

AGENDA

REGULAR MEETING OF CITY COUNCIL

2012 03 05

4:30 P.M.

COUNCIL CHAMBERS

1. ADOPTION OF MINUTES

Mover: Councillor P. Mick

Second: Councillor L. Turco

Resolved that the Minutes of the Regular Council Meeting of 2012 02 21 be approved.

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

3. APPROVE AGENDA AS PRESENTED

Mover: Councillor B. Watkins

Second: Councillor R. Niro

Resolved that the Agenda for 2012 03 05 City Council meeting as presented be approved.

4. DELEGATIONS/PROCLAMATIONS

- a) Mike Peski, President, Canadian Adult Recreational Hockey Association (CARHA) will be in attendance concerning proclamation – Adult Recreational Hockey Week.
- b) Mike Delfre, Chair, Sault Ste. Marie Easter Seals Telethon and Jacob Causley-Wilkins, 2011 Easter Seals Provincial Ambassador will be in attendance concerning proclamation – March is Easter Seals Month.
- c) Anna Lucic, Volunteer for Red Cross will be in attendance for proclamation, March is Red Cross Month.

- d) Janine Brodie, Habitat for Humanity will be in attendance concerning agenda item 5.(j).
- e) Mike Delfre and Hugh McDonald, Bushplane Heritage Centre will be in attendance concerning agenda item 5.(c).
- f) Glen Martin, POD Generating Group will be in attendance concerning agenda item 5.(d).
- g) Rick Talvitie, AECOM Canada Ltd. will be in attendance concerning agenda item 5.(h).
- h) Terry Greco, VP Financial Services and Dominic Parella, VP Operations and Engineering, PUC Inc. will be in attendance concerning agenda item 6.(8)(a).

PART ONE – CONSENT AGENDA

5. COMMUNICATIONS AND ROUTINE REPORTS OF CITY DEPARTMENTS, BOARDS AND COMMITTEES

Mover: Councillor P. Mick

Seconder: Councillor L. Turco

Resolved that all the items listed under date 2012 03 05 – Part One – Consent Agenda be approved as recommended.

- a) Correspondence from AMO, OGRA, and FONOM is attached for the information of Council.
- b) An article from the Toronto Star titled "Ontario Municipalities Struggle with Cost of Essential Services" is attached for the information of Council.
- c) Correspondence from Canadian Bushplane Heritage Centre is attached for the consideration of Council.

Mover: Councillor P. Mick

Seconder: Councillor R. Niro

Whereas the Bushplane Museum is an important component tourism infrastructure in Sault Ste. Marie and Algoma District; and

Whereas the Bushplane Museum receives an annual grant of \$75,000 from the City to assist with operating costs including property taxes which they pay back in the approximate amount of \$43,600; and

Whereas the Bushplane Museum is reviewing its business plan to improve the long term operating viability of this important tourism destination, including discussions with other tourism properties; and

Whereas the Bushplane Museum requires additional assistance in 2012 during their business plan review process;

Now Therefore Be It Resolved that City Council provide the Bushplane Museum with an additional one time funding amount of \$40,000 in 2012 and that funding source be identified by staff in the upcoming 2012 budget process; and Further that the Bushplane Museum updates City staff on its progress with its business plan review.

- d) An excerpt from the "Sault Ste. Marie Smart Energy Strategy" is attached for the consideration of Council.

Mover: Councillor S. Butland

Seconder: Councillor T. Sheehan

Whereas Pod (Pod Generating Group) has shown previous commitment to Alternative Energy (solar farms) and sustainability (pod challenge); and

Whereas Pod has promoted Sault Ste. Marie and its energy attributes on the provincial, national and international scene; and

Whereas Pod's proposal to implement a pilot micro grid project fully aligns with the concept as recommended by Parker Venture Management Inc. in the Sault Ste. Marie Smart Energy Strategy paper tabled on February 6, 2012 (as attached); and

Whereas Pod is prepared to invest \$6,000,000 towards the initiative and also bring to Sault Ste. Marie the most advanced microgrid technology; and

Whereas yearlong discussions have been held with the Ministry of Energy regarding this project and an application for a \$6,000,000 funding application to the Smart Grid Fund is presently being considered for approval (PUC, Pod and Innovation Centre being signatories to the application); and

Whereas the \$12,000,000 investment would place Sault Ste. Marie at the forefront of smart grid technology with potential of creating a full-scale commercial micro-grid;

Now Therefore Be It Resolved that Council lends it strongest support for the proposed initiative in principle and requests MPP David Oraziotti to arrange a meeting with the Minister of Energy, Chris Bentley to receive and consider our support with a view to allowing this important project to proceed in Sault Ste. Marie.

- e) A letter of request for a temporary street closing is attached for the consideration of Council.

Lake Street from Queen Street East to Bellevue Park entrance;
June 9, 2012 from 7:00 a.m. to 6:00 p.m.;
in conjunction with the Dragon Boat Festival.

The relevant By-law 2012-44 is listed under Item 10 of the Agenda and will be read with all other by-laws listed under that item.

- f) **Staff Travel**

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

Mover: Councillor B. Watkins

Seconder: Councillor L. Turco

Resolved that the report of the Chief Administrative Officer dated 2012 03 05 concerning Staff Travel requests be approved as requested.

g) Quotation – Purchase of One (1) Compact Car – Engineering Department

A report of the Manager of Purchasing is attached for the consideration of Council.

Mover: Councillor B. Watkins

Seconder: Councillor R. Niro

Resolved that the report of the Manager of Purchasing dated 2012 03 05 be endorsed and the quotation for the Purchase of One (1) Compact Car, required by the Engineering and Planning Department, be awarded as recommended.

h) Solid Waste Management Environmental Assessment

A report of the Land Development and Environmental Engineer is attached for the consideration of Council.

Mover: Councillor P. Mick

Seconder: Councillor L. Turco

Resolved that the report of the Land Development and Environmental Engineer dated 2012 03 05 concerning Solid Waste Management Environmental Assessment be received as information.

i) 2011 Building Division Annual Fee Report

A report of the Chief Building Official is attached for the consideration of Council.

Mover: Councillor P. Mick

Seconder: Councillor R. Niro

Resolved that the report of the Chief Building Official dated 2012 03 05 concerning 2011 Building Division Annual Fee Report be received as information.

j) Proposal to Declare Surplus and Transfer to Habitat for Humanity, Property at 229 Bloor Street

A report of the City Solicitor is attached for the consideration of Council.

The relevant By-law 2012-41 is listed under Item 10 of the Agenda and will be read with all other by-laws listed under that item.

k) Request from Algoma District School Board – Easement over Penhorwood Park Property – 7m for Outlet Pipe

A report of the City Solicitor is attached for the consideration of Council.

The relevant By-law 2012-35 is listed under Item 10 of the Agenda and will be read with all other by-laws listed under that item.

l) **1187839 Ontario Inc. – 843 Great Northern Road and 605 Third Line East – By-law 2011-129**

A report of the City Solicitor is attached for the consideration of Council.

Mover: Councillor B. Watkins

Seconder: Councillor L. Turco

Resolved that the report of the City Solicitor dated 2012 03 05 concerning 1187839 Ontario Inc. – 843 Great Northern Road and 605 Third Line East – By-law 2011-129 be received as information.

m) **License Agreement Between City and Her Majesty the Queen in Right of Ontario as Represented by the Minister of Infrastructure**

A report of the City Solicitor is attached for the consideration of Council.

The relevant By-law 2012-42 is listed under Item 10 of the Agenda and will be read with all other by-laws listed under that item.

n) **Transit Operational Review – Recommendation for Re-design of the Cedar Heights Bus Route**

A report of the Manager of Transit and Parking is attached for the consideration of Council.

Mover: Councillor B. Watkins

Seconder: Councillor R. Niro

Resolved that the report of the Manager of Transit and Parking dated 2012 03 05 concerning Cedar Heights Bus Route Re-design be accepted and the proposed re-routing and implementation of the Cedar Heights bus route be approved.

o) **Traffic Calming/Traffic Management Policy**

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

Mover: Councillor P. Mick

Seconder: Councillor L. Turco

Resolved that the report of the Deputy Commissioner, Public Works and Transportation dated 2012 03 05 concerning Traffic Calming/Traffic Management Policy be accepted and the policy be approved.

p) **Recycling Contract Extension – Green Circle Environmental**

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

The relevant By-law 2012-43 is listed under Item 10 of the Agenda and will be read with all other by-laws listed under that item.

PART TWO – REGULAR AGENDA

6. REPORTS OF CITY DEPARTMENTS, BOARDS AND COMMITTEES

- (1) ADMINISTRATION**
- (2) COMMUNITY SERVICES DEPARTMENT**
- (3) ENGINEERING**
- (4) FIRE**
- (5) LEGAL**
- (6) PLANNING**

- a) Application No. A-8-12-OP – Peggy and Frank Naccarato – 790 Town Line Road**

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

Mover: Councillor P. Mick

Seconder: Councillor R. Niro

Resolved that the report of the Planning Division dated 2012 03 05 concerning Application No. A-8-12-OP – Peggy and Frank Naccarato be received and the recommendation that the request for an amendment to the City of Sault Ste. Marie Official Plan, by way of a Special Exception to facilitate the severance of three (3) rural residential lots be denied.

- (7) PUBLIC WORKS AND TRANSPORTATION**

- (8) BOARDS AND COMMITTEES**

- a) Public Utilities Commission of the City of Sault Ste. Marie – Financial Plan for Water Supply**

A draft report of the Public Utilities Commission is attached for the consideration of Council.

Mover: Councillor B. Watkins

Seconder: Councillor L. Turco

Resolved that the draft report of the Public Utilities Commission dated 2012 02 09 concerning Financial Plan for Water Supply Services be received as information.

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

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 TO BE PASSED which do not require more than a simple majority.

AGREEMENTS

a) **2012-42**

A by-law to authorize a License agreement between the City and Her Majesty the Queen in Right of Ontario as represented by the Minister of Infrastructure for the purpose of using a portion of 64 Church Street for the Hub Trail.

A report from the City Solicitor is on the agenda.

b) **2012-43**

A by-law to authorize an agreement between the Corporation of the City of Sault Ste. Marie and Green Circle Environmental Inc. dated March 5, 2012.

A report from the Deputy Commissioner of Public Works and Transportation is on the agenda.

EASEMENT

c) **2012-35**

A by-law to authorize an easement to the Algoma District School Board over a portion of Penhorwood Park for a storm sewer outlet pipe.

A report from the City Solicitor is on the agenda.

PROPERTY TRANSFER

2012-41

d) A by-law to authorize the transfer of surplus property located at 229 Bloor Street to Habitat for Humanity.

A report from the City Solicitor is on the agenda.

TEMPORARY STREET CLOSING

2012-44

- e) A by-law to permit the temporary closing of Lake Street from Queen Street East to the Bellevue Park entrance to facilitate the Dragon Boat Festival on June 9, 2012.

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

11. ADDENDUM TO THE AGENDA

12. ADJOURNMENT

Mover: Councillor P. Mick

Seconder: Councillor R. Niro

Resolved that this Council now adjourn.

MINUTES

REGULAR MEETING OF CITY COUNCIL

2012 02 21

4:30 P.M.

COUNCIL CHAMBERS

Present: Mayor D. Amaroso, Councillors L. Turco, S. Butland, S. Myers, M. Bruni, J. Krmpotich, B. Watkins, R. Niro, P. Christian, F. Fata, T. Sheehan, F. Manzo, P. Mick

Officials: J. Fratesi, M. White, N. Kenny, L. Girardi, N. Apostle, B. Freiburger, J. Dolcetti, M. Zuppa, C. Taddo, D. McConnell, J. Luszka, J. Cain, F. Coccimiglio

1. ADOPTION OF MINUTES

Moved by: Councillor S. Myers

Seconded by: Councillor F. Fata

Resolved that the Minutes of the Regular Council Meeting of 2012 02 06 be approved. CARRIED

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

3. APPROVE AGENDA AS PRESENTED

Moved by: Councillor S. Myers

Seconded by: Councillor M. Bruni

Resolved that the Agenda for 2012 02 21 City Council meeting as presented be approved. CARRIED

4. DELEGATIONS/PROCLAMATIONS

- a) Sandra Houston, Arts Council of Sault Ste. Marie was in attendance concerning Proclamation – Youth Arts Week.
- b) Dr. Robert Ewing was in attendance to receive the 2011 Heritage Community Recognition Award for Lifetime Achievement.

- c) Kelly Marshall, Chair, Municipal Heritage Committee was in attendance concerning agenda item 6.(8)(a) – 2011 Heritage Award was presented to the Fiser family – Algonquin Hotel.
- d) Emily Hillstrom was in attendance to update Council on her activities as Miss Sault Ste. Marie and the Miss North Ontario Regional Canada Pageant.

Moved by: Councillor S. Myers

Seconded by: Councillor T. Sheehan

Whereas Emily Hillstrom is Miss Sault Ste. Marie for 2012 and a candidate for the Miss North Ontario Regional Canada Pageant 2012; and

Whereas the pageant has a focus related to the promotion of tourism within Northern Ontario municipalities; and

Whereas the role offers an opportunity to be an ambassador for Sault Ste. Marie; and

Whereas Sault Ste. Marie is celebrating a special 100th anniversary year in 2012 and invites everyone to visit Sault Ste. Marie;

Now Therefore Be It Resolved that City Council and Tourism Sault Ste. Marie extend best wishes and good will support to Emily in her efforts. CARRIED

- e) Nick Parker, Parker Venture Management and Tom Vair, Executive Director, Sault Ste. Marie Innovation Centre were present concerning agenda item 6.(8)(b).
- f) Tom Dodds, Chief Executive Officer, Economic Development Corporation was in attendance concerning agenda item 6.(2)(a).
- g) Bud Wildman and Tiana Wildman, Co-chairs, 2011 United Way Campaign will be in attendance concerning 2011 United Way Campaign.

PART ONE – CONSENT AGENDA

5. COMMUNICATIONS AND ROUTINE REPORTS OF CITY DEPARTMENTS, BOARDS AND COMMITTEES

Moved by: Councillor T. Sheehan

Seconded by: Councillor F. Fata

Resolved that all the items listed under date 2012 02 21 – Part One – Consent Agenda and Addendum #1 be approved as recommended. CARRIED

- a) Correspondence from AMO was received by Council.
- b) Correspondence from the Town of Halton Hills (concerning paving highway shoulders) was received by Council.

- c) Correspondence from Mayor Debbie Amaroso addressed to Premier Dalton McGuinty concerning recommendations contained in the Drummond Report was received by Council.
- d) Correspondence from the Historic Sites Board regarding the proposed Heritage Discovery Centre was received by Council.
- e) A letter requesting permission for a private property liquor license extension was received by Council.

Moved by: Councillor T. Sheehan

Seconded by: Councillor M. Bruni

Resolved that City Council has no objection to the proposed extended licensed area as detailed in the written request for a liquor license extension on private property for an outdoor event on the following stated date and times:

Docks Riverfront Grill, 89 Foster Drive

Canada Day – July 1, 2012 from 12:00 noon to 2:00 a.m. (July 2)

Independence Day – July 4, 2012 from 12:00 noon to 2:00 a.m. (July 5);

CARRIED

- f) A letter of request for temporary street closings was received by Council.

Bay St. from Tancred St. to Spring St.

Queen St. E. from Dennis St. to Elgin St.

Dennis St. from Bay St. to Queen St. E.

Bruce St. from Bay St. to Queen St. E.

Elgin St. from Bay St. to Queen St. E.

St. Mary's River Dr. from Foster Dr. to Bay St.

Foster Dr. from St. Mary's River Dr. to Spring St.;

Sunday, March 4, 2012 from 7:00 p.m. to 8:30 p.m. to facilitate opening ceremonies parade for the CARHA Hockey World Cup 2012.

The relevant By-law 2012-38 is listed under Item 10 of the Minutes.

- g) A letter of request for temporary street closings was received by Council.

Foster Dr. from Spring St. to Elgin St.;

June 29 and 30, 2012 from 7:00 a.m. to 12:00 midnight for the purpose of Ride for Sight fundraiser.

The relevant By-law 2012-40 is listed under Item 10 of the Minutes.

- h) **Staff Travel**

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

Moved by: Councillor S. Myers

Seconded by: Councillor F. Fata

Resolved that the report of the Chief Administrative Officer dated 2012 02 21 concerning Staff Travel requests be approved as requested. CARRIED

i) **Drummond Report**

The report of the Commissioner of Finance and Treasurer was received by Council.

Moved by: Councillor S. Myers

Seconded by: Councillor M. Bruni

Resolved that the report of the Commissioner of Finance and Treasurer dated 2012 02 21 concerning the Drummond Report be received as information. CARRIED

j) **Memorandum of Settlement 2012–2015 CUPE Local 67 Civic Centre Group**

The report of the Commissioner of Human Resources was received by Council.

The relevant By-law 2012-39 is listed under Item 10 of the Minutes.

k) **Use of Roberta Bondar Pavilion for 2012 CARHA Hockey World Cup**

The report of the Commissioner of Community Services was received by Council.

Moved by: Councillor T. Sheehan

Seconded by: Councillor F. Fata

Resolved that the following requests to hold Special Occasion Permit events at a municipal facility on the stated dates and times be endorsed by City Council:

Roberta Bondar Pavilion

2012 CARHA Hockey World Cup

March 4 to March 9, 11:00 a.m. – 11:00 p.m.; CARRIED

l) **2012 Cultural Financial Assistance Grants**

The report of the Manager of Recreation and Culture was received by Council.

Moved by: Councillor T. Sheehan

Seconded by: Councillor M. Bruni

Resolved that the report of the Manager of Recreation and Culture dated 2012 02 21 concerning 2012 Cultural Financial Assistance Grants be accepted and that Council approve the recommended grants outlined in the report subject to Council confirming the 2012 core budget request of \$53,400. CARRIED

m) **Request for Financial Assistance for National/International Sports Competitions – Richard MacLennan – Speed Skating**

The report of the Manager of Recreation and Culture was received by Council.

Moved by: Councillor S. Myers

Seconded by: Councillor F. Fata

Resolved that the report of the Manager of Recreation and Culture dated 2012 02 21 concerning Request for Financial Assistance for National/International Sports Competitions be accepted and the recommendation to provide a \$200 grant to Richard MacLennan (ISU World Cup Speed Skating Championships) be approved. CARRIED

n) **Smoking By-law 2003-7**

The report of the Assistant City Solicitor was received by Council.

The relevant By-law 2012-37 is listed under Item 10 of the Minutes.

o) **PUC Inc. – 2011 Fourth Quarter Shareholder Report**

The report of the President and C.E.O., PUC Inc. was received by Council.

Moved by: Councillor S. Myers

Seconded by: Councillor M. Bruni

Resolved that the report of the President and C.E.O., PUC Inc. dated 2012 01 31 concerning 2011 Fourth Quarter Shareholder Report be accepted as information. CARRIED

PART TWO – REGULAR AGENDA

6. REPORTS OF CITY DEPARTMENTS, BOARDS AND COMMITTEES

(1) ADMINISTRATION

(2) COMMUNITY SERVICES DEPARTMENT

- a) The report of the Commissioner of Community Services was received by Council.

Moved by: Councillor T. Sheehan

Seconded by: Councillor F. Fata

Resolved that the report of the Commissioner of Community Services dated 2012 02 21 concerning Historic/Religious Grotto Development on Prince Island in Bellevue Park be received as information. CARRIED

Moved by: Councillor S. Butland

Seconded by: Councillor P. Christian

Resolved that Council not approve the proposed Grotto development at Bellevue Park. CARRIED

Recorded Vote:

For: Mayor D. Amaroso, Councillors L. Turco, S. Butland, S. Myers, M. Bruni, J. Krmpotich, B. Watkins, R. Niro, P. Christian, T. Sheehan, F. Manzo, P. Mick

Against: Councillor F. Fata

(3) ENGINEERING

(4) FIRE

(5) LEGAL

(6) PLANNING

(7) PUBLIC WORKS AND TRANSPORTATION

(8) BOARDS AND COMMITTEES

- a) **Sault Ste. Marie Municipal Heritage Committee – Heritage Award 2011**

The report of the Chair, Sault Ste. Marie Municipal Heritage Committee was received by Council.

Moved by: Councillor T. Sheehan

Seconded by: Councillor M. Bruni

Resolved that the report of the Chair, Sault Ste. Marie Municipal Heritage Committee dated 2012 02 21 concerning Heritage Award 2011 be accepted and further that City Council expresses its sincere congratulations to the Fiser Family (Algonquin Hotel) in being selected as the recipient of the 2011 Heritage Award. CARRIED

b) **Sault Ste. Marie's Smart Energy Strategy**

The report of the consultant was received by Council.

Moved by: Councillor S. Butland

Seconded by: Councillor T. Sheehan

Whereas Sault Ste. Marie has declared itself to be the Alternative Energy Capital of North America; and

Whereas the City in collaboration with the Innovation Centre has commissioned a study to develop a "Smart (Alternative) Energy Strategy"; and

Whereas the recommendations presented by Parker Venture Management will require consideration and reaction by various parties including appropriate City staff as to specific City involvement;

Now Therefore Be It Resolved that Council accepts the study's recommendations as information with approval in principle to proceed with the planning of the implementation of these recommendations. CARRIED

*It is anticipated that an application to the Economic Diversification Fund will be forwarded to the Economic Development Corporation Board and subsequently to Council for their approval.

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

Seconded by: Councillor M. Bruni

Resolved that all by-laws listed under Item 10 of the Agenda under date February 21, 2012 be approved. CARRIED

Moved by: Councillor T. Sheehan

Seconded by: Councillor M. Bruni

Resolved that By-law 2012-36 being a by-law to amend Sault Ste. Marie Zoning By-laws 2005-150 and 2005-151 concerning lands located at 390 Sydenham Road (Merlino) be PASSED in open Council this 21st day of February, 2012. CARRIED

Moved by: Councillor T. Sheehan

Seconded by: Councillor M. Bruni

Resolved that By-law 2012-37 being a by-law to amend By-law 2003-7 (a by-law to regulate smoking in public places) be PASSED in open Council this 21st day of February, 2012. CARRIED

Moved by: Councillor T. Sheehan

Seconded by: Councillor M. Bruni

Resolved that By-law 2012-38 being a by-law to permit the temporary closing of various streets to facilitate the opening ceremonies of the CARHA Hockey World Cup 2012 Parade of Athletes on Sunday March 4th, 2012 be PASSED in open Council this 21st day of February, 2012. CARRIED

Moved by: Councillor T. Sheehan

Seconded by: Councillor M. Bruni

Resolved that By-law 2012-39 being a by-law to authorize an agreement between the City and Local 67 Canadian Union of Public Employees for the term commencing February 1, 2012 to January 31, 2015 be PASSED in open Council this 21st day of February, 2012. CARRIED

Moved by: Councillor T. Sheehan

Seconded by: Councillor M. Bruni

Resolved that By-law 2012-40 being a by-law to permit the temporary closing of Foster Drive from Spring Street to Elgin Street to facilitate "Ride for Sight" on June 29th and 30th, 2012 be PASSED in open Council this 21st day of February, 2012. CARRIED

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

Moved by: Councillor P. Christian

Seconded by: Councillor J. Krmpotich

Resolved that Council shall now go into Caucus to consider:

1. The proposed disposition of property on McNabb Street; and
 2. The proposed disposition of properties on Bloor Street and Peoples Road;
and
 3. The potential disposition of city assets; and
 4. A legal matter concerning potential litigation; and
- Further Be It Resolved that should the said Caucus meeting be adjourned, Council may reconvene in Caucus to continue to discuss the same matters without the need for a further authorizing resolution. CARRIED

12. ADDENDUM TO THE AGENDA

13. ADJOURNMENT

Moved by: Councillor T. Sheehan
Seconded by: Councillor F. Fata
Resolved that this Council now adjourn. CARRIED

DEBBIE AMAROSO
MAYOR

MALCOLM WHITE
CITY CLERK

Malcolm White

From: communicate@amo.on.ca
Sent: February 27, 2012 1:24 PM
To: Malcolm White
Subject: AMO breaking news re Premier recommit to honour upload agreement

TO THE IMMEDIATE ATTENTION OF THE CLERK AND COUNCIL

February 27, 2012

Premier Re-Commits to Honour Upload Agreement

Today at the 2012 ROMA/OGRA Combined Conference, Ontario Premier Dalton McGuinty reaffirmed his Government's commitment to the upload Agreement.

Under the Agreement signed between Ontario, AMO and the City of Toronto in 2008, over \$1.5 billion in annual Provincial costs for social assistance and court security would be uploaded from the municipal property tax base by 2018. The Agreement also says that as the upload occurs, the social programs component of the Ontario Municipal Partnership Fund (OMPF) would go down. Accordingly, OMPF funding would be reduced to about \$500 million by 2016, as agreed to in 2008.

The Premier indicated that next month's Ontario Budget will not include a new permanent fund for roads and bridges. Last August, he committed to providing this funding, without giving a deadline. Today he told delegates that, in light of the \$16 billion deficit, education funding would take priority over infrastructure in 2012.

The Premier stated that he was prepared to engage in a conversation with municipalities regarding the Drummond report recommendations about creating efficiencies in the delivery of public services. In response, AMO President Gary McNamara told reporters that municipal leaders welcomed the opportunity to be consulted, and that the municipal community could provide useful advice that would help the Province to reduce costs, improve service delivery and achieve greater efficiency.

The Premier also referenced the Feed In Tariff Program, or FIT Program. AMO made recommendations to the Province last Fall. The Premier said that changes to it were coming and that some of AMO's recommendations would be included. However, no details were given at this time. AMO's FIT Program submission is available at www.AMO.on.ca.

It is helpful to know that the upload agreement will be honoured as we prepare for the release of a pivotal Provincial Budget, about a month from now. AMO will provide members with detailed analysis, on Budget day and following it.

AMO Contact: Pat Vanini, Executive Director, AMO, email: pvanini@amo.on.ca, (416) 971-9856 ext. 316

PLEASE NOTE AMO Breaking News will be broadcast to the member municipality's council, administrator and clerk. Recipients of the AMO broadcasts are free to redistribute the AMO broadcasts to other municipal staff as required. We have decided to not add other staff to these

broadcast lists in order to ensure accuracy and efficiency in the management of our various broadcast lists.

DISCLAIMER These are final versions of AMO documents. AMO assumes no responsibility for any discrepancies that may have been transmitted with the electronic version. The printed versions of the documents stand as the official record.



Working for Municipalities

Heads UP

 Keeping members informed.

February 17, 2012

OGRA to go to Mongolia

The Standards Council of Canada has invited the Ontario Good Roads Association to participate in a delegation travelling to Ulaanbaatar, Mongolia in mid-March, 2012. The purpose of this trip is to hold a series of workshops in areas of interest to the Mongolian Agency for Standards and Technology and to conduct a gap analysis of MASM's standards-development programs. OGRA has been invited to specifically assist in strengthening Mongolia's regulatory regime for roads and highway infrastructure.

Alan Korell, Managing Director/City Engineer, City of North Bay and OGRA 1st Vice President and Joe Tiernay, OGRA Executive Director will represent OGRA on what may be the first of many trips to the Mongolian capital.

"Construction of roads that can withstand extreme weather is something that Ontario municipalities and OGRA know a lot about" said OGRA President John Curley. "We are extremely pleased that the Standards Council of Canada has called upon us to participate in these workshops and I have every confidence that Alan Korell, who will become President at the upcoming conference and Joe Tiernay, will represent us well."

The mandate of the Ontario Good Roads Association is to represent the infrastructure interests of municipalities through advocacy, consultation, training and the delivery of identified services.



Specializing in
systems
engineering,
manufacturing,
installation and
repair services
for mobile and
industrial
applications.



AGMs

Bill Vrebosch's message to those assembled at the ROMA AGM was as straight forward as the man himself: rural roads serve rural citizens. These are the people who live year-round with them; not the tourist, the seasonal cottagers, and certainly not the government. These are the people who know their roads best, and know what needs to be done. Each municipality has to continue to stretch their budget, because despite the fact that the federal government has announced that there will be zero funding, the reality is that municipalities are going [or are] to be unable to afford the safety requirements needed to keep open some roads and bridges. Accordingly, the organization was thrilled to be able to try and reason with the federal government.

At the OGRA AGM, the 2012 President's report was approved, along with the auditor's annual report.

OGRA President John Curley closed with a stirring address to attendees: to continue to persevere through these tough times. After all, we have a lot to be optimistic about—Ontario's job recovery rate is 120 per cent, versus the 14 per cent in the US.



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Academic potential 101

Share    

One of the conference's most interesting workshops was the Academic Potential 101 event. Some of Canada's top minds from the most renowned educational institutes in the country were present, as part of an on-going effort to encourage partnerships between civic leaders and their colleges and universities.

One examples of the benefits of this was a town that needed another EMS station. There was funding to construct said building, but not enough to hire, train, and provide equipment for the new EMS employees. After partnering with a certain educational institute, the community got their EMS station, and the university was able to provide its students with valuable hands-on training.

Fifty years ago, 80 per cent of the population lived outside major urban areas. Today, 80 per cent lives in the urban area. In a changing world and economy, municipalities need to be able to be as innovative as possible. This adds value to existing residents, but more importantly, will attract new ones.

Reducing the infrastructure gap via asset management

Share    

An ounce of prevention is worth a pound of cure. This infamous maxim is used the world over, in a variety of situations and industries.

It is, perhaps, the most appropriate for infrastructure. It also describes the concept behind asset management plans. Managing the risk of structure failure is a tricky business, but

having an AMP helps with that. Here are five principles that are used as guidelines to establish one:

1. Look at the current state of the asset.
2. Its prior levels of service
3. Service delivery
4. best strategies to maintain the current levels of service
5. long-term plan for sustainability

With structure failures becoming highly-publicized, such as those seen in Quebec and Minneapolis, infrastructure is increasingly coming into the public eye.

Small but timely repairs and maintenance offset or prevent expensive construction projects.

Overall, transparency and accountability are the main elements in managing infrastructure. The important safety dimensions cannot be overlooked either. By responding to needs, not wants, communities will be better able to serve their citizens.

The ABCs of Late Season Paving

Share    

Maybe it's me, but when I hear the term 'hot mix', it makes me think if a pretty sweet collection of great music.

Having attended a recent workshop on asphalt, 'The ABCs of Late Season Paving', I can now assure you that other definitions exist.

Hot mix, in the infrastructure world, is a paving product. As every government official knows, the ideal time to pave is during the time where the ground isn't wet or frozen. While hot mix is great, the ground conditions during the winter negate most benefits of the paving process.

If the ground is frozen or wet, the mix cools faster. This results in an inability to get good joints and also impacts the compaction process.

Not a big deal, you say? Consider this: if the weather is 25C, and there is 15C dry granular, it will take your mix 13 minutes to cool (to 90C). Could you pave in 13 minutes? Of course not.

So why does late paving occur? Generally it is a number of reasons. It could be funding, equipment, weather, or even a breakdown in communication between the municipality and the contractor.

2012 ROMA OGRA Combined Conference Brief

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FONOM

The Federation of Northern Ontario Municipalities

February 29, 2012

For Immediate Release

MEDIA RELEASE

Northwestern Ontario Municipal Association, Federation of Northern Ontario Municipalities Share Priorities, Set Agenda

Al Spacek and Tom Laughren from the FONOM Executive were welcomed to a meeting with Ron Nelson, President of NOMA and representatives from the NOMA board this week, at the Ontario Good Roads/Rural Ontario Municipal Association (OGRA/ROMA) Annual Conference in Toronto.

"We felt welcomed at this meeting of like-minded municipal leaders from right across the North," stated Al Spacek, Mayor of Kapuskasing and President of FONOM.

Chair Nelson opened up discussion and Al Spacek and Tom Laughren spoke about issues in FONOM's 2011 Brief. NOMA President Ron Nelson then highlighted NOMA's Brief that was released at the conference. Some of the issues in common that were discussed included:

- Declining population
- Policing costs
- Northern Communities Grant
- Support for Fire Services
- Drummond Report recommendations re: Delays in Upload and Decreases in OMPF
- Transportation and Infrastructure/Responsibility for Bridges/ Ring of Fire Infrastructure
- Physician Recruitment
- Non-Emergent Patient Transfers
- Natural Resources including the Endangered Species Act and the Far North Act
- The Northern Growth Plan/ The Northern Policy Institute, and
- Energy Pricing and Distribution

"We engaged in an unprecedented, lively discussion where we agreed that Energy Pricing and Distribution as well as Revenue Sharing of Mining Revenue Taxes," Spacek said. "We decided these should be the first two issues we should co-jointly address. We felt these two issues will help us build wider alliances with other key northern stakeholders, especially First Nations, who we have engaged informally already on these two particular concerns. We've all been working on these files because of their impact on all forms of economic and social development and sustainability for all our people," Spacek asserted. "Our working together for all the people of the North just makes sense."

Al Spacek and Tom Laughren thanked their hosts for a productive and mutually beneficial meeting and expressed a willingness to engage in more communication between the two organizations for the benefit of all Northern Ontario municipalities over the coming months.

- 30 -

FONOM's membership is made up of 110 municipalities, towns and cities in Northeastern Ontario. FONOM acts in an advocacy role in relation to political and economic issues of concern in Northern Ontario.

For more information, contact:

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Tom Laughren, Federation of Northern Ontario Municipalities

Tel: (705) 335-0001
Tel: (705) 266-5804

FONOM

The Federation of Northern Ontario Municipalities

February 28, 2012

For Immediate Release

MEDIA RELEASE

Collaboration on the Horizon for Northern Ontario Electrical Transmission, Industrial Pricing

Competitive industrial energy pricing and transmission capacity were on the agenda at a meeting between the Hon. Chris Bentley and the President and Vice President of the Federation of Northern Ontario Municipalities (FONOM) earlier today.

"I was very impressed by the collaborative tone expressed by the Minister, and by his candour and grasp of the challenges we face in Northern Ontario," said President Al Spacek, who is also Mayor of Kapuskasing.

"It was a very positive, if short, meeting," noted Mayor Tom Laughren of Timmins and Vice President of FONOM. "The Minister seems to understand that we need to get electrical transmission capacity up and running sooner than later in the North to generate the prosperity our whole province needs at this time."

Spacek said, "We discussed the complexity of the industrial energy rates and we are pleased that the Province is committed to maintaining competitive rates and is examining ways to make them simpler for industrial users to apply in their operations."

Spacek continued, "As the Minister noted, 'It's all about generating economic opportunity and wealth for all of Ontario. My Cabinet colleagues and I will work together with you on these important energy issues'."

Spacek was pleased with the meeting. "I think we quickly recognized that we share common ground and are very encouraged by the possibilities of working with the Minister and other partners such as the Northwestern Ontario Municipal Association and the Nishinabe Anishinabe Nation and others on these important economic drivers in Northern Ontario. These drivers will help us expand our mining, forestry and hydro generation capacity and wealth for the people of the North and all of Ontario. I look forward to having the Minister up to visit our projects on the Lower Mattagami," mused Spacek. "I know he will be impressed with our progress."

- 30 -

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Back to Ontario municipalities struggle with cost of essential services

Ontario municipalities struggle with cost of essential services

February 28, 2012

R. Michael Warren

This month millions of Ontario homeowners and businesses are opening their 2012 municipal tax bills with trepidation. Many of those on fixed incomes fear being taxed out of their homes. Companies in a stagnant economy are struggling to cope with rising property taxes.

Why do so many municipalities consistently increase property taxes beyond the cost of living and the rate of inflation? And why are their levies too often accompanied by service reductions and increased user fees?

One of the reasons ratepayers are caught in this depressing tax-hike, service-reduction cycle is the escalating cost of essential services provided by police and firefighters (and more recently transit workers in Toronto).

According to the Association of Municipalities of Ontario (AMO), these emergency services are the fastest growing segment of municipal operating budgets. In smaller communities the cost can exceed 40 per cent. In Toronto, one-third of the city's \$9.4 billion operating budget is needed to deliver services that the province considers essential to its residents.



Arbitration awards bind municipalities when it comes to paying salaries for providers of emergency services, such as firefighters. (Feb. 20, 2011)

RICHARD LAUTEN/STORONTO STAR

Unfortunately, the affordability criteria that form part of the legislation governing essential service labour disputes have been ignored by arbitrators for years. As a result, their awards have elevated thousands of firefighters and police officers onto the province's "Sunshine List" of those earning more than \$100,000 in salaries annually.

Arbitration awards bind municipalities. There is no appeal. Cities are left to cope with the fiscal impact. Their options are limited to raising taxes, cutting essential staffing levels or other vital services.

Meaningful collective bargaining no longer exists in these fields. Unless municipalities capitulate during negotiations, the unions representing essential employees force outstanding issues to arbitration. Once that happens they are assured of rich awards.

As a result, their wages and fringe benefits have been driven to indefensible and unsustainable heights. This has led to an unfair two-tier public service: those who enjoy the largesse of this arbitration system, and those who don't.

Last April, the Emergency Services Steering Committee (ESSC), which represents large urban mayors, regional chairs and police service boards made one of the many compelling cases for rebalancing this flawed process.

It found that over the last 15 years emergency employees (including paramedics) in Ontario have received cumulative wage increases which have exceeded the cost of living (CPI) by a staggering 50 to 80 per cent. By 2010, their wage increases had exceed those of the private sector by over 20 per cent.

From 2005 to 2010 the wages of police, fire and ambulance workers outstripped all other comparators by huge margins. They exceeded the CPI by 77 to 110 per cent, average public sector wages by 19 to 41 per cent, teacher's salaries by approximately 33 per cent and Ontario Public Service wages by 43 to 70 per cent.

These excesses represent increases to salaries only. They don't include hundreds of millions in tax dollars for questionable "retention bonuses," paid to keep these employees in cities where they are already working. Nor do they include generous pension and medical benefits that most ratepayers will never enjoy.

This outcome was never intended.

In 1972, as Ontario's deputy solicitor general, I negotiated the amendments to the Police Services Act that made police services essential. The police gave up their right to strike in exchange for compulsory binding arbitration.

The amendments were intended to ensure that police compensation was fair, although not better, than that of other employees, public and private, who retained their right to strike. Fair compensation was to be balanced with affordability.

Today there are five basic criteria that arbitrators are supposed to take into consideration when making essential worker awards:

- Compensation and workplace comparisons with comparable employees in the public and private sectors.
- The employer's ability to attract and retain qualified essential employees.
- The employer's ability to pay in the light of its fiscal situation.
- The extent to which the decision would impact local services and taxes.
- The economic situation in Ontario and the municipality.

For decades, provincial governments have failed to require arbitrators to consider the last three criteria in their decisions. The ability to pay, service and tax implications and local and provincial economic conditions have been largely ignored.

Instead, arbitrators have been allowed to focus their award rationale on comparisons with essential employees across the province, instead of on comparable communities. And the compensation of similar non-essential workers in the local community is rarely considered.

A November 2010 editorial in this newspaper summed up the reason for this costly trend, "Arbitrators are fiercely independent, so in the Mike Harris years the government tried to tie their hands with legislation requiring them to take into account the employer's 'ability to pay.' Arbitrators effectively circumvented that legislation by finding that governments have an infinite ability to pay by raising taxes or running deficits."

The recent Drummond Report assessment of Ontario's dire fiscal situation is clear evidence of how profoundly wrong-headed that finding was — and still is. The report calls for the government to establish an "independent working group to determine which services are essential and how disputes should be resolved."

The government should take this sensible way forward without delay.

Police, firefighters and paramedics are valued employees who help to ensure the safety and health of our communities. They deserve our respect. But they don't deserve to be compensated well beyond that of other comparable public and private sector employees by financially fatigued municipal taxpayers.

R. Michael Warren is the CEO of the Warren Group. He is a former corporate director, Ontario deputy minister and CEO of Canada Post.

Canadian Bushplane Heritage Centre

Presentation to City Council

Speakers: Hugh MacDonald- Chair Board of Directors

Mike Delfre- Executive Director

Background

- bushplane museum was incorporated in 1988 in the historic home of the Ontario Provincial Air Service
- the buildings that house the centre were built in 1924 and 1948 respectively
- CBHC preserves and presents some of the oldest airplanes in the world including the first production Beaver aircraft ever built and one of 2 remaining Fairchild aircraft
- CBHC delivers education presentations in aviation and forestry science to elementary schoolchildren and community groups
- the bushplane has become the premiere go-to destination for political announcements, a major wedding venue and the city's largest family entertainment centre

Recent Data

- Over 35,000 people visit the bushplane centre annually including approx. 14,000 tourists
- 1500 school children attended education presentations in 2011
- CBHC has 7.5 FTE employees and a payroll of approx. \$200,000
- CBHC's current budget is approx. \$630,000 with a \$117,000 annual operating deficit
- Using a 1.5 multiplier, CBHC annual spending is close to \$1 million in the community

Our Issue-Our Decision

- CBHC has been plagued with inadequate operating funding for most of its existence
- The result is a deteriorating facility and exhibits, inadequate staffing levels and no growth
- CBHC Board is no longer willing to operate the centre at the brink of annual closure

Impact on Sault Ste Marie

- Permanent loss of a major cultural attraction during the 100th anniversary year of the city
- Loss of 7.5 jobs and \$1 m spending in the community
- Loss of a major community resource centre for families and children
- Loss of a small Provincial operating grant

Our Request

- CBHC currently receives a \$75k operating grant from the City
- CBHC returns \$42k in taxes to the City annually
- Our request for an additional \$75K (on file) may not be feasible given current financial restraints
- Request consideration for a smaller increase in operating funds from the City in 2012 to enable CBHC to negotiate a partnership agreement which would see adequate Provincial operating funding flow to CBHC through another agency



Canadian Bushplane Heritage Centre

2010-2011 Annual Report

Table of Contents

1. CBHC Mission Statement
2. 2011 Board of Directors
3. 2011 Committees
4. Staff and Volunteer Complement
5. Major Accomplishments in 2010-2011
6. What's in Store in 2012
7. Challenges and Strategies
8. Summary

Canadian Bushplane Heritage Centre

Mission Statement

Our Mandate: The Canadian Bushplane Heritage Centre (CBHC) preserves and tells the story of Canada's Bushplane and Forest Fire Protection/Management Heritage and how it has shaped life in northern and remote parts of Canada. The Canadian Bushplane Heritage Centre collects, preserves, exhibits and interprets a collection of bush planes and related material and promotes public understanding of their significance by offering quality presentations, education programs and visitor experiences in a public museum facility. It also serves as a Centre of research and information on bush plane and forest fire fighting heritage.

The CBHC has six goals:

To foster awareness and appreciation of the heritage of bushplanes and forest fire protection and their contribution to Canadian life;

To acquire, restore, preserve and display a representative collection of Canadian bushplanes and forest fire-fighting equipment and related records and stories;

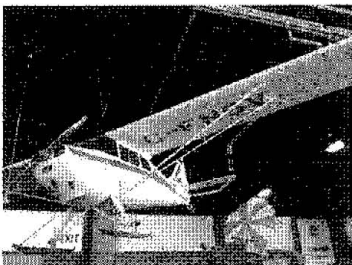
To present high quality and enjoyable exhibits, programs and visitor experiences that engage the public in appreciating bushplane and forest protection heritage;

To share and celebrate the experiences and achievements of Canadian bushplane and forest fire-fighting pioneers;

To educate children and youth about bushplanes and forest fire fighting and their significance for northern Canada to ensure that this heritage is passed on to future generations; and,

To disseminate information on bushplane and forest fire-fighting heritage to Canadians and to people around the world.

The Canadian Bushplane Heritage Centre works to fulfill its vision of connecting people of all ages to Canada's exciting bushplane and forest protection heritage in a world-class museum.



2011 Board of Directors

President	Mr. Hugh MacDonald
1 st Vice President	Mr. Robert Cohen
2 nd Vice President	Mr. Richard Hetrick
Secretary	Ms. Deborah Loosemore
Treasurer	Mr. Steven Hussey
Director(s)	Mr. Kim Park
	Dr. Ronald Common
	Mr. Alexander Campbell
	Ms. Linda Ryan
	Mr. Clyde Healey
Chair of the Board of Trustees	Mr. Kenneth Lajambe
Chair of the Advisory Committee	Mr. Bruce Caughill

2011 Advisory Committees

Executive

Hugh MacDonald- Chair
Rob Cohen
Steve Hussey
Deborah Loosemore
Dick Hetrick

Finance

Steve Hussey- Chair
Tom Godfrey
Dave Blair
Bob Ewing
Hugh MacDonald
Eric Meyer
Mike Shikofsky

Marketing/Communications

Rob Cohen- Chair
Warren Peterson
Bob Thomas
Rachel Gencarelli MacDonald
Alex Campbell
Margaret Lacourciere
Edie Suriano
Eric Meyer

Education

Dick Hetrick- Chair
Bill Montgomery
Art Anderson
Jack Anderson
Bob McLelland
Geoff Grew
Gary Thompson
Todd Fleet
Kirsti Medaglia

Exhibits/Restoration

Kim Park- Chair
Bob Ewing
George Mersereau
Todd Fleet

Property/HR/

Health & Safety

Clyde Healey- Chair
Dave Spacek
Todd Fleet

2011 Staff Complement

Executive Director	Mike Delfre	
Retail Sales and Membership Services	Donna Barill	
Marketing and Communications	Edie Suriano	
Curator	Todd Fleet	
Education Programs	Kirsti Medaglia	
Bookkeeper	Ann Van Landeghem	
Part Time Staff	Doug Coussineau	Ian Hussey
	Michael Bonin	Dylan Couturier
	Drake Viotto	Justan Legree
	Stephanie Pagnucco	Riley Drover
	Dale Barr	Gerry Brazeau

2011 Volunteer Complement

John Lalonde	Mike Luxton	Brent Halford	Paul Levesque
Dale Barr	Gerry Brazeau	Lyle McLeod	Betty McLeod
Jim Scotland	Gloria Scotland	Jack Baker	Tony Cupido
George Mersereau	Ken Lajambe	Bruce Whitehead	Cliff Gareau
Carol Gareau	Candy Burns	Giselle Chickoski	Anne Misner
Judy Tucci	Nancy Maki	Shirley McLellan	Julie Henderson

Family, friends, students and businesses too numerous to mention who supported the bushplane center in 2011.

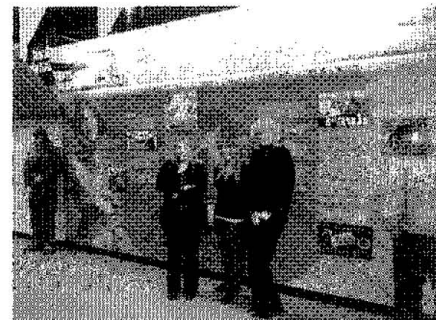
A special thank you to Dr. Roberta Bondar for her encouragement and support.

Major Accomplishments in 2011

- **Wildfires! A Firefighting Adventure in 3D**- this \$550,000 theater installation was completed in partnership with Science North.



- **Wings Over The North**- a \$25,000 refurbishment of this ever-popular object theater was completed.
- **Womens Aviator Exhibit**- a new permanent exhibit that honors women aviators was installed to celebrate the 100th anniversary of International Women's Day; CBHC also hosted a week-long series of seminars and entertainment events honoring women.



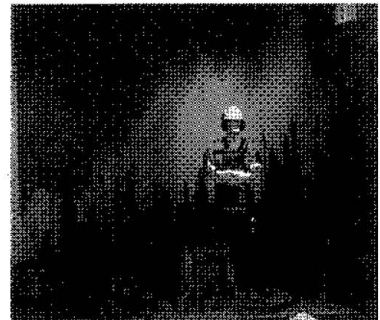
- **Dr. Roberta Bondar Exhibit**- the permanent exhibit that honors Dr. Roberta Bondar's space mission aboard SST Discovery received a major overhaul and up-grade.



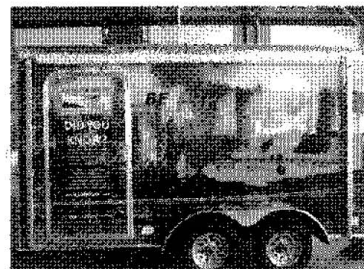
- **Education Programs-** 9 new aviation-themed, curriculum-based education presentations were written; tour guide scripts and visual aids were created; 1,000 Tree Identification Guides were created and distributed to all Grade 3 students in the Algoma District



- **Fire Smart Exhibit-** a new permanent exhibit was commissioned by the Ontario Ministry of Natural Resources to promote the Ministry's Fire Smart Program.



- **Fire Smart Mobile Exhibit-** a new mobile exhibit was built by CBHC for the Ontario Ministry of Natural Resources. The exhibit will be used at provincial parks, fishing derbies, fairs and festivals across Ontario to promote the Ministry's Fire Smart Program and the CBHC.



- **Marketing-** CBHC received \$130,000 from the Ontario Trillium Foundation to purchase new marketing tools and support the wages for a marketing staff person for 2 years.
- **Hub Trail-** the City of Sault Ste Marie leased space to construct a portion of the John Rowswell Hub Trail and erect a new storage facility.



- **Rotaryfest Parade-** CBHC took first prize in the annual Rotaryfest Parade for it's "MASH" float.

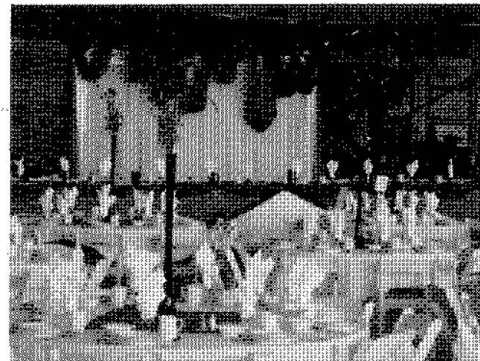


- **Social Marketing-** CBHC has a Facebook with over 1200 friends.
- **North Shore Cultural Attractions Network-** CBHC was instrumental in the creation of the 32nd cultural attractions network in Ontario which includes 21 museums and attractions from Espanola to Prince Township.

In addition to the major accomplishments listed above, the following activities or events that occurred at the bushplane centre in 2011 are also noteworthy:

- **Recording oral history-** staff began capturing the stories and memories of volunteers, visitors and guests for use in future displays and exhibits
- **Wedding expo-** drew over 2,000 people in one 4-hour evening event

- Anti-Racism Poster Display- United Steelworkers of America held their annual anti-racism poster display at CBHC
- Northern Ontario Artists Association- CBHC hosted the 2010 and 2011 NOAA touring displays
- Sault College Aviation Program graduation held at CBHC
- Sault Youth Association Youth Engagement Seminar attracted over 100 young people
- 1st Annual Sault Search and Rescue Outdoor Adventure Show
- 100th Anniversary Celebration of Kiwanis International
- International Titanium Trailer Rally Tour
- Sustainable Communities Seminar
- 2nd Annual CBHC Mystery Dinner
- Northern Ontario Motorcycle Market Readiness Workshop- a first in Northern Ontario
- Sault Ste. Marie Community Christmas attracted over 300 guests
- Bon Soo Bon Tots event
- Valentine Dinner Dance
- Mother's Day Brunch
- 12 weddings and 28 corporate events were held in 2011



What's In Store in 2012

- Education- additional curriculum-based education presentations and exhibits related to forest ecology and sustainable forestry will be developed to support the new Wildfires! Theater and Fire Smart exhibit.
- Membership- membership packages and a membership development promotion will be implemented.
- Restoration/Preservation- continue to build the Fox Moth aircraft and begin restoration of the KR-34 aircraft; complete the restoration of the Otter aircraft. Many exhibits will receive refreshing upgrades and finishing details. The Lewis Chow exhibit remodel as well as the development of a new permanent fire/forest display will begin installation this year.
- Bilingual services- secure funds and volunteer support to translate our education presentations, exhibits and marketing materials in order to attract Francophone students, visitors and tourists.
- Fundraising- implement an annual fundraising dinner and an annual fundraising campaign; continue to lobby governments for increased operational funding.

Major Challenges and Strategies in 2012

Challenge- continued lack of awareness and attendance by local residents

Strategies- shift advertising and marketing from out of town tourist focus to a local/regional focus; increase efforts to measure and report customer satisfaction levels; create/expand partnerships with local community groups.

Challenge- declining trend in tourist visitation rates

Strategies- increase promotion through Tourism Sault Ste Marie to include CBHC attendance for major sporting events and conference bids; target radio ads to seasonal markets (e.g. rainy-day packages for campers/cottagers).

Challenge- deteriorating physical appearance of the facility; aesthetics and amenities need improvement.

Strategies- implement planned facility maintenance through community partnerships (e.g. Habitat For Humanity, Home Depot); investigate a café/concession service; obtain grants to decorate building and grounds .

Challenge- need for additional volunteers.

Strategies- implement a volunteer recruitment/management/recognition program in partnership with selected community organizations (e.g. Sault College, ADSB Adult Education, Sault Youth Association); conduct an annual volunteer recruitment campaign delivered through a community partner (e.g. Metro, Home Depot, Canadian Tire).

Challenge- insufficient operating revenue.

Strategies- increase daily and event visitation rates; implement an annual fundraising dinner and fundraising campaign; continue to lobby governments for operational funding equivalent to the importance of the centre to the community economy and Northern Ontario.

Summary

Thanks to the dedication and perseverance of staff, directors and volunteers the Canadian Bushplane Heritage Centre enjoys a high profile in Sault Ste Marie and is poised to become a major cultural and family-oriented entertainment centre in the community. The new Wildfires! theater will help to attract new and repeat visitors in 2012. Our improved curriculum-based education presentations are popular with teachers and parents and will help to continue the growth in school tour numbers that began in 2011. We anticipate increased traffic on the John Rowswell Hub Trail in 2012 and will develop creative techniques to promote the bushplane centre to trail users. New marketing tools and a shift in our advertising focus to the local population will result in increased awareness and a greater sense of ownership of the community treasure commonly known as "the bushplane".

The perennial financial challenges the bushplane centre faces will need to be addressed despite the current difficult fiscal environment. We must pledge ourselves anew to honor the memory of the pioneering bush pilots and engineers who invented and perfected bush flying and forest fire fighting as we know it today. The recent demise of the Canadian Air and Space Museum in Toronto is a stark indicator of the vulnerability of cultural attractions that lack the financial resources to maintain their viability.

Museums have always been about education and learning. They have always provided important collections, powerful experiences and sources of knowledge and information. They've been evolving from places that simply present knowledge and information to places that share knowledge and engage their communities and work with their communities to co-create experiences. The Canadian Bushplane Heritage Centre admirably fulfills this mission in Northern Ontario for the benefit of all Canadians.

Respectfully Submitted,

Michael A. Delfre
Executive Director

Although biomass has been a large driver for the Sault's economy for decades, the current reality is that when it comes to energy, SSM has a wide mix of potential options available. The question is what is the best way to employ these options and in what configuration – an ongoing and consistent theme throughout the local consultation process. Although a study of the use of biomass was beyond the scope of the *Community Alternative Energy Strategy* project, opportunities may exist in the near-medium term given innovations under development in the bio-economy sector.³ This sector is in transition and the community would be advised to continue to monitor and position itself to take advantage of new industries/markets in this space.

Opportunities for agriculture and for further developing local farming cooperatives and capacity is also of great interest, as is the optimal use of organic waste resources.



Strategic Priority #2:

Alternative Energy and the Development of an Intelligent Regional Grid (Smart Microgrid)

For renewable generation technology and for the siting of projects, the future looks promising. Although transmission capacity is a current constraint to sizeable new generation projects in the SSM, the fact remains that the region has a significant amount of renewable energy resources on hand and is rich in additional wind, solar, and biomass resources. These assets may well become instantly appealing to energy project developers depending on the prevailing winds of provincial policy, market directions, international trends, and other factors yet to unfold. At this point it seems prudent to initiate work on showcasing these assets in a manner that maximizes regional interests, benefits, and environmental considerations, given that over the longer term transmission will eventually expand.

The benefits of doing so will enable not only international prospecting and project/economic development as transmission lines develop over the Algoma region, but also encourage and expedite local prospecting and project/economic development.

Recommendation #3: Enable Prospect Mapping of Northern Ontario's Renewable Energy Assets

Showcasing regional capability in solar, water, wind, and biomass would enable international prospecting for projects and other opportunities, similar to the types of forestry inventories already available through the Ministry of Natural Resources, and readying the region for action given favourable economic, policy, and market conditions for development. Further, this could also encourage the development of locally-owned energy projects throughout the region. This will ready the community to act quickly and in an informed manner once transmission capacity expands.

³ For example, a recent study by the Forest Product Association of Canada (FPAC – BioPathways Project) and work by organizations like FP Innovations and the Centre for Research and Innovation in the Bio-Economy (CRIBE) are looking towards future novel uses of the forest bio-products.

Globally, investment in energy efficiency, storage technologies, and smart grids is nearly a third of total cleantech investment. Interest will only continue to grow given the pressure that global trends – population growth, urbanization, resource consumption, water stress, and climate stress – will have on energy use and potential exposure to energy risk (financial or otherwise) at all levels, from nation-states to local governments, from multinationals to small to medium-sized enterprises – and even for the average citizen.

As mentioned, one very promising area that offers a comprehensive solution to energy risk exposure is the concept of a smart regional grid, or microgrid, which enables better local control over energy assets and strengthens and stabilizes regional grids. Microgrids also stimulate “hyper-innovation” as they allow for convergence between several rapidly changing sectors: IT, energy distribution networks, telecommunications, and distributed generation assets.

*A **microgrid** is a modern, small-scale version of the centralized electricity system. Basically a microgrid “groups” local electricity generation, energy storage, and loads that would otherwise normally connect to the centralized grid (the macrogrid). What is unusual is that this single point of common coupling with the macrogrid can be technically disconnected, meaning that the microgrid can then function autonomously.*

As the SSM region is technically capable of decoupling from Ontario’s macrogrid (as in emergency situations), the community already has the means to explore sophisticated management of electricity generation assets from integrating distributed generation to embedding virtual power plants and “negawatts” into the utility system.⁴ Done at scale, this would make the Sault one of the first jurisdictions in North America, outside of the US military and a few isolated projects under development, to implement a cutting edge project on a community-wide level that has global resonance.

Benefits include but are not limited to the opportunity to capitalize on global trends in IT and smart grid applications, create immediate and long-term project management, electrical and mechanical engineering, construction, manufacturing, and maintenance jobs, and create a unique value proposition for regional renewable, IT, and utility assets that will attract global attention. A smart grid will also improve reliability and reduce outages for the local distribution system.

Recommendation #4: A Smart Microgrid for the Sault

The SSM region is already a leader in clean, intermittent power. It also has a world-class GIS information system. It can build off Ontario’s smart meter and smart grid initiatives and has its own transmission and distribution capacity. These strengths position the Sault to develop one or more microgrids, enabling the region to be both self-sufficient and resilient while enhancing community wealth (i.e. as in IP, patent developments, technology innovation, etc.).

In order to create and sustain momentum and yet move these critical areas forward, we suggest that SSM consider creating a **microgrid pilot project** by beginning with an initial energy storage

⁴ A **virtual power plant** is a cluster of distributed generation installations which are collectively run by a central control entity. **Negawatt power** is a theoretical unit of power representing an amount of energy saved. The energy saved is a direct result of energy conservation or increased efficiency. The concept of negawatt power is being implemented in several states in the United States and is emerging as an international strategy to reduce energy consumption. (Wikipedia).

and smart grid demonstration pilot with research and industrial partners. This will be an important starting point to gain traction with the community and necessary stakeholders while concomitantly exploring the development of a larger regional project and the required partnerships, support, and technological capacity required.

Strategic Priority #3:
Creation of a Community Investico

At present, there is little community or local ownership of alternative energy generating and transmission assets in SSM. What really matters is ensuring as much of the operating costs of each asset are spent in the Sault and ensuring the free cash flows generated remain in the region for future investment. Our consultations suggest there is enough local capital in the Algoma region to create a majority, locally-owned investment company.

The benefit of doing so would: (1) create a vehicle for local influence on and engagement with energy and renewable projects; (2) ensure cash flows and investments remain in the region and benefit the community; and (3) augment the financing and capital pool available to entrepreneurs.

Recommendation #5: Creation of a Community Investment Company

We believe an investment company with up to \$50M in capital would make a significant contribution to the Sault's smart energy goals and create a substantial vehicle for community involvement. The investment company could be an "evergreen" vehicle with proceeds from successful exits being redeployed into new projects. Investors would also benefit from periodic dividend payments.

Capital could be sourced from retail investors and local entrepreneurs, former residents with a connection to SSM, as well as financial institutions, be they public or private, as long as voting control is in regional hands.

A number of projects were discussed and identified in the course of writing this study that would have potential for a local investment company (including Community Power Projects).

Strategic Priority #4:
Community Branding and Outreach

Recreating the identity of SSM, for example through creating a reputation of prowess in clean energy deployment, or as an exemplary model of an economically and environmentally resilient northern community, will require internal as well as external communication and buy-in. There is consistent recognition that local success will also depend on regional cooperation and integration, and that differentiation and outreach is critical for external success.

In terms of internal engagement, the interest demonstrated by long-standing and relative newcomers to the Sault in the health, viability, and future of the region is unusual, as also evidenced by the degree of stakeholder interest and local involvement throughout the project

TEMPORARY STREET CLOSURE - APPLICATION FORMCONTACT NAME: JACK RICE TELEPHONE: 705-256-9067ADDRESS: 1228 QUEEN STREET EAST POSTAL CODE: A6A 2E7

The above person hereby makes application for the closing of

LAKE STREET

(Name of street to be closed)

from QUEEN STREET EAST to BELLVUE PARK ENTRANCE

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

on the 9 day of JUNE, 2012 from 0700 am/pm to 6:00 am/pmfor the purpose of DRAGON BOAT FESTIVAL**APPROVALS SECTION:**

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

Sgt. R. Magnan # 209FEB 16 2012

Signature of Official

2. Fire Services/Emergency Medical Services (EMS)
Telephone 949-3335/949-3387
Fax 949-2341
72 Tanager 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
65 Old Garden River Road

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.)

Joseph M. Fratesi, B.A., J.D. (LL.B.)
Chief Administrative Officer



5(f)
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

2012 03 05

Mayor Debbie Amaroso 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. **Alison Kohler – Social Services Department**
FSW Core Training
March, 2012
Sudbury, Ontario
Estimated total cost to the City - \$ 2,144.00
Estimated net cost to the City - \$ 2,144.00
2. **Kevin Takacs – Social Services Department**
FSW Core Training
March, 2012
Sudbury, Ontario
Estimated total cost to the City - \$ 1,704.00
Estimated net cost to the City - \$ 1,704.00
3. **Trevor Zachary – Community Services-Community Centres Division**
Sports Event Congress
April, 2012
Richmond, British Columbia
Estimated total cost to the City - \$ 2,508.75
Estimated net cost to the City - \$ 2,508.75
4. **Ramona McLennon – Social Services Department**
Policy and Procedure Writing
April, 2012
Toronto, Ontario
Estimated total cost to the City - \$ 1,542.60
Estimated net cost to the City - \$ 1,542.60

5. **Peter Niro – Human Resources Department**
OMHRA – Spring Conference
April, 2012
Niagara Falls, Ontario
Estimated total cost to the City - \$ 1,299.91
Estimated net cost to the City - \$ 1,299.91
6. **Susan Parr – Community Services – Day Care**
Regional Leadership and Partnership Mtg.
March 28, 29, 2012
Thunder Bay, Ontario
Estimated total cost to the City - \$ 993.50
Estimated net cost to the City - \$ 993.50
7. **Deborah Hohenadal – POA Division – Legal Dept**
Provincial Offences Court
Various Dates in 2012
Wawa, Ontario
Estimated total cost to the City – varies
Estimated net cost to the City - varies

Yours truly,



JMF:bb

Joseph M. Fratesi
Chief Administrative Officer

5191

Tim Gowans
Manager of Purchasing



Finance Department
Purchasing Division

2012 03 05

Mayor D. Amaroso and
Members of City Council

RE: QUOTATION-PURCHASE OF ONE (1) COMPACT CAR-ENGINEERING DEPT.

PURPOSE

Attached hereto for your information and consideration is the summary of the quotations received for the supply and delivery of One (1) Compact Car required by the Engineering Department.

BACKGROUND

Request for Quotation documents were distributed to all firms on the City's bidders list.

ANALYSIS

The quotations received have been thoroughly evaluated and reviewed with Mr. Don Elliott, Director of Engineering, and the low quoted price, meeting specifications, has been identified on the attached summary.

IMPACT

The Engineering Department is requesting that this vehicle replacement be funded from the Engineering Equipment Reserve Account.

STRATEGIC PLAN

This vehicle replacement is not an activity listed in the Corporate Strategic Plan.

RECOMMENDATION

It is therefore my recommendation that the quotation for the Purchase of One (1) Compact Car required by the Engineering Department be awarded to Prouse Chevrolet Buick GMC Cadillac Ltd. with funding to be drawn from the Engineering Equipment Reserve Account.

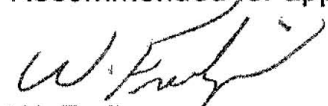
This report is submitted for Council's approval.

Respectfully submitted,


Tim Gowans
Manager of Purchasing

TG:nt
Attach.

Recommended for approval,


W. Freiburger
Commissioner of Finance & Treasurer

RECOMMENDED FOR APPROVAL


Joseph M. Fratesi
Chief Administrative Officer

FINANCE DEPARTMENT
PURCHASING DIVISION
Budget Amount: \$20,000.00

Received: February 17, 2012
File: 2012EB01Q

SUMMARY OF QUOTATIONS
PURCHASE OF ONE (1) COMPACT CAR - ENGINEERING

<u>Firm</u>	<u>Make & Model</u>	<u>Warranty</u>	<u>Delivery</u>	<u>Total Tendered Price (Including trade-in & taxes)</u>	<u>Remarks</u>
Cambrian Nissan Sault Ste. Marie, ON	2012 Nissan Sentra	36 months/60,000 km	10 w/days	<u>\$17,944.40</u>	Meets Specifications
Highland Ford Sault Ste. Marie, ON	2012 Ford Focus	36 months/60,000 km	45 w/days	<u>\$18,454.03</u>	Meets Specifications
Maitland Ford Lincoln Sault Ste. Marie, ON	2012 Ford Focus	36 months/60,000 km	60 w/days	<u>\$19,137.68</u>	Meets Specifications
Northside Mazda Sault Ste. Marie, ON	2012 Mazda 3	36 months/80,000 km	5 w/days	<u>\$20,779.00</u>	Meets Specifications
Northside Toyota Sault Ste. Marie, ON	2012 Toyota Corolla	36 months/60,000 km	1-2 w/days	<u>\$18,939.36</u>	Meets Specifications
Northside Volkswagon Sault Ste. Marie, ON	2012 Volkswagon Jetta	48 months/80,000 km	5 w/days	<u>\$19,231.70</u>	Meets Specifications
Prouse Chevrolet Buick GMC Sault Ste. Marie, ON	2012 Chevrolet Cruze	36 months/60,000 km	60 w/days	<u>\$16,159.00</u>	Meets Specifications
Superior Dodge Chrysler Sault Ste. Marie, ON	2012 Chrysler 200LX	36 months/60,000 km	2 w/days	<u>\$20,431.74</u>	Meets Specifications
World Cars Hyundai Sault Ste. Marie, ON	2012 Hyundai Elantra GL	60 months/100,000 km	2 w/days		Irregular Bid - Pricing in Pencil
World Cars Kia Sault Ste. Marie, ON	2012 Kia Forte L44	60 months/100,000 km	14 w/days	<u>\$20,334.35</u>	Meets Specifications

Note: The low quoted price, meeting specifications, is boxed above.

It is my recommendation that the quoted price which includes trade-in allowance and H.S.T. at 13%, submitted by Prouse Chevrolet Buick GMC Cadillac Ltd., be accepted.
The Total Expenditure is \$14,551.68; net of H.S.T. Rebates

Tim Gowans
Manager of Purchasing

5191

Jerry Dolcetti, RPP
Commissioner

Catherine Taddo, P. Eng.
Land Development &
Environmental Engineer



**Engineering & Planning
Department**

2012 03 05

Our File: B-06-01

Mayor Debbie Amaroso and
Members of City Council

RE: SOLID WASTE MANAGEMENT ENVIRONMENTAL ASSESSMENT

PURPOSE

The purpose of this report is to provide Council with an update regarding the Solid Waste Management Environmental Assessment, and to advise of the upcoming Public Information Centre scheduled for Tuesday, March 6, 2012, from 3:30 p.m. to 7:30 p.m at the Civic Centre.

BACKGROUND

In 2005 the City obtained Ministry of Environment approval for the Solid Waste Management Environmental Assessment Terms of Reference. The Environmental Assessment commenced in 2006, with a review of different ways to manage waste including increased waste diversion, incineration/high heat processes, landfill, export waste outside of the service area and "do-nothing". The evaluation and response from consultation concluded that increased waste diversion through reduction, reuse and recycling and landfilling of residual waste was the preferred long term approach to managing waste.

The flexibility of the preferred alternative is particularly important given the City's contract with The Elementa Group for the annual processing of at least 12,500 metric tonnes of municipal solid waste. Elementa is currently negotiating an energy purchase agreement and intends to construct and operate a new 35,000 tonne-per-year energy-from-waste (EFW) plant in Sault Ste. Marie. Any waste directed to the EFW facility in the future will reduce the quantity of residual waste requiring disposal in a landfill.

The next phase of the EA process was step 1 of the Alternative Methods evaluation addressing Landfill Expansion Versus Development of a New Site. In the summer of 2011 it was determined that the direction would focus on expanding the existing landfill.

The Alternative Methods (Step 2) Identification and Comparison of Expansion Options, is ongoing with the preliminary preferred approach identified as a moderate vertical expansion and a north and west expansion of the existing disposal footprint. The preliminary preferred option also includes landfill mining (excavate and screen previously disposed waste, separate recyclables, return the coarse fraction of the waste to the footprint and stockpile fines [mostly

sand] for use as cover) in the western portion of the existing disposal footprint. Input from Government agencies, stakeholders, First Nation communities and the general public is being sought tomorrow at the Public Information Centre.

The City's consulting engineer for the Environmental Assessment is in attendance this evening for a brief presentation, and to answer questions of Council. The PowerPoint presentation and an information sheet are attached.

IMPACT

The estimated tipping fees for full cost recovery range from \$73 to \$88/tonne based on 2012 dollars.

STRATEGIC PLAN

The report is linked to Strategic Direction 1: Developing Solid Infrastructure, Objection 1A – Environmental Leadership and the EA for solid waste disposal activity.

RECOMMENDATION

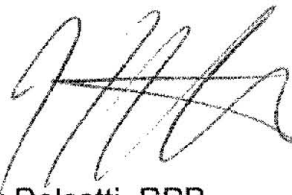
It is recommended that the report of Land Development & Environmental Engineer and attached information from AECOM concerning Solid Waste Disposal Environmental Assessment be received as information.

Respectfully submitted,

Recommended for approval,

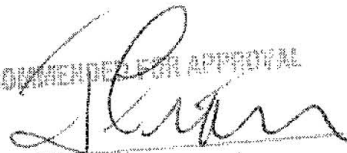


Catherine Taddo, P. Eng.
Land Development & Environmental Engineer

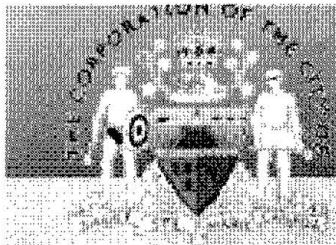


Jerry Dolcetti, RPP
Commissioner of Engineering & Planning

RECOMMENDED FOR APPROVAL



Joseph M. Fratesi
Chief Administrative Officer



THE CITY OF SAULT STE. MARIE

NOTICE OF PUBLIC INPUT SESSION

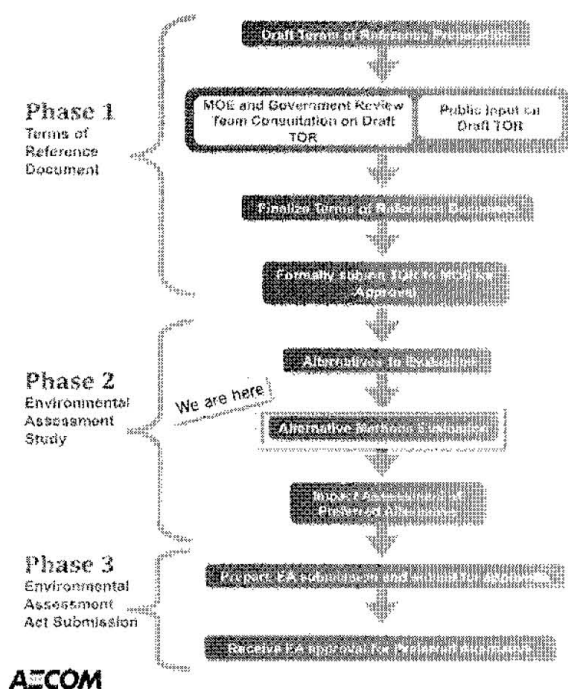
5(h)

SOLID WASTE MANAGEMENT ENVIRONMENTAL ASSESSMENT

ENVIRONMENTAL ASSESSMENT (EA) PROCESS

The City of Sault Ste. Marie is undertaking an Environmental Assessment (EA) Study to determine the preferred method for managing its municipal solid waste. The EA Process is a transparent decision-making process used to promote good environmental planning by assessing potential effects of certain activities or projects on the natural and human environment. There are several phases and tasks involved in completing an EA as outlined in the graphic below.

ENVIRONMENTAL ASSESSMENT WORK PLAN



The City is currently mid-way through Phase 2 of the EA Process and is interested in obtaining your input related to the current activities.

BACKGROUND

Phase 1 of the EA process included public consultation and culminated with the Ministry of Environments approval of the project Terms of Reference (ToR) in 2005. The ToR provides a framework or roadmap for completing the EA and summarizes the tasks and activities to be undertaken by the proponent.

Workshops and an Open House were held in the late spring of 2007 to present the waste management alternatives being considered. The input received was incorporated into the evaluation and the **preferred waste management alternative was identified as increased waste diversion through reduction, reuse and recycling (i.e. 3Rs) and landfilling of the residual waste.** The preferred alternative was presented at an Open House in June, 2010.

The study noted that landfills can be designed and operated to comply with regulations and policies, landfill gas can be collected and flared or recovered to generate electricity, landfills can manage the entire residual waste stream, landfills are flexible to changes in waste quality and quantities and landfilling is cost effective.

The flexibility of the preferred alternative is particularly important given the City's contract with The Elementa Group (an energy-from-waste service provider) for the annual processing of at least 12,500 metric tonnes of municipal solid waste. Elementa is currently negotiating an energy purchase agreement and intends to construct and operate a new 35,000 tonne-per-year energy-from-waste (EFW) plant in Sault Ste. Marie. Any waste directed to the EFW facility in the future will reduce the quantity of residual waste requiring disposal in a landfill.

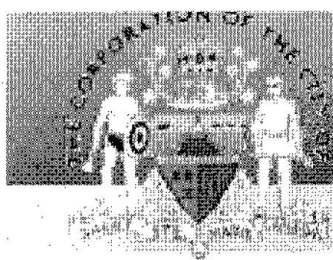
The City remains committed to investigating, implementing and supporting programs to increase waste diversion through 3Rs initiatives. Since the implementation of 3Rs initiatives does not require Environmental Assessment (EA) Act approval, the EA study is now focusing on alternative methods of landfilling residual waste. The key objective of this phase of the study is to find an environmentally suitable location for the development of additional landfill capacity.

The first step in this phase consisted of completing a non-site specific evaluation of developing a new landfill versus expanding an existing landfill. To identify a preferred approach to landfilling waste, the alternatives were compared using the following six criteria groups:

- | | |
|---------------------------------|----------------------------------|
| 1. Natural environment; | 4. Cost; |
| 2. Social-Cultural environment; | 5. Technical considerations; and |
| 3. Economic environment; | 6. Transportation. |

A Public Input Session was held in April, 2011 to present the landfill alternatives being considered. **The evaluation and response from consultation concluded that an expansion of an existing landfill is generally preferred over construction of a new site.**

The study noted that an expansion requires less land, displaces fewer people and/or social/natural features, disrupts fewer people (i.e. one site versus two sites creating nuisance impacts), costs less, typically encounters fewer challenges in gaining technical approvals, and reduces the number of facilities the City must manage.



THE CITY OF SAULT STE. MARIE

NOTICE OF PUBLIC INPUT SESSION

5(h)

SOLID WASTE MANAGEMENT ENVIRONMENTAL ASSESSMENT

CURRENT ACTIVITIES

The second step in the Alternative Methods task focuses on the best approach to expand the existing landfill site at 402 Fifth Line East in the City of Sault Ste. Marie. Expansion options have been developed that make the best use of the existing site characteristics and the area available to expand. Options considered include horizontal expansion (expand the extent of the disposal footprint), vertical expansion (increase the height of the disposal footprint), landfill mining (excavate previously disposed waste and cover material, recover earthen material or "fines" and return the waste to the disposal footprint) or a combination of these methodologies.

A preliminary evaluation of the expansion options has been completed by the project team. We are now seeking input from the Community, government agencies, stakeholders, and First Nations regarding the evaluation criteria considered and the preliminary findings.

CONTACT US

You may also contact the Consultant Project Manager or the City's Land Development and Environmental Engineer by email, mail or telephone if you have questions or would like additional information.

Mr. Rick Talvitie, P.Eng
Project Manager
AECOM
523 Wellington Street East,
Sault Ste. Marie, ON, P6A 2M4

Phone: 705-942-2612
Fax: 705-942-3642
Email: rick.talvitie@aecom.com

Ms. Catherine Taddo, P.Eng.
Land Development and Environmental Engineer
City of Sault Ste. Marie
P.O. Box 580
99 Foster Drive,
Sault Ste. Marie, ON, P6A 5N1

Phone: (705) 759-5380
Fax: (705) 541-7165
Email: c.taddo@cityssm.on.ca

HOW CAN I PROVIDE INPUT?

If you are interested in discussing the expansion options, the criteria used in the evaluation and the preliminary findings we encourage you to attend the upcoming public input session!

YOU'RE INVITED!

Date: Tuesday, March 6, 2012
Location: Civic Centre – 99 Foster Drive
Russ Ramsay Room
Time: 3:30PM to 7:30PM

Refreshments to
be provided.

We will provide you with background information update you on the City's achievements in increasing waste diversion and discuss, with you, the expansion options. **The principle objective of the public consultation is to identify a preferred expansion strategy for the existing landfill site.**

If you are unable to attend the Public Input Session there are other opportunities to provide input. Please visit the City's website www.cityssm.on.ca - View City Hall Bulletins – Public Input Session – Solid Waste Management to obtain further information, complete an online questionnaire, or access a comment sheet.

In addition, a description of the expansion options, the evaluation criteria, and the project team's preliminary evaluation are also available on the website in a working paper prepared for this session titled "Solid Waste Management Environmental Assessment - Alternative Methods – Step 2 (Identification and Comparison of Expansion Options)". This working paper may also be viewed at the locations noted below commencing on February 21, 2012.

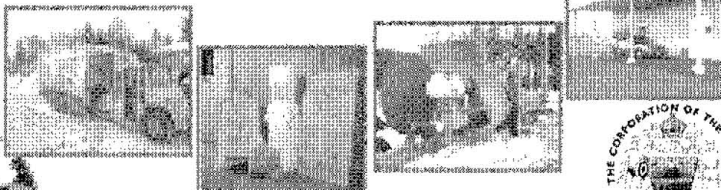
AECOM Canada Ltd.	523 Wellington Street
Civic Centre Engineering and Planning	99 Foster Drive, 5th Flr.
Public Works and Transportation	128 Sackville Road
Main Library	50 East Street
Churchill Branch Library	301 Lake Street
Korah Branch Library	496 Second Line
Township of Prince Municipal Office	3042 Second Line West
Batchewana First Nation	236 Frontenac Street
Garden River First Nation	7 Shingwauk Street
Metis Nation of Ontario Office	26 Queen Street East
Missanabie Cree Office	559 Queen Street East





Solid Waste Management Environmental Assessment

COUNCIL PRESENTATION



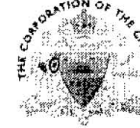

March, 2012

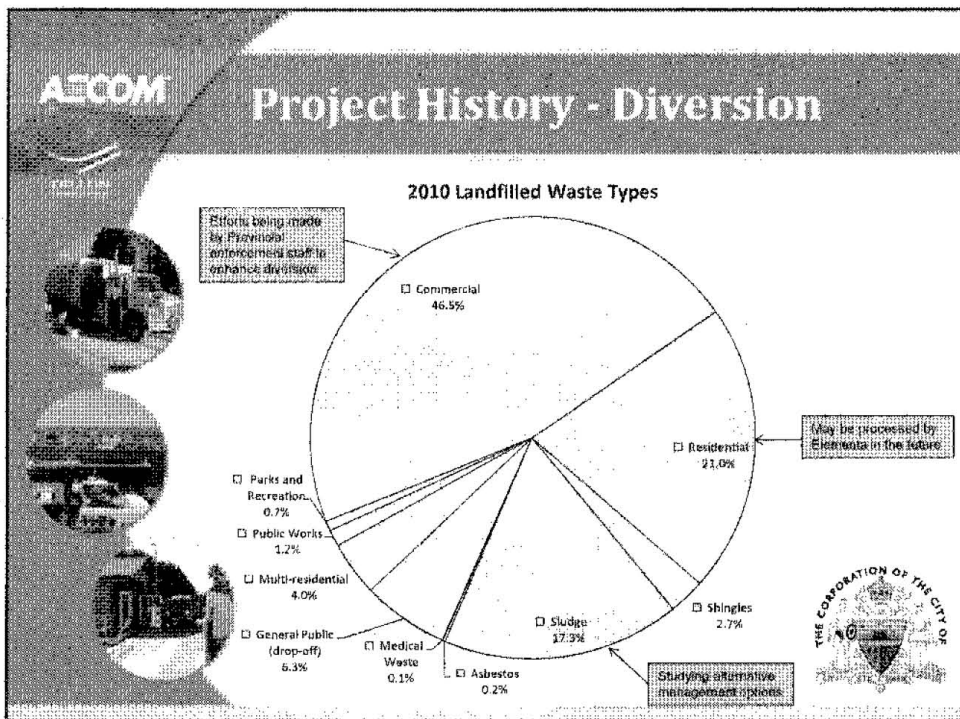
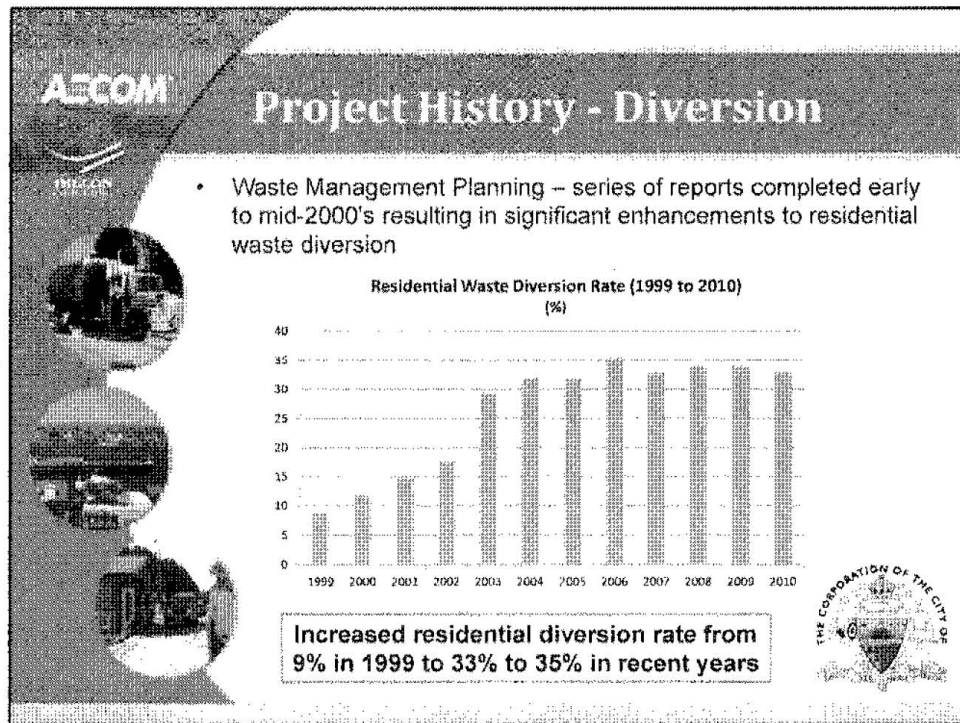




Objectives of the Presentation

- Provide Council and residents with an update on waste management planning activities and results;
- Review project need;
- Provide an overview of the Environmental Assessment process and where we are at in the process;
- Present the criteria and approach used in the evaluation of site expansion options;
- Present the preliminary results of the evaluation completed by the project team;
- Identify the next steps in the EA process; and
- Answer your questions.

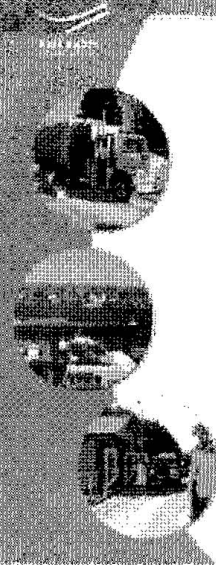




AECOM

Project History - Project Need

- The estimated remaining service life of the existing landfill is 7 to 10 years depending on future population changes, in-situ subsidence and waste generation, diversion and disposal rates. The low end of this range is used for planning purposes.
- Despite significant success in enhancing waste diversion, additional disposal capacity is required.




AECOM

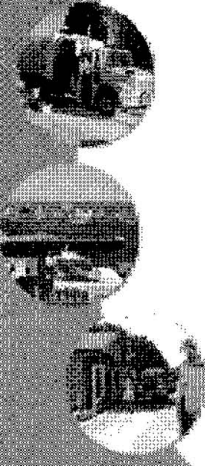
What is an EA?

Purpose = "to protect the environment and quality of life of the people of the province, and facilitate the wise management of the natural resources of the province"

- The EA Process is a transparent decision-making process used to promote good environmental planning by assessing potential effects of certain activities or projects on the natural and human environment. The EA process serves several important purposes:
 - Allowing projects to receive input from a wide variety of sources, including the federal, provincial and municipal levels of government, First Nations, stakeholders and the public.
 - Identifying potential problems prior to construction
 - Promoting good environmental planning practices
 - Improving community acceptance
 - Better protecting the environment

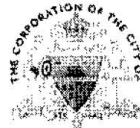


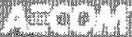


Project History

- MOE approval of EA ToR in late 2005
- EA work initiated by AECOM/Dillon – summer 2006
- “Alternatives To” (functionally different ways of managing waste) work completed and public consultation undertaken in summer of 2007
- Late 2008 to spring 2010 - Project delayed to allow time for the Enquest pilot project to mature
- Fall 2009 - City endorses waste supply agreement with Elementa
- City approval to resume EA process - Elementa will generate residual waste and is unable to manage the entire waste disposal quantity
- Spring 2010 – announced the preferred “Alternative To”







Project History – Selected “Alternative TO”

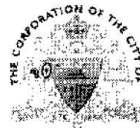
Based on the results of the evaluation and input received the preferred long-term approach to managing waste in SSM is:

- Increased 3Rs (Reduce/Reuse/Recycle)
- Landfilling residual waste

Why?

- Can comply with regulations and policies
- City is experienced with these waste management initiatives
- Flexible to changes in the waste stream (e.g. population, waste generation, diversion)
- Can accept most residual waste from a Waste-to-Energy facility
- Cost efficient

The EA will now focus on identifying and evaluating alternative methods of landfilling waste (i.e. alternative locations and designs)






Project History

- Conducted a Public Information Session in June 2010 to announce the selected Alternative To
- Initiated the Alternative Methods Phase (alternative locations and designs)
- Completed a generic non-site specific evaluation of developing a new landfill versus expanding an existing site (Step 1)
- Consulted with the public in the spring of 2011 regarding the generic options





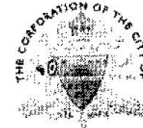

Project History - Preferred Landfilling Method

Based on the results of the evaluation and input received the preferred method of landfilling waste = expansion of an existing site

Why?

- Likely less potential for displacement and disruption
- Only one landfill site to manage and maintain
- Cost effective
- Community adaptation
- Likely fewer challenges in gaining approvals

The EA will now focus on how to best expand the existing site

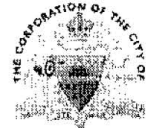




Overview of Expansion Options



- Expansion options have been developed that make the best use of the existing site characteristics and the area available to expand.
- Options considered include horizontal expansion (expand the extent of the disposal footprint), vertical expansion (increase the height of the disposal footprint), landfill mining or a combination of these methodologies.
- All options include enhancements to better control groundwater quality related to the existing site.
- Some options require replacement/relocation of existing on-site infrastructure and some require enhanced compaction to provide the target disposal capacity




Evaluation of Expansion Options



- The evaluation has been completed using a two-step approach:
 - Step 1 – identify a preferred expansion area and shape;
 - Step 2 – assess the pros and cons of incorporating landfill mining.
- Mining involves excavation of previously disposed waste and cover material. Mined waste is fed through screens which separates coarse waste from fine materials. Recyclables are separated and sent for processing, remaining residual waste disposed of in the disposal site and fines (primarily sand) are stockpiled for use as cover.






Evaluation Criteria Groups

Criterion	Definition
Natural Environment	Addresses the potential for displacement and/or disruption of natural environmental features (terrestrial features, aquatic features, ground water and surface water)
Social Cultural Environment	Addresses the potential for displacement and/or disruption of social/cultural environmental features (residents, community features, future land use plans, heritage and archaeological resources, public health and safety)
Economics	Addresses the potential for displacement and/or disruption of existing businesses and resources (agriculture, forestry, mining)
Cost	Considers the lifecycle cost of the alternative.
Technical Considerations	Considers technical aspects of each option including impacts on existing site infrastructure and ease of site development.
Transportation	Considers the impacts of traffic volumes accessing the site and potential impacts to the airport and the movement of farm equipment.






Evaluation of Expansion Options

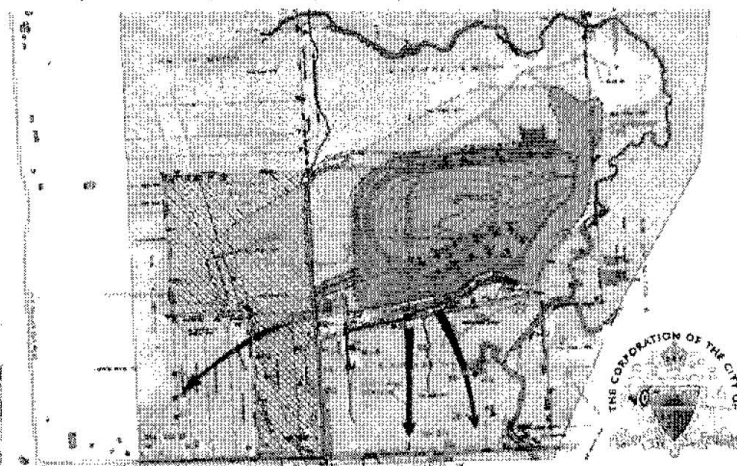
- Data collection and analysis
- Technical disciplines initially compare options relative to each other and rank them under each criterion
- Present the evaluation in a table or matrix format with the rationale for the rankings
- Present to the public and solicit input from community members, stakeholders, First Nations, and governmental agencies
- Make adjustments to the evaluation based on input received
- Select a preferred option



AECOM

Preliminary Preferred Expansion Option

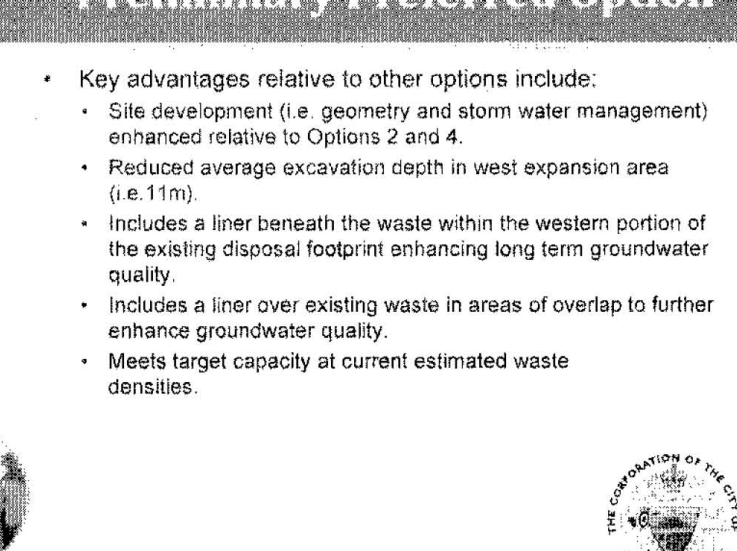
- On the basis of the preliminary evaluation, the preliminary preferred expansion option is presented below



AECOM

Preliminary Preferred Option

- Key advantages relative to other options include:
 - Site development (i.e. geometry and storm water management) enhanced relative to Options 2 and 4.
 - Reduced average excavation depth in west expansion area (i.e. 11m).
 - Includes a liner beneath the waste within the western portion of the existing disposal footprint enhancing long term groundwater quality.
 - Includes a liner over existing waste in areas of overlap to further enhance groundwater quality.
 - Meets target capacity at current estimated waste densities.





Next Steps



- Solicit governmental, community, First Nation, and stakeholder input on the preliminary preferred expansion option - do you agree/disagree - why?
- Re-assess (if needed) and finalize the Step 2 evaluation based on input received
- Announce the preferred Step 2 - Alternative Method (i.e. preferred expansion option)
- Initiate a detailed impact assessment for the preferred option
- Continue to investigate ways to improve waste diversion through 3Rs initiatives



Jerry D. Dolcetti, RPP
Commissioner

Don Maki, CBCO
Chief Building Official



ENGINEERING & PLANNING
DEPARTMENT

Building Division

2012 03 05

Mayor Debbie Amaroso and
Members of City Council

RE: 2011 Building Division Annual Fee Report

PURPOSE

This report is presented to council to report revenue and expenses as a fee report required under Section 7. (4) of the Building Code Act. The report contains the required information to show cost of Building Code enforcement and revenues related to permit fees as outlined in Article 1.9.1.1 Division C Part 1 of the Ontario Building Code.

BACKGROUND

As required under the Building Code, the fee report (attached) will show permit fees revenue and expenditures for the 2011 budget year. All expenditures shown are direct and indirect costs incurred by the Building Division that are related to permit issuance and permit inspection for the year. During the construction season we collected \$1,083,817.88 in fees and had expenditures related to building enforcement of \$1,022,029.55. This includes the annual \$100,000.00 rent payment – 10%.

ANALYSIS

The attached report shows revenues for the year being in excess of expenditures. The intent of permit fees is to cover all building related expenses. The report shows a year end surplus of \$61,778.33. This surplus will be added to the Building Division Reserve Account for future building code enforcement expenditures. The Building Code Act allows municipalities to carry a surplus as long as it is used for future Building Code expenditures.

IMPACT

We have had record construction activity for the last few years resulting in record permit fees. The ability of the Building division to carry over permit revenue for future use allows the Division to maintain a stable staffing compliment. There is virtually no impact on overall municipal expenditures while the Building Division maintains and uses the surplus as needed to cover normal operating costs. Building permit fees since 2008 have been based on a service index cost applied to the area of building construction. It would appear that the increase in construction value has outpaced any service fee increase. A further analysis of the fees will be brought forward with further recommendations on fee changes to reflect anticipated increased service demand.

5(i)

STRATEGIC PLAN

This report is a direct result of our strategic plan. As required under the Building Code Act we are required to report on all costs of the Building Division's activities as well as report all permit revenues. This report demonstrated that we have been able to balance our costs with revenues as well as contributing to the overall revenue for future years. We have been able to provide a very affordable service while meeting our required mandate under the Building Code Act.

RECOMMENDATION

It is our recommendation that you accept the report as information.

Respectfully submitted,



Don W. Maki, CBCO
Chief Building Official

Recommended for approval,



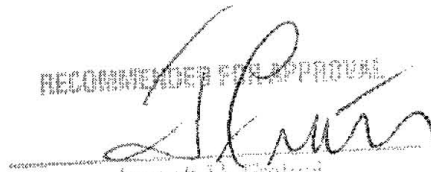
Jerry D. Dolcetti, RPP
Commissioner of Engineering and Planning

Attachments

2011 Annual Fee Report

2011 Permit Summary

RECOMMENDED FOR APPROVAL

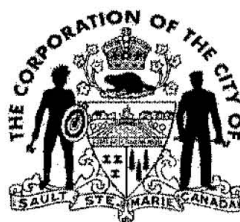


Joseph M. Falacci
Chief Administrative Officer

5(i)

Jerry D. Dolcetti, RPP
Commissioner

Don W. Maki, CBCO
Chief Building Official



ENGINEERING & PLANNING DEPARTMENT

Building Division

Tel: (705) 759- 5410
Fax: (705) 541-7165

**The Corporation of the
City of Sault Ste. Marie
2011 ANNUAL REPORT – BUILDING PERMIT FEES**

Total Permit Fees (Revenues) collected for this period January 1, 2011 to December 31, 2011 under Building By-Law 2008-148 of the City of Sault Ste. Marie\$1,083,817.88.

Cost of Delivering Services:

Direct Costs:

Direct Costs are deemed to include the costs of the Building Department of the City of Sault Ste. Marie for the processing of building permit applications, the review of building plans conducting inspections and building related enforcement duties minus By-Law Enforcement.

Total Costs of Division.....	\$1,109,414.18
Total By-Law Enforcement cost	- \$ 121,851.05
Total Building Enforcement Costs.....	\$ 987,563.13

Indirect Costs:

Indirect Costs are deemed to include the costs for support and overhead services to the Building Division of the City of Sault Ste. Marie being a ratio .0384.

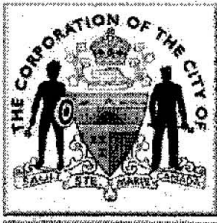
Total Building Enforcement.....	.\$ 987,563.13
Less Total Building Rent Paid (\$100,000 minus 10% bylaw enforcement) -	\$ 90,000.00
Total Building Enforcement Costs x indirect cost ratio .0384.....	\$ 897,563.13
Sub-Total – Indirect Costs.....	\$ 34,466.42

Total Costs:

Total Building Enforcement.....	\$ 987,563.13
Plus Indirect Costs.....	+\$ 34,466.42
Grand Total Indirect and Direct Building Enforcement Costs.....	\$ 1,022,029.55

Revenues as of December 31, 2011.....	\$ 1,083,817.88
Total Costs (revenue minus cost).....	- \$ 1,022,029.55
Statement of Reserves:	difference \$ 61,778.33

Building Division Reserve Fund Account 2011.....	\$1,625,242.15
Budget Difference.....	+ 61,778.33
Total Remaining Reserve (to December 31, 2011).....	\$1,687,020.48



PERMITS SUMMARY

Year: 2011 Start Month: 1 End Month: 12

BUILDING CLASS	PERMIT TYPE	NUM OF UNITS	NEW PERMITS NUMBER OF PERMITS	VALUE OF WORK	NUM OF UNITS	ALTERATIONS NUMBER OF PERMITS	ADDITIONS VALUE OF WORK	NUM OF UNITS	TOTAL NUMBER OF PERMITS	VALUE OF WORK
COMMERCIAL										
	COMMERCIAL BLDG.	0	4	\$4,517,000.00	0	163	\$25,959,579.89	0	167	\$30,476,579.89
	SIGN	0	0	\$0.00	0	130	\$728,930.00	0	130	\$728,930.00
COMMERCIAL TOTAL		0	4	\$4,517,000.00	0	293	\$26,688,509.89	0	297	\$31,205,509.89
INDUSTRIAL										
	INDUSTRIAL BLDG.	0	6	\$4,556,000.00	0	46	\$1,681,700.00	0	52	\$6,237,700.00
INDUSTRIAL TOTAL		0	6	\$4,556,000.00	0	46	\$1,681,700.00	0	52	\$6,237,700.00
INSTITUTIONAL										
	CHURCH	0	0	\$0.00	0	5	\$692,480.00	0	5	\$692,480.00
	INSTITUTIONAL BLDG.	0	5	\$66,600,222.00	0	47	\$24,218,799.28	0	52	\$90,819,021.28
INSTITUTIONAL TOTAL		0	5	\$66,600,222.00	0	52	\$24,911,279.28	0	57	\$91,511,501.28
RESIDENTIAL										
	APARTMENT	29	3	\$3,555,000.00	0	24	\$2,180,200.00	29	27	\$5,735,200.00
	CONDOMINIUM	0	0	\$0.00	0	1	\$57,000.00	0	1	\$57,000.00
	DETACHED GARAGE	0	2	\$40,000.00	0	217	\$3,858,000.00	0	219	\$3,898,000.00
	DUPLEX	0	0	\$0.00	0	14	\$54,600.00	0	14	\$54,600.00
	SEMI-DETACHED	4	2	\$480,000.00	0	19	\$61,530.00	4	21	\$541,530.00
	SINGLE FAM. DWELLING	116	116	\$24,164,000.00	3	611	\$5,674,270.20	119	727	\$29,838,270.20
	SWIMMING POOLS	0	0	\$0.00	0	10	\$133,000.00	0	10	\$133,000.00
	TRIPLEX	6	2	\$560,000.00	0	6	\$38,000.00	6	8	\$598,000.00
RESIDENTIAL TOTAL		155	125	\$28,799,000.00	3	902	\$12,056,600.20	158	1,027	\$40,855,600.20
GRAND TOTAL		155	140	\$104,472,222.00	3	1293	\$65,338,089.37	158	1,433	\$169,810,311.37

511

5(j)

NUALA KENNY
CITY SOLICITOR

MELANIE BOROWICZ-SIBENIK
ASSISTANT CITY SOLICITOR



**LEGAL
DEPARTMENT**

FILE NO.: Map 40

REPORT TO: Mayor Debbie Amaroso
and Members of City Council

REPORT FROM: Nuala Kenny
City Solicitor

DATE: 2012 03 05

SUBJECT: **PROPOSAL TO DECLARE SURPLUS AND TRANSFER
TO HABITAT FOR HUMANITY, PROPERTY AT 229
BLOOR STREET**

PURPOSE

The purpose of this report is to recommend to Council that the property located at the east side of Carmen's Way, south of Bloor Street, known as civic 229 Bloor Street, as shown on the drawing attached, be declared surplus and transferred to Habitat for Humanity. Attached is a copy of a map with the property shown as "Subject Property".

BACKGROUND

The City was contacted by Habitat for Humanity asking if there was any City property available to be used by Habitat for Humanity. The property at 229 Bloor Street, being legally described as PT LT 1 BLK 5 PL 402 KORAH AS IN T457655, AND PT LANE PL 402 BEING PT 25 PL 1R5204 was selected as a possible location. (Another property on People's Road is also being considered for a future habitat build. That property will be the subject of another report at a future date.)

-more-

2012 03 05

Page 2

Engineering Department, Planning Department, Building Department and Public Works and Transportation were circulated for comments. All comments received were favourable, with the condition that the City retain the remainder of the City owned property in this area. Engineering Department advised that there are easements for Bell Canada and Union Gas registered over the laneway.

ANALYSIS

IMPACT

This has no significant financial impact for the City.

STRATEGIC PLAN

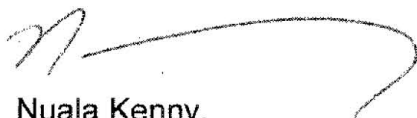
Not Applicable.

RECOMMENDATION

The recommendation from staff is that the property be declared surplus and transferred to Habitat for Humanity for their use, with the condition that if they do not build a home on the property, the property is to be returned to the City at no cost.

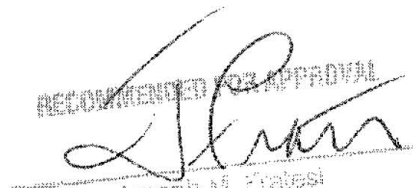
By-law 2012-41 appears elsewhere on the Agenda and is recommended for your approval.

Respectfully submitted,



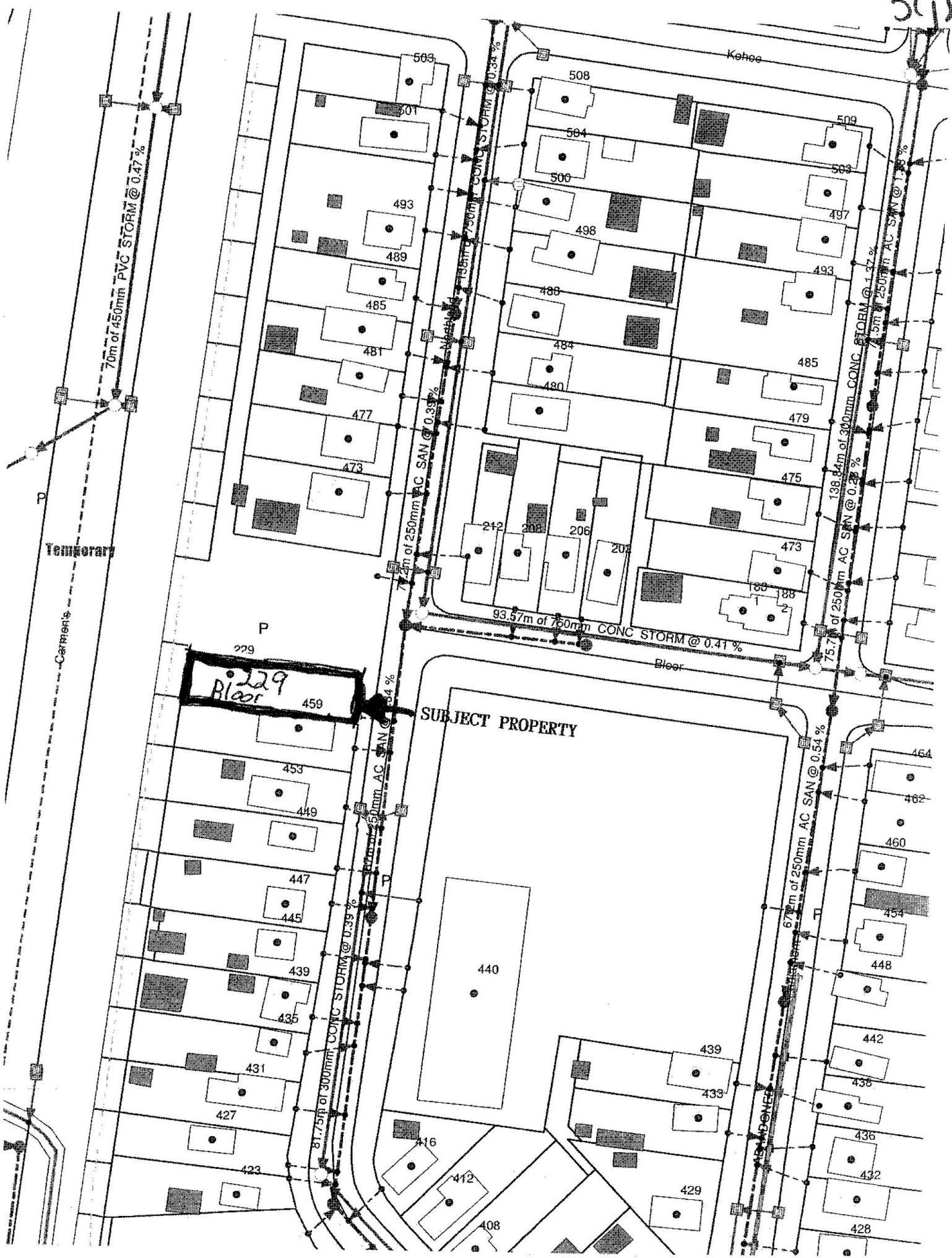
Nuala Kenny,
City Solicitor

NK/da
Attachment



RECOMMENDED FOR APPROVAL
Joseph M. Fratesi
Chief Administrative Officer

5(i)



5(k)

NUALA KENNY
CITY SOLICITOR

MELANIE BOROWICZ-SIBENIK
ASSISTANT CITY SOLICITOR



LEGAL
DEPARTMENT

File No. P.4.2.157

2012 03 05

Mayor Debbie Amaroso and
Members of City Council

**RE: REQUEST FROM ALGOMA DISTRICT SCHOOL BOARD – EASEMENT
OVER PENHORWOOD PARK PROPERTY - 7m FOR OUTLET PIPE**

PURPOSE

The purpose of this report is to recommend to Council the granting of an easement to the Algoma District School Board over a portion of City owned property located at Penhorwood Park.

BACKGROUND

The easement is required for an outlet pipe for storm water for the new F. H. Clergue school located at 80 Weldon Avenue. Engineering Department and Public Works Department have no issues with the granting of this easement. I have attached a copy of the draft 1R plan prepared by D. S. Urso Surveying Ltd. completed on November 25, 2011 which shows the location of the required easement as Part 1.

ANALYSIS *(if applicable)*

IMPACT

There is no significant financial impact for the City.

RECOMMENDED FOR APPROVAL


Joseph M. Pafesi
Chief Administrative Officer

-more-

The Corporation of the City of Sault Ste. Marie
P.O. Box 580 ~ 99 Foster Drive ~ Sault Ste. Marie, ON P6A 5N1
Telephone: (705) 705-5400 ~ Fax: (705) 759-5405
www.cityssm.on.ca

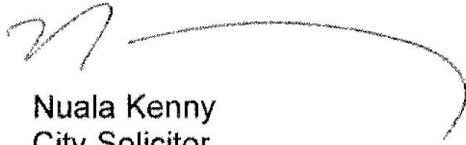
STRATEGIC PLAN

RECOMMENDATION

It is recommended that Council authorize the granting of the easement to the Algoma District School Board and that the Mayor and the Clerk be authorized to sign whatever documents are necessary to give effect to the easement.

By-law 2012-35 appears on the agenda and is recommended for Council's approval.

Respectfully submitted,



Nuala Kenny
City Solicitor

NK/da

attachment(s)

PLAN OF SURVEY OF
PART OF BLOCK 'E'
REGISTERED PLAN No. 56352

TOWNSHIP OF ST. MARY
NOW IN THE
CITY OF SAULT STE. MARIE
DISTRICT OF ALGOMA

SCALE: 1 : 300



D.S. Urso Surveying Ltd.

METRIC NOTE

DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

INTEGRATION COORDINATE TABLE

OBSERVED REFERENCE POINTS (ORPs) DERIVED FROM REAL TIME KINETIC OBSERVATIONS BETWEEN MONUMENTS (A) AND (B) UTM ZONE 18 NAD 83 (CSRS)(1997.0) COORDINATES TO URBAN ACCURACY PER SEC. 14(2) OF O.R.G. 216/10.

POINT ID	NORTHING	EASTING
ORP A	5155029.831	706317.347
ORP B	5155037.248	706325.411
ORP C	5155009.316	706408.320

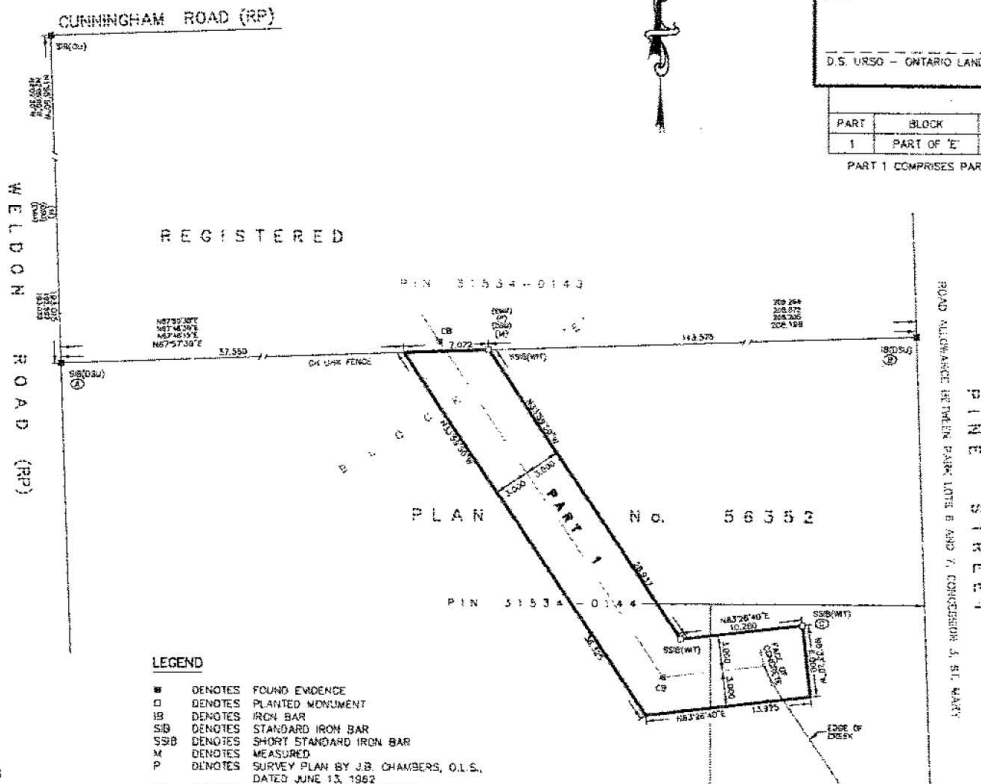
COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

SCALE FACTOR NOTE

DISTANCES ON THIS PLAN ARE HORIZONTAL GROUND DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY THE AVERAGE COMBINED SCALE FACTOR OF 1.000062441.

ROTATION NOTE

FOR BEARING COMPARISONS, A ROTATION OF 2'02"30" COUNTER CLOCKWISE WAS APPLIED TO CONVERT TO GRID BEARINGS.



LEGEND

- DENOTES FOUND EVIDENCE
- DENOTES PLANTED MONUMENT
- IB DENOTES IRON BAR
- SB DENOTES STANDARD IRON BAR
- SSB DENOTES SHORT STANDARD IRON BAR
- M DENOTES MEASURED
- P DENOTES SURVEY PLAN BY J.B. CHAMBERS, O.L.S., DATED JUNE 13, 1962
- RP DENOTES REGISTERED PLAN No. 56352
- S DENOTES SET
- OU DENOTES ORIGIN UNKNOWN
- WT DENOTES WITNESS
- EMM DENOTES E.M. MacQUARRIE, O.L.S.
- DSU DENOTES D.S. URSO SURVEYING LTD.
- PH DENOTES PROPERTY IDENTIFICATION NUMBER
- DENOTES NOT TO SCALE

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT.

PLAN 1R- DRAFT

RECEIVED AND DEPOSITED

DATE

DATE

D.S. URSO - ONTARIO LAND SURVEYOR

REPRESENTATIVE FOR LAND REGISTRAR FOR THE LAND TITLES DIVISION OF ALGOMA (RP 1)

SCHEDULE

PART	BLOCK	PLAN	Sq.m.	PN
1	PART OF 'E'	REGISTERED PLAN No. 56352	268.40	PART OF 31534-0144

PART 1 COMPRISES PART OF PN 31534-0144

BEARING NOTE

BEARINGS ARE UTM GRID DERIVED FROM PRECISE POINT POSITIONING (PPP) SERVICE DUAL FREQUENCY STATIC GPS OBSERVATIONS ON MONUMENTS (A) AND (B), SHOWN HEREON, HAVING A BEARING OF N87°57'30"E AND ARE REFERRED TO THE CENTRAL MERIDIAN 87° WEST LONGITUDE OF UTM ZONE 18 NAD 83 (CSRS)(1997.0).

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT, AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
- THE SURVEY WAS COMPLETED ON NOVEMBER 25th, 2011.

SAULT STE. MARIE, ONTARIO

F.E. WALL
ONTARIO LAND SURVEYOR

D.S. Urso Surveying Ltd.			
Ontario Land Surveyors & Canada Land Surveyors			
Planning Consultants			
20 KING ST. EAST STE. MARIE, ONT. P4A 7T1	TEL: (705) 254-7851	FAX: (705) 254-1357	
DRAWN: KF	FIELD: DMC/A.B./LL	FILE NO:	U-10591
CHECKED: DSU			

515

NUALA KENNY
CITY SOLICITOR

MELANIE BOROWICZ-SIBENIK
ASSISTANT CITY SOLICITOR



LEGAL
DEPARTMENT

File No. 2011-129(Z)

2012 03 05

Mayor Debbie Amaroso and
Members of City Council

**RE: 1187839 ONTARIO INC. – 843 GREAT NORTHERN ROAD & 605 THIRD
LINE EAST – BY-LAW 2011-129**

PURPOSE

The purpose of this report is to inform City Council of the decision provided by the Ontario Municipal Board on the above noted Zoning By-law.

BACKGROUND

City Council passed By-law 2011-129 on July 18th, 2011. The purpose of By-law 2011-129 is to amend Sault Ste. Marie Zoning By-laws 2005-150 and 2005-151 concerning lands located at 843 Great Northern Road and 605 Third Line East. The Applicant, 1187839 Ontario Inc. requested that they be permitted to construct a two storey medical office consisting of doctors, a small pharmacy, laboratory and x-ray facilities on the subject lands.

As required by the Planning Act notice was sent to all residents within 120 metres from the subject lands. An appeal was filed by Mr. Wendyl Cameron and received in the Clerks Office on August 5, 2011.

ANALYSIS

By way of letter dated February 10, 2012 the Legal Department was notified by the Ontario Municipal Board that the appeal filed by Mr. Wendyl Cameron was withdrawn on November 29, 2011 and the file was now closed.

-more-

IMPACT

Not applicable.

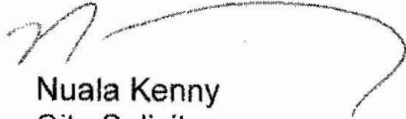
STRATEGIC PLAN

Not applicable.

RECOMMENDATION

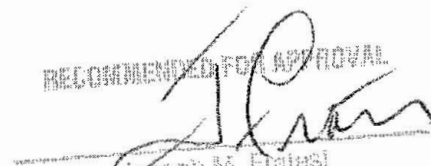
The appeal filed by Mr. Wendyl Cameron was withdrawn and accordingly By-law 2011-129 is in full force and effect.

Respectfully submitted,



Nuala Kenny
City Solicitor
NK/cf

RECOMMENDED FOR APPROVAL



Joseph M. Hales
Chief Administrative Officer

NUALA KENNY
CITY SOLICITOR

MELANIE BOROWICZ-SIBENIK
ASSISTANT CITY SOLICITOR



LEGAL
DEPARTMENT

File No. LE-90

2012 03 05

Mayor Debbie Amaroso and
Members of City Council

**RE: LICENSE AGREEMENT BETWEEN CITY AND HER MAJESTY THE
QUEEN IN RIGHT OF ONTARIO AS REPRESENTED BY THE
MINISTER OF INFRASTRUCTURE**

PURPOSE

The purpose of this report is to recommend to Council that it authorize a License Agreement between Her Majesty the Queen in Right of Ontario as Represented by the Minister of Infrastructure for the portion of the hub trail to be located on its property.

BACKGROUND

The agreement is required to allow the hub trail to be built on a portion of the property owned by Her Majesty the Queen in Right of Ontario as Represented by the Minister of Infrastructure in the area of 64 Church Street. The property is described as part of PCL 46 SEC AWS; WATER LT IN FRONT OF LT 20 CON 1 ST. MARY'S AS IN A1336; SAULT STE. MARIE and is shown on the attached Schedule "B".

-more-

ANALYSIS *(if applicable)*

Not Applicable

IMPACT

There is nominal financial impact.

STRATEGIC PLAN

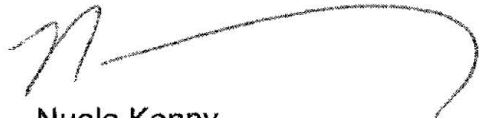
Not Applicable

RECOMMENDATION

The recommendation is that the Mayor and City Clerk be authorized to sign the License Agreement on behalf of City of Sault Ste. Marie so that the Hub Trail can continue onto this property.

By-law 2012-42 appears elsewhere on the agenda and is recommended for your approval.

Respectfully submitted,



Nuala Kenny,
City Solicitor

NK/da

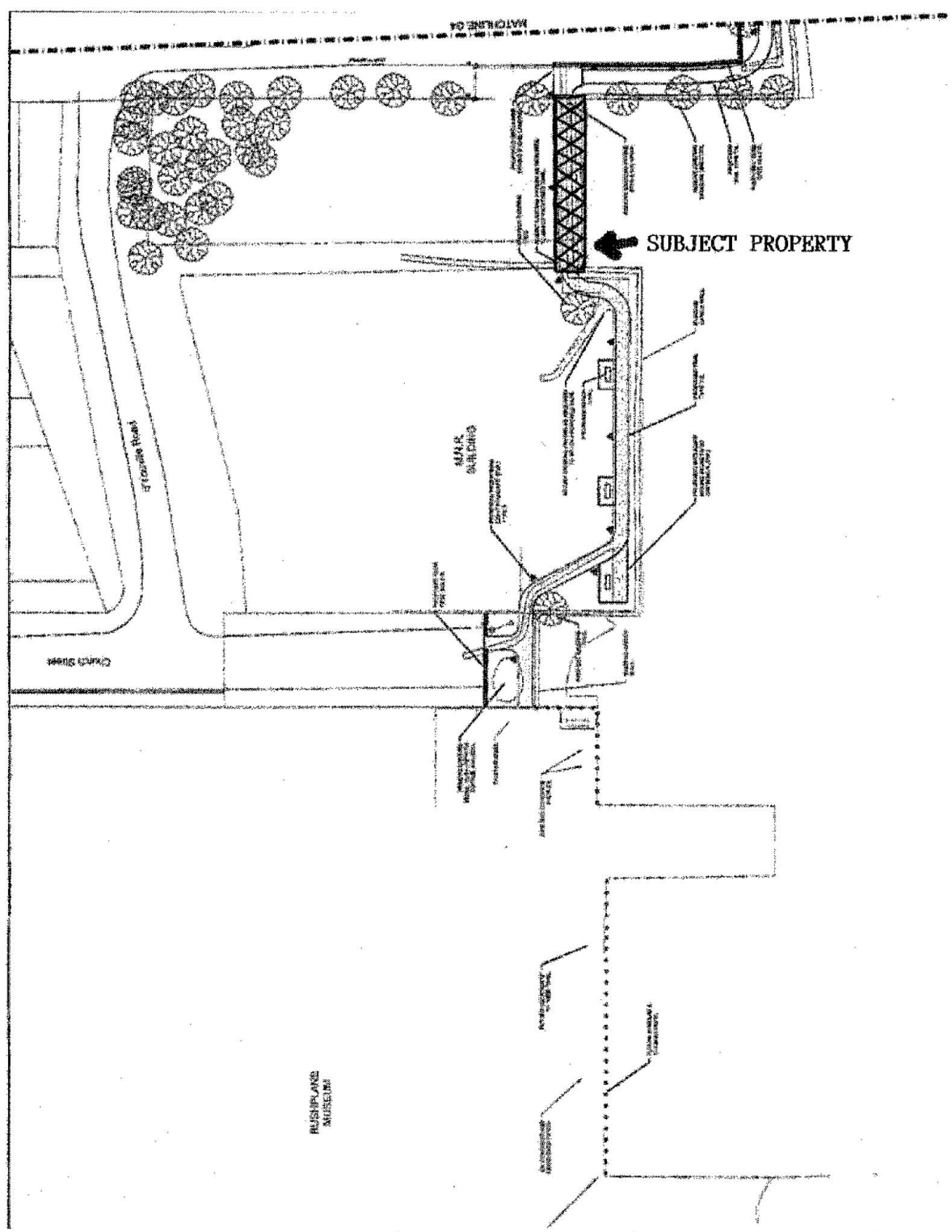
attachment(s)

RECOMMENDED FOR APPROVAL



Joseph M. Falesi
Chief Administrative Officer

SCHEDULE "B"
Plan of Licensed Premises



DON SCOTT
MANAGER OF TRANSIT AND
PARKING



PUBLIC WORKS AND
TRANSPORTATION DEPARTMENT
TRANSIT DIVISION

2012 03 05

Mayor Debbie Amaroso &
Members of City Council

**RE: TRANSIT OPERATIONAL REVIEW –
RECOMMENDATION FOR RE-DESIGN OF THE CEDAR HEIGHTS BUS ROUTE**

PURPOSE

The purpose of this report is to inform Council of the planned adjustment to the Cedar Heights bus route as recommended by HDR Consultants in the recently completed operational review. The review was accepted as information by Council at their meeting held on January 23, 2012.

BACKGROUND

The Transit Operational Review contains a proposal to provide two-way, half-hour service for the entire Cedar Heights bus route, however at this time the expanded service would ultimately require expanding the fleet by one bus and adding a second crew of operators. At this time the complete re-design of the Cedar Heights bus route is not recommended due to the added costs. However, as a cost effective alternative, Transit staff is proposing to implement half (FIGURE 1) of the original concept, which would see the current Cedar Heights bus route adjusted to travel from Second Line north onto Peoples Road, then east onto the recently completed Third Line East, to Great Northern Road. The bus will then head south on Great Northern Road, turning east on Lou Lukenda Drive to the front doors of the Sault Area Hospital. The bus will then leave the Sault Area Hospital and complete its current route back to the Queen St./Dennis St. Bus Terminal. Passengers will be able to transfer between the Cedar Heights and North St. buses at the existing bus stop on Lou Lukenda Drive.

ANALYSIS

The re-routing of the Cedar Heights bus route will allow Transit staff to provide new two-way service at the south end of Peoples Road between Third Line East and Second Line. In addition, the new one way bus route on Third Line east will be of service to the residential neighborhoods located north of Third Line East. The overall efficiency of our bus routes will also improve as we are avoiding duplication of bus service on Second Line between Peoples Road and Great Northern Road.

STRATEGIC PLAN

The re-design of the Cedar Heights bus route is linked to the Transit Operational Review contained within the Corporate Strategic Plan 2011-2016, under Strategic Direction 2: Delivering Excellent Services, Objective 2B –Process Management.

IMPACT

All existing Cedar Heights bus stops (Figure 2) found on Second Line, Old Garden River Road and Terrance Ave. will be serviced by the North St. and Second Line buses.

All costs for the bus route adjustments are contained within the existing operating budget for the Transit Services Division.

RECOMMENDATION

It is recommended that the report of the Manager of Transit and Parking regarding the proposed re-routing and implementation of the Cedar Heights bus route for May 2012 be approved.

Respectfully submitted,



Don Scott
Manager of Transit and Parking
Public Works and Transportation

Recommended for approval,

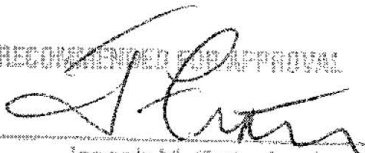


Susan Hamilton Beach
Deputy Commissioner
Public Works and Transportation

DS:pf

attachment

RECOMMENDED FOR APPROVAL



Joseph M. Fratesi
Chief Administrative Officer

CEDAR HEIGHTS

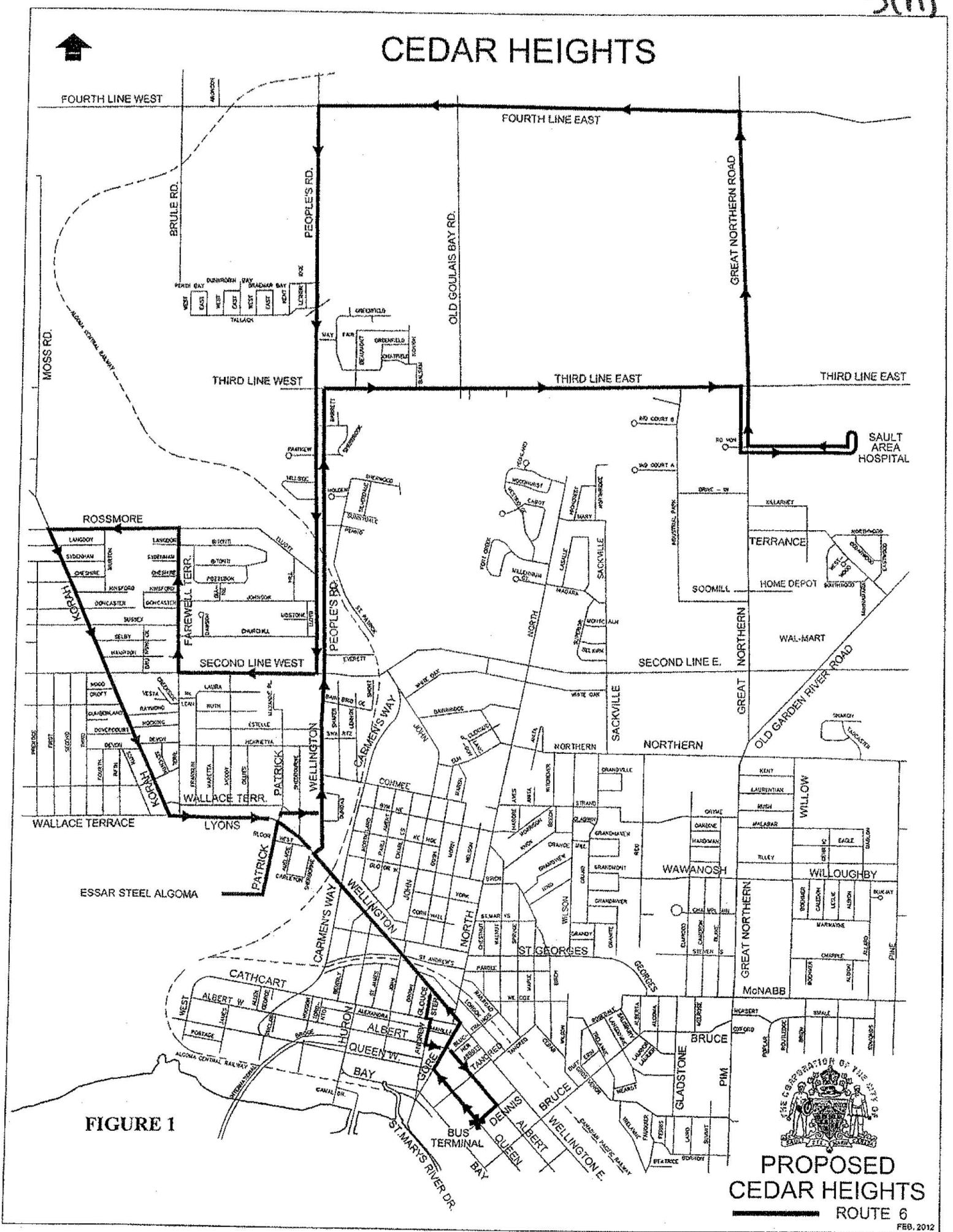


FIGURE 1

CEDAR HEIGHTS

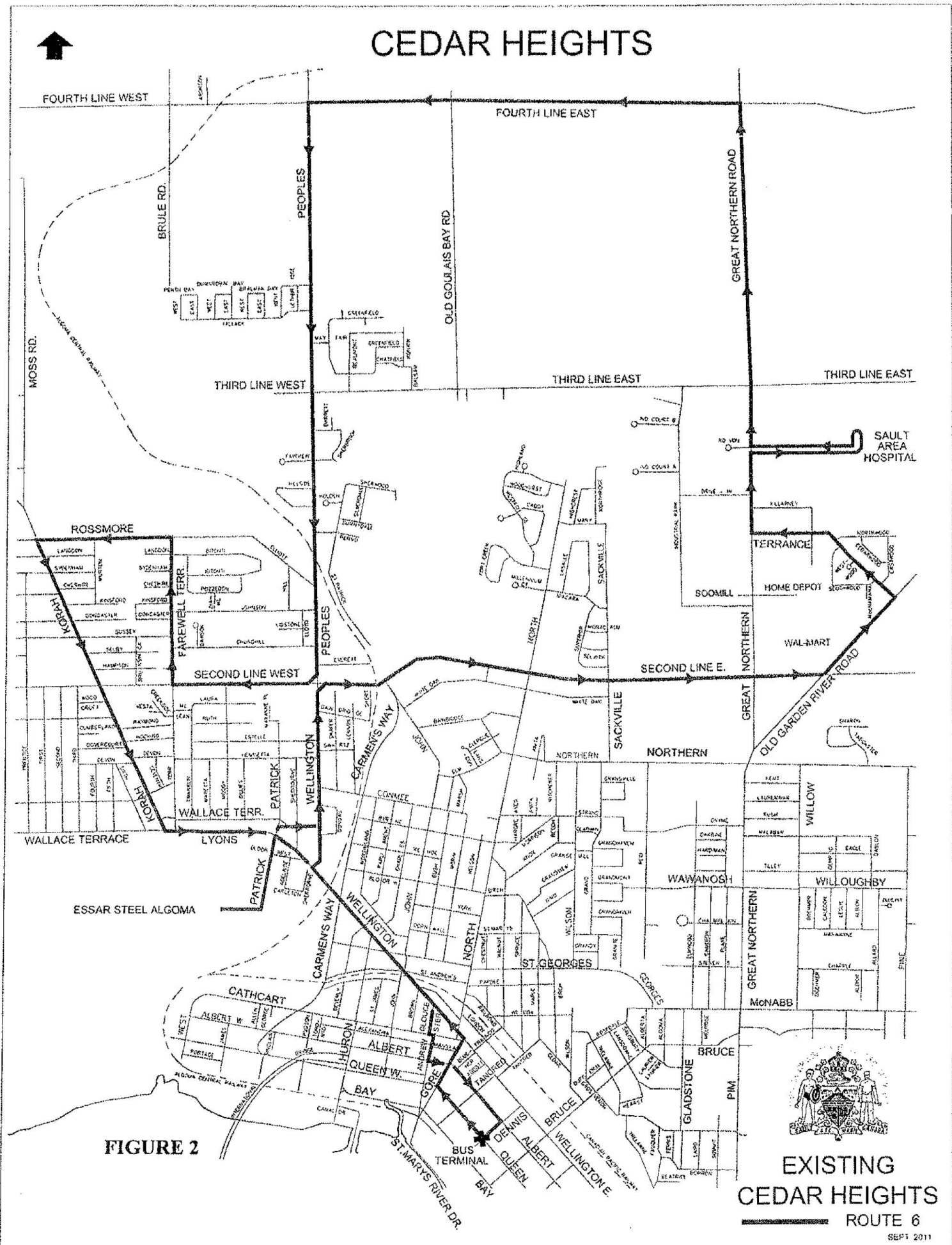


FIGURE 2


**EXISTING
CEDAR HEIGHTS
ROUTE 6**
SEPT 2011

Susan Hamilton Beach, P. Eng.
Deputy Commissioner



Public Works and
Transportation

2012 03 05

Mayor Debbie Amaroso and
Members of City Council

RE: TRAFFIC CALMING/TRAFFIC MANAGEMENT POLICY

PURPOSE

This report is in response to the Council resolution dated 2011 09 26:

"Resolved that the report of the Deputy Commissioner, Public Works and Transportation dated 2011 09 26 concerning Evaluation of the McGregor Avenue Speed Humps be accepted and the recommendations to monitor speed humps concerning repetitive issues arising and develop a traffic calming policy be approved."

BACKGROUND

Throughout the past several years, Public Works and Transportation – Traffic Division has received a number of requests to implement traffic calming alternatives, particularly speed humps, on a number of subject roadways. In 2009 Council approved a pilot project which implemented speed humps on McGregor Avenue. A Council report dated September 26, 2011 presented the findings of the project – to-date – and also recommended that a policy be developed to address future requests.

A policy is required to establish (a) that the pre-requisite requirements are met for the subject roadway (Phase 1 study), (b) that the affected property owners want a traffic calming/traffic management solution in their neighbourhood (a successful petition) and that (c) a traffic 'issue' is present on the subject roadway (Phase 2 study).

ANALYSIS

PWT – Traffic Division has reviewed the following resources in an effort to develop a policy that can effectively analyze a location and recommend whether or not traffic calming/traffic management alternatives are required:

- the Transportation Association of Canada ('TAC');
- the Institute of Transportation Engineers ('ITE');
- the Ontario Traffic Manual ('OTM');

- the Highway Traffic Act ('HTA'); and
- the Manual of Uniform Traffic Control Devices for Canada ('MUTCD').

Several other municipalities were also consulted to seek input as to how others handle this type of request.

The Traffic Calming/Traffic Management Policy is attached to this report for Council's information and approval. Also, a presentation will be made by Andy Starzomski, Manager of Traffic and Communications. Council should understand that as a result of applying this policy, there may be several traffic calming or traffic management solution(s) presented – if a true problem is identified.

Traffic Calming is defined by ITE as "the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users". Traffic Management is defined by ITE as "attempts to control the volume of traffic movements through the use of regulatory devices and signs such as turn prohibitions or one-way streets or other physical devices such as diverters or full road closures."

A request must be received by PWT – Traffic Division, either written or electronically. This request will trigger a Phase 1 study. The Phase 1 study ultimately confirms whether or not the subject roadway meets the pre-requisite requirements to be a candidate location for traffic calming/traffic management.

The factors that are considered at this stage are as follows and are further described in the policy itself:

- Road Classification;
- Speed Limit;
- Roadway Gradient;
- Length of Block; and
- Presence of Sidewalk.

Other factors which will influence whether or not the subject roadway should be studied further is if it is used as a primary emergency response route and the type of adjacent land use(s). If there is a school, church, playground, etc. consideration will be given in the evaluation.

Once the Phase 1 study is complete, the individuals and Ward Councillors will be advised of the findings and, if the pre-requisite conditions exist, they will be advised to organize a petition. The area of directly and indirectly affected properties will be determined by the Traffic Division. Once a successful petition is received, the Phase 2 evaluation will begin.

The Phase 2 study includes data collection and analysis of the following:

- Traffic volumes;
- Traffic speed; and a
- Collision study.

Once all of the data is collected, a warrant matrix has been prepared and the subject roadway will be given a score out of 100. If the score is minimal (0 – 45) no action will be recommended as it has been determined a traffic issue does not exist. If the score is mid-way (46-75) the preferred solution will most likely involve traffic management alternatives. If the evaluation results in a score higher than 75 a traffic calming alternative may be the preferred solution ie. speed humps, etc.

Once annually, PWT will prepare a report for Council that will include all those subject roadways which were studied and were recommended for traffic calming/traffic management alternatives. A budget figure will also be presented and Council's approval will be sought prior to the implementation of any solution.

It is intended that unless major traffic changes take place, a subject roadway not be re-studied within a five (5) year period.

IMPACT

This report seeks Council approval of the proposed Traffic Calming/Traffic Management Policy. Once approved, staff will apply the procedure to each request received. The annual results and projects recommended following the completion of the Traffic Calming/Traffic Management studies will be presented to Council with the respective budget and potential funding identified. Engineering and Planning along with Police Services and Emergency Management Services will be consulted through the course of completing each study.

STRATEGIC PLAN

The creation of this policy is not directly linked to any activity in the Corporate Strategic Plan.

RECOMMENDATION

"That the report of the Deputy Commissioner establishing a policy for Traffic Calming/Traffic Management studies be received as information and that the policy be approved as the guiding document for staff in the assessment of this type of request."

Respectfully submitted,

Recommended for approval,

"Larry Girardi"

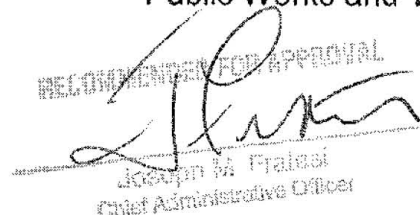


Susan Hamilton Beach, P. Eng.
Deputy Commissioner
Public Works and Transportation

Larry Girardi
Commissioner
Public Works and Transportation

attachment(s)

RECOMMENDED FOR APPROVAL



Joseph M. Fradei
Chief Administrative Officer

**PROCEDURE FOR TRAFFIC CALMING/
TRAFFIC MANAGEMENT STUDIES**

1. GENERAL

The purpose of this policy is to set out a specific procedure to analyze and recommend traffic calming and traffic management alternatives based upon engineering principles established by the Transportation Association of Canada ('TAC'), the Institute of Transportation Engineers ('ITE'), the Ontario Traffic Manual ('OTM'), the Highway Traffic Act ('HTA') and the Manual of Uniform Traffic Control Devices for Canada ('MUTCD').

By applying this procedure to each request the true need for the implementation of traffic calming and traffic management alternatives shall be determined in accordance with these guiding documents.

2. REQUEST FOR A STUDY

In order to request a study of a potential location requiring a traffic calming solution and/or traffic management application one of the following must be done:

- a) A request in writing from a Councillor/Resident(s) to Public Works and Transportation Department ('PWT') – Traffic Division; or via
- b) The submission of an on-line "Traffic Calming Request Form". This form can be found at the following location on the City's web-site: www.cityssm.on.ca/open_page.aspx?ID=1071&deptid=1
- c) A copy of this form is found in Appendix 1. This on-line form goes directly to the PWT – Traffic Division.

Please note it is preferred that the request be submitted electronically in order to efficiently track the study and communicate results with those involved.

3. TIMING OF STUDY

A traffic calming/traffic management study can be conducted at any time of year, although, it is preferred that the Phase 2 data collection take place between May and October. As discussed further in Section 6, the majority of the study is conducted by PWT - Traffic Division and (data collection is best without potential damage from snow removal equipment.)

4. CONSULTATION

PWT – Traffic Division staff will ensure consultation with the following areas:

- a) Affected Councillors/Resident(s)
- b) Police Services and Emergency Services; and
- c) Engineering and Planning Department.

Once a request is made, a Phase 1 evaluation will be conducted by PWT - Traffic Division.

Consultation with the individual(s) making the request will take place during and after the Phase 1 is complete. If the Ward Councillors are not involved in the request they will be advised of the study.

The results of the evaluation will be shared with the person(s) making the request (Appendix 2) and if it is determined to be a potential candidate location for traffic calming/management – the person(s) making the request, either Councillors/Resident(s) will be advised that a petition should be organized. The petition **must be successful** in order for staff to proceed with a Phase 2 evaluation.

The petition shall be evaluated by the Engineering Department. Names of at least 70% of all directly affected property owners must be included in addition to at least 50% of indirectly affected property owners. The extent of the property owners required to be petitioned will be determined by PWT – Traffic Division staff in consultation with the Ward Councillors.

City Police Services and Emergency Management Services ('EMS') shall be consulted during the Phase 1 evaluation for their opinion regarding any interference or issues to the provision of their services. If it is a primary emergency response route this shall be considered a serious negative impact and not recommended for traffic calming/management.

The Engineering and Planning Department shall be consulted to ensure there are no geometric changes that can mitigate traffic concerns as well as discuss whether or not the subject roadway is scheduled for reconstruction within a five (5) year period.

5. INFORMATION TO BE OBTAINED FOR TRAFFIC CALMING/TRAFFIC MANAGEMENT STUDY

PHASE 1 – Confirmation of Prerequisite Requirements

A Phase 1 study will begin once the request is submitted.

- a) Road Classification - The subject roadway must be classified as a **local road**.
Traffic calming is not appropriate or recommended on collector and arterial streets (as defined in the City of Sault Ste. Marie Truck Route Class Environmental Assessment and Transportation Planning Study) as these are designed to serve larger volumes of traffic at higher speeds. Introducing traffic calming measures may result in reduced safety or other negative effects such as short-cutting down local streets not designed to carry higher volumes.
- b) Speed Limit - The speed limit on the subject roadway **must be at least 50 km/hr**.
If the speed limit on the subject road is less than 50 km/hr the enforcement of the speed limit is the traffic calming tool. This will be explained to the Councillor/Resident(s) involved in the request.
- c) Roadway Gradient – The gradient of the roadway **must not exceed 5%**. Weather conditions affect vertical traffic calming devices (ie. speed humps) and it is recommended that they not be implemented on roadways with grades exceeding 5%.
- d) Length of Block – The minimum block length **must be at least 200m** between controlled intersections or block segments. Sections of streets less than 200m generally do not experience speeding issues as there is insufficient distance to attain excessive speed.

- e) Presence of Sidewalk – The subject roadway should have a continuous sidewalk on one side of the street (minimum). This shall ensure pedestrian safety.
- f) Emergency Response Route – Indication by Police Services and EMS that the subject roadway is a **primary EMS response route** will strongly affect the recommendation of the study.
- g) Adjacent Land Use – Consideration will be given to abutting land uses (ie. school, church, playground, recreation center, etc.). These types of facilities typically generate more pedestrian traffic. Also, if the subject roadway is a signed bicycle route consideration will be given in the warrant system.

As a result of a Phase 1 study, the form found in Appendix 2 shall be completed by PWT – Traffic Division staff and the results discussed with person making the request and the Ward Councillors.

PHASE 2 – Collection of Traffic Data

If the Phase 1 study indicated the subject roadway met all the pre-requisite criteria, the Councillor/Resident(s) shall be advised to organize a petition as explained in Section 5. If a successful petition is received, a Phase 2 evaluation will then begin by PWT – Traffic Division staff.

- a) Volume – The minimum 24 hour volume on the subject street **must be at least 750 vehicles per day (vpd)**. In cases where the "cut-through" traffic volume is greater than 30%, no minimum threshold is required. Once traffic volumes exceed 5000 vpd, the road is functioning as a major collector or arterial roadway and traffic calming measures should not be implemented due to the probability of diverting significant traffic volumes to adjacent local roadways.
- b) Traffic Speed – The 85th percentile **must be at least 10 km/hr** above the posted (or default) speed limit. In cases where the 85th percentile speed is at least 15 km/hr above the posted speed, no minimum volume threshold is required. A traffic speed study must confirm a speeding problem does exist.
- c) Collision Study – Collision data will be collected for the subject roadway and consideration will be given for every reported preventable collision in the past three (3) years.

6. EXPECTED TIMEFRAME FOR STUDY COMPLETION

The request for the study is made, in writing or electronically (preferred), to the Public Works and Transportation Department – Traffic Division. The request is the 'trigger' for a Phase 1 evaluation.

Phase 1 – Confirmation of Prerequisite Requirements – To complete a Phase 1 evaluation will require between two (2) – four (4) weeks time. Following the Phase 1 evaluation, the summary form will be prepared and provided to the Councillor/Resident making the request which will either confirm that the request is valid for further study or the prerequisite conditions do not exist. If each pre-requisite does not exist it is not a candidate for traffic calming/management.

Phase 2 – Collection of Traffic Data – If all the pre-requisites are present, the Councillor/Resident will be advised that a petition should be organized to confirm public support of a traffic calming/management solution in their neighbourhood. Once a successful

petition is received, the collection and interpretation of traffic data will require an additional two (2) to four (4) weeks time.

7. WARRANT FOR TRAFFIC CALMING/TRAFFIC MANAGEMENT ALTERNATIVES

In order to prioritize or rank candidate traffic calming/traffic management locations a warrant system has been established. (It must be understood in order to have a Phase 2 study conducted and then to be scored **all** the pre-requisite conditions **and** a successful petition must be met.)

Every location will be scored out of 100 maximum points as indicated on the form in Appendix 3. The following will guide the recommendations of the study:

- Score 0- 45 – No traffic calming/traffic management alternative required
- Score 46- 75 – A traffic management alternative will be recommended
- Score 75 – 100 – A traffic calming alternative will be recommended

The evaluation shall be completed by PWT – Traffic Division staff and shall include the following:

Traffic Speed Warrant – A maximum of 40 points will be awarded through the examination of the traffic speed data. Three (3) points will be awarded for every km/hr the 85th percentile speed is above 50 km/hr, to a maximum of 40 points.

Traffic Volume Warrant – A maximum of 30 points will be awarded through the examination of the traffic volumes on the subject roadway. Two (2) points will be awarded for every 100 vehicles of daily traffic for local roads to a maximum of 30 points.

Collision Warrant – A maximum of 25 points will be awarded for every reported preventable collision in the past three (3) years on the subject roadway (or subject block).

Pedestrian/Cycling Warrant – A maximum of 5 points will be awarded if the abutting land use generates a high volume of pedestrian traffic.

8. BASIC CONSIDERATION FOR THE DECISION MAKING PROCESS

As noted in Section 7 – Traffic speed, traffic volume, number of collisions and abutting land use designations generating a high pedestrian volume forms the basis for consideration of a traffic calming or traffic management alternative. (Note: all the pre-requisites must be met to be at this point in the decision making process.)

Based on the score obtained through the warrant process (total of 100), prioritization and ranking can occur. It is recommended that this score be used to plan for the implementation of the traffic calming or traffic management alternative. It should be noted, that the implementation will be dependant on the identification of adequate funds.

If the subject roadway is within the five year approved capital construction plan, the traffic data assessment will be provided to the Engineering and Planning Department for their consideration in the design phase of the roadway as there may be cost savings achieved through implementation at the reconstruction stage.

9. ALTERNATIVES

Traffic calming and traffic management alternatives are used in many North American communities. Although the trigger for this procedure was the number of speed hump requests, it should be recognized that there are other alternatives for traffic calming and traffic management – some suitable and others not likely candidates for Sault Ste. Marie.

Appendix 4 of this policy defines many of the terms and alternatives used in this area of traffic engineering, however, the following is a list of potential traffic calming/traffic management alternatives:

- Chicanes;
- Curb extensions;
- Directional closure;
- Full closure;
- On-street parking;
- Raised crosswalks;
- Raised intersections;
- Raised median island;
- Right-in/Right-out island;
- Sidewalk extensions;
- Speed humps;
- Textured crosswalks;
- Diverters/barriers; and
- Roundabouts.

Traffic calming and traffic management should be considered from the planning stage of residential developments and in the design of capital construction and reconstruction projects. Often implementation at these times is most cost effective.

10. REPORTING TO COUNCIL AND IMPLEMENTATION OF DECISION

Once Phase 1 evaluation has been completed for a subject roadway, Ward Councillors/Resident(s) will be informed – if they are not involved in the original request. The results of the Phase 1 study (Appendix 2) will be copied to the Ward Councillors and any resident(s) involved.

The completion of the petition shall be the responsibility of the Ward Councillors and/or the resident(s) making the request. Once the petition is evaluated, the results will be shared with those organizing it.

A Council Report shall be prepared following the Phase 2 evaluation. This shall include the total score (Appendix 3). A report shall be submitted for each subject roadway that undergoes a Phase 2 evaluation.

An annual Council Report shall be prepared which presents to Council all those subject roadways which are recommended for Traffic Calming or Traffic Management alternatives. The recommended alternative shall be identified for each subject roadway(s) studied that year and the report shall include any projects previously recommended and not yet implemented. An associated cost estimate will also be presented for Council's approval to fund and implement.



Traffic Calming Request Form

Applicant Contact Information

Name:

Address:

Phone Number:

Email Address:

Traffic Calming Information

Street Name:

From Street Name: To Street Name:

Block Length (m): Road Classification: ☐ Local ☐ Collector/Arterial

**Appendix 2 – Confirmation of Pre-requisites for Traffic Calming/
Traffic Management Alternatives**

Subject Roadway:	
From:	To:
Date of Request:	
Date of Last Study:	
Resident/Councillor Making Request:	
Form of Request (Attach):	
Pre-requisite Requirement	Subject Roadway (Please Check if Pre-requisite Applies)
Road Classification (Local)	
Speed Limit (min. 50 km/hr)	
Roadway Gradient (Less than 5%)	
Length of Block (Greater than 200 m)	
Presence of Sidewalk (At least one side)	
Recommend Petition be Organized (ie. Roadway meets all Pre-requisite criteria)	
<i>Other Factors to be considered:</i>	
EMS Route (Not Primary Route)	
Adjacent Land Use (High Volume Pedestrian Traffic ie. School, church, etc)	
W.O. No.	

Corporation of the City of Sault Ste Marie

Public Works & Transportation - Traffic Division
 Traffic Calming/Management Worksheet
 Phase 2 Evaluation Matrix

Date: _____
 (mm/dd/yyyy)

Street Name: _____ Speed Limit: _____ km/h

From: _____ To: _____

Criterion	Maximum Point Value (MPV)	Description	Weighting Factor (WF)	Measured Value	Score (MV*WF)
Speed Warrant	40	3 points for every km/h the 85th percentile speed is in excess of 50 km/hr	3.00	0	0
Volume Warrant	30	2 points will be awarded for every 100 vehicles of daily traffic for local roads	2.00	0	0
Pedestrian/ Cycling Warrant	5	5 points will be awarded if there is a pedestrian generator (ie. school, church, playground recreation center, daycare, etc.) or a signed bicycle route in the subject block or road segment	5.00	0	0
Collision Warrant	25	5 points will be awarded for every reported preventable collision in the past 3 years in the subject block or road segment > 50 metres	5.00	0	0
TOTAL SCORE					0

Traffic Calming/Management	
Score	Action
0-45	Do Nothing
46-75	Management
75-100	Calming

Appendix 4 – Traffic Calming/Traffic Management Definitions

Traffic Calming – As defined by ITE as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users”.

Traffic Management – As defined by ITE “attempts to control the volume of traffic movements through the use of regulatory devices and signs such as turn prohibitions or one-way streets or other physical devices such as diverters or full road closures.

Chicane – A series of curb extensions on alternating sides of the roadway, which require the driver to slow down and “zig-zag” from one side of the road to the other to travel along the street. Typically, a series of at least three curb extensions are required.

Curb Extension – Also known as “bump-outs”, are horizontal extensions of a curb into the roadway. These may be used to provide higher visibility of pedestrians, shorter walking distances to cross the roadway and to create chicanes, etc.

Directional Closure – A curb extension or vertical barrier extending to appropriately the centerline of a roadway, effectively obstructing (prohibiting) one direction of traffic.

Full Closure – A barrier extending across the entire width of a roadway, which obstructs all motor vehicle traffic movements from continuing along the roadway.

On-Street Parking – The reduction of the roadway width available for vehicle movement by allowing motor vehicles to park adjacent and parallel to the curb.

Raised Crosswalk – A marked pedestrian crosswalk at an intersection or mid-block location constructed at a higher elevation than the subject roadway.

Raised Intersection – An intersection – including sidewalk – constructed at a higher elevation than the adjacent roadway.

Raised Median Island – An elevated median constructed on the centerline of a two-way roadway to reduce the overall width of the adjacent travel lanes.

Right-In/Right-Out Island – A triangular island at an intersection approach which obstructs left turns and through movements to and from the intersecting street or driveway.

Sidewalk Extension – A sidewalk is continued across a local intersection. For a “raised” sidewalk extension, it is continued at its original elevation, with the local roadway raised to the level of the sidewalk at the intersection. For an “unraised” sidewalk extension, the sidewalk is lowered to the level of the roadway.

Speed Hump – A raised area of a roadway, which deflects both the wheels and frame from a traversing vehicle.

Textured Crosswalk – A crosswalk incorporating a textured and/or patterned surface which contrasts with the adjacent roadway.

Diverters/Barriers – These are devices that physically block some or all traffic movements, thereby limiting access or turns to and from side streets and/or driveways or forcing turns at intersections. These can be effectively used to discourage cut-through traffic.

Roundabouts – varying in size, at the neighbourhood level, these may be referred to as “mini-roundabouts”, or “intersection buttons”, and are raised islands placed at the center of an intersection. The best designs are scaled-down versions of the modern roundabout designs now in use as an alternative to traffic signals on arterials. Roundabouts in neighbourhoods are generally used in place of all-way stop

control. The benefits of roundabouts are that they slow traffic and reduce the number of right-angle and turning collisions, while providing a more efficient and environmentally-friendly operations, compared to stop signs. They reduce the number of potential conflict points at an intersection from 32 down to only eight, increasing safety.

85th Percentile Speed – is the speed at which 85 percent of the motorists travel at/or below on a given road.

(2012 02 21)

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S. Hamilton Beach, P. Eng.
Deputy Commissioner



Public Works and
Transportation

2012 03 05

Mayor Debbie Amaroso and
Members of City Council

**RE: RECYCLING CONTRACT EXTENSION
GREEN CIRCLE ENVIRONMENTAL**

PURPOSE

This report is in response to the Council resolution dated 2012 01 09:

"Resolved that the report of the Deputy Commissioner of Public Works and Transportation dated 2012 01 09 concerning Recycling Contract Extension – Green Circle Environmental be accepted and the recommendation to enter into an agreement with Green Circle Environmental for a ten year extension - Option No. 1 – implementation of automated carts and collection trucks be approved."

This report seeks Council authorization to execute the agreement between the City and Green Circle Environmental Inc.

BACKGROUND

Following Council's direction, Public Works and Transportation staff has negotiated a contract addendum to the original agreement dated August 12, 2002.

In summary, all of commitments as presented at the 2012 01 09 meeting have been incorporated into the addendum including:

- Carts will be purchased and provided to all and very small businesses;
- The carts will incorporate RFID technology and/or bar-coding option;
- Carts will be provided to new residents for the term of the contract as well as replacement carts if they are damaged by the contractor or found to be defective;
- Automated trucks will be provided to collect carts to service the City collection routes;
- Green Circle will finance the purchase of the carts and the collection vehicles;
- Improvements will be made to the MRF to help increase diversion and improve product quality; and
-

- Green Circle will implement the new robotic arm technology within one year of the contract extension (ie. September 2013).

Clauses have also been included to address all complaints on an individual basis, provide adequate educational information to each property owner as well as the commitment to a regular three year review of the bi-weekly collection option.

ANALYSIS

A full analysis was previously presented with the option of automated collection and a cart system being the preferred option. In the best interest of the community, sole sourcing the contract to Green Circle Environmental Inc. was also recommended.

IMPACT

As detailed in the previous report the fuel escalation clause has a financial impact (approximately \$77,000), however, all future collection contracts incorporate such a clause. With these changes to the system, there is the possibility of expanding the current program and collecting greater volumes. As the municipality shares revenue with the contractor this may mean additional funds. An enhanced recycling program/increased recycling is a recommendation of the City's Solid Waste Management Environmental Assessment, currently underway.

STRATEGIC PLAN

The Corporate Strategic Plan – Objective 1A – Environmental Leadership includes the completion of the EA for Solid Waste Disposal. The desired result of this activity is to reduce waste/refuse and increase waste disposal capacity. Recycling, in general, works towards this goal. Endorsing the agreement and implementing the terms of the addendum will provide the greatest potential to enhance the current recycling program in a safe and efficient manner.

RECOMMENDATION

"That By-law 2012-43, authorizing execution of the contract addendum between the City and Green Circle Environmental Inc., found elsewhere on this evening's agenda be approved."

Respectfully submitted,

Recommended for approval,



"Larry Girardi"

Susan Hamilton Beach, P. Eng.
Deputy Commissioner

Larry Girardi
Commissioner

RECOMMENDED FOR APPROVAL



Joseph M. Frateoni
Chief Administrative Officer



86 Sackville Rd
Sault Ste Marie, ON
P6B 4T6



We're thinking Green because they can't!

Established in 1991.
Locally Owned & Operated

November 4, 2011

The City of Sault Ste Marie
128 Sackville Rd
Sault Ste Marie, Ont
P6B 4T6

SUBJECT: Curbside Recycling Collection Services 10 Year Extension

Attention: Mr. Larry Girardi
Mrs. Susan Hamilton Beach

To whom it may concern,

Green Circle Environmental is currently requesting a 10 contract renewal for the processing and collection of curbside recyclables for The City of Sault Ste Marie. If Green Circle is successful and is granted an extension it will begin to implement the following changes;

- 1) Green Circle will purchase and provide carts to the residents and (very) small businesses, approximately 26,200 for automated collection
- 2) Carts will be ordered with RFID technology and/or bar-coding option.
- 3) Green Circle will provide new (to new residents) and replacement carts to the residents for the 10 years of the contract
- 4) Green Circle will purchase automated trucks to collect the carts to service the City collection routes
- 5) Green Circle will finance all expenses associated with the robotic collection
- 6) Green Circle is currently working to seek available funding programs for the automated collection system
- 7) Green Circle will begin making improvements to the current processing facility to help increase diversion and improve product quality.
- 8) Green Circle will implement the Robotic Arm technology within one year of the contract extension (September, 2013)

If the City of Sault Ste Marie decides that automated collection is not the route they would like to choose at this present time, Green Circle asks the City exercises a 5 year extension to Green Circle to the current contract. If the 5 year extension is granted Green Circle will then maintain the current manual collection system and current processing system. Problems we foresee with the current manual collection system are as follows;

- 1) Product quality will not improve; Glass is currently contaminating our 3-7 plastics. If we could remove the glass from this product we could begin accepting the more product at the curb. In order to do this we would have to make improvements to our processing facility.
- 2) WSIB rates will only increase; drivers are getting older and there are no new drivers that want to do manual collection.
- 3) There will be no increase in product diversion from the consumer because they are stuck with a small blue and yellow box. We have seen over the past 10 years people throwing the remainder of their recyclables in the trash because their boxes are full.

- 4) Environment has been changing over the past few years. We are seeing more windy days which are causing not only an environmental mess on the streets but Green Circle and the City are losing about 2 tones of product on those windy days.
- 5) The City's current costs for purchasing blue and yellow boxes annually is approximately 35,000 to 50,000 per year. These costs will only increase annually as weather changes.
- 6) Scavenging is becoming a bigger problem as the years go on. Going to an automated system will eliminate the scavenging in the boxes. The carts are too big for the scavengers to sort out of and too time consuming. We receive countless calls from residents that scavengers are on people's property going through their boxes. People are hesitant to place their boxes curbside because they are concerned about their privacy.
- 7) Ministry of labor has already been in contact with our facility in regards to the collection system that is currently in place. They do promote that we go to an automated system and do feel that it may be mandatory in the next few years once it reaches the political spectrum.

Thanking you in advance for your consideration and trusting that we may have the pleasure of serving you, we remain;

Yours truly,
GREEN CIRCLE ENVIRONMENTAL INC.

John Martella

JM/d

John Martella.



December 6, 2011

The City of Sault Ste Marie
128 Sackville Rd.
Sault Ste Marie, On.

Subject: Curbside Recycling Program

Attention: Larry Girardi

Dear Sir:

Green Circle Environmental will agree to a review of the recycling contract every three years with the municipality to determine if bi-weekly recycling collection is a viable option.

In addition to this Green Circle Environmental agrees to deal with any and all complaints that may arise due to the implementation of the cart collection system. Green Circle Environmental worked with the community to establish the blue and yellow box program and worked with the public to solve the complaints on an individual basis. Green Circle Environmental has learned from this experience that each individual complaint has to be dealt with on an individual basis.

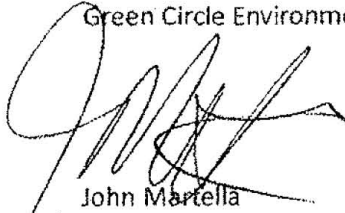
Questions about seniors and special cases will be dealt with in the manner above. Green Circle Environmental will assess issues with seniors related to curbside collection, if necessary and will ensure that all solutions meet the needs of the program and the resident. We do need to ensure that everyone knows that this is a curbside program and all containers will need to be at the curb. Issues that cannot be resolved will be communicated with the City.

Green Circle Environmental will supply carts to all new homes built during the contract period and replace or repair any container damaged by the contractor or any defective container. Containers damaged by the residents will be the responsibility of the resident.

If you have any other questions or concerns please feel free to contact Randall Roy @ 705-945-7554.

Yours Truly

Green Circle Environmental



John Martella

5(p)

**THE CORPORATION OF THE CITY OF SAULT STE. MARIE
COLLECTION AND PROCESSING OF RECYCLABLES
CONTRACT ADDENDUM NO. 1 TO ORIGINAL AGREEMENT DATED
AUGUST 12, 2002**

Between

Green Circle Environmental Inc.
86 Sackville Road
Sault Ste. Marie, Ontario
P6B 4T6

hereinafter called the "Contractor"

- and -

The Municipal Corporation of the City of Sault Ste. Marie, Ontario

hereinafter called the "Corporation"

WHEREAS the Corporation and Contractor have decided to extend the term of the current agreement dated August 12, 2002 for the provision of curbside recyclables collection and processing;

AND WHEREAS the Corporation and Contractor have agreed that the contract extension shall be for a period of ten (10) years commencing on October 1, 2012 and terminating on September 30, 2022;

AND WHEREAS the Corporation and Contractor have agreed that the services are to be provided under the same terms and conditions included in the original contract except as provided herein.

WITNESSETH: The Contractor and Corporation undertake and agree as follows:

1. All references in the agreement to the Contractor's address are changed to 86 Sackville Road, Sault Ste. Marie, Ontario P6B 4T6
2. Article 1 subsections a) and b) and Article 3 are amended to incorporate the following documents as part of the agreement: this Contract Addendum No.1, and Green Circle Environmental letters dated November 4, 2011 and December 6, 2011 attached hereto.
3. Article 2 is amended by the addition of the following:

Contract Addendum No. 1 to Original Agreement Dated August 12, 2002
Letter from Green Circle Environmental to Larry Girardi of the City dated November 4, 2011
Letter from Green Circle Environmental to Larry Girardi of the City dated December 6, 2011
4. Article 4 of the Agreement is deleted in its entirety and replaced with the following:

The Corporation shall pay the Contractor as laid down in the specifications of the Contract Documents under the sections entitled "Basis of Payment" and "Material Revenue" and as amended in this addendum. At the end of each contract year (September 30), a unit price adjustment shall be applied to the contract. The annual unit price adjustment shall be calculated using the methodology and formulae documented in this addendum.
5. Articles 6 and 7 are deleted in their entirety.

6. The Contract end date stipulated in the Agreement is changed from September 30, 2012 to September 30, 2022.
7. All references to the collection methodology and collection containers included in the Contract specifications are replaced with Sections 8 through 12 of this addendum.
8. The Contractor agrees to undertake curbside collection of recyclables within the service area using automated collection procedures and roll-out carts/containers beginning on or before September 30, 2013. The Contractor shall provide all necessary labour, materials and equipment for automated collection under the terms of payment included in the original contract as modified herein. In the event that the Contractor fails to initiate automated collection on or before September 30, 2013, the City, may its discretion, terminate the contract on a date stipulated by the Corporation.
9. The Contractor agrees to supply, deliver and maintain collection carts/containers throughout the collection service area. The Contractor shall provide carts/containers for all properties (single family residential, multi-unit residential with 4 units or less, and small businesses) that are serviced under the current contract at September 30, 2012. In addition the Contractor shall provide additional carts/containers for all new residences and small businesses that are established within the service area during the extended term of the contract. The technical specifications for the collection carts are attached as Appendix A and form part of this addendum. The Contractor is responsible for proper handling and care of the carts during the pick-up and tipping operations. The carts are to be returned in an upright position and to the same location where it was set out by the property owner. Carts that are damaged beyond repairs as a result of the Contractor's operations are to be replaced by the Contractor at no charge to the City. In instances where a dispute arises regarding responsibility for damaged carts the Contract Administrator will consider the circumstances and identify the party responsible for the replacement cost. The decision of the Contract Administrator is final. The Contractor is also responsible for responding to and resolving all issues raised by property owners regarding carts in need of repair including completing all required cart repairs. In instances where a dispute arises regarding responsibility for damaged carts the Contract Administrator will consider the circumstances and identify the responsible party. The decision of the Contract Administrator is final. The Contractor must ensure all carts are in working order at the conclusion of this contract. Eighteen months in advance of the completion of this contract, the Contract Administrator and Contractor shall inventory all carts and assess their remaining service life (ie. need for replacement at the end of the contract term).
10. The Contractor will be responsible for providing adequate educational information to property owners respecting the use of the proposed new recycling carts/containers. The documentation shall include information regarding delivery, requirements for set out, and maintenance and collection procedures and protocols. In addition property owners are to be informed that carts reside with the civic address and are not to be removed if the property owner moves. Contact information shall also be provided to allow property owners to contact the Contractor when they experience difficulties or require repairs or replacement of carts.
11. The Contractor agrees to address all complaints that may arise due to implementation of the automated collection system. Each complaint will be addressed on an individual basis and will ensure the solution meets the needs of the program and resident. Any special circumstances and issues that cannot be resolved are to be communicated to the Contract Administrator.
12. The Contractor shall provide storage for all carts that are not being used by property owners. At the end of the term of the extended contract there shall be one cart for all properties that are receiving curbside collection of recyclables regardless whether the cart is being used by the property owner or not.

13. The Corporation will review, with the Contractor, a change to bi-weekly collection of recyclables in the future. The parties hereto agree to consider this change at three year intervals throughout the extended term of the contract. The first year that this change is to be considered is 2015.
14. Section 7 of the Specifications is deleted in its entirety and replaced with the following:

7. BASIS OF PAYMENT

The Corporation shall pay the Contractor monthly based on the actual tonnage of recyclables collected during the previous month and the unit prices for collection and processing as outlined below. The base unit prices applicable at September 30, 2012 for the collection and processing of recyclables are as follows:

Base Unit Price for Processing = \$101.31
Base Unit Price for Collection = \$149.55

On October 1st of each year the unit prices shall be adjusted as follows:

The unit price for "processing" shall be adjusted by applying the following formula:

Unit Price for Processing in Current Fiscal Year (October 1 to September 30) = $\text{CPI(at September 30 of the current year)} / \text{CPI(at September 30, 2011)} * 101.31$

The unit price for "collection" shall be adjusted by applying the following formula:

Unit Price for Collection in Current Fiscal Year (October 1 to September 30) = $(0.80 * \text{CPI(at September 30 of the current year)} / \text{CPI(at September 30, 2011)} + 0.20 * (\text{average cost for self serve diesel fuel in the City of Toronto for the previous year (October 1 to September 30)} / \$1.20)) * \$149.55$

Where:

CPI = Consumer Price Index for "All Items" in Ontario as reported by Statistics Canada; and
average annual cost for self serve diesel fuel is as reported by Statistics Canada for the City of Toronto

The change in price(s) shall become effective on October 1st of each year the contract is in force commencing with October 1, 2012.

Example ONLY:

CPI at September 30, 2011 = 120.6

CPI at September 30, 2012 = 122.6

Average cost for self serve diesel fuel in Toronto for the period October 1, 2011 to September 30, 2012 = \$1.27

Unit Price for Processing in Current Fiscal Year (October 1, 2012 to September 30, 2013) =
 $122.6 / 120.6 * 101.31 = \102.99

Unit Price for Collection in Current Fiscal Year (October 1, 2012 to September 30, 2013) =
 $(0.80 * 122.6 / 120.6 + 0.20 * 1.27 / 1.20) * 149.55 = \153.28

The Contractor shall submit, after September 30th in each year of the Contract, the calculation as noted above with appropriate supporting documentation (ie. data from the Statistics Canada website). The calculation is to be submitted directly to the Corporation's Purchasing Department with a copy provided to the Contract Administrator at Public Works and Transportation.

15. In consideration of the faithful performance of the Addendum/Original Agreement by the Contractor in strict accordance with all of the provisions of the Addendum/Original Agreement, payment shall be made in accordance with the terms of the Original Agreement and this addendum.
16. The Contractor acknowledges and understands that this document is an addendum to the Original Agreement and all of the documents that formed the Original Agreement shall continue in full force and effect throughout the duration of the extended term of the contract.

IN WITNESS WHEREOF the Parties hereto have executed this ADDENDUM.

SIGNED, SEALED AND DELIVERED IN THE PRESENCE OF:

The Corporation of the City of Sault Ste. Marie

.....
Mayor

.....
Clerk

.....
Date

Green Circle Environmental Inc.

.....
Authorized Signing Officer

.....
Date

**APPENDIX A
TO
CONTRACT ADDENDUM NO. 1 TO ORIGINAL AGREEMENT DATED
AUGUST 12, 2002**

MOBILE RECYCLING CART/CONTAINER – TECHNICAL SPECIFICATIONS

1.0 GENERAL

This specification covers the manufacture and supply requirements for mobile recycling carts.

1.1 General Description

The container shall be equipped with suitable wheels, lift bars, handle, and general design so that it can be maneuvered, lifted and dumped by automatic lifting units.

1.2 Quantity

Provide carts/containers for all properties (single family residential, multi-unit residential with 4 units or less, and small businesses) that are serviced under the current contract at September 30, 2012. In addition provide additional carts/containers for all new residences and small businesses that are established within the service area during the extended term of the contract. The Contractor shall also be responsible for the replacement of all carts that are damaged by the Contractor and beyond repair.

1.3 Materials

The container shall be made from high-density polyethylene (HDPE) or equal.

1.4 Wheels/Axle

The container shall be equipped with an axle and two wheels. The wheels and axle shall be designed so as to provide the specified wind stability. The empty container must have wind stability rating of no less than 60 kpm without falling over.

The wheels shall be a minimum of 10 inches in diameter. The wheels shall be fully functional for supporting the specified maximum container weight.

The axle shall be solid steel, diameter of ¾ inch and plated for corrosion resistant. Wheel shall be designed for (snap-on) assembly and shall be tamper proof and not easily removed with ordinary tools. Wheel assemblies using bolts, washer, cotter keys, end caps or any combination that require hand tools for assembly shall not be considered.

1.5 Colour

The container body, lid and other plastic components shall be a standard solid colour to be approved by the City. Colour shall be obtained by the introduction of colour pigments dispersed into the resin in order to obtain uniform distribution in the finished container. The containers shall be protected against colour fading and stabilized against ultraviolet rays by appropriate additives to the plastic resin.

1.6 Capacity

The container capacity shall be 360 L when full, excluding additional volume achieved by the domed lid in the closed position.

1.7 Dimensions

The exterior dimensions of the container shall be suitable to accommodate mechanical collection as proposed by the Contractor. The height shall not exceed 1.2 m.

1.8 Interior Construction

The interior surface shall be smooth and free from crevices, recesses, projections and other obstructions where recyclables could become entrapped or entangled. The interior

construction and shape shall assure the free flow of contents from the container when dumped. A solid divider wall shall be provided within the cart to facilitate separation of fibre recyclables from containers.

1.9 Exterior Construction

The exterior surface shall be smooth, free of sharp corners, edges, or structures that could be hazardous or harmful.

1.10 Lids/Hinges

The lids shall be securely attached to the container by way of hinges and shall open freely.

The lids shall be designed in such manner to ensure that the container will be water resistant and shall continuously overlap the container body. The continuous overlapping of the body must prevent rainwater, rodents and birds from intruding into the container.

1.11 Handle

The handle gripping area shall provide enough space for gloved hand to be placed.

2.0 PERFORMANCE SPECIFICATIONS

2.1 ANSI Compliance

The container shall be in full compliance with the American National Standard ANSI Z245.60.

2.2 Cart Load Rating

The container shall be capable of accommodating a load weighing up to 50 kg, exclusive of the weight of the container.

2.3 Mobility

The container shall be stable and self-balancing in its upright position when either empty or loaded.

The container shall be capable of being easily moved and maneuvered on a level, sloped or stepped surface in two directions.

The container shall have sufficient stability against winds.

2.4 Container Pick Up Points

The container must be capable of being picked up in a fully automated application.

The container shall be designed in such a manner that it can be engaged by a fully automated grasping arm of either the belted or non-belted design. The container shall be able to withstand squeezing and dropping throughout its expected lifetime without showing the slightest change in its functionality or structural integrity.

3.0 CONTAINER REPARABILITY

The container-exposed parts shall be easily repairable.

4.0 MARKINGS/IDENTIFICATION

Advertising shall not be permitted on the carts.

The carts/containers shall include RFID and/or bar coding for identification and tracking. Each unit will be cross-referenced with a street address at the time of delivery.

All markings to be included on the cart shall be approved by the City.

5.0 WARRANTY

The Mobile Refuse Cart shall be warranted against material and workmanship defects for no less than 10 years, during which time it will be generally maintenance-free under normal usage conditions. The cart must also be durable for the range of temperatures experienced in Sault Ste. Marie. A copy of the warranty shall be provided.

6.0 REFERENCES

All suppliers shall demonstrate their experience in manufacturing containers by furnishing a list of municipalities using the proposed containers of the size, design and material offered. The list must show at least 3 municipalities, each having a minimum of 10,000 of the proposed containers. The name and telephone number of a contact person at each of the references shall be provided.

6(b)(a)

Jerry D. Dolcetti, RPP
Commissioner

Donald B. McConnell, MCIP, RPP
Planning Director



ENGINEERING & PLANNING DEPARTMENT

Planning Division

Tel: (705) 759-5368
Fax: (705) 541-7165

2012 03 05

Mayor Debbie Amaroso and
Members of City Council

RE: Application No. A-8-12-OP – filed by Peggy & Frank Naccarato

PURPOSE

The applicants, Peggy & Frank Naccarato, are requesting an amendment to the City of Sault Ste. Marie Official Plan, by way of a Special Exception, to facilitate the severance of three (3) rural residential lots. The Official Plan permits the severance of one (1) rural residential lot only. The purpose of this application is to seek an amendment to the current Rural Area policies of the Official Plan. Should Council approve the Official Plan amendment, a subsequent application to the Committee of Adjustment will be required to formally sever the property.

Subject Property:

- Location – Sec 31 NW1/4 PT RP 1R9729 Part, Located on the southwest corner of Second Line West and Town Line Road, civic no. 790 Town Line Road
- Size – Approximately 377.4m (1,238.2') frontage x 390.87m (1,282.4') depth; 13.1 ha (32.4 acres), irregular in shape
- Present Use – Rural Residential
- Owner – Peggy Naccarato

BACKGROUND

The subject property is located at the west end of the community, at approximately the southeasterly corner of Second Line West and Town Line. This area of the community is characterized by a mix of agricultural and rural residential development. Immediately across the street are rural residential properties within the boundaries of Prince Township. The subject property is a fairly large parcel, with the bulk of the lands appearing to be tilled for hay. The frontage of the property is irregular given historical severances in the area.

In July 2011, the subject property formed part of a severance application to the Committee of Adjustment. In that application, a 28.3 ha (70 acres) parcel, then known as 814 Town Line was split approximately in half, with the easterly 15.8 ha (39.2 acres)

of the property being conveyed to 2187 Second Line West, and the westerly 12.5 ha (30.8 acres) being conveyed to 790 Town Line. An approximately 0.63 ha (1.56 acre) parcel was retained in the conveyance, and is now known 902 Town Line.

ANALYSIS

Conformity with the Official Plan

The subject property is designated Rural Area on Schedule "C" of the Official Plan. The Rural Area policies of the Official Plan state that the further development of lots in the Rural Area shall be limited to the creation of one new lot, plus the remnant or retained parcel.

The request to sever three (3) additional lots does not conform to the Rural Area policies of the Official Plan. The policy limiting the creation of one new lot was passed by Council in November 2009. The reason for this policy was to ensure consistency with Provincial Policy allowing for limited Rural Area development and to guide the majority of development to areas of the community with full municipal services (i.e. within the existing urban area). The policy also seeks to maintain the unique and natural characteristics that are found in the rural area of the community.

As part of the 2009 staff report recommending the "one severance per lot" policy, it was noted that there existed 410 lots throughout the entire Rural Area with severance potential. For this reason the policy sought to create a balance that allows for some rural growth to be evenly distributed among all rural areas of the community, while focusing the majority of growth to urban areas.

The subject property is also within an area where the soils consist of Lacustrine Clay, as illustrated on Schedule "A" of the Official Plan. Any future domestic septic system will require the approvals of Algoma Public Health.

Comments

The applicant is seeking an amendment to the policies of the Official Plan which limits the number of severances for rural properties to one per lot. As proposed in this application, the applicant is seeking approval to create three (3) rural area lots.

The current request by the applicant should be considered within the larger topic of multiple rural lot severances. Planning staff understands the desire to live in a rural setting, with larger lots, open spaces and proximity to natural environments. As well, Planning staff is supportive of providing this opportunity, but in a limited amount, as recommended by the existing Official Plan policies. The overall intent of these policies is to maintain the conditions that people find desirable in the rural area while avoiding increased costs to the City.

Multiple lot severances increase the population of the rural area which will force an eventual increase in required municipal services such as garbage collection, road maintenance, school buses, fire and EMS.

Although the true costs of rural development are not known, what is known is that it represents a negative opportunity cost for development in urban areas. When development occurs in rural areas, an opportunity is lost to increase the efficiency of existing services such as sewer and water lines, as well as parks, playgrounds and transit service.

It is also important to differentiate between the review process of draft subdivision approval (both urban and rural) and development that occurs through the process of severance. Both urban and rural subdivisions go through a rigorous review process by City staff and require the submission of technical studies submitted by the developer. The benefit of this review is that technical issues such as the provision services, as well as transportation issues are vetted by City staff to ensure there are no long term impacts to the community. These technical reviews are especially important in rural areas, as they involve hydro-geological impact assessments to ensure that existing and future well water supplies will be adequate both in terms of quality and quantity.

Development by way of individual or multiple severances does not require these technical analyses. As such, the City cannot assess the cumulative effects of each rural severance, particularly on the long term provision of adequate water and septic systems, overall drainage patterns which may be affected by new development or the long-term fiscal impact of providing increased municipal services to accommodate increased development in these areas. As such, the limited development approach is encouraged, as per the current "one severance per lot" policy.

In addition, the "one severance per lot" policy seeks to create harmony between limited rural growth and existing and future agricultural uses. With the issues associated with current farming practises, smaller scale, local agriculture may not only be viable, but a necessity in the future.

Consultation

The following departments/agencies commented on the application as part of the consultation process:

- See attached letters – Building Division, Ministry of Municipal Affairs and Housing
- No objections/comments – PWT, CSD, Municipal Heritage Committee, Fire Services, Conservation Authority, Accessibility Advisory Committee, EDC

Building Division has commented that a building permit is outstanding on the subject property.

The Ministry of Municipal Affairs and Housing has indicated that there are provincial interests in the proposed Official Plan amendment and wishes to make these interests known to the municipality in considering the proposed amendment. The Province specifically states that the proposed amendment is not in keeping with the policy direction of the City's Official Plan.

The Province, through the Provincial Policy Statement, 2005, encourages limited rural residential development. The City's policy of one lot per severance is consistent with the Province's mandate of promoting limited rural residential development, and was negotiated with the Province as a reasonable balance.

IMPACT

The fiscal impact that rural area development could have on existing municipal service provisions is not fully understood. However, it is likely that the increase in rural development will lead to an increase demand for higher levels of municipal services in the rural area.

SUMMARY

The applicant is seeking to create three rural area lots. At this time, the applicant is seeking an amendment to the Official Plan, which limits lot creation in the rural area to one severance per lot. Should Council approve the Official Plan amendment, a subsequent application to the Committee of Adjustment will be required to formally sever the property.

Planning staff are recommending that the request be denied as the further development of the rural area will lead to an increase demand for City services in an area that is very large and with very low density. The fiscal impact of providing these additional services in the rural area are not fully known, however, current levels of municipal services at a city-wide level are already stretched to their limits.

In addition, multiple lot severances threaten the natural character of the rural area by eliminating the wide open spaces and replacing them with rural roads characterized by continuous and spread out housing.

As well, with multiple lot severances, the cumulative effect of development is not fully assessed in terms of the long term quality and quantity of well water, the impact of additional individual septic systems, as well as area drainage patterns which could be affected by increased development.

Limiting the number of severances to one severance per lot aids in maintaining the existing character of the rural area. It also preserves this area for future community land use needs, whether they be future agricultural uses to provide locally sourced food, or future industrial uses to support long term economic stability.

STRATEGIC PLAN

The Mission Statement of the City's strategic plan is "To provide quality and cost-effective municipal services in a responsible and supportive manner". The approval of multiple lot severances threatens this goal as increased development in the rural area will create demand for additional City services in this area.

RECOMMENDATION

That the request for an amendment to the City of Sault Ste. Marie Official Plan, by way of a Special Exception, to facilitate the severance of three (3) rural residential lots be denied.

Respectfully submitted,

Recommended for approval,

Stephen Turco, MCIP, RPP
Planner

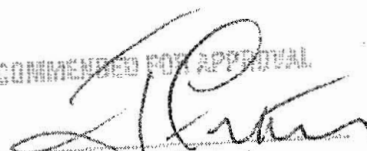
Donald B. McConnell, MCIP, RPP
Planning Director

Recommended for approval,

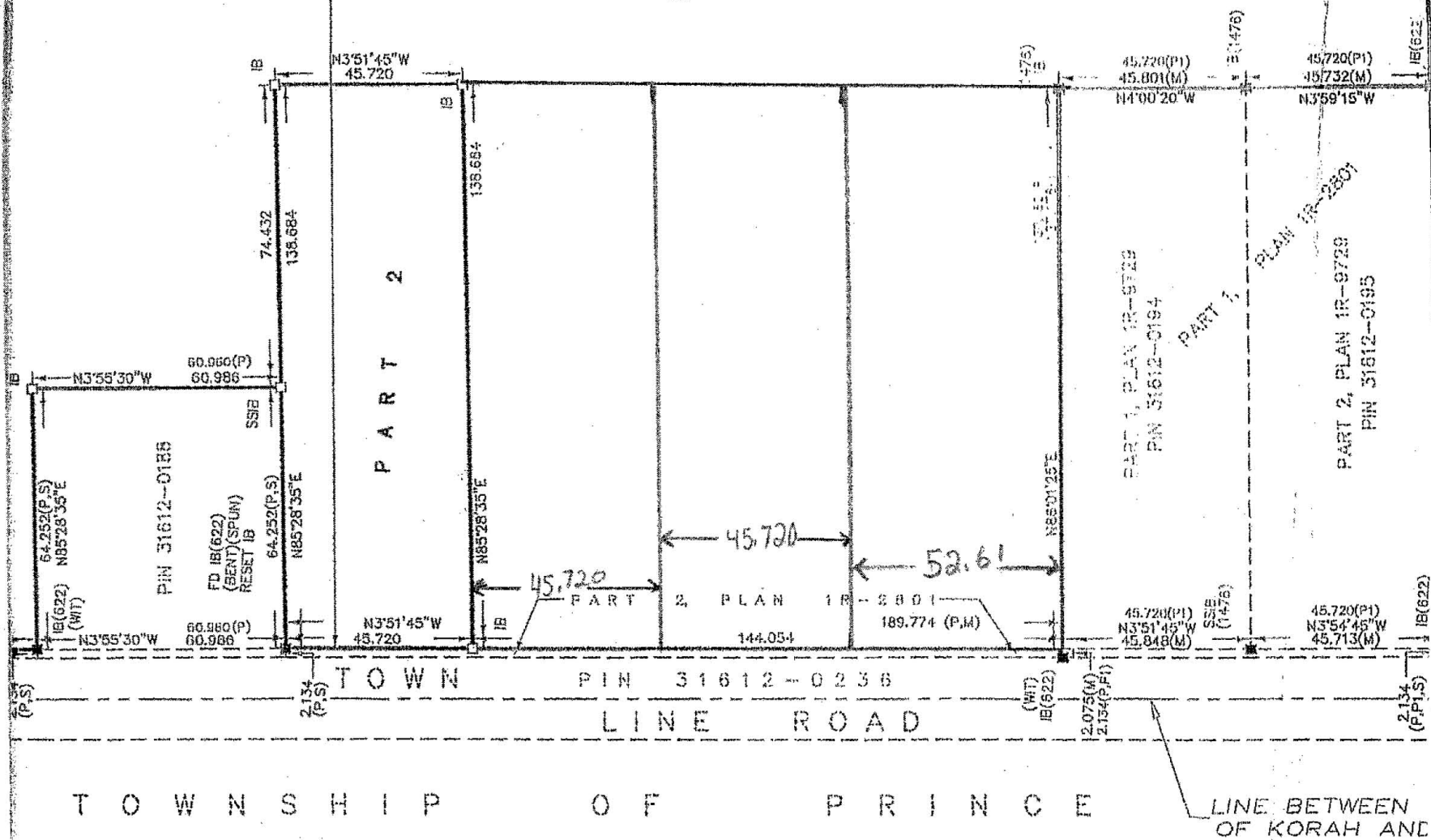
Jerry Dolcetti, RPP
Commissioner Engineering & Planning

ST/ps

attachment(s)

RECOMMENDED FOR APPROVAL

Joseph M. Fratesi
Chief Administrative Officer

10



Pat Schinners

From: Don Maki
Sent: February 03, 2012 4:07 PM
To: Don McConnell; Pat Schinners
Cc: Larry Kennedy
Subject: Rezoning Application A-8-12OP. 790 Town Line

Hi Don

Permit number 22345 to construct a new single family dwelling is outstanding and no occupancy permit has been issued. A final inspection should be arranged to close out this matter. This matter will be referred to the area building inspector to follow-up.

Don

Don Maki CBCO
Chief Building Official
City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON P6A 5X6
Phone (705) 759-5399
d.maki@cityssm.on.ca

www.cityssm.on.ca

www.celebrate100saultstemarie.com

Celebrating 100 years as a city in 2012!

**Ministry of
Municipal Affairs
and Housing**

**Ministère des
Affaires municipales
et du Logement**



**Municipal Services Office
Northeastern**

159 Cedar Street, Suite 401
Sudbury ON P3E 6A5
Telephone: 705 564-0120
Toll Free: 1 800-461-1193
Fax: 705 564-6863
Web: www.mah.gov.on.ca/onramp-ne

**Bureau des services aux municipalités
du Nord-Est**

159, rue Cedar, bureau 401
Sudbury ON P3E 6A5
Téléphone: 705 564-0120
Sans frais: 1 800 461-1193
Télécopieur: 705 564-6863
Site Web: www.mah.gov.on.ca/onramp-ne



February 17, 2012

By Facsimile and Mail

Mr. Donald McConnell, MCIP, RPP
Planning Director
City of Sault Ste Marie
P.O. Box 580
99 Foster Drive
Sault Ste. Marie, ON P6A 5N1

Dear Mr. McConnell:

RE: Official Plan Amendments No. A-8-12-OP and A-10-12-OP
City of Sault Ste. Marie

I am writing to you in respect of Official Plan Amendments (OPA) A-8-12-OP and A-10-12-OP which were circulated to the Ministry of Municipal Affairs and Housing (MMAH) by the City of Sault Ste. Marie on February 2, 2012 and February 10, 2012 respectively.

The City's Official Plan identifies that the subject lands are both located within the Rural Area designation outside of the identified urban settlement area.

In accordance with Section 3 of the Planning Act (as amended) 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 PPS, 2005. The PPS, 2005 applies to all applications, matters and proceedings commenced on or after March 1, 2005. There are provincial interests in the proposed OPA and MMAH wishes to make these interests known to you as you consider the proposed Official Plan Amendment at your March 19, 2012 meeting. The proposed OPA must have regard for matters of Provincial interest outlined in Section 2 of the Planning Act, such as:

- h) the orderly development of safe and healthy communities;*
- l) the protection of the financial and economic well-being of the Province and its municipalities;*
- p) the appropriate location of growth and development; and*
- q) the promotion of development that is designed to be sustainable, to support public transit and to oriented to pedestrians.*

The proposed OPA shall be consistent with several identified provincial policy areas directly related to building strong communities by wisely managing change and promoting efficient land

use and development patterns, identified in Section 1.1.1, Section 1.1.2, Section 1.1.3, Section 1.1.4, Section 1.4.3, Section 1.6.4, Section 1.6.5 and Section 1.6.8 of the PPS, 2005.

To ensure good planning principles are followed the municipality may wish to require the applicant to address the above policy areas in addition to Official Plan policy for the Rural Area so that Council may make a decision which is consistent with the City's Official Plan, the Planning Act and the PPS, 2005.

We note that the proposed OPA to allow the creation of more than 1 lot by consent, is not in keeping with the policy direction of the City's Official Plan, as amended by OPA 167 on November 9, 2009. This policy was intended to permit limited Rural residential development, a choice of location and affordable housing in the City while maintaining a rural character and maintaining the focus of new development to the identified Urban Settlement Area. The City appears to have received a number of requests for OPA to increase the limit on the number of severances, since the approval of OPA 167. In completing the City's 5 year Official Plan update there is an opportunity to review the Rural Area Policies. We would encourage the City to specifically define what "limited rural residential" is in the Sault Ste. Marie context and require applicants to meet that test.

The Ministry of Municipal Affairs and Housing would like to request that the City of Sault Ste. Marie forward to our office a copy of the Notice of Public Meeting published for this application in accordance with Ontario Regulation 543/06 s(3)(10)(12). In addition, the Ministry would like to receive Notice of Decision on this application, issued in accordance with the Planning Act section 17 (23) and Ontario Regulation 543/06 s(5)(2).

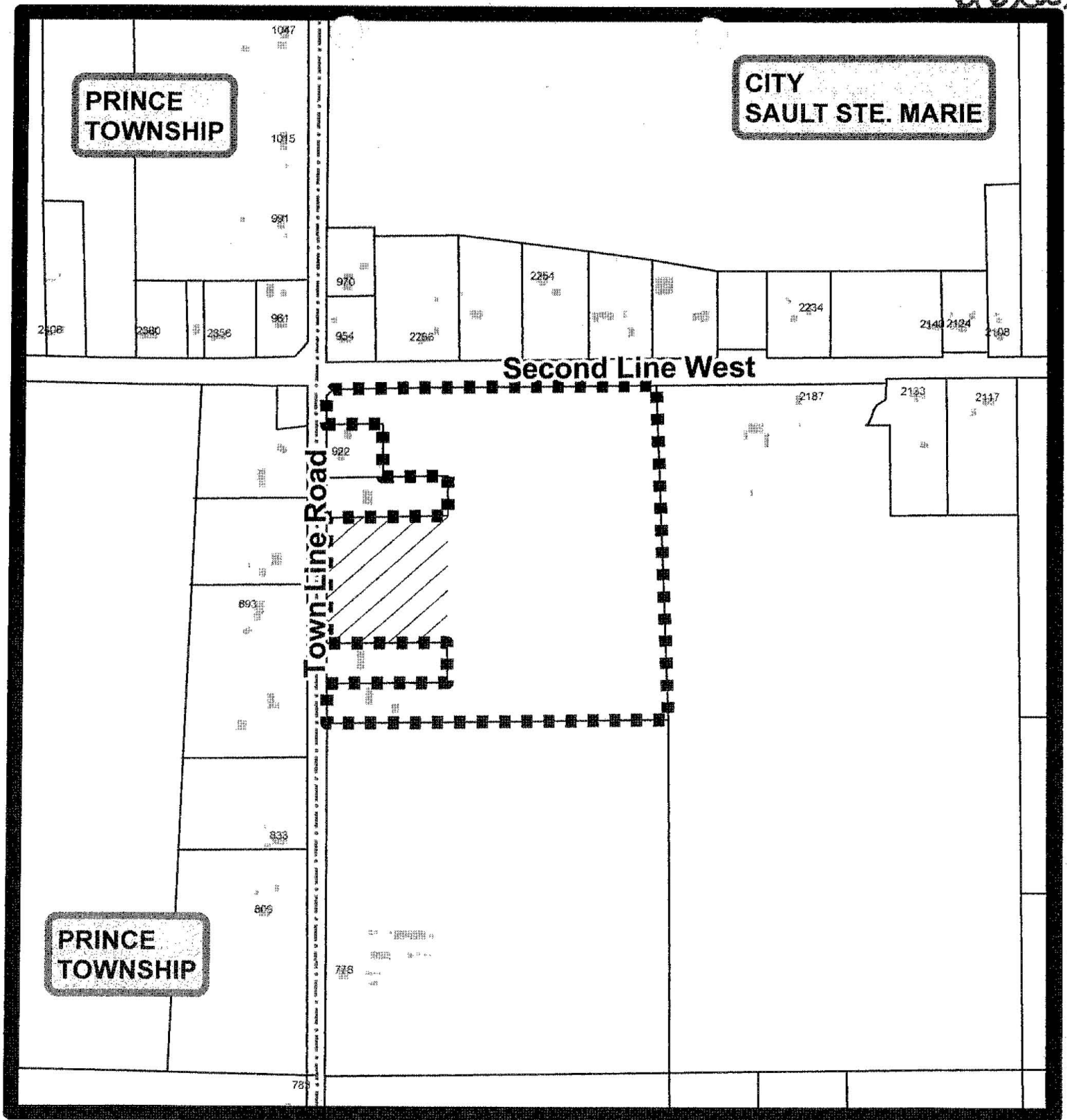
Thank you for this opportunity to comment on the proposed application. If you have any questions or comments on any of the above, please contact me at (705) 564-6852 or edouard.landry@ontario.ca

Sincerely;



Edouard Landry, MCIP, RPP
AtTeam Lead, Community Planning and Development
Northeastern Municipal Service Office

6(6)(a)



SUBJECT PROPERTY MAP

Planning Application A-8-12-OP

790 Town Line



Metric Scale
1 : 6000



Subject Property = 790 Town Line

Proposed Lot Area

Municipal Boundary

Maps
512 & 2-27

Mail Label ID
A-8-12-OP

6161(1)

PRINCE
TOWNSHIP

CITY
SAULT STE. MARIE

Second Line West

Town Line Road

PRINCE
TOWNSHIP

2008 ORTHO PHOTO

Planning Application A-8-12-OP

790 Town Line



Metric Scale
1 : 6000

Maps
512 & 2-27

Mail Label ID
A-8-12-OP



Subject Property = 790 Town Line

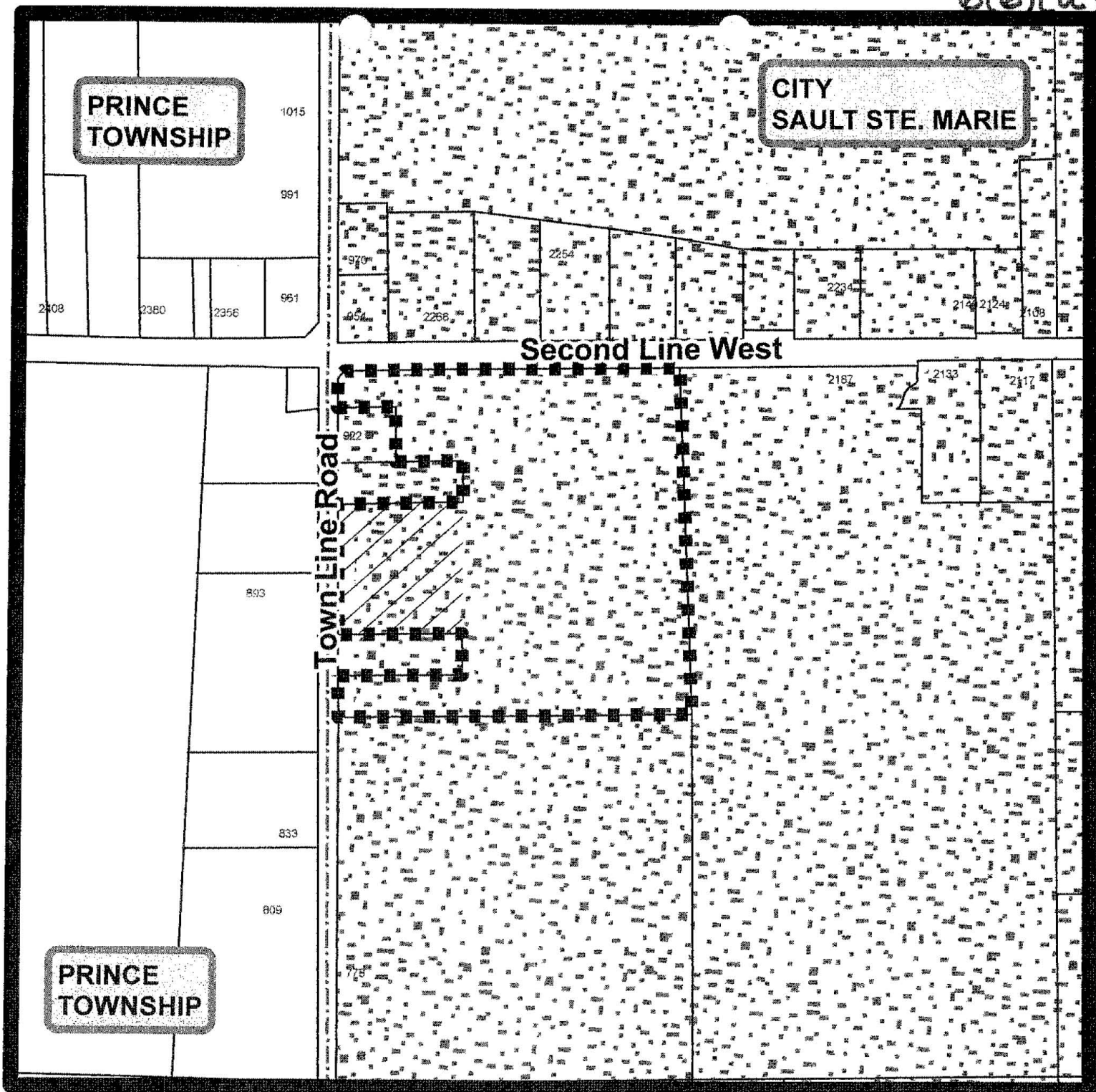


Proposed Lot Area

© 2008 OF MICHIGAN © 2008

Municipal Boundary

016114



OFFICIAL PLAN MAP

Planning Application A-8-12-OP

790 Town Line



Metric Scale
1 : 6000



Subject Property = 790 Town Line **Land_Use_Designation**



Proposed Lot Area

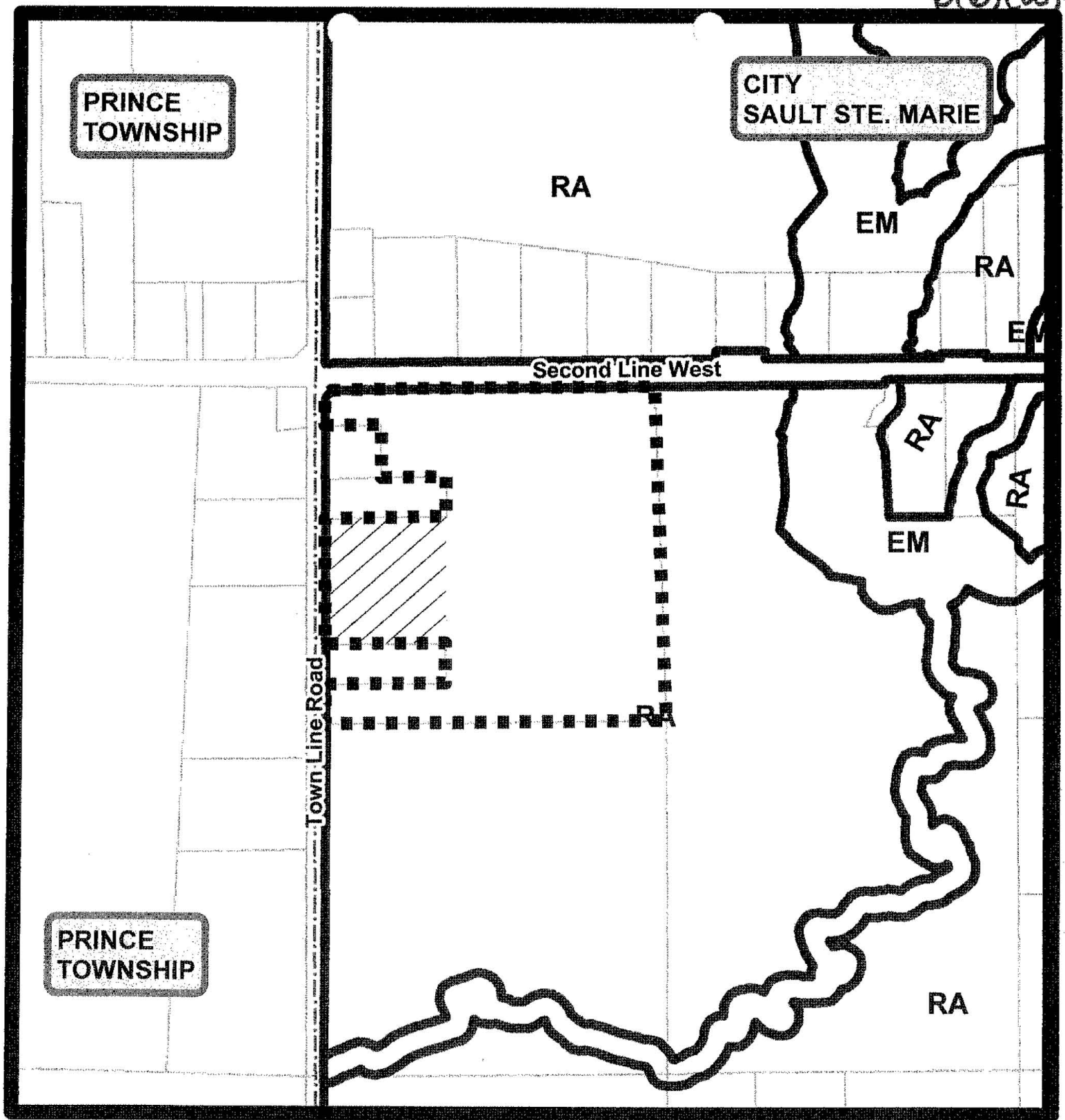


Rural Area

Maps
512 & 2-27

Mail Label ID
A-8-12-OP

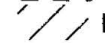
Municipal Boundary



EXISTING ZONING MAP

Planning Application A-8-12-OP

790 Town Line

-  Subject Property = 790 Town Line
-  Proposed Lot Area
-  Municipal Boundary

-  RA - Rural Area Zone; RAhp
-  EM - Environmental Management Zone



Metric Scale
1 : 6000

Maps
512 & 2-27

Mail Label ID
A-8-12-OP



Public Utilities Commission of the City of Sault Ste. Marie

Financial Plan for Water Supply
Services

Prepared Pursuant to Ontario
Regulation 453/07
Financial Plan # 216-301

Draft Report
February 9, 2012

kpmg.ca

ADVISORY SERVICES

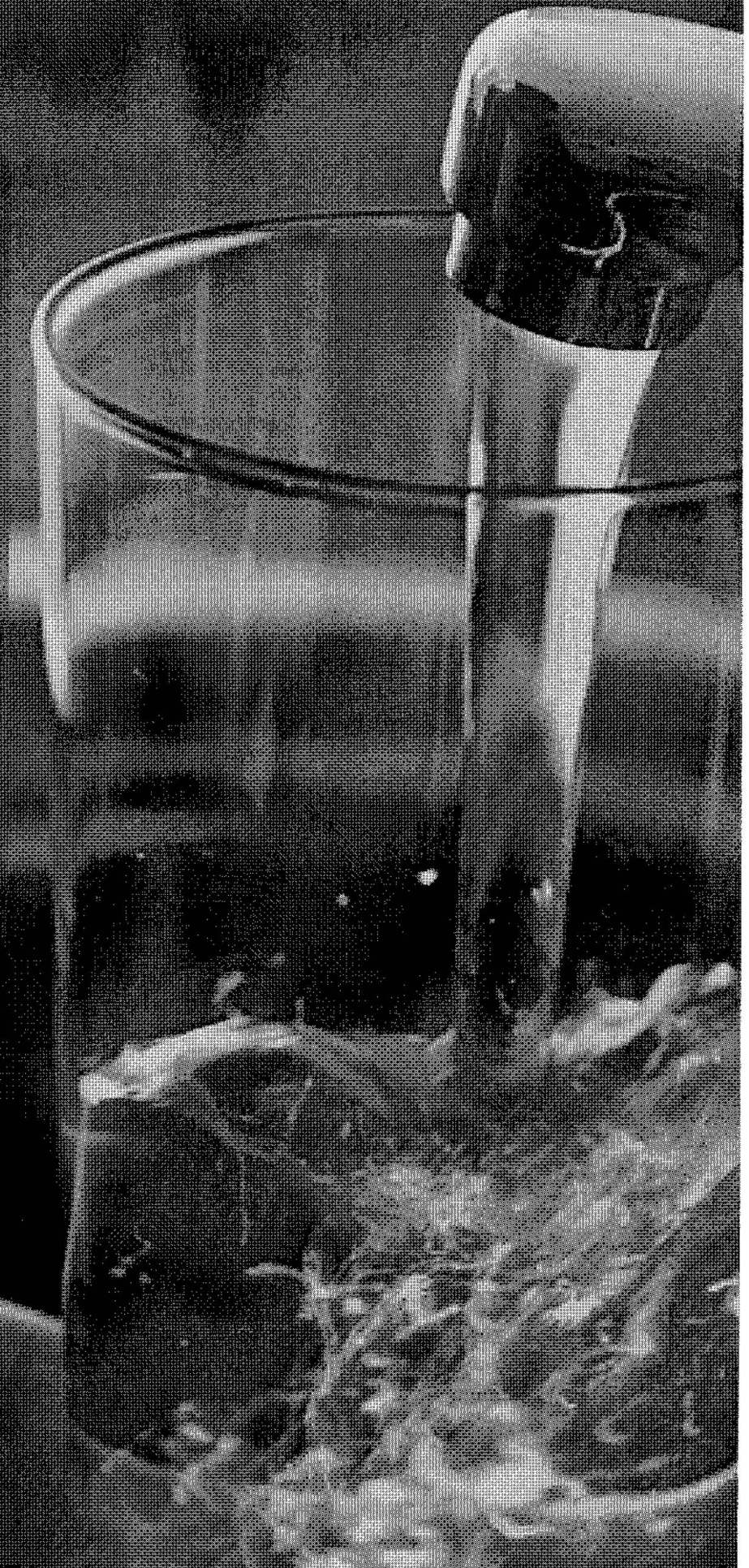




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Appendices

Appendix A – Water supply services financial forecast



I Introduction

1.1 Provincial reporting requirements

Pursuant to Section 31(1) of the *Safe Drinking Water Act, 2002* (the "SDWA"), Provincial licences are required for the operation of municipal drinking water systems in Ontario. In obtaining this licence, the Sault Ste. Marie Public Utilities Commission (the "PUC") is required to meet five conditions under Section 44(1) of the SDWA, including the preparation of a financial plan for the water system. The form and content of financial plans for municipal water systems are prescribed under Ontario Regulation 453/07 (the "Regulation"). Under the terms of the Regulation, the PUC is required to prepare a financial plan that:

- i. Is approved through a resolution of the Commissioners that indicates that the drinking water system is financially viable
- ii. Extends over a minimum of six years and includes a statement that the financial impacts of the drinking water system have been considered
- iii. For each year of the financial plan, includes details of the proposed or projected financial operations of the system itemized by:
 - Total revenues, further broken down into water rates, user charges and other revenues
 - Total expenses, further broken down into amortization expenses, interest expenses and other expenses
 - Annual surplus or deficit
 - Accumulated surplus or deficit
- iv. Includes details of the proposed or projected financial position of the system, itemized by:
 - Total financial assets
 - Total liabilities
 - Net debt
 - Non-financial assets
 - Changes in tangible capital assets
- v. Details the proposed or projected gross cash receipts and cash payments itemized by:
 - Operating transactions
 - Capital transactions
 - Investing transactions
 - Financing transactions
 - Changes in cash and cash equivalents during the year
 - Cash and cash equivalents at the beginning and end of year

The disclosure requirements prescribed in the Regulation are consistent with the financial statement requirements as outlined in the Public Sector Accounting Handbook of the Canadian Institute of Chartered Accountants, which comprise:

- A statement of operating results



- A statement of financial position
- A statement of cash flows
- A statement of changes in net financial assets

The Regulation requires a six year financial plan for water. However the financial plan for the PUC water supply has been prepared over a ten year period.

In connection with its financial plan, the PUC is also required to ensure an appropriate level of public communication by:

- Making the financial plans available, on request, to members of the public at no charge;
- Making the financial plans available to members of the public at no charge through the internet (if the municipality maintains a website); and,
- Providing notice as deemed appropriate to advise the public of the availability of the financial plans.

1.2 Financial plan methodology

In order to assist municipalities with the preparation of financial plans required under the SDWA, the Ministry of the Environment released a document entitled *Toward Financially Sustainable Drinking-Water Systems* (the "Ministry Document") that outlines suggested principles of financial sustainability for water systems as well as possible approaches to implementing these principles.

1.2.1 Sustainability principles

As outlined in the Ministry Document, financial sustainability for water systems is intended to ensure that residents enjoy safe drinking water that is provided on a reliable basis over the long-term in a manner that maintains environmental protection. The attainment of financial sustainability, which the Ministry Document recognizes does not necessarily need to occur immediately but rather can involve a transition, can be supported by the adoption of the following nine principles that can be used to inform financial plans:

1. Ongoing public engagement and transparency can build support for, and confidence in, financial plans and the system(s) to which they relate.
2. An integrated approach to planning among water, wastewater and storm water systems is desirable given the inherent relationship among these services.
3. Revenues collected for the provision of water supply services should ultimately be used to meet the needs of those services.
4. Life-cycle planning with mid-course corrections is preferable to planning over the short-term, or not planning at all.
5. An asset management plan is a key input to the development of a financial plan.
6. A sustainable level of revenue allows for reliable service that meets or exceeds environmental protection standards, while providing sufficient resources for future rehabilitation and replacement needs.
7. Ensuring users pay for the services they are provided leads to equitable outcomes and can improve conservation. In general, metering and the use of rates can help ensure users pay for services received.

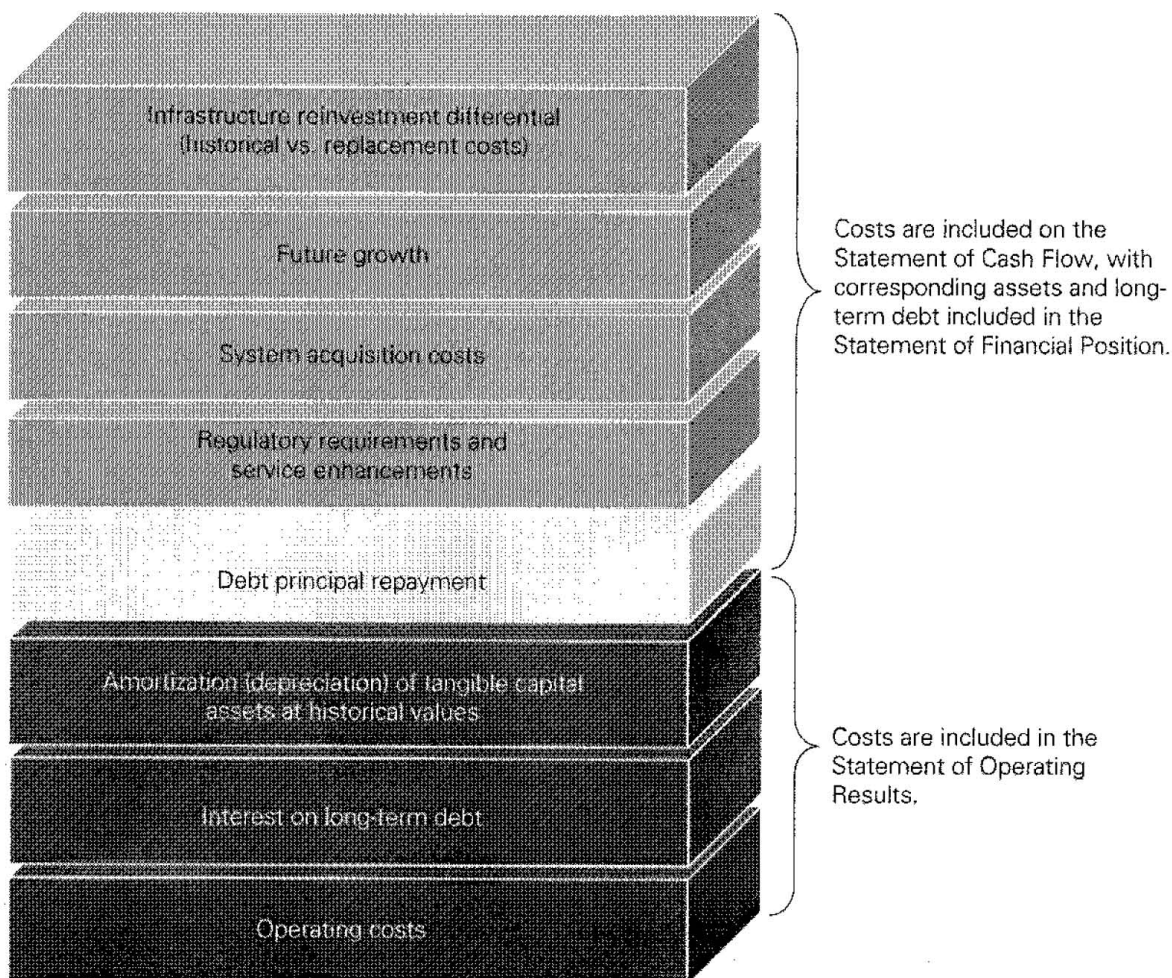
8. Financial plans are "living" documents that require continuous improvement. Comparing the accuracy of financial projections with actual results can lead to improved planning in the future.
9. Financial plans benefit from the close collaboration of various groups, including engineers, accountants, auditors, utility staff and the municipal commission.

The financial plan developed by the PUC embodies each of these principles, as further discussed in Chapter III of this report.

1.2.2 Approach to the financial plan

In developing the financial plan, the PUC has adopted the "building-block" approach outlined in the Ministry Document, which considers both the current and anticipated operating and capital funding requirements for water supply services. A graphical depiction of the building-block approach utilized in the development of the PUC's plan is provided below.

Figure 1 – Building-block approach to developing the financial plan





1.3 Notice to reader

The financial plan outlined in this report represents a forecast of the financial performance of the PUC's water supply services under a series of assumptions that are documented within the plan. The financial plan (which has been prepared for the purposes of meeting regulatory requirements established by the Ministry) does not represent a formal, multi-year budget for water supply. The approval of operating and capital budgets for water supply is undertaken as part of the PUC's overall annual budgeting process. Accordingly, the financial performance outlined in this document is subject to change based on future decisions of the PUC with respect to operating and capital costs, rate increases, consumption changes and unforeseen revenues and expenses. It is the intention of the PUC to adjust its financial plans on an annual basis to reflect the most recent budgetary decisions made by the PUC.

The information contained in this report has been compiled from information provided by the PUC. KPMG have not audited, reviewed or otherwise attempted to verify the accuracy or completeness of such information. Readers are cautioned that this information may not be appropriate for their purposes.

KPMG reserves the right (but will be under no obligation) to amend this report and advise accordingly in the event that, in our opinion, new material information comes to our attention that may be contrary to or different from that which is set out in this document. Comments in this report should not be interpreted to be legal advice or opinion. The contents of this report reflect our understanding of the facts derived from the examination of documents provided to us.

This report includes or makes reference to future oriented financial information. KPMG have not audited or otherwise reviewed the financial information or supporting assumptions and as such, express no opinion as to the reasonableness of the information provided.

The individuals that prepared this report did so to the best of their knowledge, acting independently and objectively. KPMG LLP's compensation is not contingent on any action or event resulting from the use of this report.

This report, including the attached appendices, must be considered in its entirety by the reader.



II Overview of the Sault Ste. Marie Drinking Water System

2.1 Infrastructure

The Sault Ste. Marie Drinking Water System (SSM DWS) serves a population of approximately 74,000 (within the Urban Service Line area) of the City of Sault Ste. Marie and Rankin Indian Reserve. Typical annual water pumpage is in the order of 13.5 million cubic meters per year and maximum peak day is in the range of 65,000 cubic meters.

Water for the greater Sault Ste. Marie area is presently obtained from two independent sources. One source of supply is from six deep wells in 4 pumping stations located at the Steelton Pump Station, Goulais Pump Station, Shannon Pump Station and Lorna Pump Station. The well at Steelton is 25 meters deep, Goulais wells are 55 meters deep, Shannon well is 102 meters deep and Lorna wells are 53 meters deep. The water pumped from the wells is disinfected and pumped directly to the distribution system.

The second source is from Lake Superior at Gros Cap. The intake structure, located in 15 meters of water is connected to the Raw Water Pumping Station by 830 meters of 1200mm diameter polyethylene pipe. The raw water from Lake Superior is pumped to the twin control tanks on Marshall Drive and then flows by gravity through a 750mm diameter concrete watermain to the Water Treatment Plant (filtration plant).

The difference in elevation between the pumping station at Gros Cap and the control tanks at Marshall Drive is 40 meters, while the difference in elevation between the control tanks and the treatment plant inlet is 20 meters. The filtration plant is of the direct filtration type incorporating chemically assisted coagulation, flocculation and dual media filtration but with no sedimentation. The plant is located on the south side of Second Line between Town Line Road and Carpin Beach Road immediately east of the Little Carp River. The plant is rated at 40,000 m³ per day but is capable of operating at higher levels for extended periods at times of high demand, subject to contact time limitations.

The complete water supply system, including the Gros Cap Pumping Station, deep wells and filtration plant, are monitored and controlled through a SCADA system from the Control Room at the Water Treatment Plant. There is a central process controller and data logging facility along with a graphic panel indicating the plant and the distribution system components.

The distribution system is divided into two pressure zones; one below the escarpment and the second above. A 27,275 m³ reservoir located on Second Line west of Highway 17 North provides balancing storage for the pressure zone (Zone 1) below the escarpment. Pressure for Zone 2, above the escarpment, is provided by a 9,000 m³ reservoir located on Peoples Road at Coronation Drive.

Sizes of mains vary from 900 mm diameter down to 50 mm diameter to provide a total length of approximately 470 km of distribution mains. Approximate breakdown of major pipe materials includes 51% cast iron, 26% ductile iron, 14 % PVC and 9% concrete pressure pipe.

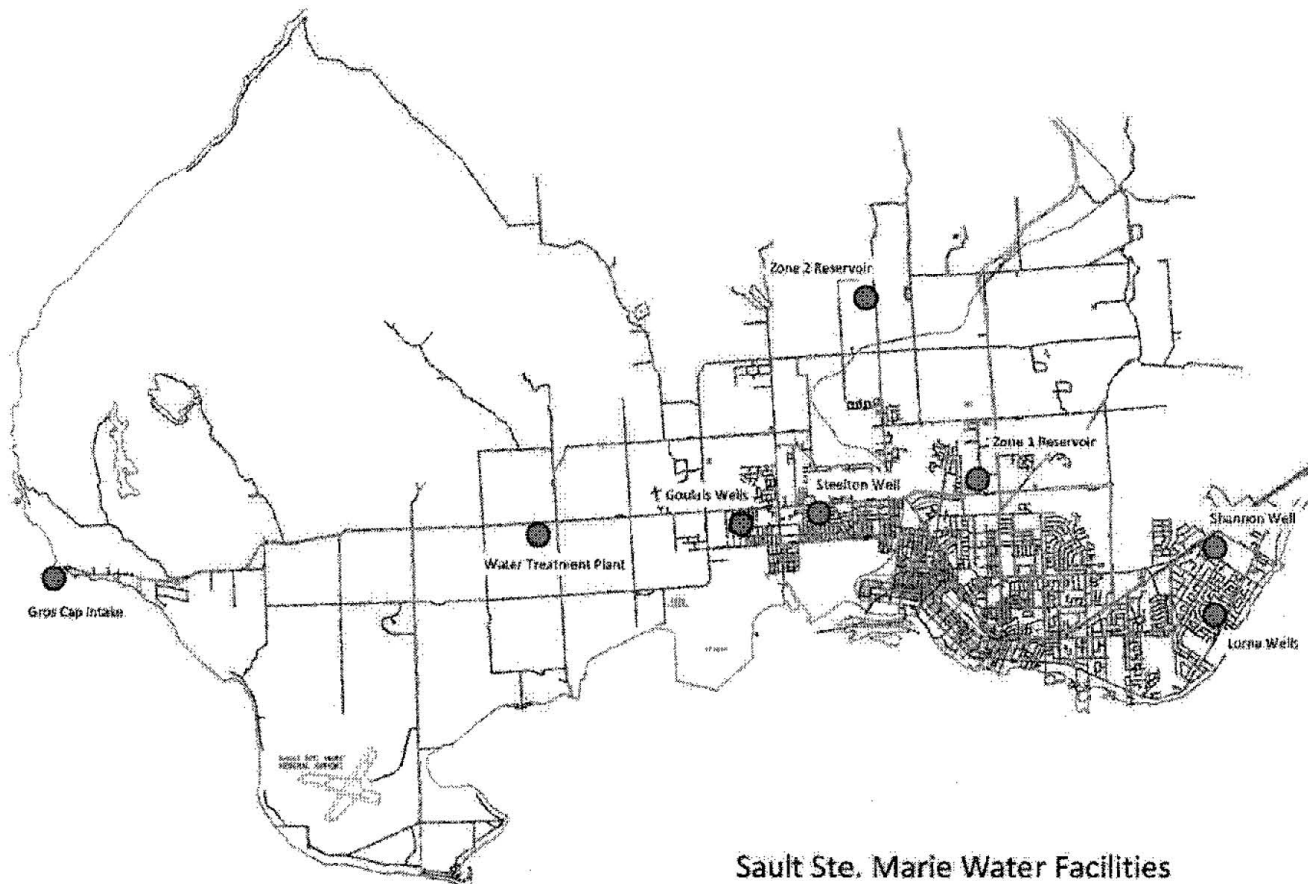
The table below summarizes the production assets.

Production Assets	Associated Assets	Rated Capacity (m ³ /d)	Flow (m ³ /d)	
			Avg.*	Max.*
Water Treatment Plant	- Gros Cap Intake - Gros Cap Pump Station - Marshall Drive Tanks	40,000	18,000	32,628
Goulais Pump Station	- Well #1 - Well #2	10,013	5,028	5,340
Steelton Pump Station	Steelton Well	8,208	4,436	6,214
Shannon Pump Station	Shannon Well	7,000	5,012	5,442
Lorna Pump Station	- Well #1 - Well #2	14,558	5,041	5,435
* 2008 flow data				

The table below summarizes the reservoirs and booster stations.

Reservoirs and Booster Stations	
WTP Reservoir	15,000 m ³
Zone 1 Reservoir	27,275 m ³
Zone 2 Reservoir	9,000 m ³
Zone 2 Booster	
Coronation Drive Booster	
Crimson Ridge Booster	

Figure 2 - Municipal water facilities



Sault Ste. Marie Water Facilities



2.2 Water rates

One of the most critical factors in shaping water use is the price. Are we giving the correct price signals that encourage consumers to use the water prudently?

The first objective is to recover the full cost of service. Rates have increased significantly over the past ten years and will continue to increase primarily to cover the cost of replacing the aging distribution system. The second objective is to encourage consumers to conserve water use. The third objective is to not unfairly shift the cost of supply from one group of customers to another.

The PUC rate structure contains a basic monthly charge and a three tiered block of rates. The monthly charge applies regardless of the amount of water used, reflecting the fact that a portion of the cost to operate the system is fixed. In fact, the majority of costs are fixed. Figure 3 indicates the variable and fixed components of the PUC's water rates.

The block structure provides a significant incentive primarily to the residential and small commercial consumer to keep their consumption below 15 m³/month. Water consumption above that level is significantly more expensive. The rate decrease in the third block is for very large water consumers, recognizing that simply being a large user does not mean they are using water inefficiently. Large water consumers should not have to carry an unreasonable cost burden that may affect their competitive position. The rate for the third block is still significantly above that of the first block. The rate structure provides a clear incentive to reduce consumption to all but the lowest water users.

Figure 3—water rates

Year	Water Rate			
	Variable 1 st Block 15m3 (per m ³)	Variable 2 nd Block 250m3 (per m ³)	Variable Balance Block (per m ³)	Fixed (monthly)
2007	\$ 0.294	\$0.821	\$0.621	\$11.94
2008	\$ 0.306	\$0.854	\$0.646	\$12.78
2009	\$ 0.310	\$0.863	\$0.653	\$13.55
2010	\$ 0.341	\$0.950	\$0.719	\$14.91
2011	\$ 0.372	\$1.093	\$0.791	\$16.41
2012	\$ 0.410	\$1.203	\$0.871	\$18.06

On an annual basis, a residential customer with a monthly consumption of 17 cubic meters (representing the average monthly consumption for residential customers in 2010) would pay \$319.44 for water supply in 2012 compared to \$215.90 in 2007, representing an average annual increase of 8.18% (see Figure 4).

Figure 4— Annual water costs for typical residential customers (17 cubic meters consumption)

Year	Water Costs			Annual Increase
	Variable	Fixed	Total	
2007	\$72.62	\$143.28	\$215.90	
2008	\$75.58	\$153.36	\$228.94	6.04%
2009	\$76.51	\$162.60	\$239.11	4.45%
2010	\$84.18	\$178.92	\$263.10	10.03%
2011	\$93.19	\$196.92	\$290.11	10.27%
2012	\$102.72	\$216.72	\$319.44	10.11%



2.3 Sustainable capital asset management

In order to ensure long term viability of the water supply on a full user pay basis, the PUC reviewed its capital asset management practices to ensure its funding for capital expenditures would be gradually increased to approximately 1.5% of the estimated replacement value of water assets. This level of funding was considered necessary to support the continuous replacement and rehabilitation of the PUC's water infrastructure at the end of its useful life (overall system average of approximately 70 years)¹.

Funding increases commenced in 2002 based on an estimated replacement value of \$450 million for water distribution assets only. Annual capital funding increased from approximately \$1.7 million in 2001 to almost \$5.0 million in 2012 with the intent to continue increasing rates and capital expenditure levels into the future.

With the completion of the implementation of tangible capital asset accounting in 2009, the PUC has estimated the replacement value of its water infrastructure to be in the order of \$580 million, which would require \$12 million in annual capital funding under a sustainable model as compared to the 2012 budgeted capital funding of \$5.0 million. This level of capital funding will provide for the replacement of current infrastructure and the traditional level of additions, extension and system reliability improvements.

¹ In determining the level of capital funding required to achieve sustainability, the financial plan considers a number of factors, including the replacement value and useful lives of the PUC's water assets, the potential impacts of growth and regulatory changes on capital investment requirements, the traditional practice of funding some infrastructure-related operating costs through capital envelopes and the potential for grant revenues to offset some portion of capital expenditures. After consideration of these items, the calculated financial requirement for sustainability in the financial plan is 1.5% of the replacement value of tangible capital assets.



III Key Financial Plan Assumptions

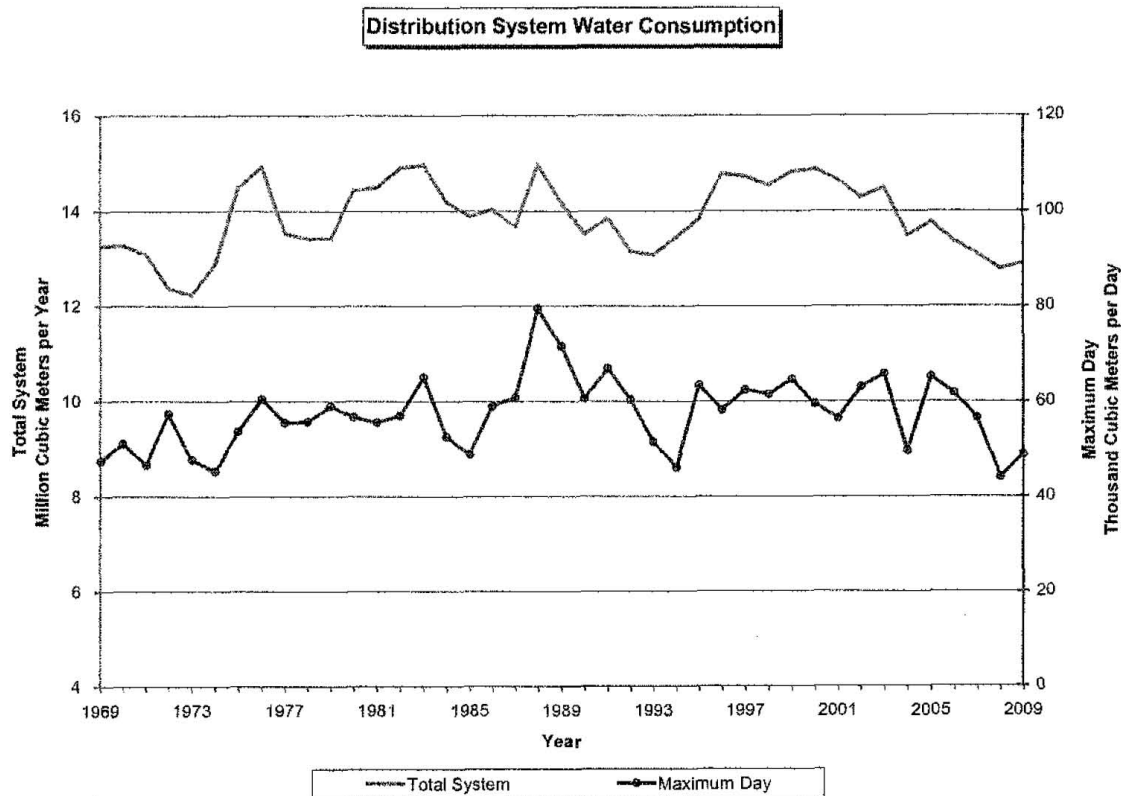
The preparation of a 10-year financial plan for water supply necessarily requires the use of assumptions concerning future events. This chapter highlights the key assumptions that have formed the basis of the forecasted financial performance of the PUC's water supply.

3.1 Water consumption

Figure 5 provides a summary of annual total system consumption and peak day demand since 1969. The highest annual and peak day water consumption occurred in 1988. That year annual consumption was 14.98 million m^3 and the peak day was 79,482 m^3/D . However the 1988 numbers are not representative of true consumer demand as there was extensive hydrant testing done that year combined with significant watermain breaks resulting in the unusually high numbers.

Annual consumption is influenced primarily by population and the type of industry in the community. Peak day consumption is most heavily influenced by summer weather conditions. Historically, total system consumption has fluctuated between 12 and 15 million m^3 annually and peak day has been in the range of 65,000 m^3/D .

Figure 5– Distribution system water consumption



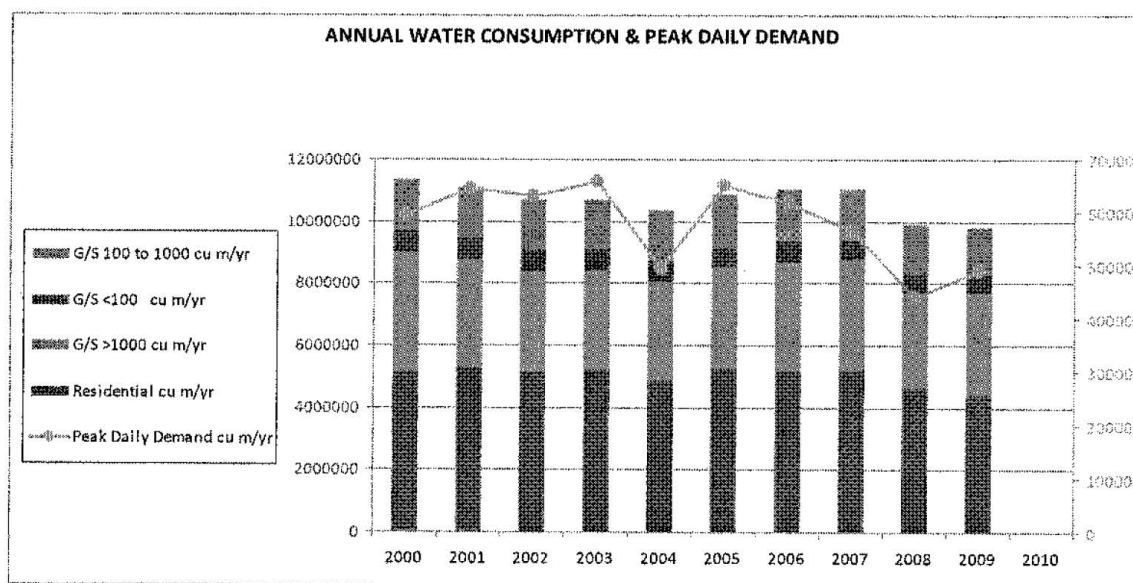
The most recent 10 years are of greatest relevance for trends in water consumption. The population served has stabilized and has begun to grow again. Many water conserving fixtures



and appliances, such as low flush toilets and low water use washers, have been available for a number of years and are gaining market share.

The water consumption chart of Figure 6 shows annual consumption of the four customer billing groups for the period 2000 to 2009. Approximately half of water use is by residential consumers. The next largest consumer group is commercial/industrial activities whose monthly consumption exceeds 1,000 m³/month, followed by those with monthly consumption between 100 m³ and 1,000 m³ and lastly by commercial customers consuming less than 100 m³/month. During the past ten years annual consumption has fluctuated by 18%; peak day consumption, however, has fluctuated by 48%. The relatively hot summer of 2003 generated the highest peak consumption of 65,727 m³/D and the cool wet summer of 2008 saw the lowest peak of 44,044 m³/D.

Figure 6– Annual water consumption and peak daily demand



Consumption during winter months gives an indication of what the internal residential and commercial water use is. The table below indicates that average internal use per customer per winter month has declined in every category over the past 10 years. The biggest factor for the residential sector is likely due to a decrease in the number of residents per household.

Customer Category	2000	2009
Residential	18 m ³	15 m ³
>1,000 m ³ /month	6,162 m ³	4,447 m ³
100-1,000 m ³ /month	310 m ³	272 m ³
<100 m ³ /month	29 m ³	25 m ³



The average monthly customer consumption over the months of June, July and August for the four customer categories in 2000 and 2009 is contained in the following table.

Customer Category	2000	2009
Residential	24 m ³	19 m ³
>1,000 m ³ /month	6995 m ³	5910 m ³
100-1,000 m ³ /month	352 m ³	301 m ³
<100 m ³ /month	31 m ³	27 m ³

Although the highest peak day demand in the ten year period occurred in 2003 the highest residential monthly consumption occurred in July 2005 at 29.82 m³. The highest monthly consumption for the greater than 1,000 m³/month customer category was in May 2000 at 6,971 m³. For the 100 – 1,000 m³/month customer category a monthly high of 396 m³ occurred in August 2001. The highest monthly consumption for the less than 100 m³/month customer category was recorded in 2005 at 32 m³.

The difference between the winter and summer average residential customer use in 2000 was 33%. The difference between winter and summer use in the other customer categories ranged from 6.9% to 13.6% in that same year. In 2005 the difference between winter and summer average residential use was 71.1%. For the other categories the variation in the year of highest summer consumption with the winter average ranged from 21% to 33%. Every customer type is influenced by summer weather conditions but none more so than the residential customer.

Records over the past ten years indicate a slight decline in overall consumption. Water use is highly variable depending on summer weather and the greatest amount of variation is by the residential consumer.

PUC conservation strategy

The trend over the past ten years has been a decrease in per capita consumption reflecting the impact of higher water rates, the replacement of older appliances with more water efficient models and the installation of low flush toilets in new homes.

Nevertheless the PUC water supply is still vulnerable to periods of drought and hot weather when there is a loss in diversity in consumption due to the perceived need for lawn watering.

In 2011 the PUC passed a by-law to implement restrictions during the summer months when water capacity is being stressed. PUC's water conservation strategy is aimed at delaying the need for additional capacity where possible by promoting prudent use of water.

Losses and unaccounted for

Nearly all PUC customers are metered. In addition, PUC monitors the distribution system continuously for leaks that would otherwise go undetected. Also, meters are used on hydrants that are used for bulk water loading where city and contractor trucks fill up with water. These measures will reduce the amount of water that is lost or unaccounted for.

The decrease in water consumption likely reflects a combination of factors, including:

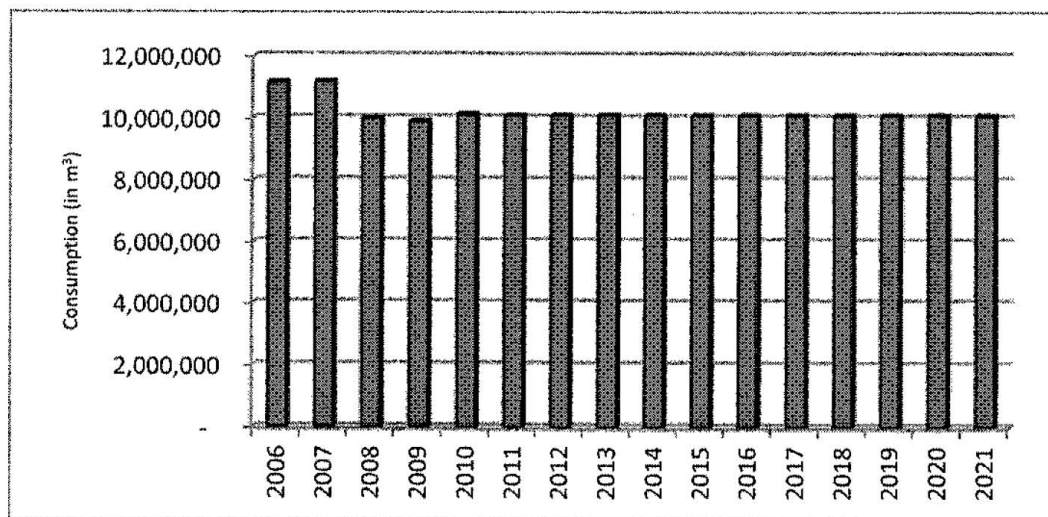
- price elasticity (i.e. reduced consumption in response to higher water rates)
- continued focus on conservation, including the increased use of water saving technologies (e.g. low flow showerheads, low flush toilets)



- increased levels of rainfall during summer months, which would reduce water demand associated with lawn watering

The 2011 budget and financial plan assume that this historical declining trend in water consumption will continue during the projection period, although at a decreasing rate as opportunities for conservation are fully realized and the PUC increases the level of its meter inspection and enforcement activities. The projected water consumption levels considered in the financial plan are calculated on a twelve-month basis with consideration given to the historical trend in decreasing consumption (see Figure 7). Overall, the financial plan considers a decrease in consumption from 2012 to 2021 from existing customers coupled with an increased customer base. This is expected to net out to consistent consumption levels over the forecasted period.

Figure 7 – Forecasted annual water consumption levels (2006 to 2021)



3.2 Capital funding

The financial plan phases in increases to capital funding over a ten year planning period to a level sufficient to provide for:

- Sustainable reinvestment in the PUC's water infrastructure
- Anticipated growth in the PUC's water system
- A provision for future capital needs arising from regulatory changes or unavoidable service level enhancements

Overall, funding for infrastructure requirements should increase from the 2011 budgeted level of \$4.3 million to \$12.9 million in 2021, at which point capital expenditures will approximate 1.5% of the projected replacement value of the PUC's water assets (see Figure 8). This increase will reduce its replacement cycle (i.e. the number of years required to fully replace its infrastructure) from the current 137 years to 66 years.



Figure 8 – Projected replacement value of water infrastructure and annual capital funding (in millions)

Year	Replacement Value of Capital Assets	Forecasted Capital Funding	Funding Percentage	Replacement Cycle (in years)
2011	\$592	\$4.3	0.7%	137
2012	\$603	\$4.9	0.8%	124
2013	\$616	\$6.0	1.0%	103
2014	\$634	\$6.1	1.0%	104
2015	\$653	\$6.8	1.0%	96
2016	\$673	\$7.4	1.1%	91
2017	\$706	\$10.7	1.5%	66
2018	\$742	\$11.0	1.5%	68
2019	\$779	\$11.3	1.4%	69
2020	\$818	\$12.6	1.5%	65
2021	\$858	\$12.9	1.5%	66

The replacement values of the water assets at December 31, 2010 are inflated annually by 2% in 2011, 2012 and 2013, 3% in 2014 to 2016 and 5% in 2017 to 2021, consistent with the inflation assumptions made on operating costs.

The significant increase in capital spending required to achieve sustainability reflects in large part the current infrastructure deficit facing the PUC and the magnitude of change required to close the gap between infrastructure requirements and available funding.

3.3 Capital expenditures

Recently the PUC has begun the process of developing a master plan for water supply that will identify and quantify infrastructure requirements over the mid to long term. Until such time as the master plan is completed, the quantification of forecasted capital investments based on specific projects for the ten year projection period is speculative and possibly subject to material fluctuation. Future updates of the financial plan will reflect projected capital expenditures identified upon completion of the master plan for water supply, as well as master plan updates thereafter.

The financial plan assumes that all funds for capital projects raised through user fees will be expended by the PUC in the year that they are collected. Based on this assumption, the financial plan does not consider an accumulation of capital funding in reserves or reserve funds, although in reality reserves will be accumulated as projects are prefunded under the PUC's pay-as-you-go strategy.

3.4 Lead pipe replacement

The PUC has included approximately \$100,000 annually as part of the capital spending for the replacement of lead service pipes for residential customers.

3.5 Operating cost increases

Planned operating costs are based on the 2011 budget with provisions for future inflationary increases. Additional costs associated with new requirements; including source water protection for water supply has been included in the financial plan. In 2013, it is anticipated that the PUC will move its operations to a new facility and additional costs have been factored in commencing in 2013.



A summary of the inflation rates used in the financial plan is included as Figure 9. Generally, inflation is expected to be 2 to 5% per annum for water costs as illustrated below.

Figure 9 – Projected annual inflation rates for operating costs

Year	Inflation
2012	2%
2013 to 2016	3%
2017 to 2021	5%

3.6 Contingencies

In addition to the key assumptions noted above, there are a number of other variables that have not been reflected in the financial plan. In the event that these variables materialize, whether in whole or in part, the potential exists for significant impacts (either positive or negative) on the projected financial plan.

Contingencies that were identified but not incorporated into the financial plan due to uncertainty as to quantum or probability of occurrence include:

- The acquisition of private water systems currently in operation.
- Potential operating savings resulting from the projected increase in capital spending. For example, the frequency and cost of repairing water main breaks may decrease as capital funding increases and reduces the overall age of the water main system.
- Potential operating savings related to on-going process reviews and technology enhancements.
- Senior government grant revenues for operating and/or capital purposes above the level of grant revenue noted in the financial plan.
- Unforeseen capital expenditure projects such as water extensions and development of cost sharing initiatives that exceed the financial resources identified in this plan.
- New Ministry regulations that would have a significant impact on operating costs in excess of cost increases provided for in the financial plan.



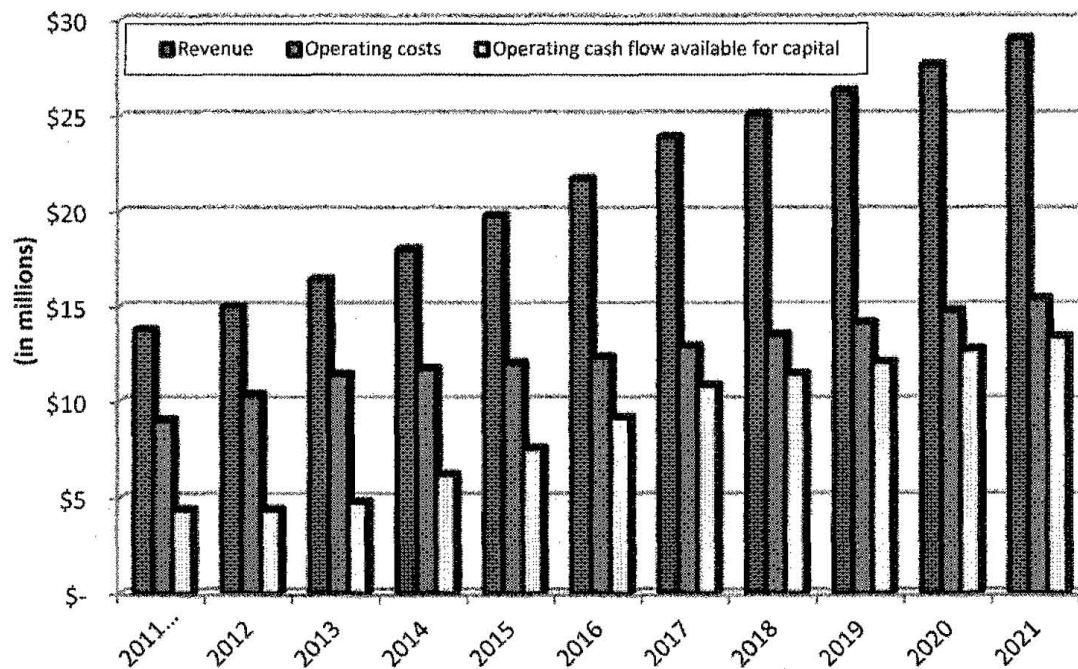
IV Financial Plan Highlights

Included as Appendix A is the consolidated financial plan for water supply, which provides a financial forecast of water supply from 2012 to 2021, based on the proposed 2011 budget. The financial plan is comprised of:

- A Statement of Projected Operating Results
- A Statement of Projected Financial Position
- A Statement of Cash Flow
- A Statement of Changes in Net Financial Assets
- Explanatory notes outlining key assumptions

As noted in the financial plan, total revenues are projected to increase from the budgeted level of \$13.8 million in 2011 to \$29 million in 2021, providing \$13.4 million in operating cash flows to support debt servicing obligations and infrastructure renewal (see Figure 10). The level of revenue projected at the end of the forecast period is considered sufficient to attain sustainability of the water supply.

Figure 10 – Projected revenues, operating costs (excluding amortization) and operating cash flow available for capital





4.1 Projected water rates

In order to moderate increases in water rates, the financial model reflects a transitional approach to items such as capital reinvestment whereby changes are phased in over time. However, other factors such as consumption decreases and operating cost elements have not been phased in but rather projected based on the anticipated timing of their occurrence. The projected water rate increases, as indicated in Figure 11 have been smoothed over a number of years to reach the funding level necessary to replace capital assets at the target rate.

As indicated in the Introduction, the financial plan (which has been prepared for the purposes of meeting regulatory requirements established by the Ministry) does not represent a formal, multi-year budget for water services. The approval of operating and capital budgets for water services is undertaken as part of the PUC's overall annual budgeting process. Accordingly, the financial performance outlined in this document is subject to change based on future decisions of the PUC with respect to operating and capital costs, rate increases, consumption changes and unforeseen revenues and expenses. It is the intention of the PUC to update the financial plan on a regular basis to reflect budgetary decisions made by the PUC.

Figure 11 summarizes the actual variable and fixed water rates for 2011 and as budgeted for 2012, as well as the projected rates for 2013 to 2021. These rates reflect the anticipated total cost of water services, other revenue sources and projected consumption levels, as well as the continuation of the PUC's past policy of escalating fixed and variable water rates by the same percentage increase.

Figure 11 – Residential projected water rates

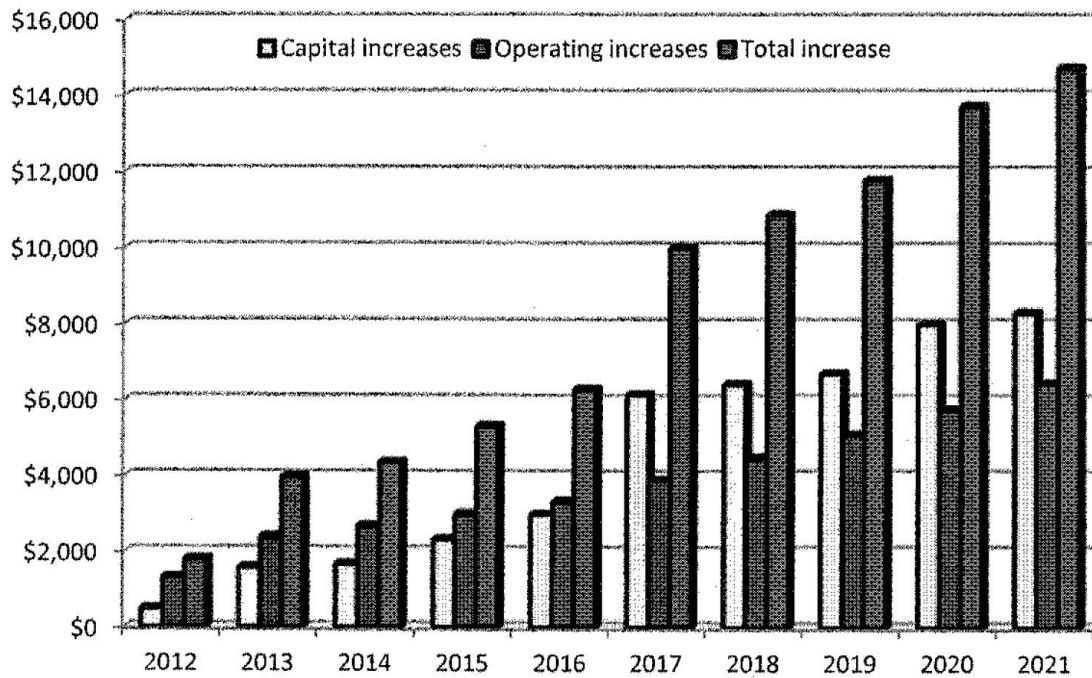
Year	Water Rates		Average Residential Cost (Annual)	Percentage Increase from Prior Year
	Variable (per m ³)	Fixed (monthly)		
2011 actual	\$0.46	\$16.41	\$290.11	
2012 (budget)	\$0.50	\$18.06	\$319.44	10%
2013	\$0.55	\$20.03	\$352.23	10%
2014	\$0.60	\$22.03	\$387.45	10%
2015	\$0.66	\$24.24	\$426.20	10%
2016	\$0.73	\$26.66	\$468.82	10%
2017	\$0.80	\$29.33	\$515.70	10%
2018	\$0.84	\$30.79	\$541.48	5%
2019	\$0.89	\$32.33	\$568.56	5%
2020	\$0.93	\$33.95	\$596.99	5%
2021	\$0.98	\$35.65	\$626.83	5%
Average annual increase				8%

The annual increases in water user fees are forecasted to increase over the projection period with the phase-in of capital expenditures to the level required to achieve sustainability. The major components of the annual water user fee increases are presented in Figure 12 and reflect the following:

- Increases in water operating costs in 2013 due to the PUC move to a new facility
- Increasing levels of infrastructure reinvestment over the projection period

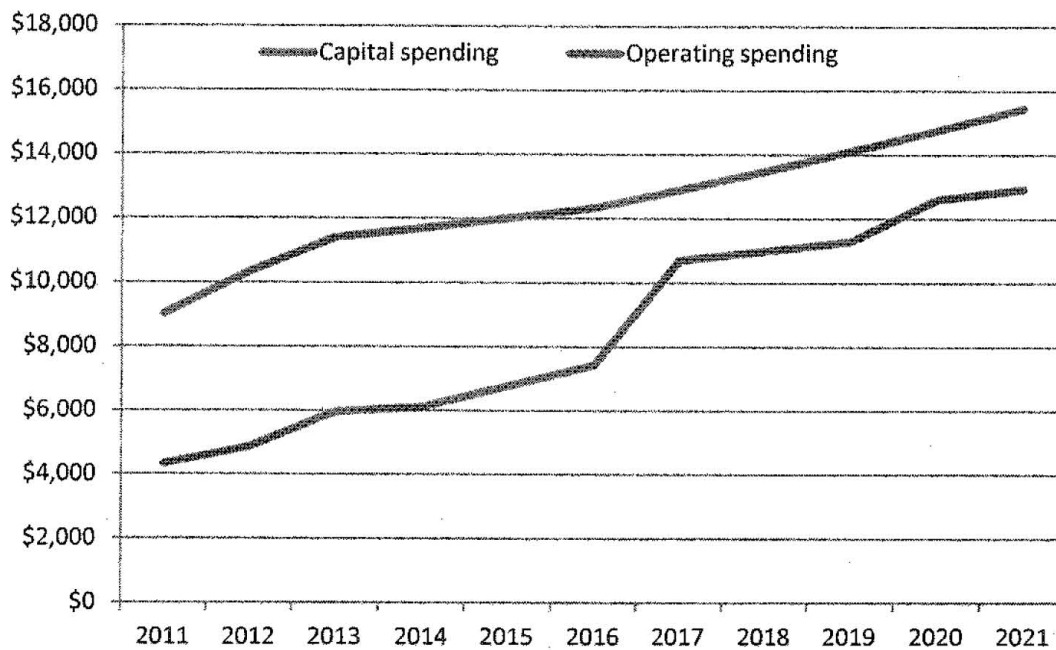


Figure 12 – Annual increases in cumulative expenditures component (in thousands)



As summarized in Figure 13, the total amount of capital expenditures (excluding debt servicing) is projected to increase from \$5.0 million in 2012 to \$12.9 million in 2021, an average annual increase of 12.2%. Additionally, operating costs are projected to increase from \$9 million in 2012 to \$15.4 million in 2021, an average annual increase of 5.6%, including new building expenditures commencing in 2013.

Figure 13 – Annual capital and operating cost (in thousands)





4.2 Comparison to other municipalities

In the past, the PUC has undertaken a comparison of its water rates against other Ontario municipalities for the purposes of assessing the reasonableness of proposed rate increases. While the preparation of financial plans for water services would appear to afford the opportunity for a detailed comparison of the PUC's operations from a financial perspective, the ability to undertake this type of analysis is limited by a number of factors:

- Municipalities are in different stages with respect to their financial plans, with the timing for completion depending on their specific licensing situation. As a result, certain municipalities have not yet been required to commence work on their financial plans.
- The Ministry disclosure requirements are relatively high level and as such, municipalities are not required to provide detailed information concerning water rates, consumption levels or operating cost categories.
- Certain municipalities have limited their financial plans to the six year minimum established by the Ministry as opposed to the 10 year projection period adopted by the PUC. As such, projected rate information beyond 2015 is not available for all municipalities.
- The financial plans for municipalities with high rates of population growth do not form reasonable comparisons given significant increases in consumption and capital investment, both of which impact on revenues, rates and operating costs.

In light of these factors, the comparison of the PUC's financial plan is limited to:

- Municipalities that have relatively low rates of projected population increases
- An analysis of the projected increase in water user fee revenue from 2010 to 2015, representing the minimum planning time frame required by the Ministry. An analysis of water user fee revenue, as opposed to water rates, was undertaken as municipalities are not required to disclose projected water rates.

As noted in Figure 14, the PUC is projecting an average annual increase in total water user fee revenue of 11.9% from 2010 to 2015, compared to other municipalities which are forecasting increases of 6.7% to 9.9%.

Figure 14 – Comparison of water user fee revenue increases as outlined in financial plans (thousands of dollars)

Community	Projected User Fee Revenue		2010-2015 Change		
	2010	2015	Amount	Total	Annual*
Kingston	\$16,102	\$24,058	\$7,956	49.41%	9.9%
Thunder Bay	\$20,910	\$29,430	\$8,520	40.75%	8.1%
Guelph	\$17,363	\$24,138	\$6,775	39.02%	7.8%
Ottawa	\$117,188	\$160,561	\$43,373	37.01%	7.4%
London	\$55,451	\$74,463	\$19,012	34.29%	6.9%
Greater Sudbury	\$24,495	\$32,691	\$8,196	33.46%	6.7%
Sault Ste. Marie	\$11,318	\$18,056	\$6,737	59.53%	11.9%

* The annual change is a simple average calculated by dividing the total increase percentage by the number of years. For Sault Ste. Marie, the annual user fee revenue increase on a year over year basis is 10%.

Figure 15 – 2010 Actual water and wastewater costs (per annum based on 250 m³ of consumption)





4.3 Congruence with sustainability principles

At the onset of the financial plan, the nine sustainability principles developed by the Ministry were outlined. Figure 16 provides an indication as to the degree of congruence between the PUC's financial plan and the guidance provided by the Ministry.

Figure 16 – Congruence with suggested sustainability principles

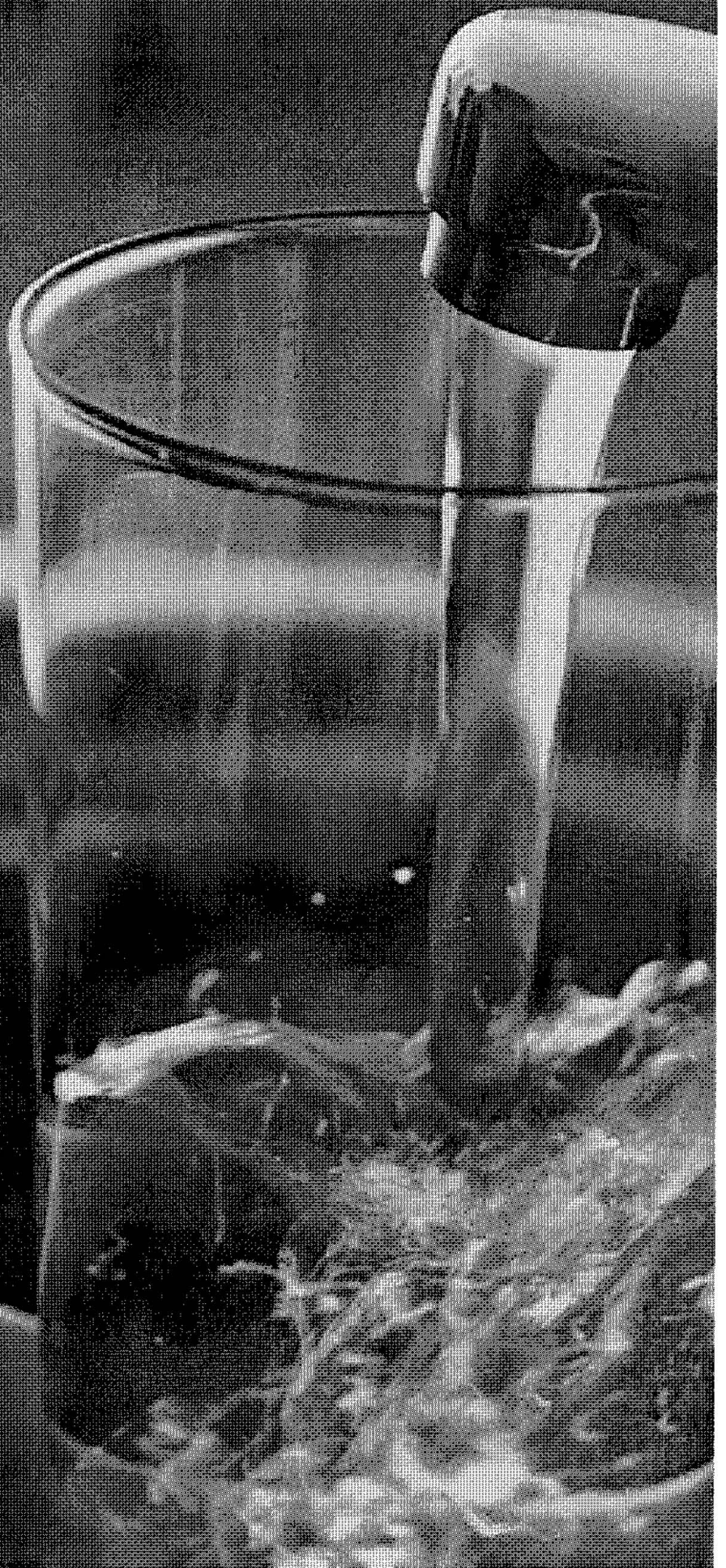
Principle	How Addressed	Conclusion
1. Public engagement and transparency	- Financial plan was presented at a public PUC meeting and will be presented to the members of council of the City of Sault Ste. Marie as an information item - Public access to financial plan will be provided consistent with the Regulation	Achieved
2. Integrated approach to planning	Financial plan for capital expenditures is integrated with the City of Sault Ste. Marie planned capital projects for road reconstruction that includes replacement of sanitary and storm sewers.	Achieved
3. Revenues should be used to meet water needs	Financial model is full user pay	Achieved
4. Life cycle planning with mid-course corrections is preferable	Planning is a long-term forecast based on the useful life of infrastructure assets	Achieved
5. Asset management plan is a key input	The PUC has initiated asset management planning with consideration given to the useful life of assets	Achieved
6. Sustainable level of revenue considers operating and capital requirements	Revenue is sufficient to fund all operating costs as well as ongoing capital asset replacement, growth and regulatory changes	Achieved
7. Users pay for services they receive	No subsidization of water services by non-users	Achieved
8. Financial plans are living documents	PUC intends to regularly update the financial plan	Achieved
9. Financial plans benefit from close collaboration	Preparation included involvement from infrastructure and finance groups, as well as external advisors	Achieved



cutting through complexity™

APPENDIX A

Financial Plan
Water Supply Services



PUBLIC UTILITIES COMMISSION OF THE CITY OF SAULT STE. MARIE
Water Operations

Statement A

Statement of Projected Operating Results
For the Years Ending December 31
(in thousands)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
							Projected				
Revenues											
Residential	7,218,678	7,866,232	8,652,855	9,518,141	10,469,955	11,516,951	12,668,646	13,302,078	13,967,182	14,665,541	15,398,818
General	5,206,799	5,699,237	6,269,161	6,896,077	7,585,685	8,344,254	9,178,679	9,637,613	10,119,494	10,625,469	11,156,742
Hydrant	717,000	793,000	872,300	959,530	1,055,483	1,161,031	1,277,134	1,340,991	1,408,041	1,478,443	1,552,365
Other revenues	546,291	503,965	514,004	529,364	545,185	561,480	589,454	618,827	649,669	682,052	716,155
Developer contributions	70,000	140,000	142,800	145,656	150,026	154,527	159,163	167,121	175,477	184,251	193,464
Total revenues	13,758,768	15,002,434	16,451,120	18,048,768	19,806,334	21,738,243	23,873,076	25,066,630	26,319,863	27,635,756	29,017,544
Expenses:											
Operating expenses	6,755,159	7,211,076	7,355,298	7,575,957	7,803,236	8,037,333	8,439,200	8,861,160	9,304,218	9,769,429	10,257,900
General and administration expenses	2,270,886	3,132,311	4,046,761	4,117,641	4,201,698	4,288,716	4,451,521	4,620,142	4,797,928	4,985,336	5,182,830
Interest on long-term debt	285,000	150,000	150,000	150,000	125,000	100,000	-	-	-	-	-
Amortization of tangible capital assets	1,800,000	1,800,000	1,856,000	1,931,680	2,019,630	2,120,219	2,326,230	2,542,542	2,769,669	3,028,152	3,148,152
Total expenses	11,111,045	12,293,387	13,408,059	13,775,278	14,149,564	14,546,268	15,216,951	16,023,844	16,871,815	17,782,917	18,588,882
Gain on sale of building	-	-	1,500,000	-	-	-	-	-	-	-	-
Annual surplus (deficit)	2,647,723	2,709,047	4,543,061	4,273,490	5,656,770	7,191,975	8,656,125	9,042,786	9,448,048	9,852,839	10,428,662
Accumulated surplus (deficit), beginning of year	68,246,061	70,893,784	73,602,831	78,145,892	82,419,382	88,076,152	95,268,127	103,924,252	112,967,038	122,415,086	132,267,925
Accumulated surplus (deficit), end of year	70,893,784	73,602,831	78,145,892	82,419,382	88,076,152	95,268,127	103,924,252	112,967,038	122,415,086	132,267,925	142,696,587

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PUBLIC UTILITIES COMMISSION OF THE CITY OF SAULT STE. MARIE
Water Operations

Statement B

Statement of Projected Financial Position
As at December 31
(in thousands)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
	Projected										
Financial Assets											
Cash	\$ 713,349	\$ 210,446	\$ 497,318	\$ 59,864	\$ 314,213	\$ 41,694	\$ 163,191	\$ 594,618	\$ 1,350,739	\$ 1,447,054	\$ 1,899,958
Accounts receivable	1,861,821	1,861,821	1,861,821	1,861,821	1,861,821	1,861,821	1,861,821	1,861,821	1,861,821	1,861,821	1,861,821
Unbilled service revenue	553,558	553,558	553,558	553,558	553,558	553,558	553,558	553,558	553,558	553,558	553,558
Local improvement receivable	121,503	121,503	121,503	-	-	-	-	-	-	-	-
Total financial assets	3,250,231	2,747,328	3,034,200	2,475,243	2,729,592	2,457,073	2,578,570	3,009,997	3,766,118	3,862,433	4,315,337
Financial Liabilities											
Line of credit	3,000,000	3,000,000	3,000,000	2,500,000	2,000,000	-	-	-	-	-	-
Accounts payable and accrued liabilities	2,056,270	2,056,270	2,056,270	2,056,270	2,056,270	2,056,270	2,056,270	2,056,270	2,056,270	2,056,270	2,056,270
Total financial liabilities	5,056,270	5,056,270	5,056,270	4,556,270	4,056,270	2,056,270	2,056,270	2,056,270	2,056,270	2,056,270	2,056,270
Net financial assets	(1,806,039)	(2,308,942)	(2,022,070)	(2,081,027)	(1,326,678)	400,803	522,300	953,727	1,709,848	1,806,163	2,259,067
Non-Financial Assets											
Inventory	244,900	244,900	244,900	244,900	244,900	244,900	244,900	244,900	244,900	244,900	244,900
Tangible capital assets	72,454,923	75,666,873	79,923,062	84,255,509	89,157,930	94,622,424	103,157,052	111,768,411	120,460,338	130,216,862	140,192,620
Total non-financial assets	72,699,823	75,911,773	80,167,962	84,500,409	89,402,830	94,867,324	103,401,952	112,013,311	120,705,238	130,461,762	140,437,520
Accumulated surplus (deficit)	\$ 70,893,784	\$ 73,602,831	\$ 78,145,892	\$ 82,419,382	\$ 88,076,152	\$ 95,268,127	\$ 103,924,252	\$ 112,967,038	\$ 122,415,086	\$ 132,267,925	\$ 142,696,587

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PUBLIC UTILITIES COMMISSION OF THE CITY OF SAULT STE. MARIE
Water Operations

Statement C

Statement of Projected Cash Flows
For the Years Ending December 31
(in thousands)

	2011	2012	2013	2014	2015	Projected 2016	2017	2018	2019	2020	2021
Cash provided by (used in) operating activities:											
Annual surplus (deficit)	\$ 2,647,723	\$ 2,709,047	\$ 4,543,061	\$ 4,273,490	\$ 5,656,770	\$ 7,191,975	\$ 8,656,125	\$ 9,042,786	\$ 9,448,048	\$ 9,852,839	\$ 10,428,662
Items not involving cash:											
Amortization of tangible capital assets	1,800,000	1,800,000	1,856,000	1,931,680	2,019,630	2,120,219	2,326,230	2,542,542	2,769,669	3,028,152	3,148,152
Developers contribution	(70,000)	(140,000)	(142,800)	(145,656)	(150,026)	(154,527)	(159,163)	(167,121)	(175,477)	(184,251)	(193,464)
Gain on sale of building	-	-	(1,500,000)	-	-	-	-	-	-	-	-
Changes in working capital	-	-	-	121,503	-	-	-	-	-	-	-
Net change in cash from operating activities	4,377,723	4,369,047	4,756,261	6,181,017	7,526,374	9,157,667	10,823,192	11,418,207	12,042,240	12,696,740	13,383,350
Cash provided by (used in) financing activities:											
Debt financing obtained	-	-	-	-	-	-	-	-	-	-	-
Principal repayments on net long-term liabilities	(1,000,000)	-	-	(500,000)	(500,000)	(2,000,000)	-	-	-	-	-
Net change in cash from financing activities	(1,000,000)	-	-	(500,000)	(500,000)	(2,000,000)	-	-	-	-	-
Capital activities:											
Cash used to acquire tangible capital assets	(4,323,633)	(4,871,950)	(5,969,389)	(6,118,471)	(6,772,025)	(7,430,186)	(10,701,695)	(10,986,780)	(11,286,119)	(12,600,425)	(12,930,446)
Proceeds from disposal of tangible capital assets	-	-	1,500,000	-	-	-	-	-	-	-	-
Net change in cash from capital activities	(4,323,633)	(4,871,950)	(4,469,389)	(6,118,471)	(6,772,025)	(7,430,186)	(10,701,695)	(10,986,780)	(11,286,119)	(12,600,425)	(12,930,446)
Net change in cash	(945,910)	(502,903)	286,872	(437,454)	254,349	(272,519)	121,497	431,427	756,121	96,315	452,904
Cash and cash equivalents, beginning of year	1,659,259	713,349	210,446	497,318	59,864	314,213	41,694	163,191	594,618	1,350,739	1,447,054
Cash and cash equivalents, end of year	\$ 713,349	\$ 210,446	\$ 497,318	\$ 59,864	\$ 314,213	\$ 41,694	\$ 163,191	\$ 594,618	\$ 1,350,739	\$ 1,447,054	\$ 1,899,958

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PUBLIC UTILITIES COMMISSION OF THE CITY OF SAULT STE. MARIE
Water Operations

Statement D

Statement of Projected Changes in Net Financial Assets
For the Years Ending December 31

	2011	2012	2013	2014	2015	2016	Projected 2017	2018	2019	2020	2021
Annual surplus (deficit)	\$ 2,647,723	\$ 2,709,047	\$ 4,543,061	\$ 4,273,490	\$ 5,656,770	\$ 7,191,975	\$ 8,656,125	\$ 9,042,786	\$ 9,448,048	\$ 9,852,839	\$ 10,428,662
Acquisition of tangible capital assets	(4,393,633)	(5,011,950)	(6,112,189)	(6,264,127)	(6,922,051)	(7,584,713)	(10,860,858)	(11,153,901)	(11,461,596)	(12,784,676)	(13,123,910)
Amortization of tangible capital assets	1,800,000	1,800,000	1,856,000	1,931,680	2,019,630	2,120,219	2,326,230	2,542,542	2,769,669	3,028,152	3,148,152
Loss on disposal of tangible capital assets	-	-	-	-	-	-	-	-	-	-	-
	54,090	(502,903)	286,872	(58,957)	754,349	1,727,481	121,497	431,427	756,121	96,315	452,904
Change in inventory	-	-	-	-	-	-	-	-	-	-	-
Change in net financial assets	54,090	(502,903)	286,872	(58,957)	754,349	1,727,481	121,497	431,427	756,121	96,315	452,904
Net financial assets (net debt), beginning of year	(1,860,129)	(1,806,039)	(2,308,942)	(2,022,070)	(2,081,027)	(1,326,678)	400,803	522,300	953,727	1,709,848	1,806,163
Net financial assets (net debt), end of year	\$ (1,806,039)	\$ (2,308,942)	\$ (2,022,070)	\$ (2,081,027)	\$ (1,326,678)	\$ 400,803	\$ 522,300	\$ 953,727	\$ 1,709,848	\$ 1,806,163	\$ 2,259,067

6/8/2021

10(a)

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW 2012-42

AGREEMENT: (LE-90) A by-law to authorize a License agreement between the City and Her Majesty the Queen in Right of Ontario as represented by the Minister of Infrastructure for the purpose of using a portion of 64 Church Street for the Hub Trail.

THE COUNCIL of The Corporation of the City of Sault Ste. Marie, pursuant to the Municipal Act, S.O. 2001, C. 25, **ENACTS** as follows:

1. **EXECUTION OF DOCUMENT**

The Mayor and the Clerk are hereby authorized for and in the name of the Corporation to execute and affix the seal of the Corporation to a license agreement dated October 1, 2011, and made between the City and the Minister of Infrastructure as described in Schedule "A" attached hereto, for the use of a portion of 64 Church Street, Sault Ste. Marie, Ontario for the Hub Trail.

2. **SCHEDULE "A"**

Schedule "A" hereto forms part of this by-law.

3. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

PASSED in open Council this 5th day of March, 2012.

MAYOR – DEBBIE AMAROSO

CITY CLERK – MALCOLM WHITE

NM:BYLAWS\2011\2012-42 LICENSE AGREEMENT Minister of Infrastructure MNR.DOC

NOTICE
THIS IS A DRAFT DOCUMENT. This document has not been enacted by City Council. It may not be enacted at all AND if enacted, it may not be in the form of the DRAFT copy.
CITY SOLICITOR

10(a)

SCHEDULE "A"

File No. M51358

LICENSE AGREEMENT

THIS AGREEMENT made as of October 1, 2011.

BETWEEN:

**HER MAJESTY THE QUEEN IN RIGHT OF ONTARIO AS
REPRESENTED BY THE MINISTER OF INFRASTRUCTURE**

(hereinafter referred to as the "Licensor")

-and-

THE CORPORATION OF THE CITY OF SAULT STE MARIE

(hereinafter referred to as the "Licensee")

WHEREAS:

- A. The Licensor has jurisdiction and control of the lands having the legal description set out in Schedule "A" attached hereto (the "Lands").
- B. The parties hereto have agreed that the Licensee shall have the right, pursuant to the license herein granted (the "License"), to utilize a portion of the Lands, subject to the terms and conditions of this License Agreement (the "Agreement").

NOW THEREFORE, in consideration of the forgoing, and of the mutual covenants and undertaking herein contained and expressed, it is agreed among the parties as follows:

1. Grant of License

The Licensor hereby grants to the Licensee the license and privilege (irrevocable in accordance with the terms hereof) to utilize a portion of the Lands, as outlined in cross hatch on Schedule "B" attached hereto, (the "Licensed Premises"), for the purpose of constructing and maintaining a waterfront trail along the shoreline. This permission includes the right to bring personnel, materials and equipment reasonably required in connection with the foregoing purposes onto the Licensed Premises. It is agreed and understood that the Licensee is accepting the Licensed Premises and all associated equipment therein, if any, on an "as is, where is" basis.

2. Term

The Licensee shall be permitted to use the Licensed Premises in accordance with the terms hereof for a period of Ten (10) years commencing December 1, 2011 and ending on November 30, 2021 (the "Term"). There will be no renewal or overholding of this License, unless agreed to by the parties in writing.

3. Termination

The parties to this Agreement reserve the right to terminate this Agreement at any time by providing the other party with not less than Six (6) Months' prior written notice of termination without penalty, compensation, damages or bonus to the other party.

4. License Fee

The Licensee hereby covenants to pay to the Licensor as a license fee Two Thousand Six Hundred Dollars (\$2,600.00) (the "License Fee"), plus all applicable Sales Taxes, payable in one installment in advance of the Term.

"Sales Taxes" means collectively and individually, all business transfer, multi-usage sales, sales, goods and services, harmonized sales, use, consumption, value-added or other similar taxes imposed by any governmental authority upon the Licensor, or the Licensee, or in respect of this Agreement, or the payments made by the Licensee hereunder or the goods and services provided by the Licensor hereunder including, without limitation, the license of the Licensed Premises and the provision of administrative services to the Licensee hereunder.

In addition, the Licensee shall be responsible, at its sole cost and expense, for all other costs, expenses and charges whatsoever with respect to the Licensed Premises throughout the Term, including, without limitation, operating costs, utilities, maintenance and minor repairs, along with snow and garbage removal. The Licensee shall not be responsible for any realty taxes (or payments in lieu thereof) attributable to the Licensed Premises.

If the Licensee defaults in the payment of the License Fee and/or any other amounts payable hereunder, the unpaid amounts shall bear interest from the due date to the date of payment at an interest rate equal to the prime rate as charged by the Royal Bank of Canada to its best commercial customers from time to time, plus five percent (5%). Acceptance of any overdue payment or interest shall not constitute a waiver of any rights or remedies that the Licensor may have hereunder or at law.

The Licensee shall send all License Fee payments to the following address:

CBRE Limited
Global Corporate Services
18 King Street East, Suite 1100
Toronto, Ontario M5C 1C4
Attention: OILC PLMS Accounts Receivable

5. Covenants of the Licensee

The Licensee covenants with the Licensor as follows:

5.1 License Fee

To pay the License Fee in accordance with the provisions of this Agreement.

5.2 Compliance with Laws

To comply with all provisions of law including, without limitation, all enactments, by-laws and any regulations of any Authority which relate to the Licensed Premises or to the use or occupation thereof or, if applicable, to the making of any repairs, replacements, additions, changes, substitutions or improvements of or to the Licensed Premises or any part thereof.

"Authority" means any governmental authority, quasi-governmental authority, agency, body or department whether federal, provincial or municipal, having or claiming jurisdiction over the Licensed Premises or the Building, or the use thereof.

5.3 Rules and Regulations

The Licensor may, acting reasonably, and from time to time, make and amend rules and regulations for the management and operation of the Lands, and the Licensee and all persons under its control shall comply with all of such rules and regulations, all of which shall be deemed to be incorporated into and form part of this Agreement.

5.4 Security

To be responsible for security of the Licensed Premises and the Lands during the Term, and without limitation, the Licensee shall take all reasonable steps to ensure that peace, cleanliness and general order is maintained, that persons not affiliated with the Licensee are not permitted access to the Licensed Premises or any other portion of the Lands during the Term, and that no alcoholic beverages, drugs or other illegal or banned substances are brought upon the Licensed Premises or the Lands.

5.5 Maintenance

To maintain, at the Licensee's sole cost and expense, the Licensed Premises and the Lands, in a clean and tidy condition, and to deliver up same in a clean and tidy condition at the expiry of the Term.

Upon request of the Licensor, the Licensee shall forthwith reimburse the Licensor for the cost of any clean-up, repair or replacement to the Licensed Premises or any other portion of the Lands resulting from the Licensee's use and occupation of the Licensed Premises.

5.6 Use

To use the Licensed Premises for the purpose of the Licensee's Use only as provided for in Section 1 of this Agreement, and in accordance with all laws, regulations, by-laws, policies or procedures of any relevant Authority having jurisdiction.

The Licensee shall further ensure that all activity which takes place on or in connection with the Use of the Licensed Premises does not in any way reflect improperly on the Government of Ontario, including without limitation, ensuring that all employees, agents or other representatives of the Licensee are at all times cleanly and neatly clad, orderly and polite in their conduct and their speech.

5.7 Compensation for Damage

To make good any damage to the Licensed Premises and the Lands caused by the Licensee, its employees, agents, invitees and those for whom the Licensee, in law, are responsible.

5.8 Insurance

The Licensee shall, at its own cost and expense, take out, carry and maintain in full force and effect during the Term of the Agreement, "all risks" property damage insurance on all buildings and structures on the Licensed Premises, including the Licensee's equipment and fixtures, and comprehensive general liability insurance including personal injury liability and contractual liability, such coverage to include the activities and operations conducted by the Licensee and by those for whom the Licensee is in law responsible. Such comprehensive liability policy shall be written on a comprehensive basis with inclusive limits of not less than Five Million Dollars (\$5,000,000.00) per occurrence, or such higher limits as the Licensor, acting reasonably, may from time to time require. All of the Licensee's policies shall include the Licensor, where applicable, as an additional insured, contain a severability of interest clause and a cross liability clause, and a waiver of subrogation in favour of the Licensor, and provide that the Licensor shall receive at least thirty (30) days' prior written notice of any material change, termination or cancellation of such policies. Certificates of such insurance coverage shall be provided to the Licensor prior to the commencement date of the Term, and yearly thereafter throughout the Term.

5.9 Indemnity

The Licensee agrees to indemnify and hold harmless the Licensor and its agent Ontario Infrastructure and Lands Corporation, and each of their directors, officers, employees, service providers and agents, from any direct, incidental, indirect, special or consequential damages, or any loss of use, revenue or profit, by any person, entity or organization arising out of or in any way related to this License.

5.10 Assignment and Sublicense

Not to assign this Agreement.

5.11 Waste

Not to do or allow any waste, damage, disfiguration or injury to the Licensed Premises, the Lands or the fixtures and equipment forming a part thereof or permit any overloading of the floors thereof.

5.12 Nuisance

Not to use or permit the use of any part of the Licensed Premises for any dangerous, noxious or offensive trade or business or cause or permit any nuisance in, at or on the Licensed Premises.

5.13 Waste and Environmental

The Licensee acknowledges and agrees that:

- (a) it shall not store, bring in or permit to be placed, any Environmental Contaminant in the Licensed Premises or the Lands. "Environmental Contaminants" means (i) any substance which, when it exists in the Lands or the water supplied to or in the Site, or when it is released into the Licensed Premises or the Lands or any part thereof, or into the water or the natural environment, is likely to cause, at any time, material harm or degradation to the Licensed Premises or any part thereof, or to the natural environment or material risk to human health, and includes, without limitation, any flammables, explosives, radioactive materials, asbestos, lead paint, PCBs, fungal contaminants (including, without limitation, and by way of example, *stachybotrys chartarum* and other moulds), mercury and its compounds, dioxins and furans, chlordane (DDT), polychlorinated biphenyls, chlorofluorocarbons (CFCs), hydro-chlorofluorocarbons (HCFCs), volatile organic compounds (VOCs), urea formaldehyde foam insulation, radon gas, chemicals known to cause cancer or reproductive toxicity, pollutants, contaminants, hazardous wastes, toxic or noxious substances or related materials, petroleum and petroleum products, or (ii) any substance declared to be hazardous or toxic under any Environmental Laws now or hereafter enacted or promulgated by any Authorities, or (iii) both (i) and (ii);
- (b) it shall not permit the presence of any Environmental Contaminant in the Licensed Premises, except if such is required for the Use and then only if the Licensee is in strict compliance with all relevant governmental authorities, be it federal, provincial or municipal, including, without limitation, Environmental Laws. "Environmental Laws" means any federal, provincial or local law, statute, ordinance, regulation, policy, guideline or order and all amendments thereto pertaining to health, industrial hygiene, environmental conditions or Environmental Contaminants, including, without limitation, the Environmental Protection Act, R.S.O. 1990, c. E.19, the Environmental Assessment Act, R.S.O. 1990, c. E.18, the Ontario Water Resources Act, R.S.O. 1990, c. O.40, the Occupational Health and Safety Act, R.S.O. 1990, c. O.1, Ontario Regulation 153/04 (2004) under Part XV.1 of the EPA, as amended by Ontario Regulation 511/09 (2009), the Safe Drinking Water Act, 2002, S.O. 2002, c.32, and applicable air quality guidelines, as such statutes, regulations and guidelines may be amended from time to time. If the Licensee shall bring or create upon the Lands, including the Licensed Premises, any Environmental Contaminant, then such Environmental Contaminant shall be and remain the sole property of the Licensee and the Licensee shall remove same at its sole cost and expense upon the expiration or sooner termination of the Term or any extensions thereof, or sooner if so directed by any governmental authority, be it federal, provincial or municipal, or if required to effect compliance with any Environmental Laws or if required by the Licensors;
- (c) it shall diligently comply with all applicable reporting requirements under Ontario Regulation 127/01-"Airborne Contaminant Discharge Monitoring and Reporting" (the "Regulation") under the Environmental Protection Act, R.S.O. 1990, c. E.19 and shall provide the Licensors with copies of all reports submitted to the Ministry of the Environment. The Licensee shall indemnify the Licensors from all loss, costs and liabilities, including all legal expenses, incurred by the Licensors as a result of the Licensee's failure to comply with the Regulation. The Licensee shall permit the Licensors to inspect the Licensed Premises at all reasonable times to conduct air emission testing, as required by the Regulation; and

- (d) it will comply in all respects with all Environmental Laws relating to the Licensed Premises or the Use of the Licensed Premises; promptly notify the Licensor in writing of any notice by any governmental authority, be it federal, provincial or municipal, alleging a possible violation of or with respect to any other matter involving any Environmental Laws relating to operations in the Licensed Premises and the Lands or relating to any person for whom it is in law responsible or any notice from any other party concerning any release or alleged release of any Environmental Contaminant, and promptly notify the Licensor of the existence of any Environmental Contaminant in the Licensed Premises or the Lands.

If, during the Term or any extensions thereof, any governmental authority, be it federal, provincial or municipal, shall require the clean-up of any Environmental Contaminant held in, released from, abandoned in, or placed upon the Licensed Premises or the Site by the Licensee or its employees or those for whom it is in law responsible, then the Licensee shall, at its sole cost and expense, carry out all required work including preparing all necessary studies, plans and approvals and providing all bonds and other security required and shall provide full information with respect to all such work to the Licensor provided that the Licensor may, at its option, perform any such work at the Licensee's sole cost and expense, payable on demand.

6. Covenants of the Licensor

The Licensor covenants with the Licensee as follows:

6.1 Use

That the Licensee will have the use of the Licensed Premises on such days and between such times as have been determined by the parties as of the commencement date of the Term and on such additional days as may, at any time during the Term, be authorized by the Licensor.

6.2 Inspection and Entry

The Licensor reserves the right to inspect and enter the Site and the Licensed Premises at any time without notice, and to order, in writing, that the Licensee make changes, if in the Licensor's opinion the Licensee is:

- (a) failing to comply with any term of this Agreement or to comply with any reasonable request of the Licensor;
- (b) permitting, causing or contributing to an unsafe condition;
- (c) doing or permitting any conduct or act which improperly reflects on the Government of Ontario; or
- (d) doing or permitting any other conduct or act which renders it inadvisable that the Licensee be allowed to continue carrying on business under this Agreement.

If the Licensee fails to comply with any such order within the time limit specified therein, the Licensor shall have the right to terminate this Agreement and take possession of the Licensed Premises forthwith, and may remove the Licensee and all of its property from the Licensed Premises, and the Licensor shall not be liable in damages or otherwise by reason of any such actions. Any costs associated with such removal, including the clean-up, repair or replacement to the Licensed Premises or the Site shall be the responsibility of the Licensee.

6.3 Insurance

The Licensor acknowledges that so long as Her Majesty the Queen in right of Ontario is the Licensor, the Licensor shall be self-insured with respect of damage to the Site and will maintain during the Term coverage with respect to commercial general liability risks as a 'Protected Person' under the Government of Ontario General and Road Liability Protection Program, which is funded by Her Majesty the Queen in right of Ontario. The coverage shall provide limits of at least Five Million Dollars (\$5,000,000.00) per occurrence.

6.4 Indemnity

The Licensor shall not be liable or responsible to the Licensee, or to any third parties whatsoever in any way for any property damage, injury or death caused by or arising out of this License including any direct, consequential, incidental, indirect, or special damages suffered by the Licensee or others arising from or out of any occurrence in, upon or relating to the use or presence of the Licensed Premises whether or not such damage, loss, injury or death results from any negligence of the Licensor or those for whom the Licensor is in law responsible. The Licensee shall protect, indemnify and hold the Licensor harmless from and against any and all losses, claims, actions, damages, liabilities and expenses in connection with loss of life, personal injury, damage to property (including any portion of the Site or the Licensed Premises and its equipment, machinery, services, fixtures and improvements) or any other loss or injury whatsoever arising from or out of or as a result of the use of the Licensed Premises. If the Licensor shall, without fault on its part, be made a party to any litigation commenced by or against the Licensee arising out of the presence or use of the Licensed Premises, then the Licensee shall protect, indemnify and hold the Licensor harmless and shall pay all costs, expenses (including legal fees on a substantial indemnity basis) incurred or paid by the Licensor in connection with such litigation.

6.5 Compliance with Laws

To comply with all codes and regulations of any federal, provincial or municipal laws, regulations and codes of any relevant Authority.

7. Non Waiver

No condoning, excusing or overlooking by the Licensor or Licensee of any default, breach or non-observance by the Licensee or the Licensor at any time or times in respect of any covenant, proviso or condition herein contained shall operate as a waiver of the Licensor's or the Licensee's rights hereunder in respect of any continuing or subsequent default, breach or non-observance, or so as to defeat or affect in any way the rights of the Licensor or the Licensee herein in respect of any such continuing or subsequent default or breach, and no waiver shall be inferred from or implied by anything done or omitted by the Licensor or the Licensee save only an express waiver in writing.

8. Enurement

This Agreement shall enure to the benefit of and be binding upon the parties hereto and their respective successors and assigns and other legal representatives, as the case may be.

9. Governing law

This Agreement shall be governed by and construed in accordance with laws of the Province of Ontario.

10. Licensee Not a Lessee

No legal title or leasehold interest in the Licensed Premises shall be deemed or construed to have been created or vested in the Licensee by anything contained herein.

11. Freedom of Information

The Licensee acknowledges and agrees that this Agreement, including all commercial and financial information contained herein, is subject to the Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.F.31, as amended.

12. Notices

Any notice required or contemplated by any provision of this Agreement shall be given in writing addressed in the case of notice to the Licensor to the following address:

To the Licensor:

Ontario Infrastructure and Lands Corporation
 3767 Highway 69 South, Suite 9
 Sudbury, Ontario P3E 4N1
 Attention: Vice President, Asset Management
 Fax: (705) 564-7570

With a copy to:

Ontario Infrastructure and Lands Corporation
 1 Dundas Street West, Suite 2000
 Toronto, Ontario M5G 2L5
 Attention: Senior Legal Counsel, Leasing
 Fax: (416) 327-2760

With an additional copy to:

CBRE Limited
 Global Corporate Services
 18 King Street East, Suite 1100
 Toronto, Ontario M5C 1C4
 Attention: Director, Lease Administration – OILC
 Fax: (416) 775-3989

To the Licensee:

The Corporation of the City of Sault Ste. Marie
 99 Foster Drive
 Sault Ste. Marie, Ontario P6A 5X6
 Attention: City Solicitor
 Fax: (705) 759-5405

Notices shall be delivered personally or by facsimile or mailed by either registered or signature mail and postage prepaid enclosed in a sealed envelope. The time of giving of notice by either registered or signature mail shall be conclusively deemed to be the fifth Business Day after the day of such mailing. Such notice, if personally delivered or if delivered by facsimile, shall be conclusively deemed to have been given and received at the time of such delivery. The parties hereto acknowledge and agree that notwithstanding anything to the contrary in the Electronic Commerce Act, 2000, S.O. 2000, c.17, as amended from time to time, any notice, statement, demand, request or other instrument which may be or is required to be given under this Agreement or at law may not be validly delivered by way of electronic communication, save as specifically provided in this Section.

Either party may at any time by giving notice to the other party (in the manner provided above) change its address for notice purposes, and thereafter the address most recently provided shall be deemed to be the address so changed.

13. Entire Agreement

The Licensee and the Licensor acknowledge that there are no covenants, representations, warranties, agreements or conditions, expressed or implied, collateral or otherwise, forming part of or in any way affecting or relating to this Agreement save as expressly set out in this Agreement and that this Agreement and the Schedules hereto constitute the entire agreement between the Licensor and the Licensee and may not be modified except as herein explicitly provided or except by subsequent agreement in writing of equal formality hereto executed by the Licensor and the Licensee. Schedules "A" and "B", which are attached to this Agreement, form part of this Agreement.

14. Severability

The Licensor and the Licensee agree that all of the provisions of this Agreement are to be construed as covenants and agreements as though the words importing such covenants and agreements were used in each separate paragraph hereof. Should any provision or provisions of this Agreement be illegal or not enforceable, it or they shall be considered separate and severable from this Agreement and its remaining provisions shall remain in force and be binding upon the parties hereto as though the said provision or provisions had never been included.

15. Headings and Captions

The headings in this Agreement have been inserted as a matter of convenience and for reference only and in no way define, limit or enlarge the scope of meaning of this Agreement nor any of the provisions hereof.

16. Interpretation

The words "herein", "hereof", "hereby", "hereunder", "hereto", "hereinafter", and similar expressions refer to this Agreement and not to any particular paragraphs, section or other portion thereof, unless there is something in the subject matter or context inconsistent therewith.

17. Conflict of Interest

The Licensee and any of its successors, administrators, permitted assigns, directors, officers, employees, agents, servants, and representatives shall not engage in any activity where such activity creates a conflict of interest, actual or potential, in the sole opinion of the Licensor, with the License or the exercise of any of the rights or obligations of the Licensee hereunder. The Licensee shall disclose to the Licensor in writing and without delay any actual or potential situation that may be reasonably interpreted as either a conflict of interest or a potential conflict of interest.

For clarification, a "conflict of interest" means, in relation to the performance of its contractual obligations pursuant to this License, the Licensee's other commitments, relationships or financial interests (i) could or could be seen to exercise an improper influence over the objective, unbiased and impartial exercise of its independent judgement; or (ii) could or could be seen to compromise, impair or be incompatible with the effective performance of its contractual obligations pursuant to this License.

18. Time of Essence

Time shall be of the essence hereof.

THE REMAINDER OF THIS PAGE IS INTENTIONALLY LEFT BLANK.

19. Not Binding on Licensor

This Agreement is not binding on the Licensor, until it has been duly executed by or on behalf of the Licensor.

IN WITNESS WHEREOF the parties hereto have executed this Agreement on the dates written below.

SIGNED, SEALED AND DELIVERED:

DATED the ____ day of _____, 2011.

**HER MAJESTY THE QUEEN IN RIGHT OF
ONTARIO AS REPRESENTED BY THE MINISTER
OF INFRASTRUCTURE, AS REPRESENTED BY
ONTARIO INFRASTRUCTURE AND LANDS
CORPORATION**

Per: _____
Name: Stephen Emery
Title: Vice President, Asset Management

Authorized Signing Officer(s)

DATED the 5th day of March, 2012

**THE CORPORATION OF THE CITY OF SAULT
STE. MARIE**

Per: _____
Name: Debbie Amaroso
Title: Mayor

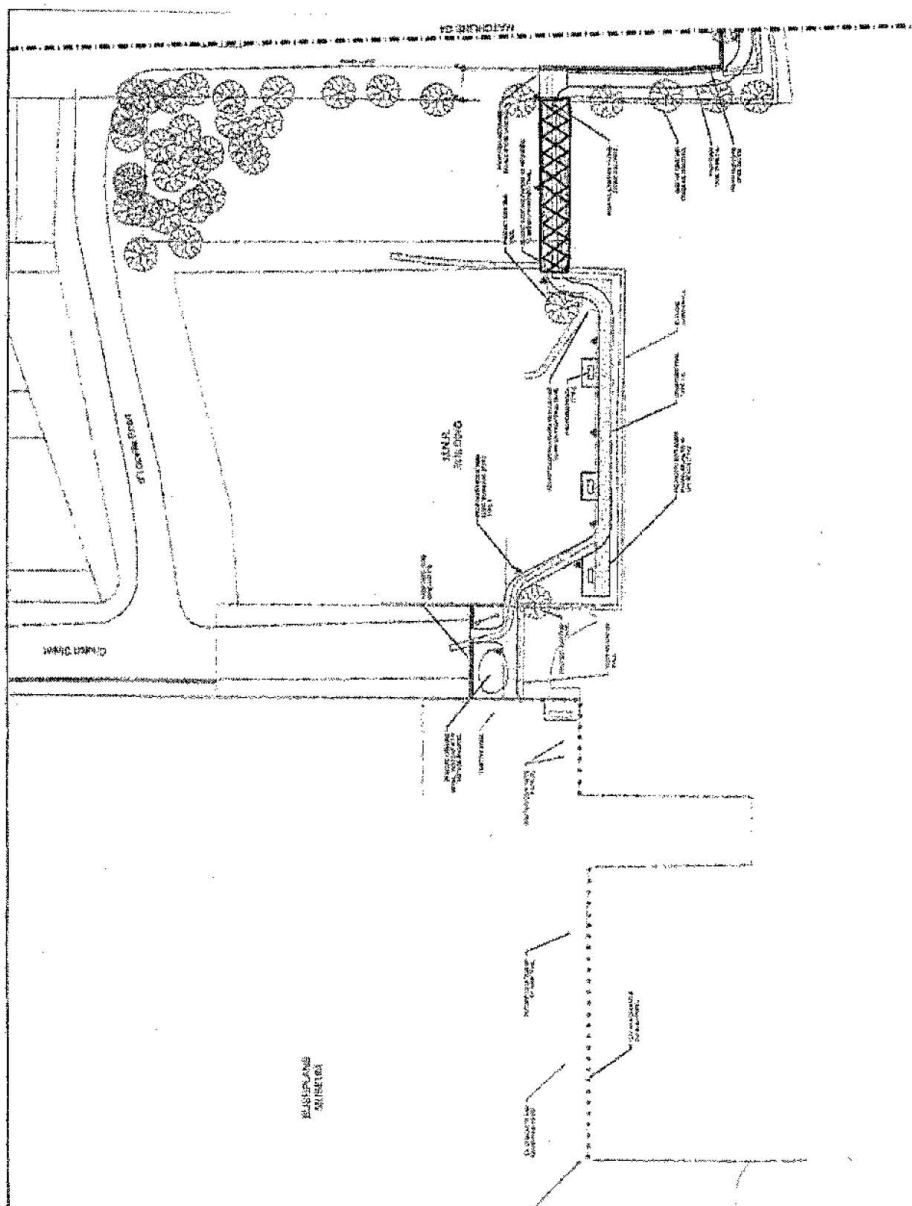
Per: _____
Name: Malcolm White
Title: City Clerk

Authorized Signing Officer(s)

SCHEDULE "A"
Legal Description of the Lands

PCL 46 SEC AWS; WATER LT IN FRONT OF LT 20 CON 1 ST. MARY'S AS IN A1336;
SAULT STE. MARIE

SCHEDULE "B"
Plan of Licensed Premises



THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW 2012-43

AGREEMENT: (E.3.4.6) A by-law to authorize an agreement between the Corporation of the City of Sault Ste. Marie and Green Circle Environmental Inc. dated March 5, 2012.

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

1. EXECUTION OF DOCUMENTS

The Mayor and Clerk are hereby authorized for and in the name of the Corporation to execute and to affix the seal of the Corporation for the agreement between the City and Green Circle Environmental Inc. for the provision of curbside recyclables collection and processing.

2. SCHEDULE "A"

Schedule "A" hereto forms a part of this by-law.

3. EFFECTIVE DATE

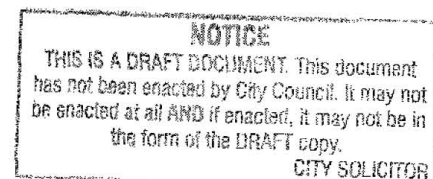
This by-law takes effect on the day of its final passing.

PASSED in open Council this 5th day of March, 2012.

MAYOR – DEBBIE AMAROSO

CITY CLERK – MALCOLM WHITE

cf LEGAL\STAFF\BYLAWS\2012\2012-45 AGRMT Green Circle



**THE CORPORATION OF THE CITY OF SAULT STE. MARIE
COLLECTION AND PROCESSING OF RECYCLABLES
CONTRACT ADDENDUM NO. 1 TO ORIGINAL AGREEMENT DATED
AUGUST 12, 2002**

Between

Green Circle Environmental Inc.
86 Sackville Road
Sault Ste. Marie, Ontario
P6B 4T6

hereinafter called the "Contractor"

- and -

The Municipal Corporation of the City of Sault Ste. Marie, Ontario

hereinafter called the "Corporation"

WHEREAS the Corporation and Contractor have decided to extend the term of the current agreement dated August 12, 2002 for the provision of curbside recyclables collection and processing;

AND WHEREAS the Corporation and Contractor have agreed that the contract extension shall be for a period of ten (10) years commencing on October 1, 2012 and terminating on September 30, 2022;

AND WHEREAS the Corporation and Contractor have agreed that the services are to be provided under the same terms and conditions included in the original contract except as provided herein.

WITNESSETH: The Contractor and Corporation undertake and agree as follows:

1. All references in the agreement to the Contractor's address are changed to 86 Sackville Road, Sault Ste. Marie, Ontario P6B 4T6
2. Article 1 subsections a) and b) and Article 3 are amended to incorporate the following documents as part of the agreement: this Contract Addendum No.1, and Green Circle Environmental letters dated November 4, 2011 and December 6, 2011 attached hereto.
3. Article 2 is amended by the addition of the following:

Contract Addendum No. 1 to Original Agreement Dated August 12, 2002
Letter from Green Circle Environmental to Larry Girardi of the City dated November 4, 2011
Letter from Green Circle Environmental to Larry Girardi of the City dated December 6, 2011
4. Article 4 of the Agreement is deleted in its entirety and replaced with the following:

The Corporation shall pay the Contractor as laid down in the specifications of the Contract Documents under the sections entitled "Basis of Payment" and "Material Revenue" and as amended in this addendum. At the end of each contract year (September 30), a unit price adjustment shall be applied to the contract. The annual unit price adjustment shall be calculated using the methodology and formulae documented in this addendum.
5. Articles 6 and 7 are deleted in their entirety.

6. The Contract end date stipulated in the Agreement is changed from September 30, 2012 to September 30, 2022.
7. All references to the collection methodology and collection containers included in the Contract specifications are replaced with Sections 8 through 12 of this addendum.
8. The Contractor agrees to undertake curbside collection of recyclables within the service area using automated collection procedures and roll-out carts/containers beginning on or before September 30, 2013. The Contractor shall provide all necessary labour, materials and equipment for automated collection under the terms of payment included in the original contract as modified herein. In the event that the Contractor fails to initiate automated collection on or before September 30, 2013, the City, may its discretion, terminate the contract on a date stipulated by the Corporation.
9. The Contractor agrees to supply, deliver and maintain collection carts/containers throughout the collection service area. The Contractor shall provide carts/containers for all properties (single family residential, multi-unit residential with 4 units or less, and small businesses) that are serviced under the current contract at September 30, 2012. In addition the Contractor shall provide additional carts/containers for all new residences and small businesses that are established within the service area during the extended term of the contract. The technical specifications for the collection carts are attached as Appendix A and form part of this addendum. The Contractor is responsible for proper handling and care of the carts during the pick-up and tipping operations. The carts are to be returned in an upright position and to the same location where it was set out by the property owner. Carts that are damaged beyond repairs as a result of the Contractor's operations are to be replaced by the Contractor at no charge to the City. In instances where a dispute arises regarding responsibility for damaged carts the Contract Administrator will consider the circumstances and identify the party responsible for the replacement cost. The decision of the Contract Administrator is final. The Contractor is also responsible for responding to and resolving all issues raised by property owners regarding carts in need of repair including completing all required cart repairs. In instances where a dispute arises regarding responsibility for damaged carts the Contract Administrator will consider the circumstances and identify the responsible party. The decision of the Contract Administrator is final. The Contractor must ensure all carts are in working order at the conclusion of this contract. Eighteen months in advance of the completion of this contract, the Contract Administrator and Contractor shall inventory all carts and assess their remaining service life (ie. need for replacement at the end of the contract term).
10. The Contractor will be responsible for providing adequate educational information to property owners respecting the use of the proposed new recycling carts/containers. The documentation shall include information regarding delivery, requirements for set out, and maintenance and collection procedures and protocols. In addition property owners are to be informed that carts reside with the civic address and are not to be removed if the property owner moves. Contact information shall also be provided to allow property owners to contact the Contractor when they experience difficulties or require repairs or replacement of carts.
11. The Contractor agrees to address all complaints that may arise due to implementation of the automated collection system. Each complaint will be addressed on an individual basis and will ensure the solution meets the needs of the program and resident. Any special circumstances and issues that cannot be resolved are to be communicated to the Contract Administrator.
12. The Contractor shall provide storage for all carts that are not being used by property owners. At the end of the term of the extended contract there shall be one cart for all properties that are receiving curbside collection of recyclables regardless whether the cart is being used by the property owner or not.

13. The Corporation will review, with the Contractor, a change to bi-weekly collection of recyclables in the future. The parties hereto agree to consider this change at three year intervals throughout the extended term of the contract. The first year that this change is to be considered is 2015.
14. Section 7 of the Specifications is deleted in its entirety and replaced with the following:

7. BASIS OF PAYMENT

The Corporation shall pay the Contractor monthly based on the actual tonnage of recyclables collected during the previous month and the unit prices for collection and processing as outlined below. The base unit prices applicable at September 30, 2012 for the collection and processing of recyclables are as follows:

Base Unit Price for Processing = \$101.31

Base Unit Price for Collection = \$149.55

On October 1st of each year the unit prices shall be adjusted as follows:

The unit price for "processing" shall be adjusted by applying the following formula:

Unit Price for Processing in Current Fiscal Year (October 1 to September 30) = $\text{CPI(at September 30 of the current year)} / \text{CPI(at September 30, 2011)} * 101.31$

The unit price for "collection" shall be adjusted by applying the following formula:

Unit Price for Collection in Current Fiscal Year (October 1 to September 30) = $(0.80 * \text{CPI(at September 30 of the current year)} / \text{CPI(at September 30, 2011)} + 0.20 * (\text{average cost for self serve diesel fuel in the City of Toronto for the previous year (October 1 to September 30)} / \$1.20)) * \$149.55$

Where:

CPI = Consumer Price Index for "All Items" in Ontario as reported by Statistics Canada; and
average annual cost for self serve diesel fuel is as reported by Statistics Canada for the City of Toronto

The change in price(s) shall become effective on October 1st of each year the contract is in force commencing with October 1, 2012.

Example ONLY:

CPI at September 30, 2011 = 120.6

CPI at September 30, 2012 = 122.6

Average cost for self serve diesel fuel in Toronto for the period October 1, 2011 to September 30, 2012 = \$1.27

Unit Price for Processing in Current Fiscal Year (October 1, 2012 to September 30, 2013) =

$122.6 / 120.6 * 101.31 = \102.99

Unit Price for Collection in Current Fiscal Year (October 1, 2012 to September 30, 2013) =

$(0.80 * 122.6 / 120.6 + 0.20 * 1.27 / 1.20) * 149.55 = \153.28

The Contractor shall submit, after September 30th in each year of the Contract, the calculation as noted above with appropriate supporting documentation (ie. data from the Statistics Canada website). The calculation is to be submitted directly to the Corporation's Purchasing Department with a copy provided to the Contract Administrator at Public Works and Transportation.

15. In consideration of the faithful performance of the Addendum/Original Agreement by the Contractor in strict accordance with all of the provisions of the Addendum/Original Agreement, payment shall be made in accordance with the terms of the Original Agreement and this addendum.

16. The Contractor acknowledges and understands that this document is an addendum to the Original Agreement and all of the documents that formed the Original Agreement shall continue in full force and effect throughout the duration of the extended term of the contract.

IN WITNESS WHEREOF the Parties hereto have executed this ADDENDUM.

SIGNED, SEALED AND DELIVERED IN THE PRESENCE OF:

The Corporation of the City of Sault Ste. Marie

.....
Mayor - Debbie Amaroso

.....
City Clerk - Malcolm White

.....
March 5, 2012

.....
Date

Green Circle Environmental Inc.

.....
Authorized Signing Officer

.....
Date

10(b)

**APPENDIX A
TO
CONTRACT ADDENDUM NO. 1 TO ORIGINAL AGREEMENT DATED
AUGUST 12, 2002**

MOBILE RECYCLING CART/CONTAINER – TECHNICAL SPECIFICATIONS

1.0 GENERAL

This specification covers the manufacture and supply requirements for mobile recycling carts.

1.1 General Description

The container shall be equipped with suitable wheels, lift bars, handle, and general design so that it can be maneuvered, lifted and dumped by automatic lifting units.

1.2 Quantity

Provide carts/containers for all properties (single family residential, multi-unit residential with 4 units or less, and small businesses) that are serviced under the current contract at September 30, 2012. In addition provide additional carts/containers for all new residences and small businesses that are established within the service area during the extended term of the contract. The Contractor shall also be responsible for the replacement of all carts that are damaged by the Contractor and beyond repair.

1.3 Materials

The container shall be made from high-density polyethylene (HDPE) or equal.

1.4 Wheels/Axle

The container shall be equipped with an axle and two wheels. The wheels and axle shall be designed so as to provide the specified wind stability. The empty container must have wind stability rating of no less than 60 kpm without falling over.

The wheels shall be a minimum of 10 inches in diameter. The wheels shall be fully functional for supporting the specified maximum container weight.

The axle shall be solid steel, diameter of $\frac{3}{4}$ inch and plated for corrosion resistant. Wheel shall be designed for (snap-on) assembly and shall be tamper proof and not easily removed with ordinary tools. Wheel assemblies using bolts, washer, cotter keys, end caps or any combination that require hand tools for assembly shall not be considered.

1.5 Colour

The container body, lid and other plastic components shall be a standard solid colour to be approved by the City. Colour shall be obtained by the introduction of colour pigments dispersed into the resin in order to obtain uniform distribution in the finished container. The containers shall be protected against colour fading and stabilized against ultraviolet rays by appropriate additives to the plastic resin.

1.6 Capacity

The container capacity shall be 360 L when full, excluding additional volume achieved by the domed lid in the closed position.

1.7 Dimensions

The exterior dimensions of the container shall be suitable to accommodate mechanical collection as proposed by the Contractor. The height shall not exceed 1.2 m.

1.8 Interior Construction

The interior surface shall be smooth and free from crevices, recesses, projections and other obstructions where recyclables could become entrapped or entangled. The interior

10(b)

construction and shape shall assure the free flow of contents from the container when dumped. A solid divider wall shall be provided within the cart to facilitate separation of fibre recyclables from containers.

1.9 Exterior Construction

The exterior surface shall be smooth, free of sharp corners, edges, or structures that could be hazardous or harmful.

1.10 Lids/Hinges

The lids shall be securely attached to the container by way of hinges and shall open freely.

The lids shall be designed in such manner to ensure that the container will be water resistant and shall continuously overlap the container body. The continuous overlapping of the body must prevent rainwater, rodents and birds from intruding into the container.

1.11 Handle

The handle gripping area shall provide enough space for gloved hand to be placed.

2.0 PERFORMANCE SPECIFICATIONS

2.1 ANSI Compliance

The container shall be in full compliance with the American National Standard ANSI Z245.60.

2.2 Cart Load Rating

The container shall be capable of accommodating a load weighing up to 50 kg, exclusive of the weight of the container.

2.3 Mobility

The container shall be stable and self-balancing in its upright position when either empty or loaded.

The container shall be capable of being easily moved and maneuvered on a level, sloped or stepped surface in two directions.

The container shall have sufficient stability against winds.

2.4 Container Pick Up Points

The container must be capable of being picked up in a fully automated application.

The container shall be designed in such a manner that it can be engaged by a fully automated grasping arm of either the belted or non-belted design. The container shall be able to withstand squeezing and dropping throughout its expected lifetime without showing the slightest change in its functionality or structural integrity.

3.0 CONTAINER REPARABILITY

The container-exposed parts shall be easily repairable.

4.0 MARKINGS/IDENTIFICATION

Advertising shall not be permitted on the carts.

The carts/containers shall include RFID and/or bar coding for identification and tracking. Each unit will be cross-referenced with a street address at the time of delivery.

All markings to be included on the cart shall be approved by the City.

5.0 WARRANTY

The Mobile Refuse Cart shall be warranted against material and workmanship defects for no less than 10 years, during which time it will be generally maintenance-free under normal usage conditions. The cart must also be durable for the range of temperatures experienced in Sault Ste. Marie. A copy of the warranty shall be provided.

6.0 REFERENCES

All suppliers shall demonstrate their experience in manufacturing containers by furnishing a list of municipalities using the proposed containers of the size, design and material offered. The list must show at least 3 municipalities, each having a minimum of 10,000 of the proposed containers. The name and telephone number of a contact person at each of the references shall be provided.

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW 2012-35

EASEMENT: (P.4.2.157) A by-law to authorize an easement to the Algoma District School Board over a portion of Penhorwood Park for a storm sewer outlet pipe.

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

1. **CONDITION OF EASEMENT**

The Council hereby authorizes the Mayor and Clerk to sign any documents required to give an easement to the Algoma District School Board for a storm sewer outlet pipe over a portion of Penhorwood Park, shown as Part 1 on the draft plan of D. S. Urso Surveying Ltd., completed on November 25, 2011, a copy of which is attached as Schedule "A".

2. **SCHEDULE "A"**

Schedule "A" hereto forms part of this by-law.

3. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

PASSED in open Council this 5th day of March, 2012.

MAYOR – DEBBIE AMAROSO

CITY CLERK – MALCOLM WHITE

NOTICE

THIS IS A DRAFT DOCUMENT. This document has not been enacted by City Council. It may not be enacted at all AND if enacted, it may not be in the form of the DRAFT copy.

CITY SOLICITOR

10(c)

SCHEDULE "A" TO BY-LAW 2012-35

PLAN OF SURVEY OF
PART OF BLOCK 'E'
REGISTERED PLAN No. 56352
TOWNSHIP OF ST. MARY
NOW IN THE
CITY OF SAULT STE. MARIE
DISTRICT OF ALGOMA
SCALE: 1 : 300
D.S. Urso Surveying Ltd.



METRIC NOTE

DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

INTEGRATION COORDINATE TABLE

OBSERVED REFERENCE POINTS (ORP) DERIVED FROM REAL TIME KINETIC OBSERVATIONS BETWEEN MONUMENTS (A) AND (B) UTM ZONE 16 NAD 83 (CSRS)(1997.0) COORDINATES TO URBAN ACCURACY PER SEC. 14(2) OF O.REG. 216/10.

POINT ID	NORTHING	EASTING
ORP A	5155029.631	706317.347
ORP B	5155037.248	706525.411
ORP C	5155008.316	706408.320

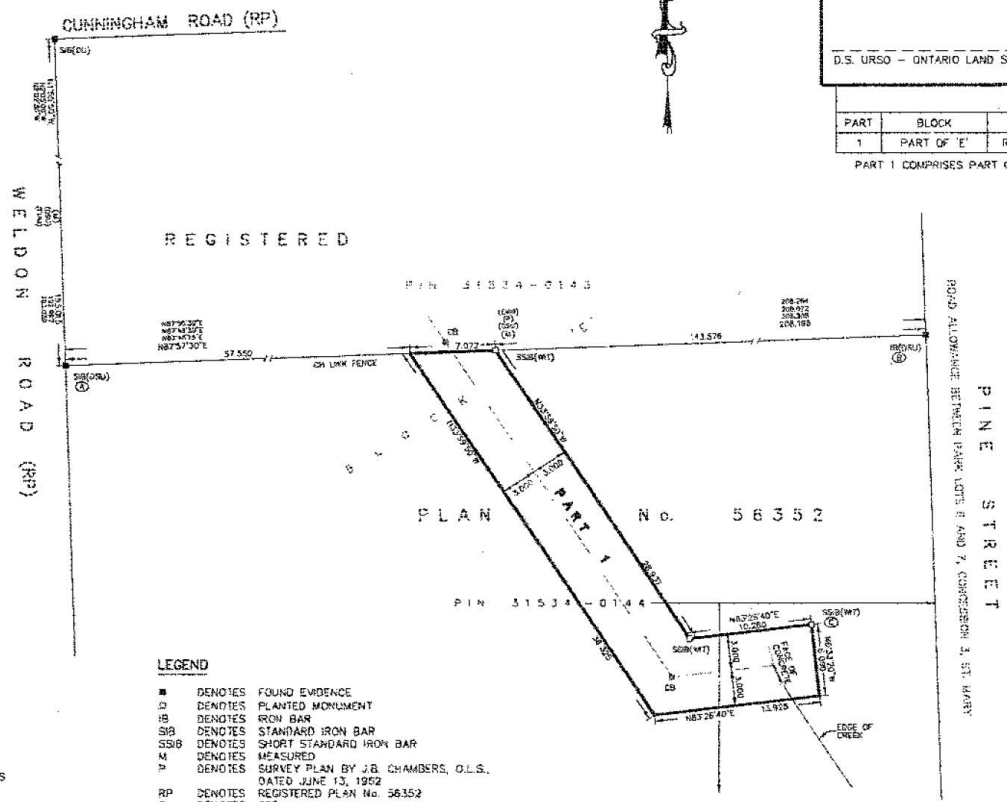
COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

SCALE FACTOR NOTE

DISTANCES ON THIS PLAN ARE HORIZONTAL GROUND DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY THE AVERAGE COMBINED SCALE FACTOR OF 1.000062441.

ROTATION NOTE

FOR BEARING COMPARISONS, A ROTATION OF 2'02"30" COUNTER CLOCKWISE WAS APPLIED TO TO CONVERT TO GRID BEARINGS.



LEGEND

- DENOTES FOUND EVIDENCE
- DENOTES PLANTED MONUMENT
- IB DENOTES IRON BAR
- SIB DENOTES STANDARD IRON BAR
- SSIB DENOTES SHORT STANDARD IRON BAR
- M DENOTES MEASURED
- SP DENOTES SURVEY PLAN BY J.B. CHAMBERS, O.L.S., DATED JUNE 13, 1992
- RP DENOTES REGISTERED PLAN No. 56352
- S DENOTES SET
- OU DENOTES ORIGIN UNKNOWN
- WT DENOTES WITNESS
- EMM DENOTES E.M. McQUARRIE, O.L.S.
- DSU DENOTES D.S. URSO SURVEYING LTD.
- PN DENOTES PROPERTY IDENTIFICATION NUMBER
- DENOTES NOT TO SCALE

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT.

PLAN 1R- DRAFT

RECEIVED AND DEPOSITED

DATE

DATE

D.S. URSO - ONTARIO LAND SURVEYOR

REPRESENTATIVE FOR LAND REGISTRAR FOR THE LAND TITLES DIVISION OF ALGOMA (N° 1)

SCHEDULE

PART	BLOCK	PLAN	Sq.m.	PIN
1	PART OF 'E'	REGISTERED PLAN No. 56352	286.40	PART OF 31534-0144

PART I COMPRISES PART OF PIN 31534-0144

BEARING NOTE

BEARINGS ARE UTM GRID DERIVED FROM PRECISE POINT POSITIONING (PPP) SERVICE DUAL FREQUENCY STATIC GPS OBSERVATIONS ON MONUMENTS (A) AND (B), SHOWN HEREDIN, HAVING A BEARING OF N87°57'30"E AND ARE REFERRED TO THE CENTRAL MERIDIAN 87° WEST LONGITUDE OF UTM ZONE 16 NAD 83 (CSRS)(1997.0).

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT, AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
- THE SURVEY WAS COMPLETED ON NOVEMBER 25th, 2011.

SAULT STE. MARIE, ONTARIO

F.E. WALL
ONTARIO LAND SURVEYOR

D.S. Urso Surveying Ltd.
Ontario Land Surveyors & Canada Land Surveyors
Planning Consultants
30 KING ST. SAULT STE. MARIE ONT. P8A 2T1 TEL: (705) 964-7851 FAX: (705) 254-2527
DRAWN: HF FIELD: GWC/AB/L FILE NO: U-10591
CHECKED: DSU

THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW NO. 2012-41

PROPERTY TRANSFER: (Map 40) A by-law to authorize the transfer of surplus property located at 229 Bloor Street to Habitat for Humanity.

THE COUNCIL of The Corporation of the City of Sault Ste. Marie, pursuant to the Municipal Act, S.O. 2001, C. 25, **ENACTS** as follows:

1. **LANDS DECLARED SURPLUS**

The lands more particularly described in Schedule "A" are surplus to the requirements of the municipality.

2. **TRANSFER AUTHORIZED**

The Corporation of the City of Sault Ste. Marie shall transfer the lands described in Schedule "A" to Habitat for Humanity with the understanding that if they do not build a home on the property, the property will be returned to the City at no cost.

3. **SCHEDULE "A"**

Schedule "A" attached forms part of this by-law.

4. **EXECUTION OF DOCUMENTS**

The Mayor and Clerk are hereby authorized for and in the name of the Corporation to execute and to affix the seal of the Corporation to all documents required to complete the transfer.

5. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

PASSED in open Council this 5th day of March, 2012

MAYOR – DEBBIE AMAROSO

CITY CLERK – MALCOLM WHITE

nm/staff/by-laws/2012/2012-41 Habitat for Humanity

NOTICE

THIS IS A DRAFT DOCUMENT. This document has not been enacted by City Council. It may not be enacted at all AND if enacted, it may not be in the form of the DRAFT copy.

CITY SOLICITOR

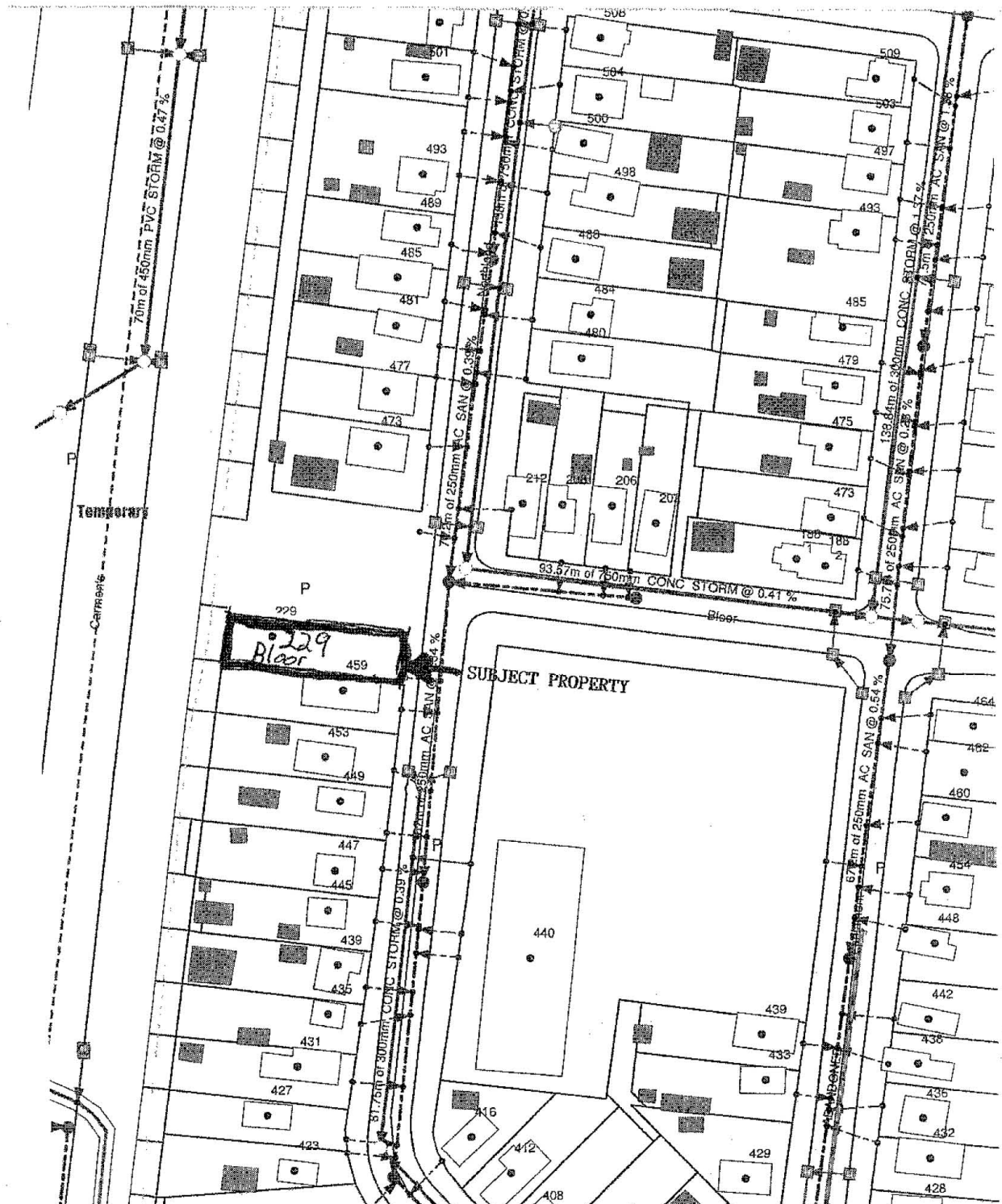
SCHEDULE "A" TO BY-LAW 2012-41

PROPERTY: PT LT 1 BLK 5 PL 402 KORAH AS IN T457655, AND PT LANE PL 402 BEING PT 25 PL 1R5204

Civic: 229 Bloor Street, Sault Ste. Marie, Ontario

TRANSFeree: HABITAT FOR HUMANITY

CONSIDERATION: \$1.00



THE CORPORATION OF THE CITY OF SAULT STE. MARIE

BY-LAW NO. 2012-44

TEMPORARY STREET CLOSING: (S.2.) A by-law to permit the temporary closing of Lake Street from Queen Street East to the Bellevue Park Entrance to facilitate the Dragon Boat Festival on June 9, 2012.

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 LAKE STREET FROM QUEEN STREET EAST TO THE BELLEVUE PARK ENTRANCE**

The Council of The Corporation of the City of Sault Ste. Marie hereby authorizes the closing to vehicular traffic of Lake Street from Queen Street East to the Bellevue Park Entrance to facilitate the Dragon Boat Festival on June 9, 2012 from 7:00 a.m. to 6:00 p.m.

2. **EFFECTIVE DATE**

This by-law takes effect on the day of its final passing.

PASSED in open Council this 5th day of March, 2012.

MAYOR – DEBBIE AMAROSO

CITY CLERK – MALCOLM WHITE

cf/BYLAWS\2012\2012-44 – TEMP ST CLOSING – DRAGON BOAT RACES

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CITY SOLICITOR