



AGENDA MATERIAL

COMMITTEE OF THE WHOLE

MEETING DATE: MONDAY, DECEMBER 13, 2021

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

TIME: 6:30 P.M.



MEETING: Committee of the Whole

DATE: Monday, December 13, 2021 *Reference No. COW - 2/53*

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

Committee of the Whole - Closed Session

Chair: Councillor A. Ruberto

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

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

Committee of the Whole - Planning Session

Chair: Councillor A. Ruberto

DISCLOSURES OF INTEREST

CONFIRMATION OF AGENDA

Confirmation of Agenda - December 13, 2021 - Committee of the Whole **(Page 6)**

WITH RESPECT to the December 13, 2021 Committee of the Whole meeting, we recommend that the agenda as printed, including any additional information and new business, be confirmed.

PRESENTATIONS

Presentation of a Tiny Homes Thunder Bay Project Update

Memorandum from Manager – Realty Services Joel DePeuter, dated December 2, 2021, requesting that Pal Capon - Matawa, Bonnie Kryswaty - Lakehead Social Planning Council and Councillor Aldo Ruberto provide a presentation relative to the Tiny Homes Thunder Bay Pilot Project. **(Pages 7 – 8)**

Presentation of Food Strategy Annual Report

Memorandum from Manager - Community Strategies Cynthia Olsen, dated November 22, 2021, requesting that Eco Superior appear before Committee to present the Annual Report for the Thunder Bay and Area Food Strategy. **(Pages 9 – 10)**

North Core Streetscape

Memorandum from Project Manager Steven Murphy, dated November 19, 2021, requesting to provide a presentation relative to the above noted. **(Pages 11 – 12)**

ITEMS ARISING FROM CLOSED SESSION

REPORTS OF COMMITTEES, BOARDS AND OUTSIDE AGENCIES

Heritage Advisory Committee Minutes

Minutes of Meeting 09-2021 of the Heritage Advisory Committee held on October 28, 2021, for information. **(Pages 13 – 18)**

Appeals Tribunal (Property Standards) Minutes

Minutes of Meeting 02-2021 of the City of Thunder Bay Appeals Tribunal (Property Standards) held on October 6, 2021, for information. **(Pages 19 – 22)**

REPORTS OF MUNICIPAL OFFICERS

Amend Draft Approval of a Plan of Subdivision - Gemstone Estates Stage 4B

Report R 154/2021 (Development & Emergency Services - Planning Services) recommending that the request by 2298184 Ontario Inc. to extend draft plan approval (58T-13505) to January 19, 2024, be approved. **(Pages 23 – 33)**

WITH RESPECT to Report R 154/2021 (Development & Emergency Services - Planning Services), we recommend that the request by 2298184 Ontario Inc. to extend draft plan approval (58T-13505) as it applies to Gemstone Estates Stage 4B Draft Plan of Subdivision, being a portion of Part of Mining Location R3 described as Parts 1, 2, 3, and 4 on RP 55R-10449, Parts 1 and 2 on RP 55R-8139, and Part 1 on RP 55R-8139 except Part 1 on RP 55R-9814 (west of Aquamarine Drive which is located on the western end of Wardrope Avenue, west of Hilldale Road), to January 19, 2024, subject to the conditions outlined in Attachment "B" and on the redlined plan dated June 4, 2014 Draft Plan of Subdivision prepared by J.D. Barnes in Attachment "C" to Report No. R154/2021 (Planning Services); be approved;

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

Strategic Core Areas Community Improvement Plan - Update

Report R 180/2021 (Development & Emergency Services - Planning Services) recommending that the proposed 2022 capital budget include \$100,000 to fund grants under the Council-approved Strategic Core Areas Community Improvement Plan. **(Pages 34 – 39)**

WITH RESPECT to Report R 180/2021 (Development & Emergency Services – Planning Services), we recommend the proposed 2022 capital budget include \$100,000 to fund grants under the Council-approved Strategic Core Areas Community Improvement Plan;

AND THAT the Board of Directors of the Thunder Bay Community Economic Development Commission be acknowledged and recognized for investing in the initial implementation of the program;

AND THAT a copy of resolution be forwarded to the CEDC Board;

AND THAT the Planning Services Division and the Financial Services Division allocate administrative resources to administer the Strategic Core Areas CIP;

AND THAT Planning Services provide an annual update of the program to Committee of the Whole, with the next update to come in December 2022.

AND THAT the necessary by-laws be presented for ratification.

Request for Parkdale Trunk Sewer Extension

Report R 171/2021 (Development & Emergency Services - Planning Services) recommending that Administration be directed to include funding for consideration in the 2022 Capital Budget for the completion of the Parkdale Growth Area Secondary Plan Study. **(Pages 40 – 63)**

WITH RESPECT to Report R 171/2021 (Development & Emergency Services – Planning Services) we recommend that Administration be directed to include funding for consideration in the 2022 Capital Budget for the completion of the Parkdale Growth Area Secondary Plan Study;

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

Parkdale Estates Subdivision – 2022 Budget for Additional Access Environmental Assessment Study

Report R 177/2021 (Infrastructure & Operations - Engineering & Operations) recommending that Administration be directed to include \$180,000 for consideration in the 2022 Capital Budget for the completion of the Parkdale Growth Area Secondary Plan Study in lieu of the Parkdale Additional Access Municipal Class Environmental Assessment Study. **(Pages 64 – 103)**

WITH RESPECT to Report R 177/2021 (Infrastructure & Operations – Engineering & Operations) we recommend that Administration be directed to include \$180,000 for consideration in the 2022 Capital Budget for the completion of the Parkdale Growth Area Secondary Plan Study in lieu of the Parkdale Additional Access Municipal Class Environmental Assessment Study;

AND THAT Administration be directed to use \$60,000 carry forward funds identified for the Parkdale Additional Access Municipal Class Environmental Assessment Study for the Parkdale Growth Area Secondary Plan Study;

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

The Superior North EMS Community Paramedicine Program

Report R 179/2021 (Development & Emergency Services - Superior North EMS) providing an update relative to The Superior North EMS Community Paramedicine Program, for information only. **(Pages 104 – 107)**

Community Safety & Well-Being Advisory Committee Terms of Reference

Report R 185/2021 (Community Strategies – Development & Emergency Services) recommending that the Thunder Bay Community Safety and Well-Being (CSWB) Advisory Committee Terms of Reference, as appended to this Report, be approved. **(Pages 108 – 116)**

WITH RESPECT to Report R 185/2021 (Development & Emergency Services – Community Strategies), we recommend that the Thunder Bay Community Safety and Well-Being (CSWB) Advisory Committee Terms of Reference, as appended to this Report, be approved;

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

Procedural Options – Designated Truck Route

Report R 175/2021 (City Manager's Office - Office of the City Clerk) providing Council with information regarding the procedural paths available relative to implementing a Designated Truck Route and/or changing course relative to the previous decisions made by the 2018-2022 term of Council. **(Pages 117 – 134)**

Confidential Memorandum from Solicitor Mike Grimaldi, dated November 17, 2021, relative to the above noted was distributed to Members of Council and EMT only on November 18, 2021.

PETITIONS AND COMMUNICATIONS

Ontario Big City Mayors Resolution relating to Long-Overdue Bail Reform

Memorandum from Mayor Bill Mauro, dated December 1, 2021, attaching a letter from the Ontario Big Cities Mayors containing a resolution relating to Long-Overdue Bail Reform, for information only. **(Pages 135 – 139)**

Update – Ward and Town Hall Meetings

Memorandum from City Clerk Krista Power, dated December 3, 2021, providing information on the options available for Ward and Town Hall Meetings starting January 2022, for information only. **(Pages 140 – 142)**

Outstanding Item – Clean, Green & Beautiful Policy Review

Memorandum from Councillor Rebecca Johnson, Chair – Clean, Green & Beautiful Committee, dated November 30, 2021 requesting that the report back date relating to Outstanding Item 2018-009-ADM Clean, Green & Beautiful Policy be changed from December 20, 2021 to April 25, 2022. **(Pages 143 – 144)**

WITH RESPECT to the Memorandum from Councillor Rebecca Johnson dated November 29, 2021, we recommend that the report back date relating to Outstanding List Item 2018-009-ADM Clean, Green & Beautiful Policy review be changed from December 20, 2021 to April 25, 2021;

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

Outstanding Items – Q4 2021 Draft By-laws

Memorandum from Manager – Licensing & Enforcement Doug Vincent, dated December 1, 2021, requesting that the report back date relating to Property Standard, Vacant Building, Yard Maintenance and Animal Control By-laws be changed to April 11, 2022. **(Pages 145 – 146)**

WITH RESPECT to the Memorandum from Manager – Licensing & Enforcement Doug Vincent, dated December 1, 2021, we recommend that the report back date relating to the review for the Property Standards, Vacant Building, Yard Maintenance and Animal Control By-laws including the related deputation referral, be adjusted to April 11, 2022.

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

OUTSTANDING ITEMS

Outstanding List for Planning Services as of November 30, 2021

Memorandum from City Clerk Krista Power, dated November 30, 2021, providing the Planning Services Outstanding Items List, for information. **(Pages 147 – 150)**

NEW BUSINESS

ADJOURNMENT



MEETING DATE 12/13/2021 (mm/dd/yyyy)

SUBJECT Confirmation of Agenda

SUMMARY

Confirmation of Agenda - December 13, 2021 - Committee of the Whole

RECOMMENDATION

WITH RESPECT to the December 13, 2021 Committee of the Whole meeting, we recommend that the agenda as printed, including any additional information and new business, be confirmed.

MEETING DATE 12/13/2021 (mm/dd/yyyy)

SUBJECT Presentation of a Tiny Homes Thunder Bay Project Update

SUMMARY

Memorandum from Joel DePeuter – Manager Realty Services, dated December 2, 2021 requesting that Pal Capon - Matawa, Bonnie Krysowaty - Lakehead Social Planning Council and Councillor Aldo Ruberto provide a presentation relative to the Tiny Homes Thunder Bay Pilot Project.

ATTACHMENTS

1 Memorandum from Joel DePeuter

MEMORANDUM

TO: Krista Power, City Clerk
FROM: Joel DePeuter – Manager Realty Services
DATE: December 2, 2021
RE: Presentation of a Tiny Homes Thunder Bay Project Update

We request the opportunity at the December 13, 2021 Committee of the Whole meeting for Tiny Homes Thunder Bay to present an update on the Tiny Homes Thunder Bay Pilot Project.

Pal Capon (Matawa), Bonnie Kryswaty (LSPC) and Aldo Ruberto (City Councilor) will provide the presentation.



MEETING DATE 12/13/2021 (mm/dd/yyyy)

SUBJECT Presentation of Food Strategy Annual Report

SUMMARY

Memorandum from Cynthia Olsen, Manager - Community Strategies, dated November 22, 2021 requesting that Eco Superior appear before Committee to present the Annual Report for the Thunder Bay and Area Food Strategy.

ATTACHMENTS

1 Memorandum from Cynthia Olsen

MEMORANDUM

TO: Krista Power, City Clerk
FROM: Cynthia Olsen, Manager – Community Strategies
DATE: November 22, 2021
RE: Presentation of Food Strategy Annual Report – Committee of the Whole, December 13, 2021

We request the opportunity at the December 13, 2021 Committee of the Whole meeting for Eco Superior to present the Annual Report for the Thunder Bay and Area Food Strategy.

Karen Kerk, Food Strategy Coordinator, and Jessica McLaughlin, member of the Food Strategy Executive Committee will provide the presentation.

The Annual Report will be shared with the community will be available to the public through the Food Strategy website (<http://tbfoodstrategy.com/>).

CC: Karen Kerk, Coordinator – Thunder Bay and Area Food Strategy

MEETING DATE 12/13/2021 (mm/dd/yyyy)

SUBJECT Request for Presentation for Northcore Streetscape

SUMMARY

Memorandum from Project Manager Steven Murphy, dated November 19, 2021, requesting to provide a presentation relative to the above noted.

ATTACHMENTS

Steven Murphy memo dated November 19 2021

Memorandum

TO: Krista Power, City Clerk
FROM: Steven Murphy, Project Manager
DATE: November 19, 2021
RE: Request for Presentation for North Core Streetscape
Committee of the Whole - December 06, 2021

We request the opportunity to provide a presentation relative to the North Core Streetscape Study to the Committee of the Whole at the meeting on December 6, 2021. The presentation will be made by Kayla Dixon, Director of Engineering & Operations, and the project consultant's Project Managers Albertus Viljoen and Andrea Martin of Brook McIlroy.

cc Kerri Marshall, General Manager – Infrastructure & Operations
Kayla Dixon, Director – Engineering & Operations
Leanne Lavoie, Council & Committee Clerk

MEETING DATE 12/13/2021 (mm/dd/yyyy)

SUBJECT Heritage Advisory Committee Minutes

SUMMARY

Minutes of Meeting 09-2021 of the Heritage Advisory Committee held on October 28, 2021, for information.

ATTACHMENTS

1. Minutes - Heritage Advisory Committee - October 28, 2021

DATE: THURSDAY, OCTOBER 28, 2021 **MEETING NO. 09-2021****TIME:** 5:04 P.M.**PLACE:** VIA MS TEAMS**CHAIR:** ANDREW COTTER**MEMBERS – ELECTRONIC PARTICIPATION:**

Jennifer Bonazzo
Kimberly Costa
Andrew Cotter, Chair
Jacob O'Neill
Diana Pallen
Heidi Strobl
Justine Waite
Douglas Yahn, Vice Chair

OFFICIALS – ELECTRONIC PARTICIPATION:

Matt Szybalski, Manager – Archives, Records & Privacy
Leanne Lavoie, Council & Committee Clerk
Katie Piché, Council & Committee Clerk

RESOURCE PERSONS – ELECTRONIC PARTICIPATION:

Laurie Abthorpe, Heritage Researcher
Dr. Leslie Bode, Cultural Development and Public Art Coordinator
Jean-Louis Charette, Ministry of Heritage, Sport, Tourism and Culture Industries
Jamie Kirychuk, Planner II

1.0 LAND ACKNOWLEDGEMENT

The Chair, Andrew Cotter, acknowledged that we are meeting on the traditional territory of the Ojibwa Anishnaabe people of Fort William First Nation, signatory to the Robinson Superior Treaty of 1850, and recognized the contributions made to our community by the Métis people.

2.0 DISCLOSURES OF INTEREST**3.0 AGENDA APPROVAL**

MOVED BY: Diana Pallen
SECONDED BY: Douglas Yahn

WITH RESPECT to the October 28, 2021 Heritage Advisory Committee meeting, we recommend that the agenda as printed, including any additional information and new business, be confirmed.

CARRIED

4.0 CONFIRMATION OF PREVIOUS MINUTES

The Minutes of the Heritage Advisory Committee Meeting 08-2021 held on September 23, 2021 to be confirmed.

MOVED BY: Diana Pallen
SECONDED BY: Jacob O'Neill

THAT the Minutes of Meeting 08-2021 held on September 23, 2021 be confirmed.

CARRIED

5.0 MEETING WITH INDIGENOUS RELATIONS AND INCLUSION

Manager – Archives, Records & Privacy Matt Szybalski met with Policy Analyst Alain Joseph, Acting Manager – Indigenous Relations Tanis Thompson, and Heritage Researcher Laurie Abthorpe as a follow up to Alain Joseph's comments at the September 23, 2021 HAC meeting relative to Indigenous placemaking. Tanis Thompson will facilitate meeting with various Indigenous groups in the area, including the City of Thunder Bay Elders Council. It was noted that HAC Chair Andrew Cotter, Matt Szybalski and Laurie Abthorpe would request to attend an Elders Council meeting, and then invite members of the Elders Council to attend a HAC meeting to consult relative to placemaking in an effort to take action on reconciliation.

6.0 VICKERS PARK CULTURAL HERITAGE EVALUATION REPORT

Manager – Archives, Records & Privacy Matt Szybalski informed the committee that work continues on a report to Council relative to recommending the designation of Vickers Park as a Cultural Heritage Landscape.

7.0 POTENTIAL ADDITION TO HERITAGE REGISTER

Heritage Researcher Laurie Abthorpe provided an update relative to the first four properties chosen by HAC as potential additions to the City of Thunder Bay Heritage Register. Invitation letters have been drafted. Owners of the following properties will be invited to attend the November 25, 2021 committee meeting:

- Doctor's Cottage - 281 Ray Court
- Donald McKellar Residence – 910 Ridgeway Street East
- Katie McKellar Residence – 410 Vickers Street South
- Young Residence (Selkirk Manor) – 405 Selkirk Street South

8.0 HERITAGE TAX INCENTIVE PROGRAM

Planner II Jamie Kirychuk provided an update relative to a proposed Heritage Tax Incentive program for the City of Thunder Bay. At the October 25, 2021 Committee of the Whole meeting, a memorandum from Chair Andrew Cotter was presented and Council passed a resolution directing Administration to complete a report outlining the options and costs associated with developing and implementing a Heritage Tax Incentive Program for heritage property owners. Administration will report back to Council on or before April 25, 2022.

Jamie Kirychuk will look into the possible expansion of the program to include listed properties. It was noted that Owen Sound has a robust program, which may be a useful resource when developing a program for the City of Thunder Bay.

There was discussion relative to promotion of the program, once it is in place, to encourage more participation. It was noted that social media was not around when the prior program was available. Social media will provide more opportunities for promotion. When the program is in place, the real estate board will be advised so that information can be provided to prospective buyers of heritage properties.

9.0 ARCHAEOLOGICAL MANAGEMENT PLAN

Planner II Jamie Kirychuk provided an update relative to work on the Archaeological Management Plan undertaken by Lakehead University. The Intern continues to work on known heritage sites. Regular consultation occurs with Fort William First Nation.

Jamie Kirychuk advised that Administration is updating the City's Zoning By-law. More information will be provided at the November 25, 2021 committee meeting.

10.0 CHIPPEWA PARK CAROUSEL

Jennifer Bonazzo informed the committee that members of The Friends of Chippewa Park will attend the November 25, 2021 HAC meeting to provide an update relative to the Chippewa Park Carousel project.

11.0 HERITAGE PROPERTY ANNIVERSARY CELEBRATION

Heritage Researcher Laurie Abthorpe provided a PowerPoint presentation relative to properties celebrating milestone anniversaries in 2020 and 2021 and shared information comparing an in-person vs. virtual event to recognize these anniversaries.

There was discussion relative to date and location for an in-person event. It was the consensus of committee to plan an in-person event for spring 2022.

There was discussion relative to criteria for recognition of properties designated within the Waverley Park Heritage Conservation District. There was further discussion regarding potentially extending recognition to include other properties of historical significance in Thunder Bay, even if they are not designated or listed on the Heritage Register. Creation of a subcommittee to determine criteria for recognition will be discussed further at the November HAC meeting.

12.0 HERITAGE RESEARCHER UPDATE

Heritage Researcher Laurie Abthorpe provided an update relative to the above-noted, including the following:

- A PowerPoint presentation was provided, with photos of projects that had received input from HAC, including Waverley Park Lookout and Central School (Magnus Theatre.)
- A Doors Open 2020 presentation was made to Council at the September 27, 2021 Committee of the Whole meeting. At the meeting, there was a question about the potential for sponsorship from private citizens. Laurie Abthorpe and Manager – Archives, Records & Privacy Matt Szybalski are looking into options for this.
- The Doors Open 2022 subcommittee of HAC members had their first meeting. The first full Doors Open committee meeting will be on November 24, 2021 at 4:30 pm. Community partners and individuals will be invited.
- Women's History Month was launched via online video on Tuesday, October 26, 2021 and included the following inductees:
 - Annette Pateman
 - Grace Ann Biggs Remus
 - Jennifer Hunter
 - (Phyllis) Diane Scott
 - Rose Alice Louise Bernst
- A link to the Women's History Month launch has been shared on the HAC Facebook page.
- Laurie Abthorpe is looking at how heritage register properties are listed on website, and the potential for including mapping.
- In response to an email that was received from a citizen relative to a property on the Vickers Park Neighbourhood walking tour, a letter was sent to owners of 1303 Ridgeway Street East, known as Strachan Residence, congratulating them on the care they have taken to maintain the unique heritage features of their garage throughout its renovation.

13.0 NEW BUSINESS

14.0 NEXT MEETING DATE

The next meeting is scheduled for Thursday, November 25, 2021 at 5:00 p.m. via MS Teams.

15.0 ADJOURNMENT

The meeting was adjourned at 5:57 p.m.



MEETING DATE 12/13/2021 (mm/dd/yyyy)

SUBJECT Appeals Tribunal (Property Standards) Minutes

SUMMARY

Minutes of Meeting 02-2021 of the City of Thunder Bay Appeals Tribunal (Property Standards) held on October 6, 2021, for information.

ATTACHMENTS

1. Minutes - Appeals Tribunal (Property Standards) - October 6, 2021

DATE: OCTOBER 6, 2021

HEARING NO.: 02-2021

TIME: 11:00 A.M.

PLACE: S. H. BLAKE MEMORIAL AUDITORIUM,
3RD FLOOR CITY HALL VIA MS TEAMS

CHAIR: ROBIN RICKARDS

PRESENT:

Tim Groulx

Robin Rickards

Richard Togman

OFFICIALS:

Dana Earle, Deputy City Clerk

Doug Vincent, Manager – Licensing & Enforcement

Jody Kondrat, Supervisor – Animal Services

Kamil Wierzbicki, Licensing & Enforcement Officer

Katie Piché, Council & Committee Clerk

Lori Wiitala, Council & Committee Clerk

APPELLANTS:

Peter Gladky

Mark DiCarlo

DISCLOSURES OF INTEREST

INTRODUCTION

Appellant Peter Gladky entered the meeting via MS Teams (audio participation).

The Chair provided an overview to the appellant relative to the Property Standards appeal process.

The purpose of the hearing was to review the order on the property known municipally as 322 Amelia Street East, Town Plot S / S Amelia West Part Lot 23, Thunder Bay, Ontario as adopted by By-law 066-2008, and the Building Code Act, S.O. 1992, c.23, for the maintenance and occupancy of property in the City of Thunder Bay. All of the work is to be completed by November 30, 2021.

Peter Gladky was appealing the order and requesting an extension to the completion date originally set at November 30, 2021.

OPENING STATEMENTS

The City of Thunder Bay was represented by Doug Vincent, Manager - Licensing and Enforcement. Doug Vincent provided an overview of the steps taken to date relative to the above noted property and provided photographs of the site under review. These pictures will be kept on file in the Licensing & Enforcement Department as well as the City Clerk's Office.

Peter Gladky detailed the reasons for this appeal.

The Chair asked the Committee for their comments, feedback and if they had any questions or concerns relative to this order.

Peter Gladky responded to questions from the Tribunal.

Doug Vincent responded to questions from the Tribunal.

DECISION

The Appellant advised that demolition of the structure has commenced. It was the consensus of the Appeals Tribunal to modify the Order allowing for demolition of the main structure to be completed by Nov 30, 2021 and full demolition of foundation removed by May 31, 2022.

Pursuant to the Notice, it is the responsibility of the owner to obtain the required demolition permit(s) and the property must be left in a leveled and graded condition.

Peter Gladky will receive a letter via registered mail with the details of the order.

Peter Gladky left the meeting.

INTRODUCTION

Appellant Mark DiCarlo entered the meeting (Council Chambers).

The Chair provided an overview to the appellant relative to the Property Standards appeal process.

The purpose of the hearing was to review the order on the property known municipally as 477 John Street, Plan 526, Lot 34, Part Lot 33, Thunder Bay, Ontario as adopted by By-law 066-2008, and the Building Code Act, S.O. 1992, c.23, for the maintenance and occupancy of property in the City of Thunder Bay. All of the work is to be completed by October 29, 2021.

Mark DiCarlo was appealing the order and requesting an extension to the completion date originally set at October 29, 2021.

OPENING STATEMENTS

The City of Thunder Bay was represented by Doug Vincent, Manager - Licensing and Enforcement. Doug Vincent provided an overview of the steps taken to date relative to the above noted property and provided photographs of the site under review. These pictures will be kept on file in the Licensing & Enforcement Department as well as the City Clerk's Office.

Mark DiCarlo detailed the reasons for this appeal.

The Chair asked the Committee for their comments, feedback and if they had any questions or concerns relative to this order.

Mark DiCarlo responded to questions from the Tribunal.

Doug Vincent responded to questions from the Tribunal.

DECISION

It was consensus of the Committee that Item #1 of the Property Standards Order be confirmed. It states that the appellant is to repair/replace the roof on the dwelling and the roof drainage system. This item was to be completed by October 29, 2021; However the Committee has extended the time within which the order is to be complied with. The work is to be completed by July 31, 2022.

It was consensus of the Committee that Item #2 of the Property Standards Order be confirmed. It states that the appellant is to repair/replace exterior cladding/siding in disrepair and treat all wooden exterior surfaces with paint or another suitable preservative or coating so as to prevent deterioration due to weather conditions or vermin. This item was to be completed by October 29, 2021; However the Committee has extended the time within which the order is to be complied with. The work is to be completed by May 31, 2022.

Mark DiCarlo will receive a letter via registered mail with the details of the order.

ADJOURNMENT

The meeting adjourned at 12:05 p.m.

Corporate Report

DEPARTMENT/ DIVISION	Development & Emergency Services - Planning Services	REPORT NO.	R 154/2021
DATE PREPARED	10/27/2021	FILE NO.	58T-13505
MEETING DATE	12/13/2021 (mm/dd/yyyy)		
SUBJECT	Amend Draft Approval of a Plan of Subdivision - Gemstone Estates Stage 4B		

RECOMMENDATION

WITH RESPECT to Report No. R154/2021 (Development & Emergency Services - Planning Services), we recommend that the request by 2298184 Ontario Inc. to extend draft plan approval (58T-13505) as it applies to Gemstone Estates Stage 4B Draft Plan of Subdivision, being a portion of Part of Mining Location R3 described as Parts 1, 2, 3, and 4 on RP 55R-10449, Parts 1 and 2 on RP 55R-8139, and Part 1 on RP 55R-8139 except Part 1 on RP 55R-9814 (west of Aquamarine Drive which is located on the western end of Wardrope Avenue, west of Hilldale Road), to January 19, 2024, subject to the conditions outlined in Attachment "B" and on the redlined plan dated June 4, 2014 Draft Plan of Subdivision prepared by J.D. Barnes in Attachment "C" to Report No. R154/2021 (Planning Services); be approved;

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

EXECUTIVE SUMMARY

The subject lands received draft approval for a plan of subdivision, known as Gemstone Estates Stage 4B, on January 19, 2015 as a result of application by a previous owner, 686984 Ontario Ltd.. The subdivision is comprised of 62 lots for developing single detached dwellings, 4 lots for multiple dwelling unit development, 5 new streets, and 3 blocks of land for walkways. The draft plan approval was valid for 3 years. The original developer did not enter into a subdivision Agreement for Stage 4B and instead sold the lands to 2298184 Ontario Inc. in 2015. On November 20, 2017 draft approval was extended by 3 years to January 19, 2020. And further extended by 2 years to January 19, 2022. The current owner (2298184 Ontario Inc.) has entered into a Subdivision Agreement for Stage 4B1 which they are working on constructing. The draft approval for the remainder of Stage 4B, being stage 4B2 will lapse without a further extension.

Administration is recommending that the extension be granted, subject to revised conditions, given that the Developer is constructing Stage 4B1 and, once completed, will proceed with Stage 4B2.

DISCUSSION

The lands (shown on Attachment A) have draft approval for a residential plan of subdivision that is to be fully serviced with municipal piped water, sanitary sewers, and storm sewers. The plan consists of 62 lots for developing single detached dwellings and 4 lots for multiple dwelling unit development. The multiple unit lots have the potential for the development of 10 townhouse dwellings and 2 six-plex units.

The subject lands received draft approval for a plan of subdivision on January 19, 2015 under application by a previous owner (686984 Ontario Ltd.). The development did not proceed and in late 2015, 2298184 Ontario Inc., purchased the lands. The new owner has recently entered into a Subdivision Agreement for the first phase of this section, which is on land they also purchased from the same previous owner.

The conditions of draft approval have yet to be satisfied for the entire Stage 4B, including the execution of a Subdivision Agreement with the City. The Developer instead split up Stage 4B into two components: 4B1 and 4B2. The Developer has executed an agreement for Stage 4B1 and delays have occurred with completing conditions. For this reason, the Developer has requested an extension to January 19, 2024.

Planning, Engineering, and Parks & Open Spaces staff as well as applicable representatives of the utilities, have reviewed the draft conditions and do not require additional modifications to draft approval.

Given that the Developer has executed the Agreement for Stage 4B1 and is working towards its completion, the Planning Services Division and the Engineering Division support the Developer's request to extend Draft Plan Approval to January 19, 2024.

CONCLUSION

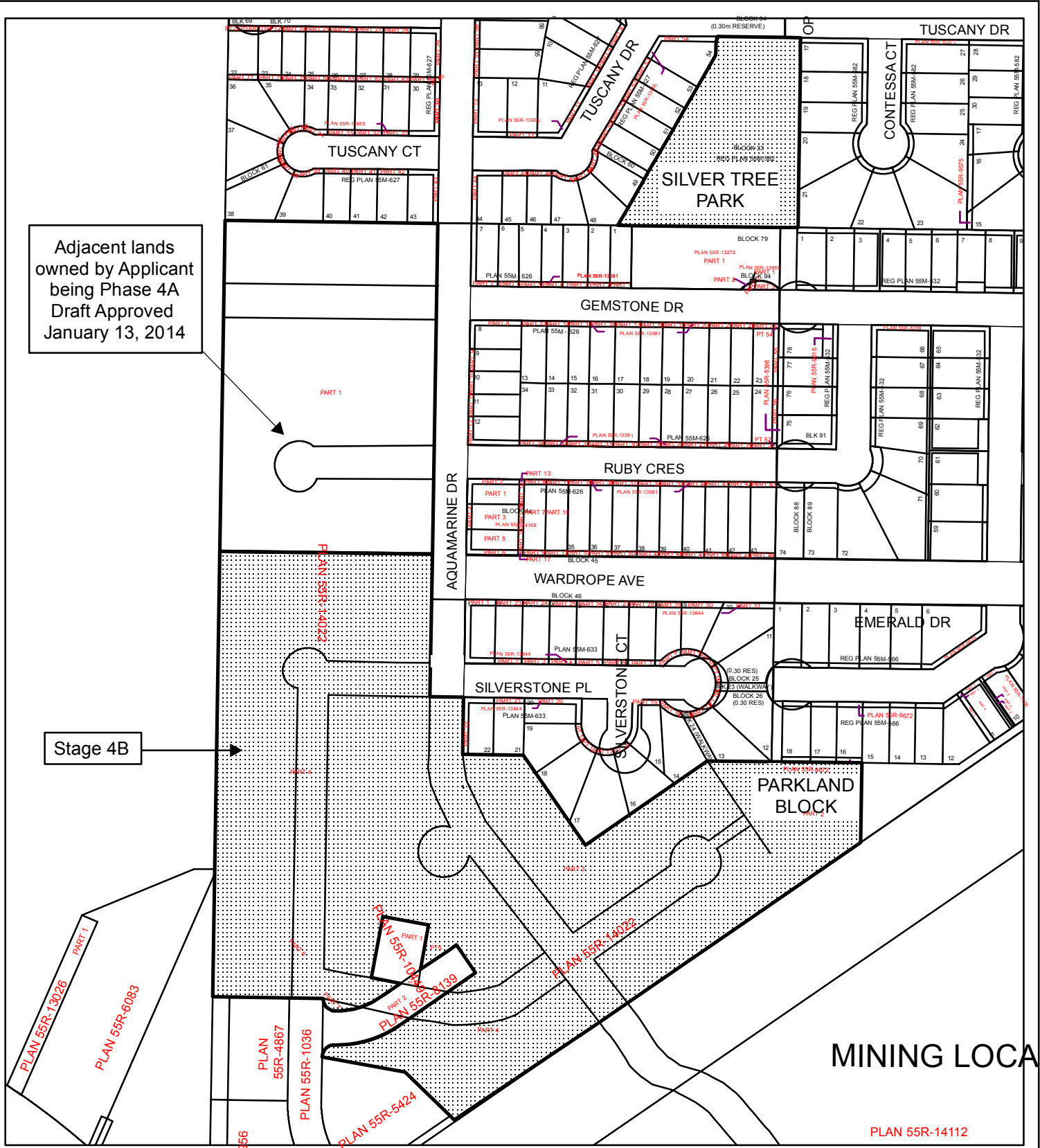
It is concluded that extending the time for completion of draft plan approval conditions for Stage 4B of the Gemstone Estates Subdivision should be approved and that the conditions of draft plan approval be modified as contained in Attachment "B".

REFERENCE MATERIAL ATTACHED

1. Attachment "A" – Property Location
2. Attachment "B" – Conditions of Draft Plan Approval
3. Attachment "C" – Approved Redlined Plan

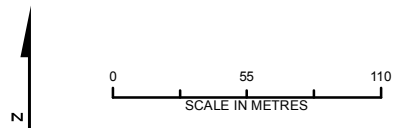
PREPARED BY: Decio Lopes, MCIP, RPP., Senior Planner

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER) Joel DePeuter, Acting General Manager Development and Emergency Services	DATE: December 2, 2021
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Adjacent lands owned by Applicant being Phase 4A Draft Approved January 13, 2014

Stage 4B



Plan of Subdivision Gemstone Estates

FILE NO: 58T-13505	PLANNER: Decio Lopes
DATE: 08/11/2017	APPLICANT:

ATTACHMENT "B - Conditions of Draft Plan Approval for File 58T-13505

DRAFT APPROVAL CONDITIONS FOR 58T-13505:

1. That this approval applies for a period of 2 years, ending on January 19, 2024, to the draft plan prepared by J.D. Barnes Ltd., dated June 9, 2014, as redlined, which shows a total of 62 lots for single detached dwellings (Lots 3-47 and 50-68), 4 lots for multiple dwellings (Lots 1, 2, 48, and 49), 3 Blocks for walkways and servicing (Block 70, 73, and 76), five Streets, future road connections (Blocks 10 and 28), 0.3 metre reserves (Blocks 71, 72, 74, 75, 77, and 78).
2. That Blocks 10, 28, 69, 70, 71, 72, 73, 74, 75, 76, 77, and 78 be conveyed to the City of Thunder Bay.
3. That the streets, including Block 28 being the extension of Aquamarine Drive and Block 10 being Street 'A', shall be shown, opened, and dedicated as a public highway on the final plan.
4. That the streets be named to the satisfaction of the Planning Services Division.
5. That the owner satisfies itself that all lots conform to the requirements of By-law 100-2010, as amended, and the submission of a copy of the final plan and the required lot frontage and area calculations.
6. That the owner enters into a General Subdivision Agreement satisfactory to the City of Thunder Bay to satisfy all the requirements, financial and otherwise, concerning the provision of roads, multi-use trails, sidewalks, walkways, including walkway Block 19 on Plan 55M-566, parkland, fencing, roads and parks signage, stormwater management, installation of services and drainage.
7. That the Subdivision Agreement between the City and the owner contain a provision wherein the owner agrees to provide temporary fencing along the transmission corridor and that a permanent 1.5 meter high fence along the mutual property line after construction is completed to the satisfaction of Hydro One Networks Inc.
8. That the owner satisfies the Parks & Open Spaces Section with respect to the dedication of land for parks purposes and installation of street trees, park trees, and walkway block trees.
9. That Easements and Agreements as may be required for utility or drainage purposes shall be granted to the appropriate Authority and that the City is to be advised in writing, by the appropriate Authority, as to how this condition has been satisfied.
10. That prior to entering into a Subdivision Agreement with the City, the Owner shall provide a satisfactory servicing study, stormwater management report, and erosion

control plan all prepared by a Professional Engineer confirming the provision of adequate municipal services and addressing stormwater management quantity and quality control requirements, which may include the dedication of additional lands to the City, to the satisfaction of the City Engineer.

11. That prior to entering into a Subdivision Agreement with the City, the Owner shall enter into an Agreement of Purchase and Sale for the Part 2 on Reference Plan 55R-8139 as these City owned lands are included in the proposed plan of subdivision in the future Stage 4B2. The sale of the lands be finalized and title conveyed to the Applicant/Purchaser prior to the final approval of the proposed plan of subdivision
12. That prior to final approval, the owner shall prepare a lot grading, drainage, servicing and stormwater management plans to the satisfaction of the City Engineer.
13. That prior to final approval, the owner shall prepare a lot grading and drainage plan, showing existing and final grades, which is satisfactory to the Hydro One Networks Inc. and that the City is to be advised in writing as to how this condition has been satisfied.
14. The Subdivision Agreement shall include a clause for the provision of temporary fencing along the edge of the Hydro One Networks Inc. transmission corridor prior to the start of construction at the Owner's expense.
15. The Subdivision Agreement shall include a clause for the provision of a permanent fence along the edge of the Hydro One Networks Inc. transmission corridor at the Owner's expense.
16. The Subdivision Agreement shall include a clause that the transmission corridor is not to be used without the express written permission of Hydro One Networks Inc. (HONI) and that during construction there will be no storage of materials or mounding of earth, snow or other debris on the transmission corridor. The Clause will also contain provisions that the Owner will be responsible for the restoration of any damage to the transmission corridor or HONI facilities resulting from construction of the subdivision.
17. The Subdivision Agreement shall include a clause for the over-sizing and cost sharing for the extension of the 300mm diameter watermain from the adjacent development, out to Dawson Road, or an approved alternative location, to the satisfaction of the City Engineer.
18. That prior to entering into a Subdivision Agreement with the City, the route for the extension of the 300mm diameter watermain out to Dawson Road or an approved alternative location, shall be protected by means of a block within the Owner's lands, and/or a right-of-way or easement dedication elsewhere to the City, to the satisfaction of the City Engineer. If necessary, the owner shall obtain any required easements for dedication to the City from adjacent land owners.

19. That the Subdivision Agreement between the City and the owner contain a provision wherein the owner agrees to include in all offers of purchase and sale for any lot, detailed notices that relate to the following:
 - a. Notice that the postal service for the subdivision will be provided by a community mailbox.
 - b. Notice that the adjacent lands to the west and south of the subdivision are identified for future development.
 - c. Notice that Lots 1-2, and 48-49 may be developed as multi-unit residential building(s).
 - d. Notice that the lands are adjacent to an electricity transmission corridor.
 - e. For Lots 11-42, and 52-61, notice that these lots may be subject to less than normal water pressures, and the dwellings on these lots shall be equipped with a pressure boosting system to maintain water pressure in the dwelling to a minimum of 350KPa (50 psi).
 - f. Notice that freehold townhouse development will require private easements for rear-yard access, unless alternative access provisions for the interior units have been provided to the satisfaction of the City Engineer.
20. That prior to final approval, the owner shall satisfy the City Engineer with respect to servicing the subdivision and providing all required easements.
21. That prior to entering into a Subdivision Agreement with the City, the applicant shall provide an updated traffic impact study prepared by a Professional Engineer showing the proposed street classifications within the developments, the anticipated effects from the development on the existing streets that abut or serve the development, staging recommendations, and access requirements, to the satisfaction of the City Engineer. Any requirements for improvements shall be included in the Subdivision Agreement to the satisfaction of the City Engineer.
22. That prior to final approval, the applicant shall complete a satisfactory soils engineering design brief prepared by a Professional Engineer for the design of the road system, stormwater management facilities, and shall include an appraisal on groundwater conditions in the area and any groundwater control measures, to the satisfaction of the City Engineer.
23. That prior to final approval, the owner shall provide the necessary Easements and enter into any necessary Agreement with Synergy North for the costs of supplying electricity service to the development and that the City is to be advised in writing, by Synergy North how this condition has been satisfied.

24. That prior to final approval, the owner shall provide the necessary Easements and enter into any necessary Agreement with Thunder Bay Telephone for the provision of telephone service to the development and that the City is to be advised in writing, by Thunder Bay Telephone how this condition has been satisfied.
25. That prior to final approval, the owner shall provide the necessary Easements and enter into any necessary Agreement with Enbridge Gas Inc. for the provision of gas services to the development and that the City is to be advised in writing, by Enbridge Gas Inc. how this condition has been satisfied.
26. That prior to final approval, the owner shall satisfy the City Engineer that the applicable requirements of the *Environmental Assessment Act* have been met.
27. That prior to final approval, the Subdivision Agreement be registered against the title of the lands to which it applies.
28. That the Subdivision Agreement between the City and the owner contain a provision wherein the owner agrees to stop all work and notify the Ministry of Tourism, Culture and Sport in the event that cultural heritage values are uncovered during construction.
29. That the Subdivision Agreement between the City and the Owner contain a provision wherein the owner agrees to stop all work and notify the Police, Ministry of Tourism, Culture and Sport, and the Registrar of Cemeteries - Ministry of Government Services in the event human remains are uncovered during construction.
30. That the Subdivision Agreement between the City and the owner contain a provision wherein the owner agrees to provide curb depressions for Community Mailboxes to the satisfaction of Canada Post.
31. That prior to final approval of any stage of the development, the owner shall satisfy the Engineering and Planning Divisions that the servicing and access issues for the proposed stage are acceptable.
32. That prior to final approval of the stage of the development where the existing garage is located, the applicant shall apply for permission and demolish or remove the detached garage located on Lots 23 and 24 to the satisfaction of the Building Services Division and that the Planning Services Division of the City is to be advised in writing, by Building Services Division how this condition has been satisfied.
33. That prior to entering into a Subdivision Agreement with the City for the stage of the development where the existing garage and open storage of equipment are located on Lots 23 and 24, the owner shall prepare and submit an Environmental Site Assessment and Record of Site Condition for the subject lands in accordance with the Ministry of Environment, Conservation and Parks Guidelines for Use at Contaminated Sites in Ontario and submitting a Ministry acknowledged Record of Site Condition.

34. That the Subdivision Agreement between the City and the Owner contain a provision for the construction of fences along the Park Block 69, walkway Blocks 70, 73, and 76, and along Block 19 (walkway block) of Plan 55M-566 to the satisfaction of the Parks & Open Spaces Section.
35. That prior to entering into a Subdivision Agreement with the City for the lands affected by the private easements, being 1304 Dawson Road, the owner shall submit a plan, as agreed to by the owner of 1304 Dawson Road in writing, for the approval of the City Engineer and Building Services Division, detailing how the existing well, septic field, private easements, and access to the existing residential dwelling are going to be addressed through the proposed development and how that residential dwelling will connect to the City services and utilities.
36. That the Subdivision Agreement between the City and the Owner contain provisions regarding the approved plan for the lands affected by the private easements, being 1304 Dawson Road.
37. That prior to entering into a Subdivision Agreement with the City, a hydrogeological assessment prepared by a qualified professional is required to confirm that any existing wells and septic fields on abutting lands will not be compromised as a result of the development, to the satisfaction of the City Engineer. Any requirements for improvements or mitigation works shall be included in the Subdivision Agreement to the satisfaction of the City Engineer.
38. That the Subdivision Agreement between the City and the owner contain a provision wherein the owner agrees to provide a "no trespassing" sign at the western limit of Wardrobe Avenue, Block 10 and Block 73 to advise the general public that lands to the west are privately owned
39. That the Subdivision Agreement between the City and the owner contain a provision wherein the owner agrees to provide a barrier at the western limit of Wardrobe Avenue and Block 10 and Block 73 to the satisfaction of the City Engineer.
40. That prior to entering into a Subdivision Agreement with the City, that for any lands within the development that may have been affected or potentially affected by the existing septic fields, the owner shall prepare and submit an Environmental Site Assessment and Record of Site Condition in accordance with the Ministry of Environment, Conservation and Parks Guidelines for Use at Contaminated Sites in Ontario and submitting a Ministry acknowledged Record of Site Condition.
41. That the Subdivision Agreement between the City and the owner contain any clauses or works required as a result of the Environmental Site Assessments and Records of Site Conditions, to the satisfaction of the City Engineer.

42. That as part of registering the Subdivision Agreement, any lots designated for more than 3-residential units of development, or any commercial development lots, be designated as an area of Site Plan Control.

Note to conditions of Draft Approval:

1. The transmission lines abutting this subdivision operate at 500,000, 230,000 or 115,000 volts. Section 188- Proximity- of the Regulations for Construction Projects in the *Occupational Health and Safety Act*, require that no object be brought closer than 6 metres (20 feet) to an energized 500 kV conductor. The distance for 230 kV conductors is 4.5 metres (15 feet), and for 115 kV conductors it is 3 metres (10 feet). It is the proponent's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the distance specified in the *Act*. They should also be aware that the conductors can raise and lower without warning, depending on the electrical demand placed on the line.



Corporate Report

DEPARTMENT/ DIVISION	Development & Emergency Services - Planning Services	REPORT NO.	R 180/2021
DATE PREPARED	11/25/2021	FILE NO.	
MEETING DATE	12/13/2021 (mm/dd/yyyy)		
SUBJECT	Strategic Core Areas Community Improvement Plan - Update		

RECOMMENDATION

WITH RESPECT to Report R 180/2021 (Development & Emergency Services – Planning Services), we recommend the proposed 2022 capital budget include \$100,000 to fund grants under the Council-approved Strategic Core Areas Community Improvement Plan;

AND THAT the Board of Directors of the Thunder Bay Community Economic Development Commission be acknowledged and recognized for investing in the initial implementation of the program;

AND THAT a copy of resolution be forwarded to the CEDC Board;

AND THAT the Planning Services Division and the Financial Services Division allocate administrative resources to administer the Strategic Core Areas CIP;

AND THAT Planning Services provide an annual update of the program to Committee of the Whole, with the next update to come in December 2022.

AND THAT the necessary by-laws be presented for ratification.

LINK TO STRATEGIC PLAN

The One City, Growing Together Strategic Plan (2019-2021) ‘Strategy to Renew’ includes working to revitalize the downtown cores in partnership with stakeholders. The recent changes to the Community Improvement Plan (CIP) are strongly supported by the Community Economic Development Commission (CEDC), as such implementation of the Grant Program advances the Renew Strategy.

EXECUTIVE SUMMARY

Council amended the Community Improvement Plan in 2020 to support revitalization of the strategic core areas.

In this regard, and to incentivize development in the strategic cores, especially during the pandemic, the CEDC provided up to \$200,000 through to December 31, 2021, to kickstart the program.

Despite the pandemic, the grant programs under the amended CIP has been well received with nine (9) agreements to date and two (2) more large applications in development.

Having experienced the success of the updated program, Planning Services recommends that the City fund the program on a go forward basis and that Planning Services provide annual updates to Council's Committee of the Whole.

DISCUSSION

Through its Strategic Plan, City Council has demonstrated its commitment to the revitalization and development of the City's downtowns and business areas.

A Community Improvement Plan is a planning tool available to stimulate revitalization and focus municipal initiatives in target areas that are in transition, or in need of repair, rehabilitation and redevelopment. Once a plan is in place, grants or loans can be offered to pay for the whole or any part of the cost of an eligible project.

The City's north and south downtowns cores, which include both the Waterfront District BIA and the Fort William Business District BIA, as well as the Bay/Algoma Business District, the Simpson Street area, and the Westfort Business District have all been identified as important strategic core areas for business, commerce, entertainment, and social services where development and revitalization efforts should be targeted.

Council amended the Community Improvement Plan in 2020 to further support revitalization of these strategic core areas. Details on the programs, as amended, are provided in Attachment 1.

In this regard, and to incentivize development in the strategic cores, especially during the pandemic, the CEDC provided up to \$200,000 through to December 31, 2021, to kickstart the program which has been a collaboration between CEDC and Planning Services.

Grant Programs and Uptake

The 2021 Strategic Core Areas Grant Program entails four (4) separate grants, which include the Building Permit and Planning Fee Rebate, Main Floor Commercial Conversion and

Improvement, Upper Floor Residential and Office Conversion and Improvement, and Commercial Front Façade Improvement.

Applicants have the opportunity to apply to each of the grant programs and receive a maximum combined grant of \$25,000 per property. Upon receipt of a complete application including contractor estimates for work and/or materials quotes, approval of applications occurs within one week.

Of the nine (9) approvals given to date, projects include four (4) façade improvement projects, three (3) residential conversion/improvement grants, one (1) office conversion grant, one (1) main floor commercial improvement grant, and one (1) for building fee rebate grant. Most interest has been occurring within the North Core area, with recent interest arising in the South Core also. Planning Services is tracking all enquiries related to the program, and received 41 program enquiries to date in 2021. Potential applicants are hopeful that funding will continue to be available for their projects in 2022.

As the economy recovers from the pandemic, Planning Services anticipates continued high demand for the grant programs in 2022 and into future years. Ongoing funding will be required for continued implementation of the CIP Plan and related grants.

Having experienced the success of the updated program, Planning Services recommends that the City fund the program on a go forward basis and that Planning Services provide annual updates to Council's Committee of the Whole.

FINANCIAL IMPLICATION

Funding in the amount of \$100,000 is included in the proposed 2022 capital budget to support the grant program under the Council-approved Community Improvement Plan.

CONCLUSION

It is concluded that funding should be included in the proposed 2022 capital budget to continue implementation of the City's Community Improvement Plan for the City's Strategic Core Areas.

It is further concluded that the CEDC should be recognized for its partnering with the City as well as its financial contribution. Also, Planning Services should provide annual updates to Committee of the Whole.

BACKGROUND

Further to Report R145/2020 ((Development & Emergency Services, Planning Services Division), Committee of the Whole approved amendments and new grant programs under the Community Improvement Plan for Thunder Bay's Strategic Core Areas.

Further to Report R88/2016 (Development & Emergency Services, Planning Services Division) Committee of the Whole adopted a Community Improvement Plan for Thunder Bay's Strategic Core Areas.

REFERENCE MATERIAL ATTACHED:

Attachment 1 - 2021 Strategic Core Area Grant Program Details

PREPARED BY: Devon McCloskey, Supervisor Planning Services

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER) Joel Depeuter, Acting General Manager Development and Emergency Services	DATE: December 2, 2012
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ATTACHMENT 1

2021 Strategic Core Area Grant Program Details

Building and Planning Fee Rebate

The Building Permit and Planning Fee Grant is available to applicants of commercial and mixed use properties who complete improvement projects within one of the 3 Project Areas, at a rate of 100% rebate to a maximum of \$10,000 dollars.

Commercial Conversion – Main floor

The purpose of the commercial conversion grant is to encourage the redevelopment of existing main floor space to a commercial use. Although other uses such as residential may be permitted on the main floor of a subject location, the objective of this grant is to stimulate the revitalization of properties located within commercial cores for uses that contribute to the economic vitality of these areas. This grant could also be used to provide financial support to rehabilitate vacant commercial properties into viable commercial uses for prospective tenants.

The grant provides 50% of the cost of renovating and converting main floor residential for commercial use up to a maximum of \$10,000. Eligibility for renovation costs is intended to provide for the improvement of a space to enable occupancy for a commercial use, where the condition of a commercial space may have deteriorated to the extent that it is vacant or not favorable for commercial occupancy. The grant may be used for rental or ownership units. Eligible costs include improvements related to accessibility in accordance with the Accessibility for Ontarians with Disabilities Act (AODA).

Residential/Office Conversion – 2nd floor

The residential/office conversion grant is intended to encourage property owners to repair, renovate, and create new second storey or higher, residential dwelling units within the commercial core areas through new development. Eligibility is contingent on the use of the main floor being commercial. This grant could also be used to provide financial support to rehabilitate vacant units into viable residential/office uses for prospective tenants

The grant will cover 50% of the cost of renovating and converting second floor or higher units for residential or office use up to a maximum of \$10,000. Eligibility for renovation costs is intended to provide for the improvement of a space to enable occupancy for residential use, where the condition of an existing residential space may have deteriorated to the extent that it is vacant or not favorable for occupancy. The grant may be used for rental or ownership units. Eligible costs include improvements related to accessibility in accordance with the Accessibility for Ontarians with Disabilities Act (AODA).

Commercial Façade Improvement Grant

The commercial façade improvement grant is intended to provide a grant to owners or tenants who rehabilitate and improve façades of buildings within the Project Areas. Works may include lighting, awnings, and other features that contribute to an increase in property value, represent an improvement to the building, and the public realm. The purpose of the grant is to achieve aesthetic improvement to the streetscape while respecting the character of the street and historical features of the building. Examples of eligible façade improvements include but are not limited to: masonry cleaning, restoration, installation of storefront awnings/signs, redesign of storefronts including installation of siding or stucco, replacement or repair of cornices, parapets and other architectural features

The grant will provide 50% of the cost of improvements to the façade of commercial storefront buildings up to a maximum of \$10,000.

Corporate Report

DEPARTMENT/ DIVISION	Development & Emergency Services - Planning Services	REPORT NO.	R 171/2021
DATE PREPARED	16/11/2021	FILE NO.	
MEETING DATE	13/12/2021 (mm/dd/yyyy)		
SUBJECT	Request for Parkdale Trunk Sewer Extension		

RECOMMENDATION

With respect to Report No. 171/2021 (Development & Emergency Services – Planning Services) we recommend that Administration be directed to include funding for consideration in the 2022 Capital Budget for the completion of the Parkdale Growth Area Secondary Plan Study;

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

EXECUTIVE SUMMARY

A deputation by Nadin Construction (Nadin) was received at the Committee of the Whole meeting on May 17, 2021 relating to their request for Council's support to facilitate the extension of a sanitary trunk sewer from the Parkdale Estates subdivision westerly for approximately 3 km to lands owned by Nadin to facilitate further Plans of Subdivision. The Committee passed a motion for Administration to report back with recommendations by December 13, 2021.

The Nadin lands are located at the westerly limit of the Urban Settlement Area identified in the Official Plan (OP), and within an area formerly known as the Parkdale Community Plan (CP) in the previous OP. All development within the Parkdale CP, west of the Parkdale subdivision have been developed with partial services, being municipal water and private sewage systems. The current OP, and a past Ontario Land Tribunal settlement, requires that any further Plans of Subdivision proceed with full urban services, being municipal water and municipal sanitary sewer.

The Nadin lands consist of approximately 52 hectares (129 acres) of the approximate 264 hectares (652 acres) of remaining developable lands within the former Parkdale Community Plan, now referred to as the Parkdale Growth Area. In order to properly plan for the extension of the sanitary trunk sewer system and any other associated works, it is Administration's position that the current OP policy would require a thorough study to be completed of the entire Parkdale Growth Area in the form of a Secondary Plan Study.

A Secondary Plan Study includes a much broader scope beyond the servicing needs for the study area, and would evaluate specific matters such as land use, development configurations and density requirements, servicing, transportation, recreation, environmental evaluation, and mitigation, and a site specific policy framework to be implemented through amendments to the OP, and so on. A Secondary Plan Study would include significant public consultation and would also be integrated with the Municipal Class Environmental Assessment process since the further development of the Parkdale Growth Area will require the significant expenditure of public funds related to the extension of public services.

In order to evaluate the possible extension of the sanitary trunk sewer system, it is Administration's recommendation that a Secondary Plan Study be carried out for the Parkdale Growth Plan Area, and that funds be included for consideration in the 2022 Capital Budget for this study.

DISCUSSION

Background

The previous Draft Plan of Subdivision approvals and subsequent development of the Nadin lands was pre-dated by the 1978 Parkdale Growth Area – Trunk Services Study (the 1978 Study). The 1978 Study generally included the lands west of Highway 61 to Mapleward Road, and from north of Arthur Street to the (then proposed) Shabaqua Expressway, and included potential development north of the Expressway. This 1978 Study included preliminary development options and recommendations for the extension of roads, and sizing of services for water, sanitary, and storm sewer systems. The 1978 Study envisioned that more than 40,000 people would reside within the Growth Area.

In 1994, Council approved and entered into a Subdivision Agreement for what is now referred to as the Parkdale Estates subdivision. The subsequent design and servicing construction generally followed the recommendations of the 1978 Study, including the over-sizing of municipal watermain and sanitary services to accommodate future development to the north and west, including the Nadin lands. The Parkdale subdivision layout, and its subsequent development to date, has also protected and accommodated future road connections to the north and west, as generally outlined in the 1978 Study.

The Parkdale Community Plan (Parkdale CP) was adopted in March of 1993 under the 1982 Official Plan (1982 OP). The purpose the Parkdale CP was to provide a framework for the phasing and location of future development of the entire Parkdale CP area. The Community Plan built on the 1978 Study and the Parkdale subdivision.

The Parkdale CP directed that development proceed with at a full urban scale with the exception of those areas which were designated "Suburban Residential" in the 1982 OP. Based on the density of 15 units per hectare from the 1982 OP, it was estimated that approximately 10,500 units could be developed on the 680 hectares of vacant urban residential land (less the large open space reserve, now known as the Williams Bog) in the Parkdale CP area. It was anticipated that approximately 6,700 of those units would be situated in areas designated for medium low to high

density residential development. An estimated 3,500 units were expected to be developed in areas designated for low density residential development. Approximately 200 new suburban residential units were to be developed in the areas designated "Suburban" along with the 100 units that existed in these areas.

Based on the City household size of 2.70 persons per unit in 1993, it was estimated that the Parkdale CP area could support a population of approximately 28,350 persons.

West of the Parkdale subdivision, the existing developed lands were developed in accordance with the policies in effect at the time, which allowed for those lands to be developed with partial services, being municipal water and private sewage systems. Draft approval was given in the early 1980's for a plan of subdivision fronting Mapleward Road north of Arthur Street and also for lands to the immediate east as a second stage. Those second stage lands sat undeveloped for some time until the mid 2000's when Nadin Construction purchased those lands and adjacent lands to the east. Nadin's first stage was developed in 2010 and known as the Maplewood Estates subdivision. For the second stage of the Maplewood subdivision, Nadin sought zoning by-law amendments to allow these lands to continue to be developed on partial services. Council's approval ultimately resulted in an appeal by the Ministry of Municipal Affairs and Housing to the Ontario Municipal Board (now OLT - Ontario Land Tribunal). That appeal was settled with the requirement that the Maplewood subdivision Stage 2 lands, comprised of 47 lots, be pre-serviced with a sanitary sewer system, including sanitary connections to each lot, to allow for future connection to the sanitary sewer system if and when it would be extended from the Parkdale subdivision, some 3 km away. Although the Stage 2 lands have since been pre-serviced with sanitary sewers, no lots are connected to the sanitary sewer system and all of the Stage 2 lots are serviced with municipal water and private sewage systems. The intent of the decision was clear that any future development must be developed with full urban services, including connection to the sanitary sewer system. Partial services would not be supported by the Ministry.

Parkdale Growth Area Deputation

In early 2021, Nadin approached Administration to consult about developing their Stage 3 lands with full urban services, which would require the extension of the sanitary sewer system west from the Parkdale subdivision for the 3 km to the Nadin lands. Nadin expressed their interest to construct the sewer extension, but noted that a servicing corridor, being City owned lands or easement rights, had not been established for the servicing corridor, and requested assistance to obtain the rights for a servicing corridor.

Administration advised Nadin that the City did not have the extension of the sanitary sewer system identified as an infrastructure priority, and did not have any funds allocated, or planned to be allocated, for the extension of the Parkdale sewer, or for the acquisition of lands or easements to facilitate the extension. Administration recommended that Nadin consider providing a deputation to Council for Council's consideration for this sewer extension project to be considered an infrastructure priority, and to seek Administration's assistance in moving the project forward.

Nadin presented a deputation and was heard at the Committee of the Whole on May 17, 2021 relating to the extension of the sanitary trunk sewer, west of the Parkdale subdivision. Nadin is the owner of lands located west of the Parkdale subdivision, between Mapleward Road and Garden Avenue, and is proposing to develop their lands to the full urban standard, that is, that the lands be serviced with municipal water, storm, and sanitary sewers. However, the sanitary sewer to service these lands is located within the Parkdale subdivision and would require an approximate three (3) km extension.

Nadin noted, during their deputation, that the extension of the sewer could also include, at a minimum, a gravel surfaced maintenance access road that could provide an additional emergency access route between the Parkdale subdivision and Vanguard Avenue. Nadin noted that they would cover the cost to extend a sanitary sewer from the Parkdale subdivision to service their lands at their cost, and that their estimated cost to be approximately \$3 million. Nadin requested that Council support the sanitary extension project, and that Council direct Administration to support the next steps, including the development of a Community Plan.

As a result of the deputation, the Committee passed a resolution for Administration to report back with recommendations, potential financial implications and any other relevant data by December 13, 2021.

Policy Review – Development of Parkdale Growth Area with Full Urban Services

Provincial Policy Statement:

In accordance with the hierarchy of services identified in the Provincial Policy Statement, public water and sanitary services are the preferred form of servicing, whereas development with partial services is least preferred. Given that the Parkdale Growth Area is designated as an Urban Settlement Area, the expansion of the sanitary sewer in this area does not conflict with Provincial policy.

Official Plan:

Public infrastructure represents a major investment of public funds. It is important that these investments be appropriately protected and managed. It is recognized that proper planning is required so that adequate public infrastructure is available to meet the City's servicing and transportation needs for both the present time, and into the future.

The general objectives of the Public Infrastructure, Services and Facilities Official Plan policies are to:

- provide adequate public infrastructure to meet the present and future needs of the City, its residents and employers, by means of efficient, fiscally sustainable, and economically sound planning and asset management;
- co-ordinate the delivery of public infrastructure with other providers to best serve the public's interest;
- maintain consistent standards with respect to the provision of public infrastructure and equitable cost recovery associated with its provision, operations, and maintenance;

- design and construct public infrastructure to avoid, minimize, or mitigate negative impacts on the natural environment, and to minimize risks to public health and safety;
- provide a full range of public infrastructure to serve and accommodate residents of all ages and abilities in appropriate locations;
- promote a land use and development pattern that maximizes the use and efficiency of public infrastructure;
- encourage the development and redevelopment of public infrastructure in a manner that is resilient to the anticipated impacts of a changing climate and disruptions to critical community infrastructure; and,
- protect public infrastructure by means of a right-of way or easement as appropriate.

It is the intent of the OP that water and sanitary facilities be provided to serve those lands inside the Urban Settlement Area, subject to the following:

- the provision and maintenance of such services is feasible and appropriate from an engineering, phasing, and financial point of view; and,
- the total cost of providing these services to new developments will be the responsibility of the development proponent. However, in accordance with the City's practices and procedures, the City may participate in those costs associated with the over-sizing of certain services when it is considered necessary in order to accommodate future development. As development proceeds, the City shall recover the over-sizing costs from the benefiting landowner when development proceeds.

The OP requires that a minimum ten-year supply of land shall be designated for residential use with the goal of a three year supply of draft approved and/or registered lots and/or blocks being available. The 2020 Lot Inventory and Housing Report concluded that there is at a minimum a 10 year supply of draft approved and/or registered lots and/or blocks available, therefore, justification for this major infrastructure public investment is needed.

Despite the developer's goal of servicing their lands, the extension of services needs to be financially justified and beneficial/available for all lands in between. OP policies would need to be adhered to and it is Administration's position that should the sanitary sewer be extended to Nadin's property, the current zoning by-law requirements for the lands must be reviewed to allow for a diverse range of housing types, in other words, a proposal limited to single detached dwellings would not be supported.

Administration has reviewed the potential implications of the sanitary sewer request and cannot make a recommendation to extend the sewer without further detailed study.

The OP provides a framework for the content of a Secondary Plan, further referred to as the Parkdale Growth Area Secondary Plan Study, which is a detailed plan prepared at a neighbourhood or community scale. Secondary Plans are prepared where it has been determined that the OP's general policies directing City-wide growth and development require further detail to address specific issues in a planning area

Secondary Plans are prepared to:

- guide the development and orderly growth of an area prior to development or redevelopment;
- implement a vision or design concept for a specific area; and,
- address specific matters such as land use, servicing, transportation connections, environmental protection, and density.

A Secondary Plan may be prepared as needed in any area of the City, and in particular may include areas where:

- there are large tracts of vacant or underutilized land;
- future growth and fully serviced urban development is intended;
- significant redevelopment and change is underway;
- there are pressures for expansion or transition to other types of land use; and
- a coordinated approach to subdivision development is required.

Secondary Plans shall be adopted as an amendment to the OP, and will provide direction on the following matters, among others:

- phasing of development or redevelopment;
- land use mix and compatibility;
- financial considerations, including cost-sharing between benefitting landowners;
- vehicular and active transportation including connections within the Secondary Plan area and
- connections to other areas, including any future development areas and between subdivisions;
- water and sanitary plant capacity and distribution;
- public and private utilities;
- protection of natural or built heritage features;
- the need for, and appropriate location of, parks and school sites, and community, recreational, and cultural services and facilities;
- form and intensity of land uses, including commercial nodes if required;
- clustering of development to maximize green space;
- environmental impact and protection strategies, including stormwater management, wildland fire mitigation, and climate change adaptation;
- access to, and visibility of, public spaces such as natural corridors, schools, commercial blocks and parks;
- consideration of orientation of streets, lots, and buildings to maximize passive solar opportunities;
- urban design, accessibility, and community safety objectives;
- infill and lot creation policies;
- density targets;
- access to food;
- hydrogeological impacts.

Secondary Plans may contain a more detailed classification of land use designation than used on a City-wide basis. Secondary Plan policies are intended to provide additional direction and

guidance with respect to development within the specific planning area, and should be read in conjunction with all other policies of the OP.

In summary, Secondary Plans include a much broader scope than just infrastructure requirements, and Secondary Plans require significant public consultation. Given the significant public expenditures required to facilitate the anticipated infrastructure expansions to service the Parkdale Growth Area, the infrastructure component would also be subject to a Municipal Class Environmental Assessment (MCEA) process, or an approved equivalent. The MCEA procedures allows for the MCEA consultation process to be fulfilled through a Secondary Plan Study.

The request for the City to assist the developer with extending the sanitary sewer is much more complex than simply determining an alignment and size of sanitary sewer. To that end, it is Administration's position that only a Secondary Plan exercise can review all of the variables and set a strategy for growth in the Parkdale Growth Area. As such, Administration recommends that a Secondary Plan Study, as contemplated in the OP for this type of investment, be undertaken, and that funds be included in the 2022 budget for consideration for the completion of the Secondary Plan Study.

ADDITIONAL INFORMATION

The existing sanitary sewer is located within the Parkdale subdivision, west of Parkdale Boulevard. Based on a preliminary alignment to extend the sewer from the Parkdale subdivision west to the Nadin lands [refer to Attachment B], property acquisition and / or easements rights would have to be obtained from approximately 17 private property owners. Administration is not able to provide an estimate of the costs associated with property or easement acquisition in the absence of an appraisal being completed as this situation is unique and not comparable to other recent appraisal projects.

Of the estimated 3 km sewer extension, approximately 1.4 km of the sewer corridor would be located on the 17 privately owned parcels, with the remainder being the City owned lands and the Nadin owned lands. Generally, the sewer extension corridor aligns with the Proposed (future) Collector Road outlined in the Transportation Master Plan [refer to Attachment C], with the Proposed Collector Road requiring a Right-of-Way width of 24 meters. If the servicing corridor were to include the full Right-of-Way width as recommended in the Transportation Master Plan, the total area of land required would be approximately 3.4 hectares (8.4 acres).

In addition to the land acquisition costs, a significant amount of survey and legal costs and staff time would be involved in the land acquisition process.

While Nadin noted that they would cover the cost to extend the sanitary sewer from the Parkdale subdivision to service their lands at their cost, this is not the whole cost of the sewer extension. Administration has confirmed with Nadin that they may be willing to cover the costs associated with the sewer required to service only their lands, but not necessarily for any over-sizing of the sewer to accommodate future development within the remainder of the Parkdale Growth Area.

While they recognize a significant portion of the sewer, approximately 2.4 km, may provide benefit to other lands along the sewer corridor outside of their lands, their costs would not include a sewer of sufficient size to service these additional lands, plus the other lands within the Parkdale Growth Area.

Based on a preliminary design, a sanitary sewer with a diameter of 375 mm would be required to service the Nadin lands, being approximately 52 hectares (129 acres). However, the developable portion of the Parkdale Growth Area has an area of approximately 264 hectares (652 acres). It is estimated that the sanitary sewer would have to be upsized to include 2.4 km of 750 mm diameter, and 0.6 km of 600 mm diameter sanitary sewer to service the other developable lands. The estimated cost to the City for the over-sizing of the sanitary sewer is estimated at \$1.1 million.

Currently, the Capital Budget process includes \$50,000 annually for sanitary sewer over-sizing, as well as \$50,000 annually for watermain over-sizing. To date, these amounts, along with carry-forward funds, have been adequate for the over-sizing costs for the size and scale of subdivision developments seen within the last 10-years (and more). The current Capital Budget forecast does not foresee any changes to this amount as this project has not been identified as an infrastructure priority.

Given the scale of costs involved, if the sewer extension works were to move ahead, the City would not be in a position to dedicate these funds solely to Nadin, notwithstanding their contribution, without a public tender process relating to the full construction of the sanitary sewer and associated works. There is no guarantee that Nadin would be the low bidder for these works through a public tender process.

Currently, the City also lacks a policy for the City to recuperate the expenditure of public funds related to over-sizing costs. Ideally, as the lands that benefitted from the over-sizing costs were developed, the City should be in a position to recuperate these funds from the developers. If the sewer extension works were to move ahead with public funds, a new policy would be needed to allow the City to recuperate the public funds.

In other jurisdictions, Development Charge/Community Benefit funds are used to fund the over-sizing costs related to development growth, including the extension of trunk services. As the City does not currently collect Development Charges, if this project were to proceed, it would be funded from the existing sewer rate program, and would impact the City's current Wastewater System Financial Plan.

In terms of a recent comparable study to the possible Parkdale Growth Area Secondary Plan Study, the City has not completed one to this scale and complexity. In 2012, the Renew Thunder Bay Golf Links Road/Junot Avenue Corridor Study (the Renew Study) was completed, however, this only related to the potential future development of 81 ha (200 acres) of City owned land. The Renew Study also identified several infrastructure extensions required to service the City owned lands. One related example from the Renew Study is the 1.9 km extension of the sanitary trunk sewer (the Burwood trunk sewer) from Innovation Drive to north of Oliver Road, to service the 43 ha (106 acres) of City owned land. To date, only approximately 0.5 km of the

sewer extension has been completed (in 2020) at a cost of \$325,000. It is estimated that the remainder of this sewer extension will cost \$1.2 million, and this extension is currently not funded or identified as an infrastructure priority (even though the primary intent is to service, and to increase the development potential, for wholly City owned lands).

Lastly, as the Parkdale Growth Area has an area of approximately 264 hectares (652 acres), by applying the minimum density targets in the current OP of 20 units per hectare for Growth Areas, the full development of the Parkdale Growth Area lands could result in approximately 5,300 additional residential units.

FINANCIAL IMPLICATIONS

The recommendation from Administration is to include funds for consideration in the 2022 Capital Budget for the completion of the Parkdale Growth Area Secondary Plan Study. This Study has an estimated cost to complete of approximately \$350,000 to \$400,000.

As further recommended under Report No. 177/2021 (Infrastructure & Operations – Engineering & Operations), \$180,000 is recommended to be included for consideration in the 2022 Capital Budget, and that \$60,000 from carry forward funds from Infrastructure & Operations be used for the Secondary Plan Study.

The remainder of the funds needed to complete the Secondary Plan Study would be from carry forward funds already intended and approved to be used for sanitary sewer studies, water distribution studies, and land use planning studies.

CONCLUSION

Administration is recommending that a Parkdale Growth Area Secondary Plan Study be completed and that the additional funds needed for the completion of the Secondary Plan Study be included for consideration in the 2022 budget.

REFERENCE MATERIAL ATTACHED

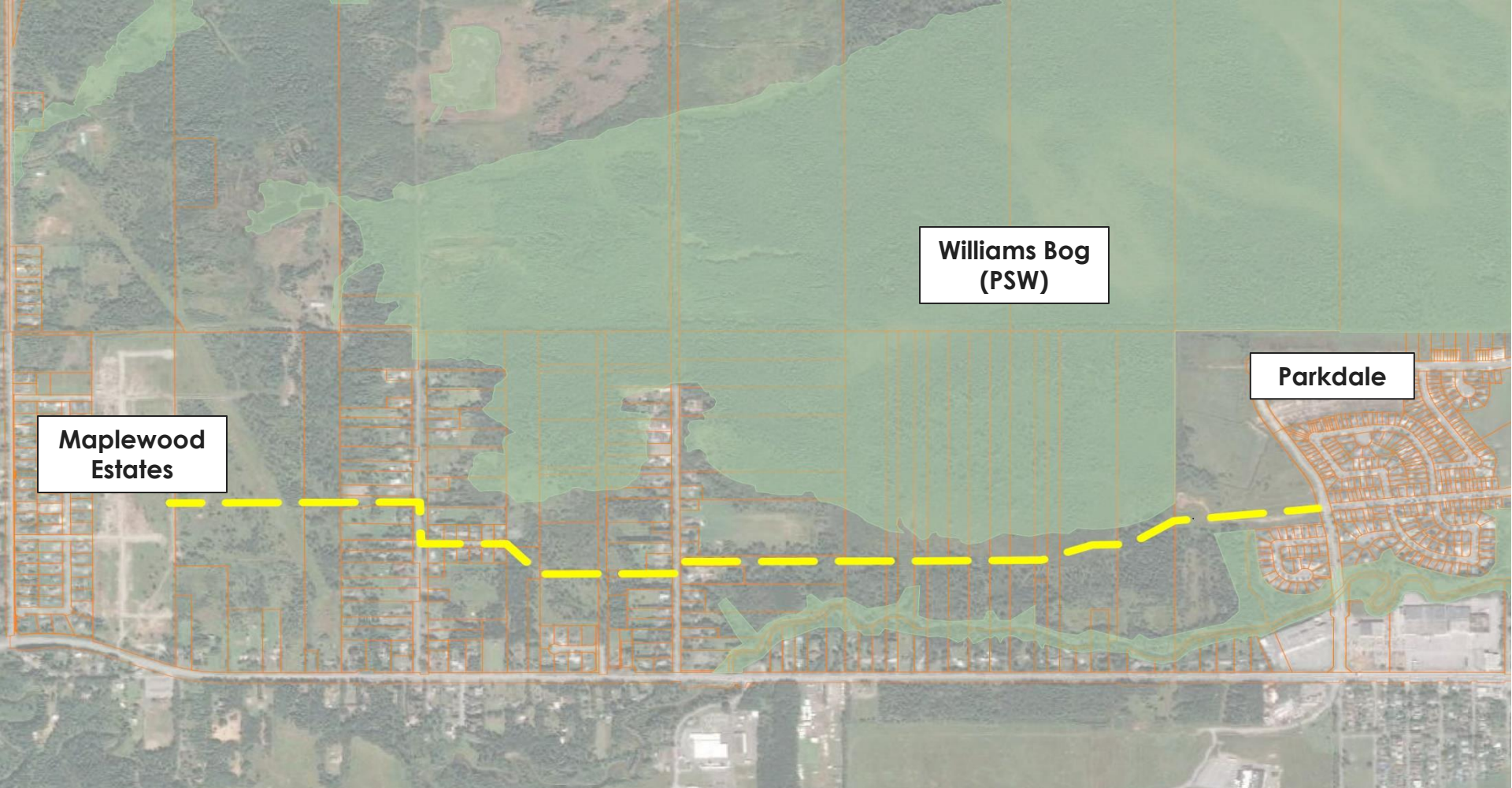
Attachment A – Presentation from Committee of the Whole on May 17, 2021
Attachment B – Conceptual Alignment of Proposed Sanitary Trunk Sewer Extension
Attachment C – Exhibit 4.1 from Transportation Master Plan – Road Network Classification
Attachment D – Parkdale Growth Area – Proposed Study Area

PREPARED BY:

DECIO LOPES, RPP, SENIOR PLANNER

AARON WARD, P.ENG, PROJECT ENGINEER

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER) Joel DePeuter, Acting General Manager Development and Emergency Services	DATE: December 3, 2021
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Parkdale to Maplewood Trunk Sewer Extension

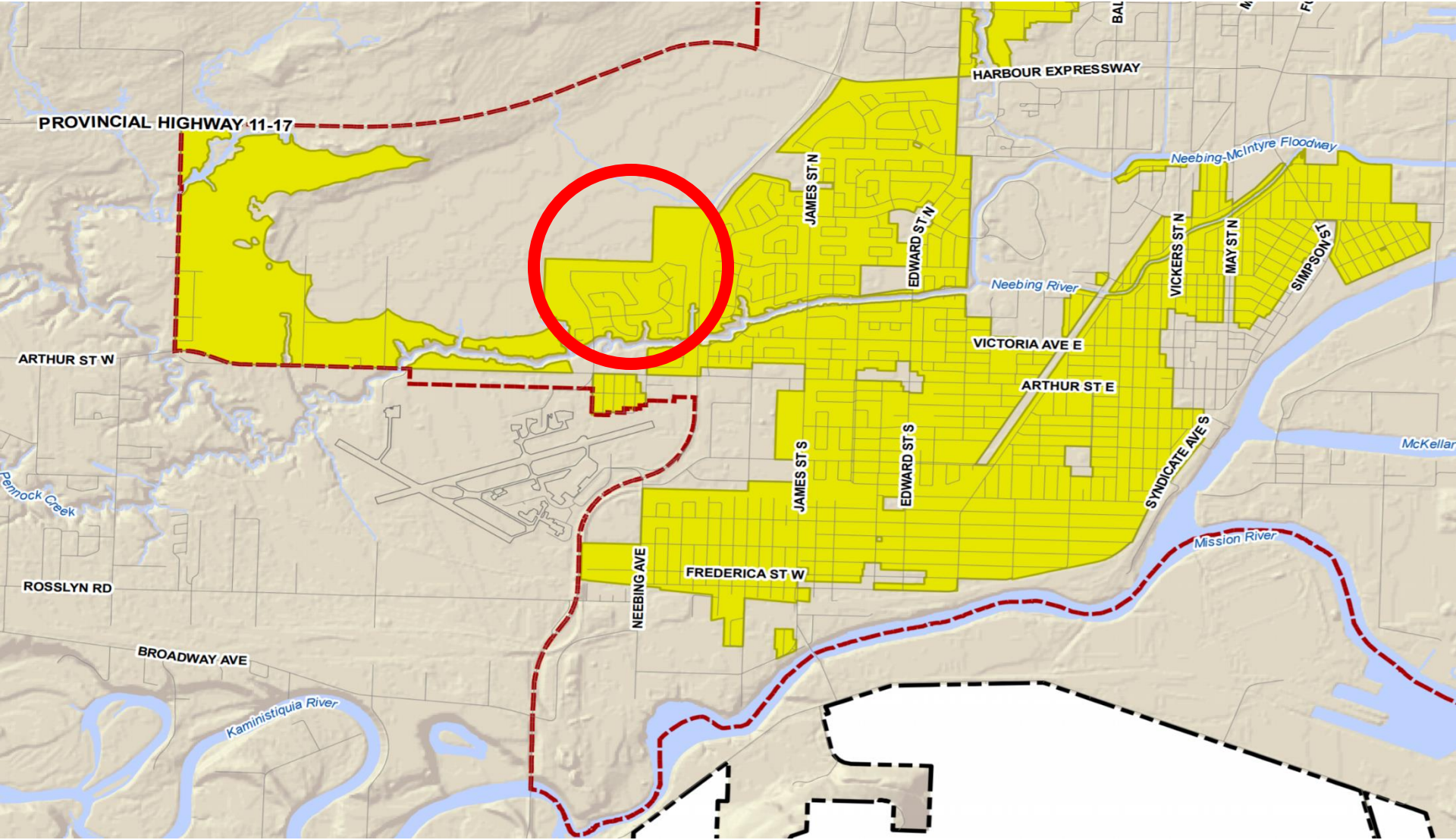
Trunk Sewer
Extension

City of Thunder Bay
Council Deputation
May 17th 2021

Our request

- Request that City Council support the Sanitary Trunk Sewer Extension project
- Provide a council directive to City Administration to further support the projects 'Next Steps'



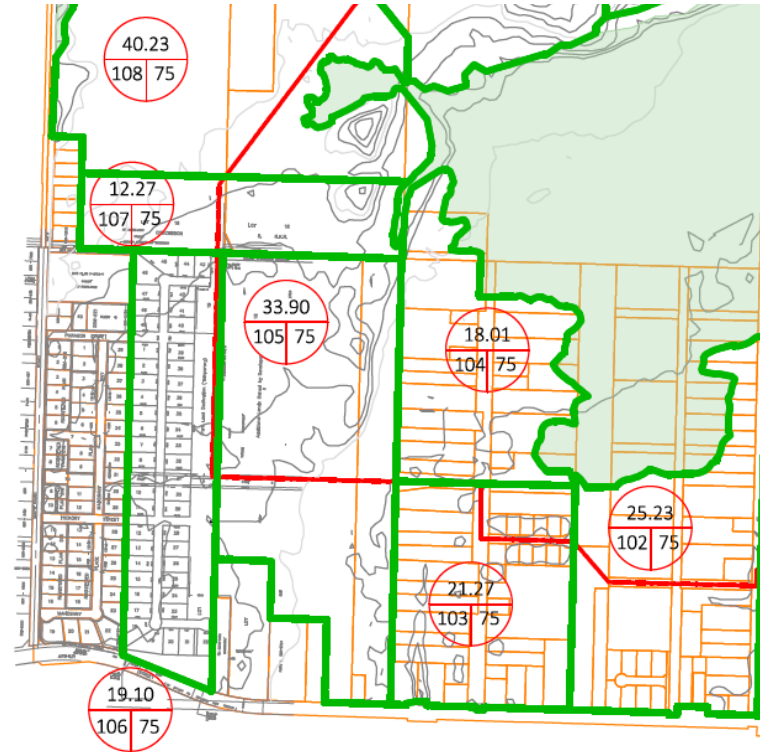


Available Land

Parkdale Subdivision
Future Stages 321 lots
1118 units
Total 1503

How it works

- 2017 – Sanitary Trunk Sewer Feasibility Study completed by Stantec
- 3 km alignment from Maplewood to Parkdale
- Gravity sewer – low maintenance
- Feasibility Study accounts for 75 units per hectare population density
- Private and public easements
- Estimated private investment: \$3 million

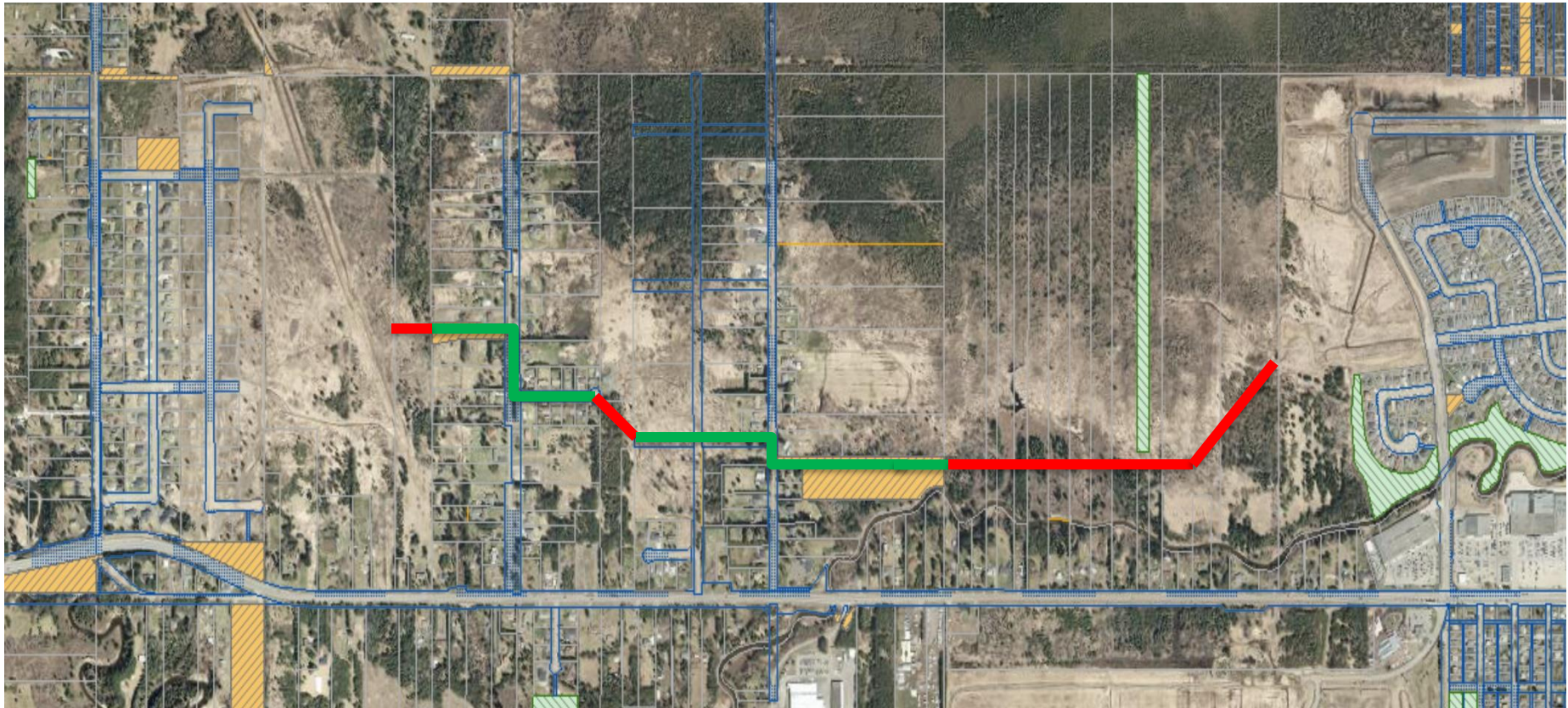


City Easements and Private Lands



Private Land

City Owned



Benefits

- Private investment for public infrastructure
 - New infrastructure is paid for through tax dollars.
 - Private investments reduce the amount of tax dollars required for public infrastructure.
- Supply and demand
 - 321 lots remain south of the Harbour Expressway
 - Options for City of Thunder Bay residents
 - Creates competition to drive down cost
- Secondary access for Parkdale
 - Emergency access route
 - Parkdale to Vanguard Ave emergency access route
 - Future developable lands
 - Secondary access to Parkdale




Secondary Access and Future Development



Policy – Official Plan 2018

General Goals

The general goals of this Plan are to:

- Promote a pattern of land use, and the provision of services and facilities that will enhance the health, safety, and well-being of all present and future residents of the City; 
- Direct development so that it occurs in an efficient and cost-effective manner; 
- Reduce the potential for public cost or risk by promoting climate change adaptation, protecting ecological functions, and directing development away from areas where there is a risk to public health, safety, and well-being, or property damage; 
- Support a balance among the various land uses by allocating sufficient, well located, and suitable lands to meet the needs of the community;
- Establish the basis and framework for Secondary Planning and the City's Zoning By-law;

PART 1 - INTRODUCTION



Policy – Official Plan 2018

General Objectives

The general objectives of the Public Infrastructure, Services and Facilities policies are to:

- provide adequate public infrastructure to meet the present and future needs of the City, its residents and employers, by means of efficient, fiscally sustainable, and economically sound planning and asset management;
- co-ordinate the delivery of public infrastructure with other providers to best serve the public's interest;
- maintain consistent standards with respect to the provision of public infrastructure and equitable cost recovery associated with its provision, operations, and maintenance;
- design and construct public infrastructure to avoid, minimize, or mitigate negative impacts on the natural environment, and to minimize risks to public health and safety; 🌿

PART 6 – PUBLIC INFRASTRUCTURE



- provide a full range of public infrastructure to serve and accommodate residents of all ages and abilities in appropriate locations; ❤️
- promote a land use and development pattern that maximizes the use and efficiency of public infrastructure; 📈
- encourage the development and redevelopment of public infrastructure in a manner that is resilient to the anticipated impacts of a changing climate and disruptions to critical community infrastructure; and, 🏠
- protect public infrastructure by means of a right-of-way or easement as appropriate.

Policy – Official Plan 2018

General Objectives

The general objectives of the Residential policies are to:

- provide for an adequate supply of residentially-designated and serviceable land in appropriate locations in order to meet the City's housing needs;
- provide for the creation of safe, livable, attractive and healthy neighbourhoods; ♥
- promote a range and variety of dwelling unit types and an appropriate mix of densities that will facilitate a supply of housing that is accessible, affordable, accommodating to a mix of demographic and income groups, and is appropriate to the needs of the community;
- encourage the provision of ownership and rental housing forms and densities that are affordable for lower to moderate income households;

PART 10 – URBAN SETTLEMENT AREA



- support the development of residential facilities that meet the housing needs of persons requiring special care or living arrangements;
- realize a minimum of 20% of new dwelling units through intensification;

- provide for, and promote the efficient use of, a full range of infrastructure and appropriate community, recreational, institutional, and social services and facilities in order to meet the needs of residents; ♥
- direct the expansion of residential development into the existing residential area; ♻
- protect the Growth Area for future residential development;
- achieve urban design objectives through the process of Site Plan Control for all mid-rise and high-rise development;



Next Steps

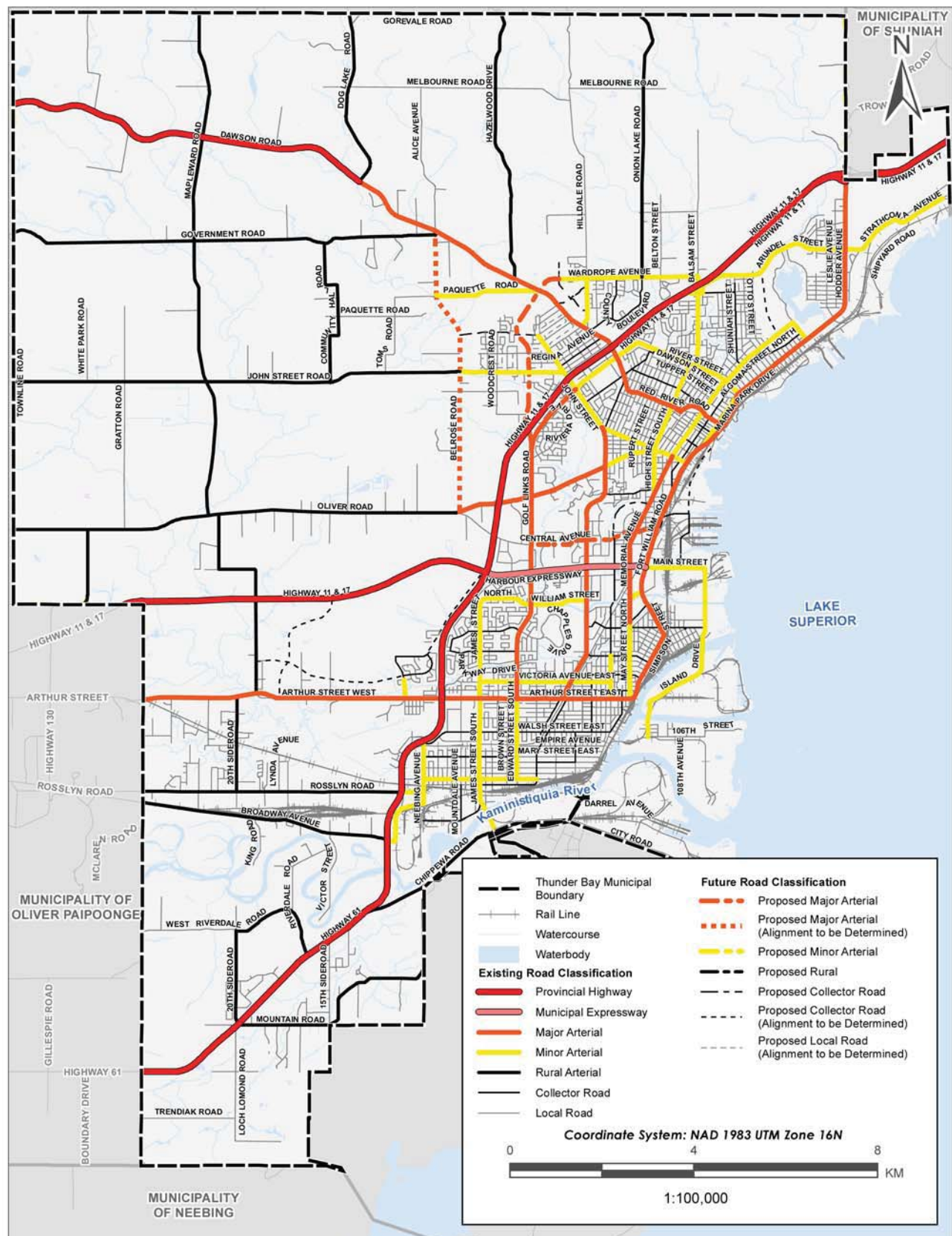
- New Maplewood –
Parkdale Community Plan
- Detailed Design of sanitary
trunk sewer
- Land acquisitions /
Easements
- Construction

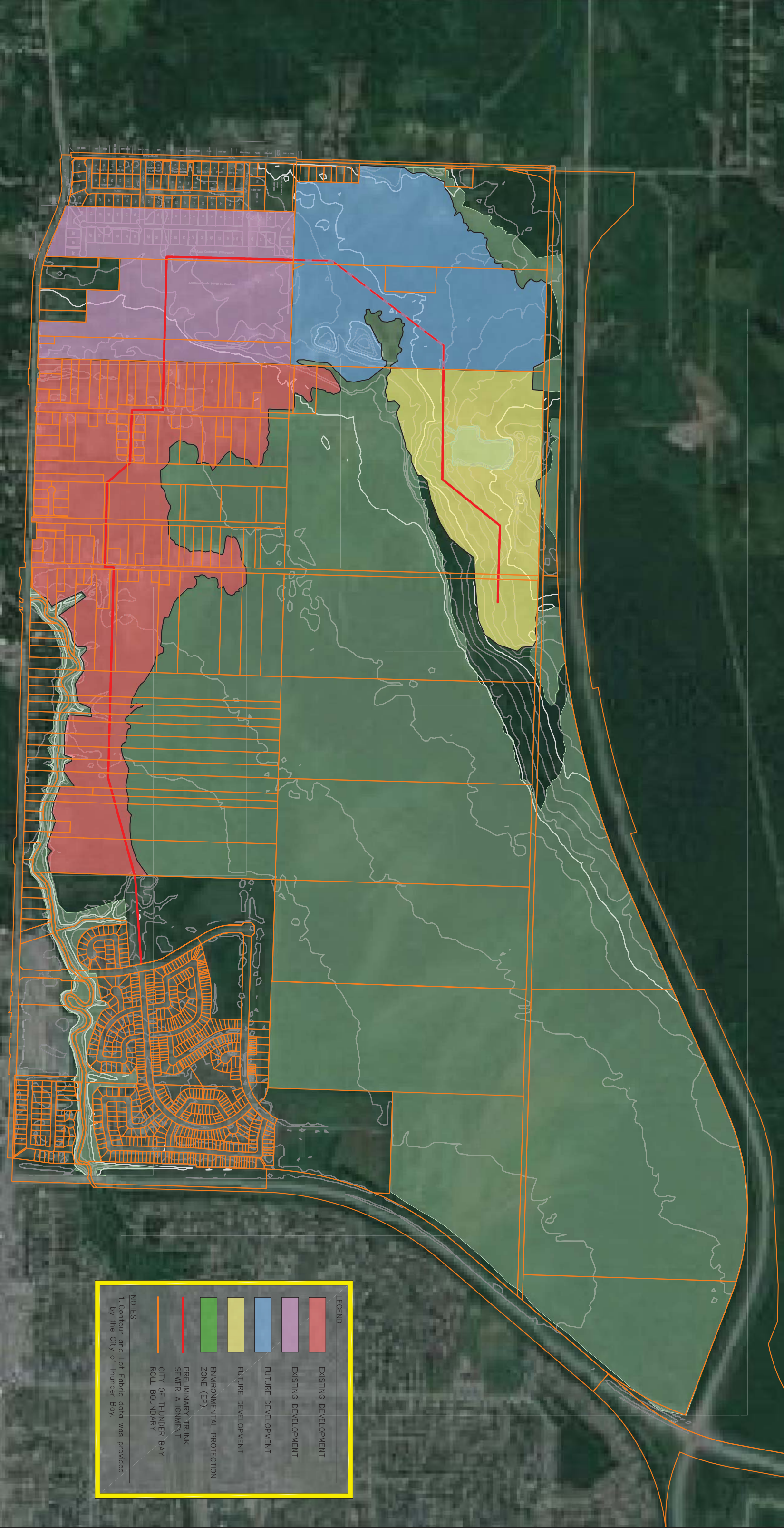




CONCEPTUAL ALIGNMENT OF PROPOSED
PARKDALE SANITARY TRUNK SEWER EXTENSION
NOVEMBER 2021 (not to scale)

Exhibit 4.1: Road Network Classification





LEGEND

EXISTING DEVELOPMENT

EXISTING DEVELOPMENT

FUTURE DEVELOPMENT

FUTURE DEVELOPMENT

ENVIRONMENTAL PROTECTION ZONE (EP)

PRELIMINARY TRUNK SEWER ALIGNMENT

CITY OF THUNDER BAY ROLL BOUNDARY

NOTES

1. Contour and Lot Fabric data was provided by the City of Thunder Bay.

Corporate Report

DEPARTMENT/ DIVISION	Infrastructure & Operations - Engineering & Operations	REPORT NO.	R 177/2021
DATE PREPARED	11/22/2021	FILE NO.	
MEETING DATE	12/13/2021 (mm/dd/yyyy)		
SUBJECT	Parkdale Estates Subdivision – 2022 Budget for Additional Access Environmental Assessment Study		

RECOMMENDATION

With respect to Report No. 177/2021 [Infrastructure & Operations – Engineering & Operations] we recommend that Administration be directed to include \$180,000 for consideration in the 2022 Capital Budget for the completion of the Parkdale Growth Area Secondary Plan Study in lieu of the Parkdale Additional Access Municipal Class Environmental Assessment Study;

AND THAT Administration be directed to use \$60,000 carry forward funds identified for the Parkdale Additional Access Municipal Class Environmental Assessment Study for the Parkdale Growth Area Secondary Plan Study;

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

EXECUTIVE SUMMARY

In order to investigate past concerns from residents within and surrounding the Parkdale Estates subdivision area regarding traffic volumes and the number of access points to the subdivision, Administration was directed, through the approval of the 2020 Capital Budget, to initiate the Parkdale Additional Access Municipal Class Environmental Assessment Study (“Access Study”).

In consideration and preparation for this Access Study, Administration participated in a special Neebing Ward Meeting dedicated to the potential Access Study on December 3, 2020 to seek feedback from residents if the Access Study should proceed or be deferred. In addition to the standard Ward Meeting notification process, meeting notices were also physically delivered to the residences within the Parkdale subdivision. It is estimated that 32 members of the public virtually attended the Ward Meeting. Feedback was obtained from 10 members of the public, both within and outside the Parkdale subdivision. There was a split between those who felt the Access Study should proceed, and those who felt it should not and that the expenditure of the funds towards the Access Study was not warranted.

Subsequent to the Ward Meeting, a deputation was heard at the Committee of the Whole on May 17, 2021 relating to the extension of the sanitary trunk sewer, west of the Parkdale subdivision, which would also facilitate an additional access to the Parkdale Subdivision, with a motion passed to report back with recommendations by December 13, 2021. Subsequent to this motion, Administration's recommendation from Report No. 171/2021 [Development & Emergency Services – Planning] is to proceed with a Parkdale Growth Area Secondary Plan Study in 2022, which would include an evaluation of traffic requirements from the Parkdale Growth Area, including the Parkdale subdivision, and may facilitate the provision of an additional access from the Parkdale subdivision west to Vanguard Avenue.

The Secondary Plan Study, which includes a much broader scope beyond just traffic and access requirements, would include significant public consultation, similar to the Municipal Class Environmental Assessment (MCEA) process. The intent is that the MCEA requirements would be integrated and fulfilled through the Secondary Plan Study, and subsequent Official Plan amendments, which generally follow the adoption of a Secondary Plan Study, thus eliminating the need for separate studies with an overlapping scope of work.

With Administration's recommendation to proceed with the Secondary Plan Study under Report No. 171/2021 [Development & Emergency Services – Planning], it is further recommended that the funds for the Access Study be directed towards the completion of the Secondary Plan Study in lieu of the Access Study.

DISCUSSION

Brief History of the Parkdale Estates Subdivision

The Draft Plan of Subdivision approval of the Parkdale Estates subdivision was pre-dated by the 1978 Parkdale Growth Area – Trunk Services Study (the 1978 Study), which generally included the lands from west of Highway 61 to Mapleward Road, and from north of Arthur Street to the (then proposed) Shabaqua Expressway, and even included potential development north of the Expressway [refer to Attachment A]. This 1978 Study included preliminary development options and included recommendations for the extension of roads, and sizing of services for water, sanitary, and storm sewer systems. The 1978 Study envisioned more than 40,000 people would reside within the Growth Area.

In 1994, Council approved and entered into a Subdivision Agreement for what is now referred to as the Parkdale Estates subdivision. The subsequent design and servicing construction generally followed the recommendations of the 1978 Study, including the over-sizing of municipal watermain and sanitary services to accommodate future development to the north and west. The subdivision layout also protected and accommodated future road connections to the north and west, as generally outlined in the 1978 Study. Overall, the 1994 Parkdale subdivision included up to approximately 2,200 residential units, plus two (2) school blocks and one (1) commercial block of land.

Following the Parkdale Subdivision Agreement, in 1995-1996, a significant portion of the lands within the 1978 Study area was designated as a Provincially Significant Wetland (PSW), being the Williams Bog. The current size of the Williams Bog is approximately 615 hectares (1,520 acres). This designation drastically reduced the development potential within the overall 1978 Study area.

Public vehicular access to the Parkdale subdivision is provided from Parkdale Boulevard, north of Arthur Street, and includes a 4-lane road and 4-lane bridge over the Neebing River, with sidewalks on both sides and a concrete median dividing the 4-lanes over the bridge. The Neebing River bridge is designed well (>5 ft) above the Regulatory Flood elevation of the Neebing River. In addition to Parkdale Boulevard, a sewer maintenance road running parallel and along the west side of Highway 61, with access to Highway 11/17 also serves as an emergency access road. This road is maintained year-round, including being plowed in the winter, and was recently widened with culvert improvements and signage.

As of November 2021, approximately 645 residential units have been built or are under construction within the Parkdale subdivision, including the multi-unit apartment buildings north of Weiler Boulevard. Most recently in 2016, Council approved a Draft Plan Amendment relating to the Stage 6 lands, which included the elimination of one (1) school block and the only commercial block near the southeast corner of Parkdale Boulevard and Weiler Boulevard. These blocks were replaced with a new layout comprised of up to 229 residential units and the introduction of a new road, being Muskrat Drive. The approximate 645 residential units built to date include those under construction within the Stage 6 lands.

As a condition of the Stage 6 approval, both the City and the MTO required an updated Traffic Study to be completed. The original Parkdale subdivision traffic study was completed in 1993, was updated in 2004, and was most recently updated in 2017. As part of the 2017 Traffic Study update, the developer provided an updated conceptual layout for the remainder of the undeveloped lands within the Parkdale subdivision to estimate future traffic growth to the year 2032. The conceptual layout also significantly reduced the overall number of units from 2,200 residential units to 1,477 residential units, with the one (1) remaining school block. The reduction was mainly due to a significant decrease in the number of multi-unit residential units.

The 2017 Traffic Study concluded that no geometric (physical) improvements were required to the Arthur Street road network by the year 2032, and that the Arthur Street road network could support the assumed background traffic growth plus a total of approximately 1,030 residential units from the Parkdale subdivision with only changes to traffic signal timing being required.

The limiting factors for traffic volume in the future scenario were the Parkdale Boulevard & Arthur Street intersection, and the Arthur Street & Highway 61 intersection. With geometric improvements, including a double left-turn lane at Parkdale Boulevard & Arthur Street, and with Highway 61 intersection improvements, the Arthur Street Road network could accommodate approximately 1,330 units from the Parkdale subdivision by the year 2032. The 2017 Traffic Study update was approved by both the City and the MTO.

It is worthy to note that within 2021, only 20 new residential units have been approved for construction within the Parkdale subdivision.

In addition to the 2017 Traffic Study update, separate traffic studies were completed and approved along the Arthur Street corridor in 2014 for the Hampton Inn hotel development, in 2016 for future development of the Arthur Street Marketplace, and in 2018 for the Home 2 hotel development. All of these studies came to similar conclusions about the traffic Level of Service along Arthur Street related to the current and future growth.

Based on these various traffic studies, from a traffic Level of Service perspective, an additional public vehicular access for the Parkdale subdivision would not be required until at least 2032, and likely much later given the conservative assumptions used. The City and the MTO can also require updated traffic studies related to the future stages of the Parkdale subdivision.

If a MCEA Access Study was completed now, but the construction related to the study were not to commence for more than 10-years, the conclusions of the study may no longer be wholly valid, and an update to the study would be required.

Neebing Ward Meeting and Additional Access Options

In consideration and preparation for the potential Access Study, the Neebing Ward Councillor organized a special Neebing Ward Meeting dedicated to the potential Access Study, and invited Administration to provide a presentation. To further inform and engage the residents of the Parkdale subdivision, in addition to the standard Ward Meeting notification process, meeting notices were also physically delivered to the residences within the Parkdale subdivision in advance of the meeting [attached as Attachment B].

It is estimated that 32 members of the public virtually attended the meeting, plus those who may have viewed it from their televisions. During the meeting, Administration provided a presentation on the history on the Parkdale subdivision; past traffic studies and traffic Level of Service; the Access Study process; potential options for additional access points; and, to seek feedback if the Access Study should proceed or be deferred to the future. At the outset of the presentation, Administration posed the question of if there was a desire to complete the Access Study now, or could it be deferred.

During the Ward Meeting, Administration provided a high-level summary of six (6) potential access options ranging in cost from approximately \$1M to \$10M. Each option has its faults, including combinations of: construction through a Provincially Significant Wetland, limited development (tax revenue benefits) potential along the new corridor, not supported by MTO, not favourable access direction for residents, will not address long-term traffic issues on Arthur Street, etc. A more detailed summary of the access options is presented in Attachment C.

At the end of the presentation, eight (8) questions were submitted by members of the public, however, only a few questions were specifically related to providing additional vehicular access routes to the Parkdale subdivision, and the remainder of the questions were general in nature. The Minutes of the Ward Meeting are included as Attachment D.

Subsequent to the Ward Meeting, Administration and Councillor Fraser received feedback and had discussions with approximately 10 members of the public. These members of the public included residents located both within and outside the Parkdale subdivision, and the feedback provided was a split between those who felt the Access Study should proceed, and those who felt it should not and that the expenditure of the funds towards the Access Study was not warranted.

Considering direct notices to the residences within the Parkdale subdivision were provided, and the limited attendance and feedback received, a second access does not appear to be a priority for most of the subdivision.

Parkdale Growth Area Deputation

Subsequent to the Ward Meeting, Administration became aware of a deputation request that may facilitate an additional access being provided to the Parkdale subdivision. That deputation was heard at the Committee of the Whole on May 17, 2021 relating to the extension of the sanitary trunk sewer, west of the Parkdale subdivision, with a motion passed to report back to Council with recommendations by December 13, 2021.

In summary, a subdivision developer, with lands located west of the Parkdale subdivision, between Mapleward Road and Garden Avenue, is proposing to develop their lands to the full urban standard, that is, that the lands be serviced with municipal water, storm, and sanitary sewers. However, the sanitary sewer to service these lands currently terminates within the Parkdale subdivision and would require an approximate three (3) km extension. This extension was envisioned in the 1978 Study.

The developer noted, during their deputation, that the extension of the sewer would also include, at a minimum, a gravel maintenance access road that could provide an additional emergency access route between the Parkdale subdivision and Vanguard Avenue. Alternatively, the road could be upgraded to provide full public access to the Parkdale subdivision, at the cost of the City, or through the further development of the adjacent lands at the cost of a future developer. The option to extend a road west from the Parkdale subdivision aligns with one of the options outlined in the Ward Meeting presentation.

In response to the motion from the deputation, Administration's recommendation from Report No. 171/2021 [Development & Emergency Services – Planning] is to proceed with a Parkdale Growth Area Secondary Plan Study in 2022. Amongst the broad scope of the Secondary Plan Study, the scope of work would include an evaluation of traffic requirements from the Parkdale Growth Area, including the Parkdale subdivision, as well as potential traffic impacts from the Growth Area on the Parkdale subdivision area, and the Arthur Street road network.

The Secondary Plan Study, which includes a much broader scope beyond just traffic and access requirements, would include significant public consultation, similar to the MCEA process. The intent is that the MCEA requirements would be integrated and fulfilled through the Secondary Plan Study, and subsequent Official Plan amendments, which generally follow the adoption of a Secondary Plan Study, thus eliminating the need for separate or concurrent studies with an overlapping scope of work.

With Administration's recommendation to proceed with Secondary Plan Study under Report No. 171/2021 [Development & Emergency Services – Planning], it Administration's recommendation that the funds for the Access Study be directed towards the completion of the Secondary Plan Study in lieu of the Access Study.

FINANCIAL IMPLICATION

The recommendation from Administration is to include \$180,000 for consideration in the 2022 Capital Budget for the completion of the Secondary Plan Study in lieu of the Access Study, and that the remaining funds in the 2020 Capital Budget (\$60,000) for the Access Study be directed towards the Secondary Plan Study.

CONCLUSION

Administration is recommending that a Parkdale Growth Area Secondary Plan Study be completed in place of the Parkdale Additional Access Municipal Class Environmental Assessment Study, and that the funds for the Access Study be re-directed towards the completion of the Secondary Plan Study.

BACKGROUND

Through the approval of the 2020 Capital Budget, Administration was directed to initiate the Parkdale Access Municipal Class Environmental Access Study. Through a Memorandum to Council in December 2020, Administration noted that a further recommendation would be brought to Council on whether to proceed with the Access Study, and what to do with related funds [attached as Attachment E].

REFERENCE MATERIAL ATTACHED:

Attachment A- Neebing Ward Meeting-Parkdale Subdivision- Access Study- Presentation by Engineering & Operations
Attachment B- Neebing Ward Meeting Notice for December 3, 2020
Attachment C- Summary of Access Options for the Parkdale Subdivision
Attachment D- Neebing Ward Meeting- Minutes of Meeting for December 3, 2020
Attachment E- Memorandum to Council- December 23, 2020

PREPARED BY: AARON WARD, P. ENG., PROJECT ENGINEER

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER) Kerri Marshall, General Manager – Infrastructure & Operations	DATE: December 2, 2021
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Neebing Ward Meeting Parkdale Subdivision – Access Study



Presentation Outline

- Introductions
- Purpose of Meeting
- Brief History of Parkdale Subdivision
- Traffic Studies & Current Access
- Municipal Class Environmental Assessment Process
- Questions & Discussion
 - Call **625-2230** or email officeofthecityclerk@thunderbay.ca to submit questions during or at end of presentation (questions will be read out and answered / discussed at end)

Contact Information

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Cody Fraser, HBA, JD

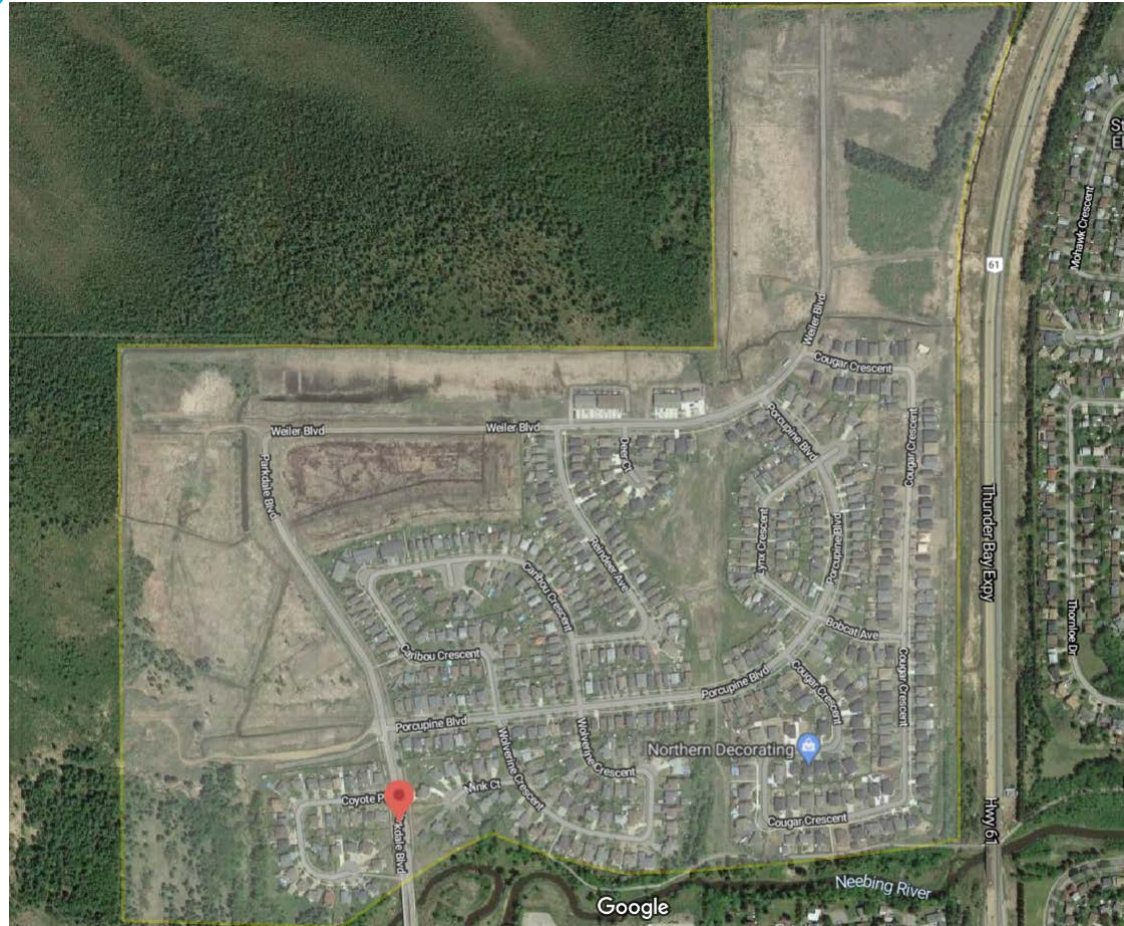
Neebing Ward Councillor

(807) 633-3846

cody.fraser@thunderbay.ca

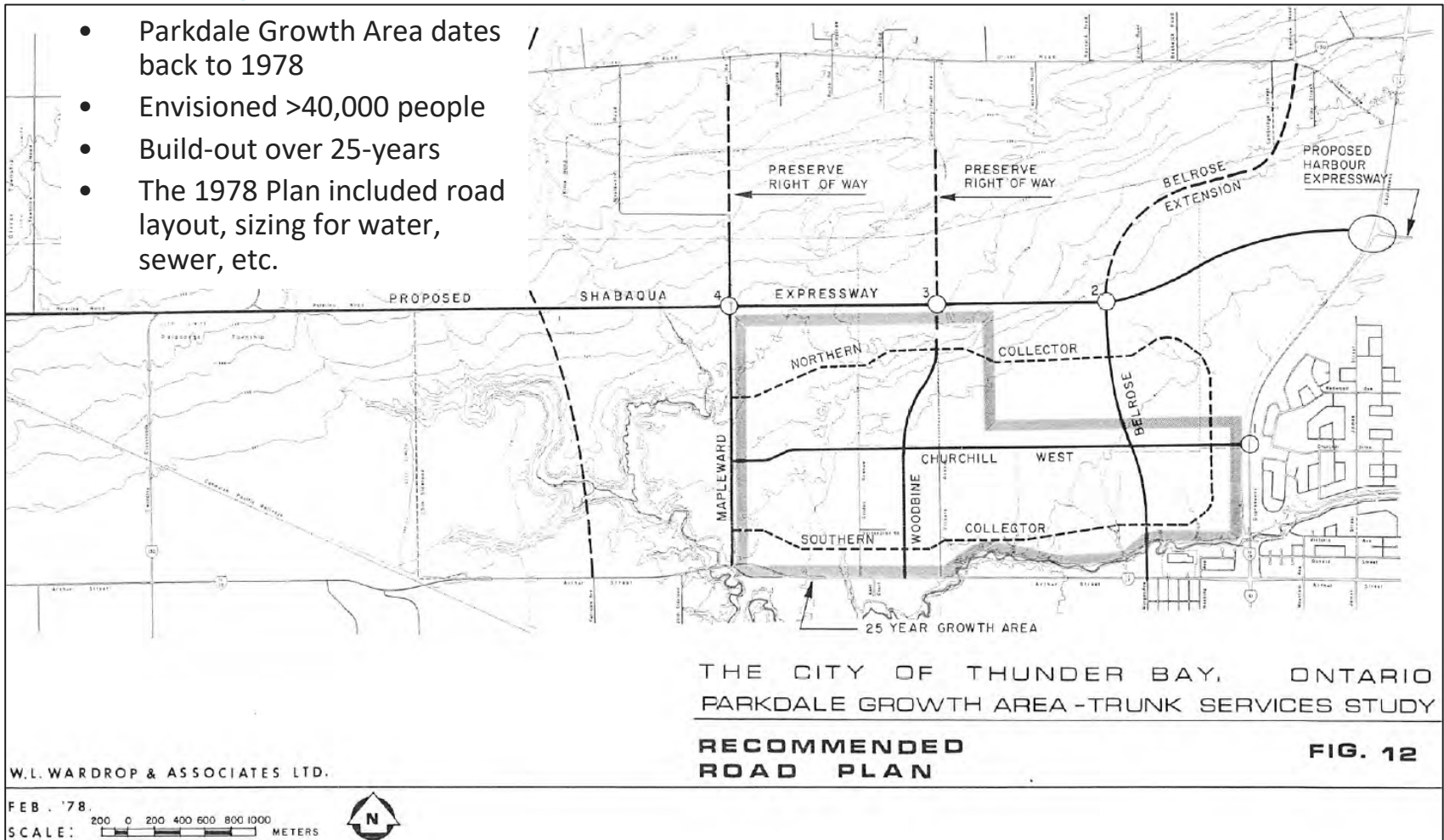
Purpose of Meeting

- Council approved \$250,000 in 2020/2021 Capital Budget for a Parkdale Access Study
- Intent was to complete a “Municipal Class Environmental Assessment – Schedule C” Study
- What would Study include?
- Possible Study outcomes (technical output) vs. public desired outcome
- Consider if there is desire to start Study now, or can it be deferred to future?



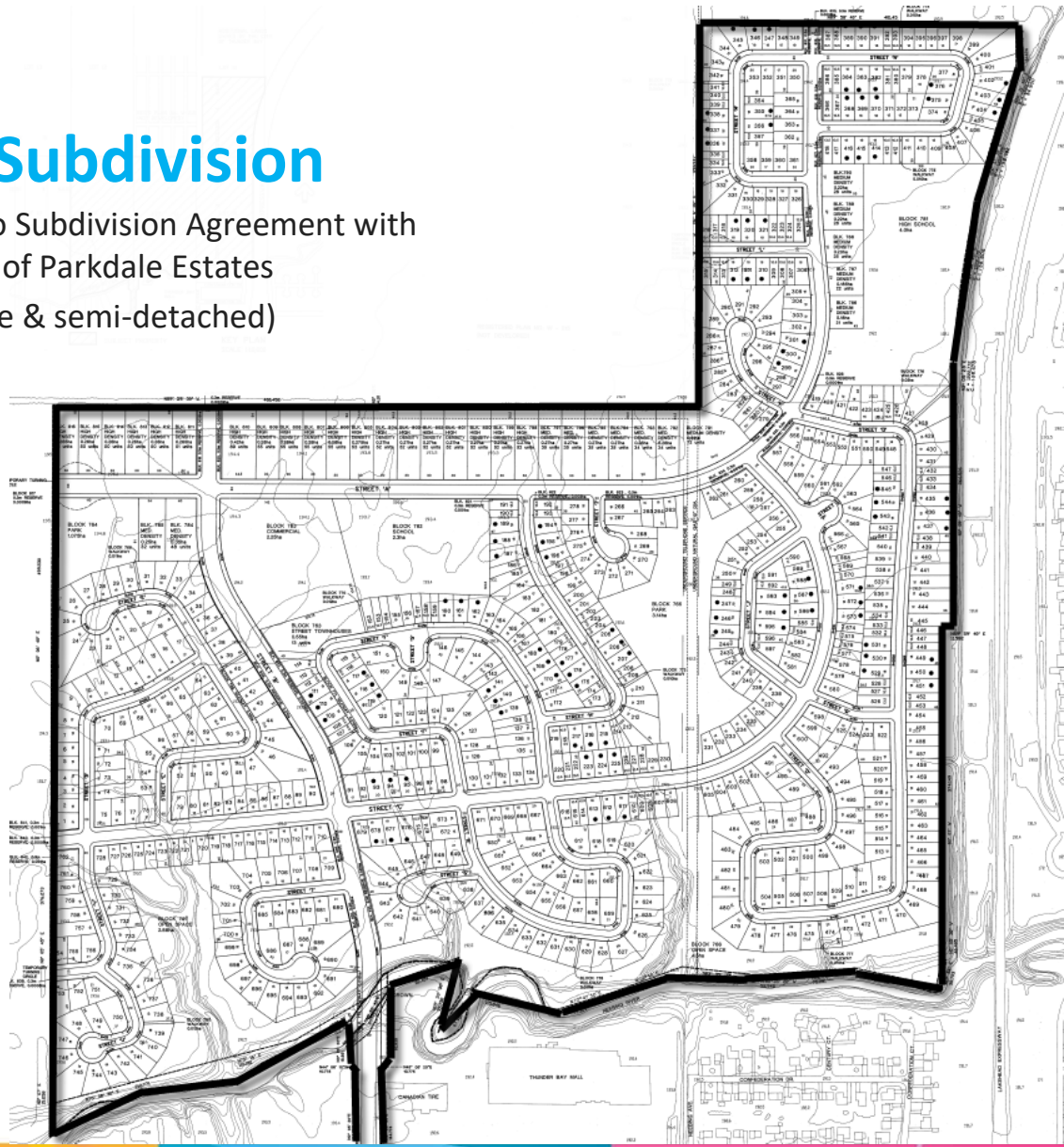
History of Parkdale Subdivision

- Parkdale Growth Area dates back to 1978
- Envisioned >40,000 people
- Build-out over 25-years
- The 1978 Plan included road layout, sizing for water, sewer, etc.



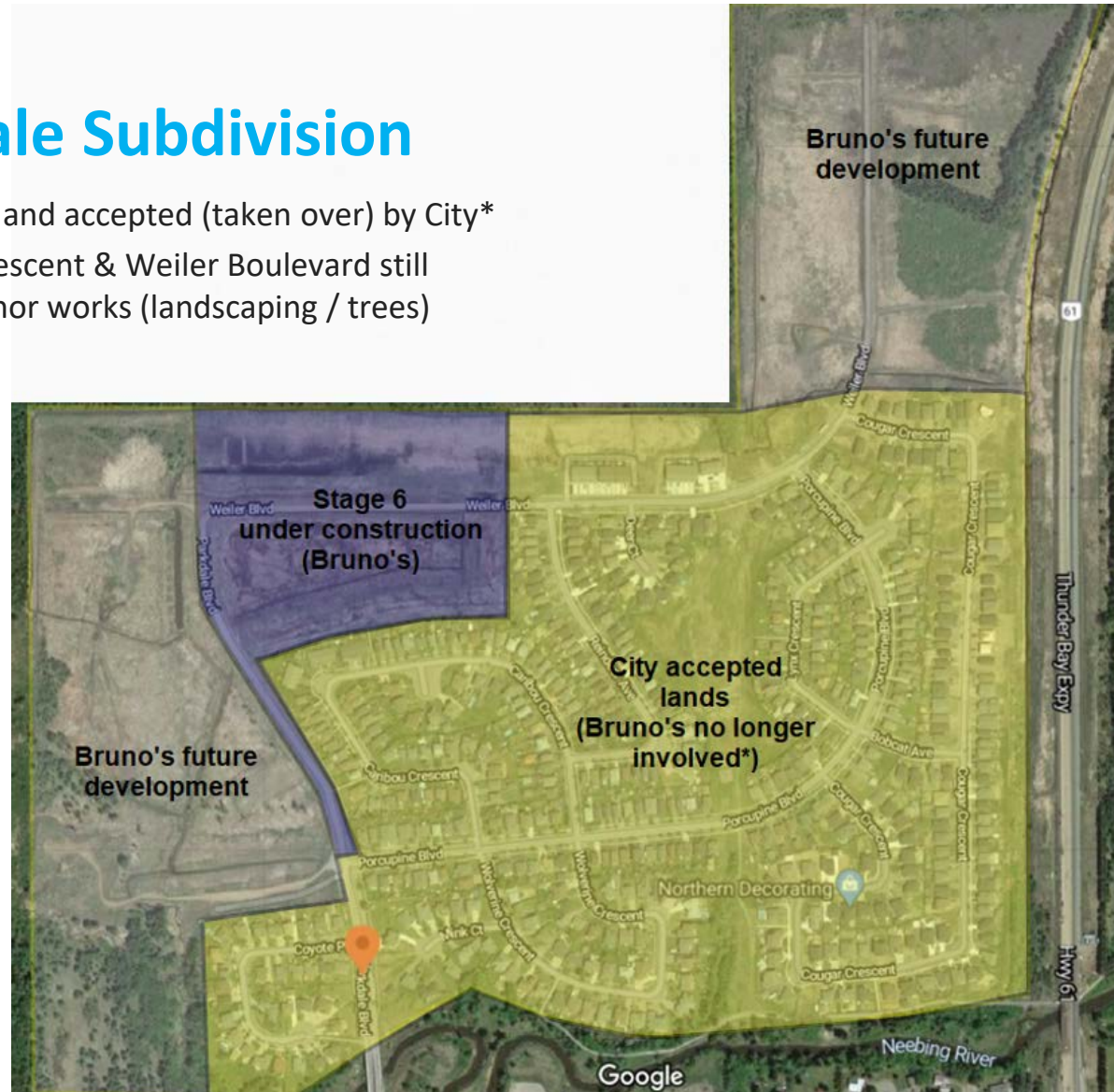
History of Parkdale Subdivision

- Council approved and entered into Subdivision Agreement with developer in 1994 for the entirety of Parkdale Estates
- Included 762 residential lots (single & semi-detached)
- 34 medium & high density residential blocks (equal to 1,470+ units)
- 2 parcels for future schools
- 1 commercial parcel
- Total of **+/-2,200** residential units plus school & commercial blocks



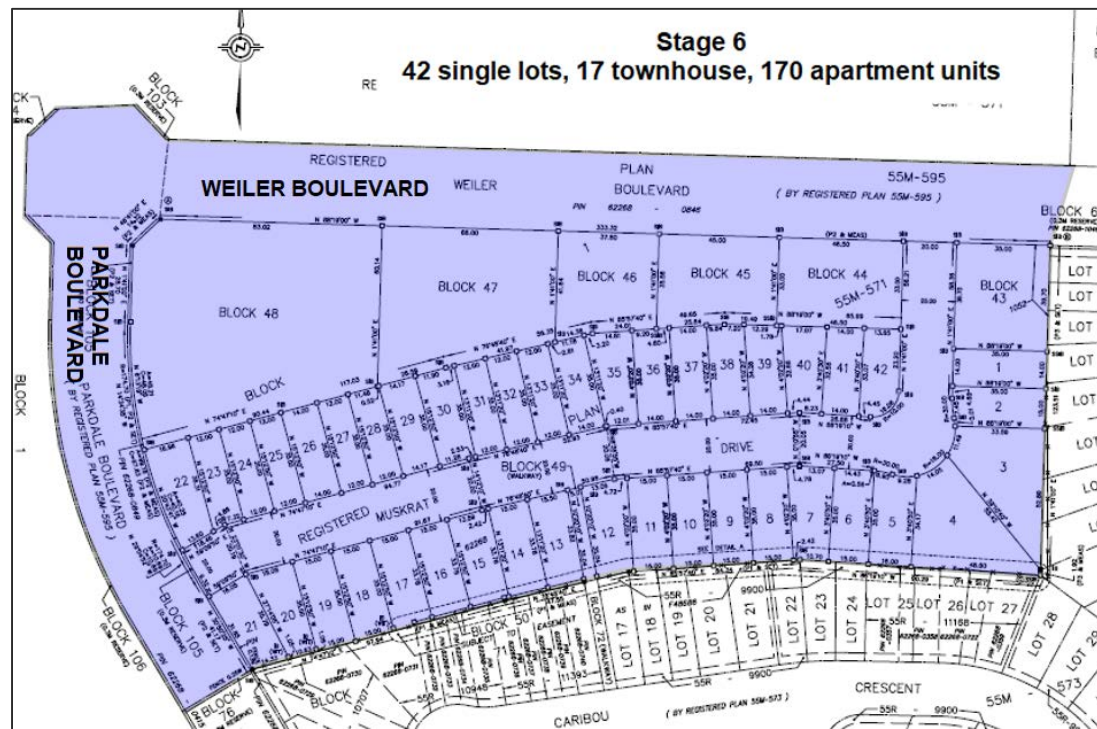
History of Parkdale Subdivision

- Stages 1 to 5 (in yellow) built and accepted (taken over) by City*
 - * Portions of Cougar Crescent & Weiler Boulevard still under warranty and minor works (landscaping / trees) outstanding
- Stage 6 (in blue) under construction
- As of December 2020, +/- 625 residential units built or under construction in Parkdale (includes new Weiler apartments & housing starts in Stage 6)

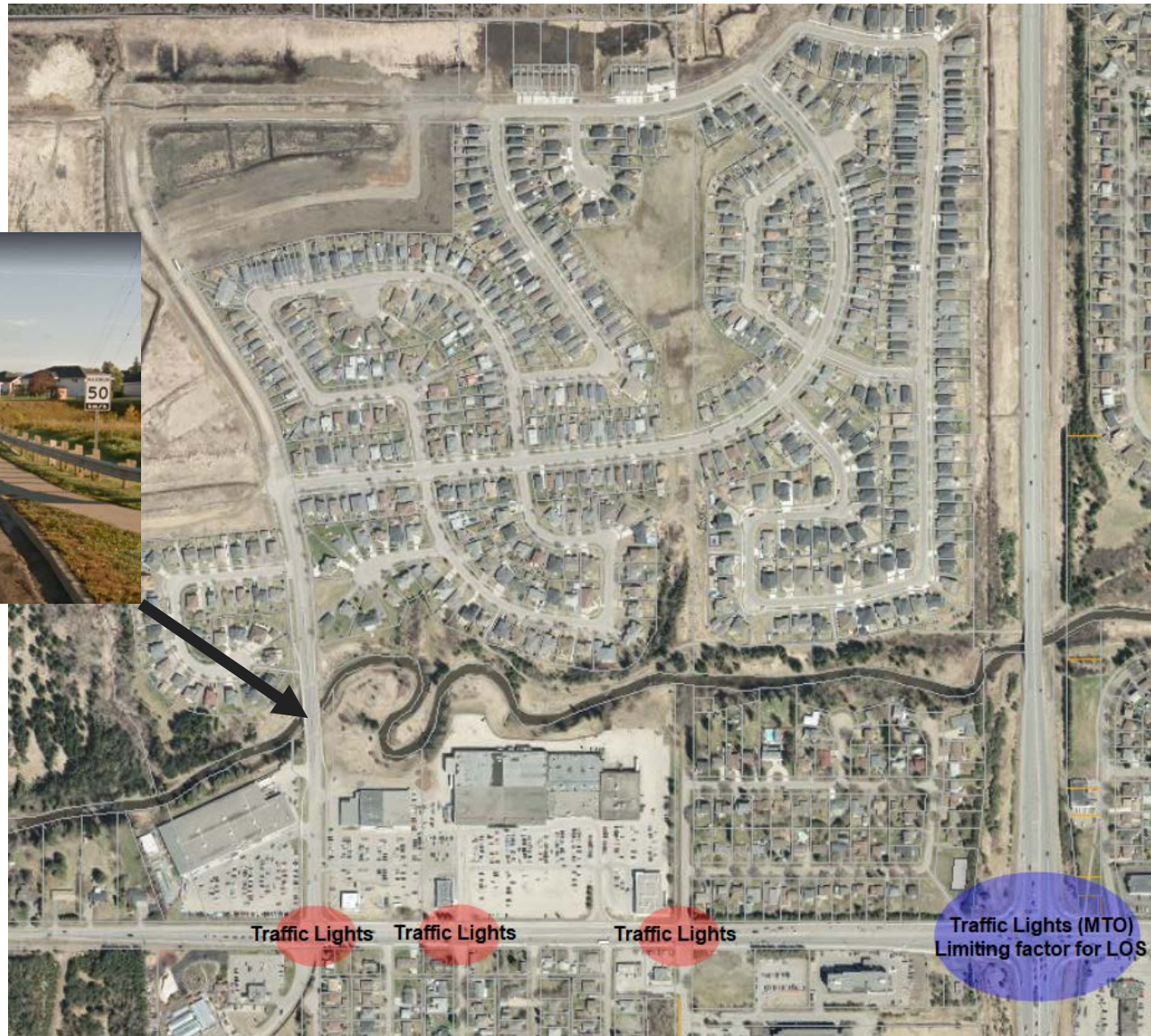


History of Parkdale Subdivision

- Stage 6 –approved by Council in 2016, included circulation to public as part of Planning approval
- Resulted in elimination of 1 school block and 1 commercial block
- Total of 229 new residential units
- Housing construction started summer 2020
- Stage 6 includes extension of Weiler Boulevard & Parkdale Boulevard, and opening of “loop” within Parkdale
- A condition of approval was developer completing an updated Traffic Study for City and Ministry of Transportation (MTO) approval



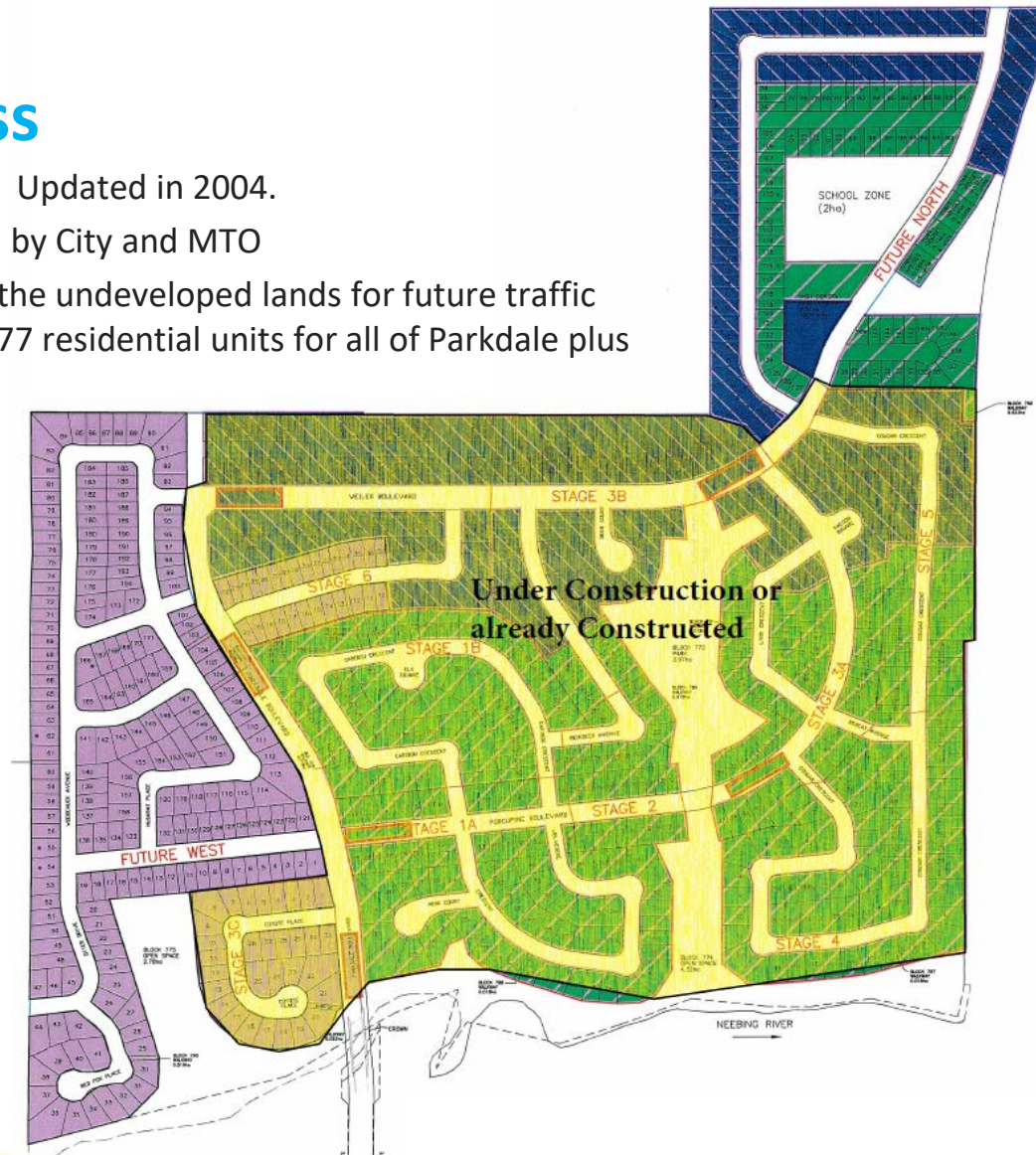
Traffic Studies & Access



- Parkdale Boulevard @ Neebing River bridge crossing
- 4-lane divided bridge with sidewalks
- Designed well above Regulatory Flood for the Neebing River (>5ft)
- Transit will review extending service into Parkdale once Parkdale / Weiler loop fully complete

Traffic Studies & Access

- Original traffic study completed in 1993. Updated in 2004.
- Study updated again in 2017 – approved by City and MTO
- Included updated conceptual layout for the undeveloped lands for future traffic volume estimation purposes (est. +/-1,477 residential units for all of Parkdale plus 1 school block)
- Any future development beyond Stage 6 not in accordance with 1994 approved layout will require Council approval & additional public consultation



Traffic Studies & Access

- 2017 Study evaluated current & future traffic to year 2032
- Concluded that, with no geometric (physical) improvements, the Arthur Street road network can accommodate **+/-1,030** total units from Parkdale
 - Traffic signal timing would be adjusted
 - Study based on peak hour LOS at intersections during “am” and “pm” peaks (takes into account delays, queue length, and v/c ratio (volume to capacity)).
 - Assumes 1% background growth along Arthur
- Limiting factors for traffic are Parkdale/Arthur intersection and Arthur/Highway intersection.
 - With improvements (double left at Parkdale/Arthur) and Highway intersection improvements, Arthur Street road network can accommodate **+/-1,330** units from the Parkdale Subdivision

From 2017 Traffic Study Update

Stage 1-6 includes +/- 750 units

NO. OF UNITS IN DRAFT PLAN	HOUSING TYPE	SINGLE FAMILY UNIT FACTOR	EQUIVALENT SINGLE FAMILY UNIT
76 (STAGE 1A)	SINGLE FAMILY	1.0	76
4 (STAGE 1A)	SEMI DETACHED	1.0	4
74 (STAGE 1B)	SINGLE FAMILY	1.0	74
1 (STAGE 1B)	SEMI DETACHED	1.0	1
14 (STAGE 1B)	TOWNHOUSES	1.3	11(i)
37 (STAGE 2)	SINGLE FAMILY	1.0	37
1 (STAGE 2)	SEMI DETACHED	1.0	1
91 (STAGE 3A)	SINGLE FAMILY	1.0	91
54 (STAGE 3B)	SINGLE FAMILY	1.0	54
64 (STAGE 3B)	TOWNHOUSES	1.3	50(i)
41 (STAGE 3B)	MEDIUM DENSITY CONDOMINIUM	1.2	30(i)
31 (STAGE 3C)	SINGLE FAMILY	1.0	31
75 (STAGE 4)	SINGLE FAMILY	1.0	75
48 (STAGE 5)	SINGLE FAMILY	1.0	48
14 (STAGE 5)	SEMI DETACHED	1.0	14
42 (STAGE 6)	SINGLE FAMILY	1.0	42
22 (STAGE 6)	TOWNHOUSES	1.3	17(i)
105 (STAGE 6)	HIGH DENSITY CONDOMINIUM	2.7	170(i)
120 (FUTURE NORTH)	SINGLE FAMILY	1.0	120
26 (FUTURE NORTH)	SEMI DETACHED	1.0	26
36 (FUTURE NORTH)	TOWNHOUSES	1.3	28(i)
140 (FUTURE NORTH)	HIGH DENSITY CONDOMINIUM	2.7	227(i)
190 (FUTURE WEST)	SINGLE FAMILY	1.0	190
4 (FUTURE WEST)	SEMI DETACHED	1.0	4
72 (FUTURE WEST)	TOWNHOUSES	1.3	56(i)
TOTAL			1477

Traffic Studies & Access

In addition to 2017 Parkdale Stage 6 Traffic Study, additional studies also completed along Arthur Street that came to similar conclusions.

- 2014 – Hampton Inn hotel development (traffic forecast to 2027)
- 2016 – Arthur Street Marketplace for current & future development (traffic forecast to 2025)
- 2019 – Home 2 hotel development (forecast to 2030)

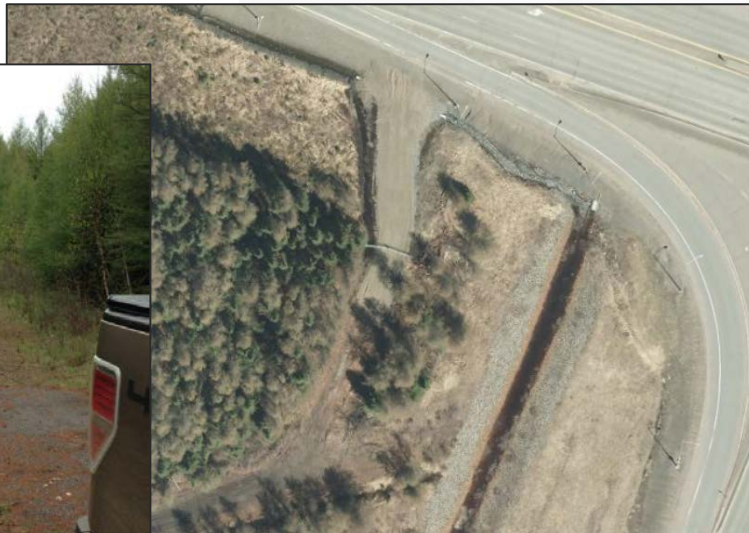
From a traffic Level of Service perspective, an additional public access for the Parkdale Subdivision would not required until at least 2032 (and likely much later)*

- Future Stages of the Parkdale development beyond Stage 6 will also require updated Traffic Studies.

* This assumes consistent background traffic growth rate, plus several assumed future developments, and 50 new lots per year in Parkdale. The designation of Arthur as a Designated Truck Route may also impact this as this would remove some traffic from Arthur Street.

Traffic Studies & Access

- Sewer Maintenance Road also serves as Emergency Access
- Access to Highway reinstated in winter 2018, with approval from MTO
- Maintained year-round, including plowed in the winter.
- Recently widened with culvert improvements & signage
- Inspected several times per year
- Looking at options for additional “emergency” access to Highway 61 (requires MTO approval)



Traffic Studies & Access

Sewer Maintenance Road Video



Municipal Class Environmental Assessment Process

What is a Municipal Class Environmental Assessment (EA)?

- It is a regulated process through the MECP
- It is a comprehensive Study that evaluates how much a project, and its alternatives, could affect the “Environment”.
- **“Environment”** includes the natural, social, cultural, built and economic environments, and any combination.

The key principles of the EA process include:

- Public consultation early and throughout the process.
- Considers all reasonable alternatives to address the problem, including the “Do Nothing” option.
- Identifies and considers the effects of each alternative on the Environment.
- Evaluates the alternatives, both advantages and disadvantages, to determine net Environmental impact, and identifies mitigation measures to the impacts.

Municipal Class Environmental Assessment Process

What does “Schedule ‘C’” mean?

- Schedule ‘C’ projects have the potential for significant Environmental effects.
- Schedule ‘C’ projects generally include construction of “new” facilities and major expansions to existing facilities. Currently based on dollar value. For example:
 - New Roads <\$2.4 million are Schedule ‘B’, but >\$2.4 million are Schedule ‘C’
 - New Water Crossings (bridges) <\$2.4 million are Schedule ‘B’, but >\$2.4 million are Schedule ‘C’
- Schedule ‘C’ requires additional consultation with stakeholders beyond just posting of Notices, and includes Public Information Centre (Open House)*
 - *COVID has impacted this process
 - *MECP has confirmed that the consultation requirements can be satisfied through virtual Open Houses.

The end result is a report with a recommended alternative (and mitigation measures) to address the question or problem.

Municipal Class Environmental Assessment Process

For Parkdale, what is the question or problem to be evaluated?

- Does the existing and continued development of the Parkdale Estates Subdivision need an additional access?
 - If yes, where should it be?
 - What manner of an access should it be (fully public, emergency only)?
 - When would it be required?
 - Who should pay for it / how should it be paid for?
 - Etc.
- What are the options?
 - Do nothing (an additional access is not needed)
 - North
 - East
 - South
 - West

Possible Options

- North to Highway 11/17
 - All require MTO support & approval
 - High costs with no direct return on investment (no new development can occur along the new roads)
 - Lands may need to be purchased
 - Significant impacts to Provincially Significant Wetland
 - May not be desirable for Parkdale residents depending on destination.
- East to Highway 61
 - MTO does not currently support
 - May not be desirable for residents depending on destination



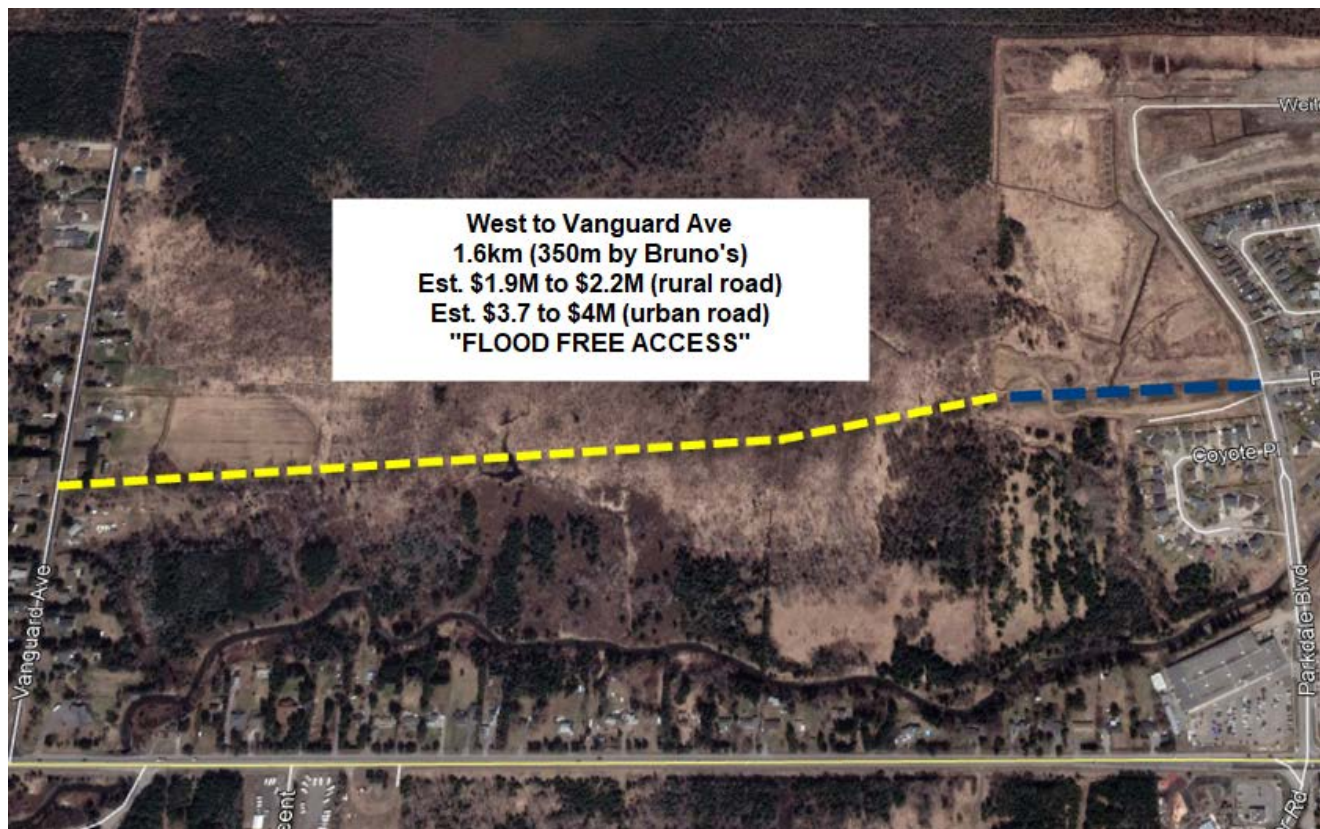
Possible Options

- South to Arthur Street
 - Very high costs with no direct return on investment (no new development can occur along the new road)
 - Opposition from Neebing Avenue / Confederation Drive residents
 - All traffic still directed to Arthur Street (may not resolve long-term traffic volume restrictions)
 - Neebing Avenue may need to be upgraded (widened)
 - Still includes crossing of Neebing River



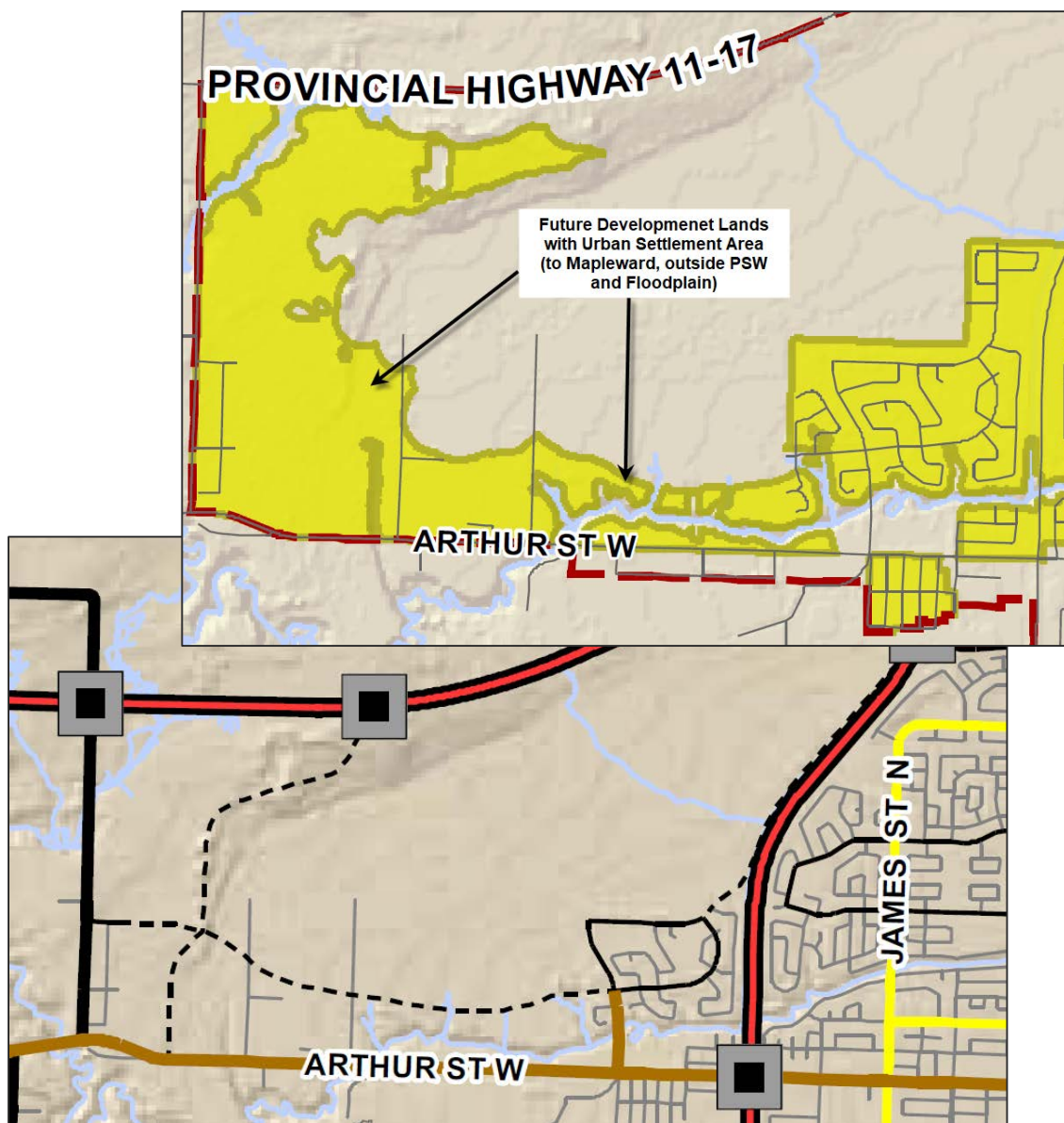
Possible Options

- West to Vanguard Avenue
 - Opposition from Vanguard Avenue residents
 - Vanguard Avenue may need to be upgraded
 - May not be desirable for Parkdale residents depending on destination
 - “Flood Free Access” – no river crossings
 - Located outside of Provincially Significant Wetland and Neebing River Floodplain



Possible Options

- West to Vanguard Avenue
 - Included in Official Plan, and already planned to occur as development proceeds
 - Development potential along corridor
 - Road construction would include water & sewer extensions
 - Generally completed at cost of developer, not City (or general tax payers)



Municipal Class Environmental Assessment Process

Factors to be considered (includes both positive and negative effects)

- Transportation
 - Existing and future networks (City & MTO), safety, Level of Service, etc.
- Land-Use Planning
 - How does it align with Provincial and Municipal Planning documents (Provincial Policy, Official Plan, etc.)
- Natural Environment/Natural Heritage Features
 - Policies, fisheries, vegetation, wildlife (large and small), surface water & groundwater, etc.
- Social Environment
 - Existing communities and residential areas, noise, aesthetics, benefits & impacts to neighbourhoods, etc.
- Cultural Environment
 - Archaeological resources or potential, cultural heritage landscapes, etc.
- First Nations / Aboriginal Peoples
 - Lands, treaty rights, land claims, etc.
- Economic Environment
 - Land use impacts, design & study costs, capital costs, property costs, maintenance costs, etc.
- Other

Questions and Discussion

What do the residents of the Parkdale Subdivision want compared to the possible Study outcomes?

- What the City has been hearing from some residents:
 - It is not safe to have only one access. No more development until this is addressed.
 - Traffic is too busy on some streets, both within Parkdale and along Arthur Street.
 - The developer should address and pay for this.
- The evaluation of options and impacts in the EA Study are compared against the needs of the entire surrounding area and the City, not just the Parkdale subdivision, and the study is open for participation to everyone.
- There are limitations in the Planning Act on the authority the City has to “make the developer” pay.
- If access improvements are recommended, Study would also consider how it should be paid for.
 - General tax rate (all residents within City pay on their taxes)
 - Cost-share with developer
 - Area Specific Development Charges
 - Local Improvement Petition (voluntary or Section 8) → portion of cost applied directly to current Parkdale owners taxes over a 20-year period (on top of existing taxes)

Questions and Discussion

- Do you think the City should start this study or defer it to the future?
- If we proceed, any other factors or options to be considered?
- If we don't proceed, the \$250,000 would be released and applied as part of cost containment for the City's COVID expenses.

Next steps

- Review feedback and determine if Study will move ahead or defer to future

Thank you for attending

- We'll now go through questions submitted in advance and throughout the presentation
- To submit a question now, call **625-2230** or email officeofthecityclerk@thunderbay.ca
- Can contact Cody or myself afterwards to provide your comments

Contact Information

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Decio Lopes, MCIP, RPP

Senior Planner

Development & Emergency Services

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Cody Fraser, HBA, JD

Neebing Ward Councillor

(807) 633-3846

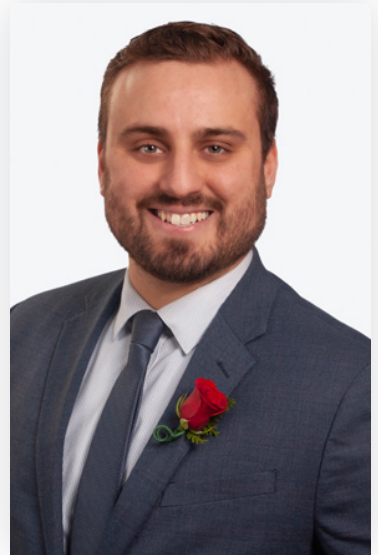
cody.fraser@thunderbay.ca

NOTICE

VIRTUAL NEEBING WARD MEETING with Councillor Cody Fraser

**THURSDAY,
DECEMBER 3, 7PM**

View on Shaw Spotlight Ch10
or on BlueCurve Ch105,
Tbaytel TV Channel 110 or online
at thunderbay.ca/watchcouncil



CITY OF
Thunder Bay
Superior by Nature

thunderbay.ca

EVERYONE WELCOME!

AGENDA:

1. Update on Parkdale
Second Access Study

To submit questions prior to the meeting,
email OfficeoftheCityClerk@thunderbay.ca or call 625-2230
Monday-Friday, 8:30am-4:30pm

Questions received by 4pm on December 3rd will be included
in the meeting. To participate during the live meeting, visit
thunderbay.ca/watchcouncil or call 625-2230 for updated information.

Attachment C

Summary of Access Options for the Parkdale Subdivision

For access to the north, three (3) potential alignments were presented to provide access to Highway 11/17. These options generally included constructing approximately 1.5 km of new road through the Williams Bog and ranged in estimated costs from \$2.1 million to greater than \$5 million in road construction costs, not including any environmental remediation costs related to construction through the wetland or land purchase costs. All of these options would require support and approval from the MTO, and would have a high construction cost with no direct return on investment. To clarify, as the new roads would be constructed through the Provincially Significant Wetland, it is likely that no new development, or no additional tax revenue, would be generated adjacent to the new road.

For access to the east, the option included constructing either a Right-In, Right-Out access, or just a Right-In access directly to Highway 61. A preliminary cost estimate for this option was not determined as it would depend on the acceleration / deceleration lane requirements, but is expected to cost less than \$1 million. The MTO has stated that they would not support this option. This option may also not be as desirable for residents within the Parkdale subdivision as it would only provide limited access to the subdivision (for southbound traffic only).

For access to the south, the option included constructing a new road south of Porcupine Boulevard to Neebing Avenue, including a new Neebing River bridge crossing. This option generally included 250m of new road, and since this area includes a large ravine leading to the Neebing River, a relatively long bridge span to cross the Neebing River (100 m in span length – similar to the existing Parkdale Boulevard crossing), and has an estimated cost of greater than \$10 million. This option will likely be opposed by the residents from Neebing Avenue and Confederation Drive, may trigger the need for additional improvements and widening to Neebing Avenue, and would still direct all Parkdale subdivision traffic to Arthur Street, and therefore, would not resolve the long-term traffic volume restrictions and Level of Service constraints identified in the traffic studies.

For access to the west, the option included constructing a new road (extending Porcupine Boulevard) approximately 1.6 km west to Vanguard Avenue with at an estimated cost range from \$1.9 million to \$4 million, depending on if the road was constructed to a rural road standard or an urban road standard. This option will likely be opposed by the residents from Vanguard Avenue, and may trigger the need for additional improvements to Vanguard Avenue. This option may not be desirable for the residents of the Parkdale subdivision depending on their destination. However, this option provides a flood free access, meaning that there are no river crossings, and it is located outside of the Neebing River flood plain and outside of the footprint of the Williams Bog. This option is also included in the Official Plan and could facilitate development along the road corridor as the lands are designated for residential development and are within the current Urban Settlement Area of the Official Plan. If this road was constructed and extended as part of a Plan of Subdivision rather than as a stand-alone City initiated project, the cost to the City (and general taxpayers) would be significantly less as generally the cost of all new construction is borne solely by the developer.

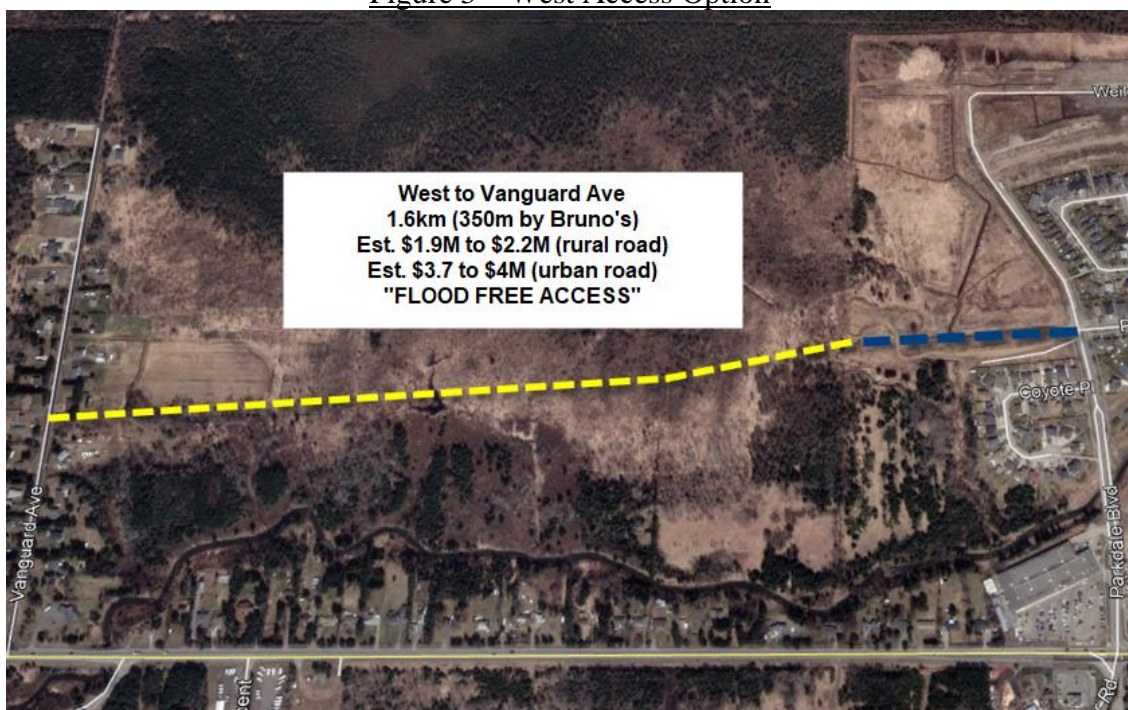
Figure 1 – North and East Access Options



Figure 2 – South Access Option



Figure 3 – West Access Option



DATE: THURSDAY, DECEMBER 3, 2020**MEETING NO. 03-2020****TIME:** 7:00 P.M.**PLACE:** S.H. BLAKE MEMORIAL AUDITORIUM (VIA MS Teams)**CHAIR:** COUNCILLOR CODY FRASER

Members of the public were invited to participate via phone call, email submission and viewed the meeting on Shaw Spotlight Ch10 or on BlueCurve Ch105, Tbaytel TV Channel 110 or online at thunderbay.ca/watchcouncil.

RESOURCE PERSON:

Mr. A. Ward, Project Engineer

Ms. K. Dixon, Director of Engineering & Operations

Mr. D. Lopes, Senior Planner

Ms. D. Earle, Deputy City Clerk

Mr. G. Stover, Committee Coordinator

1.0 WELCOME/OPENING REMARKS

The Chair, Councillor C. Fraser introduced members of Administration and welcomed those to the virtual meeting. The Chair advised that the main focus of the meeting is a presentation regarding the second access study for Parkdale. Additional Ward and City Issues will be addressed after the presentation.

The following information was provided for viewers: The Thunder Bay District Health Unit is the main contact for any questions relating to COVID-19. Their website – www.tbdhu.com – has resources for the general public regarding testing, symptoms, how to protect oneself, one's family and the community, and how to stop the spread. If citizens have questions about anything COVID-19 related, they are encouraged to visit the health unit's website or call the health unit at 807-625-5900 or toll free at 1-888-294-6630.

2.0 UPDATE ON PARKDALE SECOND ACCESS STUDY

The Chair provided an overview relative to the above noted and introduced Mr. A. Ward, Project Engineer, Ms. K. Dixon, Director of Engineering & Operations and Mr. D. Lopes, Senior Planner.

Mr. A. Ward provided a PowerPoint presentation entitled "Neebing Ward Meeting Parkdale Subdivision – Access Study".

- Council approved \$250,000 in the 2020/2021 Capital Budget for a Parkdale Access Study.
- Brief overview of the history of the Parkdale Subdivision, development uses and the current 6th stage of construction that includes the extension of Weiler Boulevard & Parkdale Boulevard to create a “loop” connection.
- Presently, there are 625 residential units built or under construction in the subdivision.
- Currently there is one public access into Parkdale located on Parkdale Boulevard over the Neebing River. (4-lane divided bridge with sidewalks)
- Transit Services is also reviewing the possibility of extending transit routes into the subdivision.
- Traffic studies were completed in 1993, updated in 2004 and again in 2017 that included a conceptual layout for the undeveloped lands for future traffic volume estimations to the year 2032.
- The 2017 study concluded that without any physical improvements, the Arthur Street road network can accommodate +/- 1,030 total units from Parkdale (only intersection signal timing adjustments would be needed). With improvements (double left at Parkdale/Arthur and Highway Intersection improvements), the Arthur Street road network can accommodate +/- 1,330 units from Parkdale.
- Additional studies completed along Arthur Street (Hampton Inn, Arthur Street Marketplace, Second additional hotel development) since 2014 also concluded that the current level of traffic service on Arthur Street was working well and that an additional public access for the Parkdale subdivision itself is not required until 2032, and likely much later.
- In addition to the main access bridge on Parkdale Boulevard, there is a sewer maintenance road that serves as an emergency access to the highway if the bridge is unavailable for a long period of time. It is maintained and inspected year-round, including snow plowing in the winter. The access route has recently been widened with culvert improvements and signage. The road begins at the end of Weiler Boulevard running north along Highway 61 and connecting to Highway 11/17.
- If the Municipal Class Environmental Assessment Process is to go ahead, questions to be explored may include does the existing and continued development of the Parkdale Subdivision need an additional access and if yes, where should it be? Should it be a full public access or emergency only? When will it be required? Who will pay for it? What are the options for the location of the additional access?
- Possible locations for the second access road include: extending Parkdale Boulevard north to Highway 11/17, Extending Weiler Boulevard east to Highway 61, building a second bridge south to Arthur Street over the Neebing River to Neebing Avenue, or extending Weiler Boulevard west to Vanguard Avenue.
- All of the options for a second access include high costs, infrastructure development and improvements as well as Ministry of Transportation approval.

- If the study does not proceed, the \$250,000 will be applied back to the City's Budget as part of the cost containment for the City's COVID expenses.
- Comments and feedback from residents on whether or not the City should proceed with the Municipal Class Environmental Assessment Process at this time or deferred to the future are encourage and being received by the City's Engineering Division. All public input will be reviewed and a decision will be made on whether or not to proceed.
- Mr. A. Ward can be contacted at 625-2444 or aaron.ward@thunderbay.ca.

The Chair asked the following questions to Administration:

1. Was there ever an intent to move forward with more then one access to the subdivision?

Mr. A. Ward provided the following response: Additional connections were originally considered prior to construction of the subdivision such as a highway overpass connecting to Churchill Avenue but due to portions of the surrounding land being sold and wet land designations, the second connection plan was abandoned.

2. If the Study is to go forward at this time, what is the likely outcome?

Mr. A. Ward provided the following response: We cannot make a pre-supposed decision until the report is completed. Engineering factors as well as public input must be considered.

3. Traffic congestion at the Arthur Street and Parkdale Boulevard intersection is the greatest concern for residents especially during rush hour. Do you think the "loop" connection (Weiler Boulevard to Parkdale Boulevard) will alleviate the rush-hour traffic pressure?

Mr. A. Ward provided the following response: The "loop" will take some of the pressure off of Parkdale Boulevard. It will be possibly completed 2 years from now depending on the speed of housing construction.

The Chair received the following questions via email and phone calls from citizens during to the meeting:

1. Is there any intention to create a 3 way stop at the intersection of Parkdale Boulevard and Porcupine Boulevard particularly once the "loop" connection is made with Weiler Boulevard?

Mr. A. Ward provided the following response: For now, the only stop sign at the intersection will remain on Porcupine Boulevard. Traffic counts will continue, and the issue will be re-examined once the Weiler Boulevard connection is complete.

2. Concern related to increased speeding in the subdivision.

Mr. A. Ward and Ms. K. Dixon provided the following response: Traffic speed radar signs and bollards were placed along Porcupine Boulevard every year except this one. Mail outs for comments were sent to area residents last year. Speed data collected by the City has shown that there were minimal incidents of speeding 10km over the posted the speed limit. Speed study had indicated that the average was 53km in the 50km zone. As a result of resident input, the bollards will be put back up.

3. Question received about improving the left hand turn lane from Hawker Road onto Arthur Street. Road signage/street markers are unclear about the straight and left turn lanes.

Mr. A. Ward provided the following response: Hawker Road is not a city road. It is on airport property. A letter from Engineering will be sent to the Airport Authority making a suggestion for signage improvements.

4. Is the traffic flow and current standard acceptable at the intersection of Confederation Drive and Arthur Street?

Mr. A. Ward provided the following response: This is a traffic light controlled intersection and is properly meeting the standards for the low traffic volume.

5. How does the City plan to make a second entrance to the new subdivision off of Mapleward Road.

Mr. A. Ward provided the following response: Two road connections exist to Maple Wood Estates (Hickory Street and Paramount Street) as well as a construction access. When the development is complete there will be potentially 4 points of access.

6. Are there any other subdivisions in Thunder Bay with only one public access road?

Mr. A. Ward provided the following response: No, only Parkdale at this time.

7. Can the City have discussions with Canadian Tire to build another exit onto Arthur Street?

Mr. A. Ward provided the following response: A letter can be sent asking them to consider, but there is nothing requiring it and the City would need to evaluate if a second access onto Arthur Street is necessary.

8. Is there a potential of looking at a traffic calming measure for Arthur Street alone, not including Dawson Road as it relates to the Designated Truck Route issue?

Ms. K. Dixon provided the following response: There are 2 possible options. The first is speed reduction. This cannot be applied to only transport trucks but must include all vehicles. The second is to look at creating a Designated Truck Route, not including Dawson/Highway 102 to address Arthur Street separately. All would require Council approval.

3.0 WARD & CITY ISSUES

The Chair received the following question via email from a citizen prior to the meeting:

1. Can the City remove the Adopt a Road sign - Harbour Youth Mission, located on West Arthur Street? The Harbour Youth Mission no longer exists.

The Chair advised that Administration has been made aware of the issue and the sign will be removed and returned to the Ministry of Transportation.

4.0 ADJOURNMENT/CLOSING REMARKS

The Chair reminded viewers that comments and feedback from residents on whether or not the City should proceed with the Municipal Class Environmental Assessment Process for the Parkdale Subdivision Second Access Study at this time, or deferred to the future, are encouraged and being received by the City's Engineering Division. All public input will be reviewed and a decision will be made on whether or not to proceed at this time.

Mr. A. Ward can be contacted at 625-2444 or aaron.ward@thunderbay.ca.

The Chair thanked members of the public for participating.

The meeting adjourned at 8:20 P.M.

Memorandum

TO: Members of Council

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

DATE: December 23, 2020

SUBJECT: Corporate Report 1/2021 – Budget Resolution Concerning Parkdale EA

This memorandum is to recommend that the following paragraph of the Corporate Report 1/2021 resolution, being:

AND THAT for 2020 year-end Administration release the tax supported capital project for Parkdale Environmental Assessment for \$250,000 to help offset the impact of COVID-19;

be deleted.

A Ward Meeting was held on December 3, 2020, to present information on the proposed Parkdale Second Access EA. A presentation was provided including traffic studies completed that do not support the need for a second access, options for second accesses, some pros and cons of the options, and an overview of the EA process and how a preferred alternative is determined.

Residents were asked at the end of the meeting to provide their feedback on whether they thought completing the EA was worthwhile knowing the options that were available, costs associated with the options, and the pros and cons of the options.

There has not been enough time to gather the appropriate feedback from residents; therefore, it is recommended that this item be deleted and Administration bring a recommendation back to Council in the Spring of 2021 on whether to proceed with the Parkdale Second Access EA and what to do with any carry forward funds available.

KD

cc: Krista Power – City Clerk
Norm Gale – City Manager
Kerri Marshall – General Manager – Infrastructure & Operations

Corporate Report

DEPARTMENT/ DIVISION	Development & Emergency Services - Superior North EMS	REPORT NO.	R 179/2021
DATE PREPARED	11/18/2021	FILE NO.	
MEETING DATE	12/13/2021 (mm/dd/yyyy)		
SUBJECT	The Superior North EMS Community Paramedicine Program		

RECOMMENDATION

For Information Only.

LINK TO STRATEGIC PLAN

The One City, Growing Together Corporate Strategic Plan (2019-2021), “Grow Strategy” puts focus on social infrastructure to strengthen our economy, lifestyle and well-being.

Further, the SNEMS 2021-2030 Paramedic Services Master Plan, Section 4.3 – SNEMS Demand Forecast, forecasts an increase call demand of 55% over ten years.

Also, the SNEMS 2021-2030 Paramedic Services Master Plan, Section 4.4 – Community Paramedicine and Alternate Pathways, indicate a potential 20-30% reduction in forecasted ambulance call volumes and reduction of the future costs of a traditional ambulance service once Community Paramedicine program are scaled up appropriately.

EXECUTIVE SUMMARY

The Superior North EMS Community Paramedic program has progressed over the years to address healthcare gaps in the community. Hallmarks of the program are to provide health promotion, surveillance services and respond to surges in system capacity to improve healthcare services for residents in the City of Thunder Bay.

DISCUSSION

The Superior North EMS (SNEMS) Community Paramedicine (CP) program is committed to providing proactive client centered care for underserved individuals in the District of Thunder Bay. Often clients and client family members will activate 911 services and seek treatment in the Emergency Department (ED) for conditions that are treated effectively by Primary and Community Care. The goal is to monitor and educate clients to ensure they seek the appropriate

healthcare and community resources before calling 911. The SNEMS CP program has been active since 2015 in both the City and District of Thunder Bay with active programs in the City of Thunder Bay, Marathon, Greenstone, Schreiber, Terrace Bay, Manitouwadge and Upsala. By applying their paramedic skills, training and experience, our CP paramedics provide in home and virtual monitoring in a community-based style to provide an opportunity for seniors, Alternative Level of Care (ALC) patients and individuals with chronic diseases to maintain their independent living at home. By integrating with primary, specialty and community care partners, we identify rapidly changing conditions that increase the probability of a client losing independent living status or requiring treatment in the ED. Specifically, CP paramedics will provide in home and virtual: vital sign monitoring, wellness checks, falls risk assessment, medication compliance, administration of flu & covid19 vaccinations, provide education for healthy living behaviours and self-chronic disease management, escalation pathways for other healthcare programs, and system navigation and referrals for a wide variety of external partners. Our CP program has established medical directives and all program implementations and delegated medical acts are under medical oversight.

The baseline funded, home visit program focuses on promoting health and providing surveillance for frail elderly with chronic disease. Over 1,600 referrals have been placed over 6,700 home visits since the program's inception. On average, a 25% decrease in 911 calls results after enrollment into the program which meets the program's objective of decreasing 911 activations and ED utilization. An estimated \$50,000 - \$132,000 is saved annually in ED cost avoidance and hospital admission. Most importantly, 85% of clients feel they do not need to go to the hospital as often, 100% feel more connected to the community and 100% of clients who responded recommend the program to others. The home visit program has been in continuous operation since 2015 due to stable funding.

In 2018, the CP program expanded into remote patient monitoring with the Community Paramedicine – Remote Patient Monitoring (CP-RPM) program. This program allowed us to monitor daily the vital signs of patients virtually, not only increasing patient safety, but also increasing capacity. Studies out of Queen's University have shown that collectively the CP-RPM program results in a 36% reduction in 911 calls and a 442% return of investment. Currently CP-RPM is evaluating peripherals to monitor frailty, falls detection and wandering behaviours.

The Emergency Department Admission Avoidance (EDA) pilot programs was funding for 6-month periods in 2018 and 2019. The EDA program focused on providing rapid, high frequency home visits for ALC patients, or patients who are occupying a bed, but do not require the intensity of services that are provided in that acute care setting. By providing follow-up in home assessments, ALC patients were safely discharged back to their homes preventing an admission to the Thunder Bay Regional Health Sciences (TBRHSC). Collectively, these pilot programs result in an estimated a 300-500% return on investment and an 84% reduction in ED readmission after enrollment into the program.

During the summer of 2019, Northern Ontario suffered from catastrophic loss from over 150 wild fires. Thunder Bay, an identified host community accepted evacuated communities while firefighting efforts were underway. The CP program coordinated health care and social services

for the evacuated communities by providing over 550 assessments to facilitate appropriate and continuous medical support throughout the stay. Working closely with external partners, the CP on-site clinics observed an 85% reduction in 911 calls after implementation, decreasing the acute demand for community and emergency medical resources while improving access and quality of care for evacuees.

In 2020, during the COVID-19 pandemic, the CP program changed once again in a surge capacity role by forming a COVID-19 EMS Task Force under an internal Incident Management System (IMS) structure. As part of this Task Force multiple initiatives were conducted to provide community safety and mitigate spread of the COVID-19 virus. Some of the initiatives include the SNEMS COVID-19 Assessment Center to provide COVID-19 sample collection for long-term care, assisted living and retirement residences. We also focused on outbreak management clinics, pediatric testing, and testing in home for individuals with mobility and transportation barriers. The CP program provided on site outbreak management clinics that were vital to public health priorities for over 28 separate organizations. Many of these outbreaks were widespread and required extensive management to support under equipped organizations in vulnerable situations. The SNEMS COVID-19 Assessment Center has collected over 36,000 samples to date. More recently, a collaboration with the Thunder Bay District Health Unit (TBDHU) has resulted in over 4,600 COVID-19 vaccinations by CP paramedics for homebound individuals, in congregate living settings (long-term care, retirement homes), pop up community clinics and for allied agencies.

To lessen capacity pressures in Long Term Care (LTC) homes due to the COVID19 pandemic, the Ministry of Health and Long Term Care announced funding for Community Paramedic – Long Term Care (CP-LTC) programs. SNEMS was selected as one of the 34 CP programs across Ontario to pilot this new program. The CP-LTC focuses entirely on senior populations with three categories of eligibility: those on a waitlist for LTC, those who have been assessed as eligible for LTC by a LHIN Care Coordinator (but not yet on a waitlist) and those who are soon to be eligible for LTC. Delivery of CP services are designed to keep individuals on the waitlist safe and stable in their homes until placement becomes available. This funding is significant for SNEMS as enabled an increase of 14 FTEs, additional training opportunities and purchasing of essential assets including vehicles and equipment.

Integrated models of care benefits patients by providing care closer to home, seamless transitions between care partners, and better outcomes and experience. Community Paramedicine works best in partnership with home and community care providers, primary care, hospitals and other community partners to supplement, not duplicate care when needed.

FINANCIAL IMPLICATION

Ontario Health North funds the CP base line funded, home visit program. Pilot programs conducted over the years have been funded by various agencies including the Ministry of Health, Ministry of Long Term Care, Ontario Health North and Canada Health Infoway. The CP-LTC expansion is funded by the Ministry of Long Term Care and the Ministry of Health and will provide \$6.5 Million in one time funding under four (4) year transfer payment agreement from

2021 – 2024. All CP programs have been 100% funded by the various agencies listed above. There will be a gross budget impact of \$2.0 Million and a net impact of zero in 2021.

CONCLUSION

It is concluded that City Council should accept this report for information only.

REFERENCE MATERIAL ATTACHED:

None.

PREPARED BY: JIM GREENAWAY, Commander – Community Safety & Planning (Acting)

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER)	DATE:
Joel DePeuter, Acting General Manager, Development and Emergency Services	December 2, 2021

Corporate Report

DEPARTMENT/ DIVISION	Development & Emergency Services - Administration	REPORT	R 185/2021
DATE PREPARED	12/01/2021	FILE	
MEETING DATE	12/13/2021 (mm/dd/yyyy)		
SUBJECT	Community Safety & Well-Being Advisory Committee Terms of Reference		

RECOMMENDATION

WITH RESPECT to Report R185/2021 (Development & Emergency Services – Community Strategies), we recommend that the Thunder Bay Community Safety and Well-Being (CSWB) Advisory Committee Terms of Reference, as appended to this Report, be approved;

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

LINK TO STRATEGIC PLAN

The Plan aligns with the City's 2019-2022 Strategic Plan, One City Growing Together, under Grow 2: Create a new community safety and well-being plan including a neighbourhood strategy to build capacity and support improvements led at the neighbourhood level; and Renew 2: Revitalize the downtown cores in partnership with stakeholders, with a special focus on strategic investments such as addressing the future of Victoriaville and initiatives that further community safety and well-being.

EXECUTIVE SUMMARY

On December 1, 2021 the CSWB Steering Committee approved Terms of Reference (Appendix A) for Council's consideration.

Effective January 1, 2019, the Police Services Act mandated municipalities to prepare and adopt community safety and well-being plans that proactively address locally identified priority risks. These plans are to be developed in partnership with a multi-sectoral Advisory Committee comprised of a number of cross-sectoral partners, including police services and local service providers in health/mental health care, education, community/social services, and children/youth services. Additional requirements are also outlined in the legislation pertaining to conducting consultations, contents of the plan, and monitoring, evaluating, reporting and publishing the plan.

On March 25, 2019, Thunder Bay City Council passed a resolution reassigning the work of the Crime Prevention Council to become the Advisory Committee to oversee the development of the CSWB plan for Thunder Bay. The Crime Prevention Council established a smaller Steering Committee to oversee the planning effort for the City of Thunder Bay.

On June 28, 2021, Thunder Bay City Council approved the Thunder Bay CSWB Plan 2021 - 2025. The CSWB Plan was subsequently sent to the Office of the Solicitor General to meet the July 1, 2021 provincial deadline. Thunder Bay City Council also approved the reassignment of the CSWB Advisory Committee as the Committee of Council for CSWB implementation and monitoring. City Council also approved renaming of the Crime Prevention Council to the Community Safety and Well-Being Roundtable.

DISCUSSION

On December 1, 2021, the CSWB Steering Committee reviewed the Terms of Reference that are being presented for City Councils consideration, and include:

- Purpose of the Advisory Committee
- Background
- Membership/Composition of the Advisory Committee
- Commitment of the Advisory Committee
- Roles and Responsibilities of the membership
- Financial Considerations/Resources
- Meeting Details
- Attendance
- Governance
- Staff Support
- Amendments to the Terms of Reference
- Term of the Advisory Committee

FINANCIAL IMPLICATION

There are no financial implications associated with this report.

CONCLUSION

It is concluded that the CSWB Advisory Committee Terms of Reference be approved.

BACKGROUND

On June 28, 2021, Thunder Bay City Council approved, by resolution, the Thunder Bay CSWB Plan 2021-2025. The CSWB Plan was subsequently forwarded to the Office of the Solicitor

General to meet the July 1, 2021 provincial deadline. Thunder Bay City Council also approved the appointment of the CSWB Advisory Committee as the Committee of Council for CSWB implementation and monitoring. City Council approved the dissolution of the Crime Prevention Council as a Committee of Council and the renaming of the Crime Prevention Council to the Community Safety and Well-Being Roundtable. The CSWB Advisory Committee Terms of Reference were to be presented to Council on or before October 25, 2021 for consideration; however, an extension was granted.

On March 1, 2021, a Memo from L. Chevrette was presented to Committee of the Whole advising that six priorities for the Plan had been identified. The memo also indicated next steps in the planning process.

On January 25, 2021, a Memo from L. Chevrette was presented to Committee of the Whole advising that a new deadline of July 2021 had been announced by the Office of the Solicitor General. The memo also provided an update on the CSWB planning process.

On March 11, 2019, Thunder Bay City Council passed a resolution appointing the Crime Prevention Council as the Advisory Committee to oversee the development of the plan for Thunder Bay. Since 2019, the Crime Prevention Council has been working to develop the Thunder Bay CSWB Plan.

Effective January 1, 2019, the Police Services Act mandates municipalities to prepare and adopt CSWB plans that proactively address locally identified priority risks. These plans are to be developed in partnership with a multi-sectoral Advisory Committee comprised of a number of cross-sectoral partners, including police services and local service providers in health/mental health care, education, community/social services, and children/youth services. Additional requirements are also outlined in legislation pertaining to conducting consultations, contents of the plan, and monitoring, evaluating, reporting and publishing the plan.

REFERENCE MATERIAL ATTACHED:

Attachment A - Thunder Bay Community Safety And Well-Being Advisory Committee Terms of Reference

PREPARED BY: LEE-ANN CHEVRETTE, SPECIALIST, COMMUNITY SAFETY AND WELL-BEING

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER)	DATE:
Norm Gale, City Manager	December 3, 2021

TERMS OF REFERENCE

COMMUNITY SAFETY & WELL-BEING ADVISORY COMMITTEE

1. Name of the Committee

The Committee is named the Community Safety & Well-Being Advisory Committee (CSWB Advisory Committee).

2. Purpose

To advise on and oversee the implementation and monitoring of the CSWB plan for Thunder Bay. Community Safety and Well-Being plans support safe and healthy communities through a community-based approach to address root causes of complex social issues. Planning seeks to achieve a proactive, balanced and collaborative approach to community safety and well-being across four key areas: social development, prevention, risk intervention, and incident response.

3. Background

Effective January 1, 2019, the Police Services Act mandates municipalities to prepare and adopt community safety and well-being (CSWB) plans that proactively address locally identified priority risks. These plans are to be developed in partnership with a multi-sectoral Advisory Committee comprised of a number of cross-sectoral partners, including police services and local service providers in health/mental health care, education, community/social services, and children/youth services. The Advisory Committee should be reflective of the community.

Thunder Bay City Council approved the Thunder Bay Community Safety & Well-Being Plan on June 28, 2021. The Plan was forwarded to the Minister of the Solicitor General on June 30, 2021.

4. Membership/Composition of the Advisory Committee

Legislation prescribes that specific sectors be represented in the membership. As a whole, the composition of Advisory Committee should be reflective of the diverse makeup of the community and should have:

- knowledge/information about the risks and vulnerable populations in the community;
- lived experience with risk factors or part of a vulnerable group in the community;
- understanding of protective factors needed to address those risks;
- experience developing effective partnerships in the community;
- experience in ensuring equity, inclusion and accessibility in their initiatives;
- experience advocating for the interest of vulnerable populations; and
- an understanding of oppression and systemic racism, and its impacts

Individual members will ideally have the authority to make decisions on behalf of their respective agencies/organizations regarding resources and priorities, or will be empowered to do so for the purposes of implementing and monitoring the CSWB Plan.

The CSWB Advisory Committee membership includes:

Sector	Term of Appointment (years)	Voting member
Services to improve physical or mental health*	4	Yes
Educational services*	4	Yes
Community or social services*	4	Yes
Community or social services to children or youth*	4	Yes
Custodial services to children or youth*	4	Yes
Employee of the municipality*	NA	No
Representative from Police Services Board*	2	Yes
Chief of Police*	4	Yes
Mayor	4	Yes
City Councillor	4	Yes
Advisor – Substance Misuse	2	Yes
Advisor – Public Health	2	Yes
Advisor – Indigenous Community	4	Yes
Advisor – Indigenous Organization	2	Yes
Advisor – Indigenous Organization	2	Yes
Advisor – Not-for-profit Organization	2	Yes
Advisor – Emergency Response	2	Yes
Advisor – Multicultural Community	2	Yes

*prescribed by legislation

5. Commitment of Advisory Committee

All members of the Advisory Committee are stewards of the CSWB Plan. While members are appointed to represent a specific sector, as stewards, each member brings and shares knowledge and expertise gained from their involvement in diverse tables and sectors, as well as their personal experience.

We are committed to bringing diverse perspectives to the table, and will create space to include the voices of those with lived and living experience, while also acknowledging the lived and living experience within the Advisory Committee. Where it would benefit the decision-making process of the Advisory Committee, additional voices of those with lived and living experience will be sought through consultation with the People With Lived Experience Advisory Committee and other opportunities.

All members of the Advisory Committee are committed to the Vision, Approach, Guiding Principles, and Commitment to Truth, Reconciliation and Anti-Racism in the CSWB Plan, as follows:

Our Vision

Thunder Bay is a safe, healthy and connected community, where everyone is valued and has opportunities to thrive.

Our Approach

Collective Impact

We believe community safety is everyone's responsibility. We recognize that large-scale social change requires a collaborative approach that includes inter-sectoral expertise and coordination, and all voices.

Our Guiding Principles

Equity

We understand that meeting the basic needs of people in our community is critical. These needs include equitable access to services, supports and opportunities to thrive and participate in decision making.

We acknowledge that a lack of equity is at the root of many of the priorities identified in the CSWB Plan.

We acknowledge the history of oppression that has resulted in ongoing disparities for some communities. We are committed to transforming our own biases, deconstructing frameworks of oppression, including colonialism, and challenging inequitable structures and processes to achieve better conditions for disadvantaged groups.

We acknowledge that part of reconciliation also includes cross-cultural competency and are committed to supporting cross-cultural education and awareness building.

Empathy

Cultivating empathy creates connections that break down the "us and them" divide, and helps to build compassion for the challenges, circumstances and risks of diverse people in our community. We value dignity and respect and support others without judgment. We are open, honest and caring in our relationships.

Efficacy

We know that safety and well-being requires a community effort based on evidence, and encourages upstream investment in the protective factors that keep people safe and well. We work in partnership and build on the strengths, skills and capacities of our community to bridge gaps and solve problems.

Our Commitment to Truth, Reconciliation and Anti-Racism

We are deeply committed to truth and reconciliation and will prioritize anti-racism efforts. We will further the Anti-Racism & Inclusion Accord and support its adoption by individuals and organizations across Thunder Bay.

Ad-Hoc Working Groups

Task-specific and time-limited ad-hoc working groups may be established, by vote of the Advisory Committee, to work on specific actions and report back to the Advisory Committee. Pre-existing community groups may be asked to take on a CSWB Ad-hoc

Working Group role. Membership of the Ad-hoc Working Groups will be determined by the group itself, guided by advice from the CSWB Advisory Committee and the Working Group. Ad-hoc Working Groups would not speak on behalf of the Committee and would report back to the Committee for our consideration. The CSWB Specialist will be an active member and resource to all CSWB ad-hoc working groups.

6. Roles and Responsibilities

i) Community Safety & Well-Being Specialist

The CSWB Specialist is responsible for the coordination and management of the implementation and monitoring of the CSWB Plan.

Key responsibilities:

- Recruitment and retention of appropriate agencies/organizations and individuals to become members of the Advisory Committee
- planning and coordinating Advisory Committee meetings
- participating on the Advisory Committee
- ensuring the Advisory Committee decisions are acted upon
- preparing documents for the Advisory Committee (i.e., Terms of Reference, planning documents, etc.)
- receiving and responding to requests for information about the Plan
- ensuring the Plan is made publicly available
- exploring funding opportunities, where appropriate
- identifying Action Tables for each of the six priorities
- supporting and linking the Action Tables to the CSWB Advisory Committee
- coordinating information-sharing and recommendations between the CSWB Advisory Committee, the Action Tables, the CSWB Roundtable (previously the Crime Prevention Council) and other organizations/partners.

ii) CSWB Advisory Committee

The main role of the CSWB Advisory Committee is to bring various sectors' perspectives together to provide strategic advice and direction to the municipality on the implementation and monitoring of its CSWB Plan. Multi-sectoral collaboration is key to successful CSWB planning, implementation and monitoring, as it ensures an integrated approach to identifying and addressing local priorities. This also leads to a coordinated and integrated service delivery model that ensures that those in need are receiving the most appropriate care and response.

The CSWB Advisory Committee will help identify champions for the CSWB Plan. Champions are public figures who express their commitment to community safety and well-being and rally support from the public and community agencies/organizations.

Member responsibilities:

- Attending and actively participating in CSWB Advisory Committee meetings
- Providing regular updates on the Action Tables and/or sectors they represent
- Providing oversight for the implementation and monitoring of the CSWB plan

- Approving Action Tables for each local priority
- Providing feedback on Action Tables' plans to the Action Tables through the CSWB Specialist
- Receiving and reviewing regular reports from the Action Tables at each CSWB Advisory Committee meeting
- Developing an Annual Report for City Council
- Reviewing and recommending changes to the CSWB Plan
- Developing a process for receiving recommendations for additional priorities and Action Tables
- Establishing and maintaining an evaluation framework for the CSWB Plan
- Creating key messages at the end of each meeting (i.e., key actions, outcomes, decisions, etc.) which will be included in meeting minutes.
- Help plan, co-ordinate, develop and/or share funding proposals for wider community supports based on Action Table recommendations.

iii) Chair and Vice Chair

A Chair and Vice-chair shall be elected by the CSWB Advisory Committee. An election will take place every years as per the Procedural bylaw for Committees of Council. The Chair shall be responsible for all commonly accepted responsibilities of that position, including:

- Providing general leadership to the Advisory Committee
- Representing the Advisory Committee at various meetings

The Vice-chair will take on the responsibilities of the Chair in their absence.

If the position of Chair or vice-chair becomes vacant, an election will be held to fill the vacancy at the next scheduled meeting.

7. Communications

A communications framework will be established for City Council's consideration.

8. Financial Considerations/Resources

Expenses and other resources for the normal ongoing work of the CSWB Advisory Committee shall be provided as part of the Community Safety & Well-Being Section's budget. Additional resources will be sought as required.

9. Meetings

A minimum of four meetings will be held annually. Additional meetings can be called at the request of the Chair.

10. Attendance

CSWB Advisory Committee members will attend all regularly scheduled meetings, advising the administrative support in advance of any absence by 12 noon on the day prior to the meeting.

If a Committee member misses more than two consecutive meetings or more than half of all scheduled meetings in one year, their membership will be subject to review.

11. Governance

Voting on motions and questions before the Committee and the general proceedings of the Committee shall be in accordance with the City's Procedural Bylaw (BL 51/2021) for City Council and its Committees. All appointed members have one vote each; a majority vote is required for an item to pass. Quorum at a meeting shall be a simple majority (nine) of appointed voting members.

The CSWB Advisory Committee will report to the Committee of the Whole through the regular presentation of its minutes on the agenda of the Planning Services Committee of the Whole Sessions. In addition, the Committee will present such reports and information it deems appropriate to Committee of the Whole, to inform Council and the community at large of the actions, activities and programs of the Committee.

12. Staff Support

The Community Safety & Well-Being Specialist will provide coordination support to the Advisory Committee. The CSWB Specialist will coordinate involvement of other departments and agencies as necessary and prepare communications and materials as required.

Administrative support for meetings, including scheduling of meetings, and creation and distribution of agendas, meeting minutes, and notices will be provided by City Administration.

13. Review and amendments to the Terms of Reference

Amendments to these Terms of Reference to meet legislative or strategic direction may be made at any time with agreement of the Advisory Committee, and will be presented to City Council for approval. Terms of Reference will be reviewed on an annual basis.

14. Term of Advisory Committee

The Advisory Committee will be ongoing, and will oversee the implementation and monitoring of the Council-approved CSWB Plan and recommend changes as required to City Council for consideration.

Corporate Report

DEPARTMENT/ DIVISION	City Manager's Office - Office of the City Clerk	REPORT	R 175/2021
DATE PREPARED	11/22/2021	FILE	
MEETING DATE	12/13/2021 (mm/dd/yyyy)		
SUBJECT	Procedural Options – Designated Truck Route		

RECOMMENDATION

For Information Only.

EXECUTIVE SUMMARY

This report provides Council with information regarding the procedural paths available relative to implementing a Designated Truck Route and/or changing course relative to the previous decisions made by the 2018-2022 term of Council. The options provided are subject to the Procedural By-law for Council and Committees (By-law 128-2012) which is the governing by-law in force at the time this decision was made.

DISCUSSION

The decision to implement a Designated Truck Route in the City of Thunder Bay was ratified by City Council in March 2019 and since that time, two iterations of a by-law to carry out that decision have been presented to City Council and subsequently defeated. City Council has been challenged to move forward on this matter due to what is seen as constraints of the procedural rules of City Council. There are several procedural options available for Council should they wish to resolve the matter during this term.

This report outlines the options available and provides information on the current state.

Current State of the Designated Truck Route

Administration has been tasked with implementing a decision of City Council relative to a Designated Truck Route in the City of Thunder Bay. Administration attempted on two occasions to bring forward a by-law that meets this objective. Both iterations of the by-law were defeated. Administration has advised Council and the public that the most recent iteration of the by-law (By-law 73/2020) is the best version of the by-law that Administration can provide. Further housekeeping or minor changes will not enhance the by-law, further changes may result in diluting the efficiency and enforceability of the by-law. In order to bring an updated iteration of a

by-law to implement a Designated Truck Route a material change would be required. A material change is more than mere housekeeping or minor edits. A material change is something that affects an integral or important part of the by-law. For instance, changes in the by-law that effect weight limits, access for local vehicles, corridors designated as truck routes, exemptions, etc. A material change can be achieved through a notice of motion to amend a previous decision of council which is outlined in the next section.

Options Available

The information below outlines the four options that are available to City Council at this time. A Motion to Rescind or Amend may be introduced only by a Member that voted with the prevailing side of the Motion to be Rescinded or Amended.

For further clarification, this means that if a decision was passed by Council, the prevailing side would be those Members who voted in favour. Alternatively, if the decision was defeated by Council, the prevailing side would be those who voted against.

Notice of Motions to Rescind or Amend may only be introduced once during each term of Council with respect to any particular item. These requirements are in place as per Council's Procedural By-law. At this time, no Member has brought forward a Notice of Motion on this file for Council deliberation. There was a previous circulation of a Notice of Motion in 2019 that was withdrawn prior to presentation.

The process for a Notice of Motion is outlined in Council's Procedural By-law as follows:

Rescission or Amendment

- (1) The purpose of a Motion to Rescind is to reverse or cancel a decision previously adopted by Council.**
- (2) The purpose of a Motion to Amend is to change the wording or substance of a Motion or decision previously adopted by Council.**
- (3) A Motion to Rescind or Amend may only be introduced by placing a Notice of Motion at any City Council Meeting within the term of Council.**
- (4) During presentation of the Motion at a subsequent Council Meeting, the Motion to Rescind or Amend is carried by two-thirds vote of Council.**
- (5) Unless and until the Motion to Rescind or Amend has passed by two-thirds vote of Council, the original decision continues in full force and effect.**

Option 1: Notice of Motion to Rescind the Decision to Implement a Designated Truck Route, as outlined in Report 130/2019 ratified by City Council on March 4, 2019.

This option may be brought forward by any member of Council who voted in favour of the decision outlined in Report 130/2019. In order to achieve this, two-thirds of Council must be in

agreement to make a decision. If passed it would cancel the original decision to establish a Designated Truck Route in the City of Thunder Bay.

Option 2: Notice of Motion to Amend the Decision to Implement a Designated Truck Route, as outlined in Report 130/2019 ratified by City Council on March 4, 2019.

This option may be brought forward by any Member of Council who voted in favour of Report 130/2019 and the decision to establish a Designated Truck Route in the City of Thunder Bay. In order to achieve this, two-thirds of Council must be in agreement to make a decision. Amending this decision would require a material change as outlined earlier in this report. If a material change was presented as a Notice of Motion to Amend and passed by Council, it would then be possible for Administration to bring forward a third iteration of the by-law which would incorporate the material change. Administration has not wavered in the recommendation that a Designated Truck Route as proposed is a very good idea for many reasons.

Option 3: Notice of Motion to Rescind the Defeat of By-law 73/2020 (Most recent iteration of the Designated Truck Route By-law) presented and defeated on June 22, 2020.

This option may be brought forward by any Member of Council who voted against By-law 73/2020. In order to achieve this, two-thirds of Council must be in agreement to make a decision. This would undo the previous decision of Council to defeat the By-law and allow By-law 73/2020 to be re-presented in its current form and if passed would enact By-law 73/2020.

Option 4: Take No Action until Next Term of Council

This option is available to Council. Taking no action on implementation of a Designated Truck Route by proceeding with one of the three options above would result in moving this matter to the next term of Council. This 2022-2026 term of Council would be in a position to take action on this file without the requirement for a notice of motion which removes the requirement for two-thirds of Council to be in agreement to make a decision. A motion to Committee of the Whole on this file is all that would be required in the next term of Council and a simple majority would provide direction once ratified at City Council.

While this option is available, Council should remain mindful that Administration continues to recommend implementation of the Designated Truck Route, as noted above.

FINANCIAL IMPLICATION

There are no financial implications directly associated with this report. It should be noted that considerable staff time has been expended on this file to bring forward the previous 16 reports and memos to Council. Staff time is required to implement any of the noted procedural options included in this report and can be completed within the existing Operating Budget.

CONCLUSION

It is concluded that City Council should follow one of the procedural options outlined above as it relates to the previous decision to implement a Designated Truck Route in Thunder Bay.

BACKGROUND

At the January 14, 2019 Committee of the Whole meeting, Santorelli's, Chamber of Commerce, Molly MacDonald, Elaine Foster-Seargeant, Dodie LeGassick, and Ben Postuma provided deputations. Report 130/2018 recommending the Designated Truck Route was carried.

At the January 21, 2019 Committee of the Whole meeting, Stephen Laskowski – Ontario Trucking Association provided a deputation. Rick Monty provided a deputation.

At the January 21, 2019 City Council Special Session, a motion to defer ratification of the Designated Truck Route Report 130/2019 from January 14, 2019 to the March 4, 2019 City Council meeting was carried via recorded vote.

At the March 4, 2019 Committee of the Whole meeting, Jim Bailey, Stephen Laskowski & Deputant L. Wood, Dr. Lana Ray, Deputant J. Kramer, Deputant J. Boan & Deputant D. Challen provided deputations and the resolution as contained in Report 130/2019 that was deferred from the January 14, 2019 Committee of the Whole minutes, was carried via recorded vote.

At the April 15, 2019 Committee of the Whole meeting, memorandum from Councillor Mark Bentz was presented and a resolution was carried directing Administration to poll the Members of Council regarding their planned attendance at upcoming City Council meetings and schedule the by-law to be presented at the earliest City Council meeting that all Members plan to attend.

At the April 29, 2019 Committee of the Whole meeting, memorandum from City Clerk Krista Power was presented providing an update relative to attendance polling. A memorandum from Councillor Trevor Giertuga was presented containing a motion. The resolution was passed recommending that Administration schedule the by-law to be presented at the June 17, 2019 City Council meeting.

At the April 29, 2019 City Council meeting, By-law 35/2019 – Designated Truck Route was withdrawn to be re-presented on June 17, 2019.

At the June 17, 2019 Committee of the Whole meeting deputations were heard from Lorne Kellar & Deputant A. Ball, Charla Robinson – Chamber of Commerce, and Geoff Wood – Ontario Truckers Association and By-law 35/2019 – Designated Truck Route was presented. Memorandum from City Clerk Krista Power and additional information from Director of Engineering Kayla Dixon were also presented. Two referral motions were lost via recorded vote. By-law 35/2019 – Designated Truck Route was also lost.

At the July 22, 2019 City Council meeting, a Notice of Motion relative to the Designated Truck Route from Councillor Brian Hamilton was included in the agenda but withdrawn prior to the meeting.

At the September 9, 2019 Committee of the Whole meeting, a memorandum from City Clerk Krista Power was presented advising that a new version of the Designated Truck Route by-law will be presented on October 7, 2019.

At the October 7, 2019 City Council meeting, By-law 110/2019 – Designated Truck Route was voted on separately and deferred to December 2, 2019 City Council meeting.

At the December 2, 2020 Committee of the Whole meeting, a memorandum from City Clerk Krista Power dated November 25, 2019 was presented. A resolution was passed moving the presentation date to January 27, 2020.

At the January 27, 2020 Committee of Whole meeting, a memorandum from City Clerk Krista Power dated January 17, 2020 recommending Council be polled for new dates to receive the by-law on or before March 23, 2020.

At the March 2, 2020 Committee of Whole meeting, a memorandum from City Clerk Krista Power dated February 24, 2020 recommending Council be polled for new dates to receive the by-law on or before June 29, 2020.

At the June 1, 2020 Committee of the Whole meeting, a memorandum from City Clerk Krista Power, dated May 23, 2020 advising that the Designated Truck Route By-law will be presented to City Council on June 22, 2020.

At the June 22, 2020 City Council meeting, By-law 73/2020 Designated Truck Route was presented. A recorded vote was requested and the by-law was lost.

At the November 15, 2021 Committee of the Whole meeting, a memorandum from Councillor Trevor Giertuga, dated October 26, 2021 was presented requesting administration report back on the current status of the Designated Truck Route. The motion as presented was amended and direction was given for Administration to report back with options to move forward with the Designated Truck Route on or before January 22, 2022.

REFERENCE MATERIAL ATTACHED:

Attachment A: Council Direction on a DTR - Report 130/2019 recommending the DTR

Attachment B: Most recent iteration of the By-law – presented in June 2020 and defeated. By-law 73/2020 Designated Truck Route

PREPARED BY: KRISTA POWER, CITYCLERK

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER) Norm Gale, City Manager	DATE: December 6, 2021
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DEPARTMENT/ DIVISION	Infrastructure & Operations	REPORT NO.	R 130/2018
DATE PREPARED	09/05/2018	FILE NO.	
MEETING DATE	10/15/2018 (mm/dd/yyyy)		
SUBJECT	Designated Truck Route		

RECOMMENDATION

With respect to Report 130/2018 (Engineering & Operations) we recommend that By-law 87-2007 be repealed and replaced as outlined in this report;

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

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

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

EXECUTIVE SUMMARY

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

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

DISCUSSION

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

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

Existing Heavy Load By-law Changes

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

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

Summary of Consultation

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

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

The following feedback was received:

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

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

Proposed Designated Truck Route

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

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

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

Impacts

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

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

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

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

Education

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

FINANCIAL IMPLICATION

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

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

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

CONCLUSION

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

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

BACKGROUND

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

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

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

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

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

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

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

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

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

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

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

REFERENCE MATERIAL ATTACHED

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

PREPARED BY: Kayla Dixon, Director Engineering & Operations

THIS REPORT SIGNED AND VERIFIED BY: CHARLES CAMPBELL FOR KERRI MARSHALL, GENERAL MANAGER, INFRASTRUCTURE & OPERATIONS	DATE: October 5, 2018
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Memorandum

Corporate By-law Number BL 73/2020

TO: Office of the City Clerk **FILE:**

FROM: Kayla Dixon, Director - Engineering
Infrastructure and Operations

DATE: 06/10/2020

SUBJECT: CANCELLED - BL 73/2020- Designated Truck Route

MEETING DATE: City Council - 06/22/2020 (mm/dd/yyyy)

By-law Description: A By-law to establish a Designated Truck Route through the City of Thunder Bay.

Authorization: Report No. R 130/2018 (Engineering) – City Council - March 4, 2019.

By-law Explanation: The purpose of this By-law is to establish a Designated Truck Route through the City of Thunder Bay.

Schedules and Attachments:

Schedule "A"-Designated Truck Routes

Schedule "B"-15,000kg Weight Restricted Highways

Schedule "C"-28,000kg Weight Restricted Highways

Schedule "D"-15,000kg Weight Restricted Highways Time Limit

Load Restricted Highways Map

Designated Truck Route Map

Amended/Repealed By-law Number(s):



THE CORPORATION OF THE CITY OF THUNDER BAY
BY-LAW NUMBER BL 73/2020

A By-law to establish a Designated Truck Route through the
City of Thunder Bay.

Recitals

1. Section 35 of the *Municipal Act, 2001*, S.O. 2001 c.25, as amended authorizes municipalities to remove or restrict the common law right of passage by the public over a highway.
2. Regulating weight limits on highways is a practical and expedient way to maintain the City's investment in highway infrastructure.
3. Designating certain highways as truck routes limits truck traffic in residential areas, which increases safety and reduces negative impacts for residents.

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

1. **Definitions:** Wherever a term set out below appears in the text of this By-law with its initial letters capitalized, the term is intended to have the meaning set out for it in this Section 1.01. Wherever a term below appears in the text of this By-law in regular case, it is intended to have the meaning ordinarily attributed to it in the English language.

- a) "By-law" means this By-law, including its recitals and schedules, which form integral parts of it. Where the term "by-law" is capitalized but followed by a number, the term refers to the by-law of the Corporation that corresponds with that number, and not to this By-law.
- b) "Conduct of Business" means the delivering or receiving goods, wares, merchandise or materials and where a Driver has multiple scheduled deliveries and/or pick-ups all within the limits of the City of Thunder Bay, the term shall expressly include all such deliveries/pick-ups.
- c) "Corporation" means The Corporation of the City of Thunder Bay. Where the context allows, the term includes its officers and employees.
- d) "Designated Truck Route" means the highway and/or series of highways designated by this By-Law and more particularly described in Schedule "A".

- e) “Driver” means the person operating the Vehicle and includes the owner(s), lessee, or renter as the case may be.
- f) “Municipal Act, 2001” means the *Municipal Act*, 2001 S.O. 2001 c.25 as amended, the main statute governing the creation, administration and government of municipalities in the Canadian province of Ontario, other than the City of Toronto.
- g) “Municipal Law Enforcement Officer” means a person appointed by the Corporation to enforce its by-laws.
- h) “Registered Gross Weight” means the weight for which a permit has been issued under the *Highway Traffic Act*, R.S.O. 1990 c. H8 as amended, based upon the weight of the Vehicle, or combination of Vehicles and load. The Registered Gross Weight applies for the purposes of this By-law, regardless of the actual loaded weight.
- i) “*Provincial Offences Act*” R.S.O. 1990 c. P33 as amended means a provincial statute that sets out procedures for the prosecution of offences under other provincial statutes and regulations and municipal by-laws.
- j) “Vehicle” includes: a motor vehicle, trailer, traction engine, farm tractor, road-building machine, any vehicle drawn, propelled or driven by any kind of power, including muscular power, but does not include a motorized snow vehicle or street car.
- k) “Weight Restricted Highway” means any highway upon which the Corporation has enacted a weight restriction as more particularly described in Schedule “B” and “C” and includes any highway upon which the Corporation has enacted a time specific weight restriction as more particularly described in Schedule “D”.

2. **Designated Truck Route:** Every Driver of a Vehicle having a Registered Gross Weight of fifteen thousand (15,000 kg) kilograms or greater shall drive on the Designated Truck Route and/or on a provincial highway as more particularly described in Schedule “A”.

3. **Exemptions:** Section 2 of this By-Law does not apply to:

- a) Vehicles operated by or on behalf of the Corporation, where the vehicles are actively engaged in their duties;
- b) emergency vehicles;
- c) Vehicles transporting waste;

- d) public utility vehicles in the course of their duties;
 - e) passenger buses;
 - f) Vehicles delivering or receiving goods, wares, merchandise or materials within the limits of the City of Thunder Bay or in proceeding to or from a garage or other premises within the limits of the City of Thunder Bay for fuel or repair of such Vehicle and provided that;
 - (i) such deviation shall be made at a point from one of the Designated Truck Routes nearest by road to where the delivery, and/or service is performed, and;
 - (ii) on completion of the Conduct of Business such vehicle shall return by the shortest route by distance to the nearest Designated Truck Route;
 - g) Vehicles travelling to the residence or business premises of the owner or operator of the Vehicle where the business premises or residence is only accessible by highways that do not form part of the Designated Truck Route;
 - h) detours as a result of an emergency response; or
 - i) approved detours by the Corporation as a result of construction activities or a special event.
4. **Weight Restricted Highways:** Notwithstanding Section 3 no Driver shall operate a Vehicle on any Weight Restricted Highway where that Vehicle has a Registered Gross Weight greater than the amount set out in Schedule “B” and “C” for the corresponding highway.
5. **Time Specific Weight Restrictions:** Notwithstanding Section 3 no Driver shall, between the hours of 6 p.m. and 7 a.m. the following day, operate a Vehicle on any Weight Restricted Highway where that Vehicle has a Registered Gross Weight greater than the amount set out in Schedule “D” for the corresponding highway.

6. **Exemptions:** Sections 4 and 5 of this By-Law do not apply to:
- a) Vehicles while engaged in the construction or maintenance of a Weight Restricted Highway;
 - b) emergency vehicles while in the course of responding to an emergency situation or while in the course of an emergency measures training exercise;
 - c) passenger buses;
 - d) Vehicles transporting waste;
 - e) public utility vehicles in the course of their duties;
 - f) Vehicles effecting deliveries to and from premises where no alternative route is available within the limits of the City of Thunder Bay except by traveling on a Weight Restricted Highway;
 - g) Vehicles traveling to the residence or business premises of the owner or operator of the Vehicle where no alternative route is available within the limits of the City of Thunder Bay except by traveling on a Weight Restricted Highway;
 - h) any Vehicle operating solely within the intersection of any Weight Restricted Highway and any other highway;
 - i) detours as a result of an emergency response; or
 - j) approved detours by the Corporation as a result of construction activities or a special event.
7. **Burden of Proving Exemption:** The burden of proving that an exemption prescribed by this By-Law operates in favour of the defendant is on the defendant, and the prosecutor is not required, except by way of rebuttal, to prove the exemption does not operate in favour of the defendant, whether or not it is set out in the information.
8. **Enforcement:** This By-law may be enforced by Municipal Law Enforcement Officers and police officers.

9. **Severability:** Should a court of competent jurisdiction declare a part or the whole of any provision of this By-law to be invalid or of no force or effect, the provision or part is deemed severable from this By-law, and it is the intention of Council that the remainder survive and be applied and enforced in accordance with its terms and to the extent possible under the law.
10. **Priority:** Where a vehicle having a Registered Gross Weight greater than 15,000kg is also classified as a Dangerous Goods Carrier within the meaning of By-Law 201-1997, as amended, the driver of such a vehicle shall first comply with all applicable provisions of that by-law and, to the extent there is no conflict, shall then comply with the provisions of this By-Law.
11. **Penalties:** Every person who contravenes any provision 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*.
12. **Additional Penalty:** Upon conviction, in addition to any other penalty imposed by this By-Law, the court in which the conviction has been entered and any court of competent jurisdiction may make an Order prohibiting the continuation or repetition of the offence by any person convicted.
13. **General:** Upon the coming into force of this By-Law, By-Law 87-2007 is repealed.
14. **Effect:** This By-law comes into force and takes effect upon the date of the issue of an order by the Regional Senior Justice establishing the set fines for this By-law.

Enacted and passed this 22nd day of June, A.D. 2020 as witnessed by the Seal of the Corporation and the hands of its proper Officers.

Bill Mauro

Mayor

Krista Power

City Clerk

MEETING DATE 12/13/2021 (mm/dd/yyyy)

SUBJECT Ontario Big City Mayors Resolution relating to Long-Overdue Bail Reform

SUMMARY

Memorandum from Mayor Bill Mauro, dated December 1, 2021 attaching a letter from the Ontario Big Cities Mayors containing a resolution relating to Long-Overdue Bail Reform, for information only.

ATTACHMENTS

Memorandum from Mayor Bill Mauro
Ontario Big Cities Mayors Letter

Memorandum

Office of the Mayor
Fax: 623-1164
Telephone: 625-3601

TO: Krista Power, City Clerk

FROM: Mayor Bill Mauro

DATE: December 1, 2021

SUBJECT: Ontario Big City Mayors Resolution relating to Long-Overdue Bail Reform
Committee of the Whole – December 13, 2021

This memorandum is presented for further information regarding the following resolution passed by City Council at the February 8, 2021 meeting. The resolution requested that the Intergovernmental Affairs Committee, advocate to the provincial and federal government for a national and provincial review of judicial sentencing relating to violent crimes, major drug distribution, human trafficking and gang association.

As identified in the attached letter, the following resolution was passed at the Ontario Big Cities Mayors meeting in late October 2021. The resolution requests long-overdue bail reform to address the issue of repeat offenders being released into the community.

I provide it for your information.

/gs

Ontario's Big City Mayors Continue Progress with New Executive Director, First In-Person Meeting

November 3, 2021 – In late October, Ontario's Big City Mayors (OBCM) held its first in-person meeting since the start of the pandemic. The event was hosted by the Mayor of Burlington, Marianne Meed Ward. The OBCM was delighted to be able to safely gather once again. The return of in person caucus meetings is a step back toward normalcy and an indication that communities are slowly returning to normal – a credit to our frontline workers and public health system in Ontario.

At the event, OBCM announced Michelle Baker as their inaugural Executive Director. Michelle has played key roles in municipal and provincial government for over a decade, with the Ontario government and the City of Mississauga. Michelle has a track record of bringing people together to solve public policy challenges.

"We are thrilled to have Michelle's leadership at OBCM," said Jeff Lehman, Chair of OBCM and Mayor of Barrie. "Her wide range of expertise will help OBCM continue to deliver positive ideas that help strengthen Ontario's largest cities."

"I am very excited to work with the OBCM caucus and Chair Lehman to continue the strong record of advocacy and policy development," said Michelle Baker, Executive Director, OBCM. "I know the municipal sector is ready to turn the page on the pandemic and build a more resilient province."

Throughout the year, OBCM has worked in partnership with the province, business leaders and community organizations to keep residents safe throughout the pandemic. The caucus released notable policy proposals to support the fight against COVID-19, including supporting the establishment of a system for certified proof of vaccination. OBCM also advocated strongly for measures needed to protect Ontarians, such as paid sick leave.

The caucus has begun to release policy proposals within its four areas of strategic focus, beginning with mental health and addiction services across the province. The OBCM Mental Health and Addictions Working Group called for decriminalization of simple possession of some controlled substances, as part of a series of proposals to shift from an enforcement-based to a public health-based approach to addictions.

On a variety of other policy priorities, the caucus has seen its advocacy with the provincial government drive policy changes, including issues as varied as Payments in lieu of taxes for Airports to Municipal Codes of Conduct.

In the upcoming months, OBCM will continue to present policy proposals to address issues of critical importance in our cities, such as housing affordability, climate change and fiscal federalism.

With key policy proposals and new leadership, OBCM will be a strong municipal voice in the post-pandemic recovery, and continue to work with all levels of government to advocate for the issues that matter most to Ontario's cities.

More information on the recommendations put forward by OBCM can be found at www.ontariobigcitymayors.ca.

Motions

Support for Capital Gains Tax Exemptions

That OBCM establish a formal position opposing the elimination of capital gains tax exemptions on primary residences owned for more than one year.

That the federal Minister with the responsibility of housing affordability be requested to provide an update, in writing, to OBCM outlining the government's position on capital gains tax exemptions for primary residences.

CARRIED

Payment in Lieu of Taxes

That the Ontario Big City Mayors supports the request the Ontario Minister of Finance to initiate an amendment to OR 282/98 to remove the 5% cap on annual Payments in Lieu of Taxes from incorporated airport authorities to their host municipalities in the Province of Ontario.

CARRIED

Bail Reform

That the Ontario Big City Mayors requests long-overdue bail reform to address the issue of repeat offenders being released into the community.

CARRIED

About Ontario's Big City Mayors

Ontario's Big City Mayors (OBCM), formerly known as the Large Urban Mayors' Caucus of Ontario, includes mayors of 29 single and lower-tier cities with a population of 100,000 or more, who collectively represent nearly 70 per cent of Ontario's population. OBCM advocates for issues and policies important to Ontario's largest cities.

Media Contact:

Mayor Jeff Lehman, Chair
officeofthemayor@barrie.ca
705-792-7900

MEETING DATE 12/13/2021 (mm/dd/yyyy)

SUBJECT Update – Ward and Town Hall Meetings

SUMMARY

Memorandum from City Clerk Krista Power, dated December 3, 2021 providing information on the options available for Ward and Town Hall Meetings starting January 2022, for information only.

ATTACHMENTS

1 Memorandum from City Clerk Krista Power

Memorandum

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

TO: Mayor & Council

FROM: Krista Power, City Clerk

DATE: December 3, 2021

SUBJECT: Update – Ward and Town Hall Meetings
Committee of the Whole – December 13, 2021

This memorandum is a follow up to Report R 111/2021 (City Manager's Office – Office of the City Clerk) relative to Ward and Town Hall Meetings. As noted in the report, Administration has been working towards the resumption of in person meetings for members of council and the public and was required to report back prior to December 20, 2021 should plans to move to in person meetings not be achievable.

Currently, Administration is planning to offer three options for Ward and Town Hall Meetings beginning in January 2022. All plans consider current public health guidelines and protocols and will be adapted to continue to meet guidelines should protocols change in the coming months.

Option 1- Virtual Ward/Town Hall Meeting

- The option previously developed and used exclusively since 2020 will continue to be an option
- Meetings will be held utilizing MS Teams, allowing Administration to participate and present as required, and all meetings will broadcast online at www.thunderbay.ca/watchcouncil, Shaw Spotlight Ch10, Shaw BlueCurve Ch105, and Tbaytel TV Channel 110
- Public participation will include options to ask questions in advance and during the meeting by phone or via email – viewership and participation is higher than a pre-pandemic in person Ward or Town Hall meeting
- There will be no in-person participation outside of staff and council

Option 2 – In Person Ward/Town Hall Meeting

- This option will follow the previous format of meetings, pre-pandemic
- Meetings can be booked at local community centres and public facilities and will be subject to all public health guidelines including but not limited to; proof of vaccination, capacity limits, screening, masking etc.

- Staff will assist with meeting coordination, advertising and security will be booked to manage compliance for public health guidelines and safety of staff
- Additional costs will be charged to council accounts for rental of space (average of \$125 - \$300 per rental)

Option 3 – Hybrid Ward/Town Hall Meeting

- This option merges both the virtual meeting and the in-person meeting
- Meetings that follow this model will be held at City Hall, Council Chambers which allows for both in person participation (limited by capacity) and virtual participation via MS Teams and questions received via phone and email
- Council Chambers possesses the infrastructure to broadcast online at www.thunderbay.ca/watchcouncil, Shaw Spotlight Ch10, Shaw BlueCurve Ch105, and Tbaytel TV Channel 110 with no additional costs associated

Ward and Town Hall meetings will continue to be scheduled in 2022 with the above options from January to June 2022. Ward and Town Hall meetings are not scheduled in the summer months of July and August as per Council's by-law. Ward and Town Hall meetings are not held from September to November of 2022 due to the Municipal Election.

Administration remains limited in scheduling up to one Ward and Town Hall meeting per week due to resource constraints. Staffing for all Ward and Town Hall meetings now requires additional team members to operate equipment, answer phone and emails and where in-person assist with screening and ensuring all public health protocols are in place.

MEETING DATE 12/13/2021 (mm/dd/yyyy)

SUBJECT Outstanding Item – Clean, Green & Beautiful Policy Review

SUMMARY

Memorandum from Councillor Rebecca Johnson, Chair – Clean, Green & Beautiful Committee, dated November 30, 2021 requesting that the report back date relating to Outstanding Item 2018-009-ADM Clean, Green & Beautiful Policy be changed from December 20, 2021 to April 25, 2022.

RECOMMENDATION

WITH RESPECT to the Memorandum from Councillor Rebecca Johnson dated November 29, 2021, we recommend that the report back date relating to Outstanding List Item 2018-009-ADM Clean, Green & Beautiful Policy review be changed from December 20, 2021 to April 25, 2021;

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

ATTACHMENTS

Memorandum from Councillor Rebecca Johnson

Memorandum

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

TO: Krista Power, City Clerk
FROM: Councillor Rebecca Johnson, Chair – Clean, Green & Beautiful Committee
DATE: November 29, 2021
SUBJECT: Clean, Green & Beautiful Policy Review
Committee of the Whole – December 13, 2021

In June 2018, Council directed Administration and the Clean, Green & Beautiful Committee to review Corporate Policy 02-05-01 and present revised policy to Council for approval. The Committee has begun the review; however, more time is required to finalize changes. I am requesting that Council approve an extension of the report back on this outstanding item.

I present the following for Council's consideration,

WITH RESPECT to the Memorandum from Councillor Rebecca Johnson dated November 29, 2021, we recommend that the report back date relating to Outstanding List Item 2018-009-ADM Clean, Green & Beautiful Policy review be changed from December 20, 2021 to April 25, 2021;

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

MEMORANDUM

TO: Krista Power, City Clerk

FROM: Doug Vincent
Manager – Licensing & Enforcement

DATE: December 1, 2021

RE: Outstanding Items – Q4 2021 Draft By-laws
Committee of the Whole – December 13, 2021

FILE NO.:

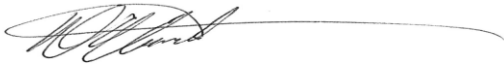
This memorandum's purpose is to request Council's approval for changes to the "Proposed Report Back Dates" in the Division's Work-Plan as presented to Council in Report R 120/2021 Review of Enforcement By-laws (Development & Emergency Services - Licensing & Enforcement). Specifically, for the submission of the outstanding draft by-laws, originally scheduled for Councils' review by the end of Q4, 2021, to a new date of April 11, 2022. These By-laws are: Property Standards By-law (currently includes Vacant Building provisions), Yard Maintenance By-law and the Animal Control By-law. These By-laws are all strategically linked to the Division's restructuring plan and need to progress and be presented together to support comparative evaluation.

In preparation for Report R 120-2021, Administration sought out and hired a municipal expert to assist in accelerating the review and rewriting process for the above noted By-laws. The scope of work for that project did not include the additional body of work requested in the September 20, 2021 Council Resolution that directed "that the contents of the deputation entitled "Reimagining the Yard Maintenance By-law: An Opportunity to Contribute Towards Sustainability Goals" be referred to Administration and be included in the Property Standards and Yard Maintenance By-law review". The net result has been an additional layer of work and cross-communications required to discuss factors presented. This has resulted in delaying some key steps from being implemented but the project is progressing well.

The goal continues to be that these By-laws, subject to Council's approval, will be ready for the busy summer season in the new operational model. If, as the project progresses, it is thought that additional time may be needed to deliver the final draft By-laws to Council, the request will be made to Council in advance.

Additionally, timelines for other priorities do not currently need to be adjusted.

"WITH RESPECT to the Memorandum from Manager – Licensing & Enforcement Doug Vincent, dated December 1, 2021, we recommend that the report back date relating to the review for the Property Standards, Vacant Building, Yard Maintenance and Animal Control By-laws including the related deputation referral, be adjusted to April 11, 2022."

A handwritten signature in black ink, appearing to read "Doug Vincent", followed by a long horizontal flourish line.

Doug Vincent,
Manager, Licensing and Enforcement

MEETING DATE 12/13/2021 (mm/dd/yyyy)

SUBJECT Outstanding List for Planning Services as of November 30, 2021

SUMMARY

Memorandum from City Clerk K. Power, dated November 30, 2021 providing the Planning Services Outstanding Items List, for information.

ATTACHMENTS

Memorandum from Krista Power

Memorandum

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

TO: Mayor & Council

FROM: Krista Power, City Clerk

DATE: November 30, 2021

SUBJECT: Outstanding List for Planning Services Session as of November 30, 2021
 Committee of the Whole – December 13, 2021

The following items are on the outstanding list for Community Services:

Reference Number	Department/Division	Outstanding Item Subject	Resolution Report Back Date	Revised Report Back Date
2018-010-DEV	Development & Emergency Services / Licensing & Enforcement	Sign By-law	No date included in referral resolution	Mar-28-2022
2020-024-DEV	Development & Emergency Services / Licensing & Enforcement	Request for Report – Development of a Nuisance By-law	Sep-28-2020	June-27-2022
2020-052-DEV	Development & Emergency Services / Thunder Bay Fire Rescue	TBFR Strategic Master Fire Plan (SMFP) - Implementation Plan	April-30-2022	
2021-102-DEV	Development & Emergency Services / Planning	Extension of the Sanitary Trunk Sewer, west of Parkdale	Dec-13-2021	
2021-103-DEV	Development & Emergency Services / Thunder Bay Fire and Rescue	Open Air Burning Policy	Nov-15-2021	Aug-22-2022
2021-104-DEV	Development & Emergency Services / Superior North EMS	Work Plan for Superior North EMS 2021-2030 Master Plan	Mar-14-2022	
2021-105-DEV	Development & Emergency Services	Ban Against Conversion Therapy	Mar-31-2022	

Reference Number	Department/Division	Outstanding Item Subject	Resolution Report Back Date	Revised Report Back Date
2021-106-DEV	Development & Emergency Services	Community Safety & Well-Being Advisory Committee Terms of Reference	Oct-25-2021	Dec-13-2021
2021-107-DEV	Development & Emergency Services/Licensing & Enforcement	Reimagining the Yard Maintenance By-law	Dec-13-2021	Apr-11-2022
2021-109-DEV	Development & Emergency Services/Planning	Heritage Tax Incentive Program	Apr-25-2022	
2021-110-DEV	Development & Emergency Services	Strategy Development for Reducing Homelessness and Poverty in Our Community	Dec-20-2021	
2021-111-DEV	Development & Emergency Services	Poverty Reduction Strategy - Thunder Bay Living Wage Campaign	Jan-24-2022	
2021-112-DEV	Development & Emergency Services	Official Plan - Partial Servicing & Advanced Wastewater Treatment for Subdivisions	Feb-14-2022	
2021-113-DEV	Development & Emergency Services	Designated Truck Route By-law - Request for Update	Jan-24-2022	
2021-114-DEV	Development & Emergency Services/Licensing & Enforcement	Fence Related Bylaws	Mar-28-2022	
2021-115-DEV	Development & Emergency Services/Licensing & Enforcement	Boulevard Policy/Obstruction Bylaw	Jun-27-2022	
2021-116-DEV	Development & Emergency Services/Licensing & Enforcement	Animal Bylaws	Dec-13-2021	Apr-11-2022
2021-117-DEV	Development & Emergency Services/Licensing & Enforcement	Vacant Buildings Bylaw	Dec-13-2021	Apr-11-2022
2021-118-DEV	Development & Emergency Services/Licensing & Enforcement	Property Standards & Yard Maintenance Bylaw	Dec-13-2021	Apr-11-2022

Reference Number	Department/Division	Outstanding Item Subject	Resolution Report Back Date	Revised Report Back Date
2021-119-DEV	Development & Emergency Services / Thunder Bay Fire and Rescue	Sacred and Ceremonial Burning Policy	Aug-22-2022	

* Subject to ratification