



AGENDA MATERIAL

COMMITTEE OF THE WHOLE

MEETING DATE: MONDAY, OCTOBER 7, 2019

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

TIME: 6:30 PM



MEETING: Committee of the Whole

DATE: October 7, 2019

Reference No. COW - 44/50

CLOSED SESSION in the McNaughton Room at 6:15 p.m.

Committee of the Whole - Closed Session

Chair: Councillor T. Giertuga

Closed Session Agenda Items for October 7, 2019 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 B. McKinnon

DISCLOSURES OF INTEREST

CONFIRMATION OF AGENDA

Confirmation of Agenda - October 7, 2019 - Committee of the Whole **(Page 5)**

With respect to the October 7, 2019 Committee of the Whole meeting, we recommend that the agenda as printed, including any additional information and new business, be confirmed.

REPORTS OF MUNICIPAL OFFICERS

Amendment to Cemetery By-Law 32/1994

Report R 138/2019 (Infrastructure & Operations – Central Support) recommending that by-law 32/1994 be repealed and replaced. **(Pages 6 – 22)**

With respect to report R 138/2019 (Infrastructure & Operations – Central Support) we recommend that By-law 32-1994 be repealed and replaced as outlined in this report;

AND THAT a new Cemetery By-law as outlined in this report be referred to the Registrar designated by the Ministry of Government and Consumer Services for approval;

AND THAT the approved version of the By-law be presented to City Council for ratification;

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

Proposed Changes to the Provincial Policy Statement

Report No. R 144/2019 (Development & Emergency Services - Planning Services) recommending that Administration be directed to submit a letter of support for the proposed changes to the Provincial Policy Statement (Attachment A). **(Pages 23 – 30)**

With respect to Report No. R 144/2019 (Development & Emergency Services – Planning Services), we recommend that Administration be directed to submit a letter of support for the proposed changes to the Provincial Policy Statement (Attachment A);

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

FIRST REPORTS

Transportation Master Plan

At the July 22, 2019 Committee of the Whole meeting, Report R 116/2019 (Infrastructure & Operations - Engineering & Operations) Transportation Master Plan was introduced as a 'first report' to allow Committee of the Whole and the general public time to consider the implications of the report before the recommendations are considered by Committee of the Whole on September 9, 2019.

Ms. K. Dixon, Director - Engineering & Operations and Ms. S. Shiu, Associate - Manager, Transportation Engineering for IBI Group provided a PowerPoint presentation relative to the above noted.

Ms. S. Sawula, Manager of Healthy Living appeared before Committee and provided a PowerPoint deputation relative to the above noted.

Memorandum from Councillor A. Foulds, Chair - EarthCare Advisory Committee dated July 4, 2019 supporting the Transportation Master Plan was presented.

At the August 12, 2019 Committee of the Whole meeting, a memorandum from Ms. K. Dixon, Director - Engineering and Operations, dated August 1, 2019 was presented advising that the above noted report will be presented at the October 7, 2019 Committee of the Whole meeting.

Report R 116/2019 (Infrastructure & Operations - Engineering & Operations) recommending that City Council approve the Transportation Master Plan in principle to guide the future direction and investment in the transportation network, developed in line with the fundamental principles, strategies and recommendations of the Official Plan, re-presented. **(Pages 31 – 40)**

Memorandum from Ms. K. Dixon, Director Engineering & Operations providing an update relative to Council's questions on the First Report. **(Pages 41 – 43)**

Letter from Mr. I. Dew, dated September 25, 2019 requesting to appear before Committee relative to the above noted. **(Pages 44 – 45)**

With respect to Report R 116/2019 (Infrastructure & Operations - Engineering & Operations), we recommend City Council approve the Transportation Master Plan in principle to guide the future direction and investment in the transportation network, developed in line with the fundamental principles, strategies and recommendations of the Official Plan;

AND THAT City Council approve the companion Active Transportation Plan in principle to guide the future direction and investment in active transportation;

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

OPEN SESSION in the S.H. Blake Memorial Auditorium

Committee of the Whole - Community Services Session
Chair: Councillor S. Ch'ng

REPORTS OF COMMITTEES

Accessibility Advisory Committee Minutes

Minutes of meeting No. 06-2019 of the Accessibility Advisory Committee held on June 13, 2019 for information. **(Pages 46 – 53)**

Multi-Sport Indoor Turf Facility Committee Minutes

Minutes of Meetings No. 1-2019 and No. 2-2019 of the Multi-Sport Indoor Turf Facility Committee held on August 12, 2019 and September 10, 2019, respectively, for information. **(Pages 54 – 63)**

PETITIONS & COMMUNICATIONS

Endorsement of Bid for 2020 World Taijiquan Championships

Memorandum from Mayor B. Mauro dated Monday, September 30, 2019 containing a motion recommending that a letter of endorsement for the bid be approved. **(Pages 64 – 65)**

With Respect to the bid for the City of Thunder Bay to host the 2020 World Taijiquan Championships, we recommend that a letter of endorsement for the bid be approved on behalf of the Mayor and Council;

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

NEW BUSINESS

ADJOURNMENT

MEETING DATE 07/10/2019 (mm/dd/yyyy)

SUBJECT Confirmation of Agenda

SUMMARY

Confirmation of Agenda - October 7, 2019 - Committee of the Whole

RECOMMENDATION

With respect to the October 7, 2019 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 - Central Support	REPORT NO.	R 138/2019
DATE PREPARED	09/03/2019	FILE NO.	
MEETING DATE	10/07/2019 (mm/dd/yyyy)		
SUBJECT	Amendment to Cemetery By-Law 32/1994		

RECOMMENDATION

With respect to report R 138/2019 (Infrastructure & Operations – Central Support) we recommend that By-law 32-1994 be repealed and replaced as outlined in this report;

AND THAT a new Cemetery By-law as outlined in this report be referred to the Registrar designated by the Ministry of Government and Consumer Services for approval;

AND THAT the approved version of the By-law be presented to City Council for ratification;

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

EXECUTIVE SUMMARY

Provincial legislation governing Cemeteries in Ontario has changed, requiring updates to municipal Cemeteries By-Laws. The current By-law conforms to the Cemeteries Act (1990), and requires updates to comply with The Funeral, Burial and Cremation Services Act, (2002).

DISCUSSION

There are changes to the format and terminology in the revised By-law, to provide consistency with current standards. Changes also address organizational changes that have occurred since the last By-law amendment was done in 2006.

The By-law provides Administration with authority to change the format of forms at the Cemeteries without the need to amend the By-law. Additionally language has been updated to comply with current standards and legislation. The updates include ensuring individuals with service animals have access to the Cemetery. There is also a process outlined to ensure ownership of Plots is transferred only when full payment has been received and an appeal process is available for disputes.

FINANCIAL IMPLICATION

There are no financial implications associated with the recommendations in this report.

CONCLUSION

It is concluded that Council should direct Administration to refer the proposed Cemetery By-law to the Registrar designated by the Ministry of Government and Consumer Services for approval. Once approved it is further concluded that By-law 32-1994 should be repealed and replaced with the proposed Cemetery By-law as described in this report and presented to City Council for ratification.

BACKGROUND

On February 14, 1994 Council approved By-law 32/1994 – A By-law respecting cemeteries owned by the Corporation of the City of Thunder Bay. It was subsequently consolidated into the Thunder Bay Municipal Code on November 12, 1996 and amended by By-law 66/1995 (1995), By-law 25-1996 (February 24, 1996) and By-law 61-2006 (June 12, 2006).

In 2002, the Funeral, Burial and Cremation Services Act was passed, replacing the Cemeteries Act, 1990. This By-law ensures that the City is in compliance with current legislation.

REFERENCE MATERIAL ATTACHED:

Attachment A: Cemetery By-Law Draft

PREPARED BY: Charles Campbell, Manager - Central Support Division

THIS REPORT SIGNED AND VERIFIED BY: Charles Campbell – Acting General Manager, Infrastructure & Operations	DATE: September 25, 2019
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Memorandum

Corporate By-law Number BL TBD/2019

TO:	Office of the City Clerk	FILE: TBD
FROM:	Cory Halvorsen Infrastructure & Operations – Parks and Open Spaces	
DATE:	TBD	
SUBJECT:	Cemetery By-Law (DRAFT)	
MEETING DATE:	TBD (mm/dd/yyyy)	

By-law Description: A By-law to regulate the maintenance and management of cemeteries owned by The Corporation of the City of Thunder Bay.

Authorization: Report No. R 138/2019 (Infrastructure and Operations-Central Support)

By-law Explanation: A By-law to regulate the maintenance and management of cemeteries owned by The Corporation of the City of Thunder Bay.

Schedules and Attachments:

Amended/Repealed By-law Number(s):
By-Law 32-1994



THE CORPORATION OF THE CITY OF THUNDER BAY
BY-LAW NUMBER BL 35/2019

A by-law to regulate the maintenance and management of cemeteries owned by The Corporation of the City of Thunder Bay.

Recitals

1.

- (a) Section 10 of the *Municipal Act*, 2001, S.O. 2001, c 25, provides that municipalities may pass by-laws respecting public assets of the municipality acquired for the purpose of exercising its authority under this or any other Act;
- (b) The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c 33, provides for an Owner of a cemetery to make by-laws affecting the operation of the cemetery;
- (c) Offences under Municipal by-laws may be prosecuted pursuant to the *Provincial Offences Act*, RSO 1990, c P 33 ;
- (d) The Corporation of the City of Thunder Bay is the Owner of certain cemeteries;

ACCORDINGLY, THE COUNCIL OF THE CORPORATION OF THE CITY OF THUNDER BAY ENACTS AS FOLLOWS:

1. Definitions:

- (a) “**Act**” means the *Funeral, Burial and Cremation Services Act*, 2002, and the Regulations thereunder as amended and revised from time to time;
- (b) “**By-law**” means the rules and regulations under which the Cemetery operates;
- (c) “**Care and Maintenance Fund**” means a trust fund in which all monies received by the Corporation for the care and maintenance of lots, plots and markers have been invested. A percentage of the purchase price of all Interment Rights and set amounts for marker installations is contributed into the Care and Maintenance Fund. Interest earned from this fund is used to provide care and maintenance of plots, lots and markers at the Cemeteries;
- (d) “**Cemetery**” means any cemetery owned by the City;
- (e) “**Cemetery Services**” means the opening and closing of graves, interment or scattering of remains, disinterment or removal of remains, the planting of trees and shrubs, grass cutting and any other services normally provided by the City;

- (f) “**Columbarium**” means a structure designed for the purpose of interring cremated human remains in sealed compartments;
- (g) “**City**” means The Corporation of the City of Thunder Bay or the geographical area under its jurisdiction, as the context permits;
- (h) “**Crypt**” means a sealed compartment in a mausoleum containing or designed to contain human remains;
- (i) “**Funeral Services**” means the care and preparation of dead human bodies, the co-ordination and provision of rites and ceremonies with respect to dead human bodies and the provision of such other services as may be prescribed, but does not include cemetery or crematorium services;
- (j) “**Inter (Interment)**” includes the process of opening a crypt or a lot to place human remains or cremains therein and the process of opening a niche to place human cremains therein and the subsequent closing of the crypt, lot or niche as they case may be;
- (k) “**Interment Rights**” means the right of an Interment Rights Holder to authorize the interment of human remains or human cremains in a lot, niche or crypt identified in an Interment Rights Certificate issues to the Interment Rights Holder, all in accordance with this By-law;
- (l) “**Interment Rights Certificate**” means the document issued by the City to the Interment Rights Holder to document the Interment Rights in the lot, niche or crypt;
- (m) “**Interment Rights Holder**” mean a person(s) lawfully entitled to exercise the Interment Rights in the lot, niche or crypt described in the Interment Rights Certificate;
- (n) “**Lot**” means an area of land within a Cemetery containing or set aside to contain human remains or cremains and includes an adult lot, veteran’s adult lot, a child’s lot, and a Mausoleum lot;
- (o) “**Manager**” means the General Manager of Infrastructure & Operations of the Corporation or their designates;
- (p) “**Marker**” means any monument, tombstone, plaque, headstone, cornerstone, or other structure or ornament affixed to or intended to be affixed to a burial lot, mausoleum crypt, columbarium niche or other structure or place intended for the deposit of human remains;

- (q) “**Mausoleum**” means a building or structure other than a columbarium, used as a place for the interment of human remains in sealed crypts or compartments;
 - (r) “**Niche**” means a sealed individual compartment in a columbarium for the entombment of cremated human remains;
 - (s) “**Plot**” means two or more lots in which the Interment Rights have been sold as a unit;
 - (t) “**Price List**” means the Price List of cemetery fees and charges as set out by the City;
 - (u) “**Vault**” means a concrete/fiberglass receptacle or grave liner intended to encase and protect a casketed human body in earth burial.
2. Unless the context requires otherwise, words in this By-law have the same meaning as defined in the Act.
 3. Where forms are prescribed in this By-law, the use of forms in substantial conformity with those specified under the Act and regulations and that are not calculated to mislead or otherwise unlawful may be utilized and any form prescribed may at any time be varied where necessary in order to comply with the requirement of law without amendment to this By-law.

Administration

4. The administration of this By-law is assigned to the Manager who is delegated the authority to:
 - a. make all decisions required under this By-law;
 - b. perform all administrative functions identified herein and those incidental to and necessary for the due administration of this By-law;
 - c. establish and amend, from time to time, such forms and documents and such protocols and procedures as the Manager may determine are required to implement and administer this By-law.
5. The Manager shall administer the Cemeteries in compliance with the Act and this By-law and without limiting the generality of the foregoing, shall:
 - a. attend to the regular and proper maintenance of each cemetery;
 - b. address concerns and complaints about the operation and maintenance of each cemetery raised by member of the public;
 - c. carry out any duties assigned under the Act, including without limitation, keeping a Public Register, collecting and maintaining funds for the Care and Maintenance Fund, and issuing Interment Rights Certificates.

6. The Manager may delegate the performance of any one or more of their functions under this By-law to one or more persons from time to time as the occasion requires and may impose conditions upon such delegation and may revoke such delegation.
7. The City will not be held liable for any loss or damage, without limitation (including damage by the elements, Acts of God, or vandals) to any Lot, Plot, Columbarium, Niche, Mausoleum, Crypt, Marker or other article that has been placed in relation to an interment right save and except for direct loss or damage caused by gross negligence of the City.

Employee Conduct

8. No officer or employee of the City shall accept from any person other than the City any gratuity or other remuneration in connection with any work done or to be done in a cemetery, and no such officer or employee shall canvas or solicit business in connection with any Marker or structure to be erected, or in connection with any work to be done, in a cemetery except in the ordinary course of his employment by and for the City.
9. An officer or employee of the City who obtains information in the course of their work at the cemetery shall preserve secrecy with respect to the information and not communicate that information except as allowed in the Act.

Charges for Interment Rights, Cemetery Services and Care and Maintenance Funds

10. The Price List shall be such as is approved by Resolution of the Council of the Corporation, from time to time, as pursuant to O. Reg 30/11 ss. 54 – 75

Interment Rights

11. Maps showing all lots available for purchase shall be available for inspection by prospective Interment Rights Holders.
12. Where a Purchase Agreement is entered into for the purchase of Cemetery Services or for the Purchase of Interment Rights, each person who signs a Purchase Agreement shall be provided:
 - (a) a copy of the signed agreement
 - (b) a copy of this By-law which governs the operation of the Cemetery.
13. Where a Purchase Agreement is entered into for the purchase of Interment Rights, the Manager shall prepare for execution a Certificate of Interment Rights and shall, after due execution thereof, record the same in a Register kept for that purpose; shall ensure that such copies thereof as the City may require are retained in the records of the City; and shall deliver one copy thereof to the Interment Rights Holder, in addition to the deliverables described in Subsection 12.

- 14.** Despite anything else herein, no Certificate of Interment Rights shall be issued until payment in full of the applicable fees and charges.
- 15.** The ownership rights to any lot with respect to which charges are outstanding can be revoked if any such charges remain unpaid three (3) months after demand therefore. The interment rights with respect to such lot may be terminated and any part payment refunded, without interest. If at least two-thirds of the purchase price has been paid, the Interment Rights Holder is not entitled to take possession of interment rights upon default without leave of a judge of the Ontario Court (General Division).

Rights of Interment Rights Holder

- 16.** The Interment Rights Holder shall be entitled only to rights of interment granted by the Certificate, subject to the limitations and restrictions contained therein and to the provisions of By-laws of the City and the Act as the same relate to the cemetery from time to time and the Interment Rights Holder shall acquire no right, title or interest in the cemetery except as aforesaid.
- 17.** Interment in any area of the cemetery designated as a military plot shall only be permitted following receipt of written confirmation of veteran's status and approval for burial from the Metro Council of the Royal Canadian Legion (Thunder Bay).
- 18.** The Interment Rights Holder or their authorized representative may permit the interment of any human remains in a lot for which they hold the interment rights.
- 19.** The Interment Rights Holder or their authorized representative may erect a commemorative marker meeting the approval of the Manager on a lot for which they hold the interment rights.
- 20.** Interment rights may not be resold by the Interment Rights Holder except to the City.
- (a) An Interment Rights Holder may require, in written form, the Cemetery to repurchase the rights at any time before they are used. The Cemetery shall repurchase the Rights within 30 days from the date that request was received.
 - (b) The repurchase price, of the Interment Rights, shall be the amount paid by the purchaser for the rights less the amount paid by the Cemetery Owner to the Care and Maintenance Fund. This also applies to all purchases or contracts that were made prior to the Act becoming in effect.

- (c) There is no requirement to repurchase rights in a plot in which any interment rights have been exercised.

Transfer of Interment Rights

- 21. Interment rights may be transferred with approval of the Manager. Upon such approval and following the return of the original certificate of interment rights or other satisfactory documentation of ownership of interment rights and payment of any fee as set out in the Price List, a Transfer of Interment Rights Agreement shall be prepared and executed by the Interment Rights Holder or their legal representative. The transfer shall be recorded in the Register and one copy provided to the transferee, and the second maintained in the Cemetery files.
- 22. The Transfer of Interment Rights Agreement shall not be binding until all duly executed transfer documentation is recorded.

Chapel

- 23. The City shall have the right to place bodies in the chapel temporarily when road, weather or other conditions make interment impractical.

Funerals and Interments

- 24. No person shall open or close a Lot, or open or seal a niche or crypt, inter any remains or any cremains in a cemetery except a City employee or City contractor, acting on the written authorization of the Manager.
- 25. No person other than an authorized City employee or City contractor shall be entitled to be present at an Interment.
- 26. The burial of the body of any animal in the cemetery is prohibited.
- 27. No Interment may take place in any lot with respect to which charges are outstanding, except where arrangements have been made through a Funeral Home, Executor or other agency which accepts responsibility for settlement of the expense.
- 28. Not more than one Interment shall take place in a single grave, except for the following:
 - a. the body of a child under the age of two (2) years may be buried in the same adult grave as another body;

- b. up to four (4) cremated remains may be buried in the same adult grave as a body provided the location of the burials can be accommodated within the limits of the lot without encroaching upon or disturbing any adjacent lot;
 - c. up to two (2) cremation burials in any cremation lot or child grave;
 - d. and in all instances the top of the upper Interment case shall be covered by at least two (2) feet of earth.
- 29.** An Application for Burial must be completed and signed by the Interment Rights Holder or their authorized representative and must be presented to the Manager before any interment will be permitted in a lot.
- 30.** No funerals shall enter a cemetery and no interments shall be made in a cemetery on a Sunday, Saturday afternoon or statutory holiday except on the written order of the Medical Officer of Health for the Thunder Bay District Health Unit.
- 31.** Saturday morning funerals shall be permitted by the Manager provided that a complete interment request has been received by noon on the previous Thursday, and upon payment of the extra amount as prescribed in the Price List.
- 32.** Where a statutory holiday falls on a Monday, funeral services shall be permitted by the Manager on a Saturday morning provided a complete interment request has been received by the Manager before 12:00 noon on the preceding Thursday and upon payment of the fee as set out in the Price List.
- 33.** All funeral services in a cemetery shall be so arranged that they are conducted and completed between the hours of nine o'clock in the forenoon and three thirty in the afternoon.
- 34.** During the period between November 1 and April 1 in each year, a written notice of not less than sixteen (16) working hours, and during the remainder of the year, a written notice of not less than eight (8) working hours shall be given to the office of the Manager, during working hours, of the date and time desired for a funeral or interment. A separate written notice for each Interment must be presented to the Manager.
- 35.** In no case shall the City be liable for errors relating to the date and time for a funeral or interment, howsoever caused.

36. Save as otherwise provided herein, Cemetery Services available from the City shall not be supplied by any other person.
37. Prior to every Interment there shall be delivered to the office of the Manager, by the Funeral Director or other authorized person, a properly completed Burial Permit Application and the person applying for each Permit shall be responsible for all charges in connection therewith.
38. Whenever required by the Manager, an Owners Order providing written authority shall be signed by the Interment Rights Holder or one of several Interment Rights Holders or their authorized representative(s) and delivered to the Manager before an Interment takes place.
39. No person shall perform a Funeral Service unless a written request has been forwarded to the Manager.
40. Funeral processions within the cemetery shall follow the route prescribed by the Manager.

Memorial Services

41. At least ten (10) days notice in writing together with a satisfactory undertaking that the cost of repairs of any damage which may be occasioned will be paid before any memorial service is held in the cemetery.

Disinterments And Removals

42. No disinterment or removal of any remains, except cremated remains, shall take place except under the supervision and direction of the Medical Officer of Health for the Thunder Bay District Health Unit and in the presence of the Manager, and upon due observance of all other requirements of the Act, and upon completion of a form authorizing the disinterment.

Markers and Mausoleums

43. A person who wishes to have a flat or upright Marker installed on a Lot shall be responsible for all costs of purchase and installation.

Flat Markers

- 44.** Not more than one (1) flat Marker shall be placed on any cremation plot and every Marker shall be of the same size, as nearly as practicable, of 12 inches by 20 inches, with a thickness of 4 inches.
- 45.** Every flat Marker shall be installed flush with the level of the adjoining ground, without projections. Not more than four (4) flat Markers shall be allowed on any single grave and no other Marker shall be placed at the same end of the grave as an upright Marker. All additional flat Markers placed on a single grave shall be positioned so as to indicate the location of each additional interment.

Upright Markers

- 46.** In any single grave section, every upright Marker shall be of a size, as nearly as practicable, of 20 inches by 32 inches (including base and foundation) with a minimum thickness of 6 inches.
- 47.** In the case of a child's single grave, no upright Marker shall be larger than 14 inches by 18 inches (including base and foundation) and shall have a minimum thickness of 4 inches.
- 48.** Not more than one (1) upright Marker shall be allowed on any single grave or plot. All upright Markers shall be centrally located and shall be placed at the head of the lot. No vertical joints shall be permitted on any upright Marker and no ornament of stone, metal or other material shall be attached thereto.
- 49.** Lettering on the reverse side of any upright Marker shall be permitted only in the form of the surname(s) of any person(s) interred in the subject grave.
- 50.** No Marker or other memorial, or Mausoleum shall be erected or placed on any lot without the permission of the Interment Rights Holder thereof.
- 51.** No Marker or other memorial, or Mausoleum shall be brought into a cemetery or erected therein or removed therefrom without approval of the Manager.
- 52.** No inscriptions which are not in keeping with the dignity of the cemetery shall be made or allowed to remain on any Marker or other memorial, or Mausoleum in the cemetery, nor any inscription made without the permission of the Interment Rights Holder of the lot or their authorized representative.

- 53.** No flat or upright Marker or other memorial shall have a base or footing having a horizontal area greater than ten (10) percent of the area of the lot.
- 54.** All bases or footings of upright Markers or other memorials shall be of concrete and of a depth of not less than four (4) inches and shall be flush with the level of the adjoining ground and have a length and width at least three inches greater all around than the base of the upright Marker.
- 55.** All corner posts or improvements indicating the boundaries of lots shall be of marble or granite with no projections above the ground and shall be placed within the lot. No fence or barrier of any kind or of any material whatsoever shall be erected or placed as an enclosure for any lot or flower bed.
- 56.** Persons desiring to erect or place a Vault or Mausoleum in the cemetery shall submit for approval a copy of the plans, specifications and any other pertinent data to the Manager, the Chief Building Official, the local Medical Officer of Health and the Minister and the same shall not be placed or erected until all of the necessary approvals have been obtained.
- 57.** No work of cleaning, repairing or inscribing any Marker or other memorial, or Mausoleum shall be commenced in the cemetery without the authority of the Manager.
- 58.** Persons purchasing interment rights in those portions of the cemetery set aside for veterans shall, at the time the rights are acquired, arrange for the purchase and installation of a standard military upright Marker.

Marker Dealers, Contractors and Workmen

- 59.** No materials for Markers or other memorials, or Mausoleums shall be brought into the cemetery, or any materials placed or any work done therein except at such time, in such manner and such place as is authorized by the Manager or their designate.
- 60.** No work shall be done except between 8:30 o'clock in the forenoon and 4:30 o'clock in the afternoon, Monday through Friday, both inclusive, and all litter, debris and loose earth shall be removed at the time set forth for cessation of work.
- 61.** Due care shall be exercised, by the use of planks and otherwise, to avoid causing any damage to any path or lawn or to any thing within the cemetery.
- 62.** No work shall be carried on in the vicinity of a funeral or Interment service.

63. The demeanor and behavior of all persons employed by others shall be subject to the direction of the Manager or their designate and all such persons shall leave the cemetery when so ordered.
64. Any material, article, thing, litter or debris left or abandoned in the cemetery by Marker dealers, contractors and other persons may be removed and disposed of.
65. Gardeners or florists or their employees shall not enter the cemetery on Sunday for business purposes.

Care of Lots

66. All grading, planting, trimming and other care shall be carried out only by the City saving by special permission of the Manager and in accordance with their direction and no unauthorized person shall remove any wreath, ribbon or other article from any grave.
67. No tree or shrub shall be placed anywhere within the cemetery without the consent of the Manager or their designate and no trees or shrubs shall be removed, destroyed or altered in any way without such consent.
68. The Manager may, at any time, cause any lot to be entered upon to be cleaned of weeds or grass, wilted floral pieces, funeral designs or other articles or things which may constitute litter or be unsightly.
69. No person shall place on any lot any tripod or stand for flowers, or any grave blanket or any protective box for a wreath and any so placed may be removed by the Manager.
70. Artificial flowers, Christmas wreaths and other similar articles shall be removed prior to the first Tuesday following Victoria Day each year, in default of which they shall be deemed to be abandoned and may be removed by the Manager who shall have the power to dispose of them. During the growing season, while natural flowers are available, artificial flowers in any form shall not be permitted on lots.
71. Artificial flowers may be placed in vases which are permanently affixed to the base of any upright marker. Saddle type artificial flower sprays meeting the approval of the Manager may be affixed to the top of an upright marker.
72. All things placed or planted on any lot is at the risk of the Interment Rights Holder and the City will in no case be responsible for any loss or damage thereto, howsoever caused.

- 73.** Flower beds not exceeding 18 inches in width are permitted around the front and side of the bases of upright markers. Where there is no marker, flower beds may only be placed by authority of and under the supervision of the Manager.
- 74.** No person shall plant flower beds on individual cremation or military lots in areas of the cemetery expressly designated for cremation or military Interments.

Rules for Visitors

- 75.** The cemetery will be open for visitors from time to time as determined by the Manager, but no person shall enter or be within the cemetery during the period between one-half hour after sunset and one-half hour before sunrise, except police officers, municipal law enforcement officers or employees of the City in the performance of their duties. No person shall enter the cemetery except through the gates.
- 76.** No vehicle shall be operated at a speed of more than fifteen (15) kilometers per hour in the cemetery, nor elsewhere than upon the roadways provided for vehicles. No motorized snow vehicle or off road vehicle shall be brought into the cemetery.
- 77.** No person shall disturb the quiet or good order of the cemetery by noise or improper conduct.
- 78.** Any person violating any of the provisions of this by-law shall forthwith leave the cemetery when required to do so by any employee of the City or any police officer or municipal law enforcement officer.
- 79.** All persons shall avoid, wherever practicable, walking on any lot.
- 80.** Persons wishing to make complaints shall make the same at the office of the Manager and not to employees of the City on the grounds, unless in writing and addressed to the Manager.

Animals

- 81.** No person shall bring any animal, bird or reptile whatsoever into the cemetery or cause or permit any animal, bird or reptile to enter the cemetery, provided that such prohibition shall not extend to service animals supporting persons with disabilities.

Penalties

- 82.** Every person who contravenes any of the provisions of this By-law is guilty of an offence and upon conviction is liable to a fine or penalty as provided for in the *Provincial Offences Act*.

Interpretation

- 83.** If any section or sections of this By-law or parts thereof are found by any court to be illegal or beyond the power of the City to enact, such section or sections or parts thereof shall be deemed to be severable and all other sections or parts of this By-law shall be deemed to be separate and independent therefrom and shall continue in full force and effect unless and until similarly found illegal;
- 84.** Wherever the first letter of a term set out in the text of this By-law is capitalized, the term shall have the meaning set out for it in Section 1. Wherever the first letter of a term set out in this By-law appears in lower case, it shall be deemed to have the meaning ordinarily attributed to it in the English language;
- 85.** In this By-law, unless the contrary intention is indicated, words used in the singular shall include the plural and words used in the male gender shall include the female gender, and vice versa;
- 86.** All Schedules referred to in this By-law and attached to this By-law shall be deemed to be part of this By-law;
- 87.** Nothing in this By-law relieves any Person from complying with any provision of any federal or provincial legislation or any other By-law of the City;
- 88.** This By-law may be cited as the “Cemetery By-law”.

Transitional Rules

- 89.** By-law Number –32-1994 of the Corporation of the City of Thunder Bay and all amendments thereto shall be repealed effective on the approval of this By-Law.
- 90.** Notwithstanding Section 79, all Interment Rights Certificates that are in effect at the time the said By-law is repealed, shall be deemed to be Interment Rights Certificates issued under this By-law, and shall remain valid under it.

91. Force and Effect: This By-law shall come into force and effect upon the approval of the Registrar designated by the Ministry of Government and Consumer Services of the Province of Ontario.

Enacted and passed this XX day of XXXX, A.D. 2019 as witnessed by the Seal of the Corporation and the hands of its proper Officers.

Mayor

City Clerk

Corporate Report

DEPARTMENT/ DIVISION	Development & Emergency Services - Planning Services	REPORT NO.	R 144/2019
DATE PREPARED	09/20/2019 (mm/dd/yyyy)	FILE NO.	EBR No. 019-0279
MEETING DATE	10/07/2019 (mm/dd/yyyy)		
SUBJECT	Proposed Changes to the Provincial Policy Statement		

RECOMMENDATION

With respect to Report No. R 144/2019 (Development & Emergency Services – Planning Services), we recommend that Administration be directed to submit a letter of support for the proposed changes to the Provincial Policy Statement (Attachment A);

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

EXECUTIVE SUMMARY

The Provincial Government has released proposed changes to the Provincial Policy Statement (PPS). The PPS is one of the main documents guiding land use policy and planning in Ontario. Overall the proposed changes are supported by Administration, with many of the changes aligning with actions and initiatives already underway at the municipal level.

This report provides an overview of the key changes including policies related to climate change, growth and settlement, employment lands, housing and Indigenous consultations. Some of the proposed changes to the PPS will affect planning processes in Thunder Bay, while others will have little impact.

DISCUSSION

This report provides an overview of the Provincial Government's proposed changes to the Provincial Policy Statement (PPS), which were released for public comment on July 22, 2019. The deadline for submission of comments is October 21, 2019.

Land use planning in Ontario takes place within a “policy led” system where the province establishes its interest in land use planning through a provincial policy statement and requires that the decisions made by planning approval authorities and boards, such as municipalities and the Land Use Planning Appeal Tribunal (LPAT), align with these interests.

The PPS is issued under Section 3 of the *Planning Act* (the Act), and sets out policies regarding matters of provincial interest, such as managing natural resources, providing efficient infrastructure, and safeguarding public health and safety. Section 3 of the Act currently requires that decisions on land use planning matters “be consistent” with the PPS.

The Provincial Government (the Province) is pursuing several changes to Ontario’s planning system, with the overall goal of improving housing affordability. This includes changes to the Act through the enactment of Bill 108, and proposed changes to the PPS.

The Province indicates that the proposed changes are designed to:

1. Encourage the development of an increased mix and supply of housing;
2. Protect the environment and public safety;
3. Reduce barriers and cost for development and provide greater predictability and supporting the economy and job creation;
4. Support rural, northern and Indigenous communities; and
5. Support the economy and job creation.

Planning Services has reviewed the proposed policies to determine their implications for planning in Thunder Bay. As part of this process, Planning Services has consulted with colleagues within and outside of the organization (including the planning departments from North Bay, Timmins, Sault Ste. Marie and Sudbury). Planning Services also participated in a workshop on the proposed changes facilitated by the Ministry of Municipal Affairs and Housing in late September.

Overall, and like all other changes to the provincial planning system, some of the proposed changes to the PPS will affect planning processes in Thunder Bay, while others will have little impact.

What’s New

Climate Change

The current PPS includes policies that speak to climate change and require that municipalities consider climate change mitigation and adaptation. For example, the current PPS requires that land use patterns within settlement areas be based on densities and a mix of land uses which minimize climate change. The existing PPS also requires that municipalities “consider” impacts from climate change when planning for infrastructure and public service facilities and those that may increase the risk associated with natural hazards. The City’s new Official Plan (OP) is consistent with these existing policies.

The proposed PPS would strengthen these policies and require that municipalities “prepare for the impacts of a changing climate” when planning land use patterns within settlement areas, infrastructure and public service facilities, water resources, and natural hazards. The term “impacts of a changing climate” is new and would be defined as “the potential for present and

future consequences and opportunities from changes in weather patterns at local and regional levels including extreme weather events and increase climate variability”.

These changes acknowledge the challenge that communities, the Province, and Federal government face in meeting national and international climate change commitments. Their implementation will build upon existing work on climate change mitigation and adaptation that has been underway in Thunder Bay since 2012. The City’s new OP includes a policy section on climate change mitigation and adaptation, and Thunder Bay has been recognized as a leader with its Climate Change Adaptation Strategy and Sustainability Plan. Together these documents will inform the changes necessary to implement the “prepare for” direction through land use and infrastructure planning processes.

The proposed changes related to climate change are supported by Planning Services.

Growth and Settlement

The current PPS contains a suite of policies that are designed to manage and direct land use to achieve efficient and resilient development and land use patterns. These policies speak to land supply maximums, desired density and land use mix, intensification and redevelopment, phasing settlement areas and settlement and boundary expansions.

The proposed PPS would increase land supply maximums from 20 to 25 years, strengthen the connection between transit supportive development/housing supply/intensification, would allow settlement area boundary expansions when it has been demonstrated that there are not sufficient opportunities to accommodate growth and to satisfy market demand, and would provide municipalities with additional flexibility to permit adjustments to settlement area boundaries outside of a comprehensive review (provided certain tests are met).

Based on the City’s latest Lot Inventory Report, there is estimated to be an approximately 50 year supply of residential lands in all of the required categories within the City to meet projected demand. Through the Transportation Master Plan and Active Transportation Plan Master Plan, the City is integrating land use and public transit considerations. The policies to allow for adjustments to settlement area boundaries will provide additional flexibility and allow adjustments that are responsive to local conditions.

The proposed changes related to growth and settlement are supported by Planning Services.

Employment Lands

The current PPS contains policies that speak to the promotion of economic development and competitiveness and the planning, protection and preservation of employment areas. In keeping with these policies, the Employment Area policies in the City’s new Official plan are designed to provide the City and community with the flexibility to respond to economic opportunities as they emerge.

The proposed PPS contains policies that are aimed at encouraging municipalities to facilitate conditions for economic investment, and at the time of official plan review or update, assess locally-identified employment areas to ensure designations are appropriate; provide municipalities with greater control over employment area conversion to support the forms of development and job creation that suit the local context (current and future); and provide stronger protections for manufacturing and industrial uses from non-employment uses.

The proposed PPS would require that municipalities promote economic development and competitiveness by facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites including market-ready sites, and seeking to address potential barriers to investment. The proposed change is in keeping with the efforts currently underway through the Employment Land Strategy project being administered through the CEDC.

The proposed PPS would permit employment lands to be converted to non-employment uses outside of a comprehensive review process, subject to a number of criteria being satisfied, so long as they are not identified as a Provincially Significant Employment Zone.

These proposed changes regarding employment lands are supported by Planning Services. The proposed PPS would strengthen the protection of existing employment areas by, in part, prohibiting residential and institutional uses within employment areas planned for industrial and manufacturing uses, unless they are ancillary to the primary employment uses.

Housing

The current PPS contains a suite of policies that are designed to encourage an appropriate amount, type and mix of housing options. The proposed PPS would expand the range of housing options, emphasize where they should be built, and ensure an adequate land supply.

The need for a range and mix of residential types is emphasized as a factor that sustains health, liveable and safe communities. A definition of “Housing Options” is proposed which means “a range of housing types such as, but not limited to, single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, multi residential buildings and uses such as, but not limited to, life lease housing, co-ownership housing, co-operative housing, community land trusts, affordable housing, housing for people with special needs, and housing related to employment, institutional, or educational uses”.

New language is proposed which emphasizes the need for a range of housing options and to integrate land use planning with transit supportive development, and to optimize transit investments. This direction is echoed in Section 1.1.3.3 where appropriate locations for intensification and redevelopment are identified. This proposed change aligns with the new OP and Transportation Master Plan (TMP). The OP encourages intensification and development that is transit supportive, and is proactive in influencing travel behaviours. The TMP seeks to encourage the use of active and public transportation, through quality of service improvements, and route optimization.

These proposed policy changes are consistent with the City's current practice of supporting intensification in built-up areas, supporting an array of housing options, and providing for broader access for accessory dwelling units in the urban settlement area.

In addition, municipalities will be required to maintain at least a 12 year supply (currently 10 year supply) of residential lands and a 5 year supply of residential servicing capacity. The lot inventory report indicates that the City's current supply will meet these new horizons.

These proposed changes regarding housing are supported by Planning Services.

Consultation with Indigenous Communities

The proposed PPS replaces the words "are encouraged to" with "shall" in the section relating to engaging with Indigenous communities and coordinating on land use planning matters. The details of what is expected to satisfy this requirement is not included. Consultation with Indigenous communities can be very informative and worthwhile, although it often requires an investment of time and relationship building. This requirement to consult with Indigenous communities may conflict with the reduced timelines for planning approvals as established in the changes to the Act under Bill 108. Administration will be reaching out to local Indigenous groups and organizations to develop a consultation strategy tailored to the Thunder Bay context. Administration also recommends the Province clarify its expectations in regards to the level of consultation required for each planning process.

Reducing Barriers to Development

The proposed PPS would include new policies that are designed to reduce existing barriers to urban and resource-related development. The proposed PPS would require planning authorities "take action" to support housing supply and facilitate a timely and streamlined process for local development by identifying and fast-tracking priority applications, and increasing approval timeframe service standards to the extent practical. Administration would need to develop this avenue as there is no current system for fast-tracking files within the review process.

Other Changes

The Province is also proposing a number of administrative changes to the PPS for clarity purposes. Included in these changes are references to a number of implementation guidelines, including land supply, expansion of settlement areas and minimizing potential land use conflicts. It is important to note that the "shall be consistent with" standard remains in place, meaning that all decisions made by an approval authority must be consistent with the policies set out in the PPS.

There are changes made to the Preamble of the PPS, including a new requirement that "comments, submissions or advice that affect a planning matter that are provided by the council of a municipality, a local board, a planning board, a minister or ministry, board, commission or agency of the government "shall be consistent with" this [PPS]". This is in addition to municipal land use planning decisions under the Act.

Also, changes to Section 1.6.10 remove the requirement for planning authorities to consider the implications of development and waste generation, management and diversion. This is particularly pertinent when development involves the demolition of existing buildings.

There is the new definition “Agricultural System”: A system comprised of a group of inter-connected elements that collectively create a viable, thriving agricultural sector. It has a two components:

1. An agricultural land base comprised of prime agricultural areas including specialty crop areas, and rural lands that together create a continuous productive land base for agriculture, and
2. An *agri-food network* which includes infrastructure, services, and assets important to the viability of the agri-food sector.

The definition *Agri-food Network* is also new: “Within the *Agricultural System*, a network that includes elements important to the viability of the agri-food sector such as regional infrastructure and transportation networks; on-farm buildings and infrastructure; agricultural services, farm markets, distributors, and primary processing; and vibrant agriculture-supportive communities.”

These two definitions are consistent with the direction provided in the Thunder Bay and Area Food Strategy which is committed to creating a healthy, equitable, and sustainable food system that contributes to the economic, economic, and social well-being and health of Thunder Bay and the surrounding area.

FINANCIAL IMPLICATIONS

There are no financial implications related to this Report.

CONCLUSION

The Province’s proposed changes to the PPS generally align with Council’s strategic goals, and the existing plans and processes of the municipality. Administration has prepared a letter of support (Attachment A) and recommends that it be submitted to the Province.

REFERENCE MATERIAL ATTACHED:

Attachment A - Letter to Province

PREPARED BY: GRANT MASON, PLANNER II

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER) Joel DePeuter (Acting) General Manager – Development & Emergency Services	DATE: September 26, 2019
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Provincial Policy Statement Review
Ministry of Municipal Affairs and Housing
Provincial Planning Policy Branch
777 Bay St., 13th Floor
Toronto, ON M5G 2E5

September 24, 2019

Re: **Provincial Policy Statement Review**
EBR Posting #019-0279

The City of Thunder Bay has reviewed the proposed changes to the Provincial Policy Statement (PPS) and offers its support for the revised policy framework. Overall, the changes align with many of Thunder Bay's strategic initiatives including its Climate Change Adaptation Strategy, Sustainability Plan, Food Strategy and its 2019 Official Plan, Transportation Master Plan, and Active Transportation Master Plan.

The City of Thunder Bay believes that consultation with Indigenous communities can be very informative and worthwhile, although it often requires an investment of time and relationship building that could conflict with the reduced timelines for planning approvals established in the changes to the *Planning Act* under Bill 108. The City of Thunder Bay will be reaching out to local Indigenous groups and organizations to develop a consultation strategy tailored to the Thunder Bay context and encourages the Province to clarify its expectations in regards to the level of consultation required for each planning process.

Thank you for this opportunity to comment. We look forward to the positive changes proposed and are confident that they will improve the land use planning system.

Regards,

Krista Power, City Clerk

MEETING DATE 07/10/2019 (mm/dd/yyyy)

SUBJECT Transportation Master Plan

SUMMARY

At the July 22, 2019 Committee of the Whole meeting, Report R 116/2019 (Infrastructure & Operations - Engineering & Operations) Transportation Master Plan was introduced as a 'first report' to allow Committee of the Whole and the general public time to consider the implications of the report before the recommendations are considered by Committee of the Whole on September 9, 2019.

Ms. K. Dixon, Director - Engineering & Operations and Ms. S. Shiu, Associate - Manager, Transportation Engineering for IBI Group provided a PowerPoint presentation relative to the above noted.

Ms. S. Sawula, Manager of Healthy Living appeared before Committee and provided a PowerPoint deputation relative to the above noted.

Memorandum from Councillor A. Foulds, Chair - EarthCare Advisory Committee dated July 4, 2019 supporting the Transportation Master Plan was presented.

At the August 12, 2019 Committee of the Whole meeting, a memorandum from Ms. K. Dixon, Director - Engineering and Operations, dated August 1, 2019 was presented advising that the above noted report will be presented at the October 7, 2019 Committee of the Whole meeting.

Report R 116/2019 (Infrastructure & Operations - Engineering & Operations) recommending that City Council approve the Transportation Master Plan in principle to guide the future direction and investment in the transportation network, developed in line with the fundamental principles, strategies and recommendations of the Official Plan, re-presented.

Memorandum from Ms. K. Dixon, Director Engineering & Operations providing an update relative to Council's questions on the First Report.

Letter from Mr. I. Dew, dated September 25, 2019 requesting to appear before Committee relative to the above noted.

RECOMMENDATION

With respect to Report R 116/2019 (Infrastructure & Operations - Engineering & Operations), we recommend City Council approve the Transportation Master Plan in principle to guide the future direction and investment in the transportation network, developed in line with the fundamental principles, strategies and recommendations of the Official Plan;

AND THAT City Council approve the companion Active Transportation Plan in principle to guide the future direction and investment in active transportation;

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

ATTACHMENTS

- 1 Report No. R 116/2019
- 2 Memorandum from Councillor A. Foulds, Chair - Earthcare Advisory Committee
- 3 Memorandum from K. Dixon
- 4 Deputation Request – I. Dew

Corporate Report

DEPARTMENT/ DIVISION	Infrastructure & Operations - Engineering & Operations	REPORT NO.	R 116/2019
DATE PREPARED	07/01/2019	FILE NO.	
MEETING DATE	07/22/2019		
SUBJECT	Transportation Master Plan First Report		

RECOMMENDATION

With respect to Report R 116/2019 (Infrastructure & Operations - Engineering & Operations), we recommend City Council approve the Transportation Master Plan in principle to guide the future direction and investment in the transportation network, developed in line with the fundamental principles, strategies and recommendations of the Official Plan;

AND THAT City Council approve the companion Active Transportation Plan in principle to guide the future direction and investment in active transportation;

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

LINK TO THE STRATEGIC PLAN

The City of Thunder Bay's "Becoming Our Best" 2015-2018 Corporate Strategic Plan details a vision of the City as Healthy, Vibrant, Connected, and Strong. The Transportation Master Plan and the Active Transportation Plan support many of the goals of the City's Strategic Plan. Together, they build on the Strategic Plan guiding principles that speak to the development of a healthy, vibrant, connected city with a strong economy that is accessible to all residents, by facilitating connectivity, improving safety and equity, supporting compact development, goods movement, and active transportation.

The following goals are supported:

- Goal 6: Leader in accessible recreation and services for all people and supports strategies 6.1, 6.2 and 6.3 through the development of right-of-ways and multi-use trails that are accessible, inclusive, age-friendly and barrier free.
- Goal 7: Clean and beautiful streets and spaces and supports strategies 7.1 and 7.6 – giving priority to integration of 'complete streets' guidelines on key corridor, beautification of public areas through the development of amenities and complete streets and through the specific action to Develop Transportation Master Plan to plan for future needs.

- Goal 8: Leader in climate change adaptation and supports strategy 8.1 to plan for climate resilient infrastructure through LID stormwater management and other Green Infrastructure on city right-of-ways.
- Goal 9: Greener with protected and enhances natural areas and supports strategies 9.1 and 9.2 to improve surface water management and enhance and expand the City's public forest resources through LID stormwater management and other Green Infrastructure.
- Goal 10: Better connected by integrated mobility choices and supports strategy 10.3 to expand the quality of the pedestrian environment in order to improve the city's walkability and connectivity through enhanced and expanded sidewalk and trail development.
- Goal 18: Sustainable through enhanced infrastructure renewal and supports strategy 18.1 to Develop the Transportation Master Plan to plan for future needs.
- Goal 19: Accountable with transparent and open decision making and supports strategy 19.1 to engage citizens through extensive stakeholder and public involvement in the process.

EXECUTIVE SUMMARY

The Thunder Bay Transportation Master Plan (TMP) is a strategic, long-range planning document that will direct transportation planning and investments for the next 20 years. This TMP takes a multi-modal approach to transportation planning with policies, projects and programs for walking, cycling, transit and driving. The TMP study followed the Municipal Class Environmental Assessment process, fulfilling the requirements of Phase 1, identifying and describing problems or opportunities, and Phase 2, identifying, evaluating, and selecting alternative solutions, preparing solutions to the problems, preparing a general inventory of the existing environment, and initial stakeholder consultation.

The Active Transportation Plan (AT Plan) was prepared as a companion document to the TMP that focuses on the initiatives and programs that support and enhance walking, cycling and other active methods of transportation. The AT Plan provides recommendations on pedestrian and cycling networks, key actions, projects and policies to provide direction to planning and investments for the next 20 years and into the future.

The TMP and AT Plan are living documents in that some of the detailed recommendations of the Plans may change subject to growth, economic conditions, political conditions, external funding, subsequent environmental assessment studies and other factors. The Plans will be reviewed regularly and updated as necessary to reflect changing needs.

DISCUSSION

A Transportation Vision for 2038

In response to the strategic vision, and with input from City staff, stakeholders and the community, a new transportation vision was identified that incorporates the City's strategic priorities and principles:

In 2038, the City of Thunder Bay's transportation system will support a healthy, vibrant and prosperous community, offer integrated, seamless mobility to individuals, families and businesses, and be responsibly and accountably delivered.

Scope of Plan

The development of the TMP was structured around four main stages:

- Study Foundation: Background research, and review of existing relevant policies and trends. Develop population growth forecasts and transportation model that estimate future travel demand. Identify the multimodal needs and opportunities facing the transportation system.
- Develop and Test Alternative Strategies: Detailed analysis and review of multimodal needs and opportunities, and the development of solutions and strategies required to address them. This stage resulted in the development.
- Develop Implementation Strategies: A practical implementation strategy was developed for the recommendations identified in Stage 2, including the high level costs, and identifying priorities to implement over the next 20 years.
- Prepare the Transportation Master Plan: The final stage was the preparation of the TMP for public review.

Public Consultation and Engagement

Ideas and suggestions from stakeholder engagement and public consultation helped to shape the TMP. Engagement activities included: Three public open houses, two online questionnaires, listening sessions with Indigenous communities, three stakeholder advisory committee meetings and information booths at two community events.

Several broad themes emerged. In general, residents and stakeholders wanted the City of Thunder Bay to:

- Improve road conditions with more frequent maintenance and rehabilitation;
- Improve road network operations through changes to signal timing and signal coordination;
- Improve safety for all road users;
- Improve cycling facilities by creating a connected network including a continuous and direct link between the north and south cores;
- Improve pedestrian facilities by filling in gaps in the sidewalk network and increasing the number of controlled crossing locations;
- Improve attractiveness of public transit by offering more frequent service, more direct service and express routes; and
- Improve the financial and environmental sustainability of the transportation network.

The Municipal Class Environmental Assessment process was followed to develop the TMP, which fulfils the requirements of Phase 1, identifying and describing problems or opportunities, and Phase 2, identifying, evaluating, and selecting alternative solutions, preparing solutions to

the problems, preparing a general inventory of the existing environment, and initial stakeholder consultation.

Opportunities

Transportation plays a key role in how Thunder Bay becomes a healthier, more vibrant and prosperous community. Opportunities include improving equity, supporting active lifestyles, supporting compact development, and attracting tomorrow's workers.

Cornerstone and Priority Actions

The Transportation Master Plan identifies actions to achieve the City's transportation vision including initiating programs, adopting policies and building infrastructure. Five Cornerstone Actions emerged as strategically important initiatives that will lay the foundation for the rest of the Plan. Twelve actions were identified as Priority Actions that will offer tangible user benefits for which the City should focus staff and funding resources.

Cornerstone Actions

- Adopt and implement a **Complete Streets Policy** for transportation planning and infrastructure design that considers the needs of all users.
- Expand the scope of the City's Traffic Safety Committee to oversee the development and implementation of a **Road Safety Action Plan**.
- Plan for the **Ultimate Road Network**, protecting future corridors as required for implementation with corresponding development.
- Complete the **Pedestrian Priority Network** (corridors and greenways) to provide pedestrians with comfortable, accessible routes connecting to services and opportunities.
- Adopt and implement the **Ultimate Cycling Network** as the long-term goal for cycling facilities across the City, with short term focus on the Priority Cycling Network.

Priority Actions - Policy

- Adopt a **Multimodal Level of Service** approach in evaluation transportation network performance for all road users for Traffic Impact Studies and other transportation analysis.
- Adopt a **Traffic Calming Process** that will provide the City with a consistent and transparent approach to addressing traffic calming requests.
- Provide municipal support to pilot **School Travel Planning** processes through collaborative effort with stakeholders.
- Implement route and stop modification, schedules and service plans as identified by the **Transit Route Rationalization Study**.
- Initiate and fund a pilot project with a transportation service company to provide **Demand-Responsive Transit Service** in low-density areas of Thunder Bay where current fixed-route services are performing poorly and/or where transit service is not yet provided.
- Support **Data Collection** initiatives that assist in the regular monitoring of the TMP, including traffic counts, transit ridership counts, new cyclist and pedestrian counts and origin-destination travel surveys.

Priority Actions – Capital Projects

- **James Street Road Diet** – Reallocate road right-of-way along James Street from Victoria Avenue to Edward Street/Golf Links Road to accommodate on-street bike lanes.
- Develop a migration strategy for implementing an **Upgrade to the Signal Communication System** that considers the City’s budget and resource limitations.
- Systematically address **Sidewalk Gaps** along pedestrian priority corridors, transit routes and neighbourhood greenways.
- Explore the addition of formal **Pedestrian Crossings** along pedestrian priority corridors and neighbourhood greenways, with the intent to add one to two crossing locations annually. Prioritize replacing sidewalk at intersections on corridors that do not have curb drops and bring them to accessible design standards.
- Adopt and implement the **Fort-to-Port Express Cycling Route** in the short-term and pursue the longer-term vision of the north-south Ultimate Route as roads are reconstructed.
- Adopt and implement the **Priority Cycling Network**.

Implementation of these Actions, and other projects in the TMP, will be considered regularly as part of the annual budget review process for future years’ construction and activities. In addition to meeting any additional Municipal Class Environmental Assessment regulatory requirements for public consultation on future projects and implementation activities, the City will continue to consult with the public as projects are planned to be implemented. For specific projects where there could be the potential for significant changes, such as implementing road diets, a broad and thorough community and neighbourhood engagement process will be used. Projects will be piloted where possible and results monitored to allow assessment of impacts and usage before permanent implementation.

LINK TO EARTHCARE SUSTAINABILITY PLAN

The 2014-2020 EarthCare Sustainability Plan lays out the general direction the community of Thunder Bay must take in order to reduce greenhouse gasses (GHG) and continue to work toward becoming a more resilient, sustainable community. The Sustainability Plan has a goal of reducing GHG emissions by 20% between 2009 - 2020. The Transportation Master Plan and the Active Transportation Plan accomplish many objectives and recommended actions laid out in the Sustainability Plan including recommend actions that will help reduce emissions from transportation sources.

The following objectives and actions within the Sustainability Plan are supported by the development of the Transportation Master Plan and Active Transportation Plan:

- Action for Community 1.A.h: Promote other measures that reduce kilometers travelled by vehicles such as land-use planning, public transport, and active transport.
- Action for Corporation 3.A.e: Establish and maintain linkages between neighbourhoods, with emphasis on walking and bicycling pathways, as part of the City’s Active Transportation Plan and relating to the concept of “Complete Streets”.

- Objective 6C: Thunder Bay is a leader in developing policies to support sustainable modes of transportation in order to be recognized as a best-run City.
- Action for Corporation 6C.e: undertake research and community consultation in order to develop a Transportation Master Plan that prioritizes sustainable transportation options.

FINANCIAL IMPLICATION

The Transportation Master Plan contains no immediate financial implications. The Plan and recommendations are considered a strategic planning tool and while future cost estimates are included in the accompanying Master Plan; the costs are order of magnitude estimates for the purpose of consideration of options. Cost estimates will need to be further refined as the plan moves through the implementation phases. Financial implications will therefore be considered by Council at each step of the implementation process. Future capital and operating implications of the Master Plan will be presented during future budget processes for Council's consideration.

CONCLUSION

It is concluded that the Transportation Master Plan and companion Active Transportation Plan should be approved by City Council in principle to guide future planning and investment in the transportation network.

BACKGROUND

None

REFERENCE MATERIAL ATTACHED

None

PREPARED BY: Kayla Dixon, P. Eng., MBA, Director Engineering & Operations

THIS REPORT SIGNED AND VERIFIED BY: MICHELLE WARYWODA, (ACTING) GENERAL MANAGER – INFRASTRUCTURE & OPERATIONS	DATE: JULY 11, 2019
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MEMORANDUM

TO: City Council

FROM: Andrew Foulds, Chair – EarthCare Advisory Committee of Council

DATE: July 4, 2019

RE: Transportation Master Plan and Active Transportation Plan

As City Council considers the adoption of the Transportation Master Plan, the EarthCare Advisory Committee would like to voice our support of the Transportation Master Plan's inclusion of priorities from the EarthCare Sustainability Plan and the City of Thunder Bay Climate Adaptation Strategy, and encourage City Council to support the related actions found in the Transportation Master Plan throughout its duration.

The Transportation Master Plan's incorporation of mobility, climate change mitigation, and consideration of climate change impacts into the design and development of our transportation network will help increase the accessibility of Thunder Bay, while reducing long-term costs and environmental impacts. The EarthCare Advisory Committee recommends Transportation Master Plan Action 38 *"Continue to implement the actions identified in the Stormwater Management Plan, EarthCare Thunder Bay Sustainability Plan and Thunder Bay Climate Adaptation Strategy to reduce the impacts of transportation on climate change and adapt to climate change through implementation of green infrastructure as part of reconstruction and capital renewal projects."* be considered a priority, and that the action be strongly supported throughout the lifetime of the Transportation Master Plan.

The EarthCare Sustainability Plan Energy goal is to promote the wise use of energy and the transition to a carbon-neutral future. By 2020, the community of Thunder Bay will reduce greenhouse gas emissions by 20% below 2009 levels. Transportation contributes 33% of community greenhouse gases in Thunder Bay, and several key Transportation Master Plan recommendations support this goal. The EarthCare Advisory Committee is encouraged to see Transportation Master Plan Action 37. *"Review transportation projects and service to ensure the design supports the City's desired urban structure and minimizes impacts on the natural environment."*

The EarthCare Sustainability Plan mobility goal is to inspire and influence the evolution of integrated urban mobility that is efficient, affordable, and accessible. The plan details the importance of establishing and maintaining linkages between neighbourhoods, with emphasis on walking and cycling pathways, as part of the City's Active Transportation Plan and relating to the concept of "Complete Streets". Complete Streets are for everyone as they are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all

ages and abilities. To support this mobility goal, the EarthCare Advisory Committee encourages the strong support of the Transportation Master Plan Action 35 *“Incorporate mobility and access for all users in Secondary Plan, Development Plan and site plan review processes (e.g. pedestrian routing, cycling access, transit access, etc.).”* and Action 36 *“Update Transportation Impact Study Guidelines to consider level of service requirements for all users, including drivers, transit users, cyclists and pedestrians.”* Implementing these actions will support improved mobility for all users throughout Thunder Bay.

The EarthCare Advisory Council is pleased to see the Transportation Master Plan incorporate the Climate Adaptation Strategy goal to consider climate change impacts in the design, construction and maintenance of physical infrastructure while considering affordability and co-benefits. The integration of design measures in the City of Thunder Bay’s roadway renewal projects to mitigate extreme weather impacts, and the integration of stormwater management principles including green infrastructure is essential to strengthening the resiliency of our transportation infrastructure.

At the June 3 meeting, the EarthCare Advisory Committee of Council passed the following resolution:

THAT a letter be sent to City Council that encourages the support of Transportation Master Plan actions that follow recommendations from the Sustainability Plan and Climate Adaptation Strategy.

Our recommendations support initiatives detailed in the EarthCare Sustainability Plan, adopted by City Council in 2014; and in the City of Thunder Bay Climate Adaptation Strategy, approved by City Council in 2015. The Earthcare Advisory Committee continues to champion the EarthCare Sustainability Plan and Climate Adaptation Strategy and advocates for their incorporation into the City of Thunder Bay’s operations.

We hope that Council will consider our request.

On behalf of the EarthCare Advisory Committee,



Councillor Andrew Foulds, Chair

MEMORANDUM

TO: Mayor Mauro and Members of City Council
FROM: Kayla Dixon, Director Engineering & Operations
DATE: Committee of the Whole Meeting October 7, 2019
RE: Transportation Master Plan Final Report R 116/2019

Administration presented the Transportation Master Plan (TMP) as a First Report on July 22, 2019 it is being represented on October 7, 2019 as a Final Report. Following the First Report presentation Council provided suggestions and asked questions. Some of these were responded to at the meeting based on recommendations and information in the Transportation Master Plan. Following are responses to other items.

Questions and Answers

Fort William First Nation has put up three stop signs on Mission Road that appear to be working well. Will all-way stops be considering for traffic calming requests going forward?

- There is often the desire from the public to install stop signs for the purpose of traffic calming. However, stop signs are not a recommended measure for traffic calming.
- The Ontario Traffic Manual Book 5 states:
 - “Stop signs are not intended to be used as speed control devices. Their usage should be limited to the control of right-of-way conflicts.
 - All-way stop controls should *not* be used under the following conditions: ... As a speed control device; ...as a means of deterring the movement of through traffic in a residential area; ...”
 - Overuse of unwarranted stop signs may result in drivers disobeying stop signs
 - Overuse of unwarranted stop signs may result in drivers speeding up between stops to “make up time”

The TMP reiterates horizontal and vertical traffic calming methods that are available in industry standard design manuals including the City of Thunder Bay's *Traffic Calming Primer 2017* that are more appropriate for speed reduction and controlling vehicle by-pass.

Need to consider making May/Memorial/Algoma and Simpson/Fort William/Water one-way streets in opposite directions. This will allow room for cycling facilities.

- A system of one-way streets can be a tool to improve traffic flow by reducing conflicts at intersections. At this time, traffic operates fairly well on the major corridors through Thunder Bay. During peak times, there may be delays for a short period but the City's road network overall operates well.

- The adoption of a one-way system on May/Memorial/Algoma and Simpson/Fort William/Water, or a portion of these, would require a major change in travel patterns across the length of the City. The large spacing between the two corridors does not allow for easy detours, and this can increase distances travelled to get to the destination or require more turning movements to reach 'out of direction' destinations
- At its narrowest, the spacing between Memorial and Fort William Road is 250 m (at Intercity Shopping Centre)
- The spacing between Algoma and Water in the north core is approximately 500m
- The spacing between May and Simpson at the widest location is 750 m.
- The spacing of the corridors also has negative impacts to transit riders if they must walk a significant distance to the other corridor for the return transit trip.

For comparison, spacing of other one-way couplets in other cities:

- Princess Street and King Street, **Winnipeg** = 90 m
- Donald Street and Smith Street, **Winnipeg** = 100 m
- St Mary Ave and York Ave, **Winnipeg** = 175 m
- McLeod Trail SE and 1 Street SE, **Calgary** = 165 m
- 11 Ave SW and 12 Ave SW, **Calgary** = 110 m
- Bay Street, Queen Street, Albert Street, Wellington Street, **Sault Ste Marie** = 150 m between each
- Richmond Street and Adelaide Street, **Toronto** = 150 m
- Bridgeport Road and Erb Street, **Waterloo** = 275 m at widest point (This is most like Thunder Bay's situation where one-ways are not fully within the downtown but go from highway to downtown with 3 lanes in each direction.)

Water Street has a desire path along the edge now. This should be made into a multi-use trail.

- There are right-of-way challenges along Water Street. The Active Transportation network has prioritized facilities on Court Street and the Waterfront which are parallel to Water Street.

Why not have multi-use trails instead of sidewalks, then they can be used by all users?

- If multi-use trails were to replace all sidewalks, there are a number of feasibility, cost and safety considerations:
 - Any intersection or driveway would require special markings to allow cyclists to ride through them and to call attention to higher-speed cyclists that may be approaching, bicycle signals may be required in some instances
 - Multi-use trails take up more space in the boulevard which can be a feasibility challenge where right-of-way is constrained
 - Multi-use trails are inappropriate in downtown settings with higher anticipated levels of pedestrian activity, or with street-oriented commercial uses
 - The design of most sidewalks does not address the unique design elements needed to accommodate higher operating speeds for cyclists like horizontal curves, vertical curves, bend-in and bend-out intersection approaches, therefore concrete sidewalk areas cannot just be re-paved as an asphalt multi-use trail.

The Waterfront Trail is a priority and needs to be completed.

- The Waterfront Trail is included in the Ultimate Cycling Network, and the portion of the trail north of the Marina to Fisherman's Park is included in the Priority Cycling and Trail Network to be completed in the TMP horizon. The largest barrier in this section is a new bridge required over the railway tracks at Richardson Terminal.

The re-opening of the James Street Swing bridge will change traffic on James Street, has this been considered in the recommendation for the James Street Road Diet?

- Yes, this has been considered and will also be further assessed before the road diet is piloted. The re-opening of the Swing Bridge will impact traffic patterns in the south part of Thunder Bay. The further north from the bridge, there will be less impact on traffic volumes as traffic from the Bridge will disperse. The road diet on James Street is proposed for north of Victoria Avenue. Traffic counts at James/Victoria intersection indicate that traffic was higher in 2014 (with the bridge closed) than 2013 (with the bridge open). South of Arthur Street, there have been significantly lower volumes on James Street with the bridge closed.

Resolution of Outstanding Items

There are two items on Council's Outstanding List that will be addressed with the adoption of the Transportation Master Plan. It is appropriate to close these outstanding items if the Transportation Master Plan is approved in principle.

Building "The Memorial Link" Cycle Track (O/S No. 2015-036)

The TMP recommends completing cycling facilities on the Fort-to-Port Express Route between the north and south cores using the Vickers/Carrick corridor in the short term. Planning for cycle tracks on the May/Memorial corridor should move forward as these streets are reconstructed.

Street Closure/One-way Review of Red River Road between Court St and Cumberland St (OS No. 2015-013)

An assessment of traffic flows on Red River Rd was completed to determine impacts if the street was closed to vehicles or lane or parking space was reallocated for another use. The assessment confirmed that there is additional lane capacity than what is required to meet traffic volume requirements and there is an option to use lane or parking space to improvement the pedestrian realm. A lane reduction was recommended over a full road closure as Red River Road is a significant transit route and closing the road would incur additional negative impact in that the businesses located along this block would not be served as directly by transit.

Red River Road is a candidate for reconstruction in the short term and the option to reallocate lane space to public realm improvements will be reviewed during the conceptual design stage with input from the Waterfront BIA and other stakeholders.

341 Norah Street North
Thunder Bay, Ontario
P7C 4H3

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

25 September 2019

Re: Deputation to City Council: On Draft TMP and Specific Effects on Dease/Cameron/Norah Street North Corridor and Surrounding Neighborhood

Dear Mr Stover:

Thank you for the opportunity to present information re. the new TMP and AT draft plans and how they will affect the Dease/Cameron corridor. I will be speaking at the 7 October meeting on my own behalf as a citizen, resident, and taxpayer. I wish to cover transportation in general as well as plans for the future as expressed in the new master plan. I also wish to demonstrate how this will affect the neighborhood where I live.

Action required is a review of the plan to add rail as a factor as well as a less auto-centric plan giving more attention to pedestrians and cyclists. I would like an immediate and drastic change to traffic in this neighborhood to make it more human friendly; i.e., a recognition that this neighborhood has a high proportion of children, elderly, folks from social housing, and convalescents, therefore needs more consideration for pedestrians and cyclists.

My efforts over the past five (5) years I have lived at this address include a correspondence with Kayla Dixon and others in her department plus my councilor, Brian Hamilton and predecessors. I also joined the Walkability Committee.

Thanks again. I would like facilities to show a short video and a map of the neighborhood.

Yours sincerely,

Ian F. Dew



Member of the Plan

Phone: (807) 622-3775

Email: dew.the@gmail.com



MEETING DATE 10/07/2019 (mm/dd/yyyy)

SUBJECT Accessibility Advisory Committee Minutes

SUMMARY

Minutes of meeting No. 06-2019 of the Accessibility Advisory Committee held on June 13, 2019 for information.

ATTACHMENTS

1 June 12 2019 Meeting Minutes

ACCESSIBILITY ADVISORY COMMITTEE

Meeting No. 06-2019

Date: Thursday, June 13, 2019

Time: 1:30 P.M.

Location: West Thunder Community Centre

915 Edward Street S., Thunder Bay

MEMBERS

Mr. T. Brownlee
Mr. K. Crites
Mr. J.P. Gamache
Mr. J. Gobeil
Ms. D. Hamilton
Ms. R. Harrison
Councillor R. Johnson
Ms. T. Lennox
Mr. M. Rubenick
Ms. T. Soderberg
Mr. B. Spare
Mr. J.R. Wheeler

SECTOR REPRESENTATIVE

Caregiver to a Person with a Disability
Mental Health
Mobility Disability
Citizen Representative
Speech Impairment
Service Agency
Council Representative
Learning Disability
Senior with a Disability
Visually Impaired or Blind
Hard of Hearing/Late Deafened
Brain Injury

OFFICIALS

Ms. K. Power	Deputy City Clerk
Mr. S. Garner	Municipal Accessibility Specialist
Ms. F. Track	Committee Coordinator

RESOURCES

Mr. B. Maxwell	Inclusion Services
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AGENDA

1. WELCOME AND INTRODUCTIONS

The Chair called the meeting to order and a roundtable of introductions followed.

2. COMMUNICATION PROCESS

The communication process was explained and Mr. B. Spare agreed to keep the speakers list.

3. AGENDA APPROVAL

MOVED BY: Mr. T. Brownlee

SECONDED BY: Mr. J. Gobeil

With respect to the June 13, 2019 meeting of the Accessibility Advisory Committee, we recommend that the Agenda as printed, including any additional information and new business, be confirmed.

CARRIED

4. MINUTES OF PREVIOUS MEETING

The Minutes of Meeting No. 05-2019 Accessibility Advisory Committee, held on May 9, 2019, to be confirmed.

MOVED BY: Mr. M. Rubenick

SECONDED BY: Mr. B. Spare

THAT the Minutes of Meeting No. 05-2019 of the Accessibility Advisory Committee, held on May 9, 2019 to be confirmed.

CARRIED

5. MULTI YEAR ACCESSIBILITY PLAN

Mr. S. Garner, Municipal Accessibility Specialist, provided an update relative to the above noted.

Human Space, a division of Quadrangle, completed their 1st week of public facility audits in April, and will be returning at the end of June to complete the remaining facilities.

6. CODE OF CONDUCT

Ms. K. Power, Deputy City Clerk provided information relative to the above noted.

Document entitled “Code of Conduct for Members of Council” was provided for information.

June 13, 2019

It was the consensus of the Committee that the City of Thunder Bay's Integrity Commissioner be invited to a future meeting to make a presentation relative to the above noted.

7. 2019 AAC OPEN HOUSE

Mr. S. Garner, Municipal Accessibility Specialist provided an update relative to the above noted.

Document entitled "AAC Open House Feedback" was provided for information. The document will be circulated to appropriate departments. Mr. Garner will provide follow-up in October regarding the feedback received.

Discussion followed regarding 2020 open house planning:

Interviews of AAC members by Janis Gummeson from Shaw TV;
Walkability Committee style open house;
Public notices, ie at the university;
Provide lunch, charge \$10;
Built for and around services;
Attach public feedback from open house to minutes;
Provide free rides to and from the open house via Transit and Lift+;
Mr. Garner to find out from other communities what they do for their AAC open houses.

Next open house: May 28, 2020, and the last Thursday of May for future years.

The meeting recessed for a coffee break at approximately 2:25 p.m.

The meeting reconvened at 2:41 p.m.

8. ROUNDTABLE OF ACCESSIBILITY ISSUES

Committee members reported on accessibility issues encountered in the community.

Mr. Rubenick raised concerns regarding accessibility for people with disabilities at the upcoming Blues Fest.

Councillor Johnson recommended that the City of Thunder Bay apply for accessibility certification through the Rick Hansen Foundation if criteria can be met.

Councillor Johnson will be attending the Thunder Bay Regional Health Sciences Centre meeting regarding their strategic plan. Any recommendations from the committee may be emailed to Councillor Johnson on or before the morning of June 26th.

Accessibility Advisory Committee Minutes

Meeting No. 06 – 2019

June 13, 2019

Ms. Soderberg raised concern about a recent CBC Radio story that stated medical schools are refusing disability awareness training for their officials and students. Local pressure should be put on the Northern Ontario School of Medicine to provide such training.

Concerns raised that the 2019-2022 Strategic Plan “One City, All Together” has poor colour contrast. A memo regarding this concern is to be drafted.

Traffic signal review: how do we evaluate the accessibility of crosswalks and light standards? Engineering to be invited to review annually.

Mr. Crites noted barriers on sidewalks and multiuse trails, such as slopes off the side of the trails which pose a hazard for people using wheelchairs or white canes. Tactile surfaces need to be installed so that people who are blind or visually impaired do not walk off track. Mr. Crites is concerned that there is no tactile plate between the multi-use trail, protected bicycle lanes and bus stop on Arundel St. near Toledo St.

MOVED BY: Councillor R. Johnson

SECONDED BY: Mr. B. Spare

THAT the Accessibility Advisory Committee requests Engineering to provide a report with respect to the use of tactile warning surface indicators on multi-use trails.

CARRIED

9. WORKING GROUP UPDATES

9.1 Built Environment

Deferred.

9.2 Public Art Committee

Deferred.

9.3 Walkability Committee

Deferred.

Accessibility Advisory Committee Minutes

Meeting No. 06 – 2019

June 13, 2019

10. NEW BUSINESS

Mr. M. Rubenick discussed a request from the TBRHSC for good examples of barrier-free parking. Mr. Rubenick provided photos to Mr. S. Garner of Canada Games Complex, Thunder Bay 55 Plus Centre and Spence Clinic.

Transit routes will be disrupted during construction on Donald St. E. between Vickers St. and May St. until October.

Will the new light standards at Donald St. and Syndicate Ave. be accessible? Mr. S. Garner will follow up with Mr. M. Miedema, Project Engineer.

11. NEXT MEETING

The Accessibility Advisory Committee will meet on the 2nd Thursday of every month, except July, August and December, from 1:30 p.m. to 3:30 p.m., at the West Thunder Community Centre, 915 Edward Street South, Thunder Bay, unless otherwise notified.

- No meeting in July 2019
- No meeting in August 2019
- Thursday, September 12, 2019
- Thursday, October 10, 2019
- Thursday, November 14, 2019

12. ADJOURNMENT

The meeting adjourned at 3:30 p.m.

AAC Public Open House Feedback

May 30th, 2019

Castlegreen Centre

Customer Service

- Be mindful of customers who may have mental health disabilities
- City services should know to call Crisis Response or S.O.S.
- Castle Green is Great!
- Auris Loop for hearing at facilities
- Deeper training for accessibility and recognizing special needs that may not be obvious
- Inclusion Services and Marina Park update in Sept by Randy & John at AAC meeting

Accessibility Advisory Committee Minutes

Meeting No. 06 – 2019

June 13, 2019

Information & Communications

- Need more volume at City Council meetings on TV
- Make street addresses and numbers visible from the street
- Print material in large font and languages ie. will strategic plan be available in large print
- Street name signs should be larger (not hidden by trees)
- Mandatory street numbers on all businesses
- Make City Council meetings more accessible

Transportation

- How do we stop Lift + drivers from taking punches off of bus pass for this event & meetings (AAC)
- Have all city buses equipped to lower floor of bus upon entering bus
- Bus system more accessible, book 1 month in advance
- More available accessible cabs
- Simpler Lift+ booking procedures
- AVA is still too low to hear clearly

Public Spaces

- Bike lanes not good
- Garbage bags on the Arundel multi-use trails
- Need to have obstacles removed from public spaces
- Sandwich boards on public sidewalks
- Snow plowing at bus stops needs to be better
- Make all sidewalks continuous
- Bigger sidewalks
- Wider sidewalks
- Power outlets for mobility devices and tablets - put them at easy to find locations
- More curb access to sidewalks
- Art installations on a hill/high traffic areas:
 - Sheila Burnford & Susan Ross - Local artists
 - Animal art
 - Book: Incredible Journey – about 3 animals
- Accessible playground equipment
- Senior playground equipment
- Accessible community gardens
- More accessible playground equipment
- Have a totally accessible playground
- Making parks more accessible ie. less “hilly”
- All buildings should have elevators
- Curbs MUST be flat
- All street signs should be blue

Accessibility Advisory Committee Minutes

Meeting No. 06 – 2019

June 13, 2019

- Bigger sidewalks smooth riding on
- Sidewalks are improving, and like accessible features on signage and stop lights
- Street signs more accessible, many missing, can't find street
- More accessible parking spaces in city
- NO Roundabouts
- Reduce number of street lights, stop signs are better
- A visual awareness line at the curb cut at the Complex main door
- Curbs colour coded and signed wheelchair sign
- Wheelchair buttons accessible
- Roads very bumpy to use in wheelchair

General

- Federal funding, help people in wheelchairs walk – robotic rides – new technology
- A pole that is fastened to the floor and ceiling that allows you to keep your balance while walking for exercise
- Apartments (new ones) must be fully accessible – part of building code

MEETING DATE 10/07/2019 (mm/dd/yyyy)

SUBJECT Multi-Sport Indoor Turf Facility Committee Minutes

SUMMARY

Minutes of Meetings No. 1-2019 and No. 2-2019 of the Multi-Sport Indoor Turf Facility Committee held on August 12, 2019 and September 10, 2019, respectively, for information.

ATTACHMENTS

- 1 Aug 12 2019 minutes
- 2 Sept 10 2019 minutes

DATE: MONDAY, AUGUST 12, 2019 MEETING NO. 01-2019

TIME: 2:09 P.M.

PLACE: MCNAUGHTON ROOM
CITY HALL – 3RD FLOOR
500 DONALD STREET EAST

CHAIR: Mayor B. Mauro

PRESENT:

Mayor B. Mauro
Councillor A. Aiello
Councillor M. Bentz
Councillor A. Foulds
Councillor K. Oliver

OFFICIALS:

Mr. N. Gale, City Manager
Ms. K. Power, City Clerk
Ms. L. Lavoie, Committee Coordinator

RESOURCE PERSONS:

Ms. K. Robertson, General Manager – Community Services
Mr. G. Broere, Director – Asset Management
Ms. D. Paris, Director – Finance
Mr. J. Howie, Policy Assistant to the Mayor

1.0 ELECTION OF CHAIR AND VICE CHAIR

Ms. K. Power, City Clerk, administered nominations for the position of Chair and Vice Chair.

MOVED BY: Councillor A. Foulds
SECONDED BY: Councillor A. Aiello

WITH respect to the position of Chair on the Multi-Use Indoor Sports Facility Committee, we recommend that Mayor B. Mauro be appointed Chair of the Committee for the remainder of the 2019 calendar year, and until such time a replacement has been appointed, as required annually.

CARRIED

MOVED BY: Councillor A. Aiello
SECONDED BY: Councillor A. Foulds

WITH respect to the position of Vice-Chair on the Multi-Use Indoor Sports Facility Committee, we recommend that Councillor K. Oliver be appointed Vice-Chair of the Committee for the remainder of the 2019 calendar year, and until such time a replacement has been appointed, as required annually.

CARRIED

2.0 DISCLOSURES OF INTEREST

None.

3.0 AGENDA APPROVAL

MOVED BY: Councillor A. Aiello

SECONDED BY: Councillor A. Foulds

With respect to the August 12, 2019 Multi-Use Indoor Sports Facility Committee meeting, we recommend that the agenda as printed, including any additional information and new business, be confirmed.

CARRIED

4.0 MULTI-USE INDOOR SPORTS FACILITY UPDATE

Ms. K. Robertson, General Manager – Community Services and Mr. G. Broere, Director – Asset Management provided a PowerPoint presentation entitled Proposed Multi-use Indoor Sports Facility – Chapples Park, Project Status Report.

The project is in Phase 1 – Final Building and Site Design, with a budget of \$4.25 million for site investigation and engineering.

The Request for Proposal (RFP) for Prime Consultant for Architectural and Engineering Services closes on September 4, 2019. The successful Prime Consultant will be awarded in October 2019.

The building design will include:

- Proposed pre-engineered metal building
- Synthetic turf playing surface
- Dressing rooms and referee change area
- Indoor walking track
- Concession, public lobby, entrance area
- Storage space
- Administrative space
- Mechanical/electrical
- AODA compliance
- Energy efficiency
- LEED Gold certification, Clean, Green and Beautiful Gold standard

Phase 1 is expected to be complete in December 2019.

The proposed project timeline also includes:

- Public engagement – January 2020
- Phase II – Preparation of Contract Documents – May 2020
- Tender call – May 2020
- Phase III – Contract Administration/Construction – Construction to begin August 2020

The current footprint does not include tennis. One objective of the Multi-Use Indoor Sports Facility Committee is to determine whether tennis, pickleball and other racquet sports will be included in the design.

Three options for adding tennis to the Multi-Use Indoor Sports Facility include:

- Addition to metal building
- Attached air-supported structure
- Free standing air-supported structure

Ms. K. Robertson will provide additional information relative to tennis and other racquet sports at the September committee meeting.

Ms. K. Robertson provided an overview of external funding options including:

- FedNor Stage I Application submitted – Phase I - \$860K requested
- NOHFC Stage II Application – in progress
- Discussions with Tennis Canada

There was discussion relative to an operating model for the Multi-Use Indoor Sports Facility. Options for an operating model will be presented at a future committee meeting. The Committee also requested benchmarking information for comparable facilities.

5.0 COMMITTEE TERMS OF REFERENCE

Draft copy of Committee Terms of Reference were distributed with agenda for review.

MOVED BY: Councillor A. Foulds
SECONDED BY: Councillor A. Aiello

That the Multi-Use Indoor Sports Facility Committee accepts the Terms of Reference.

CARRIED

The Terms of Reference will be presented to Committee of the Whole for approval.

6.0 MEETING SCHEDULE

It was the consensus of committee to meet at 3 p.m. on the second Tuesday of each month, or at the Call of the Chair.

7.0 NEW BUSINESS

8.0 NEXT MEETING DATE

The next meeting is scheduled for Tuesday, September 10, 2019 at 3:00 p.m. in the McNaughton Room.

9.0 ADJOURNMENT

The meeting was adjourned at 3:48 p.m.

DATE: TUESDAY, SEPTEMBER 10, 2019 MEETING NO. 02-2019

TIME: 3:06 P.M.

PLACE: MCNAUGHTON ROOM
CITY HALL – 3RD FLOOR
500 DONALD STREET EAST

CHAIR: Mayor B. Mauro

PRESENT:

Mayor B. Mauro
Councillor A. Aiello
Councillor M. Bentz
Councillor A. Foulds
Councillor K. Oliver

OFFICIALS:

Mr. N. Gale, City Manager
Ms. K. Power, City Clerk
Ms. L. Lavoie, Committee Coordinator

RESOURCE PERSONS:

Ms. K. Robertson, General Manager – Community Services
Mr. G. Broere, Director – Asset Management
Ms. D. Paris, Director – Finance
Mr. J. Howie, Policy Assistant to the Mayor

1.0 DISCLOSURES OF INTEREST

None.

2.0 AGENDA APPROVAL

MOVED BY: Councillor K. Oliver
SECONDED BY: Councillor M. Bentz

With respect to the September 10, 2019 Multi-Use Indoor Sports Facility Committee meeting, we recommend that the agenda as printed, including any additional information and new business, be confirmed.

CARRIED

3.0 CONFIRMATION OF PREVIOUS MINUTES

The Minutes of the Multi-Use Indoor Sports Facility Committee Meeting No. 01-2019 held on August 12, 2019 to be confirmed.

MOVED BY: Councillor A. Foulds
SECONDED BY: Councillor A. Aiello

THAT the Minutes of Meeting No. 01-2019 held on August 12, 2019 be confirmed.

CARRIED

4.0 RFP UPDATE

Mr. G. Broere, Director – Asset Management provided an update relative to RFP to procure Prime Consultant Architectural/Engineering Services.

The RFP closed on Wednesday, September 4, 2019 and 7 submissions were received. The successful Prime Consultant will be awarded in October 2019. The team reviewing submissions includes Mr. G. Broere, Ms. L. Prentice, Manager – Community & Cultural Development, Mr. D. Munshaw, Manager – Supply Management and Mr. R. Furioso, Construction Services Supervisor.

5.0 POTENTIAL BUILDING SOLUTIONS FOR INDOOR TENNIS/PICKLEBALL

Memorandum from Ms. K. Robertson, General Manager – Community Services, dated September 4, 2019 relative to potential building solutions for indoor tennis and pickleball.

Ms. K. Robertson consulted with Tennis Canada as well as various local user groups to determine their needs. Tournament hosting opportunities were also considered.

The following options were presented to the committee:

Option 1 – Erect an air supported structure over four existing tennis courts

- Air supported structure over 4 of the existing courts at the Thunder Bay Community Tennis Centre
- One court would be lined to support 4 pickleball courts
- To consider this option, the existing seasonal clubhouse must be upgraded and winterized to meet the Building Code requirements for accessible washroom facilities
- Estimated capital cost is \$2.3 million

Option 2 – Erect an air supported structure over six new indoor tennis courts

- Air supported structure over six new indoor tennis courts
- Can be either a stand alone facility or attached to the proposed pre-engineered metal building
- Two courts would be lined to support 8 pickleball courts
- Estimated capital cost is \$4.47 million

Option 3 – Pre-engineered Metal Building over Six New Indoor Tennis Courts

- An addition attached to the proposed pre-engineered, metal building.
- Two courts would be lined to support 8 pickleball courts
- Estimated capital is \$8.9 million.

It was noted that although capital costs are higher for option 3, a metal building would incur lower operating costs than an air supported one.

It was the consensus of committee to schedule a special meeting on Wednesday, September 18th to decide whether to include tennis in the design of the Multi-Use Indoor Sports Facility.

6.0 INVESTING IN CANADA INFRASTRUCTURE PROGRAM: COMMUNITY, CULTURE AND RECREATION STREAM

It was the consensus of committee that the order of the agenda be changed to allow Investing in Canada Infrastructure Program (ICIP) and other external funding opportunities to be presented as the next items.

Ms. D. Paris, Director – Finance provided a PowerPoint presentation entitled ICIP – Community, Culture and Recreation Stream.

The objectives of the ICIP funding are to meet community and user needs or clear a service level gap, promote good asset management planning, provide good value for money and foster greater accessibility.

Municipalities, First Nations, other Indigenous communities, broader public sector organizations (school boards, hospitals, colleges, universities) and non-profit organizations are all eligible for ICIP. Joint projects between multiple eligible applicants is encouraged and will be given additional consideration.

Recreation facilities are included among the eligible asset types for ICIP funding.

To qualify for ICIP funding, the project must be owned by the City of Thunder Bay, informed by Asset Management Plan (or strong rationale, if not included), meet energy and accessibility standards and have a financial plan in place. For projects over \$10 million, a climate lens assessment and report on community employment benefits must be completed.

The deadline to apply for ICIP is November 12, 2019. Nominated projects will be announced between January and March 2020 and the funding decision will be made between April and September 2020.

Ms. D. Paris also noted that ICIP may be combined with other project-based capital programs but the federal allocation cannot exceed 40% of total project cost.

7.0 OTHER EXTERNAL FUNDING OPPORTUNITIES

Ms. K. Robertson, General Manager – Community Services noted that other funding has been applied for, including FedNor and Northern Ontario Heritage Fund.

8.0 BENCHMARKING – PERMANENT INDOOR TURF/TENNIS FACILITIES

Document from Ms. K. Robertson, General Manager – Community Services entitled Benchmarking – Permanent Indoor Turf/Tennis Facilities, for information.

9.0 POTENTIAL OPERATING MODELS

Document from Ms. K. Robertson, General Manager – Community Services entitled Potential Operating Models – Proposed Multi-use Indoor Sports Facility.

Two options for operating models were discussed: Direct (City provided) and Indirect (third party provided.)

Ms. D. Paris, Director – Finance will determine whether an operating model must be in place as a requirement for the ICIP funding application.

It was the consensus of committee to defer decision about the operating model to the special committee meeting on Wednesday, September 18th.

10.0 NEW BUSINESS

10.1 Private Turf Facility

There was discussion relative to a media story about a group of private investors who are planning to build an indoor turf facility under a bubble on Golf Links Road. The proposed project would contain two 90' x 150' soccer fields. A hotel is also part of the proposed project.

It was noted that a building permit application for this project has not yet been received.

The committee concluded that two fields would not be enough to satisfy the needs of the community, therefore the proposed Multi-Use Indoor Sports Facility will continue moving forward, as planned.

11.0 NEXT MEETING DATE

The next meeting is scheduled for Wednesday, September 18, 2019 at 5:30 p.m. in the Martin Room.

12.0 ADJOURNMENT

The meeting was adjourned at 4:57 p.m.

MEETING DATE 10/07/2019 (mm/dd/yyyy)

SUBJECT Endorsement of Bid for 2020 World Taijiquan Championships

SUMMARY

Memorandum from Mayor B. Mauro dated Monday, September 30, 2019 containing a motion recommending that a letter of endorsement for the bid be approved.

RECOMMENDATION

With Respect to the bid for the City of Thunder Bay to host the 2020 World Taijiquan Championships, we recommend that a letter of endorsement for the bid be approved on behalf of the Mayor and Council;

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

ATTACHMENTS

1 Memo from Mayor Mauro

Memorandum

Office of the City Clerk

Fax: 623-5468

Telephone: 625-2230

TO: Members of Council
FROM: Mayor Bill Mauro
DATE: Monday, September 30, 2019
SUBJECT: Endorsement of Bid for 2020 World Taijiquan Championships

At the September 9, 2019 Committee of the Whole meeting, members of the planning committee made a deputation with respect to a bid for the World Taijiquan Championships in 2020.

In response to their request for an endorsement from City Council, I offer this motion for Council's consideration.

With Respect to the bid for the City of Thunder Bay to host the 2020 World Taijiquan Championships, we recommend that a letter of endorsement for the bid be approved on behalf of the Mayor and Council;

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