



MEETING: Committee of the Whole

DATE: Monday, October 15, 2018

Reference No. COW - 45/49

OPEN SESSION in S.H. Blake Memorial Auditorium immediately following City Council (Public Meeting)

Committee of the Whole - Planning Session

Chair: Councillor T. Giertuga

DISCLOSURES OF INTEREST

CONFIRMATION OF AGENDA

Confirmation of Agenda - October 15, 2018 - Committee of the Whole

With respect to the October 15, 2018 Committee of the Whole meeting, we recommend that the agenda as printed, including any additional information and new business, be confirmed.

REPORTS OF COMMITTEES

Committee of Adjustment Minutes

Minutes of Meeting No. 8-2018 of the Committee of Adjustment held on August 29, 2018, for information.

Lakehead Region Conservation Authority Committee Minutes

Minutes of Meeting No. 7-2018 of the Lakehead Region Conservation Authority Committee held on August 29, 2018, for information.

REPORTS OF MUNICIPAL OFFICERS

Designated Truck Route

At the March 27, 2017 City Council meeting, By-law 1/2017 - A By-law to Designate Truck Routes through the City of Thunder Bay was presented. Also presented was a memorandum from Mr. R. Love, Traffic Technologist, dated March 22, 2017 and a memorandum from Councillor A. Foulds, dated March 27, 2017. At that time a resolution to amend the By-law was introduced; and a resolution was passed to refer the By-law and amending resolution back to

Administration for further clarification on the wording of the by-law and report back to City Council following a review from Legal Services.

At the April 24, 2017 City Council meeting, a memorandum was presented from Mr. R. Love, Traffic Technologist - Engineering Division, dated April 11, 2017 relative to By-law 36/2017 - A By-law to Designate Truck Routes through the City of Thunder Bay. At the April 24, 2017 City Council meeting, the City Clerk advised that the By-law and Amending Resolution regarding the Designated Truck Route By-law was withdrawn from the Agenda, and will be re-presented in June 2017 following further consultation by Administration with the trucking industry.

At the June 4, 2018 Committee of the Whole meeting, Report No. R 63/2018 (Infrastructure & Operations - Engineering & Operations) – Designated Truck Route was presented. Correspondence was also presented from communities and organizations

At the June 4, 2018 Committee of the Whole meeting the Deputy City Clerk advised that Report No R 63/2018 (Infrastructure & Operations – Engineering & Operations) was withdrawn from the Agenda by Administration and will be presented at a future Committee of the Whole meeting.

Report No. R 130/2018 (Infrastructure & Operations – Engineering & Operations) recommending that By-law 87-2007 be repealed and replaced.

Colour copies of Attachments A and B to Report No. R 130/2018. (Distributed Separately to members of Council and EMT only)

Memorandum from Ms. K. Dixon, Director – Engineering & Operations, dated October 3, 2018, requesting to provide a presentation relative to Report No. R 130/2018.

Letter received from Mr. Wayne Hanchard, CAO/Clerk, Township of Oliver Paipoonge, dated March 19, 2018, containing a resolution passed by the Oliver Paipoonge Council with respect to the above noted, re-presented.

Letter received from Ms. Lorna Buob, Clerk-Treasurer, Township of O'Connor, dated April 23, 2018, containing a resolution passed by the Township of O'Connor Council with respect to the above noted, re-presented.

Letter received from Mr. Peter Kibzey, Woodlands Services Manager, Resolute Forest Products, dated April 24, 2018, containing concerns related to the above noted, re-presented.

Letter received from Ms. Jenna Hakala, Clerk - Township of Gillies, dated May 3, 2018, containing a resolution passed by the Township of Gillies Council with respect to the above noted, re-presented.

Letter received from Ms. Rosalie Evans, Solicitor - Clerk, Municipality of Neebing, dated May 4, 2018, containing a resolution passed by the Municipality of Neebing with respect to the above noted, re-presented.

Letter received from Ms. Pat Maxwell, CAO/Clerk – Township of Conmee, dated April 24, 2018, containing a resolution passed by the Township of Conmee with respect to the above-noted.

Letter received from Mr. Lorne Kellar, Comptroller – Santorelli's Husky Truck Stop, dated October 3, 2018 requesting to provide a deputation relative to Report No. R 130/2018.

Memorandum from Mayor K. Hobbs dated October 4, 2018 containing a motion to defer discussion relative to Report 130/2018 (Infrastructure and Operations – Engineering and Operations) to a Committee of the Whole meeting in January 2019.

With respect to Report 63/2018 (Engineering & Operations) we recommend that By-law 87-2007 be repealed and replaced as outlined in this report;

AND THAT a new Designated Truck Route By-law as outlined in this report be presented to City Council for ratification;

AND THAT a \$10,000 expansion to the Roads Sign Maintenance budget be included in future operating budgets for Council's consideration to cover costs of the annual billboard rental;

AND THAT the Mayor and Clerk be authorized to execute all necessary documentation.

PETITIONS AND COMMUNICATIONS

Addition of Stop Sign - Francis and Georgina Streets Intersection

Memorandum from Councillor J. Virdiramo, dated September 11, 2018, containing a motion relative to the addition of a stop sign at the Francis and Georgina Streets Intersection.

With respect to resident concerns relating to traffic on Francis Street in the Westfort Ward, we recommend that a stop sign be erected at the intersection of Francis and Georgina Streets;

AND THAT this area be monitored for ongoing traffic issues to determine if additional stop signs are required on Francis Street;

AND THAT any necessary by-laws be presented to City Council for ratification.

NEW BUSINESS

ADJOURNMENT

MEETING DATE 10/15/2018 (mm/dd/yyyy)

SUBJECT Confirmation of Agenda

SUMMARY

Confirmation of Agenda - October 15, 2018 - Committee of the Whole

RECOMMENDATION

With respect to the October 15, 2018 Committee of the Whole meeting, we recommend that the agenda as printed, including any additional information and new business, be confirmed.

MEETING DATE 10/15/2018 (mm/dd/yyyy)

SUBJECT Committee of Adjustment Minutes

SUMMARY

Minutes of Meeting No. 8-2018 of the Committee of Adjustment held on August 29, 2018, for information.

ATTACHMENTS

1. COA minutes Aug 29 2018

August 29, 2018



COMMITTEE OF ADJUSTMENT

DATE August 29, 2018

MEETING NO. 08-18

TIME 4:00 p.m.

PLACE S.H. Blake Memorial Auditorium

CHAIRMAN: Mr. M. McNabb

Mrs. D. Mahoney

Mr. A. Petersen

Ms. L. Veal, Secretary-Treasurer

Ms. J. Fazio, Planner II

Mr. G. Mason, Planner II

Mr. A. Ward, Project Engineer

Ms. A. Dawkins, Supervisor of Planning Services

ABSENT: Mr. J. Talarico and Mr. M. Whybourne

Chairman McNabb outlined the procedure which the Committee would follow in dealing with an application.

DISCLOSURE OF INTEREST

APPLICATIONS

The Secretary-Treasurer read out the Notices of Hearing and submitted the list of relevant documents to the Committee for its consideration. She also filed, with the Committee, her affidavit pertaining to Notices of Hearing and the list of relevant persons to whom such notices were sent. The Chairman outlined the procedure which the Committee would follow in dealing with an application.

1. Application A-52-2018, Red River Square Inc., Agent: Bob Van Dyk, 820 Red River Road, Part Lots 7 & 8, Registered Plan 770, PART 2 on Plan 55R-12476, ARD118672 and ARD92795

Mr. Bob Van Dyk appeared before the Committee to answer questions regarding this application. The Chairman asked if he had complied with the posting of the required sign. It was confirmed that the sign has been posted.

Correspondence was received and read, indicating no objections, from Lakehead Region Conservation Authority, Thunder Bay Hydro, Ministry of Transportation, Fire Prevention, Realty Services, Parks and Open Spaces, Engineering & Operations Division.

Ms. J. Fazio, Planner II, Planning Services Division supported the application, as it passed the four tests of minor variance.

The Chairman asked the members for a vote as to the approval of this application.

"TAKE NOTICE THAT an application from Red River Square Inc. for relief from the requirements of By-law 100-2010, as amended, as it applies to the property known as 820 Red River Road situated on Part Lots 7 & 8, Registered Plan 770, PART 2 on Plan 55R-12476, ARD118672 and ARD92795 to allow for the construction of a restaurant with a drive service unit, as set forth in the application.

Table 22.2.1	Reduce the minimum required interior side yard from 6 metres to 4 metres
By-law 058-2010 (d), surviving paragraph '790	Reduce the minimum required landscaped open space from 10% from to 8.5%

August 29, 2018

Table 5.15.9	Reduce the minimum required parking spaces from 116 spaces to 102 spaces for a Shopping Centre
Location of Stacking Spaces Section 5.15.15 (b)	Reduce the minimum exterior side yard from 6 metres to 3 metres for the stacking spaces only. The location of the required stacking spaces in the required exterior side yard known as Red River Road.

Be approved;"

The majority of the members have supported the approval of this application, as set forth in its decision.

As no public comment, written or oral, has been received, Committee's Decision was not affected by comments received from the public.

2. Application A-53-2018, Jonathan Racco, Agent: Robert Racco, 141 Dogwood Crescent, Lot 11, Registered Plan 55M-637

Mr. Robert Racco appeared before the Committee to answer questions regarding this application. The Chairman asked if he had complied with the posting of the required sign. It was confirmed that the sign has been posted.

Correspondence was received and read, indicating no objections, from Lakehead Region Conservation Authority, Thunder Bay Hydro, Ministry of Transportation, Fire Prevention, Realty Services, Parks and Open Spaces, Engineering & Operations Division.

Mr. G. Mason, Planner II, Planning Services Division supported the application, as it passed the four tests of minor variance.

The Chairman asked the members for a vote as to the approval of this application.

"TAKE NOTICE THAT an application from Jonathan Racco for relief from the requirements of By-law 100-2010, as amended, as it applies to the property known as 141 Dogwood Crescent situated on Lot 11, Registered Plan 55M-637 to allow for an increased lot coverage for the construction of the covered decks to the proposed single detached dwelling, as set forth in the application.

Table 8.2.1	Increase the maximum lot coverage from 35% to 38.53%
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Be approved;"

The majority of the members have supported the approval of this application, as set forth in its decision.

As no public comment, written or oral, has been received, Committee's Decision was not affected by comments received from the public.

3. Application A-44-2018 1796648 Ontario Limited, Agent: Northern Planning (Stefan Huzan), 211 E. Brock Street, West Part Lot 34 East Part Lot 35 Town Plot N/S Brock

Mr. Stefan Huzan appeared before the Committee to answer questions regarding this application. The Chairman asked if he had complied with the posting of the required sign. It was confirmed that the sign has been posted.

Correspondence was received and read, indicating no objections, from Lakehead Region Conservation Authority, Thunder Bay Hydro, Ministry of Transportation, Fire Prevention, Realty Services, Parks and Open Spaces, Engineering & Operations Division.

Ms. J. Fazio, Planner II, Planning Services Division supported the application, with condition.

The Chairman asked the members for a vote as to the approval of this application.

"TAKE NOTICE THAT an application from 1796648 Ontario Limited for relief from the requirements of By-law 100-2010, as amended, as it applies to the property known 211 E. Brock Street situated on West Part Lot 34 East Part Lot 35 Town Plot N/S Brock under the provisions of Sections 44 and 45 of The Planning Act

August 29, 2018

R.S.O. 1990, as amended, to allow for the severance and conveyance of a single detached dwelling previously used as a church manse, as set forth in the application.

Table 9.2.1	Reduce the minimum required lot depth from 30 metre to 26.9 metres
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PROVIDED HOWEVER THAT the concurrent Application B-45-2018 is approved by the Committee of Adjustment.

Be approved;”

The majority of the members have supported the approval of this application, as set forth in its decision.

As no public comment, written or oral, has been received, Committee’s Decision was not affected by comments received from the public.

4. Application B-45-2018, 1796648 Ontario Limited, Agent: Northern Planning (Stefan Huzan) - 201 & 211 E. Brock Street, 201 - West Part Lot 35 Town Plot N/S Brock and 211- West Part Lot 34 East Part Lot 35 Town Plot N/S Brock

Mr. Stefan Huzan appeared before the Committee to answer questions regarding this application. The Chairman asked if he had complied with the posting of the required sign. It was confirmed that the sign has been posted.

Correspondence was received and read, indicating no objections, from Lakehead Region Conservation Authority, Thunder Bay Hydro, with condition, Tbaytel, with condition, Ministry of Transportation, Fire Prevention, Parks and Open Spaces, with condition, Realty Services, Engineering & Operations Division, with conditions.

Ms. J. Fazio, Planner II, Planning Services Division supported the application, with conditions.

The Chairman asked the members for a vote as to the approval of this application.

“TAKE NOTICE THAT an application from 1796648 Ontario Limited, to the Committee of Adjustment for consent to the severance and conveyance of one (1) parcel having a frontage of 19.5 metres, a depth of 26.9 metres and an area of 524 square metres. The retained parcel will have a frontage of 30.5 metres, an irregular depth of 47.2 metres and an area of 1762 square metres, as set forth in the application.

The property is municipally known as 201 & 211 E. Brock Street and is described as 201 - West Part Lot 35 Town Plot N/S Brock and 211- West Part Lot 34 East Part Lot 35 Town Plot N/S Brock

Be approved;”

The majority of the members have supported the approval of this application, as set forth in its decision.

As no public comment, written or oral, has been received, Committee’s Decision was not affected by comments received from the public.

5. Application B-46-2018, Adriano Tavares & Brandon Tavares, 331 Masters Street, Lot 19, Registered Plan 793

Mr. Adriano Tavares and Brandon Tavares appeared before the Committee to answer questions regarding this application. The Chairman asked if they had complied with the posting of the required sign. It was confirmed that the sign has been posted.

Correspondence was received and read, indicating no objections, from Lakehead Region Conservation Authority, Thunder Bay Hydro, with condition, Ministry of Transportation, Fire Prevention, Parks and Open Spaces, with conditions, Realty Services, with condition, Engineering & Operations Division, with conditions.

Mr. G. Mason, Planner II, Planning Services Division supported the application, with conditions.

August 29, 2018

Earla Navratil's lot backs on to the lot known as the retained parcel. The applicant's property has a large wooded back portion of the lands that act as a sanctuary for the birds and other wildlife. Ms. Navratil expressed concern about the possible loss of the existing green space. Ms. Navratil explained that her two adult children have a rare disease that prohibits them from going outside, and they enjoy the natural setting directly behind them. Ms. Navratil was told that the property was green space when she purchased the house. Discussion took place about the ownership of the lands, it was determined that the land is owned by the applicant. The City owned portion of the lands comprise of a road allowance that runs north and is approximately 10 metres wide. Discussion took place about the easement that runs behind the lots that front on Valley Street. It was determined that the easement is fully within the lots, and not on the applicant's land.

Mr. Tavares stated that he has no plans to clear to the rear of the property at this time. He will probably create a building envelope at the front of the lot.

Discussion took place about the requested 10 metre strip at the limits of the rear of the retained lands. It was noted that the lands have been identified for future "backlot" development, and the Official Plan has identified a local road corridor through these properties.

The Chairman asked the members for a vote as to the approval of this application.

"TAKE NOTICE THAT an application has been made under Section 53 of the Planning Act, R.S.O., 1990, as amended, by Adriano Tavares & Brandon Tavares, to the Committee of Adjustment for consent to the severance and conveyance of one (1) parcel of land having a frontage of 19.5 metres, a depth of 43.5 metres and an area of 848.25 square metres. The retained parcel will have a frontage of 19.5 metres, an irregular depth of 96.92 metres and an approximate area of 2567.63 square metres, as set forth in the application.

The property is municipally known as 331 Masters Street and is described as Lot 19, Registered Plan 793.

Be approved;"

The majority of the members have supported the approval of this application, as set forth in its decision.

Public Comment has been received and considered and had no effect on Committee's Decision as the application is consistent with all relevant planning legislation and represents good planning.

6. Application B-48-2018 Aric Stein, Agent: Northern Planning (Stefan Huzan), 355 Twin City Crossroads, Part Lot 4, Plan 71

Mr. Stefan Huzan appeared before the Committee to answer questions regarding this application. The Chairman asked if he had complied with the posting of the required sign. It was confirmed that the sign has been posted.

Correspondence was received and read, indicating no objections, from Lakehead Region Conservation Authority, Thunder Bay Hydro, with condition, Ministry of Transportation, Fire Prevention, Parks and Open Spaces, with condition, Realty Services, Engineering & Operations Division, with condition.

Ms. J. Fazio, Planner II, Planning Services Division supported the application, with conditions.

The Chairman asked the members for a vote as to the approval of this application.

"TAKE NOTICE THAT an application has been made under Section 53 of the Planning Act, R.S.O., 1990, as amended, by Aric Stein, to the Committee of Adjustment for consent to the severance and conveyance of one (1) parcel of land having a frontage of 120 metres, an irregular depth of 170 metres and an area of 2 hectares. The retained parcel will have a frontage of 90 metres, an irregular depth of 355 metres and an area of 19.2 hectares, as set forth in the application.

The property is municipally known as 355 Twin City Crossroad and is described as Part Lot 4, Registered Plan 71, and PART 1 on Plan 55R-12368, except PART 1 on Plan 55R-13010.

August 29, 2018
Be approved;"

The majority of the members have supported the approval of this application, as set forth in its decision.

As no public comment, written or oral, has been received, Committee's Decision was not affected by comments received from the public.

7. Application B-49-2018 – Christine Vanderpluym - 1030 Riverdale Road, West Part of Lot 15, Registered Plan W-689

Ms. Christine Vanderpluym appeared before the Committee to answer questions regarding this application. The Chairman asked if she had complied with the posting of the required sign. It was confirmed that the sign has been posted.

Correspondence was received and read, indicating no objections, from Lakehead Region Conservation Authority, with comment, Thunder Bay Hydro, Ministry of Transportation, Fire Prevention, Parks and Open Spaces, with comment, Engineering & Operations Division.

Ms. J. Fazio, Planner II, Planning Services Division supported the application, with conditions.

Correspondence by way of e-mail was received from a neighbour. Concern was voiced about the proposed plans for the lot in the future, would it be logged; is the long range plan for a spec house; who wants to buy it? It was noted that the sign was posted in a treacherous location.

The Chairman asked the members for a vote as to the approval of this application.

"TAKE NOTICE THAT an application has been made under Section 53 of the Planning Act, R.S.O., 1990, as amended, by Christine Vanderpluym, to the Committee of Adjustment for consent to the severance and conveyance of a parcel for the purpose of a lot addition to 1026 Riverdale Road. The parcel will have a frontage of 30.48 metres, a depth of 222.13 metres and an area of .677 hectares. The retained parcel will have a frontage of 30.48 metres, a depth of 280.33 metres and an area of 1.43 hectares, as set forth in the application.

The property is municipally known as 1030 Riverdale Road and is described as West Part of Lot 15, Registered Plan W-689.

Be approved;"

The majority of the members have supported the approval of this application, as set forth in its decision.

Public comment has been received and considered and had no effect on Committee's Decision, as the application is consistent with all relevant planning legislation and represents good planning.

8. Application A-50-2018, Daniel Oinonen, 275 Copenhagen Road, Section 1 SPT MR5

Mr. Daniel Oinonen appeared before the Committee to answer questions regarding this application. The Chairman asked if he had complied with the posting of the required sign. It was confirmed that the sign has been posted.

Correspondence was received and read, indicating no objections, from Lakehead Region Conservation Authority, Thunder Bay Hydro, Ministry of Transportation, Fire Prevention, Parks and Open Spaces, Engineering & Operations Division.

Ms. A. Dawkins, Supervisor of Planning Services, Planning Services Division supported the application, with condition.

The Chairman asked the members for a vote as to the approval of this application.

"TAKE NOTICE THAT an application has been made for relief from the requirements of By-law 100-2010, as amended, as it applies to the property known as 275 Copenhagen Road situated on South Part of Section 1 to allow for the creation of two (2) new parcels, as set forth in the application.

August 29, 2018

Table 6.2.1 Severed 1	Reduce the minimum required lot area from 20,000 square metres (2 hectares) to 11,100 square metres (1.11 hectares)
Severed 2	Reduce the minimum required lot area from 20,000 square metres (2 hectares) to 10,500 square metres (1.05 hectares)

PROVIDED HOWEVER THAT application B-51-2018 is approved by the Committee of Adjustment, and the Certificate of Secretary Treasurer is issued

Be approved;”

The majority of the members have supported the approval of this application, as set forth in its decision.

As no public comment, written or oral, has been received, Committee’s Decision was not affected by comments received from the public.

9. Application B-51-2018 Daniel Oinonen, 275 Copenhagen Road, Section 1 SPT MR5

Mr. Daniel Oinonen appeared before the Committee to answer questions regarding this application. The Chairman asked if he had complied with the posting of the required sign. It was confirmed that the sign has been posted.

Correspondence was received and read, indicating no objections, from Lakehead Region Conservation Authority, Thunder Bay Hydro, Ministry of Transportation, Fire Prevention, Parks and Open Spaces, with condition, Realty Services, with condition, Engineering & Operations Division, with conditions.

Ms. A. Dawkins, Supervisor of Planning Services, Planning Services Division supported the application, with conditions.

The Chairman asked the members for a vote as to the approval of this application.

“TAKE NOTICE THAT an application has been made under Section 53 of the Planning Act, R.S.O., 1990, as amended, by Daniel Robert Oinonen, to the Committee of Adjustment for consent to the severance and conveyance of two (2) parcels of land. Severed 1 will have a frontage of 60 metres, a depth of 185 metres, and an area of 1.11 hectares. Severed 2 will have a frontage of 60 metres, a depth of 176 metres, and an area of 1.05 hectares. The retained parcel will have a frontage of 170 metres, a depth of 187 metres, and an area of 3.178 hectares, as set forth in the application.

The property is municipally known as 275 Copenhagen Road and is described as South Part of Section 1.

Be approved;”

The majority of the members have supported the approval of this application, as set forth in its decision.

As no public comment, written or oral, has been received, Committee’s Decision was not affected by comments received from the public.

10. Application A-54-2018 – Joseph & Kristine DaSilva - 125 & 127 S. Court Street, Lot 13 - 14, Registered Plan 1720

Mr. Joseph DaSilva appeared before the Committee to answer questions regarding this application. The Chairman asked if he had complied with the posting of the required sign. It was confirmed that the sign has been posted.

Correspondence was received and read, indicating no objections, from Lakehead Region Conservation Authority, Thunder Bay Hydro, Ministry of Transportation, Fire Prevention, Parks and Open Spaces, Realty Services, Engineering & Operations Division.

Mr. G. Mason, Planner II, Planning Services Division supported the application, with conditions.

The Chairman asked the members for a vote as to the approval of this application.

August 29, 2018

"TAKE NOTICE THAT an application has been made for relief from the requirements of By-law 100-2010, as amended, as it applies to the property known as 125 & 127 S. Court Street situated on Lot 13 - 14, Registered Plan 1720 to allow for the severance and conveyance of 127 S. Court Street, as set forth in the application.

Table 9.2.1 125 S. Court Street	Reduce the required minimum lot area from 300 square metres to 278 square metres
	Reduce the minimum required lot frontage from 10 metres to 9.14 metres
	Reduce the minimum required interior s/s yard from 1.5 metres to .90 metres
Table 9.2.1 127 S. Court Street	Reduce the minimum required interior n/s yard from 1.5 metres to .92 metres

PROVIDED HOWEVER THAT Application B-55-2018 is approved by the Committee of Adjustment, and the Certificate of Secretary Treasurer is issued.

Be approved;"

The majority of the members have supported the approval of this application, as set forth in its decision.

As no public comment, written or oral, has been received, Committee's Decision was not affected by comments received from the public.

11. Application B-55-2018 – Joseph & Kristine DaSilva - 125 & 127 S. Court Street, Lot 13 - 14, Registered Plan 1720

Mr. Joseph DaSilva appeared before the Committee to answer questions regarding this application. The Chairman asked if he had complied with the posting of the required sign. It was confirmed that the sign has been posted.

Correspondence was received and read, indicating no objections, from Lakehead Region Conservation Authority, Thunder Bay Hydro, Ministry of Transportation, Fire Prevention, Parks and Open Spaces, with comment, Realty Services, Engineering & Operations Division, with conditions.

Mr. G. Mason, Planner II, Planning Services Division supported the application, with conditions.

The Chairman asked the members for a vote as to the approval of this application.

"TAKE NOTICE THAT an application from Joseph & Kristine DaSilva, to the Committee of Adjustment for consent to the severance and conveyance of one (1) parcel having a frontage of 10.05 metres, a depth of 30.38 metres and an area of 332 square metres. The retained parcel will have a frontage of 9.14 metres, a depth of 30.4 metres and an area of 278 square metres, as set forth in the application.

The property is municipally known as 125 & 127 S. Court Street and is described as Lot 13 - 14, Registered Plan 1720.

Be approved;"

The majority of the members have supported the approval of this application, as set forth in its decision.

As no public comment, written or oral, has been received, Committee's Decision was not affected by comments received from the public.

SUPPLEMENTARY AGENDA

1. Consent Applications – Conditions Fulfilled

Application B-51-2017 – Lot addition – 3241 Fairveiw Ave.

2. Signing of July 25, 2018 meeting minutes

Moved by: Donna Mahoney

August 29, 2018

Seconded by: Andreas Petersen

"THAT the minutes of Meeting No. 07-18 of the Thunder Bay Committee of Adjustment, held July 25, 2018 be confirmed as presented."

NEW BUSINESS

ADJOURNMENT

The meeting adjourned at 6:15

CARRIED 

CHAIRMAN 

SECRETARY-TREASURER

MEETING DATE 10/15/2018 (mm/dd/yyyy)

SUBJECT Lakehead Region Conservation Authority Committee Minutes

SUMMARY

Minutes of Meeting No. 7-2018 of the Lakehead Region Conservation Authority Committee held on August 29, 2018, for information.

ATTACHMENTS

1. LRCA minutes Aug 29 2018



LAKEHEAD REGION

CONSERVATION AUTHORITY

Minutes of the Seventh Regular Meeting of the Lakehead Region Conservation Authority held on Wednesday, August 29, 2018, in the Authority Boardroom. The Chair called the Meeting to order at 4:30 p.m.

PRESENT: Donna Blunt, Chair
Linda Rydholm Vice-Chair
Grant Arnold
Jim Byers
Ed Chambers
Andrea Goold
Umed Panu
Jim Vezina
Wendy Wright

REGRETS: Erwin Butikofer
Andrew Foulds

**ALSO
PRESENT:** Tammy Cook, Chief Administrative Officer
Mark Ambrose, Finance Manager
Ryne Gilliam, Lands Manager
Ryan Mackett, Communications Manager
Melanie O'Riley Receptionist/Admin Clerk, recorder of Minutes

1. ADOPTION OF AGENDA

Resolution #91/18

Moved by Grant Arnold, Seconded by Wendy Wright

"THAT: the Agenda is adopted as published." **CARRIED.**

2. DISCLOSURE OF INTEREST

None.

3. MINUTES OF PREVIOUS MEETING

Resolution #92/18

Moved by Wendy Wright, Seconded by Grant Arnold

"THAT: the Minutes of the Lakehead Region Conservation Authority Sixth Regular Meeting held on Wednesday, June 27, 2018, together with the In-Camera portion are adopted as published."
CARRIED.

4. IN-CAMERA AGENDA

Resolution #93/18

Moved by Wendy Wright, Seconded by Ed Chambers

"THAT: we now go into Committee of the Whole (In-Camera) at 4:31 p.m." **CARRIED.**

Resolution #94/18

Moved by Grant Arnold, Seconded by Wendy Wright

"THAT: we go into Open Meeting at 4:40 p.m." **CARRIED.**

The purpose of the In-Camera Meeting pertained to personnel, property and litigation matters.

5. BUSINESS ARISING FROM PREVIOUS MINUTES

(a) File: Administrative By-Law

Members were provided the Draft Administrative By-Law for its second reading. It was noted that the document had been reviewed by the Authority's solicitor with the recommended changes being incorporated into the document, which were mostly editorial. The final reading and approval will occur at the September 26, 2018 Meeting.

(b) File: Mills Block Exploration Pit

It was noted that the exploration pit that was previously discovered at Mills Block Forest was filled in with fill material by LRCA staff on July 5, 2018. The Ministry of Northern Development and Mines has been advised of the completed in-fill. The pit was filled in to address the potential health and safety hazard to the public.

6. CORRESPONDENCE

(a) File: Michael Gravelle, MPP Thunder Bay – Superior North

Correspondence received from Michael Gravelle, MPP, Thunder Bay – Superior North thanking the Authority for the letter of acknowledgment upon Mr. Gravelle's re-election was noted.

(b) File: Printed Material

Printed material was circulated.

7. STAFF REPORTS

Members reviewed and discussed staff report CONAREA-04-2018 related to the Mission Island Marsh Conservation Area Entrance Sign.

Resolution #95/18

Moved by Wendy Wright, Seconded by Grant Arnold

"THAT: the Staff Report CONAREA-04-2018 be received AND FURTHER THAT Depres Metal Artwork is contracted to design, fabricate and install the new entrance sign at Mission Island Marsh Conservation Area at a cost of \$13,250.00 plus HST." CARRIED.

Members reviewed and discussed the proposals regarding updating the Kaministiquia River and Pennock Creek Floodplain Mapping with further discussion at the September Meeting after consultation with the Municipality of Oliver Paipoonge.

8. CHIEF ADMINISTRATIVE OFFICER REPORT

Members were provided with the monthly Treasurer's Report for expenses and revenues for June and July plus totals to date for Administration, Capital and Vehicle and Equipment Program.

It was noted that staff are consulting with the Municipality of Shuniah regarding the viability of completing the Wildgoose Creek Floodplain Mapping update due to new information related to the viability of the intended use of the site and the proposal costs coming in significantly higher than the estimated budget.

Members were provided with the obituary of former LRCA Chair Mr. Steven Walter Lukinuk, who was the first Chair after the expansion of the Neebing Valley Conservation Authority to the Lakehead Region Conservation Authority in 1963. As noted in his obituary, donations were requested to the LRCA in lieu of flowers. Several donations have been received. The Authority has made a donation to the Living Classroom Fund in his memory.

Members were advised that staff met with risk assessment advisors from the Authority's insurance broker Marsh to conduct a risk assessment as part of their 3D Risk Management Program. Inspections were completed at Mission Island Marsh, Silver Harbour and Cascades Conservation Areas. The Marsh representatives will be providing a report back to the Authority

Seventh Regular LRCA Meeting Minutes – August 26, 2018

with various suggestions to reduce our risk. The site visit will result in future actions to be completed, with the goal of reducing the LRCA's exposure to risk and potential future liability claims in our areas. A full report will be provided in a subsequent agenda.

Members were advised that with the new Provincial government, the oversight for Conservation Authorities has transitioned from the Ministry of Natural Resources and Forestry to the Ministry of Environment, Conservation and Parks.

It was noted that the final round of funding applications under the National Disaster Mitigation Program (NDMP) were being accepted. It was noted that an application will be submitted to update the Mosquito Creek Floodplain Mapping. Sole benefitting funding from the City of Thunder Bay will be included in the 2019 budget.

Resolution #96/18

Moved by Jim Byers, Seconded by Umed Panu

"THAT: the Lakehead Region Conservation Authority will submit an application under the National Disaster Mitigation Program for the 2019/2020 fiscal year to update the Mosquito Creek Floodplain Mapping." **CARRIED.**

Members were provided with the 2019 Draft Budget Version 1.0. Tammy Cook, CAO provided an overview of the budget and the work plan. It was noted that the 2019 Current Value Assessment (CVA) numbers had not been provided from the MNRF at the time of writing; therefore, the levy values will change in the final version of the budget document based on the 2019 CVA.

9. PASSING OF ACCOUNTS

Resolution #97/18

Moved by Jim Byers, Seconded by Wendy Wright

"THAT: having examined the accounts for the period of June 1, 2018 to June 30, 2018 cheque #1281 to #1319 for \$71,701.76 and preauthorized payments of \$102,909.87 for a total of \$174,611.63, we approve their payment." **CARRIED.**

Resolution #98/18

Moved by Wendy Wright, Seconded by Jim Byers

"THAT: having examined the accounts for the period of July 1, 2018 to July 31, 2018 cheque #1320 to #1364 for \$132,424.98 and preauthorized payments of \$2,081,395.46 for a total of \$2,213,820.44, we approve their payment." **CARRIED.**

10. REGULATORY ROLE

The Plan Input and Review for the period from June 28, 2018, to August 29, 2018, was circulated.

The Permits issued under the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses for the period from June 28, 2018, to August 29, 2018, were circulated.

11. PROJECTS UPDATE

Members were provided with the written updates of on-going projects/activities as detailed in the Agenda.

It was noted that Hazelwood Lake Family Fun Day and Little Trout Day by the Bay were very successful.

It was noted that the declared Level II Low Water Condition was downgraded to a Level I Low Water Condition on August 1, 2018.

12. NEW BUSINESS

None.

13. NEXT MEETING

Wednesday, September 26, 2018, at 4:30 p.m.

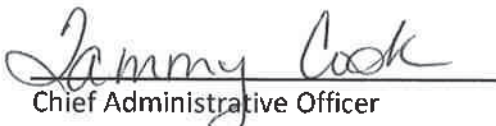
14. AJOURNMENT

Resolution #99/18

Moved by Umed Panu, Seconded by Jim Byers

"THAT: the time being 5:34 p.m. AND FURTHER THAT there being no further business we adjourn." CARRIED.


Chair


Chief Administrative Officer

Corporate Report

DEPARTMENT/ DIVISION	Infrastructure & Operations	REPORT NO.	R 130/2018
DATE PREPARED	09/05/2018	FILE NO.	
MEETING DATE	10/15/2018 (mm/dd/yyyy)		
SUBJECT	Designated Truck Route		

RECOMMENDATION

With respect to Report 63/2018 (Engineering & Operations) we recommend that By-law 87-2007 be repealed and replaced as outlined in this report;

AND THAT a new Designated Truck Route By-law as outlined in this report be presented to City Council for ratification;

AND THAT a \$10,000 expansion to the Roads Sign Maintenance budget be included in future operating budgets for Council's consideration to cover costs of the annual billboard rental;

AND THAT the Mayor and Clerk be authorized to execute all necessary documentation.

EXECUTIVE SUMMARY

On July 21, 2014 Committee of the Whole passed a resolution directing Administration to prepare a report outlining options and process required to apply weight restrictions on Arthur Street from 25th Side Road to Highway 61. This was due in large part to resident complaints concerning safety, engine compression use, speeding and complaints of excessive noise and vibration of homes along Arthur Street from long trucks. Similar complaints have been received by members of Council and Administration from residents along Dawson Road.

Following Council's direction, the Engineering Division has undertaken a review of the existing Heavy Load By-law with a focus to reduce truck traffic on Arthur Street west of the Thunder Bay Expressway and on Dawson Road. It has been determined that a more effective way of managing truck traffic on these routes and in the City would be through the implementation of a Designated Truck Route. This identifies safer corridors for trucks and reduces the number of heavy trucks using City streets unless necessary, improving safety and reducing damage and maintenance costs to the City's infrastructure.

DISCUSSION

At the July 21, 2014 Committee of the Whole meeting a resolution was passed directing Administration to provide options to apply weight restrictions on Arthur Street from 25th Side Road to Highway 61. This was due in large part to resident complaints concerning safety, engine compression use, speeding and complaints of excessive noise and vibration of homes along Arthur Street from long trucks. Similar complaints have been received by members of Council and Administration from residents along Dawson Road.

Engineering is proposing that a permissive Designated Truck Route system be implemented to manage heavy truck traffic in the City.

Existing Heavy Load By-law Changes

The City of Thunder Bay's Heavy Load By-law (87-2007) has been in place in some form or another since 1972. This By-law identifies streets within the City that are restricted to vehicles with weights over 5,000 kg, 10,000 kg, 15,000 kg or 28,000 kg registered gross weight. Vehicles exceeding these weights are free to utilize streets that are not listed within this By-law, resulting in most city streets being accessible to heavy truck traffic.

It has been determined that a Designated Truck Route (DTR) including weight restricted street exemptions will be a more effective means of managing truck traffic in the City. It is recommended that the By-law 87-2007 and schedules be repealed. Weight restricted streets will be included in the new Designated Truck Route by-law with two new schedules identifying weight restrictions of 15,000 kg or 28,000 kg. Additionally some streets are recommended to be added or deleted from the schedules as follows. With respect to Schedule 'D' (restrictions over 5,000 kg), Engineering deems the existing restrictions to Vickers Street, Edward Street, Rupert Street and Empress Avenue unnecessary, and therefore to be removed from the schedule. Engineering recommends that weight restrictions be added to Arthur Street west of the Thunder Bay Expressway and Dawson Road to control truck traffic entering the City from the west.

Summary of Consultation

Engineering carried out consultation with the community on the Designated Truck Route and has revised it based on comments and concerns received.

Engineering attended Ward meetings in January/February 2016 to inform residents of the heavy load bylaw review and the concept of proposed designated truck routes. At that time consultation was also completed with the Community Economic Development Commission, Thunder Bay Chamber of Commerce, a local truck training center, Municipality of Oliver Paipoonge, and local business. Engineering held business and public consultation meetings in May 2017 and February 2018 and the currently proposed Designate Truck Route was presented at a public open house in September 2018.

The following feedback was received:

- Concerns with heavy trucks using Arthur Street and Dawson Road, siting unsafe pedestrian conditions, near misses when driving, noise and vibration issues
- Negative impacts to day to day trucking operations, increasing delivery/haul times and costs, difficulty planning routes
- Requests to both increase and reduce the number of streets in the truck route network
- By-law enforcement concerns
- By-law fairness concerns
- Concerns of additional weight restricted streets
- Requests for speed reductions on Arthur Street and Dawson Road corridors instead of reducing truck traffic
- Logging/chip haulers concerned that additional trip time will reduce number of loads they can haul to mill each day
- Safety concerns around additional truck traffic through Kakabeka Falls
- Safety concerns around additional truck traffic through intersections along Thunder Bay Expressway
- Requests for warning lights at all signalized intersections on Thunder Bay Expressway
- Requests for completion of Shabaqua Extension/Thunder Bay Bypass

In addition to the above, Engineering consulted with the Ministry of Transportation, Ontario Provincial Police, Thunder Bay Police Services, and City Legal Services to create the proposed Designated Truck Route and bylaw.

Proposed Designated Truck Route

A permissive system to manage truck traffic within the City is recommended. A permissive Designated Truck Route (DTR) by-law will be implemented in conjunction with weight restricted streets. A Designated Truck Route identifies corridors for truck traffic to use within the City. Whenever possible, trucks must remain on the DTR corridors, which are designed to handle heavier and larger loads and are chosen to minimize impact on residents and alleviate unnecessary heavy truck traffic on the City's minor road network. Maps of the proposed DTR and weight restricted streets are shown in Attachments A and B. This has been identified as the most effective way to manage the negative impacts of truck traffic and mitigate concerns of local businesses and the public.

The Designated Truck Route and bylaw wording were revised based on public and business feedback. Focus was placed on removing truck traffic from Dawson Road and Arthur Street West, and allowing truck traffic within the City core to remain largely as is. Revisions were also made to integrate the Designated Truck Route with the City's Dangerous Goods Route.

Weight restricted streets remain largely the same as the current Heavy Load By-law, with some deletions that are no longer appropriate, and the addition of Arthur Street West and Dawson Road to direct truck traffic entering the city from the west to the Designated Truck Route. Weight restrictions will be simplified and made more appropriate from having four weight limits to only two; 15,000 kg and 28,000 kg.

Impacts

The delivery of service and goods is essential for the City and its residents as efficient movements reduce delivery cost and time and are vital to the City's economy and economic development. Therefore any truck management system in place must not be too restrictive and must allow truck movements to final destinations.

The new proposal focuses on removing unnecessary truck traffic from residential areas and directs trucks to the Harbour Expressway, Main Street, Island Drive, and Provincial Highways 11/17 and 61 within the City Limits, in alignment with the Dangerous Goods Route. Heavy trucks will be able to travel to any delivery destination in the City. Trucks will be required to traverse as far as practical along the new Designated Truck Route during a trip. They are required to use the shortest possible distance on undesignated City streets to their end destination while still adhering to the weight restricted streets. Enforcement will be by Thunder Bay Police.

Using recent traffic counts from Arthur Street and Dawson Road it is expected that approximately 500 truck trips per day will be rerouted to the Thunder Bay Expressway as well as through Kakabeka Falls, and approximately 1000 truck trips per day will be added to the Harbour Expressway Extension section of Highway 11/17. This is in the order of 10 to 20 trucks per hour. Based on collision analysis, the predicted safety impacts would be in the order of fractions of a collision increase per year on a per intersection or per kilometer basis. The five year average number of collisions involving at fault heavy trucks on Arthur Street and Dawson Road west of the Thunder Bay Expressway is 1.8 and 3 respectively.

Permissive truck route signage at Highways 11/17 and 61 intersections within the City will be installed showing trucks their permitted movements on the corridor. Additional billboard signs will be placed on highway corridors outside of City Limits at various decision points to advise trucks of the restrictions through the City of Thunder Bay.

Education

Education will be an important piece of implementing and enforcing the DTR. Once approved by Council, an education campaign will be targeted at residents and truck drivers to inform them of the new DTR and what it means. This education will be targeted to improve compliance and reduce erroneous complaints.

FINANCIAL IMPLICATION

The fabrication and installation of permissive Designated Truck Route signs along the Thunder Bay Expressway as well as encroachment permits will cost approximately \$6,000. There are funds proposed in the 2019 Capital Budget to cover these costs. The fabrication, installation, and rental of five billboard warning signs west of Thunder Bay along highway corridors will cost \$10,000 per year with a 5 year contract and will require an expansion to the Roads Section Sign Maintenance 2019 Operating budget. If Council approves the implementation of a Designated

Truck Route, this expansion will be included in future operating budgets for Council consideration.

By repealing and replacing the existing Heavy Load By-law, signage throughout the City would need to be replaced with the new By-law's restrictions. The fabrication and installation of signage would cost approximately \$15,000 and will be covered under the Roads Section Sign Maintenance operating budget.

CONCLUSION

It is concluded that By-law 87-2007 should be repealed and replaced and a Designated Truck Route by-law should be presented to City Council for ratification.

It is also concluded that the Roads Sign Maintenance budget should be expanded by \$10,000 to cover the costs of annual billboard rental costs.

BACKGROUND

At the October 6, 2014 Committee of the Whole, a report was presented (Report No. 224/2014 – Engineering) regarding Arthur Street Weight Restrictions indicating a Designated Truck Route be considered.

At the December 7, 2015 Committee of the Whole, a report was presented (Report No. 144/2015 – Engineering & Operations) recommending the implementation of a Designated Truck Route through the City of Thunder Bay.

February 22, 2016 a memorandum sent to Members of Council regarding the Designated Truck Route. This memorandum outlined consultation on the DTR with residents at Current River and Neebing Ward meetings, CEDC, Thunder Bay Chamber of Commerce, local Heavy Truck Student Driver Training Centre, Municipality of Oliver Paipoonge, and Santorelli & Sons Ltd, a local business on Arthur Street.

March 7, 2016 a memorandum sent to City Council in response to correspondence received from the Canadian Federation of Independent Business regarding the Designated Truck Route and impacts to businesses within the Municipality of Oliver-Paipoonge along Arthur Street West. The memorandum indicated the types of businesses on Arthur Street West do not rely on passer-by traffic and travel time increases would be less than five minutes, and that pedestrian facilities do not exist within this corridor.

May 27, 2016 a memorandum sent to City Council regarding the Designated Truck Route By-law. The memorandum indicated that due to resource constraints in Engineering and Legal Services that the presentation of the by-law would be delayed.

March 22, 2017 a memorandum sent to City Council introducing the Designated Truck Route By-law. This memorandum outlined advanced warning signs for the DTR.

At the March 27, 2017 City Council meeting, By-law 1/2017 - A By-law to Designate Truck Routes through the City of Thunder Bay was presented. Also presented was a memorandum from Mr. R. Love, Traffic Technologist, dated March 22, 2017 and a memorandum from Councilor A. Foulds, dated March 27, 2017. At that time a resolution to amend the By-law was introduced; and a resolution was passed to refer the By-law and amending resolution back to Administration for further clarification on the wording of the by-law and report back to City Council following a review from Legal Services.

April 11, 2017 a memorandum sent to City Council regarding the Designated Truck Route By-law outlining changes to wording in the By-law to facilitate enforcement and clearly reflect the intent of the DTR.

At the April 24, 2017 City Council meeting, a memorandum was presented from Mr. R. Love, Traffic Technologist - Engineering Division, dated April 11, 2017 relative to By-law 36/2017 - A By-law to Designate Truck Routes through the City of Thunder Bay. At the April 24, 2017 City Council meeting, the City Clerk advised that the By-law and Amending Resolution regarding the Designated Truck Route By-law was withdrawn from the Agenda, and will be re-presented in June 2017 following further consultation by Administration with the trucking industry.

At the June 4, 2018 Committee of the Whole meeting, Report No. R 63/2018 (Infrastructure & Operations - Engineering & Operations) – Designated Truck Route was presented. Correspondence was also presented from communities and organizations.

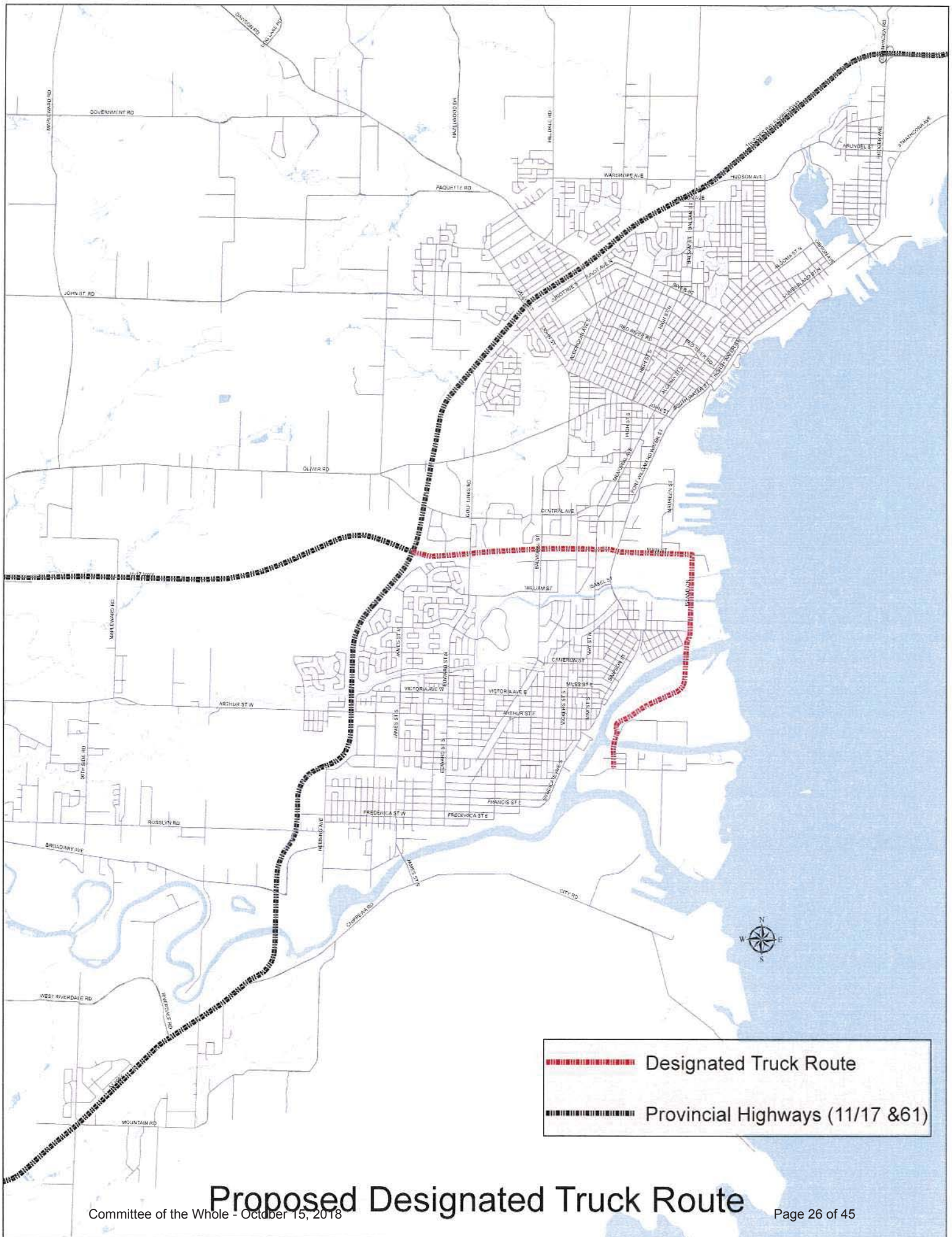
At the June 4, 2018 Committee of the Whole meeting the Deputy City Clerk advised that Report No R 63/2018 (Infrastructure & Operations – Engineering & Operations) was withdrawn from the Agenda by Administration and will be presented at a future Committee of the Whole meeting.

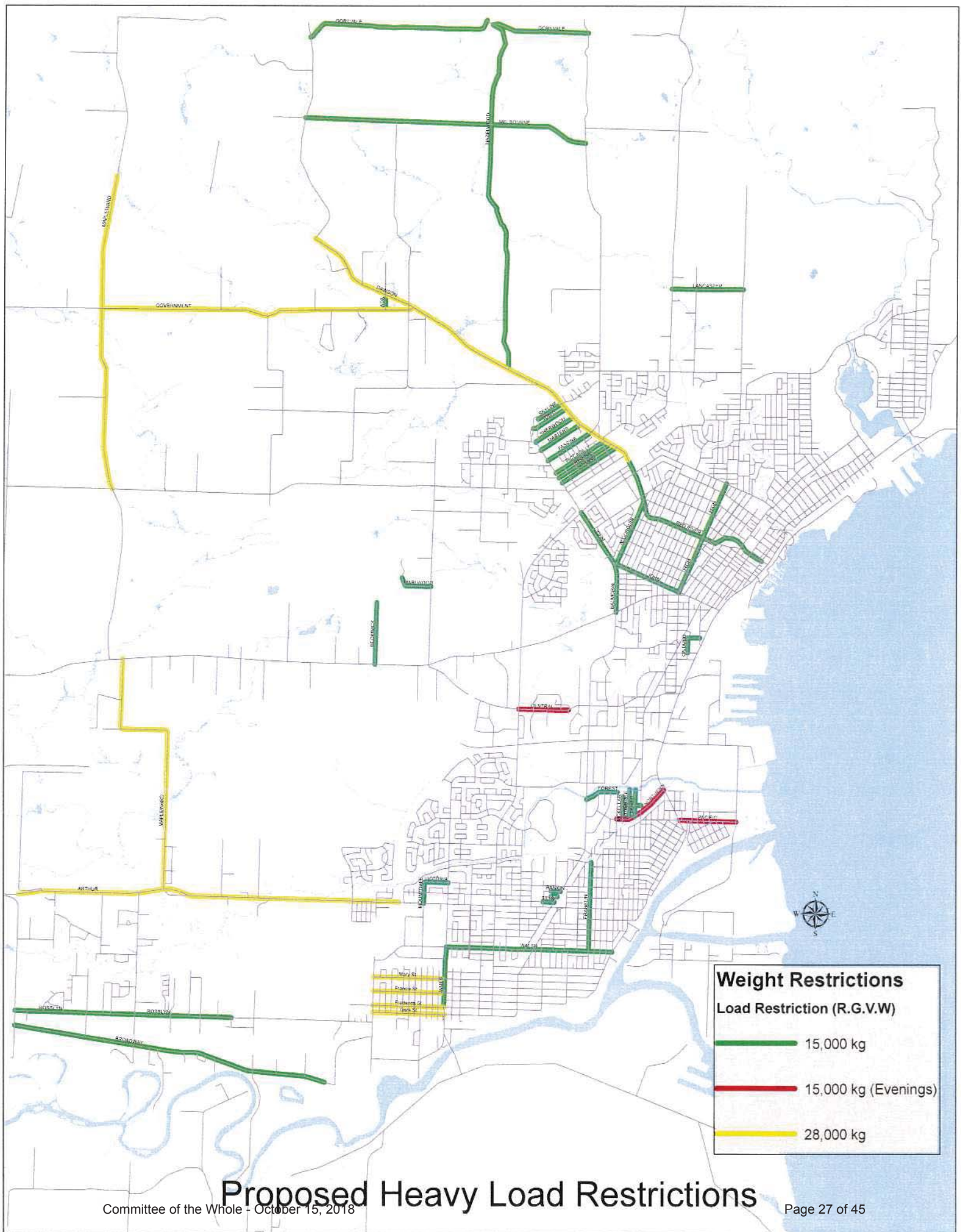
REFERENCE MATERIAL ATTACHED

Attachment 'A' – Proposed Designated Truck Route Map
Attachment 'B' – Proposed Heavy Load Restriction Map



PREPARED BY: Kayla Dixon, Director Engineering & Operations

THIS REPORT SIGNED AND VERIFIED BY: CHARLES CAMPBELL FOR KERRI MARSHALL, GENERAL MANAGER, INFRASTRUCTURE & OPERATIONS	DATE: October 5, 2018
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Weight Restrictions
Load Restriction (R.G.V.W)

	15,000 kg
	15,000 kg (Evenings)
	28,000 kg

Proposed Heavy Load Restrictions

Memorandum

TO: John S. Hannam
City Clerk

FROM: Kayla Dixon, P. Eng., MBA
Director of Engineering & Operations

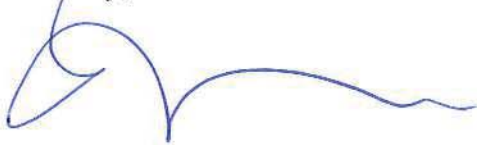
DATE: October 3, 2018

SUBJECT: Designated Truck Route – Report R130/2018
Request to Provide Presentation – October 15th COW Meeting

In regard to the above-noted Report, we request the opportunity to provide a presentation on the Designated Truck Route at the October 15, 2018 Committee of Whole Meeting.

Kayla Dixon, Director of Engineering & Operations will provide the presentation.

Sincerely,



Kayla Dixon P. Eng., MBA
Director of Engineering & Operations



CITY

2019 MAR 21 AM 8:46

CITY

March 19, 2018

Members of City Council
City of Thunder Bay
500 Donald St E
Thunder Bay ON P7E 5V3

Dear Members of City Council:

Re: Restriction of Truck Traffic
- Arthur Street and Dawson Road and Diversion to Hwy 11/17

Please be advised that the Oliver Paipoonge Council at its meeting held on Monday, March 19, 2018, passed the following resolution with respect to the above noted:

“WHEREAS historically and currently Arthur Street and Dawson Road have served and continue to serve as arterial highways in our area;

AND WHEREAS diverting truck traffic off Dawson Road onto Hwy 11/17 will increase truck traffic travelling through the village of Kakabeka;

AND WHEREAS due to road elevations and curves Hwy 11/17 in the village of Kakabeka cannot have traffic lights to improve road safety;

AND WHEREAS Hwy 11/17 in the village of Kakabeka has no turning lanes to facilitate road safety;

AND WHEREAS local motorists, cyclists and pedestrians already find it difficult to enter and/or cross Hwy 11/17 in the village of Kakabeka due to traffic volumes;

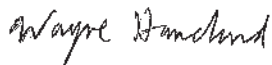
AND WHEREAS there is an elementary school on Hwy 11/17 in the village of Kakabeka with school buses entering and exiting the school property several times daily;

AND WHEREAS diverting truck traffic off Arthur Street and onto Hwy 11/17 will negatively impact businesses located in our Municipality that cater to truck traffic;

THEREFORE BE IT RESOLVED that the Council for the Municipality of Oliver
Paipoonge opposes any City of Thunder Bay By-Law intended to restrict truck traffic on
Arthur Street and Dawson Road and divert it onto Hwy 11/17."

If you require further information, please do not hesitate to contact our office.

Yours very truly,



Wayne Hanchard
CAO/Clerk

/jj

cc Members of Council

TOWNSHIP OF O'CONNOR
R. R. #1 KAKABEKA FALLS, ONTARIO POT 1W0

APRIL 23, 2018 NO. 5

Moved by K. Foekens

Seconded by B. J. Loan

WHEREAS HISTORICALLY AND CURRENTLY ARTHUR STREET AND DAWSON ROAD HAVE SERVED AND CONTINUE TO SERVE AS ARTERIAL HIGHWAYS IN OUR AREA;

AND WHEREAS DIVERTING TRUCK TRAFFIC OFF DAWSON ROAD ONTO HWY 11/17 WILL INCREASE TRUCK TRAFFIC TRAVELLING THROUGH THE VILLAGE OF KAKABEKA;

AND WHEREAS DUE TO ROAD ELEVATIONS AND CURVES HWY 11/17 IN THE VILLAGE OF KAKABEKA CANNOT HAVE TRAFFIC LIGHTS TO IMPROVE ROAD SAFETY;

AND WHEREAS HWY 11/17 IN THE VILLAGE OF KAKABEKA HAS NO TURNING LANES TO FACILITATE ROAD SAFETY;

AND WHEREAS LOCAL MOTORISTS, CYCLISTS AND PEDESTRIANS ALREADY FIND IT DIFFICULT TO ENTER AND/OR CROSS HWY 11/17 IN THE VILLAGE OF KAKABEKA DUE TO TRAFFIC VOLUMES;

AND WHEREAS THERE IS AN ELEMENTARY SCHOOL ON HWY 11/17 IN THE VILLAGE OF KAKABEKA WITH SCHOOL BUSES ENTERING AND EXITING THE SCHOOL PROPERTY SEVERAL TIMES DAILY;

AND WHEREAS DIVERTING TRUCK TRAFFIC OFF ARTHUR STREET AND ONTO HWY 11/17 WILL NEGATIVELY IMPACT BUSINESSES LOCATED IN THE MUNICIPALITY OF OLIVER PAIPOONGE THAT CATER TO TRUCK TRAFFIC;

THEREFORE BE IT RESOLVED THAT THE COUNCIL FOR THE TOWNSHIP OF O'CONNOR OPPOSES ANY CITY OF THUNDER BAY BY-LAW INTENDED TO RESTRICT TRUCK TRAFFIC ON ARTHUR STREET AND DAWSON ROAD AND DIVERT IT ONTO HWY 11/17.

CERTIFIED TRUE COPY
TOWNSHIP OF O'CONNOR

J. Vezina
MAYOR



CARRIED



DEFEATED

RECORDED VOTE

KEVIN FOEKENS



BISHOP RACICOT



JERRY LOAN



JIM VEZINA

Page 31 of 45

Soura Buob
CLERK-TREASURER



Wood Products
2001 Neebing Avenue
Thunder Bay, ON, P7E 6S3 Canada
T 807-475-2110 resoluteftp.com

April 24, 2018

Kayla Dixon
Manager of Infrastructure and Operations
City of Thunder Bay
Infrastructure and Operations Department, Engineering Division
Victoriaville Civic Centre
111 Syndicate Avenue South, P.O. Box 800
Thunder Bay, Ontario
P7C 5K4

Dear Kayla:

I am writing in follow up to my letter of May 15, 2017 (attached) to ensure the City continues to be made aware of Resolute's concerns with the proposed changes to designated truck routes in the City of Thunder Bay.

It is my understanding that the revised rules will require trucks to remain on the designated route until the nearest road to the delivery destination. Under these revisions, Neebing Avenue will NOT be available for truck traffic destined for Resolute as all truck traffic would be required to utilize Broadway Avenue to access the pulp mill facility and other businesses in the area (i.e. Bombardier, Taranis, etc.). We remain concerned that this will direct more than 100 large trucks/day that currently are using the Neebing Avenue intersection to the Broadway Avenue intersection, primarily during the daytime. This will cause a traffic concern for us and for residents who travel the Hwy 61 corridor.

The Broadway intersection currently has 250 to 350 trucks per day turning into the Resolute pulp mill during the peak daytime hours. This intersection has been severely taxed in the past three years due to the closure of the swing bridge which has had the impact of funneling all traffic out to Hwy 61 to access the City and Fort William First Nation. Adding more trucks to this already congested intersection has a high potential to cause delays and back up traffic in the turn lanes.

In addition to our concerns with Neebing Avenue & Broadway Avenue we still have concerns about the elimination of truck traffic on Dawson Rd and Arthur Street as outlined in my previous letter.

We are available anytime for a discussion on your proposal or for clarification of facts that I might have interpreted incorrectly.

Yours Truly

A handwritten signature in blue ink, appearing to read 'PKibzey', written over the 'Yours Truly' text.

Peter Kibzey
Woodlands Services Manager

Cc: Georjann Morriseau
Remi Lalonde
Roger Barber
Jim Stewart
City Council



Wood Products
2001 Neebing Avenue
Thunder Bay, ON, P7E 6S3 Canada
T 807-475-2110 resolutefp.com

May 15, 2017

Mr. Ryan Love, C. Tech
Traffic Technologist
City of Thunder Bay
Infrastructure and Operations Dept., Engineering Division
Victoriaville Civic Centre
111 Syndicate Avenue South, PO Box 800
Thunder Bay, Ontario P7C 5K4

Dear Ryan:

I would like to thank you and Kayla Dixon for taking the time to meet with Resolute Forest Products on May 4, 2017 to review the proposed Truck Route By-Law #48/2017. We found our meeting to be very valuable and informative.

In our discussions it was confirmed by the city that Neebing Avenue would no longer be a truck route and that this would most definitely have an adverse impact on Resolute. All traffic that currently flows on Neebing Avenue from the airport intersection to our facility would be re-directed to the Hwy 61 and Broadway intersection. Resolute does not agree with this change. As we discussed this intersection is already very busy with the delivery of 250 to 350 trucks (one way) per day of chips, biomass, paper trucks and all other traffic whether residential or commercial. This additional traffic will most certainly back up traffic on Hwy 61 and Broadway and is a significant safety concern.

The Broadway / Hwy 61 intersection has seen an increase in traffic since the closure of the James Street Bridge, and additional traffic directed this way will cause further congestion issues. A number of serious accidents have already occurred in this area, so adding more traffic should be avoided if at all possible.

We conservatively estimate the addition of approximately 100 (one way) commercial vehicles per day over a GVW of 15,000 kgs that will be redirected to this intersection. This is based on a quick review of traffic coming off Rosslyn Rd that would be re-directed (Taranis, Esso, Neebing Lumber, etc) as well as local (City of Thunder Bay) deliveries received by Resolute. This does not take into account any traffic to the Bombardier facility that is also redirected.

In addition, we would offer the following concerns regarding the closure of Arthur Street and/or Dawson Rd to Commercial vehicles > 15,000 kgs for the following reasons:



Wood Products
2001 Neebing Avenue
Thunder Bay, ON P7E 6S3 Canada
T 807-475-2110 resoluteftp.com

1. Numerous businesses that supply Resolute or our contractors have located on Arthur Street over the years and we believe the restriction will or could impact their businesses.
2. The re-routing of traffic through other arteries will add time and distance and will negatively impact the City's carbon footprint.
3. The elimination of Dawson Rd. truck traffic will put approximately 1200 trucks daily through three more major intersections (Red River Rd., John St., Oliver Rd.) before turning at the Harbour Expressway intersection.
4. Kakabeka Falls will be the recipient of all the additional heavy truck traffic that is currently using Dawson roads.

In summary, Resolute does not support the elimination of traffic from Neebing Avenue, and recommends that other alternatives to an outright ban on heavy truck traffic on Dawson Road and Arthur Street, such as speed restriction, be considered.

Yours Truly

A handwritten signature in dark ink, appearing to read 'Peter Kibzey', written over a light grey rectangular background.

Peter Kibzey
Woodlands Services Manager

Cc: Georjann Morriveau
Remi Lalonde
Roger Barber
Jim Stewart

May 3, 2018

Office of the City Manager
City Hall, 2nd floor
500 Donald Street East
P.O. Box 800
Thunder Bay ON P7E 5V3

RE: Restricted Traffic on Arthur Street and Dawson Road

RESOLUTION 2018/127

Moved by Councillor Wright; Seconded by Councillor O’Gorman

WHEREAS historically and currently Arthur Street and Dawson Road have served and continue to serve as arterial highways in our area;

AND WHEREAS diverting truck traffic off Dawson Road onto Hwy 11/17 will increase truck traffic travelling through the village of Kakabeka;

AND WHEREAS due to road elevations and curves Hwy 11/17 in the village of Kakabeka cannot have traffic lights to improve road safety;

AND WHEREAS Hwy 11/17 in the village of Kakabeka has no turning lanes to facilitate road safety;

AND WHEREAS local motorists, cyclists and pedestrians already find it difficult to enter and/or cross Hwy 11/17 in the village of Kakabeka due to traffic volumes;

AND WHEREAS there is an elementary school on Hwy 11/17 in the village of Kakabeka with school buses entering and exiting the school property several times daily;

AND WHEREAS diverting truck traffic off Arthur Street and onto Hwy 11/17 will negatively impact businesses located in our Municipality that cater to truck traffic;

THEREFORE BE IT RESOLVED that the Council for the Township of Gillies opposes any City of Thunder Bay By-Law intended to restrict truck traffic on Arthur Street and Dawson Road and divert it onto Hwy 11/17.

CARRIED

On behalf of Council,

Jenna Hakala
Clerk



THE CORPORATION OF THE

Municipality of Neebing

CITY OF THUNDER BAY

Rosalie Evans,
Solicitor-Clerk
Erika Kromm,
Treasurer, Deputy Clerk

4766 Highway 61
Neebing, Ontario P7L 0B5
TELEPHONE (807) 474-5331
FAX (807) 474-5332
E mail – neebing@neebing.org

2018 MAY -8 AM 9:11
CITY CLERK'S OFFICE
Councillors
Erwin Butkoff
Curtis Coulson
Bill Rankin
Mike McGoey
Roger Shott
Brian Wright

Mayor Ziggy Polkowski

May 4th, 2018

Transmitted by email to
jhannam@thunderbay.ca
(Followed by Regular Mail)

The Corporation of the City of Thunder Bay
City Hall, 3rd floor
500 Donald Street East
P.O. Box 800
Thunder Bay ON
P7C 5K4

**Attention: Mr. John Hannam,
City Clerk**

**Re: Resolution passed by Neebing Council Relating to
City Council's Deliberations About Highway 102/Dawson Road**

Dear Mr. Hannam:

Please be advised that Neebing Council addressed concerns raised by the Municipality of Oliver
Paipoonge and the Township of Conmee at a special council meeting held on May 1, 2018.

Please be advised that the Neebing Council resolved as follows:

WHEREAS, historically and currently, Arthur Street and Dawson Road have served
and continue to serve as arterial highways in our area;

AND WHEREAS, Neebing Council is advised that significant public money has been
expended on Highway 102 and/or Dawson Road over the past years in order to make
it safer for truck traffic;

AND WHEREAS, Neebing Council is advised that there are significantly more
intersections and driveway entrances on the proposed new route than there are on
the current route;

AND WHEREAS, diverting truck traffic to Highway 11/17 will increase the number of kilometers the trucks will need to travel to arrive at the same point, from approximately 38 kilometers, to approximately 65 kilometers, increasing shipping times and costs, and increasing greenhouse gas emissions;

AND WHEREAS diverting truck traffic from Dawson Road onto Highway 11/17 at Sistonen's Corners will increase truck traffic travelling through the village of Kakabeka Falls;

AND WHEREAS, due to road elevations and curves Highway 11/17 in the village of Kakabeka Falls cannot have traffic lights to improve road safety;

AND WHEREAS Highway 11/17 in the village of Kakabeka Falls has no turning lanes to facilitate road safety;

AND WHEREAS local motorists, cyclists and pedestrians already find it difficult to enter and/or cross Highway 11/17 in the village of Kakabeka Falls due to traffic volumes;

AND WHEREAS there are both a primary day care center and an elementary school on Highway 11/17 in the village of Kakabeka Falls with school buses entering and exiting the school property several times daily;

AND WHEREAS there is also both a 200 member senior citizens' center and a seniors' extended care facility located on the proposed new route;

AND WHEREAS diverting truck traffic from Arthur Street and onto Highway 11/17 will negatively impact businesses located in Oliver Paipoonge that cater to truck traffic;

AND WHEREAS these proposed prohibitions will be difficult to enforce;

AND WHEREAS there are other options open to the City to address its concerns;

AND WHEREAS insufficient consultation sessions have been held with the municipalities and residents of the municipalities who will be most impacted;

AND WHEREAS consultation sessions should be held within the communities of Conmee and Oliver Paipoonge so that the people who will be significantly affected can properly voice their concerns;

AND WHEREAS the proposed re-direction of traffic will move safety concerns from an urban municipality which has the resources to properly handle those concerns, to rural municipalities who do not have such resources;

THEREFORE BE IT RESOLVED that the Council for the Municipality of Neebing supports the position taken by the Council for the Municipality of Oliver Paipoonge, and opposes any City of Thunder Bay By-Law intended to restrict truck traffic on Arthur Street and Dawson Road, and divert it onto Highway 11/17.

Needing Council respectfully requests that this resolution be drawn to your Council's attention at such time that this matter returns to them at either or both the Council or Committee of the Whole table.

Thank-you very much.

Yours truly,

A handwritten signature in cursive script, appearing to read "Rosalie A. Evans".

Rosalie A. Evans, Solicitor-Clerk
(On behalf of Council)

cc. Wayne Hanchard, CAO/Clerk, Municipality of Oliver Paipoonge



TOWNSHIP OF CONMEE
19 Holland Road West, R.R. #1
Kakabeka Falls, Ontario P0T 1W0

DATE: April 24, 2018

RESOLUTION # 2018 – 68

MOVED BY:

SECONDED BY:

WHEREAS historically and currently Arthur Street and Dawson Road (Highway 102) have served and continue to serve as arterial highways in our area;

AND WHEREAS diverting truck traffic off Dawson Road onto Highway 11/17 will increase truck traffic travelling along the Highway 11/17 corridor and through the Village of Kakabeka Falls;

AND WHEREAS there are significantly more private driveway entrances and road intersections on the stretch of Highway 11/17 to the start of the Harbour Expressway extension than there are on Dawson Road (Highway 102) to the Expressway;

AND WHEREAS Dawson Road (Highway 102) specifically built to support heavy truck traffic travelling on the Trans-Canada Highway;

AND WHEREAS Dawson Road (Highway 102) has received significant funding for upgrades to this road for passing lanes to accommodate this heavy truck traffic as well as passenger and other vehicles;

AND WHEREAS diverting truck traffic to Highway 11/17 increases the number of kilometers a vehicle must travel to arrive at the same point, from approximately 38 km. to 65km thereby increasing the shipping time and cost of goods, as well as the emission of green-house gases;

AND WHEREAS due to road elevations and curves, Highway 11/17 in the Village of Kakabeka cannot have traffic lights to improve road safety;

AND WHEREAS Highway 11/17 in the Village of Kakabeka has no turning lanes to facilitate road safety;

AND WHEREAS local motorists, cyclists and pedestrians already find it difficult to enter and/or cross Highway 11/17 due to traffic volumes;

AND WHEREAS there is a year-round primary daycare centre with 28 students and an elementary school with approximately 160 students on Highway 11/17 in the Village of Kakabeka Falls with school buses entering and exiting the school property several times daily, as well as a 200 member senior citizen centre and a senior's extended care facility located on the route;

AND WHEREAS diverting truck traffic off of Arthur Street and onto Highway 11/17 will negatively affect business that cater to truck traffic;

AND WHEREAS the Council for the City of Thunder Bay has not consulted with the Township of Conmee and the Municipality of Oliver Paipoonge prior to making this decision on the effect this will have on those municipalities;

NOW THEREFORE BE IT RESOLVED THAT the Council for the Township of Conmee strongly opposes the short-sighted and unilateral decision of the Council for the City of Thunder Bay to restrict truck traffic on Arthur Street and Dawson Road (Highway 102) and divert it to Highway 11/17, without fully researching the traffic issues and consequences that the diversion will cause.

Recorded Vote

Councillor L.G. Arnold	___ Yes ___	No
Councillor R. MacMaster	___ Yes ___	No
Councillor S. Maxwell	___ Yes ___	No
Councillor C. Woodbeck	___ Yes ___	No
Mayor K. Holland	___ Yes ___	No

CARRIED ☒

DEFEATED ☐



MAYOR

SANTORELLI & SONS THUNDER BAY LIMITED

FIRE # 3131 ARTHUR STREET WEST

MAILING ADDRESS: P.O. BOX 32038,

THUNDER BAY, ON P7E 0A1

TRUCK STOP (807)939-2619 - FAX: (807)939-2060

OFFICE (807)939-2572 - FAX: (807)939-1171

October 3, 2018

**Office of the City Clerk
City Hall, 500 Donald Street East
Third floor
Thunder Bay Ontario P7E 5V3**

Attention John Hannam, We Santorelli & Sons request to make a deputation to council on June 4, committee of the whole meeting. The presenters will be Lorne Kellar and our consultants.

Our deputation deals with the designated truck route and corporate report R130-2018. We are requesting that council deny the recommendation of the corporate report. We have participated in all the public consultations with regard to this matter.

Thank you

**Lorne Kellar
Comptroller**



Memorandum

Office of the City Clerk
Fax: 623-5468
Telephone: 625-2230

TO: Krista Power, Deputy City Clerk

FROM: Mayor Keith Hobbs

DATE: October 4, 2018

SUBJECT: Motion – Request for Deferral – Report 130/2018 – Designated Truck Route
Committee of the Whole – October 15, 2018

It is my request that a motion to defer discussion relative to Report 130/2018 (Infrastructure and Operations – Engineering and Operations) – Designated Truck Route be included in the agenda for the October 15, 2018 Committee of the Whole Meeting.

Although I appreciate that this matter has been ongoing for some time and based on previous direction from Council, further consultation was needed, it is my opinion that the timing of this presentation is problematic. Presentation of this report only one week prior to the 2018 Municipal Election places incumbent members of Council in an unfair position and also does not respect the right of a newly elected Council to be involved in this important debate and decision.

It is not my intent to impede Administration's progress or to delay this decision but my goal is to respect the involvement of our current sitting members of Council running for re-election and also to respect newly elected members of Council that will begin their role on December 1, 2018.

Administration has duly fulfilled their role in consultation with business, stakeholders and the public and the report is ready for presentation. However it is unfortunate that if a decision is made and approved on October 15, 2018 regardless of the outcome it could easily be overturned and changed by a newly elected Council beginning on December 3, 2018. For this reason, I believe it is in the best interest of both Administration, our incumbent Councillors and incoming Members elected to delay this decision until January of 2019.

Therefore, I present the following motion for Council's consideration;

With Respect to the presentation of Report 130/2018 (Infrastructure and Operations – Engineering and Operations) – Designated Truck Route, we recommend that presentation of this report be deferred until January of 2019;

AND THAT any necessary by-laws be presented to City Council for ratification.

MEETING DATE 10/15/2018 (mm/dd/yyyy)

SUBJECT Addition of Stop Sign - Francis and Georgina Streets Intersection

SUMMARY

Memorandum from Councillor J. Virdiramo, dated September 11, 2018, containing a motion relative to the addition of a stop sign at the Francis and Georgina Streets Intersection.

RECOMMENDATION

With respect to resident concerns relating to traffic on Francis Street in the Westfort Ward, we recommend that a stop sign be erected at the intersection of Francis and Georgina Streets;

AND THAT this area be monitored for ongoing traffic issues to determine if additional stop signs are required on Francis Street;

AND THAT any necessary by-laws be presented to City Council for ratification.

ATTACHMENTS

1. J Virdiramo Sept 11 2018 Memorandum

Memorandum

Office of the City Clerk
Fax: 623-5468
Telephone: 625-2230

TO: Krista Power, Deputy City Clerk

FROM: Councillor J. Virdiramo

DATE: September 11, 2018

SUBJECT: Motion – Addition of Stop Sign – Francis and Georgina Street intersection
Committee of the Whole – October 1, 2018

It is my request that a motion requesting the addition of a stop sign at the location of Francis and Georgina Streets. There have been ongoing issues affecting traffic in this area and it is in close proximity to St. Ann's school. To ensure public safety and provide for traffic calming, the residents have requested the addition of a stop sign in this area. I am requesting council's support for this motion in response to concern presented from area residents.

The following motion is presented for Council's consideration;

With Respect to resident concerns relating to traffic on Francis Street in the Westfort Ward, we recommend that a stop sign be erected at the intersection of Francis and Georgina Streets;

AND THAT this area be monitored for ongoing traffic issues to determine if additional stop signs are required on Francis Street;

AND THAT any necessary by-laws be presented to City Council for ratification.