



AGENDA MATERIAL

COMMITTEE OF THE WHOLE

MEETING DATE: MONDAY, NOVEMBER 1, 2021

LOCATION: S. H. BLAKE MEMORIAL AUDITORIUM
(Council Chambers)

TIME: 6:30 P.M.



MEETING: Committee of the Whole

DATE: Monday, November 01, 2021 *Reference No. COW - 42/52*

CLOSED SESSION in the McNaughton Room at 4:30 p.m.

Committee of the Whole - Closed Session

Chair: Councillor Aldo Ruberto

Closed Session Agenda will be distributed separately to Members of Council and EMT only.

OPEN SESSION in S.H. Blake Memorial Auditorium at 6:30 p.m.

Committee of the Whole - Operations Session

Chair: Councillor Brian McKinnon

DISCLOSURES OF INTEREST

CONFIRMATION OF AGENDA

Confirmation of Agenda - November 1, 2021 - Committee of the Whole **(Page 6)**

WITH RESPECT to the November 1, 2021 Committee of the Whole meeting, we recommend that the agenda as printed, including any additional information and new business, be confirmed.

ITEMS ARISING FROM CLOSED SESSION

REPORTS OF MUNICIPAL OFFICERS

East Ave Weight Restrictions

At the June 7th, 2021 Committee of the Whole, a resolution was passed recommending that Administration review the feasibility of implementing weight restrictions on East Avenue including the potential of issuing and enforcing fines for non-compliance and that Administration report back on or before December 2, 2021.

Report R 146/2021 (Infrastructure & Operations - Engineering & Operations) containing a recommendation relative to the above noted. **(Pages 7 – 10)**

WITH RESPECT to Report R 146/2021 (Infrastructure & Operations – Engineering & Operations), we recommend that Schedule C of By-law 087-2007 being a By-law to prohibit heavy traffic on certain highways within the City of Thunder Bay, be amended to prohibit a maximum registered weight of greater than 10,000 kilograms from operating on East Avenue from Dawson Road to County Boulevard, and Market Street from East Avenue to Wardrobe Avenue;

AND THAT the necessary by-law be presented to City Council for ratification.

Climate Adaptation Update

Report R 144/2021 (Infrastructure & Operations) providing information on progress made in implementing the City of Thunder Bay Climate Adaptation Strategy: Climate-Ready City, for information. **(Pages 11 – 17)**

Memorandum from Climate Adaptation Coordinator, Jacob Porter, dated October 18, 2021 requesting to provide a presentation relative to the above noted. **(Page 18)**

Ontario Regulation 406-19 On-Site and Excess Soil Management Update

Report R 145/2021 (Infrastructure & Operations - Engineering & Operations) providing a summary of impacts of Ontario Regulation 406/19, On-Site and Excess Soil Management, under the Environmental Protection Act, for information. **(Pages 19 – 22)**

Thunder Bay Fire Rescue – Emergency Plan By-law – Amendments

Report R 150/2021 (Development & Emergency Services - Thunder Bay Fire Rescue) recommending amendments to By-law 76/2021, the Emergency Plan By-law. **(Pages 23 – 25)**

WITH RESPECT to Report R 150/2021 (Development & Emergency Services – Thunder Bay Fire Rescue), we recommend that By-law 76/2021 (the “Emergency Plan By-law”), be amended to designate the Director, Strategic Initiatives & Engagement as the Emergency Information Officer;

AND THAT the Emergency Plan By-law be further amended to designate and authorize Acting Mayors, designated in accordance with the By-law Respecting the Appointment of Acting Mayors, as may be amended or replaced from time to time, to exercise the powers and perform the duties of the Mayor under the *Emergency Management and Civil Protection Act* or the Emergency Plan By-law, where the Mayor is absent or unable to act;

AND THAT By-law 76/2021 be amended as outlined in this report and presented to City Council for ratification.

PETITIONS AND COMMUNICATIONS

Investing in Canada Infrastructure Program (ICIP) – COVID-19 Resilience Infrastructure Stream Agreement Approval

Memorandum from Director - Engineering & Operations Kayla Dixon, dated October 21 2021 recommending that the Transfer Payment Agreement for the Investing in Canada Infrastructure Program (ICIP): COVID-19 Resilience Infrastructure Stream Local Government Intake, be approved. **(Pages 26 – 27)**

WITH RESPECT to the memorandum from Kayla Dixon, Director – Engineering & Operations dated October 21, 2021, we recommend the Transfer Payment Agreement for the Investing in Canada Infrastructure Program (ICIP): COVID-19 Resilience Infrastructure Stream Local Government Intake and any/all subsequent years agreements or amendments between the Ontario Minister of Infrastructure and the Corporation of the City of Thunder Bay be approved;

AND THAT the Mayor and Clerk be authorized to execute any necessary documentation;

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

Wayfinding Signage – Centennial Park and Trowbridge Falls

At the July 19, 2021 Committee of the Whole meeting a resolution as passed directing Administration to report back on or before November 30, 2021 with options for Council's consideration to procure and install wayfinding signage at intersecting junctions of the maintained trails throughout Centennial Park and Trowbridge Falls. **(Pages 28 – 29)**

Memorandum from Manager - Parks & Open Spaces Cory Halvorsen, dated October 20, 2021 containing a recommendation relative to the above noted.

WITH RESPECT to the Memorandum from Cory Halvorsen, Manager – Parks & Opens Spaces dated October 20, 2021, we recommend that the report back date relating to the Wayfinding Signage – Centennial Park and Trowbridge be changed from November 30, 2021 to December 6, 2021.

Joining the Race to Zero

Memorandum from Councillor Andrew Foulds, Chair - Earthcare Advisory Committee, dated October 12, 2021, containing a motion relative to joining the Race to Zero campaign. **(Pages 30 – 33)**

WITH RESPECT to joining the Cities Race to Zero campaign, The City of Thunder Bay pledges to:

1. Publicly endorse the following principles:
 - We recognise the global climate emergency.
 - We are committed to keeping global heating below the 1.5° Celsius goal of the Paris Agreement.

- We are committed to putting inclusive climate action at the center of all urban decision-making, to create thriving and equitable communities for everyone.
 - We invite our partners – political leaders, CEOs, trade unions, investors, and civil society – to join us in recognising the global climate emergency and help us deliver on science-based action to overcome it.
2. We pledge to reach (net)-zero by mid-century at the latest, in line with global efforts to limit warming to 1.5°Celsius.
 3. We pledge to reduce emissions by 55% below 2016 levels by 2030 by following the pathway outlined in the Net-Zero Strategy.
 4. Immediately proceed to planning the following inclusive and equitable climate actions as listed on www.citiesracezero.org that will help to place Thunder Bay on a resilient pathway consistent with the 1.5°Celsius objective of the Paris Agreement and begin implementation no later than 2022:
 - a. Collect information on the needs of frontline communities (including children, workers in transitioning industries, women, refugees, etc) with respect to climate planning and/or implementation.
 - b. Pilot test and procure, with partners as necessary, zero emissions buses by 2025.
 - c. Develop a roadmap by 2030 to achieve net-zero carbon municipal buildings and policy approval by 2025 to deliver a commitment to own, occupy, and develop net zero carbon municipal assets by 2030.
 5. Continue to report progress annually through the CDP reporting platform.

AND THAT the City of Thunder Bay declares support for the Cities Race to Zero as part of the United Nation's Race to Zero campaign by joining hundreds of others cities in fighting climate change through the Cities Race to Zero campaign.

Request for Report - Strategy Development for Reducing Homelessness and Poverty in Our Community

Memorandum from Councillor Mark Bentz, dated October 20, 2021 containing a motion relative to Strategy development for reducing homelessness and poverty in our community. **(Pages 34 – 36)**

WITH RESPECT to the memorandum from Councillor Mark Bentz, dated October 20, 2021, we recommend that Administration be directed to report back with options for a multi-faceted approach to finance, leverage and influence solutions to address homelessness and poverty in Thunder Bay;

AND THAT the options include specific concepts/strategies for the municipality to act as a catalyst and facilitator to address:

1. identified gaps such as supportive transitional housing;
2. other gaps as may be identified across the municipal-community collaborative to

significantly improve the lives of people experiencing homelessness, precarious housing, and poverty;

AND THAT the options include opportunities for Council to advocate, partner and work together with agencies, other levels of government and grass roots community groups to achieve positive outcomes;

AND THAT this report be received by City Council on or before December 20, 2021;

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

2022 Annual Rural Ontario Municipal Association (ROMA) Conference

Memorandum from Councillor Brian McKinnon, Chair – Inter-Governmental Affairs Committee, dated October 19 2021 relative to 2022 Annual Rural Ontario Municipal Association (ROMA) Conference, for information. **(Pages 37 – 38)**

OUTSTANDING ITEMS

Outstanding List for Operations as of October 19, 2021

Memorandum from City Clerk Krista Power, dated October 19, 2021 providing the Operations Outstanding Items List, for information. **(Pages 39 – 41)**

NEW BUSINESS

ADJOURNMENT



MEETING DATE 11/01/2021 (mm/dd/yyyy)

SUBJECT Confirmation of Agenda

SUMMARY

Confirmation of Agenda - November 1, 2021 - Committee of the Whole

RECOMMENDATION

WITH RESPECT to the November 1, 2021 Committee of the Whole meeting, we recommend that the agenda as printed, including any additional information and new business, be confirmed.

Corporate Report

DEPARTMENT/ DIVISION	Infrastructure & Operations - Engineering & Operations	REPORT NO.	R 146/2021
DATE PREPARED	10/13/2021	FILE NO.	
MEETING DATE	11/01/2021 (mm/dd/yyyy)		
SUBJECT	East Ave Weight Restrictions		

RECOMMENDATION

WITH RESPECT to Report R 146/2021 (Infrastructure & Operations – Engineering & Operations), we recommend that Schedule C of By-law 087-2007 being a By-law to prohibit heavy traffic on certain highways within the City of Thunder Bay, be amended to prohibit a maximum registered weight of greater than 10,000 kilograms from operating on East Avenue from Dawson Road to County Boulevard, and Market Street from East Avenue to Wardrobe Avenue;

AND THAT the necessary by-law be presented to City Council for ratification.

EXECUTIVE SUMMARY

At the June 7th, 2021 Committee of the Whole, a resolution was passed recommending that Administration review the feasibility of implementing weight restrictions on East Avenue including potential of issuing and enforcing fines for non-compliance. Residents of the area have brought the issue forward citing disturbances by transport vehicles parked in the County Fair Mall parking lot.

Administration believes that a weight restriction of 10,000kg (R.G.W.) would reduce heavy trucks from traveling on East Avenue to some degree. Further measures are required to halt the travel of unnecessary heavy trucks from East Avenue including but not limited to, amending the Parking By-law to create new offences for heavy vehicles illegally parking on private lands, co-operation agreements from the private land-owners to achieve required enforcement actions on those private lands, and the implementation of a Designated Truck Route to establish a defined truck travel route in the City of Thunder Bay.

DISCUSSION

Weight Restrictions

Residents living in the surrounding area of East Avenue have brought the issue forward of heavy trucks entering and exiting County Fair Mall Plaza parking lot for the purposes of using the parking lot as a rest area. The excess presence of heavy trucks in the parking lot is described as a nuisance to the residents of the area and to the private property owners. The cited concerns being increased noise especially at night as engines are left to idle for many hours, the increased amount of refuse littering the area and the congestion of large trucks in the private parking lot and on East Avenue. The private parking lot of County Fair Mall is not intending to act as a rest area for commercial transport vehicles.

It is expected that implementing a weight restriction on East Avenue will have a limited impact on tractor trailer use of the County Fair Mall parking lot, as trucks can still enter the lot through the Strand Avenue entrance, but it may reduce the trucks that park along East Avenue to access local businesses.

The weight restriction of 10,000 kg is recommended for East Avenue due to the intended class of vehicle to be restricted. A weight restriction of 10,000 kg (R.G.W) would limit large long haul vehicles. Medium duty vehicles would not fit the restriction and will continue to be permitted to travel the roadway. Cargo vans, parcel delivery vehicles and private service vehicles would be classed as medium duty. Medium duty vehicles should not be included in the restriction as East Avenue provides direct access to residential areas. Additionally, medium duty vehicles are not identified as utilizing County Fair Mall as a rest stop.

The restriction would be placed on East Avenue from Dawson Road to County Boulevard as well as the full extent of Market Street. The Heavy Load By-Law is enforced by City of Thunder Bay police officers. Fines would be issued under the Highway Traffic Act based on an inspection of the vehicle's Registered Gross Vehicle Weight.

Additional Measures Required

The implementation of a vehicle weight restriction on East Avenue is regarded as a partial solution to the presence of transports in the County Fair Mall private lot. County Fair Mall has three existing entrances. Two entrances are located on the East Avenue frontage while the third is located on Dawson Road at the Strand Avenue traffic signals. The third entrance off Dawson Road to the private parking lot allows the entrance of transport trucks to the lot. This entrance/exit does have a tight turning radius located near the mall front entrance which will dissuade some transport drivers, however it is navigable and Administration staff have documented transports utilizing this entrance. For this reason, Administration believes that additional measures would be required to better support the goal of discouraging non-delivery heavy transport vehicles from entering the private parking lot of County Fair Mall.

The City of Thunder Bay's Licensing and Enforcement Division, in conjunction with the Parking Authority, is working to amend the Parking By-law to create additional offences for heavy

vehicles and the owners of those heavy vehicles parking without authority, on private lands. These offences would establish an escalating system of fines for repeat offenders as a financial deterrent to these operators. The Division is also in discussions with the owners of the private property at County Fair Mall to establish a long-term plan for the enforcement of this by-law that enables the private property owners to assist in the enforcement processes to ensure cost recovery for the City. These measures will be discussed further in future reports to Council from the Licensing and Enforcement Division.

Another instrument that could be used to limit heavy trucks entering the private parking lot at County Fair Mall is the adoption of a Designated Truck Route that does not include Dawson Road as part of the truck route. A Designated Truck Route (DTR) outlines corridors for truck traffic to use while in the City limits. Whenever possible, trucks must travel on the DTR routes which are designed to handle heavier and larger weights and are selected to minimize impact on residents and alleviate unnecessary heavy truck traffic on the City's road infrastructure. Implementing a DTR would mean that only trucks with deliveries to the Mall or other businesses in the area would be permitted there.

FINANCIAL IMPLICATION

There is no financial implication associated with this report. Costs for sign installation would be drawn from the approved Operating Budget.

CONCLUSION

It is concluded that East Avenue and Market Street should be added to Schedule C of By-law 87-2007 implementing a travel weight restriction of 10,000 kg. Also that Administration continue to investigate other means of limiting heavy truck traffic from East Avenue and private parking lots.

BACKGROUND

At the June 7th, 2021 Committee of the Whole, a resolution was passed recommending that Administration review the feasibility of implementing weight restrictions on East Avenue including the potential of issuing and enforcing fines for non-compliance.

REFERENCE MATERIAL ATTACHED:

N/A

PREPARED BY: DAVID BINCH, Traffic Technologist

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER)	DATE:
Kerri Marshall, General Manager – Infrastructure & Operations	October 20, 2021

Corporate Report

DEPARTMENT/ DIVISION	Infrastructure & Operations	REPORT NO.	R 144/2021
DATE PREPARED	10/11/2021	FILE NO.	
MEETING DATE	11/01/2021 (mm/dd/yyyy)		
SUBJECT	Climate Adaptation Update		

RECOMMENDATION

For information only.

LINK TO STRATEGIC PLAN

This Report directly supports the fifth goal under the Lead pillar of the City of Thunder Bay's Corporate 2019-2022 Strategic Plan to "Further commitments to sustainability and climate adaptation."

EXECUTIVE SUMMARY

This Report provides information on progress made in implementing the City of Thunder Bay's Climate Adaptation Strategy: Climate-Ready City.

DISCUSSION

In the face of climate change, the City of Thunder Bay recognizes the need for adaptation to reduce the unavoidable damages stemming from the impacts of climate change.

This year, the City of Thunder Bay will work towards achieving the fifth and final milestone of the International Council for Local Environmental Initiatives (ICLEI) Canada's Building Adaptive & Resilient Communities (BARC) Program, in recognition of the updates to the monitoring and review portion of the Climate Adaptation Strategy.

The City's Climate Adaptation Strategy (Strategy) is a long-term initiative that involves participation and engagement across all City Departments as well as collaboration amongst community stakeholders. This Report highlights progress made on the implementation of the Strategy, relative to its seven Strategic Directions.

Strategic Direction Progress Highlights

Integrate: Integrate climate adaptation into plans, policies, procedures, projects, and investment decisions.

1. The Asset Management Policy, approved by Council in February 2019, integrated climate and sustainability considerations. The City is continuing this work by incorporating climate risk, and adaptation considerations into the framework for the corporate asset management plan. This will help inform decision-making and strategic long-term investments to reduce the infrastructure risks associated with climate change, and potentially capitalize on opportunities.

Assess Potential Threats: Understand the risks specific to climate change impacts.

1. Thunder Bay is piloting the newly created Regional Public Works Commissioners of Ontario (RPWCO) Climate Resilience Roadmap for Ontario Municipal Infrastructure and Systems. The pilot will assess the climate vulnerabilities of infrastructure and systems in an area of Thunder Bay, and will be used as a case study for the roadmap.
2. A flood mitigation study of the Intercity-area was completed to inform future infrastructure projects and outline large scale flood mitigation options.

Increase Resilience: Increase resilience of infrastructure and natural landscapes.

1. The City planted 1300 trees in 2021, contributing to an improved canopy cover and stormwater management.
2. As part of recognizing the National Day for Truth and Reconciliation, the Indigenous Relations & Inclusion Office led an initiative distributing 500 cedar seedlings to community members.
3. Rebate programs, including the residential drainage rebate and rain garden rebate, continue to be offered by the City through EcoSuperior to help citizens manage stormwater on their property.
4. Two (2) green infrastructure facilities were constructed this year, with the new facility on James Street becoming the second largest in the City. Nineteen (19) green infrastructure facilities have been installed throughout the City since Council adopted the Stormwater Management Plan for Sustainable Surface Water Management in 2016, treating a catchment area of over 20 hectares.

Inform and Equip: Provide information, tools and training on climate adaptation to facilitate and accelerate action.

1. EarthCare continues to deliver an information session through Corporate Orientation sessions with new City employees to provide education and training from a climate change perspective.
2. The Thunder Bay Climate Change Connection website (climatechangetbay.com) provides citizens and organizations with a set of locally relevant resources related to Climate

Change and Adaptation. This website is maintained and promoted by EarthCare Thunder Bay.

3. EarthCare engaged with the public via booths, virtual presentations, and workshops, as COVID-19 protocols allowed.
4. EarthCare partnered with local climate experts and educators to produce a series of Thunder Bay-focused climate information sheets, released on Earth Day 2021.

Finance: Plan for the financing and long term implementation of adaptive actions.

1. Thunder Bay continues to receive funds through the National Disaster Mitigation and Adaptation Fund ten (10) year commitment for a Community Flood Mitigation Project to significantly upgrade the stormwater system throughout Thunder Bay.
2. Funding through the Canada-Ontario Agreement on Great Lakes Water Quality and Ecosystem Health was received to support two projects: \$85 000 supporting the pilot of the RPWCO Climate Resilience Roadmap for Ontario Municipal Infrastructure and Systems, and \$30,000 towards climate-related emergency exercises.
3. ICLEI Canada has committed up to \$15,000 towards a community focused adaptation project in Thunder Bay, to be determined through stakeholder engagement.
4. Public Safety Canada has approved \$250 000 towards the InterCity Drainage Study - Phase 2 project under Intake 6 of the National Disaster Mitigation Program (NDMP).
5. Letters of support were provided for projects seeking funding and supporting climate adaptation in Thunder Bay. Organizations included EcoSuperior, Lakehead University, Confederation College, Lake Superior Living Labs Network, Thunder Bay District Stewardship Council, and the Lakehead Region Conservation Authority.

Network & Collaborate: Investigate opportunities to increase the resiliency of the region through networks and strategic collaboration.

1. The City is participating in numerous networks and programs including the Lake Superior Living Labs Network, The RPWCO Climate Change Subcommittee, ICLEI BARC, and the advisory committee for the Thunder Bay District Health Unit's Climate Change and Health Assessment for the region.
2. The City of Thunder Bay continues to collaborate and network with other communities throughout Ontario and Canada. EarthCare has been invited to present on climate adaptation successes and lessons learned through conferences, webinars, and public gatherings.

Respond and Recover: Plan for efficient response and recovery to extreme weather events and disasters.

1. The Municipal Emergency Operations Control Group is in the process of updating the current Emergency Response Plan for the Corporation.
2. The COVID-19 Severe Weather Response Plan was implemented in winter 2021 and will be in place for the remainder of the municipal COVID-19 state of emergency.
3. The Infrastructure and Operations Department is continuing to update its emergency response plan with lessons learned from the COVID-19 response.

Climate Change Indicators

Twenty (20) key indicators continue to be collected to measure success and track how the City and community are preparing for, responding to, and recovering from priority climate change impacts. The 2020 indicators are the fifth set of data collected and are measured against the 2016 baseline year. The indicators were developed to align with the goals, objectives, and actions of the Strategy, are process-based (illustrate trends), and have the ability to tell a story representing a complex situation and where data is reasonably available.

Fewer weather-related events were experienced in 2016 to 2020 in comparison to previous years; as such the baseline data (in some cases, zero data) may be skewed. In addition, the COVID-19 pandemic directly impacted some of the indicators, such as evacuees hosted, as requests for the city to host groups were initially denied due to capacity concerns during the pandemic response.

Indicators will continue to be collected over the long-term and will provide the ability to analyze trends and help to inform future decisions.

A review of Climate Adaptation initiatives are also presented to Council as part of the EarthCare Sustainability Plan Annual Report, which was presented to Council in summer, 2021.

LINK TO EARTHCARE SUSTAINABILITY PLAN

This Report supports Goal 4 of the EarthCare Sustainability Plan 2014-2020 to “Build community resilience to reduce the risks inherent in climate change, and take advantage of opportunities for sustainable initiatives associated with current and future impacts of climate change” and is an outcome of Corporate Action 4.B.b. to “Develop a Climate Adaptation Strategy to support existing adaptive actions that build resilience and address vulnerabilities”.

FINANCIAL IMPLICATION

There are no financial implications associated with this report.

CONCLUSION

It is concluded that the City of Thunder Bay is making progress on the implementation of the Climate Adaptation Strategy and will continue with its successful implementation and strategic direction.

BACKGROUND

The City of Thunder Bay Climate Adaptation Strategy developed by EarthCare Thunder Bay was adopted by City Council in 2015, R 184/2015 (Infrastructure and Operations).

A presentation on the progress of the development of the Climate Adaptation Strategy was presented to City Council on February 2, 2015.

A call to action to climate change adaptation from the Great Lakes and St. Lawrence Cities Initiative was answered by Mayor Keith Hobbs on April 16, 2014.

Climate adaptation was first recognized in the 2012 EarthCare Annual Report to Council.

REFERENCE MATERIAL ATTACHED:

Attachment A: 2020 Climate Adaptation Indicators

PREPARED BY: Jacob Porter, Climate Adaptation Coordinator

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER)	DATE:
Kerri Marshall, General Manager – Infrastructure & Operations	October 20, 2021

Attachment A - 2020 Climate Adaptation Indicators

Indicator	Trend	Data Source	Notes	2016	2017	2018	2019	2020
Overarching Indicators								
Concentration of global atmospheric CO ₂ in particles per million (ppm)	Driving force behind climate change.	NOAA	Pre-industrial levels did not exceed 300 ppm in past 800 000 years. This increase is the primary driver of climate change.	402.9	405.1	407.5	409.8	412.5
# of Environment Canada warnings	Instances of extreme weather in the area	Environment Canada	As these warnings depend on changing definitions, they are intended primarily to add context to incident frequency below.	9	11	15	13	12
# of instances and # of days on flood watch and flood warning	Instances of flooding threat to the community	LRCA	Starting in May 2020 the local flood message released by the LRCA related to high water levels on Lake Superior was named 'Shoreline Condition Statement – Lake Superior (High) Static Water Level'.	0	0	1 warning, 1 watch	3 warnings 4 watches	0 warnings 3 watches
# of weeks in declared low water condition	Instances of drought warning	LRCA		5	0	0	0	16
Goal 1: Integrate climate change adaptation into operational procedures as well as land-use, financial, and strategic planning.								
% of annual expenditures that are directly attributed to adaptation	Degree to which resources are being allocated to climate change adaptation; reflects the level of priority which the City is placing on adaptation	City of Thunder Bay	In 2018 the full stormwater budget was been included for the first time, reflecting approximately an increase of \$2 M. 2020 also includes a \$ 5M investment in the Boulevard Lake Dam	\$591 K 0.336%	\$1.39 M 0.72%	\$3.81 M 2.08%	\$5.39 M 2.71%	\$9.73 M 3.62%
% of Corporate Reports that include climate adaptation measures	Degree to which the City is embedding adaptation in its activities	City of Thunder Bay	21 out of 128 reports included adaptation concerns or measures, largely driven by contracts affecting stormwater. 2020 also featured a smaller amount of total corporate reports to council.	4.0%	6.0%	9.2%	11.3%	16.4%
# of Climate Adaptation training sessions for City Staff	Training sessions improving awareness and understanding of climate adaptation among city staff	City of Thunder Bay Climate Adaptation	Includes climate adaptation led sessions in corporate orientation, emergency management, and special presentations on topic. Some orientation sessions were canceled due to COVID-19.	n/a	n/a	n/a	13	7
Goal 2: Respond and recover effectively from sustained and/or multiple extreme events in the region.								
# of times and # of days Municipal Emergency Control Group (MECG) response is triggered in response to weather-related events	Changing climate and its impact on the community	City of Thunder Bay	The MECG was triggered in response to hosting evacuees from weather-related events in other communities, and there was an ongoing state of emergency related to the COVID-19 pandemic	0 times 0 days	0 times 0 days	0 times 0 days	0 times 0 days	0 times 0 days
# of evacuees hosted from other communities	Response of City to support regional emergencies	City of Thunder Bay	2020 hosted evacuees from two different communities, however limited numbers due to capacity concerns related to the COVID-19 emergency response. Numbers do not include self-evacuated individuals.	327	150	279	1738	635
# of times and # of days fire response is triggered in response to weather-related events	Level of service required to address weather-related issues	City of Thunder Bay Fire Database		1 day 64 responses	3 days 67 responses	>6 days 231 responses	3 days 76 responses	5 days 62 responses

Attachment A - 2020 Climate Adaptation Indicators

Indicator	Trend	Data Source	Notes	2016	2017	2018	2019	2020
Goal 3: Support the community in preparing for, responding to, and recovering from extreme weather events.								
# of people engaged in activities through EarthCare related to climate change adaptation	Effort and success of the City's outreach activities	City of Thunder Bay Climate Adaptation	Activities included the Net-Zero Launch, and limited online events. Many planned engagement activities were canceled due to COVID-19 restrictions.	586	1340	1723	2626	237
% of population below Low Income Measure (After Tax)	Social determinants of vulnerability	StatCan	Low income is linked to a higher vulnerability to extreme weather events. LIM-AT is reported by StatCan every 5 years, and was last updated in 2016, and will be updated next year.	13.8%	13.8%	13.8%	13.8%	13.8%
% of of population reporting a strong or very strong sense of community belonging	Social resilience from extreme weather events	City of Thunder Bay Citizen Satisfaction Survey	Strong community social networks are a key determinant of resilience to disruption. Reported in Citizen Satisfaction Survey first time in 2019. Identified as indicator in other plans, including Corporate strategic plan.	n/a	n/a	n/a	88%	88%
Goal 4: Consider climate change impacts in the design, construction, and maintenance of physical infrastructure while considering affordability and co-benefits.								
# of weather-related by-pass events at the Water Pollution and Control Plant	Impact of extreme weather on critical water infrastructure	City of Thunder Bay Environment	By-pass or spill does not necessarily mean that the effluent was not treated to at least some degree. One by-pass event due to heavy rain, and received some level of treatment.	8	3	4	4	1
# of frozen water services	Capacity of the system to respond to extreme temperatures	City of Thunder Bay Environment	Majority of frozen services in 2019 occurred in winter of 2018-2019.	17	14	153	44	n/a
# of hours of power failures per customer are triggered in response to adverse weather	Impact of extreme weather on critical energy infrastructure	Synergy North Synergy North Database	Adverse weather is defined as an interruption resulting from rain, ice storms, snow, winds, extreme temperatures, freezing rain, frost, or other extreme weather conditions.	0.02	1.56	0.24	0.42	0.23
% of impervious area within City limits	Risks associated with peak flows and urban flooding	City of Thunder Bay	Tracked every 3-5 years with new aerial surveys . Reduced impervious area is considered to reduce flooding, reduce heat island effect, and increase greenspace.	17.8%	14.7%	14.7%	14.7%	14.7%
Goal 5: Foster resiliency of the City's natural landscape to ongoing changes in climate.								
% of municipality with tree canopy coverage	Resilience of the City to climate change and the ability of the City to increase the forest cover	City of Thunder Bay Parks	Percentage is within urban City limits. New aerial surveys are required for updated data. Last aerial survey was done in 2017.	25.0%	27.7%	27.7%	27.7%	27.7%
% of municipality dedicated to parkland	Ability of the City to maintain natural ecosystems which in turn provide a wide range of co-benefits in responding to a changing climate	City of Thunder Bay Parks	5.7% for entire municipality is s Parkland and Open Space 8.5% within urban limits.	5.7%	5.7%	5.7%	5.7%	5.7%
Hectares of catchment areas of Low Impact Development sites	How much stormwater is treated through LIDs before being released into the waterways	City of Thunder Bay Low Impact Development	Projects postponements related to COVID-19	7.5	16.9	20.1	22.8	22.8

MEMORANDUM

TO: Krista Power, City Clerk

FROM: Jacob Porter, Climate Adaptation Coordinator

DATE: October 18, 2021

RE: *Climate Adaptation Update – R144/2021
Request to Present Information- November 1, 2021, COW Meeting*

I respectfully request an opportunity to provide a presentation relevant to Corporate Report 144/2021 – Climate Adaptation Update to the Committee of the Whole at their meeting on Monday, November 1, 2021. I will present a PowerPoint Presentation highlighting Climate Adaptation progress relative to the Climate Adaptation Strategy for 2020.

Should you have any questions regarding this request please contact me at 807-623-6122.

Sincerely,



Jacob Porter
Climate Adaptation Coordinator
EarthCare Thunder Bay

cc: K. Marshall – General Manager – Infrastructure & Operations

Corporate Report

DEPARTMENT/ DIVISION	Infrastructure & Operations - Engineering & Operations	REPORT NO.	R 145/2021
DATE PREPARED	10/12/2021	FILE NO.	
MEETING DATE	11/1/2021 (mm/dd/yyyy)		
SUBJECT	Ontario Regulation 406-19 On-Site and Excess Soil Management Update		

RECOMMENDATION

For information only.

LINK TO STRATEGIC PLAN

This report and the associated *On-Site and Excess Soil Management* regulation supports Council's priority of Environmental Stewardship.

EXECUTIVE SUMMARY

In December 2019, the provincial government passed *Ontario Regulation 406/19, On-Site and Excess Soil Management*, (O. Reg. 406/19) under the *Environmental Protection Act*. This report provides a summary of some of the impacts of the regulation on the City of Thunder Bay. The regulation recognizes excess soil as a valuable resource and provides clear rules on the proper management and reuse of excess soil including more stringent oversight, testing, tracking, documentation and ownership of excess soil movement. The regulation is being implemented in phases from 2021 to 2025. Both resource and financial impacts are expected.

DISCUSSION

Background

In December 2019, the provincial government passed *O. Reg. 406/19, On-Site and Excess Soil Management* under the *Environmental Protection Act* with amendments to other regulations as well to support the new requirements. This new regulation is intended to ensure valuable resources do not go to waste, and provide rules on management and reuse of excess soils.

Excess soil is material that is excavated during construction activities and is moved off-site for reuse or disposal because it cannot or will not be reused at the site from which it was generated. Risks associated with current industry practices may lead to improper management of excess soil

which can negatively affect ground or surface water quality, as well the quantity of excess soils placed in natural areas and agricultural lands can have detrimental impacts. The movement of soil is also associated with local issues like noise, dust, truck traffic, road damage, erosion, drainage and other social, economic, health and environmental concerns.

The City's Capital Projects for water, wastewater, storm, roads and other infrastructure can generate large quantities of excess soil. Most excess soil can be reused safely; however, some excess soil may contain contaminants which must be addressed when determining where this soil can be reused.

Annually, the City generates an estimated 40,000 m³ of excess soil, equating to approximately 3,200 dump truck loads. It is expected the new regulation will impact most Capital Projects with additional project planning and oversight, along with expenses for testing, tracking and documentation of soil movement.

Small, low-risk construction or maintenance activities that are limited to single-dwelling residential properties, or activities associated with minor municipal road work or minor sewer/water main construction or repair are exempt from portions of the regulation. However, these smaller scaled projects are still encouraged to follow the best management practices when moving excess soil from a project to a receiving site or temporary soil storage facility.

The new regulatory framework provides clarification on the responsibilities for generators, haulers, and receivers of excess soil in Ontario, and it will be implemented using a multi-phased approach. The regulation is enforced by the Ministry of Environment, Conservation and Parks (the Ministry).

Impacts to the City

There will now be greater responsibility by project owners, like the City, to ensure that excess soils reach the appropriate receiving sites. Currently for City contracts, the transportation and disposal of excess soil generated is done by Contractors. The new regulation requires Project Leaders (the City) to be accountable for the oversight of any excess soil removed from projects, whether it is contracted out or not.

Short Term Impacts – 2021

The first stage of the regulatory implementation requires that the City complete testing of all excess soil to determine appropriate reuse, have evidence documents to support compliance with the regulation, and haulers are required to provide key information on the soil loads. In 2020, the City spent \$17,000 on testing and soil management to meet the interim requirements of the regulation.

In preparation for upcoming milestones in the regulation, the City has to develop new procedures to provide oversight of excess soils including assigning Qualified Persons as per the regulation (Professional Engineer or Professional Geoscientist) as necessary for planning for future Capital Projects, reviewing and revising current processes and practices to adhere to the regulation,

updating current agreements and contract language, providing overall project oversight for the new regulation and educating Capital Project staff on the regulation.

Mid-Term Impacts – 2022

For January 2022, the regulation will require that the City develop a documentation, tracking and registration system to track each load of excess soil from the source site to the receiving site. The documentation, which must be prepared by a Qualified Person, includes an assessment of past uses, sampling and analysis plan, soil characterization report and excess soil destination assessment report.

The City must file the above listed documents on the Ministry's Public Registry prior to any soil leaving the project area. The City will be responsible for tracking each load of soil and approval in writing must be provided by the receiving site prior to any soil removal. Ultimately, compliance responsibilities do not end once soils are removed from properties, but rather remains from the time the soil is excavated to the point where soil reaches the designated destination.

The City will have Qualified Persons on retainer to provide extra capacity as necessary to ensure the above is completed in accordance with the regulation when excess soils are generated.

Longer Term Impacts – 2025 and beyond

For January 2025, the regulation restricts the landfilling of clean soil. This will not affect the use for daily or final cover, the construction of roads and berms and other beneficial operational needs.

Municipalities are being encouraged to undertake initiatives within their jurisdictions and to work with partner agencies, such as Conservation Authorities, to establish and track excess soil creation and identify sites that may require excess soil. A strategic and long-term management plan developed at a municipal level would be beneficial to anticipate soil generation and soil demand projects in order to plan soil reuse opportunities and to help inform future land use planning considerations, including the need for Temporary Soil Storage Sites.

Proposed Direction

In order to implement the above requirements, staff have been accessing information sessions and have engaged with other municipalities to discuss emerging solutions to these new regulatory requirements, including impacts to maintenance operations. The City of Thunder Bay, as a member of the Regional Public Works Commissioners of Ontario, is requesting an extension to the implementation dates in the regulation, as municipalities are struggling to meet the new requirements. A guideline document is being prepared by the Ministry for release this Fall that should provide a better understanding of the impacts of this regulation on infrastructure projects, for example minimum soil quantities, reuse on City property, maintenance implications, and others.

Administration will continue to plan and implement new processes to address the regulatory requirements and study the future impacts of the new regulation. Administration has already commenced planning the beneficial use of excess soil on City property and is looking into reuse strategies to lessen the impact of the regulation.

Administration is also evaluating strategic considerations including if the City should be managing and storing excess soils directly, and what the role of the Waste Management Division will be in relation to excess soil.

FINANCIAL IMPLICATION

Staff are still assessing the impacts of the regulation. At this time, estimated costs for sampling and testing for underground reconstruction projects in the amount of \$120,000 have been included in the proposed 2022 Capital Budget. This directly reduces the amount of construction work that can be completed. Additional costs for external consultants, permitting and setting up of municipal soil staging sites, or other documentation costs may be required but have not been included in the budget at this time as they have not been quantified. The extent of these impacts will be monitored and increases will be captured in future budget submissions.

CONCLUSION

The protection and conservation of soil is a valuable component of maintaining the environment for present and future generations. The new regulation, O. Reg. 406/19 is a key step to support proper management of excess soils, ensuring valuable resources are not wasted.

The new regulation will have a significant impact on the City and the construction industry. Administration will continue to assess the impacts of the more stringent oversight, testing, tracking, and documentation requirements mandated by the regulation.

Staff will report back to Council as needed throughout the implementation process.

REFERENCE MATERIAL ATTACHED:

None

PREPARED BY: KAYLA DIXON, P. ENG., MBA - DIRECTOR OF ENGINEERING & OPERATIONS

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER)	DATE:
Kerri Marshall, General Manager – Infrastructure & Operations	October 22, 2021

Corporate Report

DEPARTMENT/ DIVISION	Development & Emergency Services - Thunder Bay Fire Rescue	REPORT NO.	R 150/2021
DATE PREPARED	10/21/2021	FILE NO.	
MEETING DATE	11/01/2021 (mm/dd/yyyy)		
SUBJECT	Thunder Bay Fire Rescue – Emergency Plan By-law – Amendments		

RECOMMENDATION

WITH RESPECT to Report R 150/2021 (Development & Emergency Services – Thunder Bay Fire Rescue), we recommend that By-law 76/2021 (the “Emergency Plan By-law”), be amended to designate the Director, Strategic Initiatives & Engagement as the Emergency Information Officer;

AND THAT the Emergency Plan By-law be further amended to designate and authorize Acting Mayors, designated in accordance with the By-law Respecting the Appointment of Acting Mayors, as may be amended or replaced from time to time, to exercise the powers and perform the duties of the Mayor under the *Emergency Management and Civil Protection Act* or the Emergency Plan By-law, where the Mayor is absent or unable to act;

AND THAT By-law 76/2021 be amended as outlined in this report and presented to City Council for ratification.

EXECUTIVE SUMMARY

In 2019, City Council, via resolution and confirmation by-law, approved and adopted the current Emergency Response Program and Plan, pursuant to Corporate Report No. R 52/2019 (Thunder Bay Fire Rescue). A corresponding specific, all-encompassing by-law was later adopted by Council on October 25, 2021, known as the Emergency Plan By-law.

To meet certain mandatory management program requirements, pursuant to the Emergency Management and Civil Protection Act (the “Act”), the Emergency Plan By-law needs amending to: (a) appoint a municipal employee as the Emergency Information Officer and (b) designate one or more Members of Council, who may exercise the powers and perform the duties of the Mayor under the Act or the Emergency Plan By-law, where the Mayor is absent or is unable to act.

DISCUSSION

To better operationalize the 2019 decision of City Council to approve and adopt the Emergency Response Program and Plan, Thunder Bay Fire Services recently recommended to City Council, via Corporate Report R 142/2021 (Development & Emergency Services – Thunder Bay Fire Rescue), that a corresponding specific, all-encompassing by-law be also adopted. City Council accepted this recommendation and passed the by-law, on October 25, 2021, which is known as the Emergency Plan By-law.

Since the passing of the Emergency Plan By-law, it has been identified that Emergency Plan By-law 76/2021 needs to be amended to meet certain mandatory management program requirements, in accordance with the Act.

Designation of an Emergency Information Officer

First, a municipal employee needs to be designated as the EIO. Section 14 of Ontario Regulation 380/04 (Standards), reads:

Emergency information officer

14. (1) Every municipality shall designate an employee of the municipality as its emergency information officer.

(2) The emergency information officer shall act as the primary media and public contact for the municipality in an emergency.

Thunder Bay Fire Services recommends that the Director, Strategic Initiatives & Engagement, who is a municipal employee, be designated as the EIO.

Emergency Plan to Provide for a Head of Council Alternate

Second, one or more Members of Council needs to be designated as an alternate to the Mayor, who may exercise the powers and perform the duties of the head of Council under the Act or the Emergency Plan By-law, where the head of Council is absent or is unable to act. Subsection 9(c) of the Act reads:

What plan may provide

9. An emergency plan formulated under section 3, 6 or 8 shall,

...

(c) in the case of a municipality, designate one or more members of council who may exercise the powers and perform the duties of the head of council under this Act or the emergency plan during the absence of the head of council or during his or her inability to act;

Thunder Bay Fire Services recommends that, where the Mayor is absent or is otherwise unable to act under the Act or the Emergency Plan By-law, that the Member of Council designated as the Acting Mayor, in accordance with By-law 110/2020, being a By-law Respecting the Appointment of Acting Mayors, as may be amended or replaced from time to time, be designated as the Mayor's alternate for the purposes of the Act.

FINANCIAL IMPLICATION

There are no financial implications, at this time.

CONCLUSION

Thunder Bay Fire Services will present to Council, on November 8, 2021, an amending by-law to Emergency Plan By-law 76/2021. First, the Director, Strategic Initiatives & Engagement will be designated as the EIO. Second, Acting Mayors, designated in accordance with the By-law Respecting the Appointment of Acting Mayors, will be authorized to exercise the powers and perform the duties of the Mayor under the *Emergency Management and Civil Protection Act* or Emergency Plan By-law 76/2021, where the Mayor is absent or unable to act.

PREPARED BY: GREG HANKKIO, FIRE CHIEF

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER)	DATE:
Karen Lewis, General Manager – Development & Emergency Services	October 22, 2021

MEETING DATE 11/01/2021 (mm/dd/yyyy)

SUBJECT Investing in Canada Infrastructure Program (ICIP) – COVID-19
Resilience Infrastructure Stream Agreement Approval

SUMMARY

Memorandum from Director - Engineering & Operations Kayla Dixon, dated October 21 2021 recommending that the Transfer Payment Agreement for the Investing in Canada Infrastructure Program (ICIP): COVID-19 Resilience Infrastructure Stream Local Government Intake, be approved.

RECOMMENDATION

WITH RESPECT to the memorandum from Kayla Dixon, Director – Engineering & Operations dated October 21, 2021, we recommend the Transfer Payment Agreement for the Investing in Canada Infrastructure Program (ICIP): COVID-19 Resilience Infrastructure Stream Local Government Intake and any/all subsequent years agreements or amendments between the Ontario Minister of Infrastructure and the Corporation of the City of Thunder Bay be approved;

AND THAT the Mayor and Clerk be authorized to execute any necessary documentation;

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

ATTACHMENTS

1 K Dixon memo dated October 21 2021

Memorandum

TO: Dana Earle, Deputy City Clerk

FROM: Kayla Dixon, Director Engineering & Operations

DATE: October 21, 2021

SUBJECT: **Investing in Canada Infrastructure Program (ICIP) – COVID-19 Resilience Infrastructure Stream Agreement Approval**
Committee of the Whole – November 1, 2021

In December 2020 Council approved an application be made to the Investing in Canada Infrastructure Program (ICIP) – COVID-19 Resilience Infrastructure Stream to advance construction of the Waterfront Trail and renew other multiuse trails in the city. Thunder Bay was allocated approximately \$1.6M for this ICIP funding stream. Municipalities are not required to cost-share under this stream. The federal government will cover 80% of the total eligible costs associated with any approved project and Ontario will cover 20%. Renewal work proceeded in 2021 on several existing trails in the City as well as implementing sections of the Waterfront Trail and will continue in 2022 based on an extended deadline.

City Administration has received the Transfer Payment Agreement for this funding program and requires a Council resolution to accompany the signed agreement.

WITH RESPECT to the memorandum from Kayla Dixon, Director – Engineering & Operations dated October 21, 2021, we recommend the Transfer Payment Agreement for the Investing in Canada Infrastructure Program (ICIP): COVID-19 Resilience Infrastructure Stream Local Government Intake and any/all subsequent years agreements or amendments between the Ontario Minister of Infrastructure and the Corporation of the City of Thunder Bay be approved;

AND THAT the Mayor and Clerk be authorized to execute any necessary documentation;

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

cc - EMT
- Krista Power, City Clerk
- Kerri Marshall, GM – Infrastructure & Operations
- Laurie Fors, Supervisor – Budget & Capital Programs Infrastructure & Operations

MEETING DATE 11/01/2021 (mm/dd/yyyy)

SUBJECT Wayfinding Signage – Centennial Park and Trowbridge Falls

SUMMARY

At the July 19, 2021 Committee of the Whole meeting a resolution as passed directing Administration to report back on or before November 30, 2021 with options for Council's consideration to procure and install wayfinding signage at intersecting junctions of the maintained trails throughout Centennial Park and Trowbridge Falls.

Memorandum from Manager - Parks & Open Spaces Cory Halvorsen, dated October 20, 2021 containing a recommendation relative to the above noted.

RECOMMENDATION

WITH RESPECT to the Memorandum from Cory Halvorsen, Manager – Parks & Opens Spaces dated October 20, 2021, we recommend that the report back date relating to the Wayfinding Signage – Centennial Park and Trowbridge be changed from November 30, 2021 to December 6, 2021.

ATTACHMENTS

1 C Halvorsen memo dated October 20 2021

Memorandum

TO: Krista Power
City Clerk

FROM: Cory Halvorsen, C.E.T.
Manager - Parks & Open Spaces

DATE: October 20, 2021

SUBJECT: Wayfinding Signage – Centennial Park and Trowbridge Falls
Committee of the Whole – November 1, 2021

At the July 19, 2021 Committee of the Whole meeting, a resolution was passed that recommended that Administration provide options for Council's consideration to procure and install Wayfinding Signage at intersecting junctions of the maintained trails throughout Centennial Park and Trowbridge Falls on or before November 30, 2021.

Due to high project workloads, resource schedules, unexpected issues, and lead times required for administrative review, more time is required to bring this report to a scheduled Operations Committee of the Whole meeting.

WITH RESPECT to the Memorandum from Cory Halvorsen, Manager – Parks & Open Spaces dated October 20, 2021, we recommend that the report back date relating to the Wayfinding Signage – Centennial Park and Trowbridge be changed from November 30, 2021 to December 6, 2021.

CH

cc: Norm Gale – City Manager
Kerri Marshall – General Manager – Infrastructure & Operations
Kayla Dixon – Director – Engineering & Operations

MEETING DATE 01/11/2021 (mm/dd/yyyy)

SUBJECT Joining the Race to Zero

SUMMARY

Memorandum from Councillor Andrew Foulds, Chair - Earthcare Advisory Committee, dated October 12, 2021, containing a motion relative to joining the Race to Zero campaign.

RECOMMENDATION

WITH RESPECT to joining the Cities Race to Zero campaign, The City of Thunder Bay pledges to:

1. Publicly endorse the following principles:
 - We recognise the global climate emergency.
 - We are committed to keeping global heating below the 1.5°Celsius goal of the Paris Agreement.
 - We are committed to putting inclusive climate action at the center of all urban decision-making, to create thriving and equitable communities for everyone.
 - We invite our partners – political leaders, CEOs, trade unions, investors, and civil society – to join us in recognising the global climate emergency and help us deliver on science-based action to overcome it.
2. We pledge to reach (net)-zero by mid-century at the latest, in line with global efforts to limit warming to 1.5°Celsius.
3. We pledge to reduce emissions by 55% below 2016 levels by 2030 by following the pathway outlined in the Net-Zero Strategy.
4. Immediately proceed to planning the following inclusive and equitable climate actions as listed on www.citiesracetozero.org that will help to place Thunder Bay on a resilient pathway consistent with the 1.5°Celsius objective of the Paris Agreement and begin implementation no later than 2022:
 - a. Collect information on the needs of frontline communities (including children, workers in transitioning industries, women, refugees, etc) with respect to climate planning and/or implementation.
 - b. Pilot test and procure, with partners as necessary, zero emissions buses by 2025.

- c. Develop a roadmap by 2030 to achieve net-zero carbon municipal buildings and policy approval by 2025 to deliver a commitment to own, occupy, and develop net zero carbon municipal assets by 2030.
- 5. Continue to report progress annually through the CDP reporting platform.

AND THAT the City of Thunder Bay declares support for the Cities Race to Zero as part of the United Nation's Race to Zero campaign by joining hundreds of others cities in fighting climate change through the Cities Race to Zero campaign.

ATTACHMENTS

1 Councillor Andrew Foulds memo dated October 12, 2021.

TO: Deputy City Clerk Dana Earle

FROM: Councillor A. Foulds, Chair – EarthCare Advisory Committee

DATE: October 12, 2021

RE: **Joining the Race to Zero**
Committee of the Whole – November 1, 2021

Race To Zero is a global campaign to rally leadership and support from businesses, cities, regions, and investors for a healthy, resilient, zero carbon recovery that prevents future threats, creates decent jobs, and unlocks inclusive, sustainable growth.

Cities Race to Zero is a campaign for cities by cities to inspire commitments and action from their peers around the world and channel the best available tools and expertise to help them stay on track with the 1.5°C goal of the Paris Agreement. The objective of Cities Race to Zero is to recruit 1,000 cities to the Race to Zero by the COP 26 UN Climate Change Conference (November 1-12, 2021).

The City of Thunder Bay declared a climate emergency in January 2020, reinforcing the importance of local action to reduce future climate impacts.

On June 7, 2021, Thunder Bay City Council endorsed in principle Climate-Forward City: Thunder Bay Net-Zero Strategy (NZS) and set a community-wide greenhouse gas reduction target of net-zero by 2050.

Joining the Cities Race to Zero would ensure formal recognition for Thunder Bay's efforts by the United Nations Framework Convention on Climate Change. By bringing a clear focus on immediate action, equity, and local coalition building, this campaign will establish Thunder Bay as a global leader and strong champion of the Paris Agreement and equitable climate action.

The EarthCare Advisory Committee of Council recommends that the City of Thunder Bay join this race.

The following resolution is presented for Council's consideration:

WITH RESPECT to joining the Cities Race to Zero campaign, The City of Thunder Bay pledges to:

1. Publicly endorse the following principles:
 - We recognise the global climate emergency.
 - We are committed to keeping global heating below the 1.5°Celsius goal of the Paris Agreement.

- We are committed to putting inclusive climate action at the center of all urban decision-making, to create thriving and equitable communities for everyone.
 - We invite our partners – political leaders, CEOs, trade unions, investors, and civil society – to join us in recognising the global climate emergency and help us deliver on science-based action to overcome it.
2. We pledge to reach (net)-zero by mid-century at the latest, in line with global efforts to limit warming to 1.5°Celsius.
 3. We pledge to reduce emissions by 55% below 2016 levels by 2030 by following the pathway outlined in the Net-Zero Strategy.
 4. Immediately proceed to planning the following inclusive and equitable climate actions as listed on www.citiesracezero.org that will help to place Thunder Bay on a resilient pathway consistent with the 1.5°Celsius objective of the Paris Agreement and begin implementation no later than 2022:
 - a. Collect information on the needs of frontline communities (including children, workers in transitioning industries, women, refugees, etc) with respect to climate planning and/or implementation.
 - b. Pilot test and procure, with partners as necessary, zero emissions buses by 2025.
 - c. Develop a roadmap by 2030 to achieve net-zero carbon municipal buildings and policy approval by 2025 to deliver a commitment to own, occupy, and develop net zero carbon municipal assets by 2030.
 5. Continue to report progress annually through the CDP reporting platform.

AND THAT the City of Thunder Bay declares support for the Cities Race to Zero as part of the United Nation's Race to Zero campaign by joining hundreds of others cities in fighting climate change through the Cities Race to Zero campaign.

MEETING DATE 11/01/2021 (mm/dd/yyyy)

SUBJECT Request for Report – Strategy Development for Reducing Homelessness and Poverty in Our Community

SUMMARY

Memorandum from Councillor Mark Bentz, dated October 20, 2021 containing a motion relative to Strategy development for reducing homelessness and poverty in our community.

RECOMMENDATION

WITH RESPECT to the memorandum from Councillor Mark Bentz, dated October 20, 2021, we recommend that Administration be directed to report back with options for a multi-faceted approach to finance, leverage and influence solutions to address homelessness and poverty in Thunder Bay;

AND THAT the options include specific concepts/strategies for the municipality to act as a catalyst and facilitator to address:

- identified gaps such as supportive transitional housing;
- other gaps as may be identified across the municipal-community collaborative to significantly improve the lives of people experiencing homelessness, precarious housing, and poverty;

AND THAT the options include opportunities for Council to advocate, partner and work together with agencies, other levels of government and grass roots community groups to achieve positive outcomes;

AND THAT this report be received by City Council on or before December 20, 2021;

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

ATTACHMENTS

1 Mark Bentz memo dated October 20 2021

Memorandum

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

TO: Krista Power, City Clerk

FROM: Councillor Mark Bentz

DATE: October 20, 2021

SUBJECT: Motion – Request for a Report
Strategy development for reducing homelessness and poverty in our community

This motion is in response to the growing concerns relative to homelessness and poverty in our community felt by those directly impacted, stakeholder organizations, City Council and the broader community. It has become clear to many citizens that we have a problem in our community and there are people who need supports and assistance. I believe that local government has a role to play in facilitating and advocating for solutions that reduce the significant suffering that is present in our community and by doing so, making it a more caring, safe and healthy place for its citizens.

In the recent past, the City has taken a lead in this such efforts, outside the scope of core municipal responsibility, by developing and supporting the Thunder Bay Drug Strategy, the Crime Prevention Council (now Community Safety and Well Being Advisory Committee) and the Vulnerable Populations Table, which is chaired by City Administration. That being said, there is more work to be done and while the responsibility for this work does not solely rest with the municipality, I believe that we need to lead and take additional action to improve outcomes and address the root causes of harm that exist in our community. If Council displays the political will to be a *catalyst for good* and is prepared to ramp up its response efforts as it relates to poverty and homelessness, we will have a positive impact on the well-being of our community and beyond.

Clearly, a sustainable and impactful financial component will be required that can be leveraged with existing as well as new partnerships that are created to address this need. I believe that leveraging our resources will be a key component to our success as it will attract more outside funding and ensure that those organizations having the expertise and capacity to address such needs will be in the forefront of delivering the additional social and physical infrastructure required to tackle this multi-faceted societal issue.

Recently, a small group of Councillors and I met with the City Manager, General Manager of Development and Emergency Services, Community Strategies Manager, and Director of Strategic Initiatives and Engagement. The purpose of this meeting was to advise the motion before council this evening and also to be fully informed of the current state of the situation.

As such, the following is provided for Council's consideration.

WITH RESPECT to the memorandum from Councillor Mark Bentz, dated October 20, 2021, we recommend that Administration be directed to report back with options for a multi-faceted approach to finance, leverage and influence solutions to address homelessness and poverty in Thunder Bay;

AND THAT the options include specific concepts/strategies for the municipality to act as a catalyst and facilitator to address:

- identified gaps such as supportive transitional housing;
- other gaps as may be identified across the municipal-community collaborative to significantly improve the lives of people experiencing homelessness, precarious housing, and poverty;

AND THAT the options include opportunities for Council to advocate, partner and work together with agencies, other levels of government and grass roots community groups to achieve positive outcomes;

AND THAT this report be received by City Council on or before December 20, 2021;

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

MEETING DATE 11/01/2021 (mm/dd/yyyy)

SUBJECT 2022 Annual Rural Ontario Municipal Association (ROMA) Conference

SUMMARY

Memorandum from Councillor Brian McKinnon, Chair – Inter-Governmental Affairs Committee, dated October 19 2021 relative to 2022 Annual Rural Ontario Municipal Association (ROMA) Conference, for information.

ATTACHMENTS

1 B. McKinnon memo dated October 19 2021

Memorandum

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

TO: Krista Power, City Clerk

FROM: Brian McKinnon, Chair – Inter-Governmental Affairs Committee

DATE: October 19, 2021

SUBJECT: 2022 Annual Rural Ontario Municipal Association (ROMA) Conference

On October 18, 2021, it was the consensus of the Intergovernmental Affairs Committee (IGA) to pursue the following delegations at the upcoming ROMA conference, being held virtually on January 24-25, 2022.

The Rural Ontario Municipal Association (ROMA) is the rural arm of the Association of Municipalities of Ontario (AMO). The association is an integral part of AMO and a number of its Executive Members serve on the AMO Board of Directors. Policy, research and advocacy activities are undertaken by ROMA through AMO. Matters which affect rural communities are brought to the attention of the provincial and federal governments.

If members of Council have any additional items that they would like the committee to advocate please notify Councillor Brian McKinnon, Chair who will bring recommended items forward to IGA for discussion.

2022 ROMA Delegations:

Crises Centre for Mental Health and Addictions
Funding Reduction for Health Units
Infrastructure
Provincial Offences Collection
2024 Ontario Winter Games and Other Tourism /Event Initiatives
Next Generation 911

Tentative Items for Delegations:

Health Care/Homelessness and Supports
Sustainability, Climate Change Plan, Renewable Energy

IGA will continue to keep City Council and the public informed of ongoing advocacy work as it relates to the 2022 ROMA conference and opportunities to highlight the above noted matters affecting the City of Thunder Bay.



MEETING DATE 11/01/2021 (mm/dd/yyyy)

SUBJECT Outstanding List for Operations as of October 19, 2021

SUMMARY

Memorandum from City Clerk Krista Power, dated October 19, 2021 providing the Operations Outstanding Items List, for information.

ATTACHMENTS

1 K Power memo dated October 19 2021

Memorandum

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

TO: Mayor & Council

FROM: Krista Power, City Clerk

DATE: October 19, 2021

SUBJECT: Outstanding List for Operations Session as of October 19, 2021
Committee of the Whole – November 1, 2021

The following items are on the outstanding list for Operations:

Reference Number	Department/Division	Outstanding Item Subject	Resolution Report Back Date	Revised Report Back Date
2009-015-INO	Infrastructure & Operations	Temporary Street Closures for Special Events	No date included in original resolution	Dec-06-2021
2014-002-INO	Infrastructure & Operations / Engineering & Operations	Residential Wattage Reduction Report	No date included in original resolution	Mar-03-2025
2017-029-INO	Infrastructure & Operations / Engineering - Parks & Open Spaces	Request to Save Trees on City Property	No date included in original resolution	Mar-07-2022
2020-047-INO	Infrastructure & Operations / Engineering & Operations	Electric Scooter Pilot Participation	Dec-01-2026	
2020-048-INO	Infrastructure & Operations / Engineering & Operations	Automated Speed Enforcement (Photo Radar) - Request for Report	Nov-30-2021	Feb-07-2022
2021-100-INO	Infrastructure & Operations / Central Support	Private Lead Water Service Replacement Program – Loan Program Update	Fall 2021	Dec-06-2021

Reference Number	Department/Division	Outstanding Item Subject	Resolution Report Back Date	Revised Report Back Date
2021-102-INO	Infrastructure & Operations / Engineering & Operations	Weight Restriction Review – East Avenue	Dec-02-2021	
2021-103-INO	Infrastructure & Operations / Engineering - Parks & Open Spaces	Wayfinding Signage – Centennial Park and Trowbridge Falls	Nov-30-2021	
2021-104-INO	Infrastructure & Operations / Engineering & Operations	Standard for Trails and Walking Paths – Line Painting	Mar-07-2022	
2021-105-INO	Infrastructure & Operations / Engineering & Operations	Boulevard Dam Electrical Power Production	Mar-07-2022	
2021-106-INO	Infrastructure & Operations / Engineering & Operations	Speed Restrictions on Arthur Street	Dec-06-2021	
2021-107-INO	Infrastructure & Operations / Engineering - Parks & Open Spaces	Tree Production at Conservatory	Dec-20-2021	
2021-108-INO	Infrastructure & Operations/Engineering & Operations	Tactile Walking Indicators	Jan-15-2024	