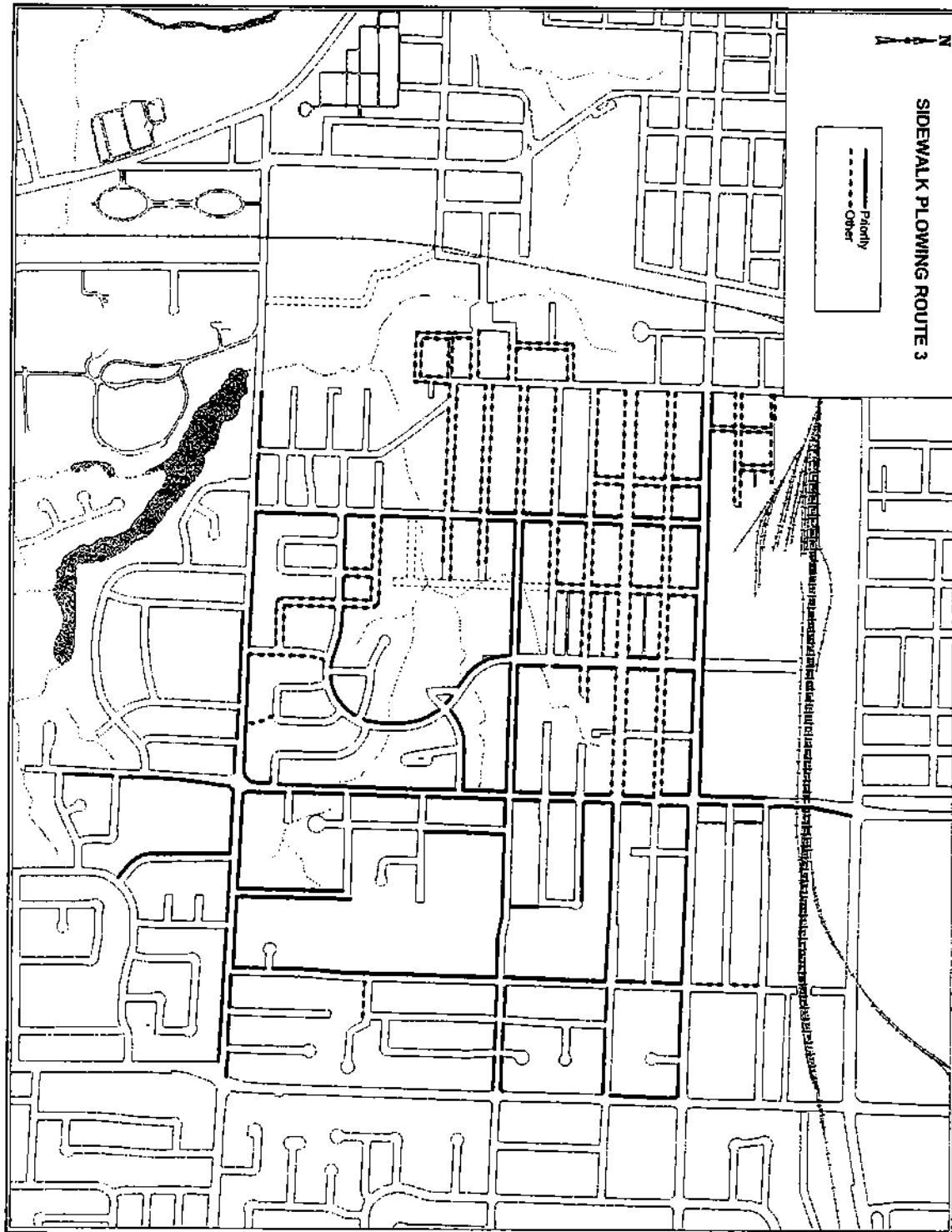
-62-



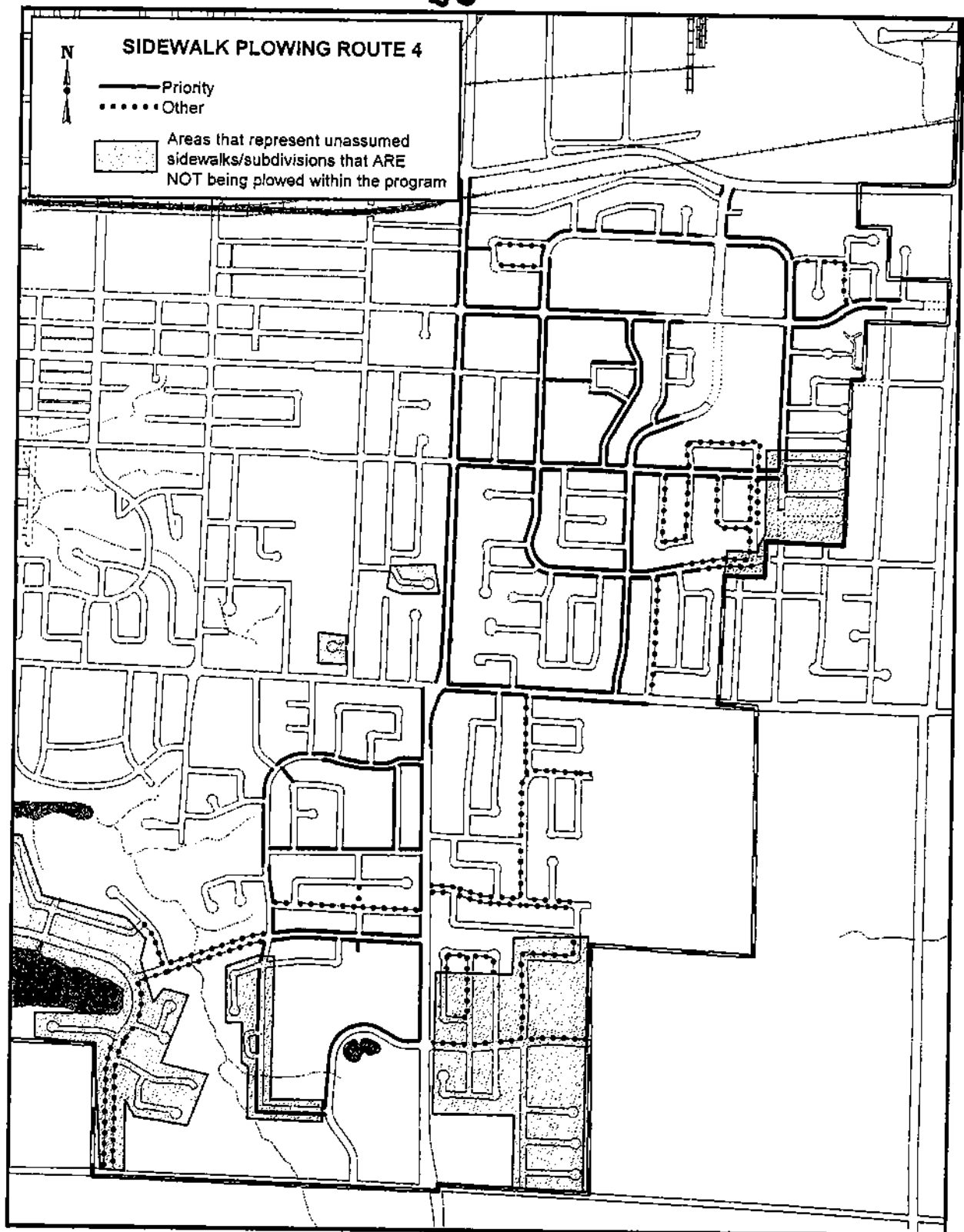
-63-



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01-604

Winter Maintenance Program Sidewalk Manual

01-604-01 - Objective: To manually clear City sidewalks in St. Thomas with the most cost effective and efficient process.

01-604-02 - Applicable Legislation: The Municipal Act, 2001, Ontario Regulation 239/02, Minimum Maintenance Standards for Municipal Highways (as amended), Risk Management and Best Practices for the City

01-604-03 - Approval Report: Quality Standards last updated in 2001, Maintenance & Operating Standards proposed 2007.

01-604-04 – Maintenance Standard: The maintenance standard for clearing City sidewalks manually is on an as required basis.

-67-

01-605

Winter Maintenance Program

Drainage

01-605-01 - Objective: To assure appropriate clearing snow from drainage courses on City streets in St. Thomas with the most cost effective and efficient process.

01-605-02 - Applicable Legislation: The Municipal Act, 2001, Ontario Regulation 239/02, Minimum Maintenance Standards for Municipal Highways (as amended), Risk Management and Best Practices for the City

01-605-03 - Approval Report: Quality Standards last updated in 2001, Maintenance & Operating Standards proposed 2007.

01-605-04 – Maintenance Standard: The maintenance standard for clearing snow from drainage courses is as required.

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01-610

Winter Maintenance Program Sanding Streets

01-610-01 - Objective: To apply Sand to St. Thomas roads in the following priorities;

Priority 1 Streets – Definition: Those streets that are intended to carry large volumes of traffic. These roads serve the major traffic flows between the principle areas of traffic generators and also connect to the county road network. Priority 1 street perform a secondary function of servicing adjacent properties; however, the amount of access permitted to these properties should not interfere with the primary function of these streets – that of moving traffic from on area to another. Included in this classification are major arterial streets, the hospital emergency route and designated hills/curves.

Priority 2 Streets – Definition: Those streets that provide both traffic service and land service. The traffic service is to collect traffic from Priority 1 streets and distribute to Priority 3 streets and County Road networks. Full access to adjacent properties is allowed. Included in this classification are minor arterial roads, major collector roads, designated minor collector and local roads, industrial streets and all bus routes.

Priority 3 Streets – Definition: The main function of Priority 3 streets is to provide land access to all abutting properties. A Priority 3 street is not intended to carry large volumes of traffic, but primarily carries only traffic with an origin or destination along its length. Priority 3 streets are all remaining streets not include in a Priority 1 or 2 streets, including public lanes.

01-610-02 - Applicable Legislation: The Municipal Act, 2001, Ontario Regulation 239/02, Minimum Maintenance Standards for Municipal Highways (as amended), Risk Management and Best Practices for the City

01-610-03 - Approval Report: Quality Standards last updated in 2001, Maintenance & Operating Standards proposed 2007.

01-610-04 – Maintenance Standard:

-69-

Priority 1 Streets

Application rates for sand shall not exceed 580 kg per 2 lane km as directed by the supervisor in charge and is only applied when conditions warrant (temperatures are too cold for salting operations). Sand shall be spread under the following guidelines:

Snow accumulation: 0 cm – 5 cm – only if freezing, Over 5 cm – initial application at early stages of storm.

Freezing rain: The frequency of coverage for sanding Priority 1 streets shall be 3 hours if required.

Priority 2 Streets

Sand shall be applied to Priority 2 streets to the same level of service as Priority 1 streets.

Priority 3 Streets

Sanding of intersections, hills and dangerous curves shall generally be the only treatment given to Priority 3 streets. Continuous sanding of Priority 3 streets will be undertaken under extremely slippery conditions, upon the approval by the Roads and Transportation Supervisor.

-70-

01-611

Winter Maintenance Program Sanding Sidewalks

01-611-01 - Objective: To assure appropriate sanding of City sidewalks in St. Thomas with the most cost effective and efficient process.

01-611-02 - Applicable Legislation: The Municipal Act, 2001, Ontario Regulation 239/02, Minimum Maintenance Standards for Municipal Highways (as amended), Risk Management and Best Practices for the City

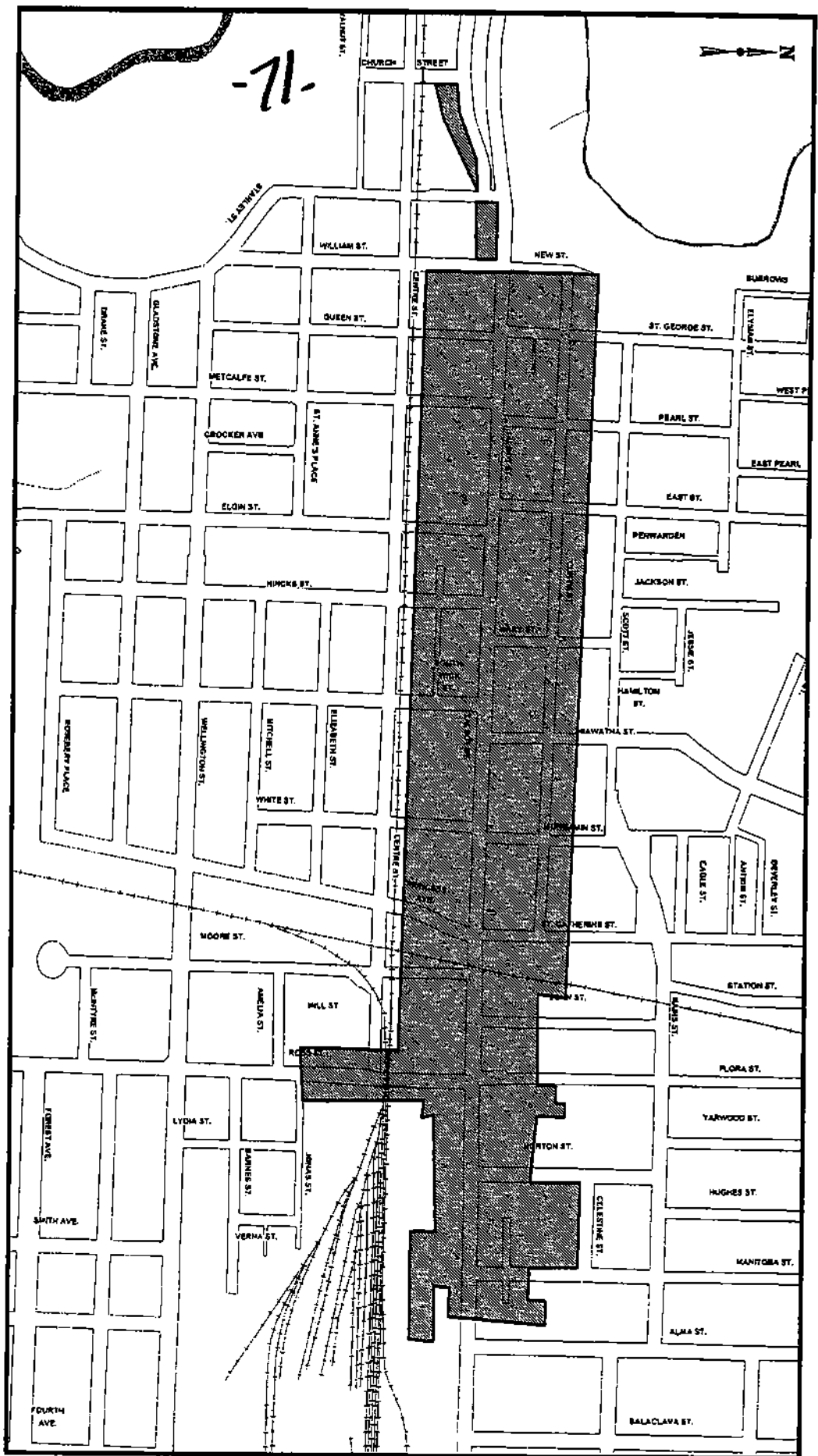
01-611-03 - Approval Report: Quality Standards last updated in 2001, Maintenance & Operating Standards proposed 2007.

01-611-04 – Maintenance Standard: All sidewalks/walkways in the designated area (sidewalk sanding area on next page) will be sanded to maintain the walks in a safe condition for pedestrian traffic.

Spot sanding of all remaining sidewalks throughout the City will be undertaken under extreme slippery conditions and only upon the approval of the Supervisor of Roads and Transportation.

Only approved routes will be followed and no salt shall be applied to sidewalks with the exception of walkways/bridges cleared by city forces and Talbot Street sidewalks from First Avenue to Stanley Street.

SIDEWALK SANDING AREA



LEGEND
 AREAS FOR SIDEWALK SANDING

-72-

01-612

Winter Maintenance Program Spring Cleanup

01-612-01 - Objective: To assure appropriate cleanup of areas damaged during the winter maintenance period within the City in St. Thomas with the most cost effective and efficient process. An example of work is repairs to grass areas from sidewalk plow damage.

01-612-02 - Applicable Legislation: Risk Management and Best Practices for the City

01-612-03 - Approval Report: Quality Standards last updated in 2001, Maintenance & Operating Standards proposed 2007.

01-612-04 – Maintenance Standard: The maintenance standard for spring cleanup is as required.

-13-**01-620****Winter Maintenance Program****Salting Streets**

01-620-01 - Objective: To apply Salt to St. Thomas roads in the following priorities;

Priority 1 Streets – Definition: Those streets that are intended to carry large volumes of traffic. These roads serve the major traffic flows between the principle areas of traffic generators and also connect to the county road network. Priority 1 street perform a secondary function of servicing adjacent properties; however, the amount of access permitted to these properties should not interfere with the primary function of these streets – that of moving traffic from on area to another. Included in this classification are major arterial streets, the hospital emergency route and designated hills/curves.

Priority 2 Streets – Definition: Those streets that provide both traffic service and land service. The traffic service is to collect traffic from Priority 1 streets and distribute to Priority 3 streets and County Road networks. Full access to adjacent properties is allowed. Included in this classification are minor arterial roads, major collector roads, designated minor collector and local roads, industrial streets and all bus routes.

Priority 3 Streets – Definition: The main function of Priority 3 streets is to provide land access to all abutting properties. A Priority 3 street is not intended to carry large volumes of traffic, but primarily carries only traffic with an origin or destination along its length. Priority 3 streets are all remaining streets not include in a Priority 1 or 2 streets, including public lanes.

01-620-02 - Applicable Legislation: The Municipal Act, 2001, Ontario Regulation 239/02, Minimum Maintenance Standards for Municipal Highways (as amended), Risk Management and Best Practices for the City

01-620-03 - Approval Report: Quality Standards last updated in 2001, Maintenance & Operating Standards proposed 2007.

01-620-04 – Maintenance Standard:

- 74 -

Priority 1 Streets

Application rates for salting shall not exceed 225 kg per two lane km. If it is expected that the snowfall will exceed 5 cm., an initial application of salt shall be applied if required during the early stages of a storm. Additional applications of salt should not be applied until plowing has been completed. Designated hills and curves will be included under this priority rating. The frequency of coverage for salting Priority 1 streets shall be three hours if required.

Priority 2 Streets

Salting will commence on Priority 2 streets only if salting of Priority 1 streets is completed.

Application rates shall not exceed 225 kg per two lane km. If it is expected that the snowfall will exceed 5 cm., an initial application of salt shall be applied, if required, during the early stages of a storm. Additional applications of salt shall not be applied until plowing has been completed. All hills and curves not designated as Priority 1 shall be salted as Priority 2. The frequency of coverage for salting Priority 2 streets shall be 8 hours if required.

Priority 3 Streets

Salting will rarely take place on Priority 3 streets.

-15-

01-625

Winter Maintenance Program

Road Patrol

01-625-01 - Objective: To provide evening patrolling of the City in St. Thomas roads with the most cost effective and efficient process.

01-625-02 - Applicable Legislation: Risk Management and Best Practices for the City

01-625-03 - Approval Report: Quality Standards last updated in 2001, Maintenance & Operating Standards proposed 2007.

01-625-04 – Maintenance Standard: City of St-Thomas roads will be patrolled on a regular basis as required during the winter maintenance program.

The Roads Call Out List will be utilized and patrols will be rotated through the list (carrying on from where it was left off last year). The patrol vehicles will be equipped with GPS units that provide electronic records of the road segments that have been patrolled recording time/date/location of the patrol vehicle.

All Roads and Transportation infrastructure will be observed during the evening patrol. Any deficiencies will be acted on immediately or listed for the Roads Maintenance Foreman for future repair/replacement.

Patrol Procedure Checklist:

- Each week patrols take place from 11:30 p.m. Sunday night to 7:30 a.m. Friday morning,
- Priority 1 and 2 routes are checked,
- Record Air and Road temperatures along routes and bridge decks,
- Record all road conditions,
- Deficient traffic signs,
- Potholes,
- Drifting,
- Snow fence,
- Streetlights out,
- Traffic signal physical condition (wind damage etc.),
- Illegally parked vehicles.

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01-630

Winter Maintenance Program Snow Fencing

01-630-01 - Objective: To provide the required installation of snow fencing on City of St. Thomas roads with the most cost effective and efficient process..

01-630-02 - Applicable Legislation: The Municipal Act, 2001, Ontario Regulation 239/02, Minimum Maintenance Standards for Municipal Highways (as amended), Risk Management and Best Practices for the City

01-630-03 - Approval Report: Quality Standards last updated in 2001, Maintenance & Operating Standards proposed 2007.

01-630-04 – Maintenance Standard: The installation of snow fence shall be undertaken only where abnormal drifting occurs. Snow fence shall be erected in the month November.

Property owners shall be contacted before entering private property to erect snow fence. Snow fence can be erected on private property under the authority of Part II, Section 12(1) of the Snow Roads and Fences Act. New snow fence shall be located at least 40 metres from the edge of the traveled portion on the prevailing upwind side of the road. Posts shall be spaced evenly at approximately 3 metres apart in a straight line and at a uniform height to top of the posts. Posts shall be driven a minimum of ½ metre into the ground. Fences shall be placed on the prevailing upwind side of the posts and fastened to the posts with three tie wires. Snow fence shall be erected so that the bottoms of the wooden laths are from 5 cm to 15 cm above the ground. Fence shall be stretched tight enough to prevent excessive sag (not more than 5 cm). Posts shall be braced with guy wires and steel brace posts at the ends and at 50 metre intervals, as required.

The removal of snow fence shall be completed during the month of April. Snow fence shall be rolled up, fastened and returned to work yard. Repairs required to snow fence shall be made while fence is in place if possible.

-77-

01-631

Winter Maintenance Program Training

01-631-01 - Objective: To provide required staff & contractor training on winter maintenance operations as required.

01-631-02 - Applicable Legislation: Risk Management and Best Practices for the City

01-631-03 - Approval Report: Quality Standards last updated in 2001, Maintenance & Operating Standards proposed 2007.

01-631-04 – Maintenance Standard: In November of each year there is a Winter Maintenance Seminar arranged for all City of St-Thomas employees and any contractors hired to provide winter maintenance services. Two long time employees of the Ministry of transportation (or equivalent service provider) will instruct the seminar and cover Equipment maintenance, Vehicle daily inspections, Record keeping, Salting and Sanding application rates with a question period.

01-690

-78-

Winter Maintenance Program
Supervision

01-690-01 - Objective: To provide the required supervision of Winter Maintenance activities and to ensure that the Roads and Transportation Maintenance and Operating Standards are maintained.

01-690-02 - Applicable Legislation: Risk Management and Best Practices for the City

01-690-03 - Approval Report: Quality Standards last updated in 2001, Maintenance & Operating Standards proposed 2007.

01-690-04 – Maintenance Standard:

Under the general Supervision of the Roads and Transportation Supervisor, the Roads Maintenance Foreman and/or Permanent Lead Hand Roads will provide Supervision of winter maintenance program activities on a daily basis



Corporation of the

City of St. Thomas

-79-

Report No.

ES116-07

File No.

05-014-06

Directed to:

Chairman David Warden and Members of the Protective Services and Transportation Committee

Date

October 1, 2007

Department:

Environmental Services Department

Attachment

Prepared By:

Dave White C. Tech - Supervisor of Roads & Transportation

Subject:

**The Addition of a No Parking Anytime Restriction
The South Side of Chestnut Street from First Avenue to Park Avenue
Access for Emergency Services**

Recommendation:

THAT: Report No. ES116-07 be received for information; and further,

THAT: The traffic by-law 45-89 Schedule II (No Parking Zones) be amended as to implement a No Parking Anytime restriction on the south side of Chestnut Street from First Avenue to Park Avenue.

Origin

Following a public inquiry, an investigation was completed around the S-Curved section of Chestnut Street and the overall operation of the road section. The inquiry was with respect to difficulty negotiating the S-Curve when cars are parked on both sides of Chestnut Street.

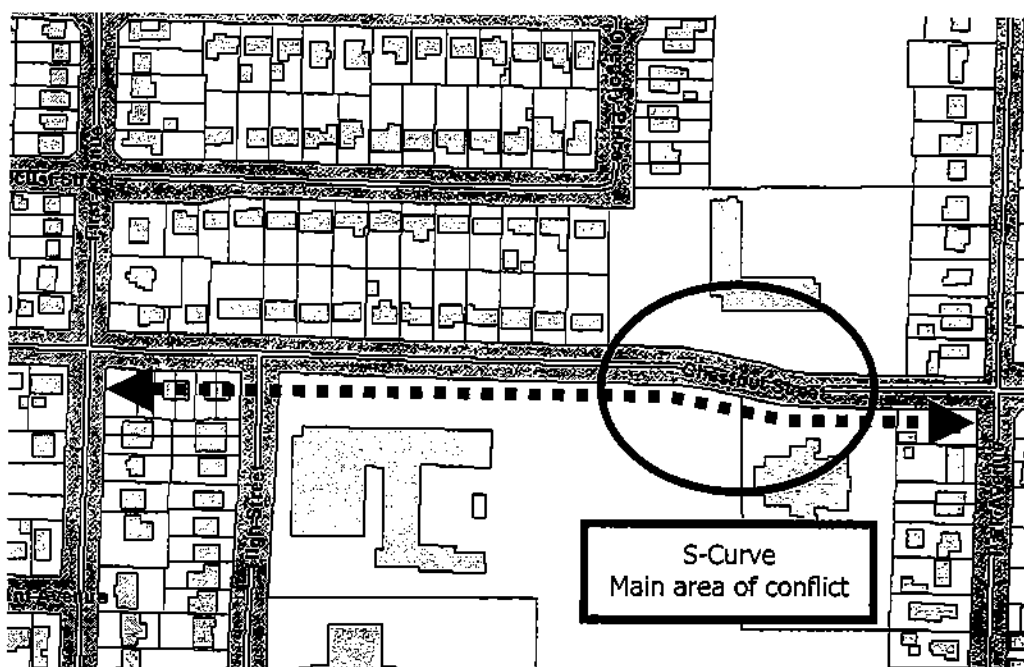
Analysis

Chestnut Street from First Avenue to Park Avenue was constructed with a pavement width less than 9.9m wide (actual pavement width is approximately 9m wide through the S-Curve section). The existing parking restrictions are on this section of Chestnut Street;

- On the North side of Chestnut Street from First Avenue to 45m east,
- On the North side of Chestnut Street from 45m east of First Avenue to Park Avenue, 8:30 a.m. to 4:30 p.m. School Days,
- On the South side of Chestnut Street between the School driveways.

Chestnut Street is classified as a Major Collector Road in schedule B of the official plan, which carries approximately 3,400 vehicles per day (2006).

As a result of driver visibility and traffic safety throughout this road section, and to accommodate the minimum required fire route width of 5.94m, this road section should be provided with a parking restriction on one side.



It is therefore recommended that a No Parking Anytime restriction be implemented on the south side of Chestnut Street from First Avenue to Park Avenue as depicted in the illustration.

Financial Considerations


-80-

Costs associated with the installation of "no parking" signs are contained in the 2007 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

-81-

Report No.

ES117-07

File No.

05-014-06

Directed to: Chairman David Warden and Members of the Protective Services and Transportation Committee

Date

October 1, 2007

Department: Environmental Services Department

Attachment

Prepared By: Dave White C. Tech - Supervisor of Roads & Transportation

Subject: **The Addition of a No Parking Anytime Restriction
The North Side of Airey Avenue from Aldborough Avenue to Fairview Drive
Access for Emergency Services**

Recommendation:

THAT: Report No. ES117-07 be received for information; and further,

THAT: The traffic by-law 45-89 Schedule II (No Parking Zones) be amended as to implement a No Parking Anytime restriction on the north side of Airey Avenue from Aldborough Avenue to Fairview Drive.

Origin

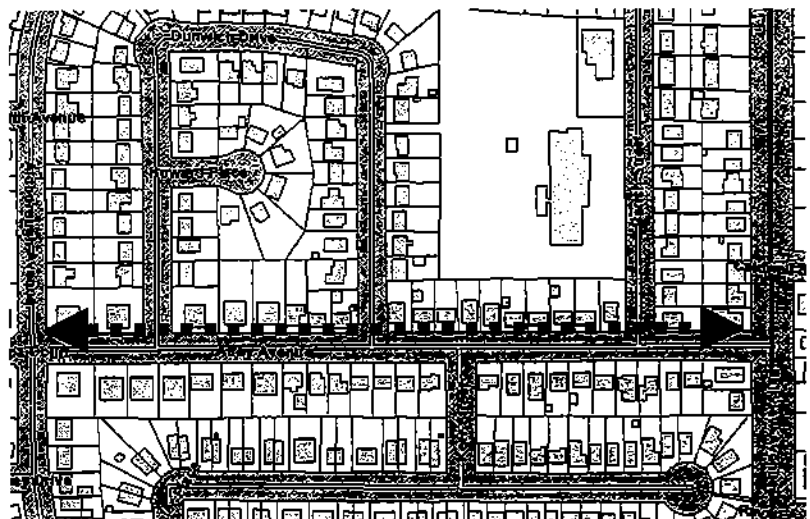
Following a public inquiry, an investigation was completed on Airey Avenue for the requirement for a No Parking Anytime restriction to allow for Emergency Access.

Analysis

Airey Avenue from Aldborough Avenue to Fairview Drive was constructed with a pavement width less than 9.9m wide (actual pavement width is approximately 8m wide). There are no existing parking restrictions on this section of Airey Avenue.

Airey Avenue is classified as a Local Road in schedule B of the official plan.

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,
6. a higher level of winter maintenance service can be achieved if the parking restriction is in place.

Applying the six conditions to Airey Avenue, the following restriction is recommended;

- North side of Airey Avenue from Aldborough Avenue to Fairview Drive. – Complies with Conditions 1, 2, & 6.

It is therefore recommended that a No Parking Anytime restriction be implemented on the north side of Airey Avenue from Aldborough Avenue to Fairview Drive as depicted in the illustration.

Financial Considerations

Costs associated with the installation of "no parking" signs are contained in the 2007 Operating Budget.

Alternatives

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

Respectfully,



Dave White, Sr. 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

-83-

Report No.

ES118-07

File No.

05-014-06

Directed to:

Chairman David Warden and Members of the Protective Services and Transportation Committee

Date

October 1, 2007

Department:

Environmental Services Department

Attachment

Prepared By:

Dave White C. Tech - Supervisor of Roads & Transportation

Subject:

**The Addition of a No Parking Anytime Restriction
The North Side of Parkview Drive from Elm Street to Mandeville Road
Access for Emergency Services**

Recommendation:

THAT: Report No. ES118-07 be received for information; and further,

THAT: The traffic by-law 45-89 Schedule II (No Parking Zones) be amended as to extend the No Parking Anytime restriction on the north side of Parkview Drive from Elm Street to Mandeville Road.

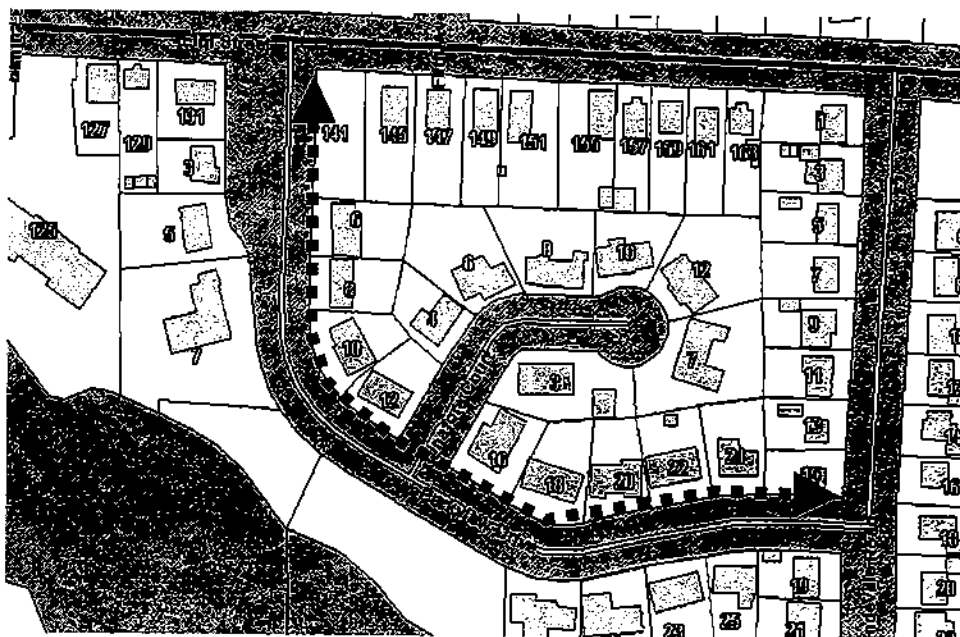
Origin

Following a public inquiry, an investigation was completed on Parkview Drive for the requirement for a No Parking Anytime restriction to allow for Emergency Access.

Analysis

Parkview Drive from Elm Street to Mandeville Road was constructed with a pavement width less than 9.9m wide (actual pavement width is approximately 7.8m wide). There is one existing parking restriction on this section of Parkview Drive which runs on both sides of Parkview Drive from Elm Street to 75m south. The by-law will be revised to suit the recommendations in this report.

Parkview Drive is classified as a Local Road in schedule B of the official plan.



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,
6. a higher level of winter maintenance service can be achieved if the parking restriction is in place.

Applying the six conditions to Parkview Drive, the following restriction is recommended;

- North side of Parkview Drive from Elm Street to Mandeville Road – Complies with *Conditions 1, 2, 3, 5 & 6.*

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As a result of this analysis it is recommended that a No Parking Anytime restriction be implemented on the north side of Parkview Drive from Elm Street to Mandeville Road as depicted in the illustration.

Financial Considerations

Costs associated with the installation of "no parking" signs are contained in the 2007 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



Municipality of -85- Bayham

P.O. Box 160, 9344 Plank Road,
Stratfordville, Ontario N0J 1Y0
Tel: (519) 866-5521 • Fax: (519) 866-3884
email: bayham@bayham.on.ca

September 13, 2007

City of St. Thomas
Reception

SEP 18 2007

City Clerk's Den

Mr. Wendall Graves, Clerk
City of St. Thomas
PO Box 520, 5645 Talbot St.
ST. THOMAS, ON N5P 3V7

Dear Wendall

Re: Nomination of Representative to Lake Erie Source Protection Region

Please be advised that Bayham Council, in response to correspondence from the Grand River Conservation Authority, passed the following resolution at the meeting held September 6, 2007:

"THAT the Council of the Municipality of Bayham hereby confirms its nomination of Wayne Casier as a Municipal Representative for Group #7 on the Lake Erie Region Source Protection Committee, being Elgin County, Municipality of Bayham, Township of Malahide, Town of Aylmer, Municipality of Central Elgin, Township of Southwold, Middlesex County, Township of Thames Centre, Township of Middlesex Centre, City of St. Thomas and the City of London;

AND THAT this resolution be forwarded to the respective Group 7 members for consideration and support."

As noted in the resolution, this correspondence is being sent to all members of Group 7 for consideration. Your Council's support for the appointment of Mr. Casier as the municipal representative for Group 7 on the Lake Erie Region Water Source Protection Committee would be greatly appreciated.

Enclosed you will find background information on Councillor Casier for your reference.

Should you have any questions, please do not hesitate to call.

Yours truly

Mrs. Lynda Millard
Clerk

Enc.
File: E00
C2007-076

September 16, 2007

Re: Source Water Protection Committee

Dear Sir or Madame,

I am writing this letter to confirm my interest in becoming the municipal representative for Region ~~X~~⁷ on the Source Water Protection Committee. This is my seventh year as a councillor for the Municipality of Bayham and in that time I have served the community on numerous committees, both as a representative, as well as, Chair. I have demonstrated and firmly understand the rules and procedures of meetings, the governance of Boards, the workings of municipal water systems and the need to work cooperatively with other stakeholders in order to successfully implement common goals.

As a farmer here in Bayham for nearly three decades, my family has grown tobacco, potatoes and asparagus. As some of these crops utilize irrigation in high volumes, I understand the need for protecting and enhancing water resources. I am very familiar with government responsibilities in this regard as my operation requires a Water Taking Permit from the Ontario Ministry of Environment. I believe these combined experiences would make me a valuable asset to the SWP Committee.

I look forward to answering any questions you may have.

Respectfully,

A handwritten signature in cursive script, appearing to read "Wayne Casier".

Wayne Casier



ACO LONDON

1017 WESTERN ROAD • LONDON, ONTARIO • N6G 1G5
Telephone: (519) 645-2845 • Fax: (519) 645-0981

A Branch of THE ARCHITECTURAL CONSERVANCY OF ONTARIO Inc. • Founded in 1933 for the protection of Ontario's architecture

Cliff Barwick, Mayor
St. Thomas Municipal Council
P.O. Box 520
545 Talbot Street
St. Thomas ON N5P 307

RECEIVED

SEP 13 2007

City of St. Thomas
Received

SEP 18 2007

City Clerk's Dept.

Dear Mr. Barwick

It has been brought to the attention of the Architectural Conservancy of Ontario, London Region Branch, that the Ontario Realty Corporation is considering the construction of a new building to house the court facilities in St. Thomas and Elgin County.

ACO London strongly encourages the re-use of the present Elgin County Courthouse. This 154 year old structure is an important heritage building and it is an integral part of the city. Its continued use reminds us of our past and it has architecturally important features that should be preserved.

The departure of the courts from this site would create a significant problem finding other tenants for the building. The once-magnificent Alma College is a nearby and sad reminder of what can happen if a heritage building becomes vacant.

The Government of Ontario has shown support for built heritage by passing the new Heritage Act and by providing funding to preserve other threatened heritage buildings. ACO London urges the provincial government and the city of St. Thomas to work together and make every effort to ensure the continued use of the Elgin County Courthouse. It is one of the architectural treasures in St. Thomas that attracts people to live there and visit. Once lost it cannot be replaced.

Thank you for your consideration of the above.

Yours truly,

Shirley Gladwell
President
ACO London Region Branch

cc: Steve Peters
St. Thomas Municipal City Council



-88-

St. Thomas Airport
Saluting the Canadian Forces

June 23 & 24, 2007

City of St. Thomas
Receiver

SEP 19 2007

Dear Wings & Wheels Sponsor/Supporter,

City Clerk's Dept.

On behalf of the Wings & Wheels Organizing Committee we would like to thank you for your support for our inaugural event.

Without your assistance, we would not have achieved the level of success that we did.

It was gratifying for our hard-working volunteers to see the thousands of people thrilling to what they saw in the sky and on the ground.

Our Canadian Forces were honoured for the support shown them and very pleased at the huge crowds that visited their display.

The charities that we supported, St. John Ambulance, Jesse's Journey, Air Cadets and the Air Force Association of Canada (427 Wing) - will all soon be recipients of funds raised on their behalf.

Our Wings & Wheels guest performers from across Canada and the United States were raving about the hospitality and friendliness shown them during their stay at what they termed a "world - class" event and look forward to returning for Wings & Wheels 2 in 2009.

All in all, it was a fantastic weekend and we wanted you to know that your support helped us to achieve our dream of bringing a major air show back to Southern Ontario coupled with a dynamic vehicle display.

We hope you are satisfied with the reciprocal support you received for your generosity.

We are hoping that for Wings & Wheels 2, you would consider sponsoring us again and once again being a part of what promises to be a "must-see" event in Canada.

Sincere thanks,

Peter Garland, Executive Director

For:

Ed Holder, President

Tom Lawson, Vice President

Jim Graham Vice President

Deb McGee Treasurer

And the entire Wings & Wheels organizing committee.

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200 Front Street West
Toronto, Ontario
Canada M5V 3J1

200, rue Front Ouest
Toronto (Ontario)
Canada M5V 3J1

416-344-4451
1-800-387-0750
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416-344-4451
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ATS : 1-800-387-0050

Mayor Cliff Barwick and Members of Council
The City of St. Thomas
Box 520, City Hall, 545 Talbot St.,
St. Thomas, ON N5P 3V7

RECEIVED
SEP 20 2007

City of St. Thomas
Received

Friday, September 14, 2007

SEP 21 2007

Re: **Workplace Safety and Insurance Board
Community Workplace Health & Safety Charter**

City Clerk's Dept.

Dear Mayor Barwick and Members of Council,

In Ontario, two people die from preventable work-related incidents each week - another 1,800 lose time from work due to on-the-job injuries. The direct and indirect cost to the Ontario economy amounts to a staggering \$15 billion annually. Ontario municipalities paid more than \$100 million in WSIB costs last year. More importantly, the social and emotional costs of a devastating workplace incident on the families, friends and neighbours in our communities are incalculable.

I know you will agree these numbers are unacceptable and, I can assure you the incidents these statistics represent are preventable!

At the Annual AMO Conference in August of this year, I had the pleasure of addressing the Members of the Board of Directors and introducing them to the Workplace Safety and Insurance Board's **Community Workplace Health and Safety Charter**. The WSIB is launching this initiative to give local councils an opportunity to make a meaningful public commitment to improved workplace safety in all sectors of their community.

Based on simple and effective principles, this Charter affirms a municipality's commitment to building safer workplaces for their employees and providing leadership for the employers and families in their communities. Safe workplaces mean healthy businesses and healthy businesses mean successful communities.

The WSIB recognizes that municipal corporations do rank workplace health and safety as one of their top priorities. I know Mayor Barwick; your Council believes the City of St. Thomas's employees are among your community's most valuable assets.

Because of this commitment and as community leaders, you have an opportunity to act as a model employer, strengthening the awareness of superior health and safety practices throughout your municipality. As health and safety leaders in the City of St. Thomas, you are in the unique position to demonstrate to employers in your community that an investment in workplace health and safety prevention reaps bottom-line benefits.

By supporting the **Community Workplace Health and Safety Charter**, your Council will visibly demonstrate its commitment to the welfare of the employers, employees and the families who live and work in the City of St. Thomas.

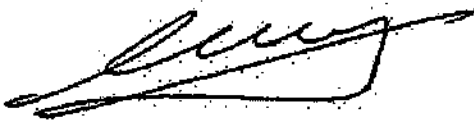
Over the next year, I will be visiting municipal councils throughout Ontario to show them the value of becoming a supporter of the Community Workplace Health and Safety Charter initiative. And, you have my personal commitment I and staff at the WSIB will work along side you to help employers of the City of St. Thomas understand the importance of workplace health and safety.

I know, Mayor Barwick, that your Council understands we must take action to end the terrible carnage we're seeing in Ontario's workplaces. I'm asking you to continue to lead your municipal employees, your local employers, and every man, woman, and child in the City of St. Thomas in building healthier, safer workplaces and a more prosperous Ontario.

You can set the tone. You can make a difference. You can lead the way to zero.

And, you can save lives.

Sincerely,

A handwritten signature in black ink, appearing to read 'Steven W. Mahoney', with a stylized flourish at the end.

Hon. Steven W. Mahoney P.C.
Chair



Ontario Division Canadian Union of Public Employees

305 Milner Ave., Suite 801, Scarborough, ON M1B 3V4

Tel: 416 299 9739 • Fax: 416 299 3480 • E-mail: cupeont@web.net

August 24, 2007

To Mayors and Councils,

City of St. Thomas
Received

SEP 18 2007

City Clerk's Dept

We are writing to ask that you and your Council endorse a day of recognition for the many people who work providing care to children in your community. Last year many municipalities proclaimed and celebrated this day of appreciation, and it was a great a success.

The Ontario Coalition for Better Child Care (OCBCC), the Canadian Union of Public Employees (CUPE) and our other labour partners representing child care workers across Ontario are asking that Wednesday October 24th 2007 be proclaimed as **Child Care Worker & Early Childhood Educator Appreciation Day** in accordance with the attached resolution.

Many groups are recognized by way of Municipal Resolution. Such a day allows the community to recognize the work of various groups and to acknowledge the contributions they make in the lives of community members.

Many children, families and communities benefit from the work of child care workers. Child care also contributes to the economic life of communities. Research shows the many economic benefits accrued from affordable, accessible high quality child care. This benefit comes from the number of people employed in the child care industry and because the availability of child care allows parents to work and to contribute to the economic life of society.

Even if your Council does not issue official proclamations, there are many ways for your municipality to participate in and celebrate this special day. In this case, we ask your Council sponsor public announcements, display our posters and distribute pins. Many municipalities also organize events and contests for the day or have Councillors or the Mayor participate in events hosted by child care centres within the municipality.

We hope that your proclamation of this day of appreciation, or your active support, will encourage and promote a day of community recognition for child care workers. Please fax the attached order to request posters and pins to help you raise awareness and celebrate.

Please advise us of your participation in this day of recognition so that we can acknowledge your community's role in celebrating child care workers across Ontario on October 24th. Please direct any correspondence to the attention of Kathy Johnson, by mail: CUPE, 305 Milner Ave., Suite 800, Scarborough, ON M1B 3V4, or by fax: 416-292-2839.

Thank you for your consideration.

Yours sincerely,

Sid Ryan
President, CUPE Ontario

Shelle Bird
President, OCBCC

Patrick (Sid) Ryan
President

"ONE STRONG VOICE"



CUPE 0106

Fred Hahn
Secretary-Treasurer

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7th Annual Child Care Worker & Early Childhood Educator Appreciation Day

October 24, 2007

Resolution

Whereas thirty five years of research confirms the benefits of high quality child care for young children's intellectual, emotional, social and physical development and later life outcomes; and

Whereas child care promotes the well-being of children and responds to the needs of parents, child care workers and the broader community by supporting quality of life so that citizens can fully participate in and contribute to the economic and social life of their community; and

Whereas recent studies clearly show trained and knowledgeable Early Childhood Educators and child care workers are the most important element in quality child care, and further that good wages and working conditions are associated with higher job satisfaction and morale, lower staff turnover all of which predict higher quality care

Therefore Be It Resolved that October 24, 2007 be designated the 7th annual "Child Care Worker & Early Childhood Educator Appreciation Day" in recognition of the influence, dedication and commitment of child care workers to children, their families and quality of life of the community.

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**Child Care Worker and Early Childhood Educator Appreciation Day
October 24, 2007**

Materials Request Form

Please send the following items:

#Buttons_____ #Posters_____

A template Certificate of Appreciation will be automatically sent with each request.

To:

Name:_____ Tel. # _____

Organization (if applicable): _____

Address: _____

City: _____ Prov. _____ Postal Code: _____

Email Address: _____

PLEASE FAX THIS FORM TO THE OCBCC AT FAX# 416-538-6737

OR MAIL TO:

OCBCC

**489 College St., Suite 206
Toronto, ON M6G 1A5**

Requests will also be accepted by email at: sue@childcareontario.org

PLEASE SEND THIS REQUEST BY OCTOBER 10

Support a Local Athlete - Harold (Howie) Walker Competing in the Ironman World Championships in Kona, Hawaii

City of St. Thomas
Recreation

-94-

Swim 3.86 km, Bike 180 km, Run 42.2 km

SEP 24 2007



Attention City Council Members,

Sept.24/07

I would like to apply for a grant to assist Harold Walker with his finances to participate in the Ironman World Championships in Kona, Hawaii on October 13, 2007. Any support from the city and community of St. Thomas would be greatly appreciated.

Harold (Howie) Walker has been successfully competing in events involving swimming, biking and running for some time now. Some of his accomplishments include:

2001 - placed 2nd at National Team Qualifier which took him to the World Duathlon Championships in Rimini, Italy. He was the second Canadian to place in his age group. Howie completed his first marathon in Detroit and qualified for the Boston Marathon. He also won the regional Subaru Duathlon series in points for his age group.

2002 - completed the Boston Marathon in 3:00:26, placed fourth in his age group at the Canadian Duathlon Championships in Calgary which took him to the World Duathlon Championships in Alpharetta, Georgia, USA in which he was the second Canadian to place in his age group.

2003 - completed the Boston Marathon again 3:17:31

2004 - learned to swim and started competing in triathlons.

2005 - completed the Florida ½ Ironman in 5:21:40

2006 - completed Ironman USA in Lake Placid in 11:23:11

2007 - completed Peterborough ½ Ironman in 4:55:28

Along with these major race accomplishments, Howie has continued to place on the podium in many regional races.

Howie is currently training for the greatest race of them all - the Ironman World Championships in Kona, Hawaii. He will be representing Elgin County and area as one of the 12 Canadians chosen from a lottery group of 200 athletes who are specially handpicked to compete in this prestigious event. Howie refers to this as the "Ultimate Challenge" and the race itself is often called "The Big One".

Thanks so much for considering my request.
Sincerely,

A handwritten signature in black ink, appearing to read "M Walker".

Melanie Walker
(519) 769-0194

September 13, 2007

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City of St. Thomas
Received

SEP 13 2007

To: Mayor and Members of Council

City Clerk's Dept.

City Pins Request

I am writing to request 200 City of St. Thomas pins for an upcoming special event.

Parkside Collegiate will be hosting and playing in the OFSAA AA Championships taking place from November 21st to 24th, 2007. 16 of the best senior girls 'AA' basketball teams in Ontario will be coming to St. Thomas to compete and we would like to provide each player with a City pin as part of their welcome packages.

The teams would like to take this opportunity to welcome the Mayor and Council and all members of the community to come out and show their support as well as watch some great basketball.

Sincerely,



Mike Vecchio
Assistant Coach
Parkside Sr. Girls Basketball Team