

AGENDA
REGULAR MEETING OF CITY COUNCIL
2008 06 09
4:30 P.M.
COUNCIL CHAMBERS

1. **ADOPTION OF MINUTES**

Mover - Councillor F. Manzo

Seconder - Councillor J. Caicco

Resolved that the Minutes of the Regular Council Meeting of 2008 05 26 be approved.

2. **QUESTIONS AND INFORMATION ARISING OUT OF MINUTES AND NOT OTHERWISE ON AGENDA**

3. **APPROVE AGENDA AS PRESENTED**

Mover - Councillor F. Manzo

Seconder - Councillor S. Butland

Resolved that the Agenda for the 2008 06 09 City Council Meeting as presented be approved.

4. **DELEGATIONS/PROCLAMATIONS**

(a) Mark Inglis and Dave Richardson, Marshall Macklin Monaghan Group will be in attendance concerning agenda item 6.(6)(b).

(b) Bob Davies, Chief of Police will be in attendance concerning agenda item 6.(5)(a).

PART ONE – CONSENT AGENDA

5. **COMMUNICATIONS AND ROUTINE REPORTS OF CITY DEPARTMENTS; BOARDS AND COMMITTEES**

Mover - Councillor O. Grandinetti

Seconder - Councillor J. Caicco

Resolved that all the items listed under date 2008 06 09 - Part One - Consent Agenda be approved as recommended.

5. (a) Correspondence from AMO is attached for the information of Council.
- (b) Letters of request for temporary street closings are attached for the consideration of Council.
- 1) on downtown streets in conjunction with ROTARYFEST 2008 (July 19th) and also to request a by-law to prohibit vendors from locating near the grounds of ROTARYFEST 2008;
 - 2) on Queen Street from East to Dennis Streets in conjunction with Lemonade Days (July 18th); and
 - 3) on Doncaster Road in conjunction with a Street Gathering (August 9th). The relevant By-laws 2008-110, 2008-111, 2008-112 and 2008-118 are listed under Item 10 of the Agenda and will be read with all other by-laws listed under that item.

Mover - Councillor O. Grandinetti

Seconded - Councillor S. Butland

Resolved that City Council approves the use of available Clergue Park green space (July 12th to 20th); the Civic Centre north green space (July 12th to 20th); and the Civic Centre north and south parking lots (July 17th evening, July 18th and 19th).

- (c) A letter from the Chair, Relay for Life requesting an exemption to the Noise By-law for the event at the John Rhodes Community Centre on June 13th and 14th is attached for the consideration of Council. The relevant By-law 2008-116 is listed under Item 10 of the Agenda and will be read with all other by-laws listed under that item.
- (d) Correspondence from the City of Belleville (concerning the government allowing municipalities to raise revenue by a carbon tax levy); and the City of Kingston (concerning amendments to the Ontario Building Code and concerning Bill 64 An Act to Amend the Pesticide Act) is attached for the information of Council.
- (e) A News Release from Development Sault Ste. Marie announcing Sunwing Charter Airline to fly directly from Sault Ste. Marie to Cuba is attached for the information of Council.
- (f) A letter from the CEO, OLG concerning the Ontario Lottery and Gaming Corporation's current commitment to the city and suggestions for future involvement in local initiatives is attached for the information of Council.

5. (g) **Council Travel**

Mover - Councillor F. Manzo

Seconders - Councillor J. Caicco

Resolved that Councillor Lou Turco be authorized to travel to (1) AMO Annual President's Meeting being held in London, Ontario (2 days in June) at an estimated cost of \$1,000.00 to the City; and (2) FONOM Board Meeting being held in North Bay, Ontario (2 days in July) at no cost to the City be approved.

(h) **Staff Travel Requests**

A report of the Chief Administrative Officer is attached for the consideration of Council.

Mover - Councillor F. Manzo

Seconders - Councillor S. Butland

Resolved that the Staff Travel Requests contained in the report of the Chief Administrative Officer dated 2008 06 09 be approved as requested.

(i) **Property Tax Appeals**

A report of the City Tax Collector is attached for the consideration of Council.

Mover - Councillor O. Grandinetti

Seconders - Councillor J. Caicco

Resolved that pursuant to Section 357 of the Municipal Act, 2001, the adjustments for tax accounts outlined on the City Tax Collector's report of 2008 06 09 be approved and the tax records be amended accordingly.

(j) **Echoes Drum Festival Request for Financial Assistance**

A report of the Manager of Finance and Audits is attached for the consideration of Council.

Mover - Councillor O. Grandinetti

Seconders - Councillor S. Butland

Resolved that the report of the Manager of Finance and Audits dated 2008 06 09 concerning Echoes Drum Festival Request for Financial Assistance be accepted and the recommendation that Council DENY the request for additional financial assistance by the Echoes Drum Festival be approved.

(k) **Memorandum of Agreement - Operation of the Recreational Lock**

A report of the Commissioner of Community Services is attached for the consideration of Council.

5. (k) Mover - Councillor F. Manzo
Second - Councillor J. Caicco
Resolved that the report of the Commissioner of Community Services dated 2008 06 09 concerning Memorandum of Agreement - Operation of the Recreational Lock be accepted and the recommendation that Council approve a one-year extension until July 14, 2009 of the agreement between the Corporation of the City of Sault Ste. Marie and Parks Canada for the operation of the Recreational Lock be approved.

(l) **Contract 2008-4E - Reconstruction of Franklin Street (Wallace Terrace to Henrietta Street) - Location of Proposed Sidewalk**

A report of the Design and Construction Engineer is attached for the consideration of Council.

Mover - Councillor D. Celetti

Second - Councillor F. Fata

Whereas Franklin Street is scheduled for reconstruction this year as a local improvement and the current design of the project includes a boulevard and sidewalk on the west side of the street; and

Whereas 15 out of a total 17 property owners on the west side of the street have signed a petition to construct a curb face sidewalk instead of a boulevard and sidewalk;

Now therefore be it resolved that engineering staff undertake the necessary arrangements with the contractor that is doing the reconstruction project to have the sidewalk redesigned to a curb face sidewalk to reflect the wishes of the majority of the property owners on the west side of Franklin Street.

(m) **Update on 2008 Capital Works and Bridges**

A report of the Director of Engineering Services is attached for the consideration of Council.

Mover - Councillor F. Manzo

Second - Councillor S. Butland

Resolved that the report of the Director of Engineering Services dated 2008 06 09 concerning Update on 2008 Capital Works and Bridges be accepted and the recommendation that the following revisions to the 2008 Capital Works Program:

Available Funds:

2007 Misc Const. allowance for single lane bridges (carryover)	\$ 136,000.00
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2008 budget for bridges	\$3,000,000.00
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Total Available	\$3,136,000.00
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5. (m) Recommended Revisions to 2008 Program:
- | | |
|---|----------------|
| Reconstruct four single lane bridges to two lanes | |
| \$300,000.00 each | \$1,200,000.00 |
| Other bridge work | 500,000.00 |
| Shannon/Retta/Franklin shortfall | 452,000.00 |
| Korah Road Reconstruction (Moss to Cooper) | 620,000.00 |
| Hub Trail Funding | 358,000.00 |
| Total Estimate Revisions | \$3,130,000.00 |
- be approved.

(n) **Contract 2008-5E - Reconstruction of Korah Road (Moss Road to Cooper Street)**

A report of the Design and Construction Engineer is attached for the consideration of Council. The relevant By-law 2008-113 is listed under Item 10 of the Agenda and will be read with all other by-laws listed under that item.

(o) **Biannual Bridge Inspections - Consulting Services**

A report of the Director of Engineering Services is attached for the consideration of Council.

Mover - Councillor O. Grandinetti

Seconder - Councillor J. Caicco

Resolved that the report of the Director of Engineering Services dated 2008 06 09 concerning Biannual Bridge Inspections - Consulting Services be accepted and the recommendation that the City retain M. R. Wright and Associates to complete the biannual bridge inspections at the upset limit fee of \$33,000.00 with funds to come from the 2008 Miscellaneous Construction budget be approved.

(p) **Elimination of Any Ban on Clotheslines - Energy Conservation Leadership Act O. Reg. 97/08**

A report of the City Solicitor is attached for the consideration of Council. This is in response to a Council resolution dated 2008 05 12.

Mover - Councillor O. Grandinetti

Seconder - Councillor S. Butland

Resolved that the report of the City Solicitor dated 2008 06 09 concerning Elimination of Any Ban on Clotheslines - Energy Conservation Leadership Act O. Reg. 97/08 be accepted as information.

(q) **Clergue Park Waterfront Walkway**

A report of the Planning Division is attached for the consideration of Council.

5. (q) Mover - Councillor F. Manzo
Seconder - Councillor J. Caicco
Resolved that the report of the Planning Division dated 2008 06 09 concerning the Clergue Park Waterfront Walkway be accepted and the Planning Director's recommendation that City Council authorize the placement of 25 flagpoles with flags representing the various countries of the original immigrants to Sault Ste. Marie adjacent to the Russ Ramsay Way entrance to Clergue Park at an estimated total cost of \$50,000.00 be endorsed.

(r) **Cemetery Condition**

A report of the Manager of Cemeteries is attached for the consideration of Council. This is in response to a Council resolution dated 2008 05 26.

Mover - Councillor F. Manzo
Seconder - Councillor S. Butland

Resolved that the report of the Manager of Cemeteries dated 2008 06 09 concerning Cemetery Condition be accepted and the recommendation that the cemetery be sprayed with an appropriate pesticide at a cost of approximately \$68,000.00 with funds to come from the Cemetery Reserve account be approved.

(s) **Signage at Intersection of Carmen's Way and Conmee Avenue**

A report of the Deputy Commissioner of Public Works and Transportation is attached for the consideration of Council. This is in response to a Council resolution dated 2008 04 14.

Mover - Councillor O. Grandinetti
Seconder - Councillor J. Caicco

Resolved that the report of the Deputy Commissioner of Public Works and Transportation dated 2008 06 09 concerning Signage at Intersection of Carmen's Way and Conmee Avenue be accepted and the recommendation that an 8-hour pedestrian count be carried out at the Carmen's Way/Conmee Avenue intersection and if warranted pedestrian ahead signs be installed be approved.

(t) **Trim-A-Tree Program**

A report of the Manager of Cemeteries is attached for the consideration of Council. This is in response to a Council resolution dated 2008 05 12.

5. (t) Mover - Councillor O. Grandinetti
Second - Councillor S. Butland
Resolved that the report of the Manager of Cemeteries dated 2008 06 09 concerning Trim-A-Tree Program be accepted and the recommendations that:
1) Cemetery staff continue to follow the rules and regulations set out in By-law 99-208;
2) Cemetery staff not become involved in a Trim-A-Tree Program; and
3) Cemetery staff send a letter to the owner of gravesites advising that the tree will be removed if it is not trimmed within a 6-month period rather than relying solely on the red tag be approved.

(u) **Centre Street Right-of-Way**

A report of the Commissioner of Public Works and Transportation is attached for the consideration of Council. This is in response to a Council resolution dated 2008 05 26.

Mover - Councillor F. Manzo
Second - Councillor J. Caicco

Resolved that the report of the Commissioner of Public Works and Transportation dated 2008 06 09 concerning Centre Street Right-of-Way (between 617 and 621 Boundary Road) be accepted as information.

(v) **Proposed Speed Reduction - Trunk Road**

A report of the Commissioner of Public Works and Transportation is attached for the consideration of Council.

Mover - Councillor F. Manzo
Second - Councillor S. Butland

Resolved that the report of the Commissioner of Public Works and Transportation dated 2008 06 09 concerning Proposed Speed Reduction - Trunk Road be accepted and the recommendation that the 80 kph posted speed on Trunk Road from the Husky Truck Stop to the easterly city limit be reduced to 70 kph and that Schedule K of By-law 77-200 be amended be approved.

(w) **Surface Treatment Program - 2008**

A report of the Commissioner of Public Works and Transportation is attached for the consideration of Council.

Mover - Councillor F. Manzo
Second - Councillor S. Butland

Resolved that the report of the Commissioner of Public Works and Transportation dated 2008 06 09 concerning Surface Treatment Program 2008 be accepted as information.

PART TWO – REGULAR AGENDA

6. REPORTS OF CITY DEPARTMENTS; BOARDS AND COMMITTEES

6. (5) LEGAL

(a) Amendments to By-law 2005-154 - City's Taxi By-law

A report of the Assistant City Solicitor is attached for the consideration of Council. The relevant By-law 2008-104 is listed under item 10 of the Agenda and will be read with all other by-laws listed under that item.

6. (6) PLANNING

(a) Application No. A-14-08-OP - D. S. Urso Surveying Ltd. - 2599 Base Line - Request to Amend Official Plan to Consider Severance Application to Create One Additional Lot for Rural Residential Purposes

A report of the Planning Division is attached for the consideration of Council.

Mover - Councillor O. Grandinetti

Seconder - Councillor J. Caicco

Resolved that the report of the Planning Division dated 2008 06 09 concerning Application No. A-14-08-OP - D.S. Urso Surveying Limited be accepted and the Planning Director's recommendation that City Council approve Official Plan Amendment No. 150, which facilitates the severance of the subject property by way of a notwithstanding clause to the Rural Area policies for one (1) additional rural residential lot be endorsed.

(b) Hub Trail Development Along Shannon Road/Shingwauk Street

A report of the Planning Division dated 2008 05 26 is attached for the information of Council. Note: A report of MMM Group dated June 9, 2008 concerning the Hub Trail on Shannon Road is attached for the information of Council.

Mover - Councillor S. Myers

Seconder - Councillor O. Grandinetti

Pursuant to Council Procedure By-law 99-100 Section 71(3), resolved that City Council RECONSIDER the Planning Director's recommendation concerning the Hub Trail Development Along Shannon Road/Shingwauk Street [which was voted 'defeated' at the 2008 05 26 Council Meeting]; and that Council waive any provisions in its Procedural By-law with respect to Notice.

6. (6)
(b)

Mover - Councillor S. Myers
Seconded - Councillor O. Grandinetti

Resolved that the report of the Planning Division dated 2008 05 26 concerning the Hub Trail Development Along Shannon Road/Shingwauk Street be accepted and the Planning Director's recommendation that City Council support the construction of the Hub Trail portion of the Shannon Road reconstruction project as recommended by staff and MMM Group utilizing a 2.7 meter asphalt surface within the northerly boulevard of Shingwauk Street and the easterly boulevard of Shannon Road be endorsed.

Mover - Councillor S. Myers
Seconded - Councillor O. Grandinetti

Resolved that the recommendation of the Planning Director concerning the Hub Trail Development Along Shannon Road/Shingwauk Street BE AMENDED to address safety concerns by the enforcement of a NO parking zone during 'daylight hours' on the section of Shannon Road that is designated the Hub Trail.

7. **UNFINISHED BUSINESS, NOTICE OF MOTIONS AND RESOLUTIONS
PLACED ON AGENDA BY MEMBERS OF COUNCIL**

(a) Mover - Councillor S. Butland
Seconded - Councillor P. Mick

Whereas vegetable oil has become a useful commodity with some value; especially in the production of bio fuel; and

Whereas presently the Corporation and commercial establishments(restaurants and banquet halls) pay for the oil to be collected and transported to Southern Ontario/Quebec; and

Whereas a local firm "Greenstar Biodiesel Systems" could produce a quality biofuel with the locally collected "grease"; and

Whereas City Transit is in the midst of a successful pilot on one city bus and one parabus using a 5% formula of biodiesel; and

Whereas it is likely that much of this presently designated waste product may end up in the landfill or in the sewer system or simply disposed of; and

Whereas it may prove feasible economically and environmentally to facilitate a collection system for this vegetable oil to be processed into biodiesel to service an extensive (if not all) transit vehicles;

Therefore be it resolved that Council authorize the Environmental Initiative Committee (a.k.a. Green Committee) to begin discussions with appropriate staff, Restaurant Association and principals of Greenstar Biodiesel Systems as well as any other potential interested supplier of biodiesel to investigate the potential implementation of the above concept of local collection, local production and local distribution of biodiesel fuels for Sault Ste. Marie and district.

8. **COMMITTEE OF THE WHOLE FOR THE PURPOSE OF SUCH MATTERS AS ARE REFERRED TO IT BY THE COUNCIL BY RESOLUTION**

9. **ADOPTION OF REPORT OF THE COMMITTEE OF THE WHOLE**

10. **CONSIDERATION AND PASSING OF BY-LAWS**

By-laws before Council for THREE readings which do not require more than a simple majority.

AGREEMENTS

- (a) 2008-113 A by-law to authorize an agreement between the City and Palmer Construction Group Inc. for the reconstruction of Korah Road from Moss Road to Cooper Street including construction of a new sanitary sewer from Lamming Avenue to Cooper Street (Contract 2008-5E).

A report from the Design and Construction Engineer is on the Agenda.

OFFICIAL PLAN AMENDMENT

- (b) 2008-115 A by-law to adopt Amendment No. 150 to the Official Plan (D.S. Urso Surveying Ltd.).

PLANNING

- (c) 2008-117 A by-law to designate an area of the City of Sault Ste. Marie as an Industrial Community Improvement Project Area.

Approved by Council Resolution on May 26, 2008.

REGULATIONS

- (d) 2008-116 A by-law to amend By-law 80-200 and By-law 4100 for an exemption from the noise control by-laws for the Canadian Cancer Society's Annual Relay for Life Event.

TAXI

- (e) 2008-104 A by-law to amend the Taxi By-law 2005-154.

A report from the Assistant City Solicitor is on the agenda.

10. **TEMPORARY STREET CLOSINGS**

- (f) 2008-110 A by-law to permit the temporary street closing of Doncaster Road to permit a street gathering between the hours of 12 noon to 12 midnight on August 9, 2008.
- (g) 2008-111 A by-law to permit the temporary closing of Queen Street from East Street to Dennis Street to facilitate the annual summer late night shopping event.
- (h) 2008-112 A by-law to permit the temporary street closing of various streets to facilitate Rotaryfest 2008 on July 19, 2008.
- (i) 2008-114 A by-law to permit the temporary street closing of Korah Road from Moss Road to Cooper Street from June 15, 2008 until October 30, 2008.

LICENSING

- (j) 2008-118 A by-law to prohibit vendors from locating near the grounds of Rotaryfest 2008.

11. **QUESTIONS BY, NEW BUSINESS FROM, OR ADDRESSES BY MEMBERS OF COUNCIL CONCERNING MATTERS NOT OTHERWISE ON AGENDA**

12. **ADDENDUM TO THE AGENDA**

13. **ADJOURNMENT**

Mover - Councillor O. Grandinetti
Seconded - Councillor J. Caicco
Resolved that this Council shall now adjourn.

MAYOR

CLERK

MINUTES

REGULAR MEETING OF CITY COUNCIL

2008 05 26

4:30 P.M.

COUNCIL CHAMBERS

PRESENT: Mayor J. Rowswell, Councillors J. Caicco, L. Turco, B. Hayes, D. Celetti, O. Grandinetti, S. Myers, L. Tridico, T. Sheehan, S. Butland, F. Manzo, P. Mick

ABSENT: Councillor F. Fata (work)

OFFICIALS: J. Fratesi, D. Irving, B. Freiburger, J. Dolcetti, D. McConnell, N. Apostle, P. McAuley, L. Bottos, S. Turco

1. **ADOPTION OF MINUTES**

Moved by Councillor D. Celetti

Seconded by Councillor S. Myers

Resolved that the Minutes of the Regular Council Meeting of 2008 05 12 be approved. CARRIED.

2. **QUESTIONS AND INFORMATION ARISING OUT OF MINUTES AND NOT OTHERWISE ON AGENDA**

3. **APPROVE AGENDA AS PRESENTED**

Moved by Councillor D. Celetti

Seconded by Councillor T. Sheehan

Resolved that the Agenda for the 2008 05 26 City Council Meeting as presented be approved. CARRIED.

4. **DELEGATIONS/PROCLAMATIONS**

(a) Janelle and Annie Martin were in attendance concerning Proclamation - Spina Bifida and Hydrocephalus Month.

(b) Brian Curran, President and CEO, PUC was in attendance concerning Proclamation - Energy Conservation Week.

4. (c) Brian Curran, President and CEO, PUC Inc. was in attendance concerning agenda item 5(ff) and for the PUC Inc. Annual Shareholder Meeting.

Moved by Councillor D. Celetti

Seconded by Councillor S. Myers

Resolved that City Council is now authorized to meet in Open Session as the sole shareholder of PUC Inc.; and

Further resolved that City Council appoints Mayor John Rowsell as Council's proxy to vote on the resolutions of the shareholder of PUC Inc. CARRIED.

- (d) John Smale and Donna Hilsinger were in attendance concerning agenda item 6.(6)(c).
- (e) Greg Punch, President Board of Directors and Bruce Strapp CEO, Economic Development Corporation were in attendance concerning agenda item 6.(8)(a).

PART ONE – CONSENT AGENDA

5. **COMMUNICATIONS AND ROUTINE REPORTS OF
CITY DEPARTMENTS; BOARDS AND COMMITTEES**

Moved by Councillor D. Celetti

Seconded by Councillor S. Myers

Resolved that all the items listed under date 2008 05 26 - Part One - Consent Agenda [save and except 5.(x) - TABLED to June 9th] be approved as recommended. CARRIED.

- (a) Correspondence from AMO was received by Council.
- (b) Correspondence from the Village of Point Edward (concerning Policing Costs at Border Crossings) was received by Council.
- (c) The letter from the Mayor of Belleville Ontario concerning the Change for the Environment Challenge was received by Council.
- (d) The letter from the Minister of Transportation concerning the 2008 Ontario Bus Replacement Program funding allocation for Sault Ste. Marie in the amount of \$166,500.00 was received by Council.
- (e) Correspondence concerning requests for permission to hold special occasion permit events at outdoor municipal facilities was accepted by Council.

5. (e) Moved by Councillor D. Celetti
Seconded by Councillor T. Sheehan
Resolved that the following request to hold a special occasion permit event at a municipal facility on the stated dates and times be endorsed by City Council:
Rocky Di Pietro Field
Sault Steelers Football
June 7, 28; July 12, 26; Aug. 2, 9, 16 from 5:00 p.m. - 10:00 p.m. CARRIED.

Moved by Councillor D. Celetti
Seconded by Councillor T. Sheehan
Resolved that the following request to hold a special occasion permit event at a municipal facility on the stated date and times be endorsed by City Council:
Roberta Bondar Pavilion
Sault Symphony Association Musicfest XV - Bratwurst, Beer and Beethoven
June 8, 2008 - 12:00 noon to 10:00 p.m. CARRIED.

- (f) Correspondence from Councillor Steve Butland concerning the Sault Ste. Marie Innovation Centre was received by Council.

Moved by Councillor L. Tridico
Seconded by Councillor D. Celetti
Resolved that Council request the staff of the Innovation Centre make a presentation before Council to address the many questions Council may have at a time suitable to both parties. OFFICIALLY READ NOT DEALT WITH.
(Ruled as a reconsideration by Head of Council because it was about accountability of Innovation Centre and at budget accountability agreements were passed by Council.)

- (g) Correspondence from Councillor Terry Sheehan concerning a CQI forum on the issue of rising gas/oil prices being held June 12th and 13th was received by Council.

- (h) The letter of request for a temporary street closing was accepted by Council.
1) On Lake Street south of Queen Street in conjunction with Rotary North Dragon Boat Festival (June 11th). The relevant By-law 2008-107 is listed under Item 10 of the Minutes.

(i) **Staff Travel Requests**

The report of the Chief Administrative Officer was accepted by Council.

Moved by Councillor D. Celetti
Seconded by Councillor S. Myers
Resolved that the Staff Travel Requests contained in the report of the Chief Administrative Officer dated 2008 05 26 be approved as requested. CARRIED.

5. (j) **Revision of the 2008 Winter Control Budget Allocation**
The report of the Commissioner of Finance and Treasurer was accepted by Council.
- Moved by Councillor D. Celetti
Seconded by Councillor T. Sheehan
Resolved that the report of the Commissioner of Finance and Treasurer dated 2008 05 26 concerning Revision of the 2008 Winter Control Budget Allocation be accepted and the recommendation that the 2008 budget allocation for winter control be revised as recommended in the report be approved. CARRIED.
- (k) **2008 Final Tax Billing**
The report of the City Tax Collector was accepted by Council. The relevant By-law 2008-105 is listed under Item 10 of the Minutes.
- Moved by Councillor D. Celetti
Seconded by Councillor S. Myers
Resolved that the report of the City Tax Collector regarding the 2008 final tax billing for properties within the Residential, Multi-Residential, Commercial and Industrial classes be approved. CARRIED.
- (l) **Unsold Tax Sale Properties**
The report of the City Tax Collector was accepted by Council.
- Moved by Councillor D. Celetti
Seconded by Councillor T. Sheehan
Resolved that pursuant to Section 354 of the Municipal Act 2001, that the taxes as outlined on the City Tax Collector's report of 2008 05 26 be written off and the properties be vested to the City of Sault Ste. Marie. CARRIED.
- (m) **Tender for 7,500 Tonnes Bulk Coarse Highway Salt**
The report of the Manager of Purchasing was accepted by Council.
- Moved by Councillor D. Celetti
Seconded by Councillor T. Sheehan
Resolved that the report of the Manager of Purchasing dated 2008 05 26 be endorsed and that the tender for the supply and delivery of Bulk Coarse Highway Salt, required by the Public Works and Transportation Department, be awarded as recommended. CARRIED.
- (n) **Tender for RS2 Emulsified Asphalt & M.T.O. Prime**
The report of the Manager of Purchasing was accepted by Council.

5. (n) Moved by Councillor D. Celetti
Seconded by Councillor S. Myers
Resolved that the report of the Manager of Purchasing dated 2008 05 26 be endorsed and that the tender for the supply and delivery of RS2 Emulsified Asphalt and M.T.O. Prime, required by the Public Works and Transportation Department, be awarded as recommended. CARRIED.
- (o) **Tender for Asphaltic Concrete**
The report of the Manager of Purchasing was accepted by Council.
- Moved by Councillor D. Celetti
Seconded by Councillor T. Sheehan
Resolved that the report of the Manager of Purchasing dated 2008 05 26 be endorsed and that the tender for the supply of Asphaltic Concrete, required by the Public Works and Transportation Department, be awarded as recommended. CARRIED.
- (p) **Tender for Ready-Mix Concrete**
The report of the Manager of Purchasing was accepted by Council.
- Moved by Councillor D. Celetti
Seconded by Councillor T. Sheehan
Resolved that the report of the Manager of Purchasing dated 2008 05 26 be endorsed and that the tender for the supply and delivery of Ready-Mix Concrete, required by the Public Works and Transportation Department, be awarded as recommended. CARRIED.
- (q) **Request for Financial Assistance for National/International Sports Competitions**
The report of the Manager of Recreation and Culture was accepted by Council.
- Moved by Councillor D. Celetti
Seconded by Councillor T. Sheehan
Resolved that the report of the Manager of Recreation and Culture dated 2008 05 26 concerning Request for Financial Assistance for National/International Sports Competitions be accepted and the recommendation to provide a \$200.00 grant to Myrica Hinich (Canadian Nationals for Snowboarding) be approved. CARRIED.
- (r) **Indoor Play Structure - Proposal**
The report of the Manager of Recreation and Culture was accepted by Council.
- Moved by Councillor D. Celetti
Seconded by Councillor T. Sheehan
Resolved that the report of the Manager of Recreation and Culture dated 2008 05 26 concerning Indoor Play Structure be accepted as information. CARRIED.

5. (s) **Historic Sites Board Request for a Part-Time Employee – Supplementary Budget Request**

The reports of the Commissioner of Community Services and Vice-Chair Historic Sites Board were accepted by Council.

Moved by Councillor S. Myers

Seconded by Councillor L. Turco

Whereas at the 2008 Budget Deliberations Meeting, City Council approved an additional \$300,000.00 to the Community Services Department; and

Whereas Historic Sites Board requested \$15,346.00 for a part-time interpreter at the Ermatinger-Clergue National Historic Site from City Council through C.S.D.'s supplemental budget; and

Whereas C.S.D. uses global budgeting and did receive a new \$300,000.00 for 2008; and

Whereas some members of Council did ask that this item be approved from those funds for 2008, and members of the Historic Sites Board understood that to be the case;

Therefore be it resolved that the funds be approved now for the 2008 Budget.
DEFEATED.

Moved by Councillor D. Celetti

Seconded by Councillor S. Myers

Resolved that the reports of the Commissioner of Community Services and Vice-Chair Historic Sites Board be accepted and the recommendation that Council consider the request for one part-time interpreter as a supplementary item in the 2009 Budget be approved. CARRIED.

(t) **Wildlife Viewing Platform**

The report of the Manager of Recreation and Culture was accepted by Council. The relevant By-law 2008-109 is listed under Item 10 of the Minutes.

Moved by Councillor D. Celetti

Seconded by Councillor T. Sheehan

Resolved that the report of the Manager of Recreation and Culture dated 2008 05 26 concerning Wildlife Viewing Platform be accepted and the recommendation that Council approve entering into a Memorandum of Understanding with Sault Naturalists of Michigan and Ontario to have a wildlife viewing platform built at Bellevue Marine Park; and further that the Sault Naturalists pay the City a total of \$5,637.66 to cover the agreed upon costs; and further that the Parks Division construct and maintain the platform and walkway, be approved. CARRIED.

(u) **92 Second Line West**

The report of the Chief Building Official was accepted by Council.

5. (u) Moved by Councillor D. Celetti
Seconded by Councillor S. Myers
Resolved that the report of the Chief Building Official dated 2008 05 26 concerning 92 Second Line West be accepted and the recommendation that failure to substantially commence work within 30 days from the issuance of the building permit, that the Corporation proceed under the authority of the Building Code Act to hire the forces necessary to undertake the required work adding the costs of this action to the taxes of the subject property, be approved. CARRIED.

Councillor James Caicco declared a pecuniary interest - realtor for the property.

- (v) **Miscellaneous Construction – 711 Bay Street Sea Wall**
The report of the Director of Engineering Services was accepted by Council.

Moved by Councillor D. Celetti
Seconded by Councillor T. Sheehan
Resolved that the report of the Director of Engineering Services dated 2008 05 26 concerning Miscellaneous Construction – 711 Bay Street Sea Wall be accepted and the recommendation that the firm of M. R. Wright and Associates be retained to complete an engineering inspection of the Sea Wall at an estimated cost of \$11,000.00 with funds to come from the 2008 Miscellaneous Construction budget be approved. CARRIED.

- (w) **Gateway Project Update**
The report of the Commissioner of Engineering and Planning was accepted by Council.

Moved by Councillor D. Celetti
Seconded by Councillor S. Myers
Resolved that the report of the Commissioner of Engineering and Planning dated 2008 05 26 concerning Gateway Project Update be accepted and the recommendation that Council agree to have CCI Development Group of Companies be invited to submit a Proposal for the Gateway Development Project be approved. CARRIED.

- (x) **Amendments to By-law 2005-154 - City's Taxi By-law**
The report of the Assistant City Solicitor was received by Council. The relevant By-law 2008-104 is listed under item 10 of the Minutes. NOTE: TABLED TO JUNE 9TH.

Mayor J. Rowswell declared a pecuniary interest - engineering firm does business with RBB Innovations.

Councillor L. Turco declared a pecuniary interest - spouse employed by Police Services.

5. (y) **Exclusivity and Transit**
The report of the Assistant City Solicitor was accepted by Council. The relevant By-law 2008-28 is listed under item 10 of the Minutes.
- (z) **Regional Hazmat Response Team**
The report of the Fire Chief was accepted by Council. The relevant By-law 2008-106 is listed under item 10 of the Minutes.
- (aa) **Community Development Award 2008**
The report of the Planning Division was accepted by Council.

Moved by Councillor D. Celetti

Seconded by Councillor S. Myers

Resolved that the report of the Planning Division dated 2008 05 26 concerning Community Development Award 2008 be accepted and the Planning Advisory Committee's recommendation that City Council honour TenarisAlgoma Tubes with the 2008 Community Development Award for the development of this truly unique office space, and continued investment into the community be endorsed. CARRIED.

- (bb) **Downtown Development Initiative**
The report of the Planning Division was accepted by Council.

Moved by Councillor D. Celetti

Seconded by Councillor S. Myers

Resolved that the report of the Planning Division dated 2008 05 26 concerning the Report of the Downtown Development Initiative Grant Evaluation Committee be accepted and the Planning Director's Recommendation that City Council approve the six funding requests described in this report be endorsed. CARRIED.

Councillor L. Tridico declared a pecuniary interest - family member has applied for a Downtown Development Initiative Grant.

- (cc) **2008 Ditching Program**
The report of the Deputy Commissioner of Public Works and Transportation was accepted by Council.

Moved by Councillor D. Celetti

Seconded by Councillor T. Sheehan

Resolved that the report of the Deputy Commissioner of Public Works and Transportation dated 2008 05 26 concerning the 2008 Ditching Program be accepted as information. CARRIED.

5. (dd) **2008 Sidewalk and Curb Repair Programs**
The report of the Commissioner of Public Works and Transportation was accepted by Council.

Moved by Councillor D. Celetti

Seconded by Councillor S. Myers

Resolved that the report of the Commissioner of Public Works and Transportation dated 2008 05 26 concerning 2008 Sidewalk and Curb Repair Programs be accepted as information. CARRIED.

- (ee) **Certificates of Approval (Air) for Public Works and Transportation Department Facilities**

The report of the Deputy Commissioner of Public Works and Transportation was accepted by Council.

Moved by Councillor D. Celetti

Seconded by Councillor T. Sheehan

Resolved that the report of the Deputy Commissioner of Public Works and Transportation dated 2008 05 26 concerning Certificates of Approval (Air) for Public Works and Transportation Department Facilities be accepted and the recommendation that :

1. a consultant be hired to prepare the applications for Certificates of Approval (Air);
2. based on previous experience, the firm of Conestoga Rovers be hired to carry out the work;
3. an upset limit for carrying out the work be set at \$45,000.00 with funds to come from the Gas Tax Revenue and the sale of Carpin Beach Road Pit; be approved. CARRIED.

- (ff) **2008 First Quarter Shareholder Report**

The report of the President and CEO, PUC Inc. was accepted by Council.

Moved by Councillor D. Celetti

Seconded by Councillor S. Myers

Resolved that the report of the President and CEO, PUC Inc. dated 2008 04 24 concerning 2008 First Quarter Shareholder Report be accepted as information. CARRIED.

- (gg) The letter from the CEO, OLG in response to Councillor Terry Sheehan's recent letter concerning television productions in or near Sault Ste. Marie was received by Council.

PART TWO – REGULAR AGENDA

6. REPORTS OF CITY DEPARTMENTS; BOARDS AND COMMITTEES

6. (6) PLANNING

(a) Application No. A-13-08-OP - Randy Deschamps and Kelly Blake – 73 - 103 Wardell Road - Request to Amend Official Plan In order to Create an Additional Lot for Rural Residential Purposes

The report of the Planning Division was accepted by Council.

Moved by Councillor D. Celetti

Seconded by Councillor T. Sheehan

Resolved that the report of the Planning Division dated 2008 05 26 concerning Application No. A-13-08-OP – Randy Deschamps & Kelly Blake be accepted and the Planning Director's Recommendation that City Council approve Official Plan Amendment No. 149, to facilitate the Committee of Adjustment's consideration of a severance application to create an additional lot for rural residential purposes be endorsed. CARRIED.

(b) Industrial Community Improvement Plan

The report of the Planning Division was accepted by Council.

Moved by Councillor D. Celetti

Seconded by Councillor T. Sheehan

Resolved that the report of the Planning Division dated 2008 05 26 concerning the Industrial Community Improvement Plan be accepted and the Planning Director's recommendation that City Council approve the proposed Industrial Community Improvement Plan be endorsed. CARRIED.

(c) Hub Trail Development along Shannon Road/Shingwauk Street

The report of the Planning Division was received by Council. The letter from residents of Shannon Road was received by Council.

Moved by Councillor L. Turco

Seconded by Councillor S. Myers

Resolved that the report of the Planning Division dated 2008 05 26 concerning the Hub Trail Development along Shannon Road/Shingwauk Street be accepted and the Planning Director's Recommendation that City Council support the construction of the Hub Trail portion of the Shannon Road reconstruction project, as recommended by staff and MMM Group, utilizing a 2.7 meter asphalt surface within the northerly boulevard of Shingwauk Street and the easterly boulevard of Shannon Road be endorsed. DEFEATED.

6. (6)
(c)

Moved by Councillor F. Manzo
Seconded by Councillor D. Celetti

Resolved that the safety concerns of residents of Shannon Road regarding the Hub Trail Development along Shannon Road detailed in a letter received May 26, 2008 be accepted by Council and further that engineering staff be directed to take the necessary steps to amend the design of the Hub Trail Development along Shannon Road by keeping the existing sidewalks and having a marked area on the roadway for Hub Trail users be approved. DEFEATED.

Moved by Councillor S. Myers
Seconded by Councillor O. Grandinetti

Be it resolved that staff come back to City Council in two weeks with a report specifically addressing safety concerns raised by Councillors, i.e., residents exiting driveways onto Shannon Road. CARRIED.

6. (8) **BOARDS AND COMMITTEES**

(a) **Sault Ste. Marie Economic Development Corporation Review – Final Report**

The report of the Economic Development Corporation was accepted by Council.

Moved by Councillor S. Myers
Seconded by Councillor T. Sheehan

Resolved that the report of the Economic Development Corporation dated May 26, 2008 concerning SSMEDC Review – Final Report be accepted as information. CARRIED.

Recorded Vote

For: Mayor J. Rowswell, Councillors J. Caicco, L. Turco, B. Hayes, O. Grandinetti, S. Myers, T. Sheehan, S. Butland, P. Mick

Against: Councillors D. Celetti, L. Tridico, F. Manzo

Absent: Councillor F. Fata

7. **UNFINISHED BUSINESS, NOTICE OF MOTIONS AND RESOLUTIONS
PLACED ON AGENDA BY MEMBERS OF COUNCIL**

- (a) Moved by Councillor S. Butland
Seconded by Councillor J. Caicco
Resolved that Public Works and Transportation review the walkway proceeding from Boundary Road to the Wellington Square Mall (between civic #'s 617 & 621) and make recommendation as to providing more protection and privacy for the affected neighbours. CARRIED.
- (b) Moved by Councillor F. Manzo
Seconded by Councillor D. Celetti
Resolved that the concerns of the residents of 171 Millcreek Drive (Cliff and Doreen Oppen) expressed in a letter dated May 21, 2008 to Councillor Frank Manzo about the condition of the property at Greenwood Cemetery BE REFERRED to John King, Manager of Cemeteries for review and report back to City Council. CARRIED.

The letter from the residents of 171 Millcreek Drive concerning the condition of the property at Greenwood Cemetery was received by Council.

- (c) Moved by Councillor F. Manzo
Seconded by Councillor O. Grandinetti
Resolved that the petition from residents of Rushmere Drive (submitted by Aldo Maniacco, 25 Rushmere Drive) concerning vehicles travelling at excessive speeds on Rushmere Drive and a request for speed limit signs or flashing lights BE REFERRED to the Commissioner of Public Works and Transportation and City Police for review and report back to Council. CARRIED.

The petition from residents of Rushmere Drive concerning vehicles travelling at excessive speeds on Rushmere Drive was received by Council.

- (d) Moved by Councillor D. Celetti
Seconded by Councillor B. Hayes
Whereas with traffic flow moving in a westerly direction on McNabb Street coming up to Black Road; and there is no signage directing traffic that wishes to exit in the right hand lane to merge onto Black Road to go in a northerly direction;
The two lanes on McNabb Street heading west block out the availability to extreme right to exit onto Black Road;
Be it resolved that Council instruct the appropriate staff to study and report back to Council on the feasibility of a sign saying "Traffic in right lane must exit". CARRIED.

8. **COMMITTEE OF THE WHOLE FOR THE PURPOSE OF SUCH MATTERS AS
ARE REFERRED TO IT BY THE COUNCIL BY RESOLUTION**

9. **ADOPTION OF REPORT OF THE COMMITTEE OF THE WHOLE**

10. **CONSIDERATION AND PASSING OF BY-LAWS**

Moved by Councillor D. Celetti

Seconded by Councillor T. Sheehan

Resolved that all the by-laws listed under Item 10 of the Agenda under date 2008 05 26, [save and except 2008-104 - TABLED to June 9th] be approved. CARRIED.

(a) Moved by Councillor D. Celetti

Seconded by Councillor T. Sheehan

Resolved that By-law 2008-28 being a by-law to amend By-law 85-93 being a by-law dealing with the operation of a public bus transportation system be read three times and passed in Open Council this 26th day of May, 2008. CARRIED.

(b) Moved by Councillor D. Celetti

Seconded by Councillor T. Sheehan

Resolved that By-law 2008-104 being a by-law to amend the Taxi By-law 2005-154 be read three times and passed in Open Council this 26th day of May, 2008. OFFICIALLY READ NOT DEALT WITH. (TABLED TO JUNE 9TH.)

Mayor J. Rowsell declared a pecuniary interest - engineering firm does business with RBB Innovations.

Councillor L. Turco declared a pecuniary interest - spouse employed by Police Services.

(c) Moved by Councillor D. Celetti

Seconded by Councillor T. Sheehan

Resolved that By-law 2008-105 being a by-law to provide for the adoption of recovery percentages for the 2008 taxation year be read three times and passed in Open Council this 26th day of May, 2008. CARRIED.

(d) Moved by Councillor D. Celetti

Seconded by Councillor T. Sheehan

Resolved that By-law 2008-106 being a by-law to authorize an agreement between the City and the Minister of Community Safety and Correctional Services to establish and operate a level 2 Provincial CBRNE/HAZMAT team be read three times and passed in Open Council this 26th day of May, 2008. CARRIED.

10. (e) Moved by Councillor D. Celetti
Seconded by Councillor T. Sheehan
Resolved that By-law 2008-107 being a by-law to permit the temporary closing of Lake Street from Queen Street to its south end at Bellevue Park to facilitate the Dragon Boat Festival on June 14th, 2008 be read three times and passed in Open Council this 26th day of May, 2008. CARRIED.
- (f) Moved by Councillor D. Celetti
Seconded by Councillor T. Sheehan
Resolved that By-law 2008-108 being a by-law to adopt Amendment No. 149 to the Official Plan be read three times and passed in Open Council this 26th day of May, 2008. CARRIED.
- (g) Moved by Councillor D. Celetti
Seconded by Councillor T. Sheehan
Resolved that By-law 2008-109 being a by-law to authorize a Memorandum of Understanding between the Sault Naturalists of Ontario and Michigan and The City of Sault Ste. Marie concerning a wildlife viewing platform to be constructed at Bellevue Park be read three times and passed in Open Council this 26th day of May, 2008. CARRIED.

11. **QUESTIONS BY, NEW BUSINESS FROM, OR ADDRESSES BY MEMBERS OF COUNCIL CONCERNING MATTERS NOT OTHERWISE ON AGENDA**

12. **ADJOURNMENT**

Moved by Councillor D. Celetti
Seconded by Councillor S. Myers
Resolved that this Council shall now adjourn. CARRIED.

MAYOR

CLERK



Association of Municipalities of Ontario

200 University Ave, Suite 801
Toronto, ON M5H 3C6
Tel.: (416) 971-9856 | Fax: (416) 971-6191
E-mail: amo@amo.on.ca

MEMBER COMMUNICATION

ALERT N°: 08/023

*To the attention of the Clerk and Council
and Municipal Waste Managers or Recycling
Coordinators*
May 28, 2008

FOR MORE INFORMATION CONTACT:
Milena Avramovic, AMO Senior Policy Advisor
(416) 971-9856 ext 342

Extending the Comment Period to June 30, 2008 Re: The AMO/AMRC Discussion Paper on an Alternative Approach to Ontario's Blue Box Funding Model

Issue:

The Association of Municipalities of Ontario (AMO) and the Association of Municipal Recycling Coordinators of Ontario (AMRC) are **extending** the request for your comments and support to the **end of June, 2008**, of the discussion paper on An Alternative Approach to Ontario's Blue Box Funding Model.

Background:

There is a growing need to revise the current Blue Box funding model as municipalities are becoming more vulnerable to rising waste management costs. The combined effect of managing more Post Consumer Packaging and Printed Paper that is difficult to recycle, and the anticipated designation of other diversion programs, such as kitchen organics and leaf and yard wastes, leaves municipalities burdened with increasing waste management costs.

AMO and AMRC have proactively examined various funding models which are outlined in this paper and have determined that a fundamental change to Blue Box funding is required. Municipalities can no longer subsidize an industry generated problem. This paper outlines the following fundamental issues for discussion.

- Designating all Post Consumer Packaging and Printed Paper material;
- Phasing in full extending producer responsibility where industry is responsible for 100% of the cost of managing all Post Consumer Packaging and Printed Paper, including what is in the litter and garbage stream;
- Eliminating municipal Blue Box costs so that municipalities can implement and manage other diversion programs where industry funding organizations are not easily identifiable such as kitchen organics.

A number of municipalities have requested an extension to the comment period to accommodate their Council schedules.

Member Communication

Action:

AMO asks its members to pass a resolution at Council conveying their comments and support to this discussion paper.

Please forward your municipality's resolution by **June 30, 2008** to:

Association of Municipalities of Ontario

Attention: Milena Avramovic, Senior Policy Advisor Or by Fax to: Milena Avramovic at 416-971-6191

Or by e-mail to: milena@amo.on.ca

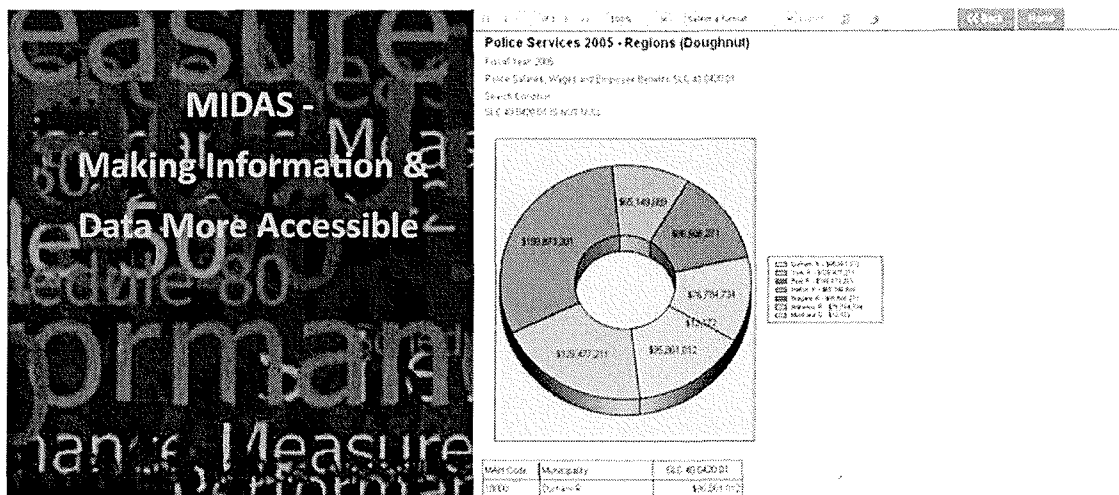
And please cc: to earnmogan@amo.on.ca

This information is available in the Policy Issues section of the AMO website at www.amo.on.ca

5(a)



The Municipal Information & Data Analysis System is a web-based tool that instantly converts the raw Financial Information Return data of Ontario municipalities into meaningful reports, making benchmarking exercises convenient and fast.



What can MIDAS do for you?

- Query FIR and MPMP data from municipalities across the Province
- Generate 'true peer' comparison groups based on numerous variables including population, geography, and tier category
- Analyze and report on trends
- Print information-rich reports and graphic illustrations
- Create maps to display search results in a more visual format
- Export reports to desktop applications for further analysis
- Compare program accomplishments to costs with 'effectiveness and efficiency' reports
- Discover the inside story on the notes tab where municipalities explain the background for atypical results.

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- Empowers staff and council through better information and insight
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- Visit the AMO website and take the MIDAS virtual tour
- Join a webex demonstration and see what MIDAS has to offer and how easy it is to use
- Request a username and password and start using MIDAS (available to municipal staff and elected officials) e-mail: midasadmin@amo.on.ca



MIDAS is a project of the Association of Municipalities of Ontario (AMO), developed in conjunction with the Ontario Ministry of Municipal Affairs and Housing and with the funding provided by the Ministry of Finance's Strengthening Our Partnerships (SOP) program. Access to MIDAS' FIR and MPMP data is provided free to all municipalities, creating opportunities to share information, compare data and implement best practices.



MIDAS
Municipal Information
& Data Analysis System

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Enjoy the convenience of viewing a demonstration of MIDAS in the comfort of your own office!

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- June 25th
- July 8th

To register for these sessions please send the following information to dhannah@amo.on.ca:

- Name of participant
- Preferred date of Webex demonstration
- The name of your municipality
- Your e-mail address

AMO CONFERENCE - DEMO ROOM

For a hands-on, interactive demonstration drop by the 2008 AMO Annual Conference Demo Room and explore all that MIDAS has to offer. AMO staff will be on hand to answer any questions as they lead you through the many facets and abilities of MIDAS.

Located in the Westin Hotel the demo room will be equipped with computers and live action screens to provide you the opportunity to learn about MIDAS.

Demo Room drop in times will be made available on the AMO website and on-site at the 2008 AMO Annual Conference (August 24-27, Ottawa).

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The MIDAS road show is coming to a municipality near you in Fall/Winter 2008/2009. Details on times and locations will be made available on the AMO website.

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www.amo.on.ca





Mayor John Rowswell and Council
The Corporation of the City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON
P6A 5N1

21 May 2008

Dear Mayor Rowswell and Councilors,

The Rotary Club of Sault Ste. Marie would like to request the following pertaining to the operation of ROTARYFEST 2008 for July 17-19, 2008 and the 86th annual Rotary Community Day parade.

A) Use of

1. Clergue Park and the Old A.B. McLean site for July 12-20,
2. the Civic Centre north green space from July 12 – 20 for the midway,
3. the Civic Centre north and south parking lots for Friday evening, July 18 and all day Saturday, July 19

B) Road Closures:

1. Closure of Russ Ramsay Way, south of the entrance into the Senior Drop-In Centre Parking lot; Foster Drive, east of the Civic Centre south parking lot
Hours: 7:00 am to 5:30 pm 19 July 2008
2. Closure of Queen St. East from Simpson St. to Gore St.
Hours: 10:30 am to 1:00 pm 19 July 2008
3. Closure of Simpson St. from Wellington St. to Queen St. East
Hours: 10:00 am to 12:00 noon 19 July 2008
4. At the City's discretion, partial closure of Queen St. East from Churchill Blvd. to Simpson St.
Hours: 9:00 am to approximately 12:00 noon 19 July 2008
5. Queen Street between East and Brock Streets
Hours: 1:00 pm to 12 am for The Second Stage 19 July 2008
to be located in front the Lock City Grand Theatre

As in other years, the parade will commence line-up at approximately 9:00 am, running from Churchill Blvd. to Simpson St. We anticipate the entire north side of Queen St. to be lined with floats and the south side of Queen St. from Simpson to Pine St. as



A PROJECT OF THE
**ROTARY CLUB OF
SAULT STE. MARIE**

364 Queen Street East · Sault Ste. Marie, Ontario, Canada P6A 1Z1
Phone: (705) 945-1279 · Fax: (705) 945-5228 · E-mail: cboconnor@rotarysault.com
www.rotaryfest.com

5(b)

Page 2

well. Simpson St. will be used to martial the bands, and the floats, bands, etc. should be removed from this area by noon. We will terminate at Queen St. East and Gore St. and disperse onto Queen West and on Bay St. We would anticipate the last float to clear Queen and Gore St. area at approximately 1:00 pm.

C) By-law (renewal of By-law 2007-115)

Control of what takes place on the festival grounds, adjacent sidewalks and streets during the operation of the festival, especially pertaining to vendors. Anyone wishing to sell or demonstrate products on the grounds must first receive permission to do so from the ROTARYFEST committee. A fee may apply.

- 1) Russ Ramsay Way south of the entrance to the Senior Drop In Centre;
- 2) Foster Drive from Russ Ramsay Way to the east entrance to the south Civic Centre parking lot;
- 3) On the south side of Bay Street between Brock and East Streets, including the sidewalk;
- 4) Lower East Street south of Bay Street.

On behalf of Rotary, I would like to thank you for your cooperation in this matter.

Sincerely,



Carolyn Bunting O'Connor
Events Manager

cc: David K. Marshall, Parade Chairperson
Margaret Hazelton, CSD

Attachments: Temporary Street Closure – sign off forms

5(6)

TEMPORARY STREET CLOSURE - APPROVAL PROCESS

CONTACT NAME: Candlyn Bunting O'Connor TELEPHONE: 945-1279

ADDRESS: 364 Queen St. East POSTAL CODE: P6A 1Z1

The above person hereby makes application for the closing of

See attached
(Name of street to be closed)

from _____ to _____
(reference points - street numbers, cross streets, etc.)

on the _____ day of _____, 20____ from _____ am/pm to _____ am/pm

for the purpose of Rotary Fest

APPROVALS SECTION:

1. Police Services, Traffic Dept.
Telephone 759-7348
Fax 759-7820
580 Second Line East

Hudson Sgt
Signature of Official

2. Fire Services/Emergency Medical Services (EMS)
Telephone 949-3335/949-3387
Fax 949-2341 S. Ford e cityssm.on.ca
72 Tancored Street

Signature of Official

3. Public Works & Transportation Dept.
Telephone 541-7000
Fax 541-7010 S. Senos e cityssm.on.ca
128 Sackville Road

Signature of Official

4. Transit/Parking
Telephone 759-5438/759-5320
Fax 759-4534 S. piraino e cityssm
111 Huron Street

Signature of Official

5. Central Ambulance Communication Centre (C.A.C.C.)
Telephone 945-1227 945-6865 Terry
Fax 945-6883 terry.mcmillan@ontario.ca
969 Queen Street East (Rear of Plummer Hospital)

Signature of Official

CITY CLERK SECTION:

City Council approval was received on _____ (date) _____ (By-law No.)

5(b)

TEMPORARY STREET CLOSURE - APPROVAL PROCESS

CONTACT NAME: Candlyn Bunting O'Connor TELEPHONE: 945-1279

ADDRESS: 364 Queen St. East POSTAL CODE: P6A 1Z1

The above person hereby makes application for the closing of

see attached

(Name of street to be closed)

from _____ to _____

(reference points - street numbers, cross streets, etc.)

on the _____ day of _____, 20 _____ from _____ am/pm to _____ am/pm

for the purpose of

Rotary Fest

APPROVALS SECTION:

1. Police Services, Traffic Dept.
Telephone 759-7348
Fax 759-7820
580 Second Line East

Signature of Official

2. Fire Services/Emergency Medical Services (EMS)
Telephone 949-3335/949-3387
Fax 949-2341 S. Ford e cityssm.on.ca
72 Tanager Street

Signature of Official

3. Public Works & Transportation Dept.
Telephone 541-7000
Fax 541-7010 S. Senos e cityssm.on.ca
128 Sackville Road

Signature of Official

4. Transit/Parking
Telephone 759-5438/759-5320
Fax 759-4534 5034 S. piraino e cityssm.on.ca
111 Huron Street

Signature of Official

5. Central Ambulance Communication Centre (C.A.C.C.)
Telephone 946-1227 945 6865 Terry
Fax 945-6883 terry.mcmillan@ontario.ca
969 Queen Street East (Rear of Plummer Hospital)

Signature of Official

CITY CLERK SECTION:

City Council approval was received on _____

(date)

(By-law No.)

TEMPORARY STREET CLOSURE - APPROVAL PROCESSCONTACT NAME: Cathryn Bunting O'Connor TELEPHONE: 945-1279ADDRESS: 364 Queen St. East POSTAL CODE: P6A 1Z1

The above person hereby makes application for the closing of

See attached

(Name of street to be closed)

from _____ to _____

(reference points - street numbers, cross streets, etc.)

on the _____ day of _____, 20____ from _____ am/pm to _____ am/pm

for the purpose of ROTARY FEST**APPROVALS SECTION:**

1. Police Services, Traffic Dept.
Telephone 759-7348
Fax 759-7820
580 Second Line East

2. Fire Services/Emergency Medical Services (EMS)
Telephone 949-3335/949-3387
Fax 949-2341 S. Ford & City of Sault Ste. Marie
72 Tancred Street

Signature of Official_____
Signature of Official

3. Public Works & Transportation Dept.
Telephone 541-7000
Fax 541-7010 S. Senos & City of Sault Ste. Marie
128 Sackville Road

4. Transit/Parking
Telephone 759-5438/759-5320
Fax 759-~~4337~~ 5834 S. Piraino & City of Sault Ste. Marie
111 Huron Street

Signature of Official_____
Signature of Official

5. Central Ambulance Communication Centre (C.A.C.C.)
Telephone 946-1227 945-6865 Terry
Fax 945-6883 terry.mcmillan@ontario.ca
969 Queen Street East (Rear of Plummer Hospital)

Signature of Official**CITY CLERK SECTION:**

City Council approval was received on _____ (date) _____ (By-law No.)

5(b)

TEMPORARY STREET CLOSURE - APPROVAL PROCESS

CONTACT NAME: Candyn Bunting O'Connor TELEPHONE: 945-1279
ADDRESS: 364 Queen St. East POSTAL CODE: P6A 1Z1

The above person hereby makes application for the closing of

See attached
(Name of street to be closed)

from _____ to _____
(reference points - street numbers, cross streets, etc.)

on the _____ day of _____, 20__ from _____ am/pm to _____ am/pm

for the purpose of ROTARYFEST

APPROVALS SECTION:

1. Police Services, Traffic Dept.
Telephone 759-7348
Fax 759-7820
580 Second Line East

2. Fire Services/Emergency Medical Services (EMS)
Telephone 949-3335/949-3387
Fax 949-2341 S. Ford @ cityssm.on.ca
72 Tancred Street

Signature of Official

Signature of Official

3. Public Works & Transportation Dept.
Telephone 541-7000
Fax 541-7010 S. Senos @ cityssm.on.ca
128 Sackville Road

4. Transit/Parking
Telephone 759-5438/759-5320
Fax 759-~~5334~~ 5034 S. piraino @ cityssm.on.ca
111 Huron Street

Signature of Official

Signature of Official

5. Central Ambulance Communication Centre (C.A.C.C.)
Telephone 945-1227 945 6865 Terry
Fax 945-6883 terry.mcmillan @ ontario.ca
969 Queen Street East (Rear of Plummer Hospital)

Signature of Official

CITY CLERK SECTION:

City Council approval was received on _____ (date) _____ (By-law No.)

5(6)

TEMPORARY STREET CLOSURE - APPROVAL PROCESSCONTACT NAME: Cathy Bunting O'Connor TELEPHONE: 945-1279ADDRESS: 364 Queen St. East POSTAL CODE: P6A 1Z1

The above person hereby makes application for the closing of

See attached

(Name of street to be closed)

from _____ to _____
(reference points - street numbers, cross streets, etc.)

on the _____ day of _____, 20__ from _____ am/pm to _____ am/pm

for the purpose of ROTARYFEST**APPROVALS SECTION:**1. Police Services, Traffic Dept.
Telephone 759-7348
Fax 759-7820
580 Second Line East2. Fire Services/Emergency Medical Services (EMS)
Telephone 949-3335/949-3387
Fax 949-2341 S. Ford & City Sem. on ca
72 Tancred Street_____
Signature of Official_____
Signature of Official3. Public Works & Transportation Dept.
Telephone 541-7000
Fax 541-7010 S. Senos & City Sem. on ca
128 Sackville Road4. Transit/Parking
Telephone 759-5438/759-5320
Fax 759-~~4534~~ 5034 S. Piraino & City Sem. on ca
111 Huron Street_____
Signature of Official_____
Signature of Official5. Central Ambulance Communication Centre (C.A.C.C.)
Telephone 948-1227 945 6865 Terry
Fax 945-6883 terry.mcmullan@ontario.ca
969 Queen Street East (Rear of Plummer Hospital)_____
Signature of Official**CITY CLERK SECTION:**

City Council approval was received on _____ (date) _____ (By-law No.)

MAY-21-2008 WED 05:06 PM DOWNTOWN ASSOCIATION
05/21/2008 15:56 705-945-5228

ROTARY SAULT

FAX: 705 942 6368

PAGE 03 P. 001

05/21/2008 15:28 705-759-2310

CLERK'S DEPT SEMARIE

PAGE 02/03

5(b)

TEMPORARY STREET CLOSURE - APPROVAL PROCESS

CONTACT NAME: Carolyn Bunting O'Connor TELEPHONE: 545-1279
 ADDRESS: 364 Queen St. East POSTAL CODE: R6A 1Z1

The above person hereby makes application for the closing of

See attached

(Name of street to be closed)

from _____ to _____
 (reference points - street numbers, cross streets, etc.)

on the _____ day of _____, 20____ from _____ am/pm to _____ am/pm
 for the purpose of Rotary Race

APPROVALS SECTION:

1. Police Services, Traffic Dept.
 Telephone 949-6300 ext 348
 Fax 759-7820
 590 Second Line East

2. Fire Services/Emergency Medical Services (EMS)
 Telephone 949-3335/949-3387
 Fax 949-2341
 72 Tancred Street

 Signature of Official

 Signature of Official

3. Public Works & Transportation Dept.
 Telephone 541-7000
 Fax 541-7010
 128 Sackville Road

4. Transit/Parking
 Telephone 759-5320
 Fax 759-5834
 111 Huron Street

 Signature of Official

 Signature of Official

5. Central Ambulance Communication
 Centre (C.A.C.C.)
 Telephone 945-1227
 Fax 945-6883
 969 Queen Street East
 (Rear of Plummer Hospital)

6. Downtown Association
 Telephone 942-2919
 Fax 942-6368
 496 Queen Street East
 (QUEEN STREET CLOSINGS ONLY)

 Signature of Official

Maria Boyonaski
 Signature of Official

CITY CLERK SECTION:

City Council approval was received on _____ (date) _____ (By-law No.)

5(b)

TEMPORARY STREET CLOSURE - APPROVAL PROCESS

CONTACT NAME: Downtown Association TELEPHONE: 942 2919
ADDRESS: 496 Queen St. E. POSTAL CODE: P6A 1Z8

The above person hereby makes application for the closing of

Queen Street East.

(Name of street to be closed)

from East Street to Dennis Street
(reference points - street numbers, cross streets, etc.)

on the 18th day of July, 20 08 from 6³⁰ am/pm to 12 am/pm (midnight)
for the purpose of Lemonade Days - late night shopping

APPROVALS SECTION:

1. Police Services, Traffic Dept.
Telephone 949-6300 ext 348
Fax 759-7820
580 Second Line East

Mudreau Sgt
Signature of Official

2. Fire Services/Emergency Medical Services (EMS)
Telephone 949-3335/949-3387
Fax 949-2341
72 Tancred Street

Signature of Official

3. Public Works & Transportation Dept.
Telephone 541-7000
Fax 541-7010
128 Sackville Road

Signature of Official

4. Transit/Parking
Telephone 759-5320
Fax 759-5834
111 Huron Street

Signature of Official

5. Central Ambulance Communication
Centre (C.A.C.C.)
Telephone 946-1227
Fax 945-6883
969 Queen Street East
(Rear of Plummer Hospital)

Signature of Official

6. Downtown Association
Telephone 942-2919
Fax 942-6368
496 Queen Street East
(QUEEN STREET CLOSINGS ONLY)

Cindy Crawford
Signature of Official

CITY CLERK SECTION:

City Council approval was received on _____ (date) _____ (By-law No.)

5(b)

TEMPORARY STREET CLOSURE - APPROVAL PROCESS

CONTACT NAME: Downtown Association TELEPHONE: 942 2919

ADDRESS: 496 Queen St. E. POSTAL CODE: P6A 1Z8

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from East Street to Dennis Street

(reference points - street numbers, cross streets, etc.)

on the 18th day of July, 20 08 from 6³⁰ am/pm to 12 am/pm (midnight)
for the purpose of Lemonade Days - late night shopping

APPROVALS SECTION:

1. Police Services, Traffic Dept.
Telephone 949-6300 ext 348
Fax 759-7820
580 Second Line East

Signature of Official

2. Fire Services/Emergency Medical Services (EMS)
Telephone 949-3335/949-3387
Fax 949-2341
72 Trenchard Street

Signature of Official

3. Public Works & Transportation Dept.
Telephone 541-7000
Fax 541-7010
128 Sackville Road

Signature of Official

4. Transit/Parking
Telephone 759-5320
Fax 759-5834
111 Huron Street

Signature of Official

5. Central Ambulance Communication
Centre (C.A.C.C.)
Telephone 946-1227
Fax 945-6883
969 Queen Street East
(Rear of Plummer Hospital)

Signature of Official

6. Downtown Association
Telephone 942-2919
Fax 942-6368
496 Queen Street East
(QUEEN STREET CLOSINGS ONLY)

Signature of Official

CITY CLERK SECTION:

City Council approval was received on _____ (date) _____ (By-law No.)

P. 001/001
P. 001

FAX: 705 942 6368
FAX: 705 942 6368

MAY-20-2008 TUE 03:11 PM DOWNTOWN ASSOCIATION
MAY-23-2008 FRI 10:39 AM DOWNTOWN ASSOCIATION

5(b)

TEMPORARY STREET CLOSURE - APPROVAL PROCESS

CONTACT NAME: Downtown Association TELEPHONE: 942 2919
 ADDRESS: 496 Queen St. E. POSTAL CODE: P6A 1Z8

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(Name of street to be closed)

from East Street to Dennis Street
 (reference points - street numbers, cross streets, etc.)

on the 18th day of July, 20 08 from 6³⁰ am/pm to 12 am/pm (midnight)
 for the purpose of Lemonade Days - late night shopping

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1. Police Services, Traffic Dept.
 Telephone 949-6300 ext 348
 Fax 759-7820
 580 Second Line East

2. Fire Services/Emergency Medical Services (EMS)
 Telephone 949-3335/949-3387
 Fax 949-2341
 72 Tancred Street

 Signature of Official

 Signature of Official

3. Public Works & Transportation Dept.
 Telephone 541-7000
 Fax 541-7010
 128 Sackville Road

4. Transit/Parking
 Telephone 759-5320
 Fax 759-5834
 111 Huron Street

Rm. [Signature]
 Signature of Official

 Signature of Official

5. Central Ambulance Communication
 Centre (C.A.C.C.)
 Telephone 946-1227
 Fax 945-6883
 969 Queen Street East
 (Rear of Plummer Hospital)

6. Downtown Association
 Telephone 942-2919
 Fax 942-6368
 496 Queen Street East
(QUEEN STREET CLOSINGS ONLY)

 Signature of Official

[Signature]
 Signature of Official

CITY CLERK SECTION:

City Council approval was received on _____
 (date) (By-law No.)

P. 001/00

FAX: 705 942 6368

MAY-20-2008 TUE 03:17 PM DOWNTOWN ASSOCIATION

P. 001/001

FAX: 705 942 6368

MAY-23-2008 FRI 10:41 AM DOWNTOWN ASSOCIATION

5(b)

TEMPORARY STREET CLOSURE - APPROVAL PROCESS

CONTACT NAME: Downtown Association TELEPHONE: 942 2919
ADDRESS: 496 Queen St. E. POSTAL CODE: P6A 1Z8

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Queen Street East.
(Name of street to be closed)

from East Street to Dennis Street
(reference points - street numbers, cross streets, etc.)

on the 18th day of July, 20 08 from 6³⁰ am/pm to 12 am/pm (midnight)
for the purpose of Lemonade Days - late night shopping

APPROVALS SECTION:

- | | |
|---|---|
| 1. Police Services, Traffic Dept.
Telephone 949-6300 ext 348
Fax 759-7820
580 Second Line East | 2. Fire Services/Emergency Medical Services (EMS)
Telephone 949-3335/949-3387
Fax 949-2341
72 Tancred Street |
|---|---|

Signature of Official

Signature of Official

- | | |
|--|--|
| 3. Public Works & Transportation Dept.
Telephone 541-7000
Fax 541-7010
128 Sackville Road | 4. Transit/Parking
Telephone 759-5320
Fax 759-5834
111 Huron Street |
|--|--|

Signature of Official

Signature of Official

- | | |
|--|---|
| 5. Central Ambulance Communication
Centre (C.A.C.C.)
Telephone 946-1227
Fax 945-6883
969 Queen Street East
(Rear of Plummer Hospital) | 6. Downtown Association
Telephone 942-2919
Fax 942-6368
496 Queen Street East
(QUEEN STREET CLOSINGS ONLY) |
|--|---|

Signature of Official

Cindy Crawford.

Signature of Official

CITY CLERK SECTION:

City Council approval was received on _____ (date) _____ (By-law No.)

5(b)

TEMPORARY STREET CLOSURE - APPROVAL PROCESSCONTACT NAME: Downtown Association TELEPHONE: 942 2919ADDRESS: 496 Queen St. E. POSTAL CODE: P6A 1Z8

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(Name of street to be closed)

from East Street to Dennis Street

(reference points - street numbers, cross streets, etc.)

on the 18th day of July, 20 08 from 6³⁰ am/pm to 12 am/pm (midnight)
for the purpose of Lemonade Days - late night shopping**APPROVALS SECTION:**1. Police Services, Traffic Dept.
Telephone 949-6300 ext 348
Fax 759-7820
580 Second Line East2. Fire Services/Emergency Medical Services (EMS)
Telephone 949-3335/949-3387
Fax 949-2341
72 Tancred Street_____
Signature of Official_____
Signature of Official3. Public Works & Transportation Dept.
Telephone 541-7000
Fax 541-7010
128 Sackville Road4. Transit/Parking
Telephone 759-5320
Fax 759-5834
111 Huron Street_____
Signature of Official_____
Signature of Official5. Central Ambulance Communication
Centre (C.A.C.C.)
Telephone 946-1227
Fax 945-6883
969 Queen Street East
(Rear of Plummer Hospital)6. Downtown Association
Telephone 942-2919
Fax 942-6368
496 Queen Street East
(QUEEN STREET CLOSINGS ONLY)_____
Signature of Official_____
Signature of Official**CITY CLERK SECTION:**City Council approval was received on _____
(date) (By-law No.)

P. 001/001

FAX: 705 942 6368

MAY-20-2008 TUE 03:20 PM DOWNTOWN ASSOCIATION

P. 001

FAX: 705 942 6368

MAY-23-2008 FRI 10:38 AM DOWNTOWN ASSOCIATION

May 30, 2008

Mayor and Council
C/o City Clerk's Department
The Corporation of the City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON P6A 5N1

Re: Exemption from City noise by-law

Dear Council,

The Algoma and District Unit of the Canadian Cancer Society, along with local event sponsor Scotiabank, is holding the 7th annual **Relay For Life** event on June 13 and June 14, 2008 at the John Rhodes Community Centre in Sault Ste. Marie, ON.

This letter is to seek an exemption from the City of Sault Ste. Marie noise by-law. The **Relay For Life** Steering Committee is looking to extend the by-law to 1 a.m. on Friday, June 13, 2008 and waive the by-law on Saturday, June 14, 2008 so activities can begin at 6 a.m.

Relay For Life, an overnight, 12-hour, non-competitive relay that honours and celebrates cancer survivors, is the signature fundraising event of the Canadian Cancer Society. Every June, communities across Canada unite in the fight against cancer for a night of fun, friendship and fundraising with incredible results.

Relay For Life has proven over the last four years to be a remarkably successful fundraising event for the Canadian Cancer Society here in Sault Ste. Marie. In 2006 our community raised \$20,000, with 100 teams participating. We are expecting great things for 2008!

Please consider our request and if you have any questions, please contact the Canadian Cancer Society at (705) 253-4781

Let's make cancer history.

Sincerely,
Gayle

Gayle Debolt
Chair, Relay for Life



CORPORATE SERVICES DEPARTMENT
TELEPHONE 613-968-6481
FAX 613-967-3206

City of Belleville

169 FRONT STREET
BELLEVILLE, ONTARIO
K8N 2Y8

May 8, 2008

Lilian Cheung
Administrative Assistant
via e-mail: lcheung@amo.on.ca

Dear Ms. Cheung:

**RE: Municipal Resolution – “Carbon Taxes”
 Motions
 Belleville City Council Meeting, April 14, 2008**

This is to advise you that at the Council Meeting of April 14, 2008, the following resolution was approved.

REC. NO. 290/08 WHEREAS it is becoming increasingly difficult for municipalities in Ontario to rely solely on increases to property taxes and user rates as the primary sources of financing needed for upgrades to municipal infrastructure;

AND WHEREAS the Ontario Government has provided the City of Toronto with opportunities to raise revenues through various means not available to other municipalities in the Province of Ontario;

AND WHEREAS there is growing support for the concept of “carbon taxes” as means to address global environmental issues;

AND WHEREAS municipalities should be empowered to raise funds to finance needed upgrades to municipal infrastructure in ways other than just property taxes and user rates;

NOW THEREFORE BE IT RESOLVED that the Council of the City of Belleville hereby petition the Ontario Government to provide municipalities with additional powers to raise revenues needed to finance upgrades to municipal infrastructure, such as those provided to the City of Toronto and including the opportunity to levy carbon taxes with such funds to be devoted to environmental projects;

AND FURTHER, that this resolution be forwarded to the Premier of Ontario, the Association of Municipalities of Ontario, and be circulated to all municipalities in Ontario.

Thank you for your attention to this matter.

Yours truly,



Julie C. Oram, AMCT
Director of Corporate Services/City Clerk

JCO/nh

DISCLAIMER

This material is provided under contract as a paid service by the originating organization and does not necessarily reflect the view or positions of the Association of Municipalities of Ontario (AMO), its subsidiary companies, officers, directors or agents.



City of Kingston

216 Ontario Street
Kingston, Ontario
Canada K7L 2Z3

5(d)

www.cityofkingston.ca

where history and innovation thrive

2008-05-21

All Ontario Municipalities with a Population over 50,000

Dear Sirs:

RE: MOTION (8) – MAY 20, 2008 – ONTARIO BUILDING CODE

I would confirm that Kingston City Council at its regular meeting held on May 20, 2008, approved the following Motion (8):

(8) *Moved by Councillor Foster*

Seconded by Councillor Gerretsen

WHEREAS the Ontario Building Code (the Code) regulates the standard of construction of buildings in Ontario; and,

WHEREAS municipalities may not demand a standard of building construction that exceeds those standards set out in the Code; and,

WHEREAS climate change is the greatest challenge that we humans have to face; and,

WHEREAS human greenhouse gas (GHG) emissions are causing climate change to accelerate at an alarming and unprecedented rate; and,

WHEREAS the operation of buildings contributes to over 40% of our GHG emissions; and,

WHEREAS the City of Kingston is a member of the Federation of Canadian Municipalities' Partners in Climate Protection and is committed to reducing community greenhouse gas emissions by 10% by 2014;

THEREFORE BE IT RESOLVED THAT the Council of the City of Kingston strongly encourage the Ontario Government to amend the Ontario Building Code to significantly increase the minimum requirement for energy and water efficiency within new buildings, and do so as soon as possible and before the increased requirements that come into effect in 2011;

- and further -

THAT the Council of the City of Kingston strongly encourage the Ontario Government to amend relevant legislation to indicate that the Code is the minimum standard for energy and water efficiency to which builders must adhere, but that municipalities may pass by-laws that require efficiency standards that exceed the Code so that community GHG emissions may be reduced;

...continued on Page 2

**Clerk's Department
Corporate Services**

Phone: (613) 546-4291 ext. 1247 Fax: (613) 546-5232 cdowns@cityofkingston.ca

Motion (8), May 20, 2008, continued

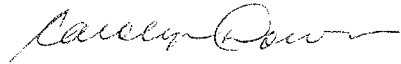
Page 2

- and further -

***THAT** this motion be forwarded to the Ontario Minister of the Environment, the Ontario Minister of Municipal Affairs and Housing, to all municipalities in Ontario with a population of 50,000 or more to seek their support, and to the Association of Municipalities of Ontario to lobby on our behalf.*

CARRIED

Yours truly,



Carolyn Downs
City Clerk

/ki

Cc: Councillor L. Foster

File No. P18

Clerk's Department
Corporate Services

Phone: (613) 546-4291 ext. 1247 Fax: (613) 546-5232 cdowns@cityofkingston.ca



City of Kingston

216 Ontario Street
Kingston, Ontario
Canada K7L 2Z3

5(d)

www.cityofkingston.ca

where history and innovation thrive

2008-05-21

All Municipalities in Ontario with a population over 50,000

Dear Sirs:

RE: MOTION (9) – MAY 20, 2008 – BILL 64 – PESTICIDE ACT

I would confirm that Kingston City Council at its regular meeting held on May 20, 2008, approved the following Motion (9):

- (9) Moved by Councillor Schmolka
Seconded by Deputy Mayor Matheson
- WHEREAS** the City of Kingston passed a by-law regarding the cosmetic use of pesticides on December 18, 2007, with the by-law coming into effect on October 15, 2008; and,
WHEREAS the Province of Ontario has given first reading to Bill 64, "An Act to Amend the Pesticide Act to prohibit the use and sale of pesticides that may be used for cosmetic purposes"; and,
WHEREAS Bill 64 is posted on the Environmental Registry, EBR 010-3348 with a deadline for comments of May 22, 2008; and,
WHEREAS Bill 64 does not, in some aspects, protect the public from pesticide use as effectively as Kingston's by-law will when it comes into force; and,
WHEREAS the proposed provincial law says in section 7.1(5) that "A municipal by-law is inoperative if it addresses the use, sale, offer for sale or transfer of a pesticide that may be used for a cosmetic purpose", thereby overriding Kingston's by-law;
THEREFORE BE IT RESOLVED THAT City staff be directed to respond to the Environmental Registry posting by the deadline stating that the City of Kingston:
- supports Bill 64 generally **CARRIED**
 - does not support section 7.1(5) which makes municipal by-laws regarding pesticides inoperative **CARRIED**
 - requests that the provincial government's pesticide law follow the approach in The Smoke Free Ontario Act which states that "if there is conflict between [the Act] and a provision of another Act, a regulation or a municipal by-law that deals with smoking, the provision that is more restrictive of smoking prevails." **CARRIED**
 - requests that the provincial government allow municipalities to retain their power to make pesticide bylaws acknowledging public health and local needs and consistent with recent changes to the Municipal Act that recognize municipalities' powers to act to protect human health and the environment; **CARRIED**

...continued on Page 2

**Clerk's Department
Corporate Services**

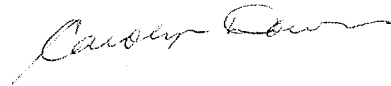
Phone: (613) 546-4291 ext. 1247 Fax: (613) 546-5232 cdowns@cityofkingston.ca

- and further -

THAT Council's decision be sent to all municipalities with a population over 50,000 in Ontario, the Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO), the Association of Municipalities of Ontario (AMO), the Federation of Canadian Municipalities (FCM) and the Honourable John Gerretsen, Ontario Minister of the Environment as soon as possible.

CARRIED

Yours truly,



Carolyn Downs
City Clerk

/ki

Cc: Councillor V. Schmolka

File No. P18



DEVELOPMENT
Sault Ste. Marie
a division of the SSMEDC



5(e)

News Release

Development Sault Ste. Marie

a division of the SSMEDC

FOR IMMEDIATE RELEASE
Thursday, May 29, 2008

Sunwing Charter Airline To Fly Directly From Sault Ste. Marie to Cuba

"We are pleased to announce that as a result of lengthy discussions, Sunwing Travel Group has indicated a commitment to fly a weekly charter air service direct from Sault Ste. Marie to Cuba from December 19, 2008 to February 27, 2009. This is very exciting for our city and will assist us in attracting other charters and new regular scheduled airlines to Sault Ste. Marie." stated James Caicco, Air Services Committee Chair.

The Sault Ste. Marie Air Services Committee, chaired by James Caicco, City Councilor, consists of representatives from the City of Sault Ste. Marie, Sault Ste. Marie Airport Development Corporation (SSMADC), Sault Ste. Marie Economic Development Corporation (SSMEDC), Sault Ste. Marie Chamber of Commerce and other stakeholders and have been investigating possible opportunities for increased charter and passenger air service for Sault Ste. Marie.

It is anticipated with vibrant charter and passenger air services in a competitive marketplace, businesses and individuals will have more opportunities to make Sault Ste. Marie the major choice for travel needs including business or personal travel.

"Terry Bos of the SSMADC has been a key lead in negotiating with Sunwing and was instrumental in sealing-the-deal." commented Michael Wozny, Sault Ste. Marie Economic Development Corporation Executive Director.

Sunwing Vacations is a 100% Canadian owned and operated company that has been in business for 20 years. Sunwing Vacations offers all inclusive vacation packages, leisure flights, group travel, hotel and car rental deals, on ideal vacations to Cuba, Mexico, Costa Rica, the Dominican Republic, Panama, Jamaica, and Florida as well as flights within Canada. For the past two years in a row, Sunwing has been listed by Profit Magazine as one of the Fastest Growing Companies in Canada.

Key factors for the decision are that Sault Ste. Marie put together an impressive proposal, has direct access to customs and is at the centre of growing regional economies.

The charter will fly from Sault Ste. Marie to Varadero, Cuba once a week for 11 weeks starting December 19, 2008. Sunwing will utilize a Boeing 737-800 which seats 189 passengers. Sunwing offers great value for one and two week vacations starting at less than \$1,000 which typically includes roundtrip airfare to your selected destination, return transportation and baggage handling between the airport and your resort, hotel accommodation as selected, service charges and taxes, as well as a welcome briefing at your destination.

"The Sault Ste. Marie Airport Development Corporation is extremely excited with the introduction of a new charter service to the airport and look forward to continuing to foster a relationship with Sunwing and other carriers." stated Terry Bos Manager Sault Ste. Marie Airport Development Corporation.

For more information:

Jamie Caicco – City of SSM (705) 945-6232

Michael Wozny – SSMECD (705) 759-5428

Terry Bos – SSMAADC (705) 779-3031 ext. 205

www.sunwing.ca





5(f)

May 29, 2008

Mayor John Rowswell
City of Sault Ste. Marie
99 Foster Drive, Fourth Floor
Sault Ste. Marie, ON P6A 5N1

Kelly McDougald
Chief Executive Officer

4120 Yonge Street
Suite 420
Toronto, ON
M2P 2B8

4120, rue Yonge
Bureau 420
Toronto (Ontario)
M2P 2B8

Tel. (416) 224-7105
Fax (416) 224-4950

www.OLG.ca

Dear Mayor Rowswell:

Thank you for the opportunity to discuss the Ontario Lottery and Gaming Corporation's (OLG) current commitments to the city of Sault Ste. Marie and suggestions for future involvement in local initiatives. Your city is an important part of our overall operations and we look forward to building on that partnership with your municipality.

I would like to begin by providing you with a list of our current commitments and initiatives in Sault Ste. Marie. They include:

- Non-tax revenue to the City of \$1.5 million last year from our OLG casino and a cumulative contribution of \$14.3 million since the casino opened.
- Approximately 943 OLG employees (corporate office and casino) live and work in the Sault Ste. Marie area, up from 257 employees in 1991.
- Annual payroll for those 943 employees is approximately \$48 million.
- Annual purchase of goods and services from local vendors for the casino is \$1.2 million.
- A grant-in-lieu of taxes of \$700,000 from the casino per annum.
- OLG made a \$750,000 corporate donation to the new hospital building fund in 2006-07.
- Recently the corporation invested \$680,000 in refurbishing the OLG casino.
- OLG spent more than \$2 million last fiscal on Graphic Design and Instant Ticket Design and Artwork with Sault marketing agencies out of a total corporate expenditure of \$3.1 million.
- OLG has attracted and supported new business including Pollard Banknote Printing which opened a new plant with 33 full-time local jobs and an investment of \$150 million over ten years by OLG.
- The OLG casino has undertaken joint marketing programs with the Steelback Centre including purchasing blocks of tickets for casino customers.
- The OLG casino also supports and is actively involved in Tourism Sault Ste. Marie initiatives.
- OLG was the title sponsor for the 2008 Bon Soo Winter Carnival at a cost of \$50,000. Other sponsorships include Rotaryfest at \$10,000 and the local Easter Seal Telethon at \$3,000.

RECEIVED	
CITY CLERK	
MAY 30 2008	
NO.:	51000
DIST.:	

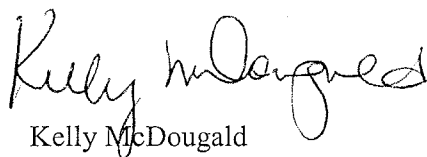
- OLG employees are among the highest contributors to the local United Way campaign, personally contributing over \$55,000. These employees also contributed close to \$27,000 to the Federated Health campaign.
- OLG is looking at launching a Casino Community Card pilot program in Sault Ste. Marie that would allow Winner's Circle members to use their points to purchase goods and services in the community from local businesses. If successful this program could be expanded to all OLG gaming sites in the province.

In addition to our current commitments to Sault Ste. Marie, OLG would also like to explore future initiatives with City Council in your community including:

- Support for the development of the **Gateway site** that might include involvement with any theatre, hotel, entertainment centre or transportation to the site of the casino. OLG's involvement would be contingent on an appropriate return on investment.
- Investigate the feasibility of establishing **OLG training programs** in the Sault and determine if additional training programs for OLG employees can be run out of the local offices.
- Continue to look at the feasibility of an **Electronic Bingo site** in the city. Talks have continued with local bingo operators to find an electronic bingo model that provides payback to operators, charities and OLG.
- Continue to monitor the local casino market to determine the feasibility of replacing the sprung structure with **bricks and mortar**.
- Explore the opportunity to pilot OLG's up-coming facial recognition – biometric technology program for self-exclusion at OLG Casino Sault Ste. Marie.

The Ontario Lottery and Gaming Corporation is proud of its history in Sault Ste. Marie and its ongoing role as a strong community partner. I am always interested in discussing future initiatives that make business sense for our corporation, as part of that municipal partnership.

Yours truly,

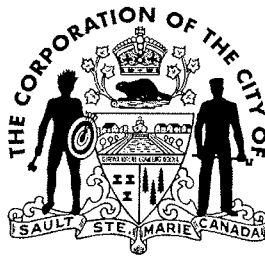


Kelly McDougald
CEO

c.c. Donna Irving, City Clerk, Sault Ste. Marie
City Council, Sault Ste. Marie
Larry Flynn, OLG Senior Vice President, Gaming

5(h)

Joseph M. Fratesi, B.A. LL.B.
Chief Administrative Officer



99 Foster Drive
P.O. Box 580, Civic Centre
Sault Ste. Marie, Ontario
Canada. P6A 5N1
(705) 759-5347
(705) 759-5952 (Fax)
E-Mail:
j.fratesi@cityssm.on.ca
b.berlingieri@cityssm.on.ca

2008 06 09

Mayor John Rowswell and
Members of City Council
Civic Centre

RE: STAFF TRAVEL REQUESTS

Dear Council:

The following staff travel requests are presented to you for approval:

1. **Danny Krmpotich – Social Services**
MIIO Seminar
June, 2008
Windsor, ON
Estimated total cost to the City - \$ 1,100.00
Estimated net cost to the City - \$ 0.00
2. **Melissa Ceglie – Social Services**
MIIO Seminar
June, 2008
Windsor, ON
Estimated total cost to the City - \$1,100.00
Estimated net cost to the City - \$0.00

Yours truly,

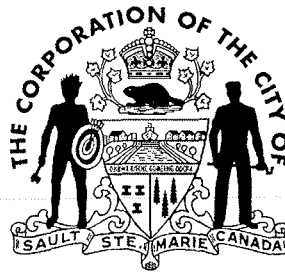
JMF: bb

Joseph M. Fratesi
Chief Administrative Officer

Peter A. Liepa
City Tax Collector

Tax & Licence Division
Finance Department

5(i)



2008 06 09

Mayor John Rowswell
and Members of City Council
Civic Centre

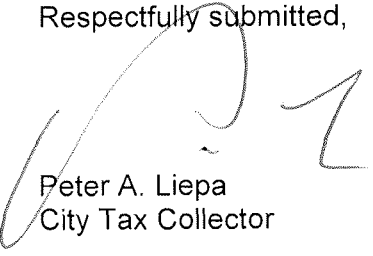
RE: Property Tax Appeals

Attached is the listing that summarizes applications for adjustments to the Tax Roll pursuant to Section 357 of the Municipal Act, 2001.

The Municipal Property Assessment Corporation (MPAC) has recommended the amount of assessment to be adjusted. Each of the applications has been reviewed individually and recommended as shown.

An appropriate resolution has been prepared for your consideration.

Respectfully submitted,


Peter A. Liepa
City Tax Collector

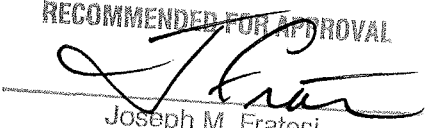
PAL/bk

Attach.

Recommended for Approval:


William Freiburger
Commissioner of Finance & Treasurer

RECOMMENDED FOR APPROVAL


Joseph M. Fratesi
Chief Administrative Officer

APPLICATION TO COUNCIL TO CANCEL
OR REFUND PROPERTY TAXES PURSUANT TO SECTION 357
OF THE MUNICIPAL ACT, 2001

THE CORPORATION OF THE CITY OF SAULT STE. MARIE
PROPERTY TAX APPEALS
2008

DATE: 2008-06-09
PAGE: 1 of 1

ROLL NUMBER	PROPERTY ADDRESS	PERSON ASSESSED	PROPERTY CLASS	REASON	APPEAL NO.	CANCELLATIONS		TOTAL ADJUSTMENT
						TAXES	INTEREST	
010-013-031-00	219 Trunk Rd	1022073 Ontario Inc	Commercial	D	08-001	4,344.18		4,344.18
010-046-076-00	103 South Market St	Brennan Michael	Residential	D	08-002	65.38		65.38
010-070-022-00	1275 Trunk Rd	Husky Oil Marketing Ltd	Commercial	D	08-003	14,611.77	38.48	14,650.25
020-010-033-00	1250 Wellington St E	Beith Stewart Barry	Residential	C	08-004	582.44	8.59	591.03
020-028-059-00	460 Pim St	JT Cambrian Holdings Ltd	Commercial	D	08-005	5,547.24	11.91	5,559.15
020-034-053-00	267 Pim St	Pauline's Place Non-Profit Homes Inc	Residential	B	08-005	1,467.37	22.02	1,489.39
030-070-008-00	432 Great Northern Rd	510127 Ontario Limited	Commercial	D	08-006	12,121.12		12,121.12
040-023-053-00	264 Albert St W	SWM (Sault) Investments Inc	Residential	D	08-007	562.42	6.90	569.32
050-043-064-00	40 Fairview Ave	Corbett Ervin Michael	Residential	D	08-008		Confirmed	
060-050-231-07	1438 Third Line W	Fata Maurizio	Fata Anita Candida	Commercial/Residential	A	108.15		108.15
REPORT TOTAL						39,410.07	87.90	39,497.97

Certified Correct:

Peter A. Liepa
City Tax Collector

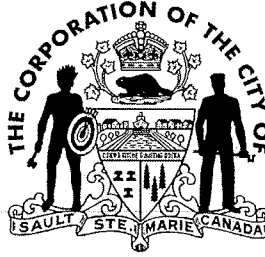
- A. REALTY TAX CLASS CONVERSION
- B. BECAME EXEMPT AFTER RETURN OF ROLL
- C. RAZED BY FIRE AFTER RETURN OF ROLL

- D. DEMOLISHED AFTER RETURN OF ROLL
- E. OVERCHARGED BY REASON OF GROSS OR MANIFEST CLERICAL ERROR
- F. REAL PROPERTY THAT COULD NOT BE USED FOR A PERIOD OF AT LEAST 3 MONTHS
DUE TO REPAIRS OR RENOVATIONS

5(i)

5(j)

Shelley J. Schell, CA
Manager of
Finance and Audits



Finance Department

2008 06 09

Mayor John Rowsell and
Members of City Council

RE: Echoes Drum Festival Request for Financial Assistance

The Echoes Drum Festival has put forward a letter requesting financial assistance from the City. The request is to waive all the fees associated with the use of Clergue Park for their festival taking place from June 19th-23rd, 2008. An application for Sustaining and Other Grants was not received.

The Echoes Drum Festival was approved in 2008 for \$1,900 from the Cultural Advisory Board. Both the Cultural Financial Assistance Policy and the Financial Assistance Policy for Sustaining or Other Grants state that only one application per year per organization will be received and considered for funding. This is a second request from the organization and therefore per the policy cannot be considered.

RECOMMENDATION

It is recommended that the request for additional financial assistance by the Echoes Drum Festival be denied.

Respectfully submitted,

Shelley J. Schell, CA
Manager of Finance and Audits

Recommended for approval,

W. Freiburger, CMA
Commissioner of Finance and Treasurer

RECOMMENDED FOR APPROVAL

Joseph M. Fratesi
Chief Administrative Officer



Echoes of the World International Drum Festival

690 Queen Street East, Suite 306
 Sault Ste. Marie, ON P6A 2A4
www.echoesdrumfestival.com
 Contact: Jackie Fletcher 705.256.1882

May 24, 2008

Mayor John Roswell and Council
 The Corporation of the City of Sault Ste. Marie
 99 Foster Drive, P.O. Box 580
 Sault Ste. Marie, ON P6A 5N1

The 6th annual Echoes of the World Drum Festival of Sault Ste. Marie takes place from Thursday, June 19 to Sunday, June 23, 2008. The festival celebration this year will include a mini pow wow sponsored by the Catholic School Board to take place on Thursday and Friday respectively and run from 9:30 a.m. to 3:00 p.m. each day.

As a result of the pow wow there will be grade sixes attending from fourteen schools to participate not only in the pow wow but also the Educational Trail that we have in place to educate the children of other drum cultures. In addition there will be a busload of teachers and grade 8 students coming in from Elliot Lake, Serpent River and Blind River to witness the logistics of putting on a pow wow so they can do that next year in their community.

This year we have brought in steel drums from the Carribean as well as a group from Ecuador as our headliners accompanied by other festival invitees as their opening acts.

The volunteers who organize the events are building on traditions which stretch to the earliest times when Bawating first served as a meeting place.

We wish to thank the Cultural Advisory Board in awarding us a grant of \$1900 to carry on the activities it takes to put on the festival and we also now ask that you direct city staff to waive all fees associated with Clergue Park. We have been able to get sponsorship for the insurance but do not have the financial resources to carry on everything that is required. Our total budget this year is \$10,150 and \$7500 has been granted for performers. We have been very fortunate to initiate support to bring an educational and entertaining event to the city.

In closing, we also extend an invitation to you and your Council to attend some of the venues throughout the four days. Our website is being updated daily with the program to be done by June 1. We wish to thank you for this opportunity to present Echoes of the World International Drum Festival.

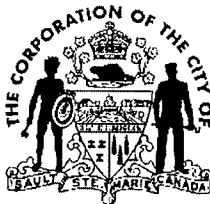
Sincerely

Jackie Fletcher
President

P. S. We are also the only drum festival in the North.

5(k)

NICHOLAS J. APOSTLE
COMMISSIONER COMMUNITY SERVICES



COMMUNITY SERVICES DEPARTMENT
Community Centres Division
Municipal Day Nurseries Division
Recreation & Culture Division

2008 06 09

Mayor John Rowswell
and Members of City Council

Memorandum of Agreement - Operation of the Recreational Lock

The Community Services Department, on behalf of the City of Sault Ste. Marie, operates the Recreational Lock by way of an agreement with Parks Canada. The present agreement is due to expire on July 14, 2008. Parks Canada has requested (see attached letter) that the present agreement be extended, under the original terms and conditions, for one year, until July 14, 2009.

Staff from both the Legal Department and Community Services Department have reviewed the agreement and do not have any concerns with extending it as requested.

Recommendation

It is recommended that Council approve a one year extension, until July 14, 2009, of the agreement between the Corporation of the City of Sault Ste. Marie and Parks Canada for the operation of the Recreational Lock as request by Parks Canada in their May 16 2008 letter.

Respectfully submitted,

Nicholas J. Apostle, Commissioner Community Services

jb/council/lock agreement extension

cc: M. Walton, Parks Canada
N. Kenny, Legal Dept.
J. Cain, Manager Recreation & Culture

attachment

RECOMMENDED FOR APPROVAL

Joseph M. Fratesi
Chief Administrative Officer

5(k)



Parks
Canada

Parcs
Canada

Sault Ste. Marie National Historic Site of Canada
1 Canal Drive
Sault Ste. Marie, ON
P6A 4X3

May 16, 2008

Mr. Nicholas J. Apostle
Commissioner Community Services
Community Services Department
The Corporation of the City of Sault Ste. Marie
Post Office Box 560
99 Foster Drive
Sault Ste. Marie, Ontario
P6A 5N1

**RE: Memorandum of Agreement: Operation of Recreational Lock, Sault Ste. Marie
National Historic Site of Canada**

Dear Mr. Apostle:

As you are aware, a Memorandum of Agreement (MOA) regarding the Operation of Recreational Lock located at Sault Ste. Marie National Historic Site of Canada was signed on September 6th, 1995.

Clause 2.1 stipulates that the term of the MOA "shall be for a period of ten years from the date of the opening of the Recreational Lock". The Lock opened on July 14, 1998, setting the expiry date as July 14, 2008.

This letter is to formally request, the Corporation of the City of Sault Ste. Marie, agree to extend the original terms and conditions of the current MOA for one year until July 14, 2009.

Should the Corporation of the City of Sault Ste. Marie accept to extend the MOA for one more year, I suggest we set a mutually agreeable date for a meeting to initiate discussions for the renewal of this document.

The Sault Ste. Marie Canal National Historic Site is not only an important part of the heritage of the City of Sault Ste. Marie but also of Canada. Parks Canada looks forward to continuing to manage the recreational lock with the City of Sault Ste. Marie to ensure that it continues to operate for the benefit of all its visitors.

If you have any questions or concerns, I can be reached at (807) 346-2908. I look forward to your response.

Yours very truly,

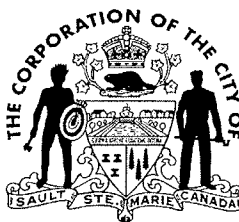
Mike Walton
Field Unit Superintendent
Northern Ontario

Canada



Jerry D. Dolcetti, RPP
Commissioner

Don J. Elliott, P. Eng.
Director of Engineering Services



ENGINEERING & PLANNING DEPARTMENT

Engineering & Construction Division

Tel: (705) 759-5378
Fax: (705) 541-7165

2008 06 09

Our File: Contract 2008-4E

Mayor John Rowswell and
Members of City Council
Civic Centre

**RE: CONTRACT 2008-4E
RECONSTRUCTION OF FRANKLIN STREET (WALLACE TERRACE TO HENRIETTA
STREET) – LOCATION OF PROPOSED SIDEWALK**

At the 2008 05 12 council meeting, Contract 2008-4E was awarded to J. Provost Contracting. At that time Vic Marcinkowski of 339 Franklin Street expressed the desire of the west side residents to have a curb-faced sidewalk on their side of the street rather than the City standard which includes a 1m wide boulevard between the curb and sidewalk.

The attached petition shows that 15 of the 17 homes fronting the west side of Franklin Street are in favour of the curb-faced sidewalk. It is the position of the Engineering and Planning Department that the sidewalk be constructed as per the current City standard including the 1m boulevard. However, should Council direct us to construct the sidewalk without the boulevard we can adjust the contract to do so. The difference in cost to make this change will be negligible.

Respectfully submitted,

Recommended for approval,

Carl Rumiel, P. Eng.
Design & Construction Engineer

CR/al
attachment

Jerry D. Dolcetti, RPP
Commissioner
Engineering & Planning

RECOMMENDED FOR APPROVAL

Joseph M. Fratesi
Chief Administrative Officer

5(1)

PETITION FOR LOCAL IMPROVEMENT
(Roadway – Sidewalk – Sewer – Watermain – Street Lighting)

TO THE COUNCIL of the Corporation of the City of Sault Ste. Marie

THE PETITION OF THE UNDERSIGNED owners of lands abutting directly on the work referred to below:

REQUEST AS FOLLOWS:

1. That it is expedient to construct a (*) **CURB-FACE SIDEWALK (instead of a boulevard and sidewalk)**
(*) (roadway, sidewalk, sewer, watermain, street lighting)
upon the **WEST** side of **FRANKLIN STREET**
from: **WALLACE TERRACE** to **HENRIETTA AVENUE**
2. That such work be constructed as a local improvement under the provisions of Ontario Regulation 586/06.

THE UNDERSIGNED therefore ask:

That the said (*) **CURB-FACE SIDEWALK** may be constructed as a Local Improvement as aforesaid:

DATED this 14th day of MAY, 2008

Before you sign this Petition you should be aware of what the costs for the Local Improvement are. There should be attached to this Petition a list setting out the current rates.

Provide the name, address and telephone number of a contact person for communication concerning this petition.

VIC MARCINKOWSKI 339 FRANKLIN ST. 941-1955
Name Address Telephone Number

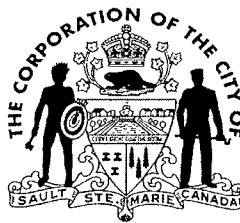
SIGNATURE OF PETITIONER	CIVIC ADDRESS (or legal description) OF LAND OWNED BY PETITIONER	WITNESS OF SIGNATURE
<i>John Gibson</i>	315 FRANKLIN ST	<i>[Signature]</i>
<i>B. [Signature]</i>	331 Franklin	<i>[Signature]</i>
<i>[Signature]</i>	327 Franklin	<i>[Signature]</i>
<i>D. Wayne</i>	323 Franklin St	<i>[Signature]</i>
<i>Anne-Mare Kailburger</i>	311 Franklin St.	<i>[Signature]</i>
<i>M. G. Roy</i>	3430 Franklin St	<i>[Signature]</i>
<i>Catherine [Signature]</i>	355 Franklin Street	<i>[Signature]</i>
<i>[Signature]</i>	361 [Address]	<i>[Signature]</i>
<i>[Signature]</i>	335 FRANKLIN ST	<i>[Signature]</i>

also need signature 319 OK
not owner

5(m)

Jerry D. Dolcetti, RPP
Commissioner

Don J. Elliott, P. Eng.
Director of Engineering Services



ENGINEERING & PLANNING DEPARTMENT

Engineering & Construction Division

Tel: (705) 759-5378
Fax: (705) 541-7165

2008 06 09

File: B-97-09 Capital
4.140.1 Bridges

Mayor John Rowswell
Members of City Council

RE: UPDATE ON 2008 CAPITAL WORKS AND BRIDGES

At the 2008 05 01 budget meeting, it was acknowledged that additional information was required with respect to single lane bridge rehabilitation costs. Council is aware of the load restrictions placed on nine bridges in the fall of 2006. A total of **\$3.136 million** was budgeted for bridge improvements. The purpose of this report is to update Council on bridge rehabilitation costs, and the 2008 capital works program.

SINGLE LANE BRIDGES

A map is attached for reference purposes. Bridge number 16 was widened in the sixties and overlaid with a concrete deck in 2007 and therefore has no load restriction. It requires no further effort. We placed temporary single lane steel decks on the other Base Line bridges (no. 14 and 15) in 2007 so there are no load restrictions on Base Line.

The consultant is recommending cost effective methods of rehabilitating the remaining eight single lane bridges, conditional upon the suitability of the abutments. The estimated average cost is **\$300,000** per bridge, totaling **\$2.4 million**. Bridges 12, 13, 14 and 15 are perimeter bridges with the Township of Prince and any proposal should be endorsed by the Township. The one-half share of the four perimeter bridges for Prince would total **\$600,000**, making the overall City cost **\$1.8 million**.

Five of the bridges (9 and 31 on Old Goulais Bay Road and 12, 13 and 19 on Town Line Road) could be rehabilitated as single lane structures, based on low traffic volume. The cost per bridge would be about **\$200,000**; the savings would be **\$500,000**. Given the size of the project, and the safety benefits of providing two-lane structures, the single lane option is not recommended.

Rehabilitating all the bridges as detailed above, is one option. It may not be practical to assume the Township of Prince will be in position to provide **\$600,000** for this work. The City could finance the work with the expectation of future payment from Prince. Another option is to proceed with rehabilitating only the four bridges that are solely our responsibility, and postpone the work on the four perimeter bridges with Prince until other funding is available.

The City and the Township of Prince could jointly apply for funding when an appropriate program is announced. The financial implications of the two options are summarized below.

OTHER BRIDGES

There is a need for routing, sealing and painting on several other bridge structures. At the meeting of 2007 10 15, Council approved that we tender a small contract for this work, estimated at **\$140,000**. To our surprise, we received only one bid, from an out-of-town contractor. The bid exceeded **\$800,000** so we did not recommend awarding that contract. Instead, it is proposed that we proceed to utilize our own Public Works and Transportation forces to complete most of this work, with inspection provided by the consultant, M.R. Wright.

One of the bridges requiring attention is the underpass. We share expenses with the railway 50/50 under an existing agreement. We are corresponding with the railway to ensure its endorsement. We hope to include a system of pigeon proofing, as the pigeon problem is longstanding for both the City and the Railway.

A budget allowance of **\$500,000** is suggested to complete the work recommended by the consultant.

FINANCIAL IMPLICATIONS

Option One – Rehabilitate all eight single lane bridges to two-lane

Eight two-lane structures at \$300,000:	\$2,400,000
Other bridge work:	\$ 500,000
minus Prince Township share:	<u>(\$ 600,000)</u>
Total Estimate	<u>\$2,300,000</u>
2007 Misc Const. allowance for single lane bridges (carryover):	\$ 136,000
2008 budget for bridges	<u>\$3,000,000</u>
Total Available	<u>\$3,136,000</u>
Projected Surplus Option One (assumes Prince can pay)	<u>\$ 836,000</u>

Option Two – Rehabilitate four, postpone four perimeter bridges with Prince

Four two-lane structures at \$300,000:	\$1,200,000
Other bridge work:	\$ 500,000
Total Estimate	<u>\$1,700,000</u>
Total Available	<u>\$3,136,000</u>
Projected Surplus Option Two	<u>\$1,436,000</u>

2008 CAPITAL WORKS TENDERS

Council is aware that capital works project tenders have all been coming in over budget. Shannon Road, Retta Street and Franklin Street have been awarded. The tenders for these projects, by account, compare to budgeted amounts as follows:

Shannon, Retta and Franklin	Roadworks Budget	Tender Value	Storm Sewer Budget	Storm Sewer Tenders	Sanitary Budget	Sanitary Tender Value
Total	3,408,000	3,786,814	1,130,000	1,202,377	886,000	804,936
Surplus (deficit)		(378,814)		(72,377)		81,064

The shortfall on these three projects totals **\$452,000** which is approximately 8% over budget.

The 2008 Capital Works program included reconstruction of Korah Road from Moss Road to Cooper Street. The tender has closed for Korah Road and the low tender was **\$794,000**, excluding GST. The sewer surcharge will cover **\$174,000** of this, leaving **\$620,000**.

HUB TRAIL

There is already **\$692,000** budgeted for the Hub Trail in 2008 (**\$277,000** in reserve, **\$100,000** annual budget and **\$315,000** in the 2008 capital budget). Based on Option 2 above, an additional **\$358,000** is available, bringing the 2008 allocation to **\$1,050,000**, excluding the Shannon Road portion, already covered. Planned expenditures include a **\$75,000** for refuge islands on Trunk Road at the new McNabb/Southmarket intersection, and **\$450,000** for the Finn Hill/Northern Avenue and Jim Miller memorial sections. A supplementary report on the remaining expenditures will be brought to Council by the Planning Division in the near future.

SUMMARY

Based on the uncertainty of funds available from the Township of Prince, and future grant funding possibilities, it is recommended we proceed with option two, and rehabilitate four single lane bridges to two lanes for now. Future grant funding can be sought with Prince for the four perimeter bridges. Some of the surplus can be used to cover the shortfall for Retta, Shannon and Franklin. The balance of the surplus can be applied to reconstruct Korah Road, and the Hub Trail project.

RECOMMENDATION

The Engineering Department recommends the following revisions to the 2008 capital works program:

Available Funds:

2007 Misc Const. allowance for single lane bridges (carryover):	\$ 136,000
2008 budget for bridges	<u>\$3,000,000</u>
Total Available	<u>\$3,136,000</u>

5(m)

Recommended Revisions to 2008 Program:

Reconstruct four single lane bridges to two-lanes \$300,000 each:	\$1,200,000
Other bridge work:	\$ 500,000
Shannon/Retta/Franklin shortfall	\$ 452,000
Korah Road Reconstruction (Moss to Cooper)	\$ 620,000
Hub Trail Funding	\$ 358,000
Total Estimate Revisions	<u>\$3,130,000</u>

If Council approves this program, a separate report can be found on this evening's agenda for awarding the Korah Road reconstruction contract.

Respectfully submitted,

Recommended for Approval:



Don J. Elliott, P. Eng.
Director of Engineering Services



Jerry D. Dolcetti, RPP
Commissioner
Engineering & Planning Department

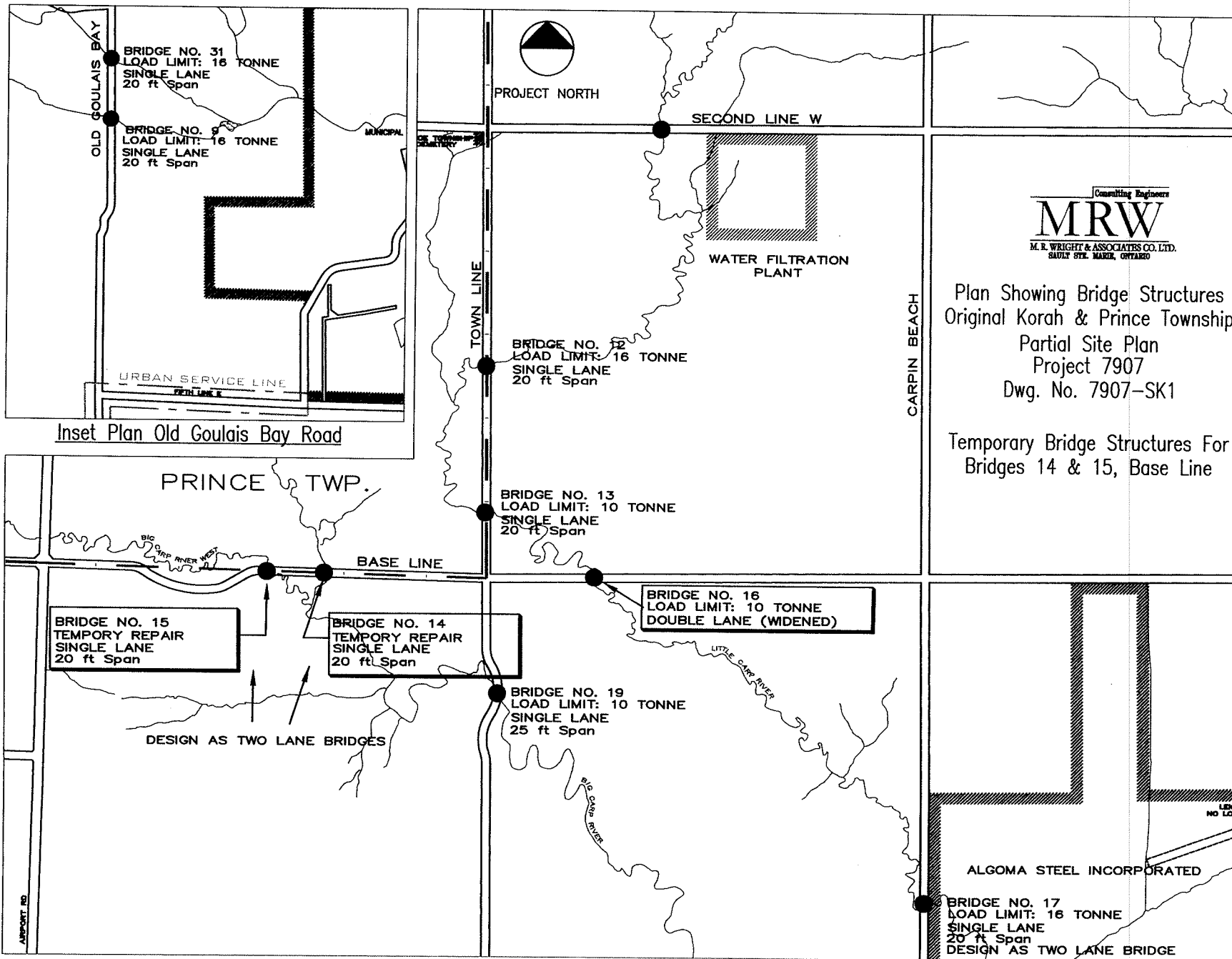
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C: Township of Prince

RECOMMENDED FOR APPROVAL

Joseph M. Fratesi

Joseph M. Fratesi

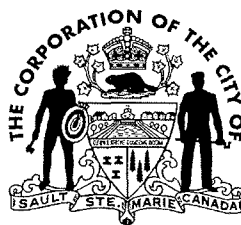


5(m)

5(n)

Jerry D. Dolcetti, RPP
Commissioner

Don J. Elliott, P. Eng.
Director of Engineering Services



ENGINEERING & PLANNING DEPARTMENT

Engineering & Construction Division

Tel: (705) 759-5378
Fax: (705) 541-7165

2008 06 09

Our File: Contract 2008-5E

Mayor John Rowswell and
Members of City Council
Civic Centre

**RE: CONTRACT 2008-5E
RECONSTRUCTION OF KORAH ROAD (MOSS ROAD TO COOPER STREET)**

Tenders received for Contract 2008-5E were opened at a public meeting on Thursday, May 15, 2008 in the Steelton Room of the Civic Centre. Present at the opening was Councilor James Caicco, as well as City staff and contractor representatives.

The contract calls for the reconstruction of Korah Road from Moss Road to Cooper Street including construction of a new sanitary sewer from Lamming Avenue to Cooper Street.

A total of three (3) tenders were received. Each tender has been checked as shown on the attached sheet. The low tender of **\$833,400.75** (including GST) was received from Palmer Construction Group Inc.. When GST is removed, the City's cost to complete this project is estimated to be **\$793,715.00** which is above the approved 2008 capital works allowance of **\$650,000.00** for Korah Road. The overrun can be attributed to increased fuel and labour costs, reduced competition, and the fact that all contractors are extremely busy with other City and private sector projects. However, given the uncertainty with price increases from year to year, it may not be beneficial to re-tender next year as the price may increase further. A report from Don Elliott, Director of Engineering Services, found elsewhere on council's agenda, provides the details for funding this project. Accordingly, we recommend Contract 2008-5E be awarded to Palmer Construction Group Inc. provided the other report is also approved.

By-law **2008-113** authorizing execution of the Contract and By-law **2008-114** authorizing a road closure of Korah Road (Moss Road to Cooper Street) from June 15, 2008 until October 30, 2008, have been placed on the Agenda for your consideration.

Respectfully submitted,

Carl Rumiel, P. Eng.
Design & Construction Engineer

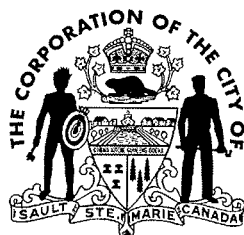
CR/al
attachment

Recommended for approval,

Jerry D. Dolcetti, RPP
Commissioner
Engineering & Planning

RECOMMENDED FOR APPROVAL

Joseph M. Fratesi
Chief Administrative Officer



2008 06 09

Our File: Contract 2008-5E

CONTRACT 2008-5E

RECONSTRUCTION OF KORAH ROAD

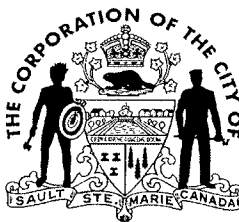
LIST OF BIDDERS

CONTRACTOR	TOTAL BID PRICE
Palmer Construction Group Inc.	\$833,400.75
Pioneer Construction Inc.	\$840,142.15
Ellwood Robinson Limited	\$918,229.10

5(0)

Jerry D. Dolcetti, RPP
Commissioner

Don J. Elliott, P. Eng.
Director of Engineering Services



ENGINEERING & PLANNING DEPARTMENT

Engineering & Construction Division

Tel: (705) 759-5378
Fax: (705) 541-7165

2008 06 09

File: 4.140.8

Mayor John Rowswell
Members of Council

Re: Biannual Bridge Inspections – Consulting Services

The City is required to conduct structural inspections of bridges every two years. Our list includes 34 bridges and box culvert road crossing structures and 7 pedestrian bridges.

We have recently been advised by the Ministry of Transportation of an incident in southern Ontario involving the collapse of an overhead sign structure. Accordingly, we have added the inspection of our 33 overhead sign structures to the biannual inspection program.

We are in receipt of a quotation from M. R. Wright and Associates, to complete this inspection. This firm has completed these inspections and produced the biannual bridge inspection report for many years. The estimated fee is **\$33,000**, excluding GST. This is within the **\$50,000** allowance in the 2008 Miscellaneous Construction budget.

It is recommended that the City retain M. R. Wright and Associates to complete the biannual bridge inspections for the upset limit fee of \$33,000.

Respectfully submitted,

Recommended for Approval:

Don J. Elliott, P. Eng.
Director of Engineering Services

Jerry D. Dolcetti, RPP
Commissioner
Engineering & Planning Department

RECOMMENDED FOR APPROVAL

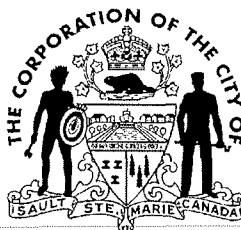
Joseph M. Fratesi
Chief Administrative Officer

/bb

F:\ENGINEERING DATA\COUNCIL\D. Elliott\2008\Biannual Bridge Inspections - 2008 06 09.doc

LORIE BOTTOS
CITY SOLICITOR

NUALA KENNY
ASSISTANT CITY SOLICITOR



**LEGAL
DEPARTMENT**

FILE NO. L.7.1

REPORT TO: Mayor John Rowswell and
Members of City Council

REPORT FROM: Lorie Bottos
City Solicitor

DATE: 2008 06 09

SUBJECT: **Elimination of Any Ban on Clotheslines - Energy
Conservation Leadership Act O. Reg. 97/08**

Purpose

On May 12, 2008 Council passed the following resolution:

Moved by Councillor Butland
Seconded by Councillor Caicco:

"Be is resolved that the Engineering and Planning Department prepare a report for the information of the Environmental Initiatives Committee (a.k.a. Green Committee) and City Council on how new legislation pertaining to 'clotheslines' will be implemented and comment on the practicality, feasibility, advisability and legality of removing a ban presently in place for previous-approved subdivisions."

Background

On April 17, 2008 a regulation was filed under the Energy Conservation Leadership Act that would no longer allow a ban on installing a clothesline on a residential property. It reverses all current bans on clotheslines in Ontario.

This regulation states the following in regards to clotheslines, clothestrees, and any goods or technologies that have a purpose that is the same as a clothesline or clothestree and no other purpose:

1. They must be installed on property upon which is situated a house or building that is used solely for residential occupancy and which is the person's place of residence.
2. They must be installed in a manner so as to ensure that there are no impediments to safety, including, but not limited to, impediments to access to or egress from the house or building.
3. They must be installed adjacent to the side or rear wall of the house or building so as to be useable by a person,
 - i. standing directly on the ground,
 - ii. standing on a deck or other fixed platform accessed directly from the ground floor of the house or building, if the deck or fixed platform is no higher than the floor level of the ground floor, or
 - iii. standing on a step-stool or similar device placed either directly on the ground or on a deck or other fixed platform accessed directly from the ground floor of the house or building, if the deck or fixed platform is no higher than the floor level of the ground floor.
4. They must be installed in an area where the person has an exclusive right of use by virtue of their residency.

This regulation is retroactive. The entire regulation is available at: http://www.e-laws.gov.on.ca/html/regs/english/elaws_regs_080097_e.htm. The intent of the Province in creating this regulation is to allow residents of Ontario to utilize natural ways to dry their clothes which will reduce their impact on the environment while saving them money.

Respectfully Submitted

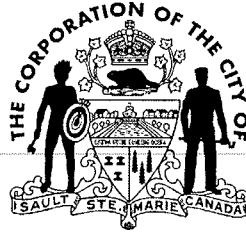


Lorie A. Bottos
City Solicitor
LB:mc

RECOMMENDED FOR APPROVAL



Joseph M. Fratesi
Chief Administrative Officer



2008 06 09

REPORT OF THE ENGINEERING & PLANNING DEPARTMENT

PLANNING DIVISION

TO:

Mayor John Rowsell
and Members of City Council

SUBJECT:

Clergue Park Waterfront Walkway

Last September, City Council approved several additional items for this project including a suggestion that 14 flagpoles representing Canada, the provinces and territories be placed beside Russ Ramsay Way to create visual interest and provide a photo opportunity for the many visitors to our community. The cost of the flagpoles with two sets of flags was estimated at \$26,000.

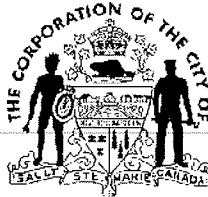
At the meeting, Councillor Butland suggested that it would be preferable to have 25 flags of various countries representing the original immigrants to Sault Ste. Marie. Most Councillors seemed supportive of the suggestion, however this will increase the total cost to approximately \$50,000. This additional cost can be taken from those funds designated for Hub Trail development. An on-going annual cost of approximately \$4,000 for flag replacement can be expected.

Planning Director's Recommendation

That City Council authorize the placement of 25 flagpoles with flags representing the various countries of the original immigrants to Sault Ste. Marie adjacent to the Russ Ramsay Way entrance to Clergue Park at an estimated total cost of \$50,000.

DBM/pms

J. W. (John) King
Manager



Public Works & Transportation
Department
Cemetery Division

2008 06 09

Mayor John Rowswell
And Members of City Council
Civic Centre

RE: CEMETERY CONDITION

This is in response to Council resolution dated 2008 05 26:

“Resolved that the concerns of the residents of 171 Millcreek Drive (Cliff and Doreen Oppen) expressed in a letter dated May 21, 2008 to Councilor Frank Manzo about the condition of the property at Greenwood Cemetery BE REFERRED to John King, Manager of Cemeteries for review and report back to City Council.”

Background

On January 28, 2008 the cemetery forwarded a comprehensive report outlining the rationale for the poor grass conditions being experienced at the cemetery. The reasons were white grubs, lack of rain and non-usage of pesticides.

The report indicated that in accordance with recommendations of non-pesticide usage, the cemetery maintained the usage of natural remedies; nematodes to combat white grubs and corn gluten for weeds. The report also indicated that many acres of the cemetery had been hand raked, reseeded and re-fertilized. However the lack of rainfall last year did not allow these areas with new grass seed to germinate and flourish.

Discussion

The natural remedies used last year to eliminate the grubs did not work as the grubs have survived and have eaten the areas that were redone. As well they have expanded into other areas. In total the grubs have destroyed approximately 70 acres leaving the cemetery with large areas of no grass and bare earth.

2008 01 28

Page 2

In checking various sources and information about the grubs, they are supposedly in a three year cycle, this being the third year. Other sources state the cycle is not three but seven years; if this is true then the cemetery has another four years of battling the grubs.

As for the sunken graves mentioned in the letter, these were actually the 150 winter burials that had not been repaired or tamped because of the wet ground conditions. With Mother's Day being a week earlier this year and the late snow fall in April, the ground was still wet in most areas which deterred the effort of cemetery staff to bring in equipment to tamp, loam and seed the burials. All winter burials have been completed as of this report.

To rectify the sparse no grass areas, cemetery staff is presently cultivating, hand raking and reseeding all the grub affected areas one section at a time. As staff repairs each grub infected section, they are also leveling off any depression or sunken grave that occurred over the winter. With 70 acres affected this is very time consuming and labour intensive. To help cemetery staff with reseeding, a hydro seeder was approved in this year's budget and should arrive later this summer which will allow staff to reseed and re-fertilize larger areas than those presently being done by hand. Cemetery staff also changed the mixture of grass seed to a faster germinating seed to allow for quicker growth. To help with the lack of rainfall, cemetery staff manufactured six 6 foot high sprinklers that can water in a 60 foot radius; these will be connected to the existing water tap system and moved every hour. This should help if the rainfall this summer remains below normal.

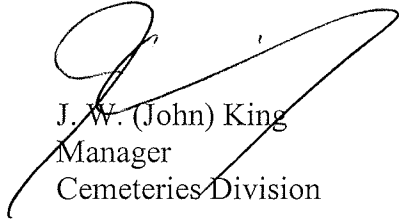
The cemetery also contacted three local lawn maintenance companies for quotes on the application of the pesticide known as MERET which has an effective rate of 90% in controlling the grubs. There is only a three to four week window of opportunity to effectively spray beginning around the first week of July. This product is in high demand as the grubs have infested areas all over the Provinces of Ontario, Quebec and the north eastern United States. The lowest quote received was for \$500 per acre, and with 121 acres of cemetery; the total cost would be \$67,760 (taxes included). This amount was not allocated for in this year's budget. The supplier states that the product would eliminate the existing grub population. Depending on the white grub's natural cycle, pesticide applications may be needed in future years. However, the Province has proposed a ban on cosmetic use of pesticides for 2009, and depending on the final wording of the regulation, we are not sure if it will include products used for this type of infestation. If so, other solutions will need to be found, or the natural cycle of grubs will have to be waited out.

Dandelions and other broad leaf weeds are also a concern mentioned in the letter. The city has minimized the use of 2, 4-D for many years, attempting to address weeds through turf management practices. A healthy turf can resist weeds, however with the effects of the grub infestation weeds have flourished in many areas of the cemetery. Select areas were sprayed with 2, 4-D in the fall, and more will be done if required. But the Provincial ban on pesticides may also affect our ability to control dandelions in the future.

Recommendations

Given the white grub infestation problem and the concerns visitors have with the appearance of the cemetery, it is recommended that the cemetery be sprayed with an appropriate pesticide. Based on a discussion with the Treasurer, it is recommended the cost of approximately \$68,000 be covered by the Cemetery Reserve.

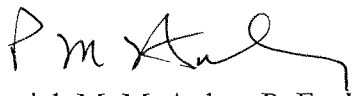
Respectively submitted,



J. W. (John) King
Manager
Cemeteries Division

JWK:cmr

Recommended for approval,



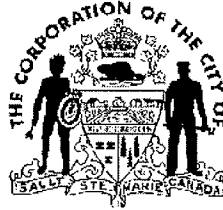
Patrick M. McAuley, P. Eng.
Commissioner
Public Works & Transportation

RECOMMENDED FOR APPROVAL



Joseph M. Fratesi
Chief Administrative Officer

James M. Elliott, P. Eng.
Deputy Commissioner



Public Works &
Transportation Department

2008 06 09

Mayor John Rowsell
And Members of Council
Civic Centre

**RE: SIGNAGE AT INTERSECTION OF CARMEN'S WAY
AND CONMEE AVENUE**

This report has been prepared in response to the following Council resolution that was passed on April 14, 2008:

"Now therefore be it resolved that Council request the Public Works and Transportation Department to review and report on the feasibility of installing the appropriate signage for a crosswalk as a temporary measure until a permanent lights solution to address the concerns of pedestrians safety at the intersection of Carmen's Way and Conmee Avenue (such as at the Albert Street West and Carmen's Way intersection)."

Discussion

The above resolution requests that "appropriate signage be installed for a crosswalk as a temporary measure" at the Conmee/Carmen's Way intersection and that it be similar to the crosswalk at the Albert Street West and Carmen's Way intersection.

Just to clarify the situation, the crosswalk located south of the Albert Street/Carmen's Way intersection was installed for school children crossing at this location. It is a separate crossing that was located away from the intersection to avoid turning moments of vehicles. There is also a dedicated school crossing guard who supervises this location during school hours.

It is staff's opinion that it would not be warranted to install a separate signed crosswalk in the vicinity of Carmen's Way/Conmee Avenue similar to the one located south of Albert Street. The Carmen's Way/Conmee area does not have any school children crossing at this location and children in this area are bussed to the various schools.

2008 06 09

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If warranted, staff recommends that yellow and black pedestrian ahead signs be installed as an alternative on both sides of Carmen's Way at the Conmee intersection. This would indicate to vehicles traveling along Carmen's Way that there are pedestrians crossing at this location. An 8-hour pedestrian count is required in order to justify these signs. A count will be carried out within the next three weeks and if the warrant is met these signs will be installed.

Recommendation

It is recommended that an 8-hour pedestrian count be carried out at the Carmen's Way/Conmee Avenue intersection and if warranted pedestrian ahead signs be installed.

Respectfully submitted,


J.M. Elliott, P. Eng.
Deputy Commissioner

JME:cmr

Recommended for approval,

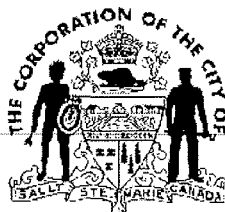

Patrick M. McAuley, P. Eng.
Commissioner

\\pwt\DeptShare\Council 2008\Carmen's Way at Conmee Avenue Signage

RECOMMENDED FOR APPROVAL

Joseph M. Fratesi
Chief Administrative Officer

J. W. (John) King
MANGER



Public Works & Transportation
Department
Cemetery Division

2008 06 09

Mayor John Rowswell
And Members of Council
Civic Centre

RE: TRIM-A-TREE PROGRAM

This is in response to Council resolution dated 2008 05 12:

“Whereas “red-tags” are being placed on trees at the Cemetery designating their removal:
and,
Whereas residents would prefer a “trim a tree” program.
Be it resolved that staff report back to Council in four weeks regarding the above.”

Background

In 1992, a public committee was formed to review cemetery by-laws and maintenance procedures. This committee developed a number of recommendations that included all activities related to the maintenance of the cemetery, including private trees.

As a result of this committee review, By-Law 99-208 was prepared which provides regulations for the operation of all municipal cemeteries, columbariums and mausoleums for the City of Sault Ste. Marie. This by-law sets out the rules for staff when they are dealing with trimming or removal of trees.

Discussion

Section 5.1.4 of By-law 99-208 “Rules and Regulations Respecting the Cemeteries” states: “The Department may remove trees or shrubs or any part thereof situated in any lot that shall have become, by means of their roots or branches or in any way, detrimental to the adjacent lots, drains, roads or walks, or prejudicial to the general appearance of the grounds or inconvenient to the public. The maximum height for any tree planted on a grave site is 152 cm (60”). All trees, whenever permitted, shall be in line with the monument in that row.”

2008 06 09

Page 2

When a complaint is received from the neighbouring plot, the cemetery staff will tag the tree with a red tag that reads:

“Notice – This tag is fastened to plant material which now infringes on adjacent lots. This item is slated for removal. Please visit or contact the Cemetery Office (759-5336) if you have any questions.”

Since the trees are the sole responsibility of the owner, the cemetery will allow them time to trim the tree. The cemetery does not have the staff, equipment or the budget available to perform this trimming function. If the owner of the site requires assistance, the cemetery will direct them to private businesses that perform this type of work. The estimated cost to trim a tree is approximately \$50 - \$75 for small trees and \$100 - \$200 for larger trees.

The red tag will be left for six months and if the problem is not rectified by the owner, the cemetery will have no choice but to remove the tree in accordance with the by-law. There is no cost to the owner for the removal.

In checking with other municipalities, City of Sudbury, City of Dryden, City of Brantford and the City of Oakville; none of these municipalities offer a trim a tree program. These municipalities have similar by-laws. One exception is Sudbury where they do not have an official by-law or policy but follow similar requirements as set out in our by-law.

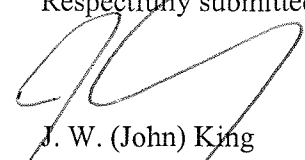
In Sudbury's case they forward a letter to the interment rights holder including a picture and request that the necessary steps be taken to correct the problem. If there is no response to the letter, staff will trim the tree back with the goal of removing the infringement on the neighbouring plot. In most cases the trimmed tree is left unsightly. Sudbury's approach requires additional staff resources and still generates complaints from the interment rights holder.

Recommendations

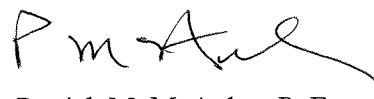
The following is recommended by staff:

- The cemetery continues to follow the rules and regulations as set out in By-law 99-208.
- The cemetery not become involved in a trim a tree program.
- The cemetery send a letter to the owner of the site advising that the tree will be removed if it is not trimmed within a 6 month period rather than relying solely on the red tag.

Respectfully submitted,


 J. W. (John) King
 Managers
 Cemeteries Division

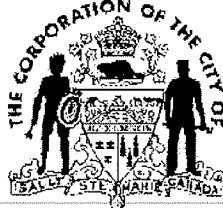
Recommended for approval,


 Patrick M. McAuley, P. Eng.
 Commissioner

RECOMMENDED FOR APPROVAL


 Joseph M. Fratesi
 Chief Administrative Officer

Patrick M. McAuley, P. Eng.
Public Works &
Transportation



Public Works &
Transportation
Department

2008 06 09

Mayor J. Rowswell
And Members of City Council
Civic Centre

RE: CENTRE STREET RIGHT-OF-WAY

On May 26, 2008, Council passed the following resolution:

“Resolved that Public Works and Transportation review the walkway proceeding from Boundary Road to the Wellington Square Mall (between civic #'s 617 & 621) and make recommendation as to providing more protection and privacy for the affected neighbours.”

Background

In between civic #617 and #621 Boundary Road is an unopened City road allowance. It was provided to the City as part of the Cormier Subdivision in the early 1950's and is intended to provide access to the interior lands west of Boundary Road and south of the Wellington Square Mall, when this vacant land is developed. At that time it may become a public road as an extension of Centre Street, thereby making civic #617 and #621 corner lots. In the meantime, a walkway has developed on this 66' wide and 207' deep road allowance, providing pedestrian access to the Wellington Square Mall. Improvements were made to the walkway in 1989 when Boundary Rd was reconstructed, including partial barricades to prevent vehicle access to the mall.

Discussion

The City normally does not provide for privacy for adjacent properties adjacent to a public road allowance. Residents wishing privacy can build fences or plant hedges along their property lines in accordance with the Zoning By-law. Variances for extra height can be applied for from the Committee of Adjustment, if additional height is desired.

In subdivisions where 10' wide walkways are provided (as opposed to 66' wide rights of way), the standard City requirement is for the sub-divider is to provide 4' high chain link fences down each side of the walkway. Many residents abutting these walkways have subsequently constructed their own privacy fences adjacent to the City's chain link fences.

2008 06 09

Page 2

If it is Council's wish, the City could fence both sides of the 66' wide right of way with 4 foot high chain link fence (estimated cost \$3,500), but as noted this is not normal practice.

Recommendation

It is recommended that the residents of civic #617 and #621 Boundary Road provide their own fences or hedges along their individual property lines to suit the level of privacy or protection they desire.

Respectfully submitted,



Patrick M. McAuley, P. Eng.
Commissioner

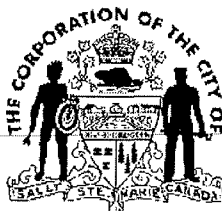
PMM:cmr

RECOMMENDED FOR APPROVAL



Joseph M. Fratesi
Chief Administrative Officer

Patrick M. McAuley, P. Eng.
Commissioner



Public Works &
Transportation Department

2008 06 09

Mayor John Rowsell
And Members of City Council
Civic Center

SUBJECT: PROPOSED SPEED REDUCTION – TRUNK ROAD

Trunk Road is currently posted at 70 kph from the entrance of White Pines High School to the easterly limit of the Husky Truck Stop, and at 80 kph from the Husky Truck Stop to the easterly city limit. Staff recommends the 80 kph zone be reduced to 70 kph for the following reasons:

- 1) With the recent construction of the new signalized MTO intersection at the easterly city limit, a 70 kph maximum is a preferred speed through the intersection to reduce the potential for vehicle collisions.
- 2) New development along the road, including a rebuilding of the Husky Truck Stop and a new intersection at Queensgate Boulevard, is reducing the rural nature of this road.
- 3) A review of the collision statistics for the road, indicate there have been 40 collisions in the past 6 years between Dacey Road and the easterly city limit. Of these, 10 were at or near the 70 kph to 80 kph acceleration zone adjacent to the Husky Truck Stop. Maintaining a 70 kph zone throughout this area may reduce future collisions.
- 4) As this road is a connecting link, the MTO were contacted for their opinion. The attached correspondence was received concurring with our recommendation.

The Corporation of the City of Sault Ste. Marie
Public Works and Transportation Department
128 Sackville Road ~ Sault Ste. Marie, ON P6B 4T6
Telephone: (705) 759-5207 ~ Fax: (705) 541-7010
www.cityssm.on.ca

2008 06 09

Page 2

Recommendation

It is therefore recommended that Schedule K of Bylaw 77-200 be amended accordingly:

Remove:

Street	Between	Maximum Speed
Trunk Road	Dacey Road & Wellington Street East	60 kph
Trunk Road	Dacey Road & easterly limit of the Husky Truck Stop	70 kph
Trunk Road	Easterly limit of the Husky Truck Stop & the easterly City limit	80 kph

Replace with:

Street	Between	Maximum Speed
Trunk Road	Wellington Street East & 350 m east of Dacey Road	60 kph
Trunk Road	350 m east of Dacey Road & the easterly city limit	70 kph

Respectfully submitted for approval,



Patrick M. McAuley, P. Eng.
Commissioner

PMM:cmr

RECOMMENDED FOR APPROVAL



Joseph M. Fratesi
Chief Administrative Officer

Ministry of Transportation
Engineering Office
Traffic Section
Northeastern Region
301-447 McKeown Avenue
North Bay ON P1B 9S9
Tel.: (705) 497-5429
Fax: (705) 497-6926

Ministère des Transports
Section de la circulation routière
Bureau du génie
Région du Nord-Est
301-447, avenue McKeown
North Bay ON P1B 9S9
Tél : (705) 497-5429
Téléc : (705) 497-6926



April 4, 2008

Mr. Patrick M. McAuley, P.Eng.
Commissioner
The Corporation of the City of Sault Ste. Marie
Public Works & Transportation Department
128 Sackville Road
Sault Ste. Marie, ON
P6B 4T6

Dear Mr. McAuley:

Thank you for your later dated March 3, 2008 requesting comments regarding the proposed speed reduction on Highway 17 within the City of Sault Ste. Marie municipal boundary from Trunk Road westerly to the existing 70 km/h. speed zone. I welcome the opportunity to respond.

Speed limits are imposed in order to promote better traffic flow and reduce accidents, and as we all know, a good speed limit is one that is established with consideration for all the proper fundamentals. If drivers do not consider a speed limit to be reasonable, the speed limit will be disobeyed and lose much of its value.

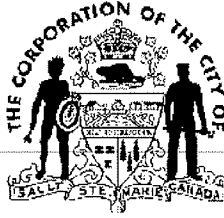
Based on the recent highway improvements and increasing municipal developments in the vicinity, however, we do recognize the merits in reducing the speed zone along this corridor from 80 to 70 km/h. We also agree that eliminating the existing 80 km/h. speed zone within the municipal boundary for eastbound traffic up to the Trunk Road intersection should help to reduce collisions and better reflect the on-going urbanization along this corridor.

Thank you for bringing this important issue to our attention.

Sincerely,

Douglas H. Herbrand
Traffic Analysis Supervisor

Patrick M. McAuley, P. Eng.
Commissioner



Public Works &
Transportation Department

2008 06 09

Mayor John Rowswell
And Members of Council
Civic Center

SUBJECT: SURFACE TREATMENT PROGRAM – 2008

The majority of streets within the City of Sault Ste. Marie are either surface treated or paved with hot mix asphalt. Surface treated streets represent approximately 20% of City streets or 115 km.

Surface treatment is used solely on low-volume, residential and rural streets that are not subject to heavy truck traffic. It is an economical treatment designed to eliminate dust and grading problems associated with a gravel road. In most cases, the road base is not up to a standard that will allow heavy truck traffic on a continual basis.

There are three (3) methods of treatment that the Public Works and Transportation Department carry out:

Pulverizing and Single Application

When the road is severely distorted, we pulverize existing surface treatment, add granular material and place a base coat of liquid emulsified asphalt primer, followed 2 - 4 weeks later with a second application of emulsified liquid asphalt with a stone chip riding surface.

Single Application

This method is used when the existing street may have a number of patches on it, but the riding surface and base is still in a reasonable condition, we apply a topcoat of emulsified asphalt and stone chips only.

Public Works and Transportation Department
The Corporation of the City of Sault Ste. Marie
128 Sackville Road ~ Sault Ste. Marie, ON P6B 4T6
Telephone: (705) 759-5201 ~ Fax : (705) 541-7010
www.cityssm.on.ca

2008 06 09

Page 2

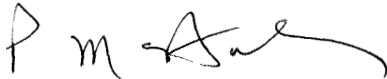
Second-Year Application

We apply a single application to a number of streets that have been pulverized with a single application the previous year. This is done to improve the durability of the street.

Each year, all surface-treated roads are reviewed and brought forward for Council's information. A program has been developed for 2008 and is attached. The attached list represents approximately 8.2 km of road or 7.1% of our surface treated road inventory. The budget for this program is \$286,938.

This report has been prepared for Council information.

All of which is respectfully submitted,



Patrick M. McAuley, P. Eng.
Commissioner

PMM:cmr

RECOMMENDED FOR APPROVAL



Joseph M. Fratesi
Chief Administrative Officer

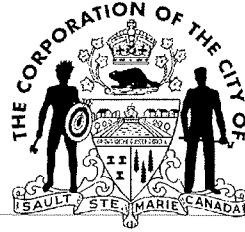
2008 Surface Treatment Program

Street	To	From	Length (m)
Anna Street	Manitou Drive	Dead End	967
Bishop's Court	Victoria Avenue	Victoria Avenue	298
Rush Avenue	Willow Avenue	Great Northern Road	267
East Dunrobin Bay	Tallack Boulevard	Dead End	187
West Braemar Bay	Tallack Boulevard	East Braemar Bay	131
East Braemar Bay	Tallack Boulevard	West Braemar Bay	216
Tallack Boulevard	People's Road	East Dunrobin Bay	475
Manitou Drive	Anna Street	Dead End	684
Laurentian Drive	Great Northern Road	Willow Avenue	276
Kent Avenue	Great Northern Road	Willow Avenue	276
Tadcaster Place	Northern Avenue East	Sharon Crescent	225
Sharon Crescent	Tadcaster Place	Sharon Crescent	490
Northwood Street	Terrance Avenue	Eastwood Street	330
Cedarwood Drive	Northwood Street	Eastwood Street	215
Aronson Drive	Fourth Line West	Dead End	130
Langdon Road	Korah Road	Murton Avenue	257
Cheshire Road	Korah Road	Murton Avenue	180
Murton Avenue	Kingsford Road	Rossmore Road	340
Brunswick Avenue	Second Line West	Sussex Road	215
Edison Avenue	Second Line West	Sussex Road	222
Goetz Avenue	Wallace Terrace	Metzger Street	480
Alpine Street	Arden Street	Dead End	149
Arden Street	Alpine Street	Dead End	150
Rowell Avenue	Second Line West	Dead End	140
Brookfield Avenue	Second Line West	Dead End	562
Glasgow Avenue	East Balfour Street	Wallace Terrace	340

Total Metres 8202

LORIE BOTTOS
CITY SOLICITOR

NUALA KENNY
ASSISTANT CITY SOLICITOR



**LEGAL
DEPARTMENT**

File No.P.3.3

REPORT TO: Mayor John Rowswell
and Members of Council

REPORT FROM: Nuala M. Kenny, Assistant City Solicitor

DATE: 2008 06 09

Re: Amendments to Taxi By-law 2005-154

My report on By-law 2008-154, which amends the City's taxi by-law, By-law 2005-154, was before Council at the 2008 05 26 Council meeting. At that time Council tabled the report requesting more information on the recommended amendments. The purpose of this report is to provide Council with greater detail on the need for the amendments to the by-law. Additionally, Chief Davies will be in attendance tonight should Council have any questions for him relating to this matter.

In March of 2008 the Sault Ste. Marie Police Services Board received information from the taxi industry. A request was made by Checker Cab with the support of 7500 Taxi and Union Cab. In essence, the taxi industry indicated that in order to continue to operate profitably it would be necessary to increase rates. The industry cited a number of factors that had led to the financial crunch. Specifically, the industry identified increased operating costs. It indicated that the minimum wage had increased as of March 31st, 2008. Similarly, it indicated that the cost of gasoline had significantly increased.

With regard to the drop rate, the taxi industry requested that the drop rate be increased from \$3.90 to \$4.50. After considering the request the Police Services Board determined that the \$3.90 drop rate should be imposed as a minimum. This will allow for taxi industries to set their rate higher than \$3.90 if they so desire. This will lead to greater independence and autonomy in the industry. As far as the drop rate being one of the highest in the province, it should be noted that although the drop rate is one of the highest,

it is but one factor in determining a taxi fare. North Bay and Kapuskasing also have drop rates at \$3.90 and \$3.95 respectively. The rationale for the high drop rate is based largely on traffic congestion. Larger cities can have a lower drop rate because traffic congestion means a longer taxi ride over the same distance, and hence a higher overall fare.

In order to understand the administration of the taxi by-law, it is necessary to understand the history of the same. Historically, taxi and limousine services within the city of Sault Ste. Marie were regulated under a police by-law, By-law 55. With changes to the *Municipal Act* it was no longer possible for police to pass by-laws to regulate taxis. Accordingly, in July of 2005 the City of Sault Ste. Marie passed By-law 2005-154. Although the by-law was enacted by City Council, enforcement and administration of the by-law remained with City Police Service. The Police Service is familiar with the by-law and the industry. Traditionally, when the industry sought changes to the by-law they would make representations to the Police Services Board. Once the Police Services Board had made a determination, it would make a recommendation to City Council. City Council generally accepted the wisdom of the Police Services Board decision given its experience with the taxi issues and its benefit of hearing directly from the industry. Accordingly, City Council would generally follow the direction as recommended by the Police Services Board.

If City Council reconsiders decisions made by the Police Services Board concerning taxis, it represents a duplication in the decision-making process. If City Council wishes to retain control over the administration of the by-law, industry appeals concerning by-law amendments should be directed to City Council and not Police Services Board. One note of caution, however. Representations on the taxi by-law from the industry will be time-consuming and often complex. Alternatively, Council may wish to defer to the Police Services Board when recommendations are made concerning amendments to the taxi by-law.

RECOMMENDATION

Elsewhere on the agenda tonight you will find By-law 2008-104, which implements changes to the taxi by-law, By-law 2005-154. By-law 2008-104 is recommended for your approval.

Respectfully submitted,

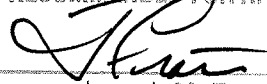

Nuala M. Kenny
Assistant City Solicitor

Recommended for approval,

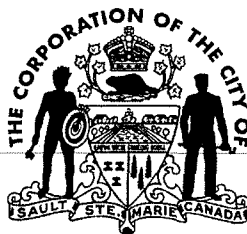

Lorie Bottos
City Solicitor

NMK/dh

RECOMMENDED FOR APPROVAL



Joseph M. Fratesi
Chief Administrative Officer



2008 06 09

REPORT OF THE ENGINEERING & PLANNING DEPARTMENT

PLANNING DIVISION

TO: Mayor John Rowswell
and Members of City Council

SUBJECT: Application No. A-14-08-OP – filed by D.S. Urso Surveying Ltd.

SUBJECT PROPERTY:

Location – Part of the E ½ of NE ¼, Section 3, Township of Parke, located approximately 180m (591') west of Gagnon Road South. Civic No. 2599 Base Line Road

Size – Approximately 91.44m (300') frontage x 122.72m (403') depth; 1.12 ha (2.77 acres)

Present Use – Rural Residential

Owner – Frank Green

REQUEST: The applicant, D.S. Urso Surveying Ltd. Is requesting an Official Plan amendment to the Rural Area policies of the Official Plan to facilitate the Committee of Adjustment's consideration of a severance application to create one (1) additional lot for rural residential purposes. An amendment is required as the policies of the Official Plan limits rural residential development to existing lots of record.

CONSULTATION:

Engineering – No comments or objections

Building Division – No comment

Legal Department – No comment

Fire Services – No objection

PUC Services Inc. – No objection

Algoma Public Health – No objections provided that the approval authority's conditions indicate that up to 1.5 metres of suitable fill material will be required in the area of any future sewage disposal system(s)

PWT – No objections. We do however request that 5% cash in lieu of parkland be retained for lot development

C.S.D. – No concerns

Conservation Authority – No comments or objections

EDC – Recommends the severance of subject property in order to create one (1) additional RA lot

Accessibility Advisory Committee – No comment

Previous Applications

There are no previous applications.

Conformity with the Official Plan

The subject property is designated Rural Area on Schedule "C" of the City of Sault Ste. Marie Official Plan. Policy "RA.4" currently restricts the further development of unserviced lots in the rural area. As such an Official Plan amendment is required, prior to the Committee of Adjustment's hearing of the severance application.

It should be noted that although the proposal does not conform to the Rural Area policies of the Official Plan, Planning staff has initiated a review of these policies to ensure that they reflect current land use trends. Planning staff expects this review to be completed by December 2008.

With respect to this current development, the proposed severance of one additional rural lot is consistent with Planning staff's interim policy, endorsed by City Council on May 30, 2007, which recommends the approval of single lot severances only. Upon completion of the proposed Rural policy review, it is staff's intention to recommend that future severances be approved in selected areas without an Official Plan amendment.

The subject property is not impacted by the natural resource and constraints policies of the Official Plan.

Comments

The subject property is approximately 1.12 ha (2.77 acres). The applicant is proposing to sever the westerly 45.72 meter (150') by 122.712 meter (402.6') parcel from the existing 1.12 ha (2.77 acre) lot.

The zoning of the subject property is RA, Rural Area, which requires a minimum lot frontage of 45 meters (147.6') and minimum lot area of 0.5 ha (1.235 acres). Both the severed and retained lots will have the required frontage and area as prescribed by the zoning by-law.

During the circulation and review of this application, all commenting agencies had no objection to the proposed severance. Algoma Public Health has advised that 1.5 meters of suitable fill material will be required in the area of any future sewage disposal system(s). As well, PWT requests that 5% cash-in-lieu of parkland be retained for lot development. These items will form conditions of the Committee of Adjustment's approval of the severance. No neighbourhood concerns or objections were received.

Provincial Policy Statement (2005)

In accordance with Section 3 of the Planning Act, a decision of the council of a municipality, in respect of the exercise of any authority that affects a planning matter, "shall be consistent with" the Provincial Policy Statement (2005)".

Policy 1.1.4.1(a) of the PPS states "In rural areas located in municipalities permitted uses and activities shall relate to the management or use of resources, resource-based recreational activities, limited residential development and other rural land uses". The current proposal is for one additional rural lot, and as such, is consistent with the PPS of "limited residential development".

Planning Director's Recommendation

That City Council approve Official Plan Amendment No. 150, which facilitates the severance of the subject property by way of a notwithstanding clause to the Rural Area policies, for one (1) additional rural residential lot.

SDT/pms

RECOMMENDED FOR APPROVAL

 Joseph M. Fratesi
 Chief Administrative Officer

PUBLIC HEARING – 2008 06 09, Council Chambers, Civic Centre

**AMENDMENT NO. 150
TO THE
SAULT STE. MARIE OFFICIAL PLAN**

PURPOSE

This Amendment is an amendment to the Text of the Official Plan as it relates to the Rural Area policies.

LOCATION

Part of the E ½ of NE ¼, Section 3, Township of Parke, located approximately 180m (591') west of Gagnon Road South. Civic No. 2599 Base Line Road. Zoning Map 2-17

BASIS

This Amendment is necessary in view of a request to sever the subject property to create one additional single rural residential lot.

Council now considers it desirable to amend the Official Plan.

DETAILS OF THE ACTUAL AMENDMENT & POLICIES RELATED THERETO

The Official Plan for the City of SSM is hereby amended by adding the following paragraph to the Special Exceptions Section:

"Special Exceptions"

102. Notwithstanding the Rural Area policies of the Official Plan, lands described as Part of the E ½ of NE ¼, Section 3, Township of Parke, located approximately 180m (591') west of Gagnon Road South, Civic No. 2599 Base Line Road, may be used for one (1) additional rural residential lot.

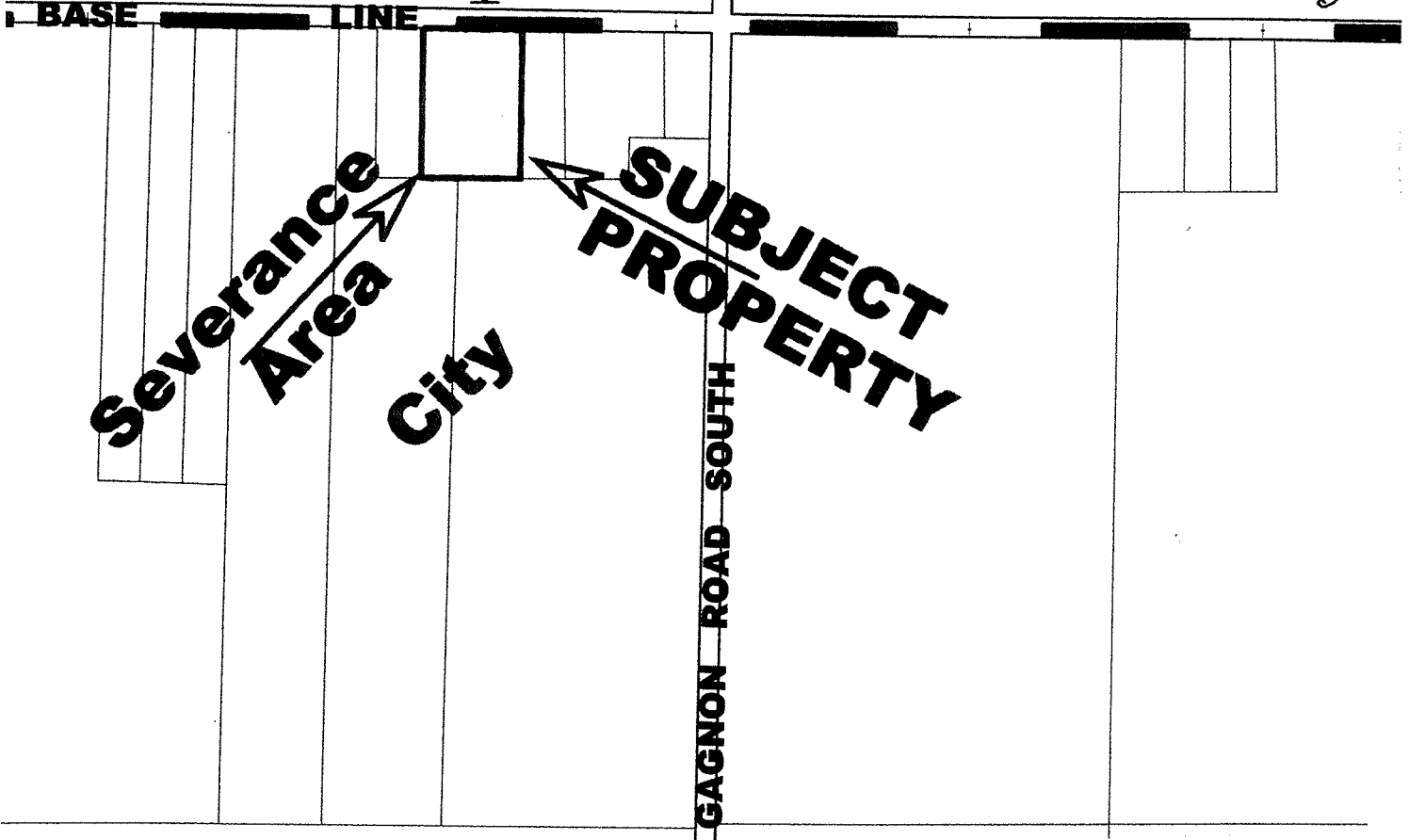
INTERPRETATION

The provisions of the Official Plan as amended from time to time will be applied to this Amendment.

**Prince
Township**

6(b)(a)

Municipal Boundary



OFFICIAL PLAN SCHEDULE "C" LAND USE LEGEND



RESIDENTIAL



INDUSTRIAL



PARKS
RECREATIONAL



COMMERCIAL



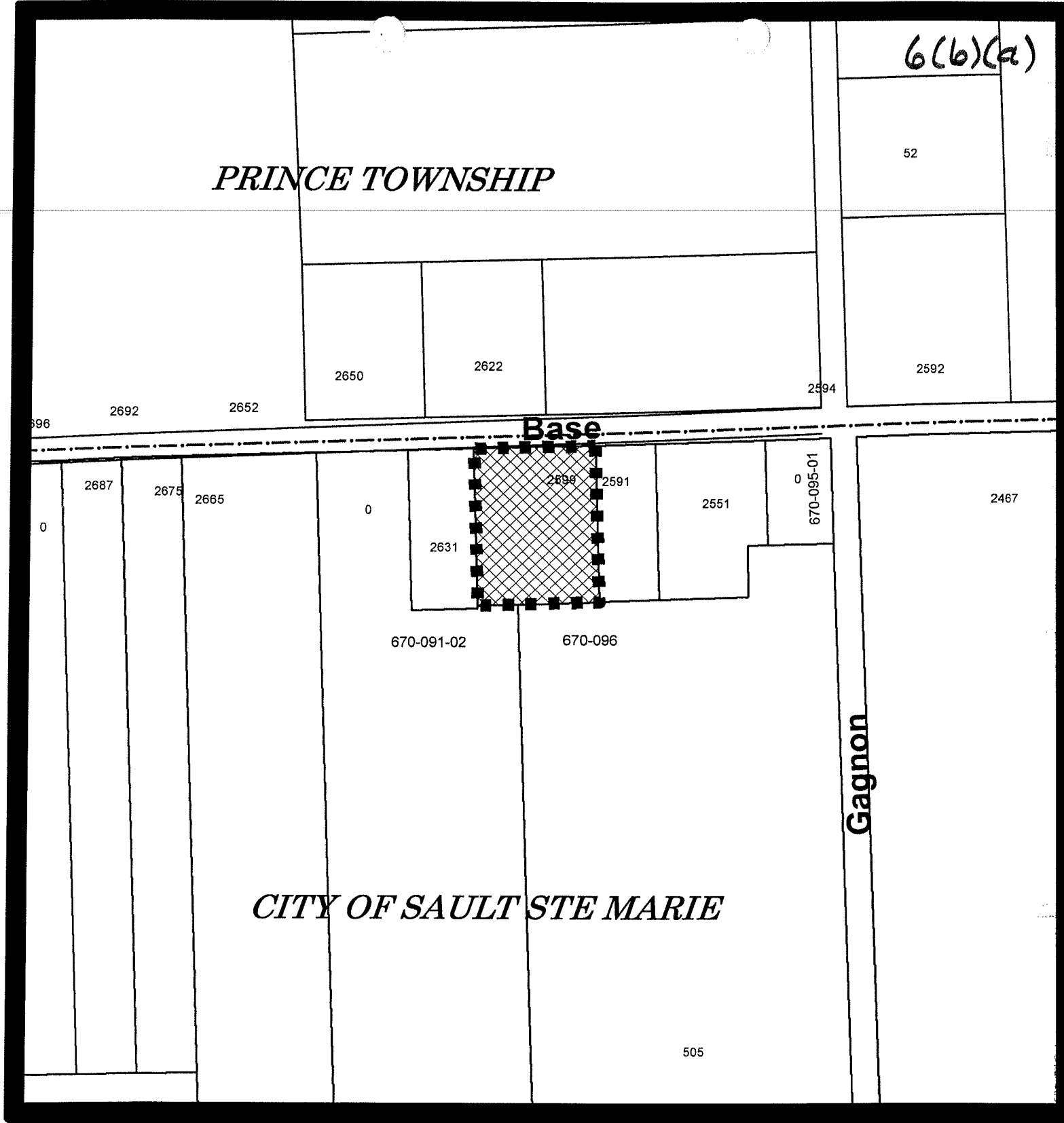
INSTITUTIONAL



RURAL AREA

SCHEDULE "A" to AMENDMENT No. 150





SUBJECT PROPERTY MAP

APPLICATION A-14-08-OP



Subject Property - 2599 Base Line

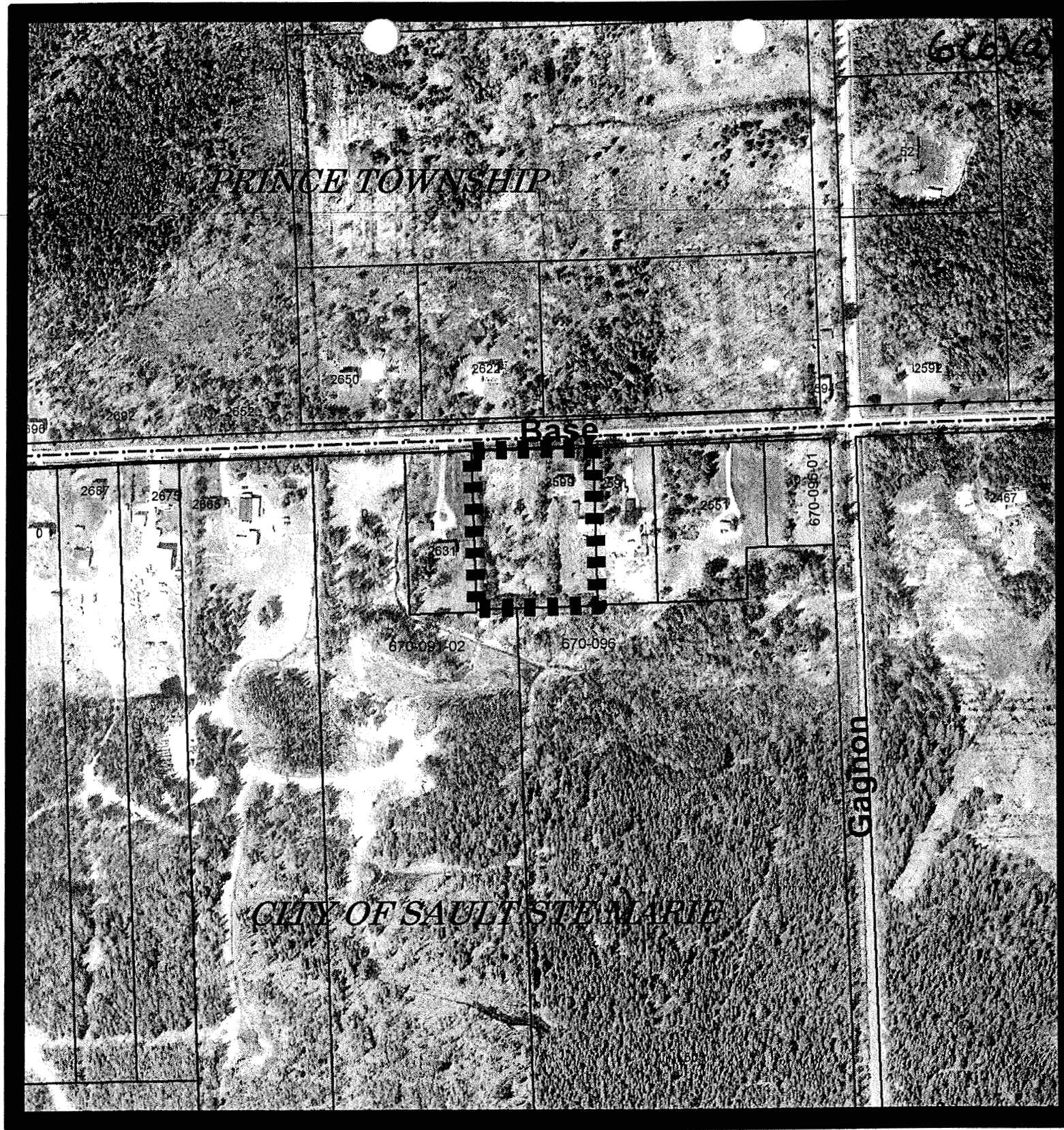


Municipal Boundary

Metric Scale
1 : 4000



Maps
518 & 2-17

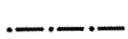


2004 ORTHO PHOTO MAP

APPLICATION A-14-08-OP



Subject Property - 2599 Base Line

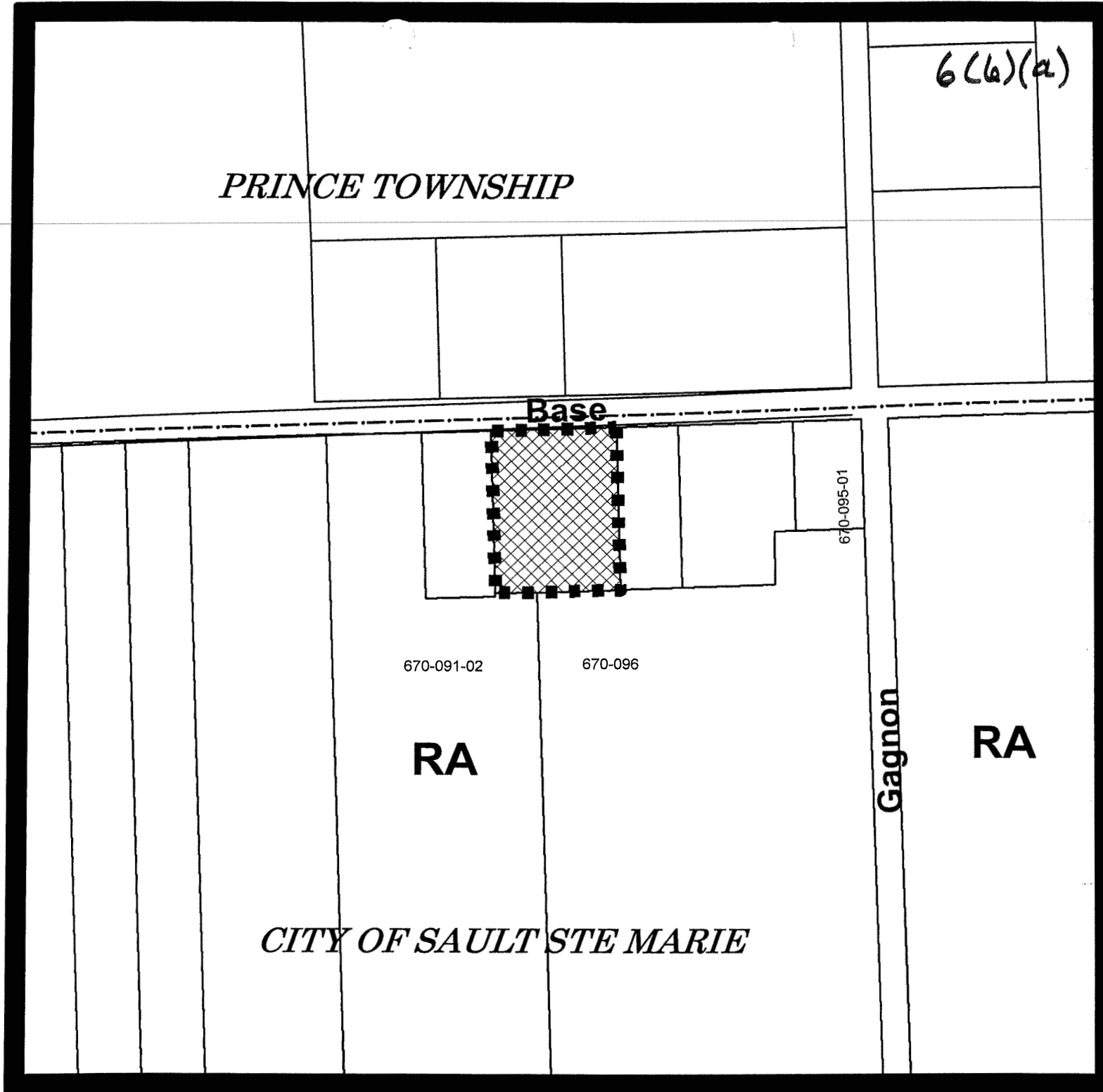


Municipal Boundary

Metric Scale
1 : 4000



Maps
518 & 2-17



EXISTING ZONING MAP

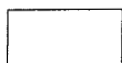
APPLICATION A-14-08-OP



Subject Property - 2599 Base Line



Municipal Boundary



RA - Rural Area Zone; RAhp

Metric Scale
1 : 4000



Maps
518 & 2-17

Report To Council

June 9, 2008

Hub Trail Background

- Hub Trail Study was completed in 2006
- 89 people signed the Comment Sheets over two public meetings, many others attended
- Hub Trail length 24km
- Hub Trail preliminary design drawings were prepared in 2007
- The City of Sault Ste. Marie included construction of Hub Trail components in the Shannon Road public works project to take advantage of partnering with an engineering project and to benefit the project with senior government funding available for trails construction.
- Hub Trail components have been completed on the waterfront and Carmen's Way
- Hub Trail design is associated with four other projects currently budgeted for construction at South Market and McNabb, New Hospital site and Third Line.
- Although it is anticipated that completion of the Hub Trail will attract visitors to the City as a unique and complete circuit, the Shannon Road component will primarily provide a safer and more enjoyable facility for its current constituents. Its current users include surrounding residents and students of the five schools that it links.

Alternatives to Shannon Road

Shannon Road was included as part of the Hub Trail after a review of alternatives. The key purpose for the Hub Trail is to connect destinations. This district is important as a connector between residences and Algoma College, one high school and three elementary schools, two of which are north east of Algoma College. One elementary and a high school are found in a campus together with Algoma College. There are three logical alternatives to connect the schools:

1. North from Mark Street through the school campus to Wellington Street, east on Wellington Street to Shannon;
2. North from Shingwauk and trail to Campus on Florwin Street to Wellington Street, east on Wellington Street to Shannon; or,
3. East along Shingwauk to Shannon Road, north to Wellington Street.

Both alternatives 1 and 2 terminate at Wellington Street, a busy four-lane arterial road. Human behavior would suggest that trail users would cross Wellington Street at the location that the trail tees with it. The City should not take on that liability. Although Florwin is about 100m west from the intersection of Wellington and Shannon, it is far enough away that trail users may 'short cut' across Wellington instead of crossing safely at the intersection. The Alternative 3 crossing of Shannon Road, a collector route of two lanes, is a safer crossing point that is already being used and has a crossing guard at times of school needs.

Shannon Road Design

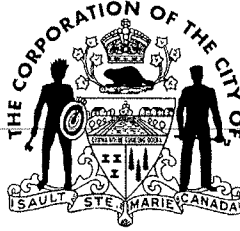
Kresin Engineering is providing consulting services for the reconstruction of Shannon Road. The City has added the Hub Trail proposals to this public works assignment. MMM Group Limited has advised Kresin and the City of Sault Ste. Marie regarding the suggested implementation of the Hub Trail elements. The implementation includes:

- Asphalt trail 2.4m wide with concrete bands on the east boulevard to replace an existing concrete sidewalk
- Narrowed 'bump-out' at the north side of the intersection with Shingwauk to provide a shorter crossing of Shannon Road. This contributes to a traffic calming effect.
- Signage to direct pedestrians to use the boulevard asphalt walkway and direct cyclists to use the road. Bicycles are a vehicle as defined by the Highway Traffic Act.

Summary

MMM Group Limited supports the provision of the road redevelopment as planned and asphalt trail on the boulevard of Shannon Road for 560m for the following reasons:

- Logistically, the traffic patterns remain unchanged with pedestrians on the boulevard protected by the curb;
- Pedestrians are separated from traffic by a grass median, and mature trees;
- Cyclists remain on the road as they were pre-construction;
- A safer crossing is afforded pedestrians at the intersection of Shingwauk and Shannon;
- Signage will greatly improve the awareness and education of Shannon Road vehicle riders, drivers and pedestrians; and,
- This route provides a connection between school destinations, which attract many in-line skaters and pedestrians alike to the district.



2008 05 26

REPORT OF THE ENGINEERING & PLANNING DEPARTMENT

PLANNING DIVISION

TO:

Mayor John Rowsell
and Members of City Council

SUBJECT:

Hub Trail Development along Shannon
Road/Shingwauk Street

Introduction

This summer, the reconstruction of Shannon Road north to Wellington Street is scheduled to begin. As part of this project, a section of the Hub Trail will be incorporated into this reconstruction project.

In March 2006, City Council approved the Sault Ste. Marie Hub Trail Concept and Design Study. The study recommended the preferred route for the trail system, as well as provided general design guidelines for trail development. The study was completed by MMM Group, a firm with extensive knowledge in trail planning and development.

To build upon this study, the City recently retained MMM Group to elaborate on the Concept and Design Study and produce layout and construction details that can be used to develop the trail. The layout and details have been incorporated into a number of proposed road reconstruction projects that include sections of the Hub, such as South Market/McNabb Street and Shannon Road.

With the proposed development of the Hub Trail along the eastern side of Shannon Road, a number of neighbor concerns have arisen. Some residents along this section of Shannon Road are opposed to the development of the Hub Trail within the City's right of way.

The proposal for the Hub Trail on Shannon Road is to replace the easterly sidewalk with a 2.7 meter asphalt surface. The path is also proposed to cross Shannon Road at Shingwauk Street and continue along the north boulevard to the path leading into the Anna McCrea Public School property.

The asphalt path will have 0.2 meter concrete banding on either side, with a 2.3 meter asphalt surface. Aestically, this is similar to what has been developed through Clergue Park as part of the waterfront walkway extension currently being constructed (see attached photo). The path that is proposed within the boulevard will be for pedestrians, wheelchairs and in-line skaters only. Cyclists (over the age of 10 years) will be on road, and the trail will be signed prohibiting cyclists along this section of the Hub.

On March 27, 2008, a public open house was hosted to discuss neighbor concern over the Hub Trail. Councilors Butland and Caicco were both in attendance. During this forum, concerns ranging from the negative impact on property values to security and privacy were raised. City staff provided a number of responses to these concerns based on the experience and evidence from other communities. Some of the concerns and responses will be discussed throughout this report. As well, frequently asked questions and responses on trail development is attached for Council's review.

Following this public open house, the residents of Shannon Road submitted a letter suggesting an alternative design for the Hub Trail along this section of road.

Route Selection

The main purpose of the Hub Trail Concept and Design Study was to perform the due diligence required to select the Hub Trail route. The route is based on a multitude of factors, with each section of the route selected based on a specific rationale.

With respect to Shannon Road, this section of road was selected because it provides a logical connection to other areas where the trail is proposed, specifically the Anna McCrea/Algoma University area and Sutton Park. In addition, Shannon Road provides a generous right-of-way, which is approximately 24 meters (78') and can accommodate the trail, curb cycling lanes as well as the reconstructed road.

Utilizing the east side of Shannon Road allows trail users to cross Wellington Street once only, as opposed to twice if the trail were to be located on the westerly boulevard. Continuing along the east side of Shannon Road creates a logical extension to Bennett Boulevard, where the trail is also proposed.

At the intersection of Shannon Road and Shingwauk Street, the trail crosses the road, and is proposed to continue along the northern boulevard of Shingwauk Street to the path leading towards Anna McCrea Public School. The trail crosses at this location as there is an existing school crossing which is familiar to both pedestrians and motorists. As well, bump outs (see attached photo) will also be utilized, which will act as a calming measure in the area of the crossing. At this intersection, signage will be used to indicate that trail users must yield to on-coming traffic. Both the crossing and bump outs are supported by the City's Public Works and Transportation Department.

Utilizing Shannon Road also allows the City to take advantage of construction synergies with the scheduled reconstruction of this road. Constructing the trail as part of the Shannon Road reconstruction project allows the City to save on labour and material costs, which would be more expensive if the trail were to be developed independently.

Trail Design

A number of neighbors are concerned with the use of asphalt instead of concrete with respect to both aesthetics and durability.

The use of boulevard trails is a relatively new phenomenon, where the sidewalk is replaced with an asphalt surface. Similar applications have been used in other municipalities, such as Milton Ontario, because asphalt provides a more accessible surface for wheel-chairs.

Boulevard trails are proposed when limited land is available for trail development, as is the case in the Shannon Road area. In other municipalities that have developed new trail systems, the trails are often constructed in conjunction with new development, such as subdivisions. In these situations, trails can be integrated into new areas through the development of park space.

The issue facing trail development in Sault Ste. Marie is that the City is attempting to integrate a new system into an existing urban fabric. For this reason, there are significant limitations as to where the trail can be built.

To develop the trail, one of the few options available is to utilize lands owned by the municipality or another public agency that is receptive to trail development. To this end, and to ensure connectivity, a number of boulevard trails are proposed. An added benefit to this is that sections of the trail can be developed as part of planned road reconstruction projects, including Shannon Road, McNabb/South Market Street, and Third Line.

Other areas where this is proposed is along Mark Street (from Anna McCrea to Lake Street), Lake Street (from Mark Street to Bellevue Park) as well as Pine and Queen Streets (from Pine Street Marina to the current Hospital lands). Approximately 3300 meters or 13% of the Hub Trail network will be developed using boulevard trails.

Along this section of Shannon Road and Shingwauk Street, using a 2.7 meter asphalt surface is the proposed design standard to ensure safety, accessibility for the different types of trail users (i.e. pedestrians, cyclists, in-line skaters, wheel-chairs) and to prevent user conflicts and collisions. The preferred trail standard is 3.0 meters, however, along sections of the network where the trail is proposed adjacent to a road, the trail width can be modified, as cyclists are required to use the road (as per City of Sault Ste. Marie By-law 77-200).

Asphalt is proposed as opposed to concrete because in a northern climate, concrete moves and shifts, creating bumps and depressions. This can cause potential harm to trail users, and would create a barrier for wheel chairs. Asphalt is also a better

surface for running and walking as it creates less impact on muscles and joints. Although softer than concrete, modern applications of asphalt are just as durable as conventional sidewalks, as demonstrated by the City's waterfront walkway and the path along the eastern side of Carmen's way.

In addition, an asphalt path is the standard for the entire Hub Trail network. This trail surface will serve as an identification feature for trail users and ensure uniformity throughout the entire network. Deviating from asphalt along Shannon Road may cause confusion to trail users, particularly eco-tourists using the trail that may be unfamiliar with the community.

From an aesthetics perspective, the approach proposed for Shannon Road and the Hub Trail is similar to what is being constructed along Clergue Park, and is similar to other trail surfaces found throughout the province (e.g. Martin Goodman Trail, Toronto, Rideau Canal Trail, Ottawa).

Alternative Route and Design

At the open house hosted on March 27, 2008, an alternative route was suggested by some of the Shannon Road residents. The route proposed was to utilize the Sir James Dunn property, using the westerly access drive leading to Wellington Street.

There are a number of reasons why this route is not feasible. First, the property is in a transitional state as there is the potential for the school to be closed and merged with Bawating in a new building. A final decision on this has not been made and the unknown status for this site would make trail planning difficult.

Second, using the western access drive would lead trail users to Wellington Street, which, given its traffic volumes and speeds, is a less pleasant environment for trail users. As well, once at Wellington Street, cyclists would have to be on road, which would create a potentially harmful environment for cyclists due to the traffic. The Cycling Master Plan, which was recently updated and approved by Council, recommends providing alternative routes for cyclists to avoid arterial roads. Given the traffic volumes, Shannon Road provides a much safer alternative for cyclists (Average Annual Daily Traffic (AADT) on Shannon Road is 3,945, compared to 10,070 on Wellington Street).

With respect to an alternative design, the residents of Shannon Road have submitted a proposal in their letter received May 5, 2008 (attached). In this letter, the residents suggest using the shoulder portion of one side of the roadway for Hub Trail users, and painting this shoulder portion of the roadway to indicate a marked Hub Trail for all non-motorized trail users. The residents also suggest eliminating on-street parking on the Hub Trail side of the street.

In reviewing this suggestion, staff from the City's PWT Department as well as MMM Group were consulted. PWT has advised that it is not desirable to have bicycles (and other trail users) travel against traffic as this proposal would have all bicycles, north bound and south bound, on the same side of the street. This concept undermines the fact that bicycles are vehicles under the Highway Traffic Act and

should act accordingly. PWT further advise that on-road bike lanes should be one way only, on each side of the road.

MMM Group has advised that in-line skaters are not considered vehicles as are bicycles (under the Highway Traffic Act), and therefore are not allowed to use the road as would a vehicle. MMM Group further advise that it is appropriate that municipalities look to using a seamless pavement in street boulevards where use by in-line skaters is anticipated, such as near schools.

Other Communities

Both the Town of Markham and the Town of Milton utilize a boulevard trail design, similar to what is proposed for Shingwauk Street and Shannon Road (please see attached report from MMM Group Limited). In Markham, a boulevard trail has been developed in the area of the Angus Glen Golf Course where the Town has connected trails from a nearby creek valley along the road boulevard. The trail is 2.2 meters wide and crosses the fronts of single family homes.

In the Town of Milton, boulevard trail applications have been utilized on arterial and collector roads, as well as residential areas. In one residential area (as shown on page 2 of MMM Group's report), an asphalt trail was developed adjacent to a concrete sidewalk. The trail is adjacent to a future development site where driveways will eventually cross it. This proposal was evaluated for Shannon Road, however, the long term cost of constructing and maintaining two facilities was not feasible.

Provincial Funding

Council will recall that at the time approval was given to proceed with the \$2.9 million Municipal Infrastructure Investment Initiative (MIII) application for Shannon Road, concern was raised by a Councillor that questioned the appropriateness of the submission, given that the project is merely a road reconstruction program. Staff noted that the project is enhanced with the inclusion of the Hub Trail which provides economic, social and environmental benefits towards not just the immediate area, but to the community as a whole. Staff believes the position taken to include this supporting documentation resulted in the application having a greater success in meeting the criteria of MIII submission. Without it, the project was simply another road reconstruction to address upgrades to its aging infrastructure.

Staff is on record by its inclusion on the MIII submission, and as indicated in the terms and conditions of the application, the province has the right to independently verify the accuracy of the expenditures and the funds used for the purposes intended. If an audit reveals a discrepancy with any information submitted in connection with the MIII application, the province reserves the right to recover up to and including all of the funds provided.

Summary

Bicycles, skateboards, in-line skates, and walking are alternatives to the automobile. As fuel costs increase, cities can anticipate an increase in the use of these alternative modes of travel and plan for the development of other non-motorized wheeled and pedestrian infrastructure. Milton and Markham are examples of that action being taken, and the Hub Trail is Sault Ste. Marie's future facility for alternative, non-motorized travel.

Developing the Hub Trail, including sections which travel through residential areas, will have tremendous health, economic and environmental benefits.

One the main goal of the Hub Trail is to improve the recreational and health opportunities within Sault Ste. Marie. Walking and cycling provide enjoyable, convenient and affordable means of exercise and recreation. The most effective fitness routines are moderate in intensity, individualized and are incorporated into our daily activities. Walking, cycling, in-line skating, etc., can accomplish this and at the same time provide mobility.

There are also economic benefits to the development of the Hub Trail. Some economic benefits of trail development include the reduction in health care costs due to increased physical activity; reduction in fuel, repair and maintenance costs to users; and the positive economic impact of eco-tourism.

Another added benefit is the effect of trail development on property values. Numerous studies have demonstrated that trails will either increase or have no affect on property values. In one of the most positive case studies, real estate records have shown a 20% increase in property values where properties abut a trail (*Nichols, S and Crompton J, 2005*). As well, a case study in Boulder, Colorado revealed that on average, property values dropped \$4.20 (in 1978 dollars) with each additional foot of distance away from a trail (*Correll, Lillydahl and Singell, 1978*) (i.e. the closer a property was to the trail, the higher the property value was).

Another economic opportunity will be the potential designation of the Hub Trail as part of the Trans Canada Trail network. Earlier this year, city staff and members of STAC met with representatives of the Trans Canada Trail association to discuss this opportunity.

Currently, the Trans Canada Trail runs across the northerly portion of the community through the Canadian Shield area, and continues both north and east of the community. An opportunity exists to designate the Hub Trail as part of the Trans Canada Trail and connect into the existing trail via linkages along Old Garden River Road and Old Goulais Bay Road. The advantage of doing this is that it would direct eco-tourists (hikers) which are traveling through the area into the community as opposed to around it.

Having the Hub Trail designated as part of the Trans Canada Trail network will provide national exposure to the community, highlighting the City as a destination along this country-wide route and brand the community an eco-tourism city.

The development of the Hub Trail system also promotes environmental benefits as walking, cycling and in-line skating are energy-efficient, non-polluting modes of travel. Short distance, motor vehicle trips are the least fuel-efficient and generate the most pollution per kilometer. These trips have the greatest potential of being replaced by other non-motorized modes such as cycling and walking. Shifting to these modes can mitigate a number of environmental impacts, including ozone depletion, the greenhouse effect, ground-level air pollution, smog, acid rain, water pollution and noise pollution.

When complete, the Hub Trail will be an identifying feature of the community, similar to the City's waterfront walkway and Roberta Bondar Park. As such, the trail should be built to a high standard, which is what is proposed for Shannon Road. Included in this report are letters of support from STAC and Algoma Public Health.

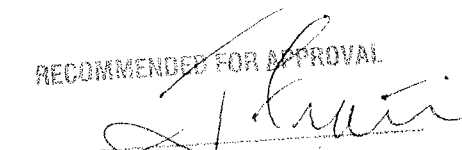
Not developing the trail or developing to an inferior standard will create both a physical and psychological gap in the Hub Trail system. In addition, developing Shannon Road, with just a concrete sidewalk will exclude a number of potential trail users, including in-line skaters and wheelchairs. This will ultimately limit the overall success of the Hub Trail system.

Planning Director's Recommendation

That City Council support the construction of the Hub Trail portion of the Shannon Road reconstruction project, as recommended by staff and MMM Group, utilizing a 2.7 meter asphalt surface within the northerly boulevard of Shingwauk Street and the easterly boulevard of Shannon Road.

SDT/pms

RECOMMENDED FOR APPROVAL


Joseph M. Fratesi
Chief Administrative Officer

Data\APPL\REPORT\Hub Trail Shannon Road.doc

Requested Proposed Changes for the Shannon Road Hub Trail Re-Construction Project

The residents of the Shannon Road Hub Trail Re-Construction Project feel that safety is a great concern. For this reason, the residents want the sidewalks to remain as they are at present. The sidewalks would be used as they were previously, for children, seniors and regular past usage. The residents want the shoulder portion of one side of the roadway for Hub Trail users. The residents propose painting this shoulder portion of the roadway to indicate a marked Hub Trail for all unmotorized trail users. Parking would be eliminated on this Hub Trail side of the street. This would improve conditions for everyone. Trail users could freely enjoy this part of the street.

For many years, the residents living on Shannon Road were accountable to rollerbladers, skateboarders and bikers using Shannon Road as their route. Over the years, there was never any incident to these unmotorized users of the roadway, that these residents are aware of. The residents feel that the above proposal for the Shannon Road Hub Trail Re-Construction Project would give residents a safe zone to view that they have grown accustomed to while backing out onto a very busy street. The residents would like to continue to have a safe area for all users.

If implemented, these above changes would not increase any costs to the Shannon Road Hub Trail Re-construction Project. This recommendation by the residents of the Shannon Road Hub Trail Re-Construction Project is similar to that of other cities in Ontario with existing trails for unmotorized traffic and have been successfully in use for many years. This would resolve the safety concerns of the residents and some of the potentially hazardous conditions with the existing proposal of the Hub Trail positioning.

It is our hope that city council can help us achieve these proposed changes for a safe, enjoyable area for all.

Thank you.

Committee Head

Peter Glibota

326 Shannon Road resident
254.6195

RECEIVED	
CITY CLERK	
MAY - 5 2008	
NO.:	
DIST.:	Council (13) CAO

D. Elliott D. McConnell

Sault Trails Action Committee (STAC)

May 16, 2008

To Whom It May Concern:

STAC was formed a number of years ago and has been most successful in getting a vast majority of local citizen groups together to conceptualize the HUB Trail route. We have representatives and support from many varied groups in the city including the Voyageur Trail Association, Sault Naturalists, local physicians, Sault Cycling Club, accessibility groups, business representatives and many, many more including average citizens who attended open houses and have thrown their support behind the creation of a safe, somewhat circular route around the city. STAC is very proud of the progress so far, and the future plans of the City of Sault Ste. Marie to build the HUB Trail. Marshall Macklin did a wonderful job of putting designs and routes to paper and we very much look forward to the progress we will make in the next few years bringing this wonderful addition to our city.

Some of us attended the meeting with the residents of the Shannon Road area and heard their concerns. We can appreciate their viewpoint, but we don't think their concerns should de-rail the professional consultants report as to the route of the HUB Trail in the area.

Even though there is a lot of evidence that the presence of the HUB Trail on their street will only improve their everyday life, they did not seem to hear it.

When STAC was formed all those years ago, we wanted a trail to wind its way through our beautiful city connecting "destinations" like schools, parks, scenic areas, etc. We aren't building it for the elite of the bicycling community--they have the law and the expertise to use city streets as they should for their traffic. Above all, we wanted the HUB Trail for families with young children, and older folks who need a smooth surface to better enable them to use their wheelchairs and walkers, and for school-age children to safely travel between their school and their home.

Although this will be a popular route along Shannon Road, we don't see it bringing in loads of extra "traffic" to the area--certainly not to the extent that the residents think it will. Also, the traffic calming measures should slow down the vehicular traffic and make it even easier for these residents to leave their driveways.

The "highlight" of the HUB Trail will always remain the city's boardwalk where any warm summer evening will find hundreds of citizens and visitors walking the length because of its proximity to the river.

It was truly exciting a year ago when the Carmen's Way portion of HUB Trail was opened. Even though it was a "last minute" addition to the project and the design has its flaws, it is still a wonderful addition to our city. I pass by it quite a bit while travelling through the city and have never seen anyone doing damage, or gangs of unruly youngsters doing anything they shouldn't on the route. I have seen young mothers with babies in carriages, older seniors in wheelchairs, dog walkers (with their dogs on leashes), and parents with young children on small bicycles teaching them to ride. Exactly who we hoped would use it! I am so very proud of our city every time I pass by Carmen's Way!

The HUB Trail is not only important to current residents, but will also go a long way in making our city more attractive for young professionals to return and raise their families in a beautiful, safe environment. The health benefits of non-motorized travel are well known and I don't even have to mention them here. Everyone knows that to improve their health, one of the lowest-cost, easiest exercise is to walk. To have a HUB Trail in place where one can safely walk to reach actual destinations in our day will go a long way to getting our citizens more active and healthier!

Recently, representatives from the Trans Canada Trail expressed to us that they are most anxious to have the HUB Trail included in their Trans Canada Trail route. They see the future of our trail and realize that it will be a huge bonus to their trail system through one of the most beautiful cities along their route. Our location in the hub of the Great Lakes and so close to the United States will make it a Trans Canada Trail destination of the highest calibre.

We realize that the concerns of the residents of Shannon Road are on your mind, but please put your faith in the professional consultants that were hired to choose a final route and design a suitable HUB Trail. These folks have had vast experience doing this in other cities and you could see their pride in their designs and expertise. Carry on with the HUB Trail along Shannon Road as planned and let's all do our best to keep this project on track to be completed in the next few years!

Thank you.

Gayle Phillips, on behalf of STAC (942-1891)



Algoma
PUBLIC HEALTH
Santé publique Algoma

May 16, 2008

AA Northan MD MHSc FRCP(C)
Medical Officer of Health
www.algomapublichealth.com

Donna Irving
City Clerk
City of Sault Ste. Marie
Sault Ste. Marie ON P6A 5X6

Blind River
Community
Services Centre
15 Hanes Avenue
P0R 1B0
Tel: 1 (705) 356-2551
TF: 1 (888) 211-4739
Fax: 1 (705) 356-2494

Elliot Lake
Algo Centre
151 Ontario Avenue
P5A 2T2
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TF: 1 (888) 211-6749
Fax: 1 (705) 848-1911

Sault Ste. Marie
Civic Centre
99 Foster Drive
P6A 5X6
1st Floor
6th Floor
Tel: 1 (705) 759-5287
TF: 1 (866) 892-0172
Fax: 1 (705) 759-1534

126 Queen Street East
P6A 1Y5
Tel: 1 (705) 942-3103
Fax: 1 (705) 942-9915

186 East Street
P6A 3C6
Tel: 1 (705) 759-3935
Fax: 1 (705) 759-2105

63 East Street
Unit 1
P6A 3C4
Tel: 1 (705) 759-1844
Fax: 1 (705) 759-5953

Wawa
18 Ganley Street
P0S 1K0
Tel: 1 (705) 856-7208
TF: 1 (888) 211-8074
Fax: 1 (705) 856-1752

Dear Donna:

On behalf of Algoma Public Health I would like to support the ongoing development of the HUB Trail network throughout the community by the City of Sault Ste. Marie and the Sault Trail Action Committee. It is important that the City of Sault Ste. Marie value an Active Environment for its residents by developing trails to support safe cycling, walking and many other forms of active transportation. Using trails can be good for our health because they are an ideal location to get active, improving your overall health and well-being. By improving the health of those at risk for chronic diseases such as stroke, heart disease, some forms of cancer, diabetes and osteoporosis and removing barriers to healthy, active living, people in Sault Ste. Marie can have greater opportunities to enjoy good health.

In 1996, Canada ranked tenth out of 11 countries in the percentage of walking and biking trips made. We walked about ten percent of the time and biked less than two percent. Why? There may be a fear of walking or biking in some locations, but it can be due to our reliance on cars and our sedentary environments. Activity has been engineered out of our lives. This has resulted, as many studies have shown in the past several years, in the marked increase in obesity for both children and adults.

In an active community, the built environment supports and enables healthy, active living by providing opportunities for people of all ages to engage in daily physical activity. An active community is created when community stakeholders, decision-makers like yourselves, interest groups and residents place value on, and work towards, health, safety, quality of life and equal access for all individuals.

I applaud your work towards building a healthier, more active community and look forward to a strong ongoing partnership, between Algoma Public Health and stakeholders who have a vested interest in improving the health of our city.

Sincerely,

Dr. Allan Northan, M.D., M.H. Sc., F.R.C.P.(C)
Medical Officer of Health

MARKHAM TRAILS



MMM Group Limited prepared the Trails Master Plan for the Town of Markham. Trails follow open space as well as road corridors. In this case of Angus Glen Boulevard, the Town has connected trails emerging from a nearby creek valley along the road boulevard. The trail is 2.2m wide and crosses the fronts of single family dwellings. The trail was precluded from crossing the nearby Angus Glen Golf Course for safety reasons, resulting on its location within the road right-of-way.

MILTON TRAILS

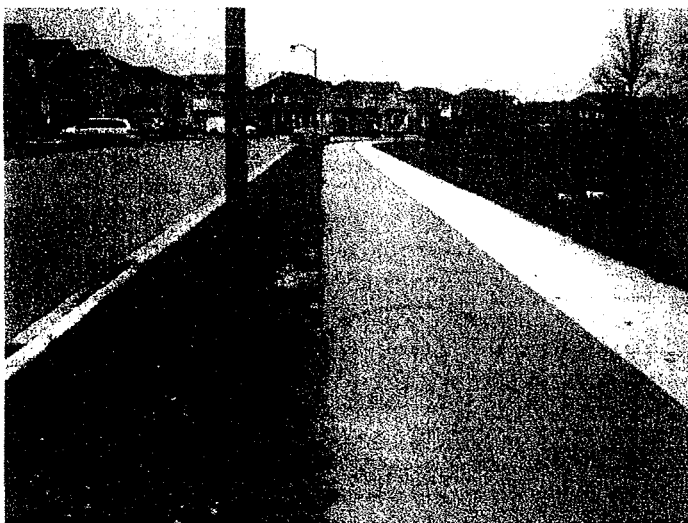


This Arterial road has a 2.4m wide asphalt trail installed alongside a concrete sidewalk. This was constructed prior to the adoption of the 2006 Milton Trails Master Plan Update which now recommends a single 3m wide asphalt trail on all arterial rights-of-way.



The trails from the parks feed into a system of trails within the road rights-of-way of the newest secondary plan areas of the Town.

Asphalt trails are now recommended in areas of designated trails alignments and in areas near schools where there is a higher volume of strollers (parents with tots walking older children to school), skateboards and in-line skaters. Where concrete sidewalks are provided in these areas, there is a tendency for youth and young adults to skate and skateboard on the more seamless asphalt road surface. This could be a liability to the city if infrastructure encourages such actions. In-line skaters particularly require a wider trail due to the swinging motion of the skater. Therefore, a 2.5 to 3m wide asphalt trail is recommended.



In this case, the Town of Milton has combined an asphalt trail with a concrete sidewalk on a collector road. The rationale was that the concrete sidewalk was required under 2005 requirements and the addition of asphalt pavement allowed for multiple user types. The site adjacent to this picture is a future development site. There will be driveways that cross it. In the future, asphalt trails can replace the concrete sidewalks.

SUMMARY

There is still some confusion about eligibility of users on highways and roads. The Highway Traffic Act includes cyclists but not other non-motorized wheeled travel assistance. A recent article in the Toronto Star expresses just that confusion: <http://www.thestar.com/News/Canada/article/425600>. The photo in the article shows that the Fredericton, New Brunswick sidewalk is concrete and unit pavers, which is an unsatisfactory surface for a skateboarder. The young adult was sent to jail over his use of the road, but the city has a responsibility to provide for all users. The same situation occurs with in-line skaters who prefer the wider asphalt street over the seams of the concrete sidewalks. How many times has a parent been jolted as they push a small wheeled stroller over the sidewalk expansion joints or heaved section of a sidewalk?

Cycles, skateboards and in-line skates are alternatives to the automobile. As fuel costs increase, cities can anticipate an increase of use of alternatives. The cities should ready themselves for increases in other non-motorized wheeled travel assistance. Milton and Markham are examples of that action being taken.

The City of Sault Ste. Marie has taken a leadership role in the province with the healthy development of the Hub Trail. Where the Hub Trail uses a road right-of-way as its route, cyclists must be on the road pavement as a vehicle. The City has a bylaw that precludes cyclists over the age of 10 from riding on the sidewalk. Other modes such as scooters for medical reasons, other non motorized wheeled travel assistance and pedestrians should share an asphalt trail that provides a seamless and safe travel facility.

6(6)(b)

"Oxymoron watch: 'Liberal opposition'"



the star.com

Skater opts for jail over paying fine

Man gets five days for refusing to pay fine for skateboarding on streets of Fredericton

May 15, 2008

JUSTIN PIERCY
STAFF REPORTER

A 25-year-old Fredericton man is behind bars today after surrendering to police.

His crime?

Skateboarding on the streets.

Lee Breen was originally ticketed in the summer of 2007 for skateboarding on the streets of Fredericton. This was after receiving several warnings about Bylaw S-9, which makes it illegal to use a sled, toboggan, wagon or skateboard on the streets of New Brunswick's capital.

"I was skating on King St. in Fredericton (and) was actually going to buy my brother a skateboard helmet," he said yesterday. "(When) I saw the police car, I jumped off my board. The officer who pulled over and approached me had actually given me a warning the day before."

Breen, a local businessman who has no previous criminal record, said he politely told the officer he wasn't going to pay the fine or stop skateboarding.

In April, a judge increased the fine to \$100 and gave him the choice of paying it or spending five days in jail.

Breen decided he'd rather be locked up.

"I won't pay because I believe I'm following the Fredericton Green Matters campaign in



STEPHEN MACGILLIVRAY/THE CANADIAN PRESS
Lee Breen, with a crowd of supporters, skateboards down a street in Fredericton May 14, 2008, on his way to surrendering to police for not paying a fine.

finding alternative transportation with my skateboard," he said yesterday at a rally in support of him at city hall.

6(b)(b)

"If I pay the fine, I would be admitting I was doing something wrong."

About 120 people – including two-dozen skateboarders – later accompanied Breen as he turned himself in at the courthouse.

The city's Green Matters campaign includes a section encouraging people to find a "greener" way to commute.

Breen, who uses only zero-emission transportation and runs a lawn care business using only push mowers, hand clippers and organic compost, said skateboards should fall under the category of "human-powered travel."

"This isn't the first green activity I've been involved in. I even started my own gas-free lawn care company ... This is a way of life for me," he said.

"It's a complete contradiction of what they're telling the residents of Fredericton to do."

Breen argues that if cyclists are allowed on the streets, skateboarders should be allowed to use them as well.

But a City of Fredericton spokesperson said it all boils down to the issue of safety.

"It's a public safety issue," said Wayne Knorr. "It's not about a 12-year-old kid going through a neighbourhood, it's about an adult male, endangering himself and the motorists around him.

"The bylaw itself is related to nuisances. When you're out in traffic, obstructing traffic, backing up traffic, you're creating a nuisance by endangering yourself and others."

Breen said he takes all the necessary precautions when skateboarding by wearing a helmet, staying clear of sidewalks and using hand signals – making it no more dangerous than riding a bike in the city.

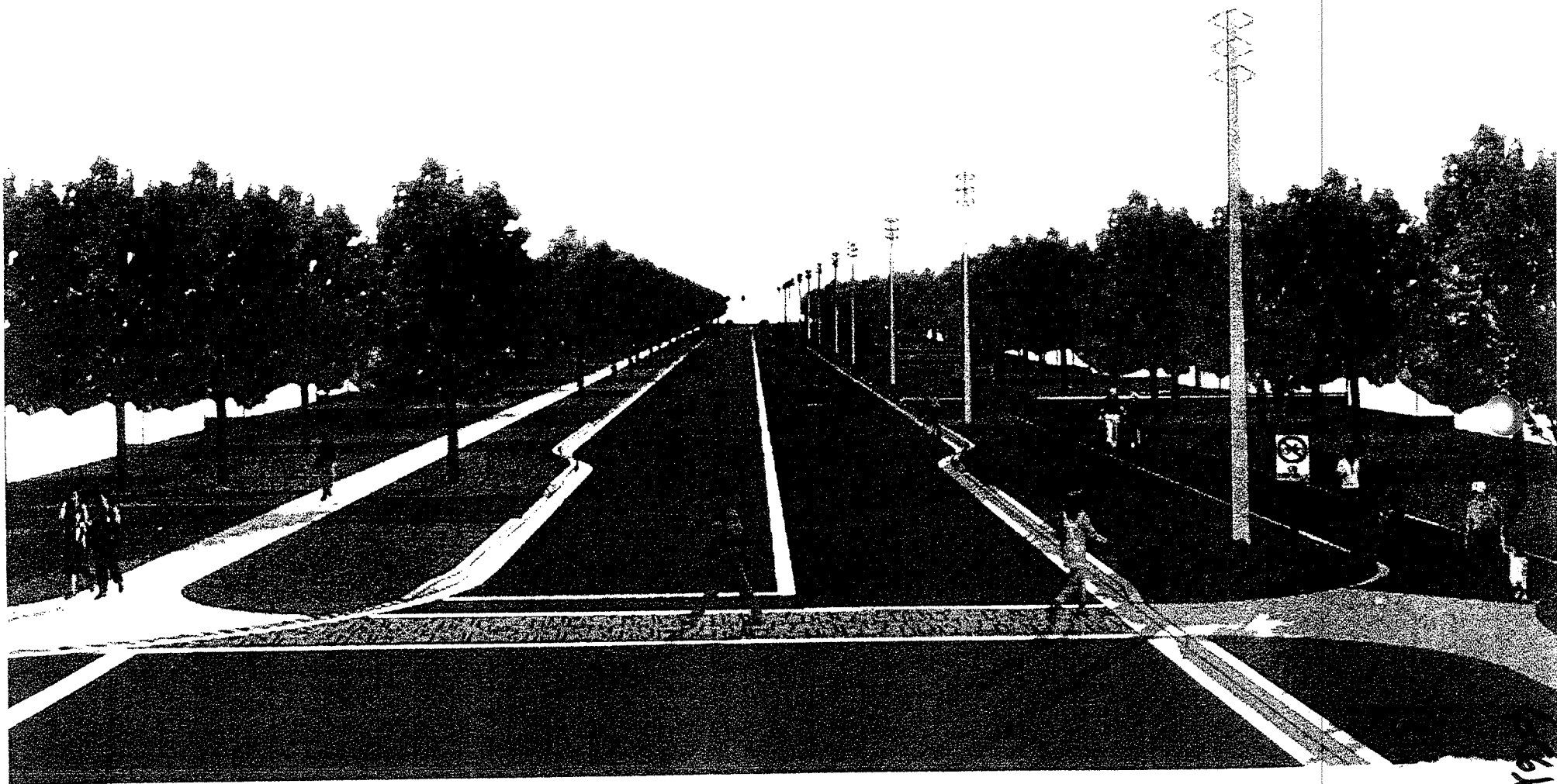
Fergus Breen, Lee's brother, said Lee was transferred to the Saint John jail yesterday afternoon.

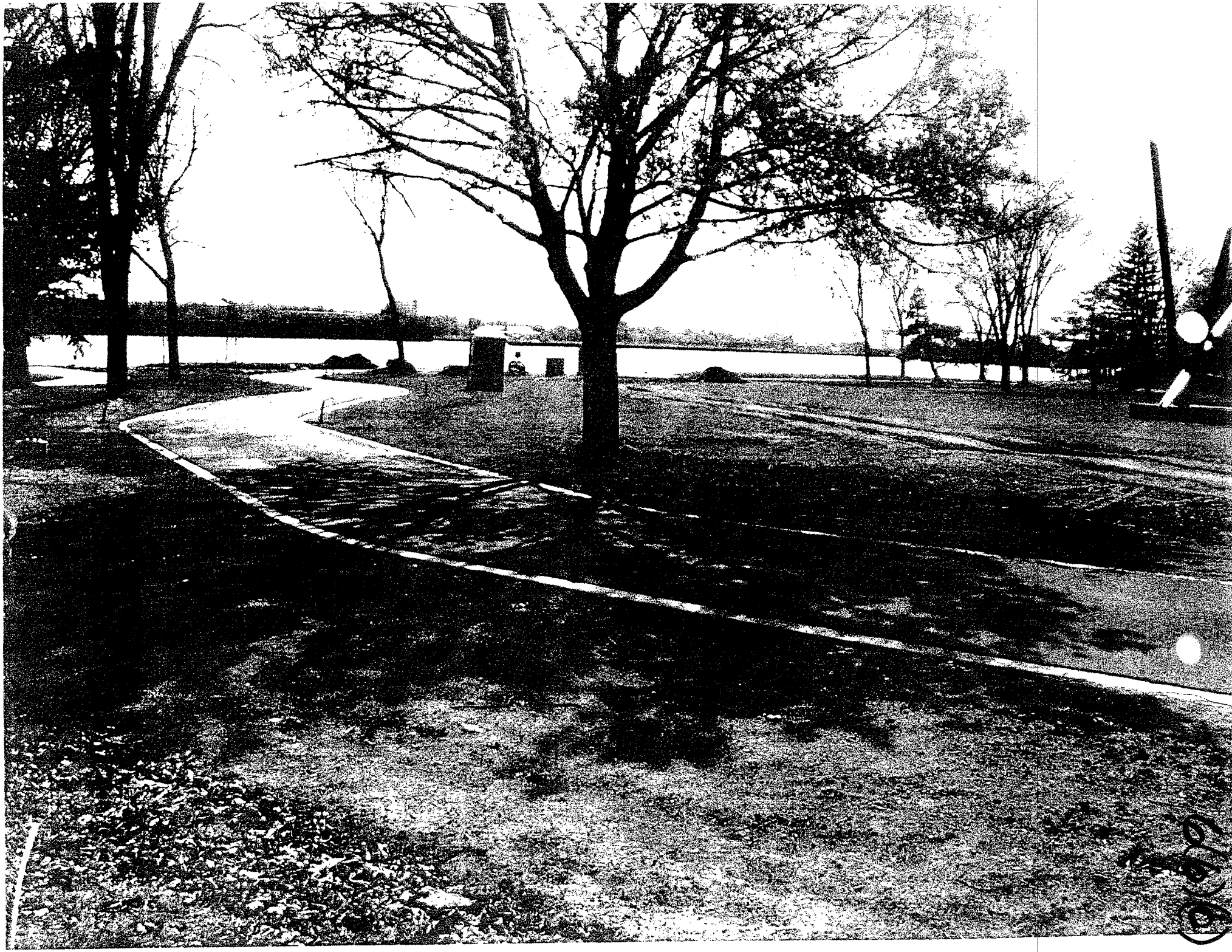
Lee Breen said he was more than willing to go to jail to make his point but isn't sure what to expect over the next few days behind bars.

"I'll be doing a lot push-ups, I guess," he said. "It's my first trip to jail so I'm not sure what to expect."

Justice officials said Breen could be released as early as last night, mainly because the offence is not that serious.

With files from The Canadian Press





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Hub Trail – Frequently Asked Questions

Will property values decrease once the trail opens?

- Numerous studies have demonstrated that trails will either increase or have no affect on property values.
- In one of the most positive case studies, real estate records have shown a 20% increase in property values. (*Nichols, S and Crompton J, 2005*)
- In Boulder, Colorado, a case study revealed that on average; property values dropped \$4.20 (in 1978 dollars) with each additional foot of distance away from a greenway. (*Correll, Lillydahl and Singell, 1978*)
- Surveys of realtors selling properties along Ontario's Bruce Trail, on the Niagara Escarpment, revealed that 80.5% felt that proximity to the trail would either make the home easier to sell or would have no net effect. (*Schutt, 1997*)
- A 2003 study found that the amenity value of trails was associated with over \$140 million dollars in increased property values in Indianapolis. (*Lindsey et al, 2003*)
- In Dallas, Texas, developers report that there is a 25% premium for properties adjacent to the City's Katy Trail. (*Dallas Morning News, 2006*)
- The increase in adjacent property value upon the completion of a Provincial Trail System for New Brunswick equated to an increase in property taxes collected by the Provincial Government of approximately \$100,000 per year, based on the purchase price and land improvements to develop the trail network. (*Drisdelle, 1993*)

Will the trail generate litter?

- Once the trail is developed, the City's Public Works and Transportation Department will follow a regular maintenance schedule to ensure the trail is clean and in good repair. Throughout the entire network, trash receptacles will be located at strategic locations (i.e. parks, trail head areas) to minimize litter along the trail.

Will the trail attract crime?

- Trail users displace trail abusers. Criminal activity is common in undeveloped, neglected and uncared for properties. Once a trail is developed, the presence of lawful trail users provide "**eyes-on-the-trail**" that convince criminals to go elsewhere.
- A study of 372 trails by the Rails-to-Trails Conservancy concluded that trails do not increase crime. On suburban trails, crime was below the neighbourhood average and virtually non-existent. (Tracy, T. and Morris, H., 1998)

- The Rails-to-Trails Conservancy studied 82 suburban trails covering more than 1,100 miles. Only 3% of the trails reported any incident of trespassing on adjacent property over a 2 year study period. (Tracy, T. and Morris, H. 1998)
- In Avon, Connecticut, the town council agreed to remove 11,700 feet of chain-link fencing along the Rails-to-Trails path in town after residents whose homes abut the path had requested it be removed. Neighbors informed Council that the fencing, which was installed to ease the security and privacy concerns of some homeowners, was not needed after all and was unattractive. (*The Hartford Courant*, 2001)

Why is a 3 meter width with asphalt surface the design standard for the Hub Trail?

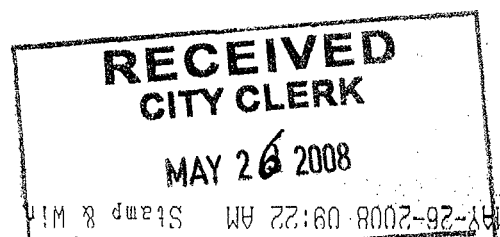
- The design standard was determined to ensure safety and accessibility for the different types of trail users (i.e. pedestrians, cyclists, in-line skaters, wheel-chairs) and to prevent user conflicts and collisions.
- Along sections of the network where the trail is proposed adjacent to a road, the trail width can be modified, as cyclists are required to use the road.
- Asphalt is used as opposed to concrete because in our climate, concrete moves and shifts, creating bumps and depressions. This can cause potential harm to trail users, and would create a barrier for wheel chairs.

Mayor and Council

We were very disappointed with the report received from city staff. In both of our presentations, safety was the greatest concern. This report does not at all answer the safety concern of residents. At the council meeting of April 28/08, it was noted by the residents that fast moving users on the proposed trail would cause a safety hazard. This safety hazard would occur while residents are backing out of driveways because any comfort zone to safely view while backing up is lost if the trail is placed at the foot of the driveways. Again, in the May 5/08 proposals, we stressed the need for safety of both the users and residents while backing out of driveways. Included in these reports were the number of accidents involving vehicles backing out of driveways in Adelaide, Australia. City staff simply did not address the safety concerns. MMM group, which was hired by the city was also unable to answer the safety issues residents are facing.

Using one of the proposals submitted by the residents would address the safety concerns of the Hub Trail location. The residents agree with the Hub Trail concept and this was the reason both proposals put forward by the residents stayed within the route selection area. The May 5/08 proposal states that rollerbladers and skateboarders have been sharing Shannon Road without incident. If these users had a marked area to travel on, this would control the path of travel that they use for improved safety. The in-line skater may not be a vehicle, but their speeds are more comparable to motor vehicles, than a person walking or a child using a sidewalk.

From chapter 14 of the Department of Transportation's Federal Highway Administration (FHWA) website (www.fhwa.dot.gov/environment/sidewalk2/sidewalks214.htm) on Shared Use Path Design, it states that for good design, "Shared-use paths that provide different lanes for users who travel at different speeds prevent conflicts between user groups on high use trails." This directly supports the resident proposal to keep the existing sidewalks and have a marked area on the road for Hub Trail users. The diagram that is shown with this recommendation indicates marked 2-way Hub Trail traffic. Painted arrows would show the direction of travel of each lane. This idea can be used in the second proposal of May 5/08. This puts slow movers on the sidewalk and high speed users together on the path.



The report by city staff mentions other areas of the unmotorized trail in our city. None of these will have sidewalks replaced with the trail causing unsafe and hazardous conditions.

Carmen's Way may be exciting for the Sault Trail Action Committee to see people travelling the trail along this route. What STAC doesn't realize is that we are trying to keep all users safe. Carmen's Way is great except for the hazardous concerns of the Conmee intersection with news media reporting 18 accidents to date. This area has stop signs, however the signage is not enough. This has been and still is a serious and sometimes fatal design flaw. We are trying to prevent a safety hazard on Shannon Road.

STAC and city planning say the Hub Trail won't bring loads of extra traffic to Shannon Road, yet their provided report explains that they are working with TransCanada Trails and are actively promoting ecco-tourists to this trail. Also, the city is promoting the Hub Trail in their advertising, and cycling enthusiasts are promoting the Hub Trail on their websites.

We agree with our Medical Officer of Health in his statement about the benefits of fitness for all ages, however this letter provided to us by our Medical Officer of Health does not address the safety concerns of the residents previously brought forward.

In the photos reviewing Boulevard trails, it doesn't identify the proximity of the trail to the residents driveways. On the proposed Shannon Road Hub Trail, we only have a couple of feet from the rear of an average sized vehicle parked in the driveway before backing up to exit and cross the proposed trail. A vehicle would still remain blocking the trail while waiting for a break in traffic to back up onto the street which has thousands of vehicles daily. The city report doesn't give any comparisons to these safety concerns.

We believe the May 5/08 proposal is the solution to resolve Hub Trail safety concerns of the residents for the above stated reasons. It would not cause any delay to the reconstruction of Shannon Road. If time is required to study these safety concerns, city council can divide Phase Two of the project into 2 parts. Part A would be from Margaret to Shingwauk where construction could continue as planned and part B would be from Shingwauk to Wellington Street. This would allow time for a review and resolution to the safety concerns brought forward by the residents of Shannon Road.

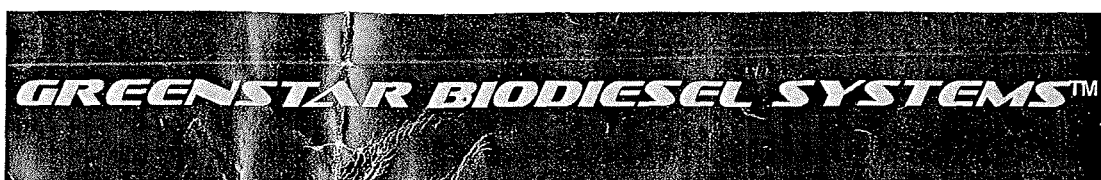
We are asking council to put forward a motion supporting residents to address the safety concerns of the Hub Trail by keeping

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the existing sidewalks and having a marked area on the road for Hub Trail users.

Thank you,

Shannon Road Residents



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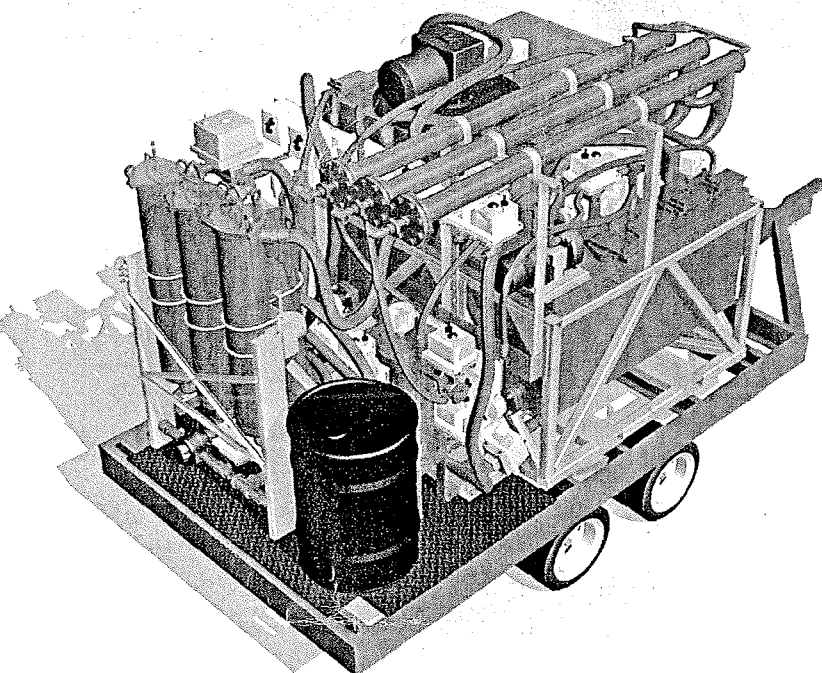
The GREENSTAR 1000 is a fully-automated, batch-type biodiesel production unit, meeting the safety standards of the Canadian Standards Association (CSA) and International Electrotechnical Commission (IEC) certification. The system produces biodiesel that meets quality requirements set out by the American Society for Testing and Materials (ASTM D6751) and the European Committee for Standardization (EN 14214).

The GREENSTAR 1000 can produce 500 to 1,000 L of biodiesel per batch in 8 hours or less from a variety of feedstocks, including; crude/unrefined vegetable oils (i.e. coconut oil, palm oil, jatropha oil), waste cooking oils and animal fats. The unit is PLC (Programmable Logic Controller) controlled, allowing the user to interact with the machine via a touch screen monitor.

The design, construction, shipping, placement and commissioning of a GREENSTAR 1000 is based on information provided by the client regarding site, utilities, feedstock, local & state laws, regulations and restrictions. These project details are to be included in an executed Agreement between GREEN Corp. and the purchasing entity. Set up times are short, typically days vs. months required for larger capacity refineries.

GREENSTAR 1000 also have some of the lowest production costs in comparison to other batch systems. ASTM & EN compliant biodiesel can typically be manufactured for a fraction of the cost of petroleum diesel or the retail price of biodiesel. Our system is unique in the world in that it permits the end user to cost effectively produce biofuel at a small scale without compromising operator safety.

Feedstock	
-	Crude vegetable oils, waste cooking oils and/or animal fats
-	Free fatty acid content - max. 5%
-	Moisture, impurities and unsaponifiables content - max. 1%
Chemicals	
-	Methanol - min. 99.9% purity
-	Potassium hydroxide - min. 90% purity
-	Adsorbent cleaning powder
Other Consumables	
-	Liquid-liquid coalescer elements
-	Filter bags and cartridges
Power Supply	
-	240 V, single-phase, 60 Hz, 100 amps - hard-wired or supplied by 30 kW (max. continuous output) diesel generator



RECOMMENDED LIQUID STORAGE CAPACITIES

*Assumes 3 - 1,000 L batches per day and 3 to 5 days of storage capacity

	Daily Quantity	Range of Storage
Feedstock	3,000 L	9,000 - 15,000 L
Methanol	330 L	1,000 - 1,650 L
Biodiesel	3,000 L	9,000 - 15,000 L
Glycerine	330 L	1,000 - 1,650 L
Waste water	150 L	450 - 750 L
Sump storage	1,500 L	1,500 L

The GREENSTAR 1000 has a total combined weight of 10,000 lb & measures 12' L x 7' W x 8' H

As a Canadian company, we have designed our products and our operations around sound business ethics and practices that meet the international landscape with esteemed recognition. Our vision is to reduce the burden of unstable petroleum prices and support rural development by offering a superior product that meets the growing global opportunity for small scale alternative energy production technologies.



GREENSTAR Biodiesel Systems™
Solutions for a changing world, by Democratizing Fuel Production!

BUSINESS > FRYER FUEL

Bio-thieves filch restaurant grease

Home brewers of diesel draining old cooking oil from drums ahead of the rightful collector

GARANCE BURKE
ASSOCIATED PRESS

SAN FRANCISCO—A few years ago, drums of used french fry grease were of interest only to a small network of biofuel brewers, who would use the slimy oil to power their souped-up antique Mercedes.

Now, restaurants all over the United States are reporting thefts of old cooking oil worth thousands of dollars by rustlers who are refining it into biofuel in backyard stills.

"It's like a war zone," said David Levenson, who owns a grease hauling business in San Francisco's Mission District. "More and more people are stealing grease because it lets them stay away from the pump, but it's hurting our bottom line."

Levenson, who converted the engine in his '83 Mercedes to run on straight canola oil, has amassed contracts to collect the liquid leftovers from 400 restaurants.

Last week when his pump truck arrived at Thee Parkside, a dive bar known for its chili-cheese fries, his driver found someone had pirated their barrel of yellow oil.

Grease is transformed into fuel through a chemical process called transesterification, which removes glycerine and adds methanol to produce a thinner product that can power a diesel engine. Biodiesel can also be blended with petroleum diesel to create alternative fuels now sold at 1,400 gas bars in the U.S.

But as the price of diesel shoots up, so, too, does the value of grease.

In the past three years, the price of soybean oil — the main feedstock for U.S. made biodiesel — has tripled. Last week, a gallon fetched 66



Banged-up drum used to store old kitchen grease is a target for alley pirates in San Francisco.

cents on the open market.

That's encouraged biofuel enthusiasts to plunder restaurants' greasy waste, and even spurred the City of San Francisco to get into the grease-trap cleaning business.

"Restaurants and staff are no longer looking at this material as trash," said Karri Ving, who runs the city's new collection program. "Unless you lock down every trash can, thefts are going to happen."

Drivers for Blue Sky Bio-Fuels often find their 1,000 litre dumpster outside the Oakland Coliseum nearly dry, despite the dozens of concessions stands that dump their oil there. Losses at that one site alone cost the company \$3,700 last year, said Wesley Caddell, the Oakland firm's business developer.

In Kansas, Healy Biodiesel reports thousands of dollars in losses from used cooking-oil heists from restaurants.

Standard Biodiesel in Seattle recently started working with police to try to catch fly-by-night homebrewers who are pilfering up to 30,000 gallons on its collections route monthly.

7(a)

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Published Monday, February 25, 2008
Monday, February 25, 2008

City's biofuel program powers ahead

By Andy Powell, Times Staff Writer
Collection jugs distributed

The city of Gadsden's new biodiesel program has a simple criteria for what type oil can be recycled to produce diesel fuel.

"If you can cook in it, we can make fuel out of it," said Greg Noah, fleet management superintendent, who is overseeing the Waste to Fuel program for the city.

He said, for example, the Kiwanis Pancake Day netted about 25 gallons of grease from sausage.

"We can make it out of about anything," Noah said.

The city is a partner in the program with the Gadsden Water Works and Sewer Board, which purchased collection jugs and labels, and Auburn University, which bought the equipment used to turn the cooking oil into biodiesel fuel. Auburn President Jack Gogue will be at the fleet management facility in Gadsden at 11 a.m. March 7 to talk about the biodiesel program here and in the state. The university bought the equipment, which cost about \$14,000, to promote the use of biodiesel fuels.

The city will spend about 70 cents a gallon to produce the diesel fuel from cooking oil and grease. The fuel then can be used in the city's diesel vehicles.

Noah began collecting grease at his home in December and has collected about a gallon.

Noah hopes enough oil can be collected for the city to fuel the fleet department's diesel vehicles.

That budget is about \$14,000 a year, fleet manager Jim Barker said.

The city stepped up collection efforts last week as it began delivering stands to locations throughout the city to store empty gallon jugs residents can pick up and use to collect cooking oil.

When a jug is full, it can be returned and exchanged for an empty jug.

Each stand holds about 54 jugs.

Noah said the jugs will be at six community centers, the Gadsden Water Works and Sewer Board and also at the fleet management complex at 1701 Chestnut St.

The bottom shelf of the stands is larger so if someone has a five-gallon jug from frying turkeys, those containers can be brought in as well.

The program has 4,770 jugs that can be distributed.

Noah said schools interested in students participating in the program should call 549-4705 for jugs and also to arrange tours to see how the program works.



Charles Sharpe attaches a collection jug rack to a fence Thursday at Thompson Community Center. (GADSDEN TIMES | MARC GOLDEN)

7(a)

The Gadsden Water Works and Sewer Board is involved in the program because the board hopes the program will encourage residents to recycle oil rather than pouring it down the drain. Clogged drain pipes because of grease are a major problem for the water department, said Jack Rutledge, water works general manager.

Noah said he hopes to be able to get restaurants involved in the recycling program with the city collecting their used oil, but many have contracts for grease disposal. They will have to wait for those contracts to end before they can get involved in the program. The program will provide restaurants with 50-gallon drums for grease collection.

Noah said about 55 gallons of oil, along with 11 gallons of methanol and lye, will produce about 50 gallons of biodiesel fuel.

The city has produced about 50 gallons of biodiesel and used it in a generator and in diesel fuel heaters. But it doesn't smell like diesel fuel.

"It smelled like french fries, like everybody said," Noah said.

7(a)

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Published Saturday, March 8, 2008
Friday, March 7, 2008

Biodiesel gives quick return on investment

By Andy Powell, Times Staff Writer

An Auburn University official said Friday he hopes the city of Gadsden's biodiesel program will become a "playbook" for other cities to follow to adopt similar programs. And payback in fuel cost savings is expected to take less than a year for cities that adopt similar programs, according to the Alabama Clean Fuel Coalition.

Larry Fillmer, executive director for the Natural Resource Management and Development Institute at Auburn, said at a press conference here that Auburn partnered with the city of Gadsden and the Gadsden Waterworks and Sewer Board on the program to recycle cooking oil into biodiesel fuel as a way to encourage other cities to adopt the program.

Auburn gave the city the equipment, which cost about \$14,000, and the water board donated the jugs that can be filled by residents or restaurants with used cooking oil and then returned.

The city already has begun producing fuel, which can be run in diesel engines, said Greg Noah, the city's fleet management superintendent. He said most of the fuel will be used in the department's fleet vehicles but some has been used in city trolleys and to operate a bulldozer. The city expects to save about \$14,000 a year in fuel costs. The equipment can produce about 55 gallons of fuel in eight hours. The process adds methanol and lye to the cooking oil to produce the biodiesel fuel.

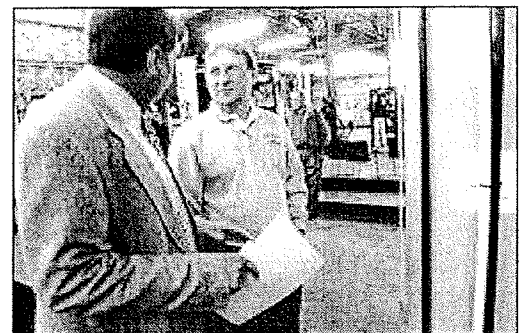
Gadsden Mayor Sherman Guyton said he was pleased Auburn had supplied the equipment for the project and that Gadsden is one of the first cities in the country to have such a program. He said he hopes the program will be a "model" for other cities to adopt.

Noah said since the program was announced, the city has received oil from nursing homes, restaurants and from Camp Sumatanga. Noah said residents can pick up jugs from recreation centers, the water board and the fleet management building on Chestnut Street. Drums are available for businesses.

The project will help save the city money, will keep grease from going into the sewer system, which can cause clogs, and is "environmentally sound," Fillmer said.

"One of the real important things we hope to be able to obtain out of the work here with the city of Gadsden and you folks is the opportunity to create a sort of playbook for other municipalities around the state who may have interest in undertaking similar projects," Fillmer said.

He said an important part of the program here is to document the processes used and to document the



Gadsden Mayor Sherman Guyton, left, observes the Bio-Diesel conversion process with Fleet Management Superintendent Greg Noah on Friday. (GADSDEN TIMES | ERIC T. WRIGHT)

7(a)

cost to be able to give that information to other cities.

Fillmer said Auburn has been contacted by about half a dozen cities in the state about a biodiesel program.

~~Auburn University is collecting cooking oil on campus and using it to produce fuel, he said.~~

Fillmer said he recently attended an international conference in Washington on bioenergy and alternative energy that was attended by 8,000 people.

“The time is right to look at alternative energy, to look at the technology, to look at the innovation, to look at the breakthroughs that I think will occur because of projects like this,” Fillmer said.

He said Auburn’s National Resource and Development Institute is part of the Center for Bioenergy and Bioproducts, which works to develop renewable fuels and alternative energy sources with programs such as the one here but also with the agricultural and forestry industry in the state.

Jeff Breeden of Biodiesel Logic, which produces the equipment in Arab, said the Environmental Protection Agency is doing a documentary on the equipment to give to every city in the United States.

Mark Bentley with the Alabama Clean Fuels Coalition said payback on the program, which costs about 75 cents per gallon to produce biodiesel fuel, would “pay back” the investment in just more than six months.

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW 2008-113

AGREEMENTS: (E.3.4.) A by-law to authorize an agreement between the City and Palmer Construction Group Inc. for the reconstruction of Korah Road from Moss Road to Cooper Street including construction of a new sanitary sewer from Lamming Avenue to Cooper Street. (Contract 2008-5E)

THE COUNCIL of the Corporation of the City of Sault Ste. Marie, ENACTS as follows:

1. EXECUTION OF DOCUMENTS

The Mayor and the City Clerk are hereby authorized for and in the name of the Corporation to execute and affix the seal of the Corporation to an agreement in the form of Schedule "A" hereto dated the 9th day of June, 2008 and made between the City and Palmer Construction Group Inc. for the reconstruction of Korah Road from Moss Road to Cooper Street including construction of a new sanitary sewer from Lamming Avenue to Cooper Street. (Contract 2008-5E).

2. SCHEDULE "A"

Schedule "A" hereto forms part of its final passing.

READ THREE TIMES and PASSED in open Council this 9th day of June, 2008.

MAYOR – JOHN ROWSWELL

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CITY SOLICITOR

CITY CLERK – DONNA IRVING

10(a)

SCHEDULE "A"

CORPORATION OF THE CITY OF SAULT STE. MARIE

CONTRACT 2008-5E

FORM OF AGREEMENT

This Agreement made (in triplicate) this 9th day of June in the year 2008 by and between Palmer Construction Group Inc. hereinafter called the "Contractor"

AND

The Municipal Corporation of the City of Sault Ste. Marie, Ontario hereinafter called the "Corporation".

WITNESSETH: That the Contractor and the Corporation undertake and agree as follows:

1. The Contractor will provide all the materials and all the works shown and described in the contract documents entitled:

**RECONSTRUCTION OF KORAH ROAD
CONTRACT 2008-5E**

which have been signed in triplicate by both parties and which were prepared under the supervision of Jerry D. Dolcetti, RPP, Commissioner of Engineering & Planning acting as and herein entitled, the Owner.

2. The Contractor will do and fulfill everything indicated by the Agreement, the General Conditions, the Specifications, the Special Provisions and the Drawings.
3. The Contractor will complete all the work to the entire satisfaction of the Owner within the period of time specified.
4. The Corporation shall pay to the Contractor the contract price as set forth in the Form of Tender in accordance with the provisions as set forth in the General Conditions and the Special Provisions. The quantities contained in the Form of Tender are approximate only and the final payment shall be made for the actual quantities that are incorporated in or made necessary by the work covered by the contract.
5. The Corporation shall pay the Contractor for work that is ordered in writing by the Owner and that cannot be classified as coming under any of the contract units and for which no unit price, lump sum, or other basis can be agreed upon, on a time and material basis as set out in the General Conditions.
6. The Contractor shall indemnify and save harmless the Corporation, its officers, employees and agents, from all loss, damages, costs, charges and expenses of every nature and kind whatsoever which may be made or brought against the Corporation, its officers, employees and agents, by reason or in consequence of the execution and performance or maintenance of the work by the Contractor, its employees, agents or officers.

10(a)

7. All communications in writing between the Corporation, the Contractor and the Owner shall be deemed to have been received by the Addressee if delivered to the individual, a member of the firm or an officer of the Corporation for whom they are intended or if sent by post or by facsimile as follows:

THE CORPORATION: The Corporation of the City of Sault Ste. Marie
P.O. Box 580
Civic Centre
99 Foster Drive
Sault Ste. Marie, ON P6A 5N1

THE CONTRACTOR: Palmer Construction Group Inc.
1115 Peoples Road
Sault Ste. Marie, ON P6C 3W4

THE OWNER: Jerry D. Dolcetti, RPP
Commissioner, Engineering & Planning
P.O. Box 580
99 Foster Drive
Sault Ste. Marie, ON P6A 5N1
Facsimile 705-541-7165

IN WITNESS WHEREOF the parties hereto have executed this Agreement by the day and year first above written.

Signed, Sealed and Delivered
in the presence of

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

MAYOR - JOHN ROWSWELL

(seal)

CITY CLERK - DONNA P. IRVING

THE CONTRACTOR

COMPANY NAME

(seal)

SIGNATURE

10(b)

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW NO. 2008-115

OFFICIAL PLAN AMENDMENT: A by-law to adopt Amendment
No. 150 to the Official Plan. (D.S. Urso Surveying Ltd.)

THE COUNCIL of The Corporation of the City of Sault Ste. Marie, pursuant to section 21 of the Planning Act, R.S.O. 1990, chapter P.13 and amendments thereto, ENACTS as follows;

1. The Council hereby adopts Amendment No. 150 to the Official Plan for the Sault Ste. Marie planning area in the form attached hereto.
2. Subject to any referrals under the Planning Act, this by-law shall come into force on the date of its final passing.

Read THREE TIMES and PASSED in open Council this June 9th day of June, 2008.

MAYOR – JOHN ROWSWELL

CITY CLERK – DONNA P. IRVING

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**AMENDMENT NO. 150
TO THE
SAULT STE. MARIE OFFICIAL PLAN**

PURPOSE

This Amendment is an amendment to the Text of the Official Plan as it relates to the Rural Area policies.

LOCATION

Part of the E ½ of NE ¼, Section 3, Township of Parke, located approximately 180m (591') west of Gagnon Road South. Civic No. 2599 Base Line Road. Zoning Map 2-17

BASIS

This Amendment is necessary in view of a request to sever the subject property to create one additional single rural residential lot.

Council now considers it desirable to amend the Official Plan.

DETAILS OF THE ACTUAL AMENDMENT & POLICIES RELATED THERETO

The Official Plan for the City of SSM is hereby amended by adding the following paragraph to the Special Exceptions Section:

"Special Exceptions"

102. Notwithstanding the Rural Area policies of the Official Plan, lands described as Part of the E ½ of NE ¼, Section 3, Township of Parke, located approximately 180m (591') west of Gagnon Road South, Civic No. 2599 Base Line Road, may be used for one (1) additional rural residential lot.

INTERPRETATION

The provisions of the Official Plan as amended from time to time will be applied to this Amendment.

**Prince
Township**

Municipal Boundary

BASE LINE

**Severance
Area**
City

**SUBJECT
PROPERTY**

GAGNON ROAD SOUTH

OFFICIAL PLAN SCHEDULE "C" LAND USE LEGEND

	RESIDENTIAL		INDUSTRIAL		PARKS RECREATIONAL
	COMMERCIAL		INSTITUTIONAL		RURAL AREA

SCHEDULE "A" to AMENDMENT No. 150



10(c)

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW 2008-117

PLANNING: (P.2.1.) A by-law to designate an area of the City of Sault Ste. Marie as an Industrial Community Improvement Project Area.

THE COUNCIL of The Corporation of the City of Sault Ste. Marie, pursuant to Section 28(2) of the Planning Act ENACTS as follows:

1. **INDUSTRIAL COMMUNITY IMPROVEMENT PROJECT AREA**

The Council of the City of Sault Ste. Marie hereby designates as an Industrial Community Improvement Project area the industrially zoned areas which are set out in the attachment as Schedule "A" to this by-law. This designation will allow City Council to consider grants, government loans, tax assistance or other incentives to encourage development or re-development on industrially zoned lands.

2. **SCHEDULE "A"**

Schedule "A" being a document entitled "Sault Ste. Marie Industrial Community Improvement Plan" accepted by Council resolution on May 26, 2008 is attached as a schedule to this by-law.

3. **EFFECTIVE DATE**

This By-law takes effect on the date of its final passing.

READ THREE TIMES and **PASSED** in Open Council this 9th day of June, 2008.

MAYOR – JOHN ROWSWELL

CITY CLERK – DONNA P. IRVING

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CITY OF SAULT STE. MARIE

SAULT STE. MARIE

INDUSTRIAL COMMUNITY IMPROVEMENT PLAN

Legislative Authority

Section 28 of the Planning Act and Section 365.1 of the Municipal Act allows municipalities to issue grants or loans, or provide property tax assistance to registered owners, assessed owners or tenants of lands within a Community Improvement Plan (CIP) Project Area.

Section 28(2) of the Planning Act and Part VII (Implementation) of the City's Official Plan allows City Council to designate the whole or any part of the area covered by the Official Plan as a Community Improvement Project Area. On February 6, 2006 City Council approved By-law 2006-32 to designate the entire municipality as a Community Improvement Project Area.

This Industrial Community Improvement Plan has been prepared as permitted by Section 28(4) of the Planning Act and includes the authority for City Council to make grants or loans, in conformity with the Community Improvement Plan, to registered owners, assessed owners and tenants of lands and buildings within the Community Improvement Project Area for eligible costs as permitted by Section 28(7) of the Planning Act.

Section 28(7.1) Of the Planning Act defines eligible costs to include costs related to environmental site assessment, environmental remediation, development, redevelopment, construction and reconstruction of land and buildings for rehabilitation purposes or for the provision of energy-efficient uses, buildings, structures, works, improvements or facilities.

Public Notice of City Council's intent to adopt the Industrial CIP was published in accordance with Section 28(5) of the Planning Act.

Industrial Community Improvement Project Area

Between 1981 and 2006, the City's manufacturing employment decreased from 12,895 to 4,565 jobs; a loss of nearly 65%. This resulted in population decline and reduced property values throughout the community.

The intent of the Industrial Community Improvement Plan (CIP) is to increase Sault Ste. Marie's competitiveness in attracting major new industrial investment to the community in partnership with senior levels of government.

Specifically, the CIP permits the use of property tax assistance, including grants and loans as an incentive to encourage new industrial investment and

employment within the Community Improvement Project Area. A grant may be provided as a direct payment or as a tax credit.

The Industrial Community Improvement Project Area is shown on Schedule "A." This area includes all vacant and occupied industrially zoned properties within Sault Ste. Marie.

Addressing the Challenge

Since 2003 the City, with financial assistance from both the Federal and Provincial governments, has invested more than \$4 million to acquire property and extend water, sewer, road and rail services in industrial areas. Some of the properties within the Project Area benefit from having direct access to a major truck route, rail service through Algoma Steel and the deep-water port facilities provided by Purvis Marine Limited.

The Industrial CIP permits a financial incentive tool to create new jobs and reverse the recent population decline.

The Project Objectives are:

- To attract significant new industrial investment and employment to Sault Ste. Marie
- To further diversify the local economy
- To increase the municipality's industrial tax base
- To capitalize upon the significant investments that were made to acquire and service some industrial lands within the Project Area.

Relevant Planning Policies and Regulations

Provincial Policy Statement -The Provincial Policy Statement (March, 2005) requires that municipalities:

- Manage and direct land use to achieve efficient development and land use patterns (Section 1.1)
- Promote economic development and competitiveness by planning for, protecting and preserving employment areas for current and future uses (Section 1.3)
- Provide infrastructure and public service facilities in a coordinated, efficient and cost-effective manner to accommodate projected needs. (Section 1.6)
- Long-term economic prosperity should be supported by optimizing the long-term availability and use of land, resources, infrastructure and public

facilities; and by promoting the redevelopment of brownfield sites. (Section 1.7)

The Industrial Community Improvement Plan supports all of these Provincial policies.

Official Plan - The Economic Development Section (Part III) of the City's Official Plan identifies the following goals:

- To ensure that adequate employment opportunities and other financial resources are available to permit all residents to enjoy a good standard of living.
- To identify new wealth creating opportunities.
- To assist local business and other community groups to develop these opportunities.

The Industrial land use section (Part VI) of the City's Official Plan states:

- Where private interests are unable to maintain an acceptable inventory, the City shall acquire and development industrial land. The City may enter into partnerships with private interests for the development and marketing of industrial lands.

The Official Plan also includes a number of specific policies on Industrial Land Use (Section 2.3.3) and designates the entire Project Area as "Industrial" (Schedule C).

The Industrial Community Improvement Plan conforms to the City's Official Plan.

Destiny Sault Ste. Marie - The City's Economic Development Strategy, "Destiny Sault Ste. Marie," identifies six Growth Engines including Traditional And New Industry Development. The goal of this Growth Engine is "to develop and diversify the community's industrial employment base." Various objectives and initiatives were identified including undertaking an aggressive Industrial Marketing Strategy and providing all necessary land and infrastructure in a ready-to-build state at a competitive price. These, and other objectives and initiatives, have either been completed or are well underway. The Industrial CIP furthers the goal, objectives and initiatives associated with Destiny Sault Ste. Marie.

Industrial Land Development Strategy - In 2001, City Council approved an Industrial Land Development Strategy that reviewed a number of properties that may be suitable for industrial development throughout the community. The recommendations included acquiring and servicing both the Yates Avenue

Industrial Area and the Leigh's Bay Road Industrial Area as priorities. Both properties have been purchased and serviced by the City and form part of the Project Area.

Comprehensive Zoning By-law - In October 17, 2005, the City's new comprehensive Zoning By-law came into effect. All of the properties within the Project Area are zoned either "M2" (Medium Industrial) or "M3" (Heavy Industrial).

Industrial CIP Incentive Program

To be eligible for the proposed financial incentive tool described below, the following criteria will be applied:

- Eligible program participants must be primarily involved in technology or the manufacture of goods and materials.
- The participant's operation must be located on property located within the City of Sault Ste. Marie that is zoned industrial in Zoning By-law 2005-150.
- A significant total project investment is required, creating or protecting existing jobs during the program excluding jobs solely associated with construction.

Eligible program participants include registered owners, assessed owners, tenants and assignees as identified in Section 28(7) of the Planning Act.

Subject to City Council approval, the following financial incentive tool (the program) may be used to encourage new development and the rehabilitation of lands and buildings that meets the eligibility criteria within the Project Area:

- Tax assistance equivalent of up to 100 percent of the incremental increase in the municipal portion of the property taxes for up to three years resulting from the development, rehabilitation and reassessment of lands and buildings within the Project Area.

In addition, eligible program participants may apply for cancellation of the educational portion of property taxes through the Province of Ontario's Brownfields Financial Tax Incentives Program (BFTIP). Provision of tax assistance for the education portion of a property tax increase is subject to application by the City to the Ministry of Municipal Affairs and Housing. Provision of the tax assistance for the educational portion of a property tax increase is limited to those costs associated with remediation.

Administration

Project incentives available under this Community Improvement Plan will be administered by a committee with representation from the City's Department of Engineering & Planning, Finance Department and Economic Development Corporation. Final approval of any assistance is subject to City Council authorization.

- An application to the City must be received prior to the application for a building permit for the project to be considered under the program.
- Property taxes must not be in arrears at the time of application.
- If the property is under an assessment appeal, the application will be held in abeyance until the appeal is resolved.
- Applicants must agree to not file a property tax appeal while receiving a grant or rebate under this program.
- The property will not be eligible for a vacancy rebate during the program.
- Should the project fail to meet the eligibility requirements during the program, the full amount of property taxes including interest will become due and payable as if no incentives had been approved.
- Approved project incentives are applicable to the registered owner and the municipal tax assistance portion is assignable to any person to whom such an owner has assigned the right to receive the incentives such as a tenant or other assignee.
- This program may be used in combination with any other program provided that the total amount of assistance provided does not exceed the eligible costs.
- This program will remain in effect for five years but may be extended by City Council subject to appropriate review and notice.

Where the program is approved for use, the following conditions apply:

- The tax assistance is based upon increases in property taxes as a result of development and rehabilitation, and is not based on occupancy or changes in occupancy.
- The maximum assistance will be calculated based on the difference between the assessed value of the property prior to the date of the application for building permit and the assessed value at occupancy.

- The municipal portion of the tax assistance will be calculated after tax capping calculations have been applied as required by Part 9 of the Municipal Act.
- If the property is sold, conveyed, assigned or otherwise transferred in whole or in part before the program lapses no further assistance shall be given by the City. Nothing in this section prevents the City from entering into a new agreement with any subsequent owners of the property to receive the balance of the assistance under this program.

City Council will review this Community Improvement Plan at regular intervals to ensure that the intent and project objectives are being met. City Council may discontinue or modify all or part of the program incentives without a formal amendment to the Community Improvement Plan, provided that the variation does not exceed the original maximum credit allowed.

If a court of competent jurisdiction declares any section or part of a section of this by-law to be invalid, such section or part thereof, shall not be construed as having persuaded or influenced City Council to pass the remainder of the bylaw, and it is hereby declared that the impugned section shall be severable and distinct from the remainder of the by-law, and the remainder of the by-law shall be valid and remain in force.

THE CORPORATION OF THE CITY OF SAULT STE. MARIE**BY-LAW 2008-116**

REGULATIONS: (R.1.21.) being a by-law to amend By-law 80-200 and By-law 4100 dealing with the exemption from the noise control by-laws for the Canadian Cancer Society's Annual Relay for Life Event .

The Council of the Corporation of the City of Sault Ste. Marie pursuant to Section 129 of the Municipal Act, 2001, S.O. 2001 c. 25 ENACTS as follows:

1. **EXEMPTION FROM NOISE CONTROL BY-LAWS**

Despite the provisions of By-law 80-200 and By-law 4100, and in conjunction with the Relay for Life event being held on June 13th and 14th, 2008 at the John Rhodes Community Centre, the provisions of the noise control by-laws are waived commencing Friday, June 13th, 2008 at 7:00 p.m. up to Saturday, June 14th, 2008 at 8:00 a.m.

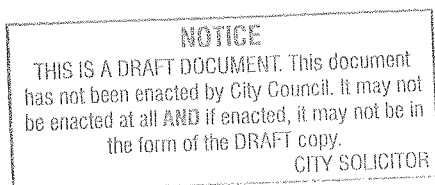
2. **EFFECTIVE DATE**

This by-law takes effect on June 13th and June 14th, 2008.

Read THREE times and PASSED in open Council this 9th day of June, 2008.

MAYOR – JOHN ROWSWELL

CITY CLERK – DONNA IRVING



10(e)

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW NO. 2008-104

TAXI: (P.3.3.) a by-law to amend the Taxi By-law 2005-154.

THE COUNCIL of the Corporation of the City of Sault Ste. Marie hereby ENACTS as follows:

1. SECTIONS 65.2 and 67.2 TO PART X OF BY-LAW 2005-154 REPEALED

Section 65.2 and 67.2 to Part X of By-law 2005-154 are hereby repealed and replaced with the following:

"65.2 The rates charged by the owners or drivers of taxi cabs shall be within the ranges allowed by Tariff "B". The rates charged by owners or drivers of limousines shall be in accordance with Tariff "C".

67.2 Owners/Brokers who choose to change the drop rate or the meter rate within the range authorized in Tariff "B" shall first provide two (2) weeks written notice to the Chief of Police."

2. TARIFF "B" TO BY-LAW 2005-154 AMENDED

Subsections entitled "By Meter – Taxicabs", "By the Hour – Taxicabs" and "Notice" to Tariff "B" of By-law 2005-154 are repealed and replaced with the following:

"BY METER – TAXICABS

For the first one tenth of a kilometre or part thereof.....Minimum of \$3.90

A range for each additional one-fifteenth to one-twentieth five kilometre...\$.10

For waiting time, while under engagement, for each 15 seconds including time vehicle stopped in traffic, and not to include a three minute grace period while waiting on a call at a private residence.....\$0.125

Baggage, for each parcel other than hand luggage if carried inside the vehicle with the passenger.....no charge.

Such rates and fares under this part to include five percent (5%) Goods and Services Tax.

BY THE HOUR – TAXICABS

For the first hour or part thereof.....\$30.00

For each additional 15 minutes or part thereof.....\$ 7.50

Baggage, for each parcel other than hand luggage if carried inside the vehicle with the passenger.....\$.50

Such rates and fares under this party to include five percent (5%) Goods and Services Tax

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NOTICE

All rates or fares under Tariff "B" are to include five percent (5%) Goods and Services Tax.

The owner or driver shall ensure that in all vehicles licensed under By-law 2005-154 and subject to rates and fares under Tariff "B", a notice is displayed informing the passenger that the Tariff includes ALL applicable taxes."

3. TARIFF "C" TO BY-LAW 2005-154 REPEALED

Tariff "C" to By-law 2005-154 concerning Rates and Fares for Limousines is repealed and replaced with the following:

"Limousine drivers or operators shall charge an hourly minimum of \$90.00 at a minimum of one half hour service.

NOTICE

All rates and fares under Tariff "C" to include five percent (5%) Goods and Services Tax.

The owner or driver shall ensure that in all vehicles licensed under By-law 2005-154 and subject to rates outlined in Tariff "C" informing the passenger that the tariff includes ALL applicable taxes."

4. EFFECTIVE DATE

By-law 2008-104 takes effect on the day of its final passing.

Read THREE times and PASSED in open Council this 9th day of June, 2008.

MAYOR – JOHN ROWSWELL

CITY CLERK – DONNA P. IRVING

THE CORPORATION OF THE CITY OF SAULT STE. MARIE**BY-LAW 2008-110**

TEMPORARY STREET CLOSING: (S.2.) A by-law to permit the temporary street closing of Doncaster Road to permit a street gathering.

THE COUNCIL of the Corporation of the City of Sault Ste. Marie pursuant to Section 11 of the Municipal Act, 2001, S.O. 2001, c. 25 and amendments thereto **ENACTS** as follows:

1. **TEMPORARY STREET CLOSING OF DONCASTER ROAD FROM 85 NICHOL AVENUE TO 403 DONCASTER ROAD**

Council hereby authorizes the closing to vehicular traffic of Doncaster Road from 85 Nichol Avenue to 403 Doncaster between the hours of 12 noon to 12 midnight on August 9, 2008 to facilitate a neighbourhood street gathering.

2. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

READ THREE TIMES and PASSED in Open Council this 9th day of June, 2008.

MAYOR – JOHN ROWSWELL

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CITY SOLICITOR

CITY CLERK-DONNA IRVING

THE CORPORATION OF THE CITY OF SAULT STE. MARIE**BY-LAW NO. 2008-111**

TEMPORARY STREET CLOSING: (S.2.) A by-law to permit the temporary closing of Queen Street from East Street to Dennis Street to facilitate the annual summer late night shopping event.

THE COUNCIL of the Corporation of the City of Sault Ste. Marie pursuant to Section 11 of the Municipal Act, 2001, S.O. 2001, c. 25 and amendments thereto **ENACTS** as follows:

1. **TEMPORARY CLOSING OF QUEEN STREET**

The Council hereby authorizes the closing to vehicular traffic of Queen Street from East Street to Dennis Street on Thursday, July 18th, 2008 from 6:30 p.m. to 12:00 a.m. midnight to facilitate various activities for the annual late night shopping event.

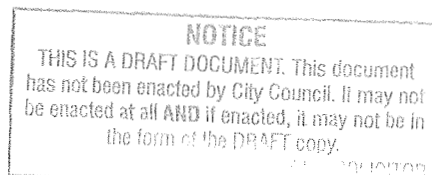
2. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

READ THREE times and **PASSED** in open Council this 9th day of June, 2008.

MAYOR – JOHN ROWSWELL

CLERK – DONNA P. IRVING



10(h)

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW 2008-112

TEMPORARY STREET CLOSING: (S.2.) A by-law to permit the temporary street closing of various streets to facilitate Rotaryfest 2008 on July 19, 2008.

THE COUNCIL of the Corporation of the City of Sault Ste. Marie pursuant to Section 11 of the Municipal Act, 2001, S.O. 2001, c. 25 and amendments thereto **ENACTS** as follows:

1. **TEMPORARY STREET CLOSING OF VARIOUS STREETS**

The Council of the Corporation of the City of Sault Ste. Marie hereby authorizes the closing to vehicular traffic of the following streets to facilitate the Rotaryfest 2008:

- (a) Russ Ramsay Way south of the entrance into the Senior Drop-In Centre parking lot; Foster Drive, east of the Civic Centre south parking lot on July 19, 2008 from 7:00 a.m. to 5:30 p.m.
- (b) Queen Street East from Simpson Street to Gore Street on July 19, 2008 from 10:30 a.m. to 1:00 p.m.
- (c) Simpson Street from Wellington Street to Queen Street East on July 19, 2008 from 10:00 a.m. to 12:00 noon.
- (d) Queen Street East from Churchill Boulevard to Simpson Street on July 19, 2008 from 9:00 a.m. to approximately 12:00 noon.
- (e) Queen Street between East and Brock Streets on July 19, 2008 from 1:00 p.m. to 12:00 a.m.

2. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

READ THREE TIMES and PASSED in Open Council this 9th day of June, 2008.

MAYOR – JOHN ROWSWELL

CITY CLERK – DONNA IRVING

NOTICE
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CITY SOLICITOR

10(i)

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW 2008-114

TEMPORARY STREET CLOSING: (S.2.) A by-law to permit the temporary street closing of Korah Road from Moss Road to Cooper Street.

THE COUNCIL of the Corporation of the City of Sault Ste. Marie pursuant to Section 11 of the Municipal Act, 2001, S.O. 2001, c. 25 and amendments thereto **ENACTS** as follows:

1. **TEMPORARY STREET CLOSING OF RETTA STREET**

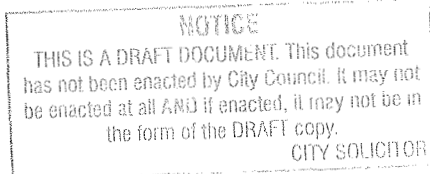
The Council of the Corporation of the City of Sault Ste. Marie hereby authorizes the closing to vehicular traffic of Korah Road from Moss Road to Cooper Street from June 15, 2008 until October 30, 2008.

2. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

READ THREE TIMES and PASSED in Open Council this 9th day of June, 2008.

MAYOR – JOHN ROWSWELL



CLERK – DONNA P. IRVING

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW 2008-118

LICENSING: (L.3.1.) - A by-law to prohibit vendors from locating near the grounds of Rotaryfest 2008.

The Council of the Corporation of the City of Sault Ste. Marie pursuant to the provisions of the Municipal Act ENACTS as follows:

1. **VENDORS PROHIBITED**

Despite the provisions of By-laws 3306 and 84-195, during July 12th - 20th, 2008 vendors licensed under those by-laws shall not locate on:

- (i) Russ Ramsay Way south of the entrance to the Senior Drop In Centre;
- (ii) Foster Drive from Russ Ramsay Way to the east entrance to the south Civic Centre parking lot;
- (iii) On the south side of Bay Street between Brock and East Streets, including the sidewalk;
- (iv) Lower East Street south of Bay Street.

2. **EFFECTIVE DATE**

This by-law is effective on the final date of its passing.

READ THREE TIMES and PASSED in Open Council this 9th day of June, 2008.

MAYOR – JOHN ROWSWELL

CITY CLERK - DONNA P. IRVING

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