



The Corporation of the City of Temiskaming Shores
Regular Meeting of Council
Tuesday, April 19, 2022 – 6:00 p.m.
City Hall – Council Chambers – 325 Farr Drive

Agenda

Land Acknowledgement

1. **Call to Order**
2. **Roll Call**
3. **Review of Revisions or Deletions to Agenda**
4. **Approval of Agenda**

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that City Council approves the agenda as printed / amended.

5. **Disclosure of Pecuniary Interest and General Nature**

6. Review and adoption of Council Minutes

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that City Council approves the following minutes as printed:

a) Regular Meeting of Council – April 5, 2022.

7. Public Meetings pursuant to the Planning Act, Municipal Act and other Statutes

None

8. Question and Answer Period

9. Presentations / Delegations

a) Dr. Stacy Desilets & Dr. Jean Corbin – On behalf of Temiskaming Hospital Professional Medical Staff

Re: Proposed Safety Measures for Highway 11 in Temiskaming Shores

b) Nathan Bielaski, Account Executive – Enterprise Fleet Management, Inc.

Re: Presenting on Fleet Management – City of Temiskaming Shores

10. Communications

a) Krista Green, Communications Specialist - Canadian Mental Health Association (CMHA) – Cochrane-Timiskaming Branch

Re: Proclamation Request - May 2-8, 2022 CMHA Mental Health Week, 2022-04-01

Reference: Motion presented under Section 15 – New Business

- b) Candy Keillor, Community Engagement Specialist – Operation Smile Canada

Re: Proclamation Request – June 19, 2022 Longest Day of SMILES, 2022-04-03

Reference: Received for Information

- c) John Paul Newman, Deputy Clerk – Municipality of Clarington

Re: Comprehensive Zoning By-law Review Project, 2022-04-05

Reference: Received for Information

- d) Amanda Fines-VanAlstine, Council & Committee Coordinator – Municipality of Grey Highlands

Re: HST Rebate on New Homes in Ontario, 2022-04-06

Reference: Received for Information

- e) The Honourable Lisa M. Thompson, Minister of Agriculture, Food and Rural Affairs

Re: Minister's Order under the Animal Health Act, 2009, for the purpose of limiting the commingling of birds from different locations in Ontario due to avian influenza (H5N1), 2022-04-08

Reference: Received for Information

- f) Krystal Oviatt, Chair of the Timiskaming District Road Safety Coalition

Re: Safety Measure Consideration for Highway 11 between Tobler Road and Wabi River Bridge, 2022-04-11

Reference: Received for Information

- g) Tracey Atkinson, CAO/Clerk/Planner – Township of Mulmur

Re: Resolution for Support – More Homes for Everyone Act, 2022-04-12

Reference: Received for Information

- h) Jocelyn Blais, Danielle Perras, Réjeanne Massie-Bélisle, Felicity Buckell, & Michel Massie

Re: Niska Park in Memory of Nicole Guertin, 2022-04-12

Reference: Referred to the Director of Recreation

- i) Carrie Sykes, Director of Corporate Services/ Clerk – Township of Lake of Bays

Re: Resolution for Support – Floating Accommodations, 2022-04-13

Reference: Received for Information

- j) Tim Beckett, Acting Ontario Fire Marshal – Ministry of the Solicitor General

Re: O. Reg. 343/22: Firefighter Certification, 2022-04-14

Reference: Received for Information

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that City Council agrees to deal with Communication Items 10. a) to 10. j) according to the Agenda references.

11. Committees of Council – Community and Regional

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that the following minutes be accepted for information:

- a) Minutes of the District of Timiskaming Social Services Administration Board meeting held on March 10, 2022; and
- b) Minutes of the Temiskaming Transit Committee meeting held on March 28, 2022.

12. Committees of Council – Internal Departments

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that the following minutes be accepted for information:

- a) Minutes of the Building Maintenance Committee meeting held on March 23, 2022;
- b) Minutes of the Corporate Services Committee meeting held on March 23, 2022;
- c) Minutes of the Protection to Persons and Property Committee meetings held on March 23, 2022 and on March 31, 2022; and
- d) Minutes of the Public Works Committee meeting held on March 23, 2022.

13. Reports by Members of Council

14. Notice of Motions

15. New Business

a) Request for Proclamation - Canadian Mental Health Association (CMHA) Mental Health Week

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Whereas Mental Health Week is a Canadian tradition, with communities, schools and workplaces rallying to celebrate, protect and promote mental health; and

Whereas sometimes the best way to help is to make people feel seen and heard, and that's why this year's Mental Health Week is all about empathy.

Now therefore be it resolved that Council for the City of Temiskaming Shores hereby proclaims May 2-8, 2022 as Mental Health Week in the City of

Temiskaming Shores and encourages residents to participate in the activities and community initiatives planned by the CMHA to celebrate, protect and promote mental health.

b) January to March 2022 Year-to-Date Capital Financial Report

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that the Council of the City of Temiskaming Shores hereby acknowledges receipt of the January to March 2022 Year-to-Date Capital Financial Report for information purposes.

c) Memo No. 017-2022-CS – Deeming By-law for Pleau - 975202 Silver Centre Road and 115 Groom Drive

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Whereas the owners of 975202 Silver Centre Road and 115 Groom Drive in North Cobalt would like to merge lots on title through the adoption of a deeming by-law in compliance with the Planning Act in order to create one property with one Roll number; and

Whereas the owners have acknowledged that registration of the pending deeming by-law on title will be at their expense.

Now therefore be it resolved that Council for the City of Temiskaming Shores hereby directs staff to prepare the necessary by-law to deem 975202 Silver Centre Road and 115 Groom Drive, to no longer be Lots on a Plan of Subdivision; and

Further that Council hereby directs staff to prepare the necessary deeming by-law for consideration at the April 19, 2022 Regular Council meeting.

d) Memo No. 018-2022-CS Ontario Road Network Memorandum of Understanding with the Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Memo No. 018-2022-CS; and

That Council directs Staff to prepare the necessary by-law to enter into a Memorandum of Understanding with the Ministry of Northern Development, Mines, Natural Resources and Forestry to provide the City's road network data for the Ontario Road Network, for consideration at the April 19, 2022 Regular Council Meeting.

e) Administrative Report No. CS-018-2022 – RFP for Animal Control and Pound Services

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report No. CS-018-2022; and

That Council for the City of Temiskaming Shores directs staff to release Request for Proposal CS-RFP-003-2022 for Animal Control and Pound Services as presented.

f) Administrative Report No. PPP-001-2022 – Appointment of Volunteer Firefighter

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report No. PPP-001-2022; and

That Council hereby appoints Matthew Golcic as Volunteer Firefighter to the Temiskaming Shores Fire Department in accordance with the *Recruitment and Retention Program*.

g) Administrative Report No. PW-013-2022 - Tender Award – Concrete Sidewalk & Curb Repairs

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report No. PW-013-2022; and

That Council directs staff to prepare the necessary by-law to enter into an Agreement with Pedersen Construction (2013) Inc. for the award of the 2022 Concrete Sidewalk and Curb Repair contract, at unit costs of \$189 per square metre of sidewalk and \$189 per linear metre of concrete curb and gutter (plus applicable taxes) for consideration at the April 19, 2022 Regular Council meeting.

h) Administrative Report No. PW-014-2022 – Engineering Award – Robert/Elm Pumping Station By-pass Design

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report No. PW-014-2022; and

That Council directs staff to prepare the necessary by-law to enter into an agreement with EXP Services Inc. for engineering services related to the design of the by-pass system at the Robert/ Elm Pumping Station in the amount of \$20,295 (plus applicable taxes), for consideration at the April 19, 2022 Regular Council meeting.

i) Administrative Report No. PW-015-2022 – Equipment Purchase – Blower Attachment

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report No. PW-015-2022;

That Council approves the purchase of two snow blower attachments as a new 2022 Capital Project and directs the Treasurer to reallocate \$330,000 from the

Grant Drive Extension 2022 Capital Project Budget, to fund the purchase and keep within the approved overall 2022 Capital Budget envelope; and

That Council directs staff to prepare the necessary by-law to enter into an agreement with RPM Tech for the purchase of snow blower attachments at a cost of \$320,104 plus applicable taxes, for consideration at the April 19, 2022 Regular Council meeting.

16. **By-laws**

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that:

- | | |
|---------------------|--|
| By-law No. 2022-067 | Being a by-law to adopt a Policy for the Use of Corporate Resources during a Municipal Election |
| By-law No. 2022-068 | Being a by-law to establish an Organizational Chart for the City of Temiskaming Shores (Repeals By-law No. 2020-070) |
| By-law No. 2022-069 | Being a by-Law to Appoint a Deputy Clerk for the City of Temiskaming Shores (Rebecca Kirkey) |
| By-law No. 2022-070 | Being a by-law to designate any plan of subdivision, or part thereof, that has been registered for eight years or more, which shall be deemed as not a registered plan of subdivision 115 Groom Drive and 975202 Silver Centre Road Roll No. 54-18-030-009-057.00 / 060.00 |
| By-law No. 2022-071 | Being a by-law to adopt a Memorandum of Understanding with the Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry for use the City of Temiskaming Shores Road Network Data for the Ontario Road Network (ORN) |
| By-law No. 2022-072 | Being a by-law to enter into an agreement with Pedersen Construction (2013) Inc. for the supply of labour, equipment and material for Concrete Sidewalk and Curb Repair Services at various locations within the City of Temiskaming Shores |
| By-law No. 2022-073 | Being a by-law to enter into an agreement with EXP Services Inc. for engineering services related to the design of the by-pass system at the Robert/ Elm Pumping Station |

By-law No. 2022-074 Being a by-law to enter into an agreement with RPM Tech for the purchase of snowblower attachments

be hereby introduced and given first and second reading.

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that:

By-law No. 2022-067;	By-law No. 2022-071;
By-law No. 2022-068;	By-law No. 2022-072;
By-law No. 2022-069;	By-law No. 2022-073; and
By-law No. 2022-070;	By-law No. 2022-074;

be given third and final reading, be signed by the Mayor and Clerk and the corporate seal affixed thereto.

17. Schedule of Council Meetings

- a) Regular Meeting – Tuesday, May 3, 2022 at 6:00 p.m.
- b) Regular Meeting – Tuesday, May 17, 2022 at 6:00 p.m.

18. Question and Answer Period

19. Closed Session

None

20. Confirming By-law

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that By-law No. 2022-075 being a by-law to confirm certain proceedings of Council of The Corporation of the City of Temiskaming Shores for its Regular meeting held on **April 19, 2022** be hereby introduced and given first and second reading.

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that By-law No. 2022-075 be given third and final reading, be signed by the Mayor and Clerk and the corporate seal affixed thereto.

21. Adjournment

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that Council hereby adjourns its meeting at _____ p.m.



The Corporation of the City of Temiskaming Shores
Regular Meeting of Council
Tuesday, April 5, 2022 – 6:00 p.m.
City Hall – Council Chambers – 325 Farr Drive

Minutes

Land Acknowledgement

Mayor Kidd began the meeting by observing the following Land Acknowledgement:

We acknowledge that we live, work and gather on the traditional and unceded Territory of the Algonquin People, specifically the Timiskaming First Nation.

We recognize the presence of the Timiskaming First Nation in our community since time immemorial, and honour their long history of welcoming many Nations to this beautiful territory and uphold and uplift their voice and values.

1. Call to Order

The meeting was called to order by Mayor Kidd at 6:00 p.m.

2. Roll Call

Council: Mayor Carman Kidd; Councillors Jesse Foley (electronic), Patricia Hewitt (electronic), Doug Jelly, Jeff Laferriere, Mike McArthur, and Danny Whalen

Present: Logan Belanger, Clerk
Christopher Oslund, City Manager
Kelly Conlin, Deputy Clerk
Shelly Zubycck, Director of Corporate Services
Mathew Bahm, Director of Recreation
Jeremie Latour, Engineering Technologist
Steve Langford, Fire Chief
Brad Hearn, IT Administrator

Steve Burnett, Manager of Environmental Services
Mitchell McCrank, Manager of Transportation Services
Jennifer Pye, Planner
Stephanie Leveille, Treasurer

Regrets: N/A

Media: N/A

Members of the Public: N/A

3. Review of Revisions or Deletions to Agenda

None

4. Approval of Agenda

Resolution No. 2022-121

Moved by: Councillor Laferriere

Seconded by: Councillor McArthur

Be it resolved that City Council approves the agenda as printed.

Carried

5. Disclosure of Pecuniary Interest and General Nature

Councillor Laferriere declared a Conflict of Pecuniary Interest related to **Section 15 – New Business, Item d) Memo No. 013-2022-CS** titled **Haileybury Golf Course Permit Request** and **Section 15 – New Business, Item f) Memo No. 015-2022-CS** titled **Frog’s Breath Application Sponsorship - Haileybury Golf Club**, as he is a member of the Haileybury Golf Club.

Councillor Foley declared a Conflict of Pecuniary Interest related to **Section 15 – New Business, Item e) Memo No. 014-2022-CS** titled **Tri Town Ski & Snowboard Village Frog’s Breath Application Sponsorship**, as his wife is on the board for the Ski Hill.

6. Review and adoption of Council Minutes

Resolution No. 2022-122

Moved by: Councillor Whalen

Seconded by: Councillor Jelly

Be it resolved that City Council approves the following minutes as printed:

a) Regular Meeting of Council – March 15, 2022.

Carried

7. Public Meetings pursuant to the Planning Act, Municipal Act and other Statutes

None

8. Question and Answer Period

None

9. Presentations / Delegations

a) Jeremie Latour, CET, Engineering Technologist – City of Temiskaming Shores

Re: Citizen Reporter Application - Update and Demonstration

Jeremie Latour, Engineering Technologist provided a demonstration of the new Citizen Reporter Application, available on the City's website. Jeremie reviewed the various categories for residents to submit their comments, as well as a map feature to help accurately identify the area of concern. The Staff Portal of the application was also reviewed to demonstrate how municipal staff receive and process a comment once received. The application is a tool to provide alternate methods to the City's ratepayers to communicate their concerns and comments, as well as can be used for future planning purposes, since the application generates reports based on the information received.

Members of Council thanked Jeremie for his work on the application, and recommended including mandatory fields when a comment is submitted, such as name, address and contact information (i.e., telephone number and/or email address).

10. Communications

- a) Dick Farrow, President – Little Claybelt Homesteaders Museum
Re: Letter to Mayors, Reeves and Councillors of South Temiskaming
Reference: Received for Information

- b) Peggy Morin, Coordinator - Centre d'éducation des adultes (CEA)
Re: Donation Request for Bursary Program, 2022-03-14
Reference: Received for Information

- c) George Vadeboncoeur, Chief Administrative Officer – Town of Wasaga Beach
Re: County of Simcoe Regional Government Review Service Delivery Task Force – Fire Services, 2022-03-11
Reference: Received for Information

- d) Monique Chartrand, Board Chair – Timiskaming Elder Abuse Task Force
Re: Elder Abuse Awareness Day 2022, 2022-03-15
Reference: Motion presented under Section 15 – New Business

- e) Sarita Verma, Dean, President, and CEO - Northern Ontario School of Medicine (NOSM)
Re: NOSM Expansion Announcement, 2022-03-16
Reference: Received for Information

- f) Nevin McKeown, Outgoing President & CEO – Ontario Clean Water Agency (OCWA)
Re: New OCWA President and CEO, 2022-03-22
Reference: Received for Information

- g) Julie Scott, City Clerk – City of Waterloo

Re: Ontario Must Build it Right the First Time, 2022-03-23

Reference: Received for Information

- h) City of Port Colborne

Re: 2022 Year of the Garden Proclamation, 2022-03-24

Reference: Received for Information

- i) Carol Schofield, Manager Legislative Services/Clerk – Town of Fort Erie

Re: Climate Change Action, 2022-03-29

Reference: Received for Information

- j) Carolyn Lance, Council Services Coordinator – Town of Georgina

Re: Federal Government Sanctions Imposed on Russia, 2022-03-31

Reference: Received for Information

- k) Danielle Manton, City Clerk – City of Cambridge

Re: Request to impose a moratorium on all new gravel applications, including expansions to existing licensed sites, 2022-03-31

Reference: Received for Information

- l) Kate Manson-Smith, Deputy Minister – Ministry of Municipal Affairs and Housing

Re: More Homes for Everyone Plan, 2022-03-31

Reference: Received for Information

Resolution No. 2022-123

Moved by: Councillor Whalen

Seconded by: Councillor Jelly

Be it resolved that City Council agrees to deal with Communication Items 10. a) to 10. l) according to the Agenda references.

Carried

11. Committees of Council – Community and Regional

Resolution No. 2022-124

Moved by: Councillor Foley

Seconded by: Councillor McArthur

Be it resolved that the following minutes be accepted for information:

- a) Minutes of the New Liskeard Business Improvement Area Board of Management meeting held on February 28, 2022; and
- b) Minutes of the Temiskaming Shores Public Library Board meeting held on February 23, 2022.

Carried

12. Committees of Council – Internal Departments

None

13. Reports by Members of Council

Councillor Whalen updated that a delegation has been scheduled with the Ministry of the Solicitor General's office to discuss the draft regulation for mandatory certification and training for firefighters.

Mayor Kidd updated that members of Council will be attending the FONOM conference from May 9-11, 2022.

14. Notice of Motions

None

15. New Business

a) Timiskaming Elder Abuse Task Force – Elder Abuse Awareness Day Proclamation

Resolution No. 2022-125

Moved by: Councillor Jelly

Seconded by: Councillor Whalen

Whereas Seniors deserve to live safely with dignity, and as independently as possible, with the supports they need; and

Whereas elder abuse is most often defined as any act that harms a senior or jeopardizes their health or welfare; and

Whereas it is imperative that community members are aware that elder abuse happens and educated to see older adults as positive contributors to the community; older adults need to be aware of their rights, as well as resources available to them; and

Whereas all of our residents should watch for signs of abuse, such as physical trauma, withdrawal, depression, anxiety, fear of family members, friends, or caregivers.

Now therefore be it resolved that Council for the City of Temiskaming Shores hereby proclaims June 15, 2022 as Elder Abuse Awareness Day “Rights Don’t Get Old” in the City of Temiskaming Shores and encourages all residents to recognize and celebrate the accomplishments of our seniors.

Carried

b) Memo No. 011-2022-CS – Short Term Accommodation Policy

Resolution No. 2022-126

Moved by: Councillor Whalen

Seconded by: Councillor Foley

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Memo No. 011-2022-CS; and

That Council directs staff to present By-law No. 2022-014 being a by-law for the licensing of short-term accommodations in the City of Temiskaming Shores for third and final reading, for consideration at the April 5, 2022 Regular Council meeting.

Carried

c) Memo No. 012-2022-CS – City/Library Board Memorandum of Understanding

Resolution No. 2022-127

Moved by: Councillor Laferriere

Seconded by: Councillor McArthur

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Memo No. 012-2022-CS; and

That Council directs staff to prepare the necessary by-law to enter into a Memorandum of Understanding between the City of Temiskaming Shores and the Temiskaming Shores Public Library Board for consideration at the April 5, 2022 Regular Council meeting and directs staff to repeal By-law No. 2012-083.

Carried

d) Memo No. 013-2022-CS – Haileybury Golf Course Club Permit Request

Councillor Laferriere disclosed a pecuniary interest with this item; therefore, did not participate in the discussion of the subject matter, nor did he vote on Resolution No. 2022-128.

Resolution No. 2022-128

Moved by: Councillor Whalen

Seconded by: Councillor Jelly

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Memo No. 013-2022-CS; and

That Council hereby denies the request from the Haileybury Golf Course to waive the building permit fees for the rehabilitation of their rooftop patio.

Carried

e) Memo No. 014-2022-CS – Tri Town Ski & Snowboard Village Frog’s Breath Application Sponsorship

Councillor Foley disclosed a pecuniary interest with this item; therefore, did not participate in the discussion of the subject matter, nor did he vote on Resolution No. 2022-129.

Resolution No. 2022-129

Moved by: Councillor Laferriere

Seconded by: Councillor Hewitt

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Memo No. 014-2022-CS; and

That Council for the City of Temiskaming Shores approve the request from the Tri Town Ski & Snowboard Village and agrees to sponsor their funding application to the Frog’s Breath Foundation, to help fund upgrades to their T-Bar lift electrical system for an upset limit of \$65,000.

Carried

f) Memo No. 015-2022-CS – Frog’s Breath Application Sponsorship Haileybury Golf Club

Councillor Laferriere disclosed a pecuniary interest with this item; therefore, did not participate in the discussion of the subject matter, nor did he vote on Resolution No. 2022-130.

Resolution No. 2022-130

Moved by: Councillor Foley

Seconded by: Councillor McArthur

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Memo No. 015-2022-CS; and

That Council for the City of Temiskaming Shores approve the request from the Haileybury Golf Club and agrees to sponsor their funding application to the Frog’s Breath Foundation for their deck renovation in the upset limit of \$20,000.

Carried

- g) Memo No. 016-2022-CS – Deeming By-law for Roy – 419 Lawlor Street; PLAN M48NB LOT 174 PCL 10970SST and PLAN M48NB LOT 177 PCL 21618SST**

Resolution No. 2022-131

Moved by: Councillor Whalen

Seconded by: Councillor Jelly

Whereas the owners of 419 Lawlor Street in Haileybury would like to merge lots on title through the adoption of a deeming by-law in compliance with the Planning Act in order to create one property with one Roll number; and

Whereas the owners have acknowledged that registration of the pending deeming by-law on title will be at their expense.

Now therefore be it resolved that Council for the City of Temiskaming Shores hereby directs staff to prepare the necessary by-law to deem M48NB LOT 174 PCL 10970SST and PLAN M48NB LOT 177 PCL 21618SST to no longer be Lots on a Plan of Subdivision; and

Further that Council hereby directs staff to prepare the necessary deeming by-law for consideration at the April 5, 2022 Regular Council meeting.

Carried

- h) Administrative Report No. CS-014-2022 – Zoning By-law Amendment ZBA-2022-02: 166 Armstrong Street North**

Resolution No. 2022-132

Moved by: Councillor Hewitt

Seconded by: Councillor Foley

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report No. CS-014-2022;

That Council agrees to amend the provisions of the City of Temiskaming Shores Zoning By-law 2017-154 to permit the zone change from Medium Density Residential (R3) to Medium Density Residential Exception 19 (R3-19); and

That Council directs staff to prepare the necessary by-law to amend the City of Temiskaming Shores Zoning By-law 2017-154 for consideration at the April 5, 2022 Regular Council meeting.

Carried

i) Administrative Report No. CS-015-2022 – Farr Park Concession Lease

Resolution No. 2022-133

Moved by: Councillor McArthur

Seconded by: Councillor Jelly

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report No. CS-015-2022; and

That Council directs staff to prepare the necessary by-law to enter into a lease agreement with Ms. Linda Gagne, owner and operator of the Fry Pitt, for the use of the Farr Park Concession Stand from May 1, 2022 to April 30, 2025 for consideration at the April 5, 2022 Regular Meeting of Council.

Carried

j) Administrative Report No. CS-016-2022 – Noise By-law Amendment (Bird Bangers)

Resolution No. 2022-134

Moved by: Councillor Jelly

Seconded by: Councillor Laferriere

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report No. CS-016-2022;

That Council directs staff to prepare the necessary by-law to amend Section 2, Section 3, and Appendix 1 of Schedule A in By-law No. 2012-019 relating to propane fire bird cannons (bird bangers) for consideration of First and Second Reading at the April 5, 2022 Regular Council Meeting; and

That Council directs staff to submit the short-form wording and set fines to the Ministry of the Attorney General and the Regional Senior Justice of the Ontario Court of Justice respectively prior to Final Reading of the By-law.

Carried

k) Administrative Report No. CS-017-2022 – 2022 Municipal Election – Advance Voting, Reduced Hours at Institutions and Election Procedures

Resolution No. 2022-135

Moved by: Councillor Laferriere

Seconded by: Councillor Foley

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report No. CS-017-2022;

That Council authorizes staff to prepare the necessary by-law to establish dates for advanced voting for the 2022 Municipal Election, for consideration at the April 5, 2022 Regular Council meeting;

That Council authorizes staff to prepare the necessary by-law for reduced hours of voting in Institutions and Retirement Homes on voting day, for consideration at the April 5, 2022 Regular Council meeting; and

That Council directs staff to prepare the necessary by-law to adopt the Use of Corporate Resources During an Election Policy for the City of Temiskaming Shores, for consideration at the April 19, 2022 Regular Council meeting.

Carried

l) Administrative Report No. PW-011-2022 – Household Hazardous Waste Collection Event

Resolution No. 2022-136

Moved by: Councillor Laferriere

Seconded by: Councillor Jelly

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report No. PW-011-2022; and

That Council directs staff to prepare the necessary by-law to enter into an agreement with Drain-All Ltd. for the provisions of collection and disposal services for the Household Hazardous Waste Collection Event on June 4, 2022 and to repeal By-law No. 2016-018 for consideration at the April 5, 2022 Regular Council meeting.

Carried

m) Administrative Report No. PW-012-2022 – Truck Weigh Scale Award – New Liskeard Landfill Expansion

Resolution No. 2022-137

Moved by: Councillor Whalen

Seconded by: Councillor McArthur

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report No. PW-012-2022; and

That Council directs staff to prepare the necessary by-law to enter into an agreement with Canadian Scale Company for the supply and installation of a

truck weigh scale at the New Liskeard Landfill along with compatible software for a total price of \$ 126,790 plus applicable taxes for consideration at the April 5, 2022 Regular Council meeting.

Carried

n) Memo No. 007-2022-RS – Haileybury Fire Hall Project Update

Resolution No. 2022-138

Moved by: Councillor Laferriere

Seconded by: Councillor Jelly

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Memo No. 007-2022-RS, titled Haileybury Fire Hall Project Update, for information purposes.

Carried

16. By-laws

Resolution No. 2022-139

Moved by: Councillor Laferriere

Seconded by: Councillor McArthur

Be it resolved that:

- | | |
|---------------------|--|
| By-law No. 2022-056 | Being a by-law to amend By-law No. 2019-018 to appoint community representatives to various Committees and Boards for the 2019-2022 Term of Council (Public Library Board) |
| By-law No. 2022-057 | Being a by-law to adopt a Memorandum of Understanding with the Temiskaming Shores Public Library Board to define the roles and key responsibilities of the Library Board, the Library CEO and the City (Repeals By-law No. 2012-083) |
| By-law No. 2022-058 | Being a by-law to designate any plan of subdivision, or part thereof, that has been registered for eight years or more, which shall be deemed as not a registered plan of subdivision 419 Lawlor Street (Roll No. 54-18-030-005-135.00 / 136.00) |
| By-law No. 2022-059 | Being a By-law to amend By-law No. 2017-154 to rezone 166 Armstrong Street North from the Medium Density Residential (R3) Zone to the Medium Density Residential |

- Exception 19 (R3-19) Zone to prohibit residential uses and permit a reduced lot area (Roll No. 5418-010-002-025.00)
- By-law No. 2022-060 Being a by-law to enter into an agreement with Linda Gagne for the provision of concession services at Farr Park
- By-law No. 2022-061 Being a by-law to amend By-law No. 2012-019 to prohibit and regulate certain noises within the City of Temiskaming Shores – Propane Fired Bird Cannons (**First and Second Reading only**)
- By-law No. 2022-062 Being a by-law to provide for advanced voting to be held prior to the 2022 Election Voting Day - October 24, 2022
- By-law No. 2022-063 Being a by-law to provide for reduced hours of voting in Institutions and Retirement Homes on Voting Day (Monday, October 24, 2022)
- By-law No. 2022-064 Being a by-law to enter into an agreement with Drain-All Ltd. for the provisions of collection and disposal services for the Household Hazardous Waste Collection Event on June 4th, 2022 (Repeals By-law No. 2016-018)
- By-law No. 2022-065 Being a by-law to enter into an agreement with Canadian Scale Company Limited for the supply and installation of a truck weigh scale, including compatible software at the New Liskeard Landfill Site

be hereby introduced and given first and second reading.

Carried

Resolution No. 2022-140

Moved by: Councillor Jelly

Seconded by: Councillor Foley

Be it resolved that:

By-law No. 2022-014 ;	By-law No. 2022-060;
By-law No. 2022-056;	By-law No. 2022-062;
By-law No. 2022-057;	By-law No. 2022-063;
By-law No. 2022-058;	By-law No. 2022-064; and
By-law No. 2022-059;	By-law No. 2022-065;

be given third and final reading, be signed by the Mayor and Clerk and the corporate seal affixed thereto.

Carried

Clerk's Note: By-law No. 2022-014, being a by-law for the licensing of short-term accommodations in the City of Temiskaming Shores, received first and second reading at the February 1, 2022 Regular Council meeting. Public consultation occurred prior to returning for Third and Final Reading.

17. Schedule of Council Meetings

- a) Regular Meeting – Tuesday, April 19, 2022 at 6:00 p.m.
- b) Regular Meeting – Tuesday, May 3, 2022 at 6:00 p.m.

18. Question and Answer Period

Councillor Whalen congratulated the Earleton-Timiskaming Regional Airport Authority on their approval for FedNor grant funds for improvements to the airport.

19. Closed Session

Resolution No. 2022-141

Moved by: Councillor Laferriere

Seconded by: Councillor McArthur

Be it resolved that Council agrees to convene in Closed Session at 6:51 p.m. to discuss the following matters:

- a) Adoption of the March 15, 2021 Closed Session Minutes; and
- b) Under Section 239 (2) (d) of the Municipal Act, 2001 – Labour relations or employee negotiations – Organizational Chart.

Carried

Resolution No. 2022-142

Moved by: Councillor Laferriere

Seconded by: Councillor Jelly

Be it resolved that Council agrees to rise with report from Closed Session at 6:54 p.m.

Carried

Matters from Closed Session

Adoption of the March 15, 2022 – Closed Session Minutes

Resolution No. 2022-143

Moved by: Councillor Foley

Seconded by: Councillor McArthur

Be it resolved that City Council approves the following as printed:

- a) Closed Session Minutes from the Regular meeting of Council on March 15, 2022.

Carried

Under Section 239 (2) (d) of the Municipal Act, 2001 – Labour relations or employee negotiations – Organizational Chart

Resolution No. 2022-144

Moved by: Councillor Whalen

Seconded by: Councillor Laferriere

Be it resolved that Council for the City of Temiskaming Shores hereby approves the amended Organizational Chart for the Public Works Department as presented, effective Tuesday, April 5, 2022; and

That Council directs staff to prepare the necessary by-law to adopt the changes to the Organizational Chart reflecting updates to the Corporate Services Department made effective on March 1, 2022 through Resolution No. 2022-090, and for the Public Works Department, for consideration at the April 19, 2022 Regular Council Meeting, and to repeal By-law No. 2020-070.

Carried

20. Confirming By-law

Resolution No. 2022-145

Moved by: Councillor Whalen

Seconded by: Councillor Foley

Be it resolved that By-law No. 2022-066 being a by-law to confirm certain proceedings of Council of The Corporation of the City of Temiskaming Shores for its Regular meeting held on **April 5, 2022** be hereby introduced and given first and second reading.

Carried

Resolution No. 2022-146

Moved by: Councillor Laferriere

Seconded by: Councillor Jelly

Be it resolved that By-law No. 2022-066 be given third and final reading, be signed by the Mayor and Clerk and the corporate seal affixed thereto.

Carried

21. Adjournment

Resolution No. 2022-147

Moved by: Councillor McArthur

Seconded by: Councillor Foley

Be it resolved that Council hereby adjourns its meeting at 6:57 p.m.

Carried

Mayor

Clerk

April 14, 2022

Hon. Caroline Mulroney
Cc : Premier Doug Ford
Ministry of Transportation
5th Flr, 777 Bay St.
Toronto, ON
M7A 1Z8

Dear Hon. Caroline Mulroney,

It is with sadness that we, the Professional Medical Staff Association of the Temiskaming Hospital in Temiskaming Shores, write this letter to ask for your attention and help in improving the safety of highway 11 in our rural community. Last Thursday, this high risk stretch of highway took the life of another one of our community members, this time a young woman expecting her first child. In addition, a second woman also lost her unborn child and is herself still fighting for her life. For the Ministry of Transportation, this may only be a highway traffic death statistic however, for our community we have lost a close friend, a neighbour, a family member, and one of our dear patients.

For many years this undivided section of Highway 11 has been the source of many traffic accidents (and near misses) leading to bodily harm and death. We believe simple but effective measures should be taken to decrease the risk of future highway accidents. We recommend the following actions to help keep our community safe:

- ❖ Addition of a rumble strip to reduce the risk of head on collisions
- ❖ Installation of flashing warning lights (wig wag lights) to warn drivers of upcoming traffic lights and railroad crossings
- ❖ Most importantly – reducing the speed limit from 90km/h to 60 km/h along Highway 11 from Radley's Hill Road to Tobler Road,

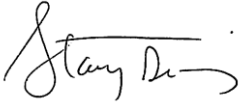
This 7 km corridor contains our local hospital, an elementary school (École Catholique St-Michel), a railway crossing, two major intersections with traffic lights, and several potential high speed collision zones where our local community members are required to turn on/off the highway to access local businesses and residential areas. We recognize that a reduction in speed will be considered a nuisance to many people travelling through the community, however there is precedence across the province for these lower speed limits through communities, including other towns in the District of Temiskaming where speed limits are lowered to protect the citizens of the communities from the danger of high speed highway traffic.

The motto of the Ministry of Transportation is "Moving people and goods safely....". Unfortunately for our small corner of the province, moving goods seems to take precedence

over moving people safely. Action is needed now. These avoidable fatalities are taking a toll on our health care workers and our community.

We cordially invite you to our community to help assess our highway firsthand. We are hopeful that with your leadership that these changes can be implemented expediently to make our community safer.

On behalf of the Temiskaming Hospital Professional Medical Staff;
Yours truly,

A handwritten signature in black ink, appearing to read "Stacy Desilets". The signature is fluid and cursive, with a horizontal line extending from the end.

Dr. Stacy Desilets, MD FCFP
Chief Of Staff, Temiskaming Hospital

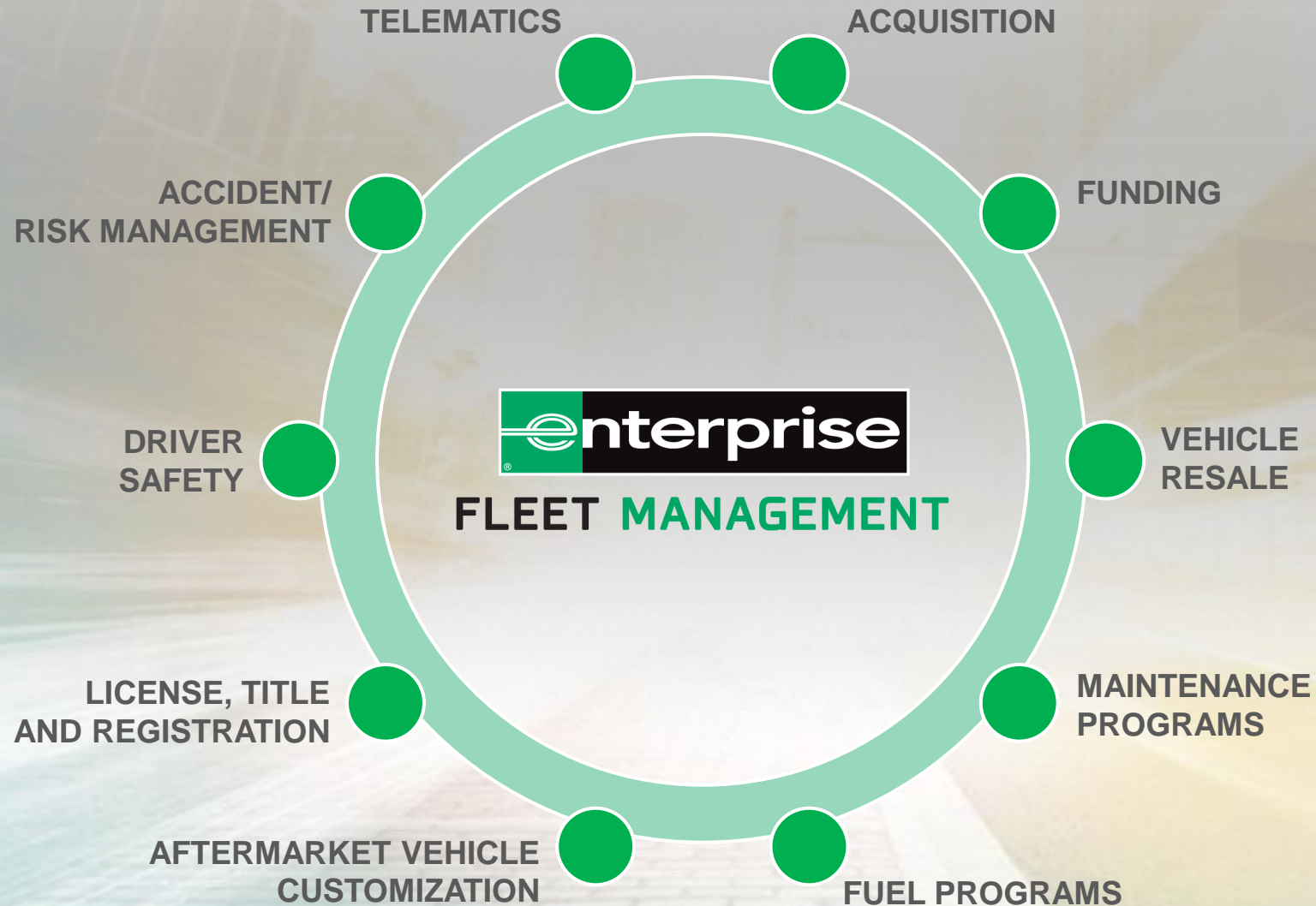


FLEET MANAGEMENT

*City Of Temiskaming
Shores*



DELIVERING SOLUTIONS. DRIVING RESULTS.








Local Government References



Enterprise Fleet Management is
partnered with over 1,600
government organizations across
North America

*Vehicle Type	*Year	*Make	*Model	*VIN	*Current Odometer	Annual Mileage
1/2 Ton Pickup Ext 4x2	2010	Chevrolet	Silverado 1500	1GCPCPEX1AZ276401	128,763	10,440
1/2 Ton Pickup Ext 4x4	2011	Chevrolet	Silverado 1500	1GCNKPEA5BZ366450	132,589	11,699
Compact SUV 4x4	2014	Ford	Escape	1FMCU9GX1EUD54792	96,331	11,676
Compact SUV 4x4	2014	Chevrolet	Equinox	2GNFLEEK5E6347628	98,295	11,915
1/2 Ton Pickup Ext 4x4	2015	Chevrolet	Silverado 1500	1GCVKPEC0FZ248538	85,625	11,810
1/2 Ton Pickup Quad 4x4	2015	Chevrolet	Silverado 1500	3GCUKPEC0FG259342	104,021	14,348
1/2 Ton Pickup Reg 4x4	2015	Chevrolet	Silverado 1500	1GCNKPEH4FZ414149	140,073	19,320
1 Ton Cab Chassis	2016	Ford	E-350 Cutaway	1FDWE3FL4GDC00246	28,382	4,541
1/2 Ton Pickup Reg 4x4	2016	Chevrolet	Silverado 1500	1GCNKNECXGZ251436	78,541	12,567
1/2 Ton Pickup Reg 4x4	2016	Chevrolet	Silverado 1500	1GCNKNEC1GZ248702	81,646	13,063
1/2 Ton Pickup Reg 4x4	2016	Chevrolet	Silverado 1500	1GCNKNEC5GZ249030	85,170	13,627
1/2 Ton Pickup Reg 4x4	2016	Chevrolet	Silverado 1500	1GCNKNEC3GZ293205	142,936	22,870
Med Duty Cab Chassis	2016	Chevrolet	Express Cutaway	1GB0GRFF5G1233439	62,107	9,937
1 1/2 Ton Cab Chassis	2017	Ford	F-550 Chassis	1FD0W5HY1HEC87347	51,310	9,773
1/2 Ton Pickup Quad 4x4	2017	Chevrolet	Silverado 1500	1GCUKNEC6HF210171	56,604	10,782
1/2 Ton Pickup Quad 4x4	2017	Chevrolet	Silverado 1500	1GCUKNEC4HF212579	56,914	10,841
1/2 Ton Pickup Reg 4x4	2017	Chevrolet	Silverado 1500	1GCNKNEH5HZ357287	79,089	15,065
1/2 Ton Pickup Reg 4x4	2017	Chevrolet	Silverado 1500	1GCNKNEH7HZ360224	182,922	34,842
3/4 Ton Pickup Reg 4x4	2017	Chevrolet	Silverado 2500HD	1GC0KUEGXHZ379233	56,483	10,759
1/2 Ton Pickup Reg 4x2	2018	Chevrolet	Silverado 1500	1GCNCNEH2JZ354379	44,547	10,482
3/4 Ton Pickup Quad 4x2	2018	Chevrolet	Silverado 2500HD	1GC1CUEG2JF291253	31,414	7,392
3/4 Ton Pickup Quad 4x4	2018	Chevrolet	Silverado 2500HD	1GC1KUEGXJF290015	34,657	8,155
1/2 Ton Pickup Reg 4x4	2019	Ford	F-150	1FTMF1EB3KKE71969	30,083	9,256
3/4 Ton Pickup Reg 4x4	2020	Chevrolet	Silverado 2500HD	1GC3YLE72LF206323	20,949	9,669

BEST IN-CLASS ANALYSIS

	2022 Chevrolet Silverado 1500 LTD Work Truck 4x4 Double Cab 6.6 ft. box 147.4 in. WB CK18753	2022 Ford F-150 XL 4x4 SuperCab 6.5 ft. box 145 in. WB X1E	2022 RAM 1500 Tradesman 4x4 Quad Cab 140.5 in. WB DT6L41	2022 Toyota Tundra SR 4dr 4x4 Double Cab 6.5 ft. box LA5DAT	2022 Honda Ridgeline EX-L All-Wheel Drive Crew Cab 5.25 ft. box 125.1 in. WB YK3F5NJJ
					
Vehicle Type	1/2 Ton Pickup	1/2 Ton Pickup	1/2 Ton Pickup	1/2 Ton Pickup	Compact Pickup
Engine	2.7L Turbo	3.3L V6 PFDI	3.6L Pentastar VVT V6 w/eTorque	3.5L Twin Turbo V6 Intercooled	3.5L 24V SOHC i-VTEC V6
L/100 km City	13	11	12	14	12
L/100 km Highway	13	11	10	14	12
Acquisition Cost	\$41,850	\$45,248	\$47,784	\$50,180	\$50,668
Total Actual Depreciation	\$14,830	\$17,448	\$18,864	\$26,571	\$25,883
Total Fuel Cost	\$12,833	\$10,708	\$10,708	\$13,342	\$12,094
Total Maintenance Cost	\$3,512	\$3,664	\$3,434	\$3,977	\$3,829
Monthly Depreciation	\$627.75	\$678.73	\$716.76	\$752.70	\$760.02
Monthly Management Fee	\$41.85	\$45.25	\$47.78	\$50.18	\$50.67
Monthly Interest	\$97.29	\$105.03	\$110.80	\$116.25	\$117.36
Monthly GST/HST Tax	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Monthly PST Tax	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Monthly Payment with Tax	\$766.89	\$829.01	\$875.34	\$919.13	\$928.05
Lease Term	60 Months	60 Months	60 Months	60 Months	60 Months
Holding Period	5 Years	5 Years	5 Years	5 Years	5 Years
Annual Kilometers	12,900	12,900	12,900	12,900	12,900
Cost per km	\$0.65	\$0.67	\$0.69	\$0.87	\$0.84
RBV at Term	\$4,185	\$4,525	\$4,778	\$5,018	\$5,067
Expected Sales Price at Holding End	\$27,020	\$27,800	\$28,920	\$23,608	\$24,785
Estimated Equity at Term	\$22,835	\$23,275	\$24,142	\$18,590	\$19,719

ACQUISITION



Factory Ordering



Infrastructure On Stock



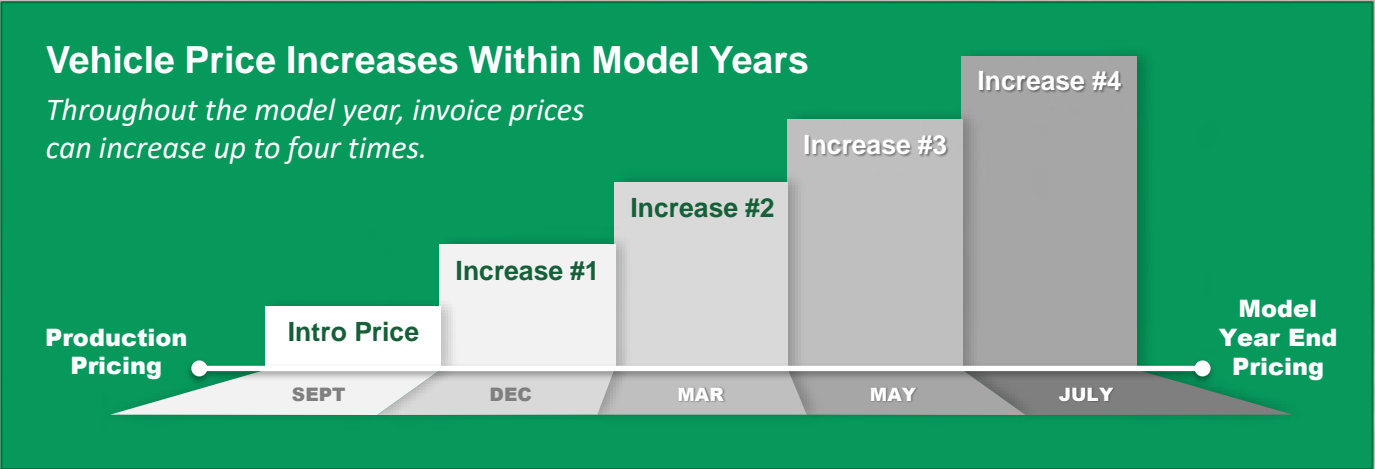
Incentive Strategy



Order Timing



Aftermarket Process & Logistics



LAST YEAR ALONE,
ENTERPRISE FLEET MANAGEMENT
COLLECTED

\$55 MILLION

IN MANUFACTURER
INCENTIVES FOR CLIENTS.

WHAT FACTORY ORDERING MEANS TO YOU

Vehicle: [Retail] 2021 Chevrolet Silverado 1500 (CK10903) 4WD Reg Cab 140" Work Truck (Complete)

	Federal air conditioning excise tax	\$100.00
SUBTOTAL		\$37,708.00
Adjustments Total		\$0.00
Total Tax		\$100.00
Destination Charge		\$1,950.00
TOTAL PRICE		\$39,758.00

FUEL ECONOMY

Est City:15.8 L/100 km
Est Highway:11.9 L/100 km
Est Highway Cruising Range:890.18 km

2021 Chevrolet Silverado 1500 Work Truck 4x4 Regular Cab 8 ft. box 139.6 in. WB - CA
Series ID: CK10903

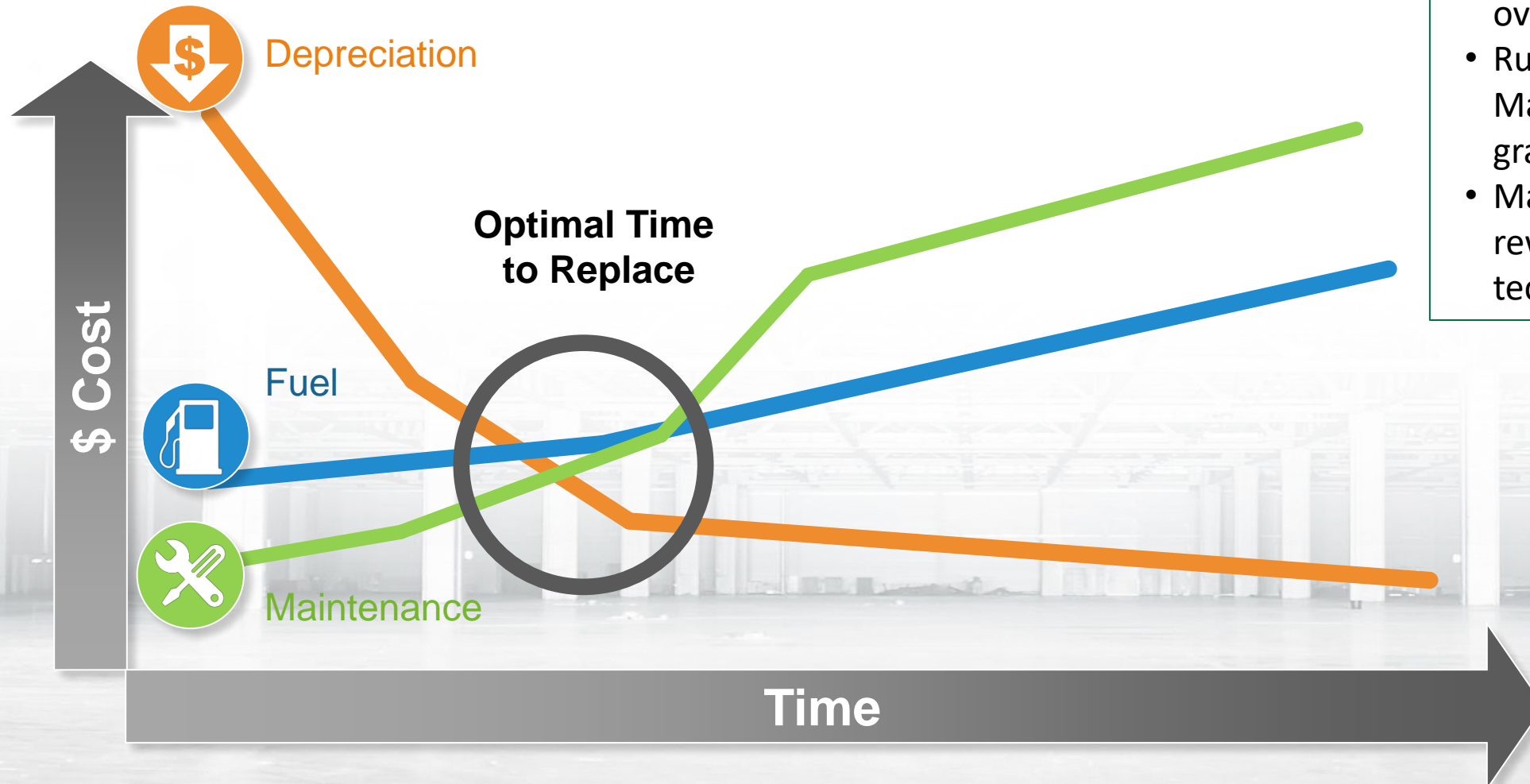
Pricing Summary:

	INVOICE	MSRP
Base Vehicle	\$ 33,385.00	\$ 36,248.00
Total Options	\$ 1,268.00	\$ 1,460.00
Destination Charge	\$ 1,950.00	\$ 1,950.00
Total Price	\$ 36,603.00	\$ 39,658.00

Unit #	Year	2021	Make	Chevrolet	Model	Silverado 1500
Series	Work Truck 4x4 Regular Cab 8 ft. box 139.6 in. WB					
Vehicle Order Type	Ordered	Term	36	Province/State	ON	Customer# 6
\$ 33,001.09	Capitalized Price of Vehicle ¹					
\$ 0.00	*	Sales Tax	0.0000%	Prov.	ON	
\$ 0.00	*	Initial License Fee				
\$ 0.00	Registration Fee					
\$ 0.00	Other: (See Page 2)					
\$ 0.00	Capitalized Price Reduction					
\$ 0.00	Tax on Capitalized Price Reduction					
\$ 0.00	Gain Applied From Prior Unit					
\$ 0.00	*	Tax on Gain On Prior				
\$ 0.00	*	Security Deposit				
\$ 0.00	*	Tax on Incentive (Taxable Incentive Total : \$0.00)				
\$ 33,001.09	Total Capitalized Amount (Delivered Price)					

Through Enterprise, we would
have saved City of Temiskaming
\$6,756.91

EFFECTIVE VEHICLE LIFECYCLE



Key Observations

- Depreciation/year declines over time
- Running costs of Fuel and Maintenance increase gradually over time
- Mandated fuel efficiencies reward staying on technology wave

MONTHLY COST ANALYSIS – ½ Ton

2022 Chevrolet Silverado 1500 Work Truck 4x4 DoubleCab 6.6 foot box
13,000 KMs/Year

Vehicle Age (months)	Total KMs	Est. Market Value	Avg. Monthly Depr.	Avg. Monthly Maint.	Avg. Monthly Fuel	Avg. Monthly Downtime	Avg. Monthly Cost	Rolling Avg. Monthly Cost	Recommended Cycle Indicator
0	0	\$41,850							
12	13,000	\$34,281	\$630.75	\$6.33	\$211.25	\$3.00	\$851.33	\$851.33	
24	26,000	\$30,024	\$354.75	\$14.25	\$212.33	\$6.75	\$588.08	\$719.71	
36	39,000	\$27,837	\$182.25	\$28.08	\$213.50	\$13.33	\$437.17	\$625.53	
48	52,000	\$25,380	\$204.75	\$34.50	\$215.25	\$16.33	\$470.83	\$586.85	LOWEST COST
60	65,000	\$24,318	\$88.50	\$202.92	\$217.08	\$96.08	\$604.58	\$590.40	CYCLE NOW
72	78,000	\$20,113	\$350.42	\$64.17	\$219.50	\$26.00	\$660.08	\$602.01	
84	91,000	\$17,850	\$288.17	\$78.50	\$220.50	\$33.33	\$591.75	\$600.55	
96	104,000	\$16,500	\$237.50	\$88.50	\$221.50	\$40.00	\$634.33	\$604.77	

☐ New
☒ Used

Year

2021

Make

Chevrolet

Model

Silverado 1500

Trim

WT

Style

Crew Cab LWB 4WD

Wholesale

Retail

Add/Deducts

Residuals

Industry

	Extra Clean	Clean	Average	Rough
Base Wholesale	50900	48900	46300	44150
Add/Deduct(+/-)	0	0	0	0
KM Adjust(-)	0	0	0	0
Total Wholesale	50900	48900	46300	44150

Region

Ontario

 Kilometres

12900

 Term Annual Kilometres

Calculate

☐ New
☒ Used

Year

2021

Make

Chevrolet

Model

Silverado 1500

Trim

WT

Style

Double Cab SWB 4WD

Wholesale

Retail

Add/Deducts

Residuals

Industry

	12	24	36	48	60
Base Residual	40300	34650	31300	27650	25550
Add/Deduct(+/-)	-2750	-2550	-2350	-2150	-1950
KM Adjust(+/-)	540	1260	1980	2700	3420
Total Residual	38090	33360	30930	28200	27020

Region

Ontario

 Kilometres

12900

 Term Annual Kilometres

Calculate

\$40,000 Pickup Truck 16 Vehicles

1
Option

Pay-Cash

\$40,000 in Year 1



2 Vehicles

2
Option

Finance

\$8,000 in Each Year



10 Vehicles

3
Option

Market-Value Finance

5,000 in Each Year



No KM Penalty's

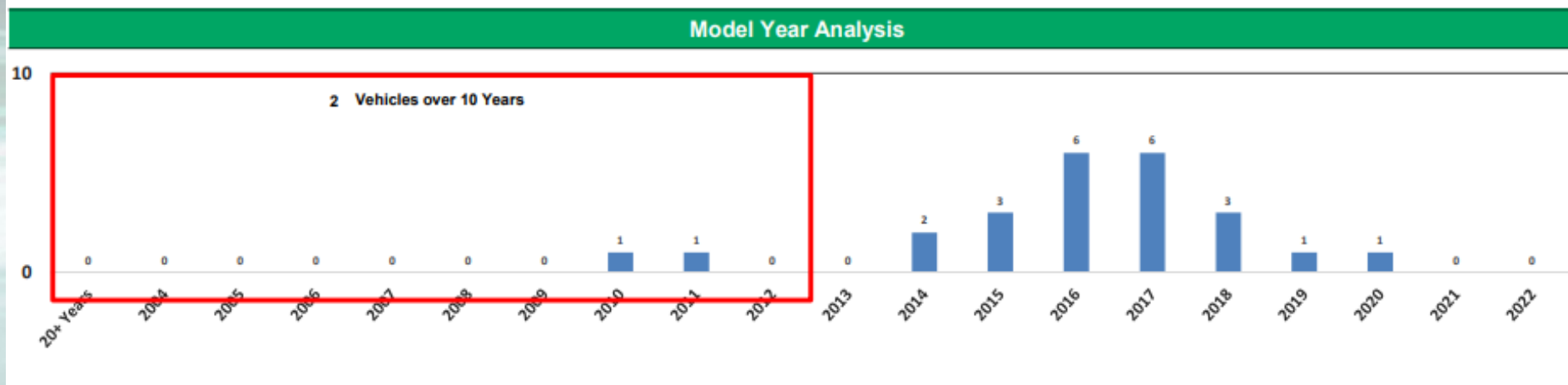
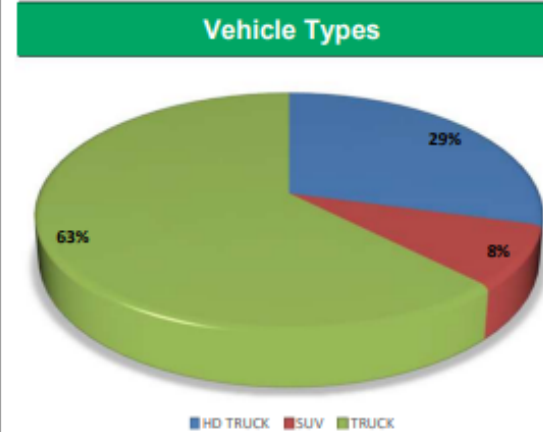
No Damage provisions

All Equity goes to City

If you had a \$80,000 annual fleet budget, how many vehicles could you acquire?

City of Temiskaming Shores - Fleet Profile

Fleet Profile				Fleet Replacement Schedule						Replacement Criteria
Vehicle Type	# of Type	Average Age (years)	Average Annual Mileage	2022	2023	2024	2025	2026	Under-Utilized	
Compact SUV 4x4	2	8.2	11,900	0	2	0	0	0	0	* Fiscal Year 2022 = 10 years old and older, or odometer over 160,000
1/2 Ton Pickup Reg 4x2	1	4.2	10,700	0	0	0	0	1	0	* Fiscal Year 2023 = 7 years old and older, or odometer over 130,000
1/2 Ton Pickup Reg 4x4	8	5.7	17,800	1	2	3	1	1	0	* Fiscal Year 2024 = 6 years old and older, or odometer over 100,000
1/2 Ton Pickup Ext 4x2	1	12.3	10,500	1	0	0	0	0	0	* Fiscal Year 2025 = 5 years old and older, or odometer over 70,000
1/2 Ton Pickup Ext 4x4	2	9.2	11,900	1	1	0	0	0	0	* Fiscal Year 2026 = Remaining Vehicles
1/2 Ton Pickup Quad 4x4	3	5.8	12,200	0	1	0	2	0	0	* Underutilized = Annual Mileage less than 4,000
3/4 Ton Pickup Reg 4x4	2	3.6	10,500	0	0	0	1	1	0	
3/4 Ton Pickup Quad 4x2	1	4.2	7,500	0	0	0	0	1	0	
3/4 Ton Pickup Quad 4x4	1	4.2	8,300	0	0	0	0	1	0	
1 Ton Cab Chassis	2	6.2	7,300	0	0	2	0	0	0	
1 1/2 Ton Cab Chassis	1	5.2	9,900	0	0	0	1	0	0	
Totals/Averages	24	6.1	12,900	3	6	5	5	5	0	

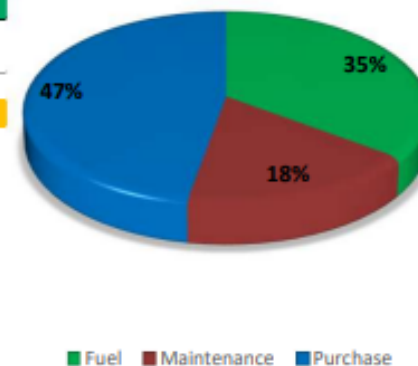


10 Years Savings

City of Temiskaming Shores - Fleet Planning Analysis

Current Fleet	24	Fleet Growth	0.00%	Proposed Fleet	24
Current Cycle	8.73	Annual KM	12,900	Proposed Cycle	5.00
Current Maint.	\$161.25			Proposed Maint.	\$73.24
Maint. Cents Per KM	\$0.15	Current L/100KM	20	Price/Liter	\$1.50

Fleet Costs Analysis



Fleet Mix			Fleet Cost						Annual			
Fiscal Year	Fleet Size	Annual Needs	Owned	Leased	Purchase	Lease*	Equity (Owned)	Equity (Leased)	Maintenance	Fuel	Fleet Budget	Net Cash
Average	24	2.8	24	0	124,489	0	-10,000		46,440	92,880	253,809	0
'22	24	3	21	3	0	26,679	-6,000		43,272	90,558	154,509	99,301
'23	24	6	15	9	0	75,202	-24,000		36,935	85,914	174,051	79,758
'24	24	5	10	14	0	124,690	-35,000		31,655	82,044	203,389	50,420
'25	24	5	5	19	0	179,149	-50,000		26,375	78,174	233,698	20,112
'26	24	5	0	24	0	231,198	-62,500	-51,195	21,094	74,304	212,902	40,908
'27	24	3	0	24	0	231,198		-93,779	21,094	74,304	232,818	20,992
'28	24	6	0	24	0	231,198		-87,692	21,094	74,304	238,905	14,904
'29	24	5	0	24	0	231,198		-112,315	21,094	74,304	214,281	39,528
'30	24	5	0	24	0	231,198		-115,516	21,094	74,304	211,080	42,729
'31	24	5	0	24	0	231,198		-51,195	21,094	74,304	275,402	-21,592

10 Year Savings

\$387,059

Avg. Sustainable Savings

\$19,312

Current Fleet Equity Analysis

YEAR	2022	2023	2024	2025	2026	Under-Utilized
QTY	3	6	5	5	5	0
Est \$	\$2,000	\$4,000	\$7,000	\$10,000	\$12,500	\$0
TOTAL	\$6,000	\$24,000	\$35,000	\$50,000	\$62,500	\$0
Estimated Current Fleet Equity**					\$177,500	

* Lease Rates are conservative estimates

**Estimated Current Fleet Equity is based on the current fleet "sight unseen" and can be adjusted after physical inspection

Lease Maintenance costs are exclusive of tires unless noted on the lease rate quote.

KEY OBJECTIVES

Lower average age of the fleet

8% of the current light and medium duty fleet is over 10 years old
Resale of the aging fleet is significantly reduced

Reduce operating costs

Newer vehicles have a significantly lower maintenance expense
Newer vehicles have increased fuel efficiency with new technology implementations

Maintain a manageable vehicle budget

Challenged by inconsistent yearly budgets
Currently vehicle budget is underfunded

Replacement Worksheet

City of Temiskaming Shores Replacement Worksheet						2022			
VIN	Department	Year	Make	Model	Current Odometer	Assigned Category	Recommended Replacement Year	New Replacement Category	Notes
1GCPCEX1A2Z76401	Temiskaming Shores, City of	2010	Chevrolet	Silverado 1500	128,763	1/2 Ton Pickup Ext 4x2	2022	1/2 Ton Pickup Ext 4x4	
1GCNKPEA5BZ366450	Temiskaming Shores, City of	2011	Chevrolet	Silverado 1500	132,589	1/2 Ton Pickup Ext 4x4	2022	1/2 Ton Pickup Ext 4x4	
1GCNKNEH7HZ360224	Temiskaming Shores, City of	2017	Chevrolet	Silverado 1500	182,922	1/2 Ton Pickup Reg 4x4	2022	1/2 Ton Pickup Ext 4x4	
1GCVKPEC0FZ248538	Temiskaming Shores, City of	2015	Chevrolet	Silverado 1500	85,625	1/2 Ton Pickup Ext 4x4	2023	1/2 Ton Pickup Ext 4x4	
3GCUKPEC0FG259342	Temiskaming Shores, City of	2015	Chevrolet	Silverado 1500	104,021	1/2 Ton Pickup Quad 4x4	2023	1/2 Ton Pickup Quad 4x4	
1GCNKPEH4FZ414149	Temiskaming Shores, City of	2015	Chevrolet	Silverado 1500	140,073	1/2 Ton Pickup Reg 4x4	2023	1/2 Ton Pickup Ext 4x4	
1GCNKNEC3GZ293205	Temiskaming Shores, City of	2016	Chevrolet	Silverado 1500	142,936	1/2 Ton Pickup Reg 4x4	2023	1/2 Ton Pickup Ext 4x4	
1FMCU9GX1EUD54792	Temiskaming Shores, City of	2014	Ford	Escape	96,331	Compact SUV 4x4	2023	Compact SUV 4x4	
2GNFLEEK5E6347628	Temiskaming Shores, City of	2014	Chevrolet	Equinox	98,295	Compact SUV 4x4	2023	Compact SUV 4x4	
1FDWE3FL4GDC00246	Temiskaming Shores, City of	2016	Ford	E-350 Cutaway	28,382	1 Ton Cab Chassis	2024	1 Ton Cab Chassis	
1GCNKNECXGZ251436	Temiskaming Shores, City of	2016	Chevrolet	Silverado 1500	78,541	1/2 Ton Pickup Reg 4x4	2024	1/2 Ton Pickup Ext 4x4	
1GCNKNEC1GZ248702	Temiskaming Shores, City of	2016	Chevrolet	Silverado 1500	81,646	1/2 Ton Pickup Reg 4x4	2024	1/2 Ton Pickup Ext 4x4	
1GCNKNEC5GZ249030	Temiskaming Shores, City of	2016	Chevrolet	Silverado 1500	85,170	1/2 Ton Pickup Reg 4x4	2024	1/2 Ton Pickup Ext 4x4	
1GB0GRFF5G1233439	Temiskaming Shores, City of	2016	Chevrolet	Express Cutaway	62,107	1 Ton Cab Chassis	2024	1 Ton Cab Chassis	
1FD0W5HY1HEC87347	Temiskaming Shores, City of	2017	Ford	F-550 Chassis	51,310	1 1/2 Ton Cab Chassis	2025	1 1/2 Ton Cab Chassis	
1GCUKNEC6HF210171	Temiskaming Shores, City of	2017	Chevrolet	Silverado 1500	56,604	1/2 Ton Pickup Quad 4x4	2025	1/2 Ton Pickup Quad 4x4	
1GCUKNEC4HF212579	Temiskaming Shores, City of	2017	Chevrolet	Silverado 1500	56,914	1/2 Ton Pickup Quad 4x4	2025	1/2 Ton Pickup Quad 4x4	
1GCNKNEH5HZ357287	Temiskaming Shores, City of	2017	Chevrolet	Silverado 1500	79,089	1/2 Ton Pickup Reg 4x4	2025	1/2 Ton Pickup Ext 4x4	
1GC0KUEGXHZ379233	Temiskaming Shores, City of	2017	Chevrolet	Silverado 2500HD	56,483	3/4 Ton Pickup Reg 4x4	2025	3/4 Ton Pickup Ext 4x4	
1GCNCNEH2JZ354379	Temiskaming Shores, City of	2018	Chevrolet	Silverado 1500	44,547	1/2 Ton Pickup Reg 4x2	2026	1/2 Ton Pickup Ext 4x4	
1FTMF1EB3KKE71969	Temiskaming Shores, City of	2019	Ford	F-150	30,083	1/2 Ton Pickup Reg 4x4	2026	1/2 Ton Pickup Ext 4x4	
1GC1CUEG2JF291253	Temiskaming Shores, City of	2018	Chevrolet	Silverado 2500HD	31,414	3/4 Ton Pickup Quad 4x2	2026	3/4 Ton Pickup Quad 4x4	
1GC1KUEGXJF290015	Temiskaming Shores, City of	2018	Chevrolet	Silverado 2500HD	34,657	3/4 Ton Pickup Quad 4x4	2026	3/4 Ton Pickup Quad 4x4	
1GC3YLE72LF206323	Temiskaming Shores, City of	2020	Chevrolet	Silverado 2500HD	20,949	3/4 Ton Pickup Reg 4x4	2026	3/4 Ton Pickup Ext 4x4	

Customer Website

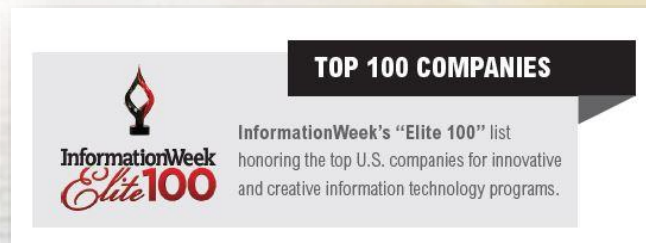
- Visibility and tracking of vehicle data
- Customized dashboards with reporting
- Real-time alerts
- Simplify accounting processes with vehicle descriptors

Fleet Planning Tool Kit

- EFM compares vehicles side-by-side
- Purchase the right vehicle at the right price
- Total cost analysis

Annual Client Review

- Web based solution to evaluate the prior year's performance
- Analyze all fleet costs
- Develop future strategies



VEHICLE DISPOSAL

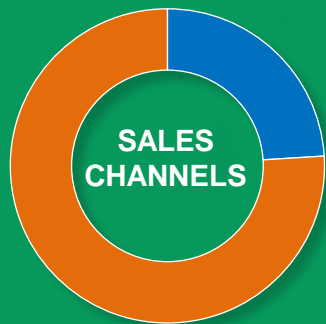
700 DEDICATED
REMARKETING EMPLOYEES



150 REMARKETING
LOTS IN NORTH AMERICA

IN 2020, ENTERPRISE
SOLD OVER
1,100,000
VEHICLES.

COMMERCIAL SALES
EXCEEDED AT AN
AVERAGE OF
109.4%
OVER
BLACK BOOK (CVI).



■ AUCTION 15%
■ DIRECT TO DEALER 85%

19,000+
UNIQUE BUYERS





FLEET MANAGEMENT

Thank you



**Canadian Mental
Health Association**
**Association canadienne
pour la santé mentale**
Cochrane-Timiskaming



April 1, 2022

Mayor's Office
City of Temiskaming Shores
P.O. Box 2050
325 Farr Dr.
Haileybury, Ontario P0J 1K0

Dear Mayor Kidd,

I am writing on behalf of the Canadian Mental Health Association, Cochrane-Timiskaming branch to ask you to join colleagues from across Ontario in declaring May 2-8, 2022, CMHA Mental Health Week.

Every year since 1951, the Canadian Mental Health Association (CMHA) has hosted Mental Health Week in the first full week in May, making 2022 our 71st year. This year, CMHA Mental Health Week is being observed May 2-8, 2022. Sometimes the best way to help is to make people feel seen and heard. That's why this year's #MentalHealthWeek is all about empathy. Mental Health Week is a Canadian tradition, with communities, schools and workplaces rallying to celebrate, protect and promote mental health.

We have many exciting activities and community initiatives planned. We will provide a detailed calendar of events in all three of our branch locations, which include Timmins, Kirkland Lake, and New Liskeard. The Timmins sign at the bus station and museum, as well as "Ms. Claybelt" in New Liskeard will be illuminated in green during Mental Health Week to symbolize commitment to our community's mental health. The CMHA-CT will host community outreach events and deliver community wellness kits to local businesses and organizations, and will honor a local business, organization, or person for their contribution to the mental health of our community in each of our site locations with our annual Community Partnership Appreciation Award.

We are also proud to cohost a Talking Circle event in partnership with Indigenous cultural community organizations in Timmins, Kirkland Lake, and New Liskeard, and plan to host a virtual lived experience speaker event with Marvel Comics artist, KYLE CHARLES. Kyle Charles is the artist behind the Marvel Comics series entitled *Marvel's Voices: Indigenous Voices*. The CMHA-CT invites you to join us for a virtual presentation from visual artist Kyle Charles as he shares his experiences of growing up as an indigenous youth and how he landed work with Marvel, all while he performs a live illustration of your favorite heroes and villains.



**Canadian Mental
Health Association**
**Association canadienne
pour la santé mentale**
Cochrane-Timiskaming

Get ready to **#GetReal**

**CMHA
Mental Health Week
May 2-8, 2022**

Download tools and materials
at mentalhealthweek.ca today!



Please visit our Facebook, Instagram, and Twitter accounts for information regarding local events and initiatives, and www.mentalhealthweek.ca for additional information and toolkits about CMHA Mental Health Week. Connect with us on social media using the hashtags **#GetReal**, **#MentalHealthWeek**, and **#CMHACT**.

Sincerely,

Krista Green
Communications Specialist
CMHA Cochrane Timiskaming Branch

Logan Belanger

Subject: FW: Invitation to Proclaim June 19th, 2022 The Longest Day of SMILES®

From: Candy Keillor <Candy.Keillor@operationsmile.org>

Sent: Sunday, April 3, 2022 3:27 PM

To: Chris Oslund <coslund@temiskamingshores.ca>

Subject: Invitation to Proclaim June 19th, 2022 The Longest Day of SMILES®

Dear Mayor Carman Kidd,

In these unprecedented times, Operation Smile Canada recognizes the importance of engaging community members in ways that enable them to use their passion and creativity to encourage positive change.

Which is why we are inviting you as the Mayor of Temiskaming Shores to proclaim June 19th, 2022 as the Longest Day of SMILES® in your community.

The Longest Day of SMILES® encourages community ambassadors to raise awareness and funds to help a child born with a cleft condition smile and change their life with free, safe, cleft surgery and comprehensive care. From sun-up to sun-down, from coast to coast to coast, Canadians are dedicating June 19th, 2022, and the time leading up to it, to helping children SMILE.

Operation Smile Canada is a volunteer-delivered global medical charity that exists to ensure everyone has access to safe, effective surgery that they need wherever they live in the world. Surgery that will change a child's life forever... help families, communities, countries, regions and yes, the world.

By proclaiming June 19th, 2022, as the Longest Day of SMILES® in Temiskaming Shores and challenging other mayors to do the same, you can provide waiting children with exceptional cleft care and a hopeful future with a new smile.

Our Community Engagement & Fundraising team is happy to support you and your community should you choose to participate with us.

To confirm your participation or to request more info, please email Candy Keillor, Community Engagement Specialist candy.keillor@operationsmile.org

To learn more about the transformational impact of Operation Smile Canada, visit: operationsmile.ca

We look forward to collaborating with you and your team to make this the best Longest Day of SMILES® yet! Together we can make a difference one smile at a time!

Candy Keillor

Keep Smiling,

Candy Keillor (she/her)
Community Engagement Specialist



If this information is required in an alternate format, please contact the Accessibility Co-ordinator at 905-623-3379 ext. 2131

April 5, 2022

To All Ontario Municipalities:

Re: Correspondence Regarding the Municipality of Clarington's Comprehensive Zoning By-law Review Project, Zone Clarington

File Number: PG.25.06

At a meeting held on April 4, 2022, the Council of the Municipality of Clarington approved the following Resolution #PD-037-22:

That the correspondence arising from the following Resolution, #C-398-21, passed on December 13, 2021, be forwarded directly to all municipalities in Ontario.

"Whereas rural property owners and farmers in Clarington and across the Province are affected by the natural heritage system mapping;

And Whereas the mapping of natural heritage systems conflicts between the Greenbelt Natural Heritage System, Conservation Authority mapping, official plan mapping, and zoning bylaw mapping;

And Whereas the over-reach of natural heritage system mapping often results in environmental protection designations which are not justified, and are not protecting natural heritage features, and which negatively affects thousands of rural property owners and farmers;


And Whereas municipalities which are engaged in official plan updates and zoning bylaw updates have no clear direction on natural heritage systems mapping from the Province;

And Whereas a thorough investigation into the designated natural heritage systems by the provincial ministries are desperately needed immediately to ensure appropriate mapping is done and the designations are indeed accurate;

Now therefore be it resolved that:

1. The Provincial Government be requested to issue a cease and desist order on all updates to Natural Heritage System designations in official plans and zoning bylaws, thereby pausing the updates until a review of same by the province can be completed.
2. Clarington not proceed further with any revisions to its natural heritage system in its zoning bylaw pending the provincial review.
3. A copy of this resolution be forwarded to:
 - a) The Minister of Municipal Affairs and Housing;
 - b) The Minister of the Environment, Parks and Conservation;
 - c) All Durham MPP's;
 - d) The Region of Durham and all Durham municipalities; and
 - e) AMO for distribution to all rural municipalities."

Yours truly,



John Paul Newman
Deputy Clerk

JPN/lp

c: R. Windle, Director of Planning and Development Services
A. Burke, Senior Planner

April 06, 2022

Sent via email

Office of the Prime Minister
80 Wellington Street
Ottawa, ON
K1A 0A2

Dear Mr. Trudeau:

Re: Resolution # 2022-241 – HST rebate on new homes in Ontario

Please be advised that the following resolution was passed at the April 06, 2022 meeting of the Council of the Municipality of Grey Highlands.

2022-241

Paul Allen, Dane Nielsen

Whereas attainable housing has been a concern of hopeful homeowners for many years; and

Whereas attainable housing is a priority of all levels of government; and

Whereas the Government of Ontario will rebate a portion of the provincial part of HST paid for a house to a maximum of \$24,000 if HST was paid on the land, or \$16,080 if HST was not paid on the land regardless of the fair market value of the house; and

Whereas the Government of Canada will rebate a portion of the federal part of HST paid for a house only if the fair market value is under \$450,000; and

Whereas the average fair market value of a new home in Ontario is well above the \$450,000 threshold; now

Therefore be it resolved that the Municipality of Grey Highlands requests that the Federal government remove or increase the \$450,000 fair market value threshold to reflect today's housing costs; and

That council direct staff to circulate this resolution to Prime Minister Justin Trudeau, Premier Doug Ford, MP Alex Ruff, MPP Bill Walker, Provincial and Federal Finance Ministers, The Ministry of Municipal Affairs and Housing, AMO, Grey Bruce Home Builders and Trades Association, Ontario Home Builders Association and all Municipalities in Ontario.

CARRIED.

The Municipality of Grey Highlands

206 Toronto Street South, Unit One - P.O. Box 409 Markdale, Ontario N0C 1H0
519-986-2811 Toll-Free 1-888-342-4059 Fax 519-986-3643
www.greyhighlands.ca info@greyhighlands.ca

If you require anything further, please contact this office.

Sincerely,

Amanda Fines-VanAlstine

Amanda Fines-VanAlstine
Council & Committee Coordinator
Municipality of Grey Highlands

cc. Premier, Doug Ford
MP, Alex Ruff
MPP, Bill Walker
Federal Minister of Finance, Chrystia Freeland
Provincial Minister of Finance, Peter Bethlenfalvy
Ministry of Municipal Affairs and Housing
Association of Municipalities Ontario
Grey Bruce Home Builders' Association
Ontario Home Builders' Association
All Municipalities in Ontario

Ministry of Agriculture,
Food and Rural Affairs

Ministère de l'Agriculture, de
l'Alimentation et des Affaires rurales

Office of the Minister

Bureau du ministre

77 Grenville Street, 11th Floor
Toronto, Ontario M7A 1B3
Tel: 416-326-3074
www.ontario.ca/OMAFRA

77, rue Grenville, 11^e étage
Toronto (Ontario) M7A 1B3
Tél. : 416 326-3074
www.ontario.ca/MAAARO



Ontario

April 8, 2022

Christopher Oslund
City Manager
City of Temiskaming Shores
coslund@temiskamingshores.ca

Dear Mr. Oslund,

The Canadian Food Inspection Agency (CFIA) has confirmed cases of highly pathogenic avian influenza (H5N1) in Ontario.

While the CFIA leads the disease response for highly pathogenic avian influenza, and has imposed permitting requirements in defined areas of the province, I am writing to inform you and your constituents that Ontario is taking action to help limit the spread of the virus in the province.

On the advice and recommendation of the Chief Veterinarian for Ontario, I have issued a Minister's Order under the *Animal Health Act, 2009*, for the purpose of limiting the commingling of birds from different locations in Ontario, in order to reduce the likelihood of disease transmission in domestic birds by limiting direct contact.

Effective April 9, 2022, this Order temporarily prohibits events where birds commingle, such as bird shows, bird sales and swaps, portions of fairs where birds are exhibited, sport and educational displays where birds are brought from multiple locations, vaccination gatherings for birds from multiple locations, and prohibits the movement of birds to those events. Temporarily reducing direct contact between birds from different locations will limit the spread of avian influenza and protect flock health. This Order will expire on May 9, 2022, but may be extended if required.

This Order builds on the government's actions to limit the spread of avian influenza, including increasing surveillance and testing capacity and providing education and resources for all those along the poultry supply chain. As well, the Ontario government has expanded mental health supports for farmers and their families.

I also continue to encourage your constituents to further enhance their biosecurity measures.

If your municipality permits backyard flocks, I strongly encourage you to share these essential resources with them. Additionally, I am asking you to take a proactive approach in limiting public events that involve the commingling of birds.

Avian influenza subtype H5N1 has been identified in Ontario, and eight other provinces, including Nova Scotia, and Alberta, as well as numerous US states. Avian influenza is not a threat to food safety but impacts domesticated and wild birds. Ontario poultry and eggs are safe to eat when, as always, proper handling and cooking takes place. People working with poultry should take additional precautions and are strongly encouraged to follow all public health guidelines and maintain strict biosecurity.

I understand that temporarily stopping participation in these activities is disappointing news for many Ontario farmers, bird owners and hobbyists. By pausing these activities in the short term, I firmly believe we will help protect the poultry industry for the long term.

For more information on the Minister's Order, please visit [NEWSROOM](#) and [OMAFRA's Avian Influenza webpage](#).

The Ontario Ministry of Agriculture, Food and Rural Affairs continues to monitor this quickly developing situation and may implement further measures as part of the response to this disease.

I appreciate your cooperation as we continue to work together to enhance biosecurity and reduce the spread of avian influenza.

Sincerely,



Lisa M. Thompson

Minister of Agriculture, Food and Rural Affairs

Resources:

- [OMAFRA Avian Influenza Website](#)
- [CFIA Avian Biosecurity – Protect Poultry, Prevent Disease](#)
- [Checklist to Implementing an Effective Biosecurity Plan](#)
- [Suggested Solutions for Farmers – Deterring Migratory Birds](#)
- [Biosecurity Recommendations for Small Flock Poultry Owners](#)
- [How to prevent and detect disease in backyard flocks and pet birds](#)
- [Biosecurity for Small Poultry Flocks During High Risk Periods for Avian Influenza](#)
- [Mental health resources for farmers](#)



Timiskaming District Road Safety Coalition

PO Bag 1090

247 Whitewood Avenue, Unit 43

New Liskeard ON P0J 1P0

April 11 2022

Dear Ms. Beaupre

The Timiskaming District Road Safety Coalition has a long standing history of advocating for local road safety measures in the Timiskaming district in Northern Ontario. While finalizing this report, there was yet again, another crash, this time at the intersection of Hwy 11 and Hwy 65, where a commercial vehicle blew a red light and crashed into a passenger vehicle killing a young woman and her unborn child, and putting her passenger in the ICU in critical condition, while she too lost her unborn child. This collision resulted in 4 vehicles impacted and the highway was closed for 8 hours.

While this section of highway is up for construction this summer, it is an opportune time to share some safety improvements that could make this built up section much safer for all those who travel along this corridor. This segment of highway has been of local concern for many years with failed attempts to improve safety.

Please find attached a report outlining the history of safety concerns and the proposed safeguards that could be feasibly implemented to improve safety for all who travel along this corridor.

We are available to further discuss these proposed countermeasures with the Ministry of Transportation at your earliest convenience.

Thank you for your time.

Yours in road safety,

Krystal Oviatt

Chair of TDRSC

Safety Measure Considerations for Highway 11 between Tobler Road and Wabi River Bridge

This report aims to display the ongoing issues on Highway 11 and provides recommendations to increase the safety in these areas.

Submitted by the Timiskaming District Road
Safety Coalition

April 2022

Introduction

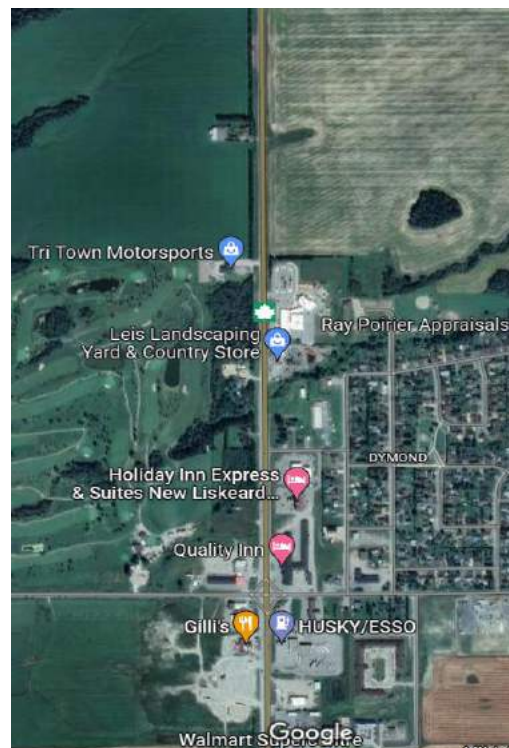
Highway 11 is a key Trans-Canada corridor that passes through Northern Ontario. Commercial traffic carries approximately \$60 million of goods across Canada every day. The highway is also a key lifeline for the mining, forestry and agriculture industries that call Northern Ontario home. Residents of Northern Ontario also depend on this corridor for their mobility. This report is as a result of long standing and consistent concerns and complaints by stakeholders in the area.

Purpose

This report is prepared by the Timiskaming District Road Safety Coalition (TDRSC) with the intention of discussing potential countermeasures to improve safety on this section of Highway 11 through the City of Temiskaming Shores. The report will look at this section of road in 2 segments.

Segment 1: Tobler Road (North) to Walmart/Canadian Tire signalized intersection (South)

The segment of Highway 11 is a two-lane, two-way cross-section. This segment has seen significant traffic growth in the last 30 years as indicated by traffic volume increases (4450 AADT vs 7050 AADT, in 1988 and 2016 respectively), and should qualify as a built-up area, as defined by the Ministry of Transportation. The segment is a commercial section of Highway 11 passing through the City of Temiskaming Shores and is a primary corridor for local, regional, provincial, and national truck traffic. The posted speed limit in this segment transitions from 90 km/h to 80km/hr as vehicles approach from the north. Drivers approaching from the North (particularly large commercial vehicles) have a false sense of security that because there is not a significant difference in the posted speed from the rest of the highway that they will not need to adjust their speed significantly. Anecdotal accounts from business owners and drivers also indicate that large vehicles are occasionally not stopping for the red signal heading south and are therefore increasing the opportunity for serious side impact crashes.



History of Safety Concerns.

There has been a history of advocacy from various groups demanding measures to lower speeds through this segment of the highway including a petition, letters to government officials, and meetings with various stakeholders including the OPP.

There has been an influx of close encounters, as witnessed by local residents and business owners, school staff of St. Michel, parents and bus drivers alike. Despite calling for change, minimal increases in safety features have been implemented.

A serious crash involving a transport truck and a small car occurred in Dec 2019, see photos of the incident below. The driver of the small car was waiting to turn left into the school parking lot when a transport truck approached from behind at a high speed. The transport was unable to stop and moved into the northbound (approaching) lane in attempt to avoid the car, simultaneously, the car driver proceeded with the left turn and unknowingly into the path of the truck. The vehicles collided and the car was trapped under the truck. Luckily, the car driver survived with few physical injuries from this traumatizing event.

Photos of the collision on Hwy 11, in front of École catholique St-Michel in Temiskaming Shores on December 12, 2019



The incident happened about 8 am on December 12, 2019. The highway was closed, and later reopened at 1pm.



Alexis Dugas, 19, was about to turn left into the school entrance to go to work. The transport driver, who showed no signs of slowing down, veered to the left into oncoming traffic and pinned Ms. Dugas' vehicle and dragged it across the highway.

The driving conditions on this day were clear, highway was bare and wet.

Photos of the collision on Hwy 11, in front of École catholique St-Michel in Temiskaming Shores on December 12, 2019



Data collection

Data collection has been performed in three ways for this segment of highway, including: analysis of existing data from MTO and OPP, in-person traffic observations and 12-hour video traffic observation with associated analysis.

The following data sources and supporting documents can be seen in the attached appendices, or have been sent via email.

12-hour volume survey Oct 14, 2020	Appendix A
12- hour volume survey Oct 19, 2020	Appendix B
7-hour speed evaluation from Oct 19, 2020	Appendix C
St. Michel Traffic Impact study - 2015 – WSP	Appendix D
OPP Speed Study	Appendix E
Temiskaming Shores Resolution	Appendix F
Temiskaming Shores Resolution	Appendix G
TDRSC Petition	Appendix H

Data Summary

The data collected by the TDRSC indicates that the generally travel speeds are well above the acceptable limit for safe vehicle travel through a built-up area, with an 85th percentile speed of 87km/hr, with top speeds of 110 km/hr. The OPP speed study indicates that the majority of vehicles are above the posted limit and 85th percentile speeds are above 90km/h with top speeds at 115 km/h. MTO service provider statistics indicate 85th percentile speeds above 80km/h.

Site Observations

This 2 kilometre section of built-up area includes the following characteristics:

East Side:

- A three legged intersection at Roland Rd.
- A large car dealership and hotel with no direct access to Highway 11
- 2 highway access points for the school and attached daycare
- Direct access from six additional businesses

West Side:

- The intersection at Golf Course Road/Drive-in Theatre Road is a busy intersection with slip lanes on each corner and is stop sign controlled in both directions.
- Various residences
- Additional 5 businesses with direct access to the highway including a large truck stop with a large cardlock fuel facility

Comparison of other locations on corridor

The Highway 11 / Trans-Canada Northern Route corridor has numerous towns and villages along its path. All communities between North Bay and Hearst have posted speed limits that are no higher than 70 km/hr on Highway 11 as it passes through the communities (Table 1).

Table 1: Speed limits and Traffic Volumes for Communities along Highway 11

Community	Posted Speed (km/hr)	AADT (2016)
Hearst	50 Traffic Signals (TS)	3550
Mattice	60	2600
Opasatika	60	2600
Val- Rita	60	
Kapuskasing	60 (TS)	4550
Moonbeam	50	3200
Fauquier	70 - 50	3300
Smooth Rock	50	3350
Cochrane	70	2750
Matheson	60	4800
Kenogami	70	4350
Englehart	70	5700
Temiskaming Shores	80	14,900
Latchford	60	5000
Temagami	70 - 50	7000

Recommendations

Speed Control Measures

Both segments in this report are part of a built-up area. This built-up area which contains many opportunities for side impact collisions currently has existing travel speeds that are above the threshold for safe speeds in this environment. Using the biomechanics method of speed determination, the target speed should be below 60km/h. The biomechanics method of speed determination accounts for the fact that humans have a limited tolerance to kinetic energy that is produced in a crash. This kinetic energy can be reduced by reducing speed. This can be achieved using several methods and the road environment must be considered when implementing speed reduction countermeasures. When road users are at high risk of side impact crashes, speeds must be controlled to ensure that those side impact crashes do not result in fatal crashes ([*Speed management: a road safety manual for decision-makers and practitioners*, 2008.](#))

Set lower speed limits in this segment

Currently the speed limit changes from 90km to 80 km in this segment. It is recommended that this posted speed be set to achieve a **60km target speed** for vehicles travelling through the area. Lower speed zones have emerged as one of the most promising strategies for speed management. There is clear evidence that lowering speed limits alone does have the effect of lowering speeds slightly but these small drops in speed have a significant effect on the outcome of crashes. Reducing speeds even 2 km/h can turn a potentially fatal crash into a minor injury or property damage crash only. A lower speed is also recommended to coordinate speeds with the other communities to the north and south that have lower posted speeds, to help maintain driver expectancy.

Other countermeasures are also needed to effectively lower speeds. The following are recommendations that can be implemented at a relatively low cost and can be implemented during construction work in 2022.

The MTO has proposed a painted 1 m painted median in the existing school zone to calm traffic. The principle behind traffic calming design is to change the driver's perception of the surrounding environment but these measures must be applied prior to the where the speed reductions are required. It is recommended that this painted median be extended 300 - 400 m North of the school zone. This is vital to warn drivers that they are approaching a speed reduced area. By simply applying the painted median within the school zone there is not adequate time for drivers to respond. This is important to allow drivers to adjust their speed as they approach the zone where they will be asked to slow to an appropriate speed. This painted median should also be painted with cross hatching north of the school zone.

Raised Safety Zones (splitter islands) create a slight lateral shift for approaching drivers which requires a speed reduction. The splitter island is a key component of gateway treatments, and should be accompanied by appropriate signage and lighting (See Figure 1). An extended splitter island could also create a dedicated left turn lane into St. Michel School and Leis Landscaping from the north and, although previously deemed unqualified, it will add a significant safety to the area. Exceptions to MTO warrants should be considered on a case by case basis. The splitter island also provides a clear starting point to the gateway and will be detected within the narrow optical width that a driver uses.



Enlarge Existing Signage

Enlarge existing signs that indicate posted changes in speed. It appears that signage on other parts of the network similar zones use the RB-3. (Latchford etc.) The signs currently in use are smaller and are difficult for drivers to detect in some conditions. This larger signage is an important component of gateway treatments. See below.

Install Signage as Gateway Treatment

Install larger signage as seen with gateway treatment as seen in Figure 2. Gateways are an effective and inexpensive countermeasure that provides significant cues to drivers regarding the speed change and identifies the area that they are approaching as an area where speed reduction is important. Gateways can assist the driver in focusing on the road where their attention should be focused. Prominent gateways also serve to address issues of driver inattention after driving long distances with little change in road design or travel speed. They also show significant reductions in serious and fatal crashes. Gateways have been successfully utilized in many jurisdictions, including Ireland; see [*The Treatment of Transition Zones to Towns and Villages on National Roads, 2021*](#) for more information.

The signage used in a gateway should not only be larger but also higher. Vertical elements that are elevated tend to narrow the optical width of the road and act as a speed control measure by occupying the driver's peripheral vision, which is where speed cues are received. This is a similar principle to elevated natural elements such as high rock cuts or trees at the edge of the clear zone which will have the effect of reducing speeds. The gateway speed sign treatments posted on both sides of the road, along with the proposed median treatment, increases the chances of drivers detecting the approach of the slow speed zone in the narrow useful field of view of the driver. Another addition to the gateway treatment is the installation of delineator posts on the driver's right or on both sides of the road, placed at relatively short intervals for 300 to 400 m upstream of the Gateway. These delineators will also act as peripheral cue to drivers as they approach the zone and create visual friction. A proposal of what this treatment could look like on this section of Highway can be seen in Figure 3.



Figure 2 Irish Gateway Treatment



Figure 3 Proposed Sample Gateway Treatment

Install flashing lights on school signs

Install lights with the school signs that are posted in this segment; the flashing lights would be activated during the times when school buses are running.

Improve painting and signage for left turn lane at Roland Road

A left turn lane that begins for south bound traffic at Roland Road is not clearly identified. It is important that this lane is restricted for left turn use only. Currently some vehicles use this lane as a through lane and travel through the Golf Course Road intersection. This can lead to side impact collisions with vehicles approaching from the side roads. Placement of an Rb27 sign will be helpful at this location to ensure that through drivers keep right, proposed plan in Figure 4.



Figure 4 Improved Left Lane for Roland Road

Pilot safe speed cameras

This location is a school zone and a candidate for a safe speed camera in municipal jurisdictions. This is an appropriate site to trial a safe speed camera on a provincial highway. Safe Speed Cameras (ASE or ASC) have been shown to be very successful in improving safety outcomes by reducing speed. Speed is always a factor when collisions occur, and speed reductions reduce the kinetic energy of crashes and therefore reduce severity. Alternatives to the automated speed cameras, could be the automated speed feedback signs that also show a speed reduction in practice.

Coordinate warning light with traffic signal

Traffic lights ahead sign (Wb-102t) located on west side of road should be coordinated with traffic signal rather than be a continuous flashing amber light. A flashing light will warn drivers of a changing signal at the upcoming intersection. Figure 5 depicts the proposed changes.

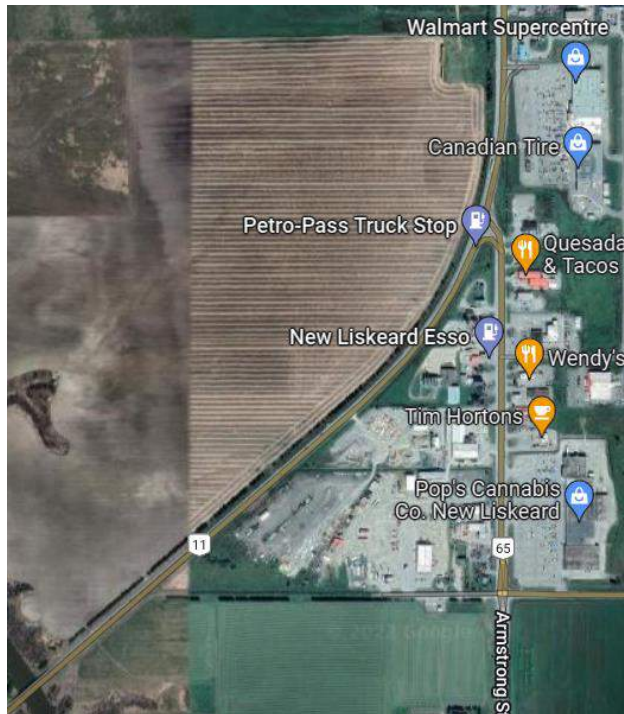


Figure 5 Coordinate flashing lights with traffic signals

Re-evaluate current volume calculations with 2015 WSP study

When comparing recent data from TDRSC studies and the 2015 WSP St. Michel report, it appears that traffic volume projections have already exceeded projections. This should be investigated further to ensure that current projections are accurate.

Segment 2: Walmart/ Canadian Tire Signalized intersection to Wabi River Bridge (Urquhart Bridge)



History of Safety Concerns

The primary safety concerns associated with this segment are the numerous situations where vehicles are disregarding traffic signals and the prevalence of high speeds. There are numerous accounts of incidents in this segment of vehicles disregarding the traffic signals at the Walmart/Canadian Tire intersection as well as the Highway 65E intersection. There have been crashes at both these locations as well as near-hit situations. One particular case involved a northbound personal vehicle stopped at a red signal at the traffic light at the Hwy 65 Hwy 11 intersection at 0600 on July 5, 2020. As the driver waited for the signal to change to green a transport truck approached from behind the personal vehicle from the south. The transport truck was travelling at a high rate of speed for unknown reasons and was unable to stop. The transport truck chose to enter the oncoming lane to bypass the vehicle waiting at the light. Fortunately, due to the early hour, there were no vehicles waiting in the Southbound left turn lane. If there had been they would have been hit by the northbound truck. If the transport driver chose to not enter the opposing lane the truck would have hit the vehicle waiting at the light. This intersection experiences numerous crashes as seen below.



Crash at Intersection of Highway 11 and Highway 65E

Data Information

1988 Traffic Volume – 8100

2016 Traffic Volume – 14900

Data Summary

Speeds in this segment appear to be similar to segment 1.

Site Observations

Walmart/Canadian Tire Signalized (North) Intersection to Wabi River Bridge (South) – From the north, this segment begins with a left turn lane to access Highway 65 E and a through lane for Hwy 11 southbound traffic. These lanes are controlled by a signalized intersection with advanced green signals for left turn lanes. The through lane which proceeds south transitions to a 90 km zone approximately 300 m south of the intersection.

From the south, drivers approach this intersection on a horizontal curve and are exposed to significant warning, regulatory, wayfinding and advertising signage. The posted speed limit transitions from 90km/h to 80km/h. A slip lane is provided for drivers who are exiting onto highway 65 E to allow them to merge onto 65E where the speed limit is 60km/h.

Recommendations

Speed Control measures

Set lower speed limits in this segment. As indicated in the Segment 1 recommendations, setting lower speeds are effective. A reduced speed zone should be established north of the Wabi River Bridge. The posted speed should be appropriate to achieve a 60km/hr 85th percentile speed.

Additional Countermeasures

Install painted median, gateway treatment and median raised safety zone

The proposed painted median with a gateway treatment should be applied on the southern entrance to this segment and should also include a raised safety zone (splitter island). Vehicles that have been travelling on open highway require a change in the visual environment to focus their attention on the approaching built up area. The proposed changes can be seen in Figure 6. As previously indicated in Segment 1, the painted median should begin before the reduced speed zone to prepare drivers to reduce speed.



Figure 6 Sample Gateway Treatment from the Southern entry point to the Segment of Hwy 11

Reposition Traffic signal warning sign Wb-102 and add flashing warning lights

Move traffic signal warning sign to an appropriate distance south of current location. Currently, the abundance of signage close to the Highway 65 E intersection can be confusing for drivers. Drivers have a difficult time processing all the messages that are being conveyed and can lead to driver error. This traffic signal warning sign (Wb-102) is a critical sign and should have significant prominence.

Additionally, the sign should also be replaced with a Wb-102A and Wb-102At with flashing lights and should be synchronized to warn drivers that a red signal is ahead. Proposed placement can be seen in Figure 7.



Figure 7 Proposed location of Wb-102t

Study the potential for conversion to a Roundabout at the 11 and 65E intersection

Although this is future consideration, a Roundabout may be the most appropriate treatment for this intersection to achieve further speed reduction, safety performance and efficiency. It should be considered in future planning for this corridor.

Perform surrogate safety study at Highway 11 and Highway 65 E for near-hit evaluation

The intersection at Highway 65E and Highway 11 in Temiskaming Shores has seen numerous near hit incidents. A complete and detailed surrogate safety evaluation will allow planners to consider safety needs which may be needed at this busy intersection

Conclusion

While this report showcases a history of traffic crashes and concerns from both residents and businesses in Temiskaming Shores, it does not capture the full picture of near misses, hazards and every day vehicle interactions. There has been a consistent desire to see improved safety in this built-up area by all stakeholders involved, including the City of Temiskaming Shores, area business owners, the school community and residents.

The numerous traffic calming and safeguarding measures that have been suggested are feasible initiatives that would greatly improve the safety in this area. As the area is in line for construction, these measures would be a welcome addition. The Timiskaming District Road Safety Coalition is open to discussing this report further with the Ministry of Transportation to ensure that measures are implemented to make this built-up area safer.

Appendix A

St. Michel 1 - TMC

Wed Oct 14, 2020

Full Length (6:45 AM-6:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 789928, Location: 47.544409, -79.674452

Provided by: TDRSC

247 Whitewood, Unit 43, New Liskeard, ON, P0J 1P0, CA

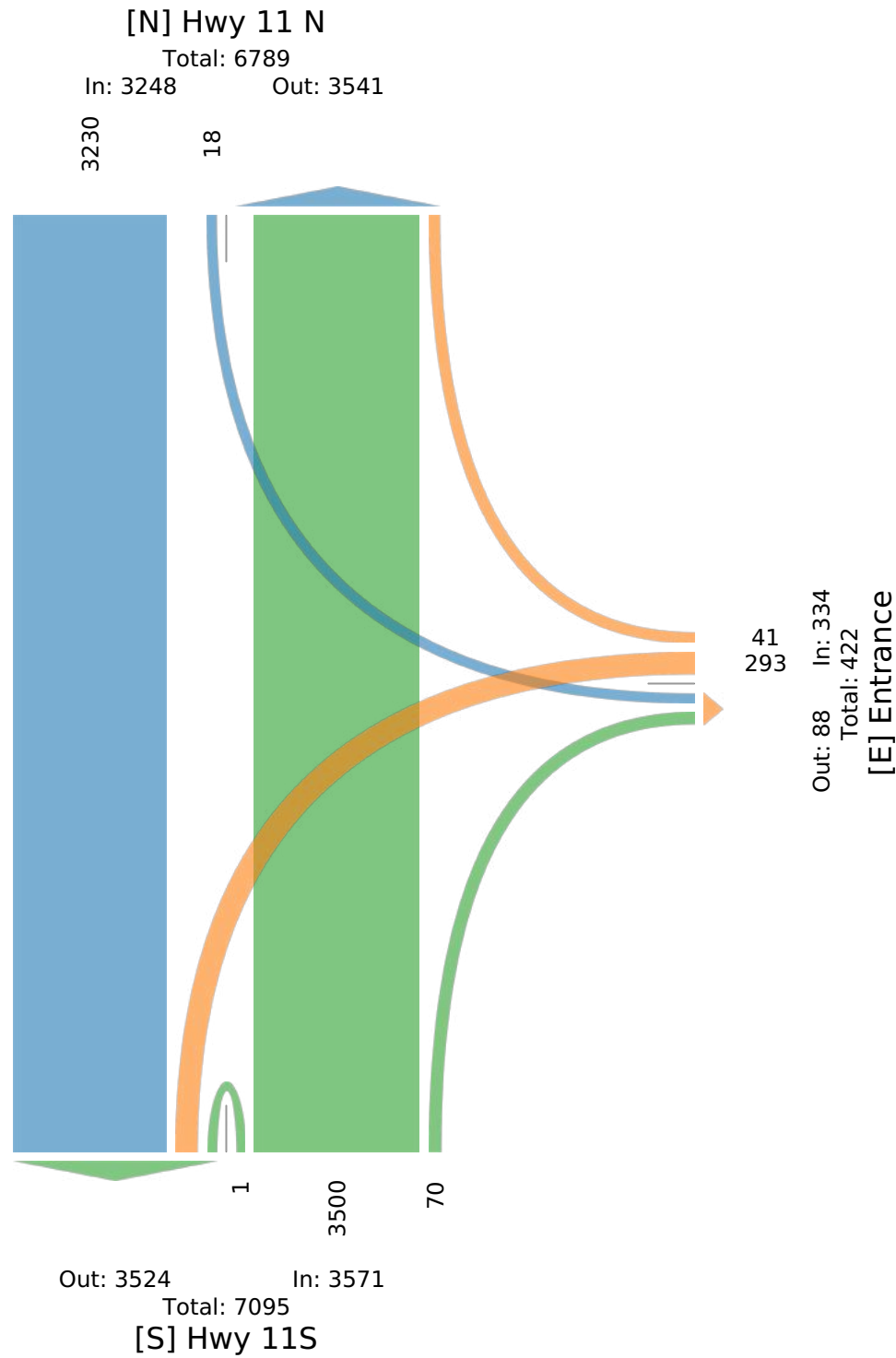
Leg Direction	Hwy 11 N Southbound				Entrance Westbound				Hwy 11S Northbound				
Time	T	L	U	App	R	L	U	App	R	T	U	App	Int
2020-10-14 6:30AM	8	1	0	9	0	1	0	1	1	2	0	3	13
6:45AM	88	2	0	90	0	4	0	4	4	63	0	67	161
Hourly Total	96	3	0	99	0	5	0	5	5	65	0	70	174
7:00AM	78	2	0	80	1	2	0	3	7	70	0	77	160
7:15AM	89	1	0	90	3	49	0	52	13	54	0	67	209
7:30AM	67	0	0	67	6	39	0	45	2	70	0	72	184
7:45AM	63	0	0	63	0	2	0	2	1	55	0	56	121
Hourly Total	297	3	0	300	10	92	0	102	23	249	0	272	674
8:00AM	51	1	0	52	0	0	0	0	2	50	0	52	104
8:15AM	55	0	0	55	0	0	0	0	0	81	0	81	136
8:30AM	60	0	0	60	0	1	0	1	1	66	0	67	128
8:45AM	57	0	0	57	0	2	0	2	1	74	0	75	134
Hourly Total	223	1	0	224	0	3	0	3	4	271	0	275	502
9:00AM	67	0	0	67	2	3	0	5	0	69	0	69	141
9:15AM	73	0	0	73	0	1	0	1	0	58	1	59	133
9:30AM	69	0	0	69	1	2	0	3	3	67	0	70	142
9:45AM	60	0	0	60	1	0	0	1	0	66	0	66	127
Hourly Total	269	0	0	269	4	6	0	10	3	260	1	264	543
10:00AM	49	2	0	51	0	1	0	1	0	90	0	90	142
10:15AM	58	0	0	58	2	3	0	5	0	70	0	70	133
10:30AM	74	1	0	75	0	3	0	3	0	76	0	76	154
10:45AM	51	0	0	51	0	2	0	2	1	74	0	75	128
Hourly Total	232	3	0	235	2	9	0	11	1	310	0	311	557
11:00AM	76	0	0	76	2	5	0	7	4	64	0	68	151
11:15AM	58	1	0	59	0	1	0	1	4	65	0	69	129
11:30AM	90	0	0	90	0	3	0	3	1	71	0	72	165
11:45AM	56	1	0	57	0	1	0	1	3	83	0	86	144
Hourly Total	280	2	0	282	2	10	0	12	12	283	0	295	589
12:00PM	52	0	0	52	0	0	0	0	2	71	0	73	125
12:15PM	72	0	0	72	0	7	0	7	0	83	0	83	162
12:30PM	49	0	0	49	2	1	0	3	0	76	0	76	128
12:45PM	81	0	0	81	0	3	0	3	0	80	0	80	164
Hourly Total	254	0	0	254	2	11	0	13	2	310	0	312	579
1:00PM	50	0	0	50	0	1	0	1	0	78	0	78	129
1:15PM	64	0	0	64	0	2	0	2	4	87	0	91	157
1:30PM	64	1	0	65	0	3	0	3	5	58	0	63	131
1:45PM	72	2	0	74	3	26	0	29	4	77	0	81	184
Hourly Total	250	3	0	253	3	32	0	35	13	300	0	313	601
2:00PM	74	0	0	74	5	48	0	53	1	86	0	87	214
2:15PM	62	0	0	62	0	7	0	7	1	86	0	87	156
2:30PM	62	0	0	62	0	1	0	1	0	74	0	74	137
2:45PM	81	1	0	82	1	8	0	9	0	85	0	85	176
Hourly Total	279	1	0	280	6	64	0	70	2	331	0	333	683
3:00PM	72	0	0	72	2	9	0	11	0	86	0	86	169
3:15PM	78	0	0	78	0	9	0	9	0	77	0	77	164
3:30PM	97	0	0	97	0	12	0	12	0	83	0	83	192
3:45PM	80	1	0	81	3	6	0	9	0	91	0	91	181
Hourly Total	327	1	0	328	5	36	0	41	0	337	0	337	706
4:00PM	99	0	0	99	0	5	0	5	0	91	0	91	195
4:15PM	103	0	0	103	3	3	0	6	0	94	0	94	203
4:30PM	65	1	0	66	1	1	0	2	0	82	0	82	150
4:45PM	100	0	0	100	0	5	0	5	0	62	0	62	167
Hourly Total	367	1	0	368	4	14	0	18	0	329	0	329	715
5:00PM	49	0	0	49	2	5	0	7	0	68	0	68	124

Leg Direction	Hwy 11 N Southbound				Entrance Westbound				Hwy 11S Northbound				
Time	T	L	U	App	R	L	U	App	R	T	U	App	Int
5:15PM	73	0	0	73	0	0	0	0	0	73	0	73	146
5:30PM	58	0	0	58	0	0	0	0	0	63	0	63	121
5:45PM	35	0	0	35	1	0	0	1	3	71	0	74	110
Hourly Total	215	0	0	215	3	5	0	8	3	275	0	278	501
6:00PM	36	0	0	36	0	3	0	3	1	58	0	59	98
6:15PM	47	0	0	47	0	1	0	1	0	61	0	61	109
6:30PM	58	0	0	58	0	2	0	2	1	61	0	62	122
Hourly Total	141	0	0	141	0	6	0	6	2	180	0	182	329
Total	3230	18	0	3248	41	293	0	334	70	3500	1	3571	7153
% Approach	99.4%	0.6%	0%	-	12.3%	87.7%	0%	-	2.0%	98.0%	0%	-	-
% Total	45.2%	0.3%	0%	45.4%	0.6%	4.1%	0%	4.7%	1.0%	48.9%	0%	49.9%	-
Lights	2679	16	0	2695	41	275	0	316	54	2815	1	2870	5881
% Lights	82.9%	88.9%	0%	83.0%	100%	93.9%	0%	94.6%	77.1%	80.4%	100%	80.4%	82.2%
Articulated Trucks	342	0	0	342	0	0	0	0	0	486	0	486	828
% Articulated Trucks	10.6%	0%	0%	10.5%	0%	0%	0%	0%	0%	13.9%	0%	13.6%	11.6%
Buses and Single-Unit Trucks	209	2	0	211	0	18	0	18	16	199	0	215	444
% Buses and Single-Unit Trucks	6.5%	11.1%	0%	6.5%	0%	6.1%	0%	5.4%	22.9%	5.7%	0%	6.0%	6.2%

*L: Left, R: Right, T: Thru, U: U-Turn

St. Michel 1 - TMC
Wed Oct 14, 2020
Full Length (6:45 AM-6:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 789928, Location: 47.544409, -79.674452

Provided by: TDRSC
247 Whitewood, Unit 43, New Liskeard, ON, P0J 1P0, CA



St. Michel 1 - TMC

Wed Oct 14, 2020

AM Peak (6:45 AM - 7:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 789928, Location: 47.544409, -79.674452

Provided by: TDRSC

247 Whitewood, Unit 43, New Liskeard, ON, P0J 1P0, CA

Leg Direction	Hwy 11 N Southbound				Entrance Westbound				Hwy 11S Northbound				
Time	T	L	U	App	R	L	U	App	R	T	U	App	Int
2020-10-14 6:45AM	88	2	0	90	0	4	0	4	4	63	0	67	161
7:00AM	78	2	0	80	1	2	0	3	7	70	0	77	160
7:15AM	89	1	0	90	3	49	0	52	13	54	0	67	209
7:30AM	67	0	0	67	6	39	0	45	2	70	0	72	184
Total	322	5	0	327	10	94	0	104	26	257	0	283	714
% Approach	98.5%	1.5%	0%	-	9.6%	90.4%	0%	-	9.2%	90.8%	0%	-	-
% Total	45.1%	0.7%	0%	45.8%	1.4%	13.2%	0%	14.6%	3.6%	36.0%	0%	39.6%	-
PHF	0.904	0.625	-	0.908	0.417	0.480	-	0.500	0.500	0.918	-	0.919	0.854
Lights	277	5	0	282	10	85	0	95	17	179	0	196	573
% Lights	86.0%	100%	0%	86.2%	100%	90.4%	0%	91.3%	65.4%	69.6%	0%	69.3%	80.3%
Articulated Trucks	19	0	0	19	0	0	0	0	0	57	0	57	76
% Articulated Trucks	5.9%	0%	0%	5.8%	0%	0%	0%	0%	0%	22.2%	0%	20.1%	10.6%
Buses and Single-Unit Trucks	26	0	0	26	0	9	0	9	9	21	0	30	65
% Buses and Single-Unit Trucks	8.1%	0%	0%	8.0%	0%	9.6%	0%	8.7%	34.6%	8.2%	0%	10.6%	9.1%

* L: Left, R: Right, T: Thru, U: U-Turn

St. Michel 1 - TMC

Wed Oct 14, 2020

AM Peak (6:45 AM - 7:45 AM)

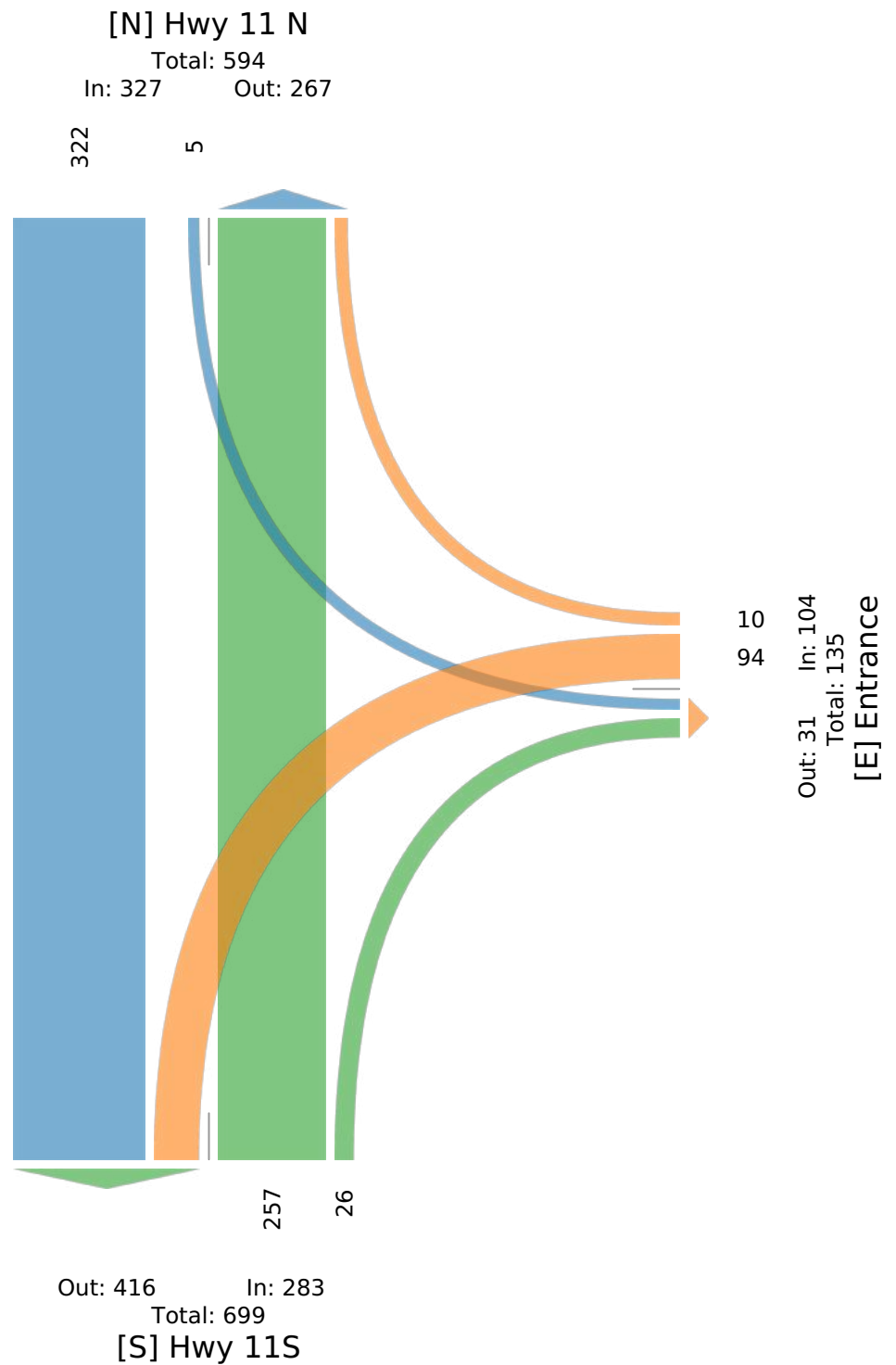
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 789928, Location: 47.544409, -79.674452

Provided by: TDRSC

247 Whitewood, Unit 43, New Liskeard, ON, P0J 1P0, CA



St. Michel 1 - TMC

Wed Oct 14, 2020

Midday Peak (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 789928, Location: 47.544409, -79.674452

Provided by: TDRSC

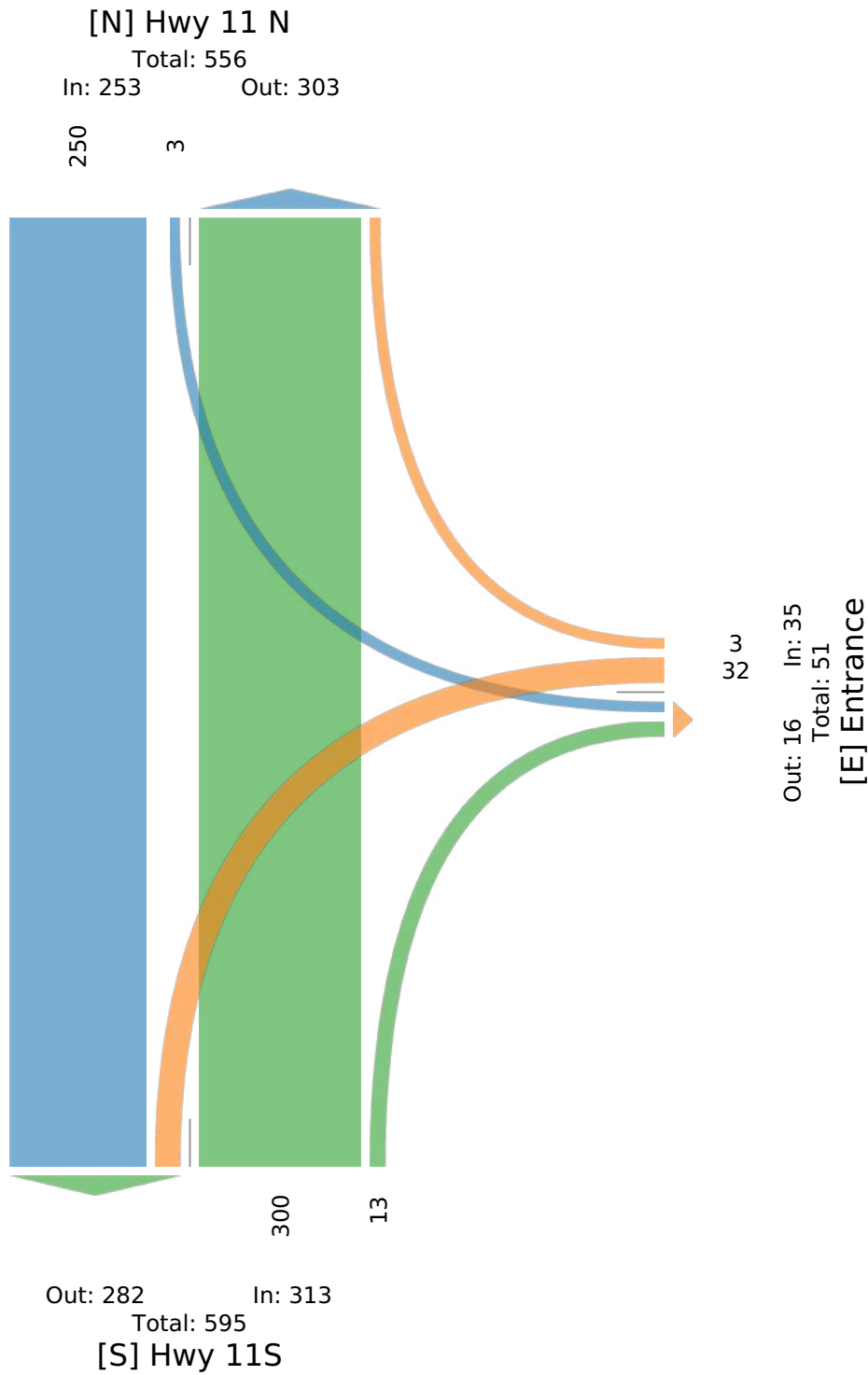
247 Whitewood, Unit 43, New Liskeard, ON, P0J 1P0, CA

Leg Direction	Hwy 11 N Southbound				Entrance Westbound				Hwy 11S Northbound				
Time	T	L	U	App	R	L	U	App	R	T	U	App	Int
2020-10-14 1:00PM	50	0	0	50	0	1	0	1	0	78	0	78	129
1:15PM	64	0	0	64	0	2	0	2	4	87	0	91	157
1:30PM	64	1	0	65	0	3	0	3	5	58	0	63	131
1:45PM	72	2	0	74	3	26	0	29	4	77	0	81	184
Total	250	3	0	253	3	32	0	35	13	300	0	313	601
% Approach	98.8%	1.2%	0%	-	8.6%	91.4%	0%	-	4.2%	95.8%	0%	-	-
% Total	41.6%	0.5%	0%	42.1%	0.5%	5.3%	0%	5.8%	2.2%	49.9%	0%	52.1%	-
PHF	0.868	0.375	-	0.855	0.250	0.308	-	0.302	0.650	0.862	-	0.860	0.817
Lights	194	1	0	195	3	32	0	35	6	244	0	250	480
% Lights	77.6%	33.3%	0%	77.1%	100%	100%	0%	100%	46.2%	81.3%	0%	79.9%	79.9%
Articulated Trucks	31	0	0	31	0	0	0	0	0	30	0	30	61
% Articulated Trucks	12.4%	0%	0%	12.3%	0%	0%	0%	0%	0%	10.0%	0%	9.6%	10.1%
Buses and Single-Unit Trucks	25	2	0	27	0	0	0	0	7	26	0	33	60
% Buses and Single-Unit Trucks	10.0%	66.7%	0%	10.7%	0%	0%	0%	0%	53.8%	8.7%	0%	10.5%	10.0%

* L: Left, R: Right, T: Thru, U: U-Turn

St. Michel 1 - TMC
Wed Oct 14, 2020
Midday Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 789928, Location: 47.544409, -79.674452

Provided by: TDRSC
247 Whitewood, Unit 43, New Liskeard, ON, P0J 1P0, CA



St. Michel 1 - TMC

Wed Oct 14, 2020

PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 789928, Location: 47.544409, -79.674452

Provided by: TDRSC

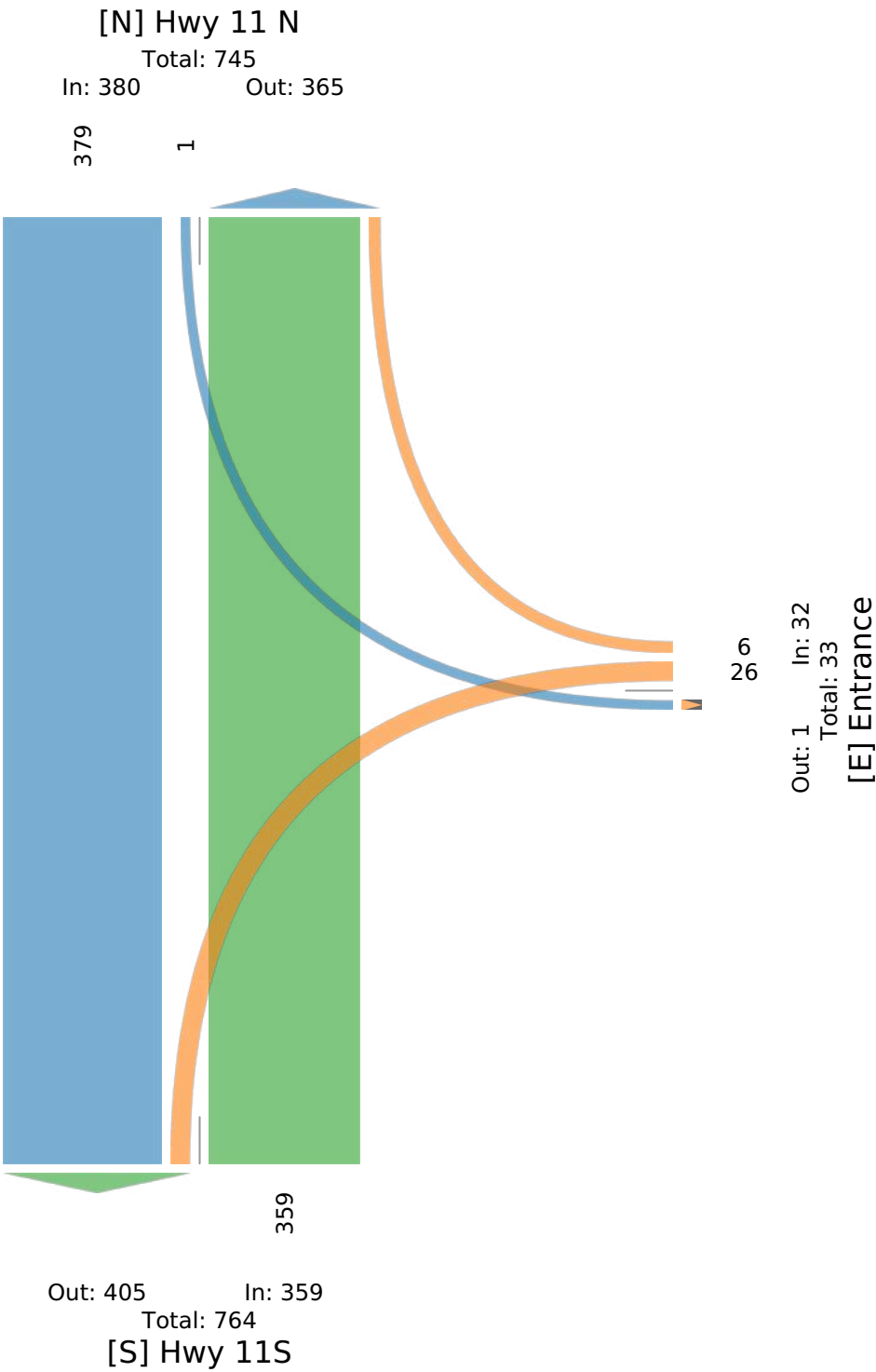
247 Whitewood, Unit 43, New Liskeard, ON, P0J 1P0, CA

Leg Direction	Hwy 11 N Southbound				Entrance Westbound				Hwy 11S Northbound				
Time	T	L	U	App	R	L	U	App	R	T	U	App	Int
2020-10-14 3:30PM	97	0	0	97	0	12	0	12	0	83	0	83	192
3:45PM	80	1	0	81	3	6	0	9	0	91	0	91	181
4:00PM	99	0	0	99	0	5	0	5	0	91	0	91	195
4:15PM	103	0	0	103	3	3	0	6	0	94	0	94	203
Total	379	1	0	380	6	26	0	32	0	359	0	359	771
% Approach	99.7%	0.3%	0%	-	18.8%	81.3%	0%	-	0%	100%	0%	-	-
% Total	49.2%	0.1%	0%	49.3%	0.8%	3.4%	0%	4.2%	0%	46.6%	0%	46.6%	-
PHF	0.920	0.250	-	0.922	0.500	0.542	-	0.667	-	0.955	-	0.955	0.950
Lights	303	1	0	304	6	26	0	32	0	322	0	322	658
% Lights	79.9%	100%	0%	80.0%	100%	100%	0%	100%	0%	89.7%	0%	89.7%	85.3%
Articulated Trucks	49	0	0	49	0	0	0	0	0	29	0	29	78
% Articulated Trucks	12.9%	0%	0%	12.9%	0%	0%	0%	0%	0%	8.1%	0%	8.1%	10.1%
Buses and Single-Unit Trucks	27	0	0	27	0	0	0	0	0	8	0	8	35
% Buses and Single-Unit Trucks	7.1%	0%	0%	7.1%	0%	0%	0%	0%	0%	2.2%	0%	2.2%	4.5%

* L: Left, R: Right, T: Thru, U: U-Turn

St. Michel 1 - TMC
Wed Oct 14, 2020
PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 789928, Location: 47.544409, -79.674452

Provided by: TDRSC
247 Whitewood, Unit 43, New Liskeard, ON, P0J 1P0, CA



Appendix B

St. Michel south - TMC

Mon Oct 19, 2020

Full Length (6:45 AM-10:45 AM, 11 AM-3 PM, 3:15 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 807935, Location: 47.544409, -79.674452

Provided by: TDRSC

247 Whitewood, Unit 43, New Liskeard, ON, P0J 1P0, CA

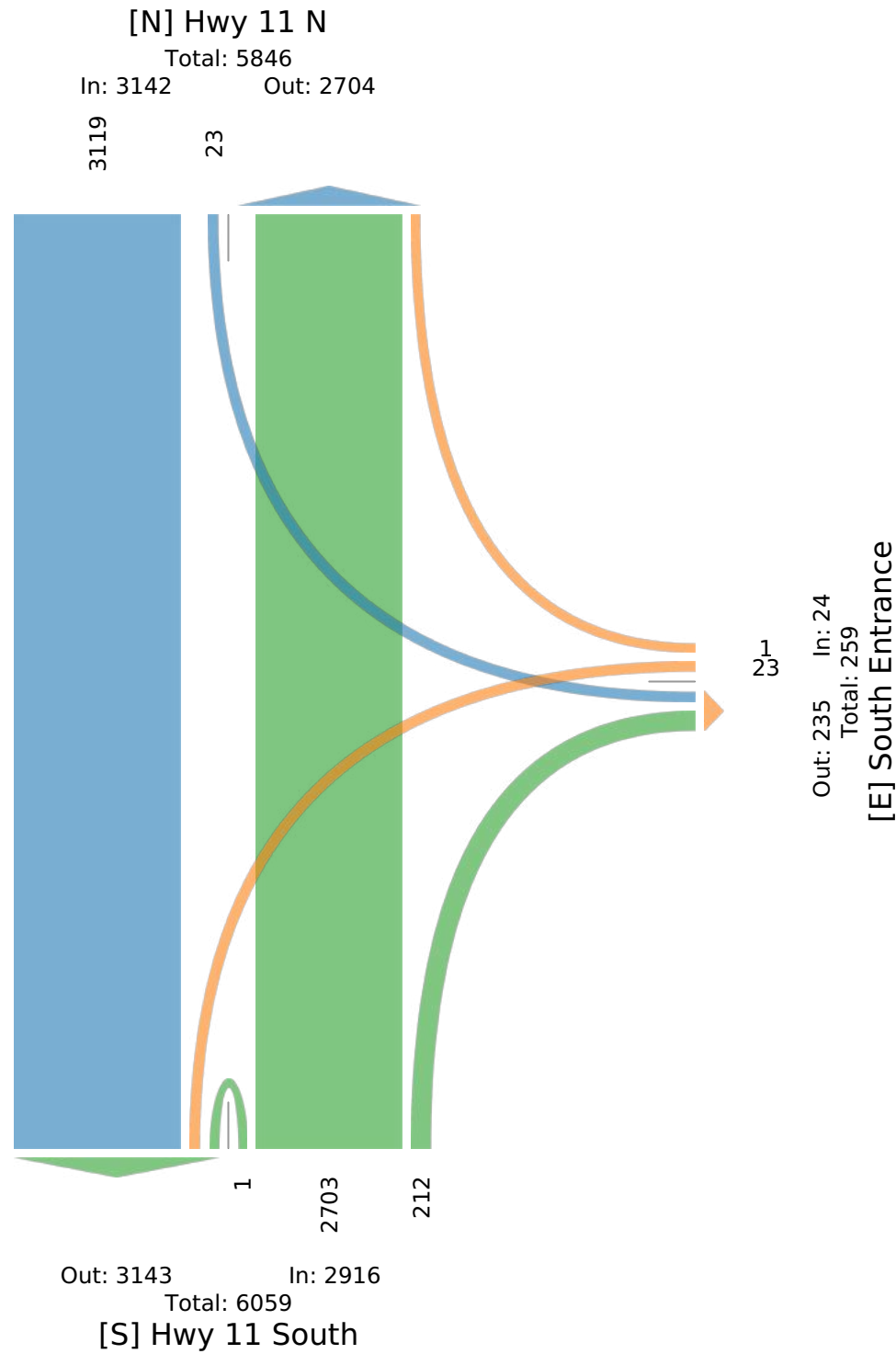
Leg Direction	Hwy 11 N Southbound				South Entrance Westbound				Hwy 11 South Northbound				
Time	T	L	U	App	R	L	U	App	R	T	U	App	Int
2020-10-19 6:30AM	15	0	0	15	0	0	0	0	0	16	0	16	31
6:45AM	34	0	0	34	0	0	0	0	1	48	0	49	83
Hourly Total	49	0	0	49	0	0	0	0	1	64	0	65	114
7:00AM	38	1	0	39	0	0	0	0	2	32	0	34	73
7:15AM	51	0	0	51	0	0	0	0	6	34	0	40	91
7:30AM	61	0	0	61	0	0	0	0	8	56	0	64	125
7:45AM	71	0	0	71	0	0	0	0	4	59	0	63	134
Hourly Total	221	1	0	222	0	0	0	0	20	181	0	201	423
8:00AM	74	0	0	74	0	0	0	0	17	54	0	71	145
8:15AM	118	9	0	127	0	0	0	0	51	59	0	110	237
8:30AM	104	0	0	104	0	0	0	0	20	53	0	73	177
8:45AM	78	1	0	79	0	0	0	0	3	51	0	54	133
Hourly Total	374	10	0	384	0	0	0	0	91	217	0	308	692
9:00AM	62	0	0	62	0	0	0	0	2	43	0	45	107
9:15AM	45	1	0	46	0	0	0	0	1	48	1	50	96
9:30AM	92	0	0	92	0	0	0	0	2	37	0	39	131
9:45AM	70	0	0	70	0	0	0	0	3	50	0	53	123
Hourly Total	269	1	0	270	0	0	0	0	8	178	1	187	457
10:00AM	56	0	0	56	0	1	0	1	1	46	0	47	104
10:15AM	83	0	0	83	0	1	0	1	2	41	0	43	127
10:30AM	36	0	0	36	0	0	0	0	0	44	0	44	80
Hourly Total	175	0	0	175	0	2	0	2	3	131	0	134	311
11:00AM	87	0	0	87	0	0	0	0	1	51	0	52	139
11:15AM	73	0	0	73	0	1	0	1	2	52	0	54	128
11:30AM	64	0	0	64	0	0	0	0	0	64	0	64	128
11:45AM	62	0	0	62	0	0	0	0	3	80	0	83	145
Hourly Total	286	0	0	286	0	1	0	1	6	247	0	253	540
12:00PM	73	0	0	73	0	0	0	0	2	62	0	64	137
12:15PM	44	1	0	45	0	0	0	0	2	68	0	70	115
12:30PM	73	0	0	73	0	0	0	0	2	69	0	71	144
12:45PM	73	0	0	73	0	1	0	1	1	72	0	73	147
Hourly Total	263	1	0	264	0	1	0	1	7	271	0	278	543
1:00PM	76	0	0	76	0	0	0	0	1	59	0	60	136
1:15PM	59	0	0	59	0	1	0	1	0	67	0	67	127
1:30PM	77	0	0	77	0	0	0	0	0	63	0	63	140
1:45PM	61	0	0	61	0	0	0	0	2	67	0	69	130
Hourly Total	273	0	0	273	0	1	0	1	3	256	0	259	533
2:00PM	68	0	0	68	0	0	0	0	3	73	0	76	144
2:15PM	87	0	0	87	0	0	0	0	6	75	0	81	168
2:30PM	84	0	0	84	0	1	0	1	10	77	0	87	172
2:45PM	95	7	0	102	0	1	0	1	29	75	0	104	207
Hourly Total	334	7	0	341	0	2	0	2	48	300	0	348	691
3:00PM	0	0	0	0	0	0	0	0	1	0	0	1	1
3:15PM	92	0	0	92	0	7	0	7	2	59	0	61	160
3:30PM	68	0	0	68	0	1	0	1	0	77	0	77	146
3:45PM	94	0	0	94	0	2	0	2	2	88	0	90	186
Hourly Total	254	0	0	254	0	10	0	10	5	224	0	229	493
4:00PM	67	0	0	67	0	1	0	1	6	84	0	90	158
4:15PM	98	1	0	99	1	1	0	2	2	93	0	95	196
4:30PM	86	1	0	87	0	2	0	2	4	83	0	87	176
4:45PM	75	0	0	75	0	1	0	1	3	83	0	86	162
Hourly Total	326	2	0	328	1	5	0	6	15	343	0	358	692
5:00PM	83	0	0	83	0	0	0	0	2	106	0	108	191
5:15PM	122	1	0	123	0	0	0	0	1	88	0	89	212

Leg Direction	Hwy 11 N Southbound				South Entrance Westbound				Hwy 11 South Northbound				
Time	T	L	U	App	R	L	U	App	R	T	U	App	Int
5:30PM	63	0	0	63	0	1	0	1	1	67	0	68	132
5:45PM	27	0	0	27	0	0	0	0	1	30	0	31	58
Hourly Total	295	1	0	296	0	1	0	1	5	291	0	296	593
Total	3119	23	0	3142	1	23	0	24	212	2703	1	2916	6082
% Approach	99.3%	0.7%	0%	-	4.2%	95.8%	0%	-	7.3%	92.7%	0%	-	-
% Total	51.3%	0.4%	0%	51.7%	0%	0.4%	0%	0.4%	3.5%	44.4%	0%	47.9%	-
Lights	2526	23	0	2549	1	23	0	24	212	2247	1	2460	5033
% Lights	81.0%	100%	0%	81.1%	100%	100%	0%	100%	100%	83.1%	100%	84.4%	82.8%
Articulated Trucks	387	0	0	387	0	0	0	0	0	239	0	239	626
% Articulated Trucks	12.4%	0%	0%	12.3%	0%	0%	0%	0%	0%	8.8%	0%	8.2%	10.3%
Buses and Single-Unit Trucks	206	0	0	206	0	0	0	0	0	217	0	217	423
% Buses and Single-Unit Trucks	6.6%	0%	0%	6.6%	0%	0%	0%	0%	0%	8.0%	0%	7.4%	7.0%

* L: Left, R: Right, T: Thru, U: U-Turn

St. Michel south - TMC
Mon Oct 19, 2020
Full Length (6:45 AM-10:45 AM, 11 AM-3 PM, 3:15 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 807935, Location: 47.544409, -79.674452

Provided by: TDRSC
247 Whitewood, Unit 43, New Liskeard, ON, P0J 1P0, CA



St. Michel south - TMC

Mon Oct 19, 2020

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 807935, Location: 47.544409, -79.674452

Provided by: TDRSC

247 Whitewood, Unit 43, New Liskeard, ON, P0J 1P0, CA

Leg Direction	Hwy 11 N Southbound				South Entrance Westbound				Hwy 11 South Northbound				
Time	T	L	U	App	R	L	U	App	R	T	U	App	Int
2020-10-19 7:45AM	71	0	0	71	0	0	0	0	4	59	0	63	134
8:00AM	74	0	0	74	0	0	0	0	17	54	0	71	145
8:15AM	118	9	0	127	0	0	0	0	51	59	0	110	237
8:30AM	104	0	0	104	0	0	0	0	20	53	0	73	177
Total	367	9	0	376	0	0	0	0	92	225	0	317	693
% Approach	97.6%	2.4%	0%	-	0%	0%	0%	-	29.0%	71.0%	0%	-	-
% Total	53.0%	1.3%	0%	54.3%	0%	0%	0%	0%	13.3%	32.5%	0%	45.7%	-
PHF	0.778	0.250	-	0.740	-	-	-	-	0.451	0.953	-	0.720	0.731
Lights	316	9	0	325	0	0	0	0	92	169	0	261	586
% Lights	86.1%	100%	0%	86.4%	0%	0%	0%	-	100%	75.1%	0%	82.3%	84.6%
Articulated Trucks	16	0	0	16	0	0	0	0	0	24	0	24	40
% Articulated Trucks	4.4%	0%	0%	4.3%	0%	0%	0%	-	0%	10.7%	0%	7.6%	5.8%
Buses and Single-Unit Trucks	35	0	0	35	0	0	0	0	0	32	0	32	67
% Buses and Single-Unit Trucks	9.5%	0%	0%	9.3%	0%	0%	0%	-	0%	14.2%	0%	10.1%	9.7%

* L: Left, R: Right, T: Thru, U: U-Turn

St. Michel south - TMC

Mon Oct 19, 2020

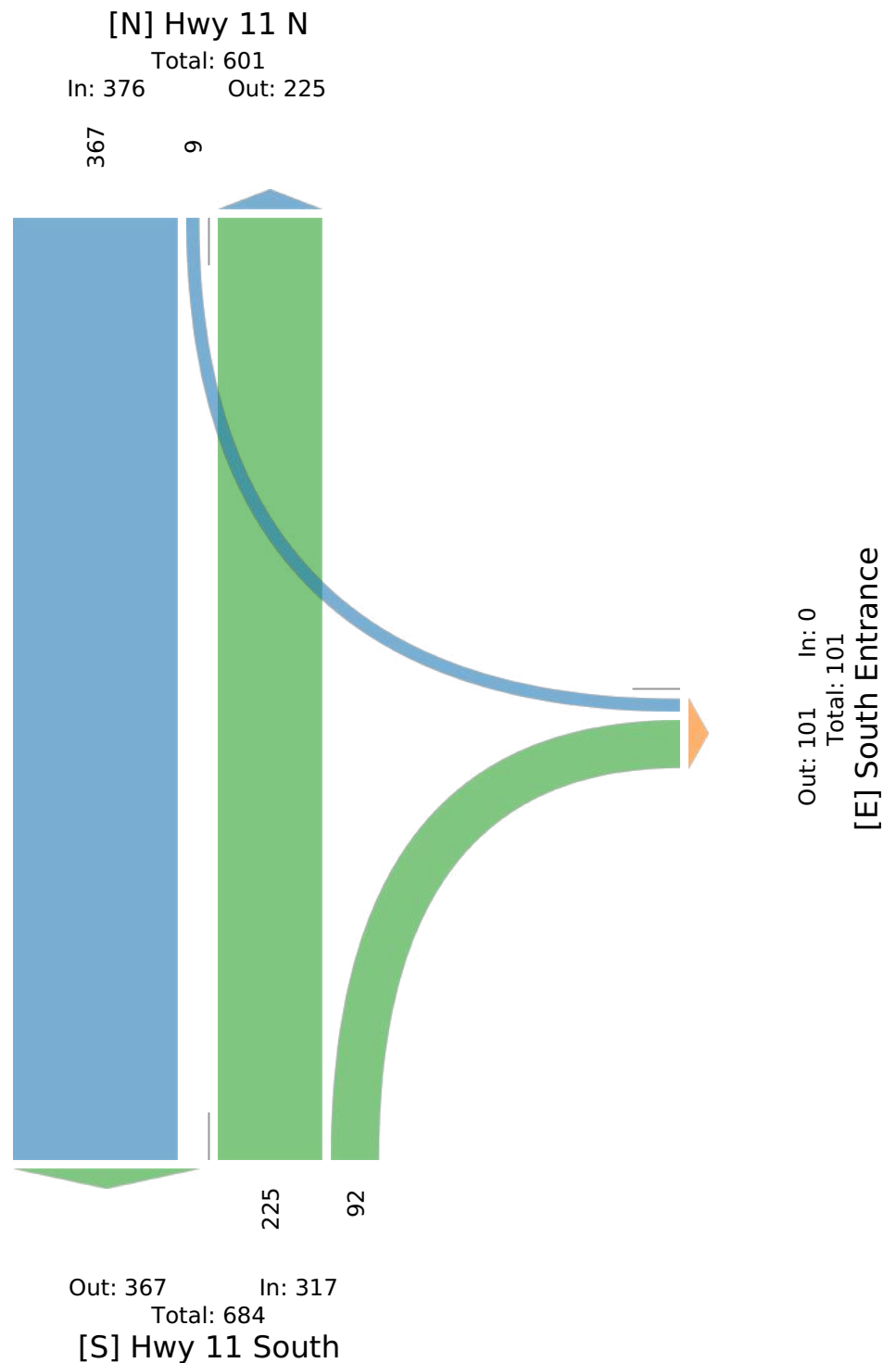
AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 807935, Location: 47.544409, -79.674452

Provided by: TDRSC
247 Whitewood, Unit 43, New Liskeard, ON, P0J 1P0, CA



St. Michel south - TMC

Mon Oct 19, 2020

Midday Peak (12:30 PM - 1:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 807935, Location: 47.544409, -79.674452

Provided by: TDRSC

247 Whitewood, Unit 43, New Liskeard, ON, P0J 1P0, CA

Leg Direction	Hwy 11 N Southbound				South Entrance Westbound				Hwy 11 South Northbound				
Time	T	L	U	App	R	L	U	App	R	T	U	App	Int
2020-10-19 12:30PM	73	0	0	73	0	0	0	0	2	69	0	71	144
12:45PM	73	0	0	73	0	1	0	1	1	72	0	73	147
1:00PM	76	0	0	76	0	0	0	0	1	59	0	60	136
1:15PM	59	0	0	59	0	1	0	1	0	67	0	67	127
Total	281	0	0	281	0	2	0	2	4	267	0	271	554
% Approach	100%	0%	0%	-	0%	100%	0%	-	1.5%	98.5%	0%	-	-
% Total	50.7%	0%	0%	50.7%	0%	0.4%	0%	0.4%	0.7%	48.2%	0%	48.9%	-
PHF	0.924	-	-	0.924	-	0.500	-	0.500	0.500	0.927	-	0.928	0.942
Lights	216	0	0	216	0	2	0	2	4	230	0	234	452
% Lights	76.9%	0%	0%	76.9%	0%	100%	0%	100%	100%	86.1%	0%	86.3%	81.6%
Articulated Trucks	47	0	0	47	0	0	0	0	0	21	0	21	68
% Articulated Trucks	16.7%	0%	0%	16.7%	0%	0%	0%	0%	0%	7.9%	0%	7.7%	12.3%
Buses and Single-Unit Trucks	18	0	0	18	0	0	0	0	0	16	0	16	34
% Buses and Single-Unit Trucks	6.4%	0%	0%	6.4%	0%	0%	0%	0%	0%	6.0%	0%	5.9%	6.1%

* L: Left, R: Right, T: Thru, U: U-Turn

St. Michel south - TMC

Mon Oct 19, 2020

Midday Peak (12:30 PM - 1:30 PM)

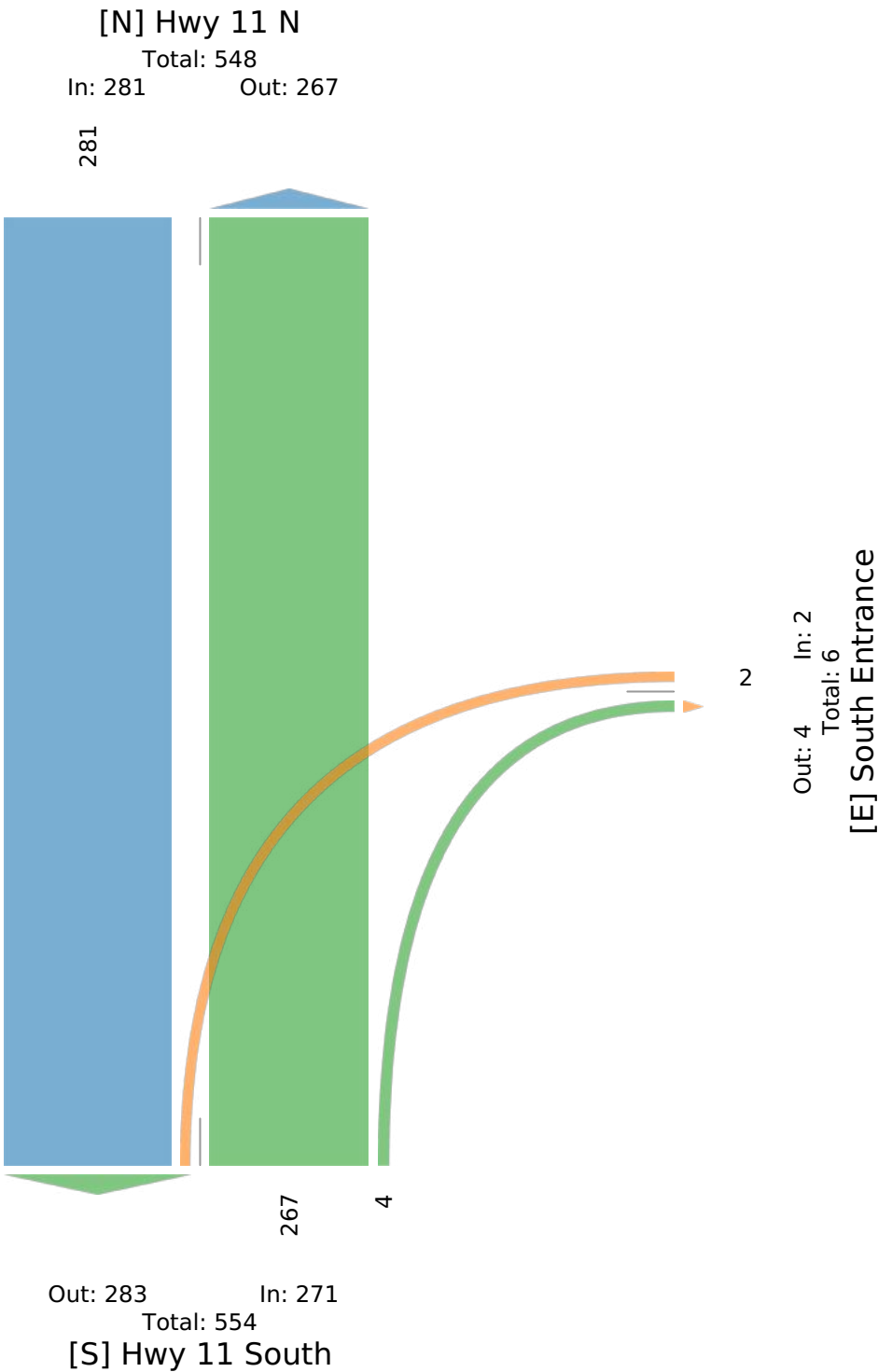
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 807935, Location: 47.544409, -79.674452

Provided by: TDRSC

247 Whitewood, Unit 43, New Liskeard, ON, P0J 1P0, CA



St. Michel south - TMC

Mon Oct 19, 2020

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 807935, Location: 47.544409, -79.674452

Provided by: TDRSC

247 Whitewood, Unit 43, New Liskeard, ON, P0J 1P0, CA

Leg Direction	Hwy 11 N Southbound				South Entrance Westbound				Hwy 11 South Northbound				
Time	T	L	U	App	R	L	U	App	R	T	U	App	Int
2020-10-19 4:30PM	86	1	0	87	0	2	0	2	4	83	0	87	176
4:45PM	75	0	0	75	0	1	0	1	3	83	0	86	162
5:00PM	83	0	0	83	0	0	0	0	2	106	0	108	191
5:15PM	122	1	0	123	0	0	0	0	1	88	0	89	212
Total	366	2	0	368	0	3	0	3	10	360	0	370	741
% Approach	99.5%	0.5%	0%	-	0%	100%	0%	-	2.7%	97.3%	0%	-	-
% Total	49.4%	0.3%	0%	49.7%	0%	0.4%	0%	0.4%	1.3%	48.6%	0%	49.9%	-
PHF	0.750	0.500	-	0.748	-	0.375	-	0.375	0.625	0.849	-	0.856	0.874
Lights	294	2	0	296	0	3	0	3	10	313	0	323	622
% Lights	80.3%	100%	0%	80.4%	0%	100%	0%	100%	100%	86.9%	0%	87.3%	83.9%
Articulated Trucks	52	0	0	52	0	0	0	0	0	28	0	28	80
% Articulated Trucks	14.2%	0%	0%	14.1%	0%	0%	0%	0%	0%	7.8%	0%	7.6%	10.8%
Buses and Single-Unit Trucks	20	0	0	20	0	0	0	0	0	19	0	19	39
% Buses and Single-Unit Trucks	5.5%	0%	0%	5.4%	0%	0%	0%	0%	0%	5.3%	0%	5.1%	5.3%

* L: Left, R: Right, T: Thru, U: U-Turn

St. Michel south - TMC

Mon Oct 19, 2020

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

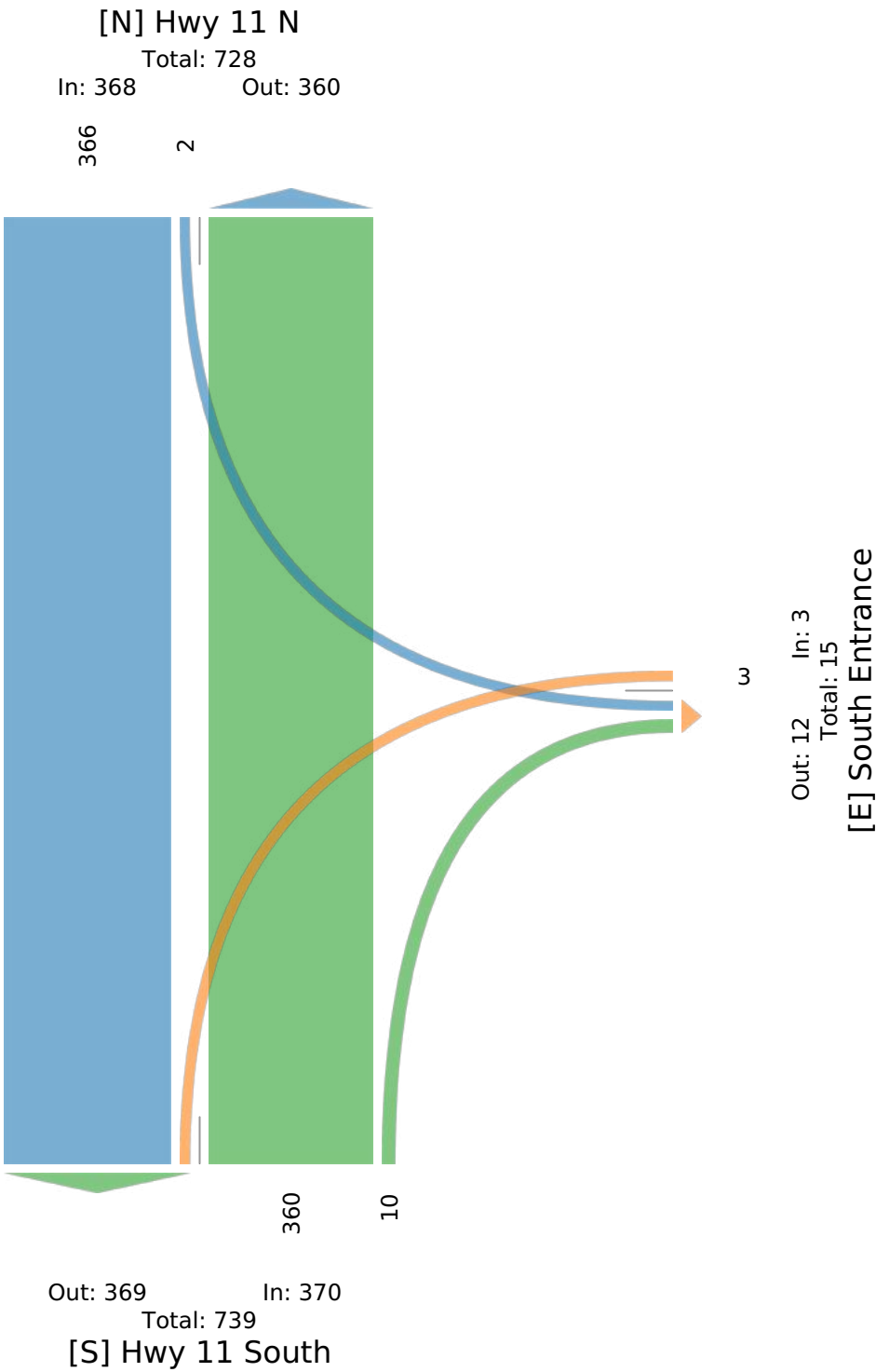
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

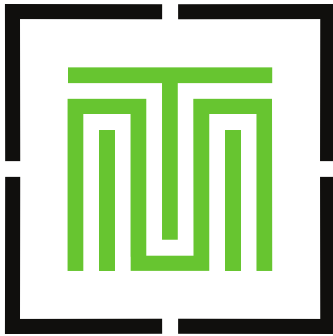
ID: 807935, Location: 47.544409, -79.674452

Provided by: TDRSC

247 Whitewood, Unit 43, New Liskeard, ON, P0J 1P0, CA



Appendix C



MicroTraffic

Road Safety Video Analytics

Trans-Canada Hwy- ON-11
New Liskeard, ON
Risk Diagnostic Report



Contents

General Information	1
Overview of Conflict Types	2
Definition of Metrics Used in Detail Pages	3
Results Summary – Through Vehicle Speed Distribution	4
Northbound-Through Vehicle Speed	6
Southbound-Through Vehicle Speed	7



General Information

Report Details

Site	Trans-Canada Hwy- ON-11, New Liskeard, ON
Video Period	2020-Oct-19 to 2020-Oct-19
Video Length	7 hours
Report Notes	The report includes the analysis for Oct 19 @ 7:30 - 10:40 & 11:00 – 15:00

Report Organization

General Information	Provides key details about the report
Results Summary	Provides data at the intersection level
Results Detail Pages	Provides data for individual configurations

Indicator Definitions

Safe Systems Speed Distributions	The distribution of left-turning vehicle speeds at a conflict area with a vulnerable road user (VRU), which includes pedestrians, cyclists and e-scooters, references thresholds based on the probability of severe injury (MAIS 3+) for vehicle-pedestrian collisions [1]. This indicator is used to measure risk to VRUs. The distribution of through vehicle speeds at a conflict area with another vehicle references thresholds based on the probability of severe injury (MAIS 3+) for vehicle vs oncoming vehicle collisions [1]. The indicator is used to measure risk to vehicle occupants.
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[1] Jurewicz, C., Sobhani, A., Woolley, J., Dutschke, J., Corben, B., 2016. Exploration of Vehicle Impact Speed – Injury Severity Relationships for Application in Safer Road Design. Transportation Research Procedia 14, 4247–4256.
<https://doi.org/10.1016/j.trpro.2016.05.396>



Overview of Conflict Types

Vehicle vs Pedestrian/Cyclist			
Indicator Used	VRUss		
Left-hook	Right-hook	Through/Right/Left (near-side)	Through (far-side)
pedestrian/cyclist vs left turning vehicle exiting intersection	pedestrian/cyclist vs right turning vehicle exiting intersection	pedestrian/cyclist vs vehicle entering intersection	pedestrian/cyclist vs through vehicle exiting intersection

Vehicle vs Vehicle		
Indicator Used	PETss	
Left Turning vs Oncoming	Through vs Through	Left Turning vs Through from Left

These are generic conflict type diagrams and do not depict the specific site

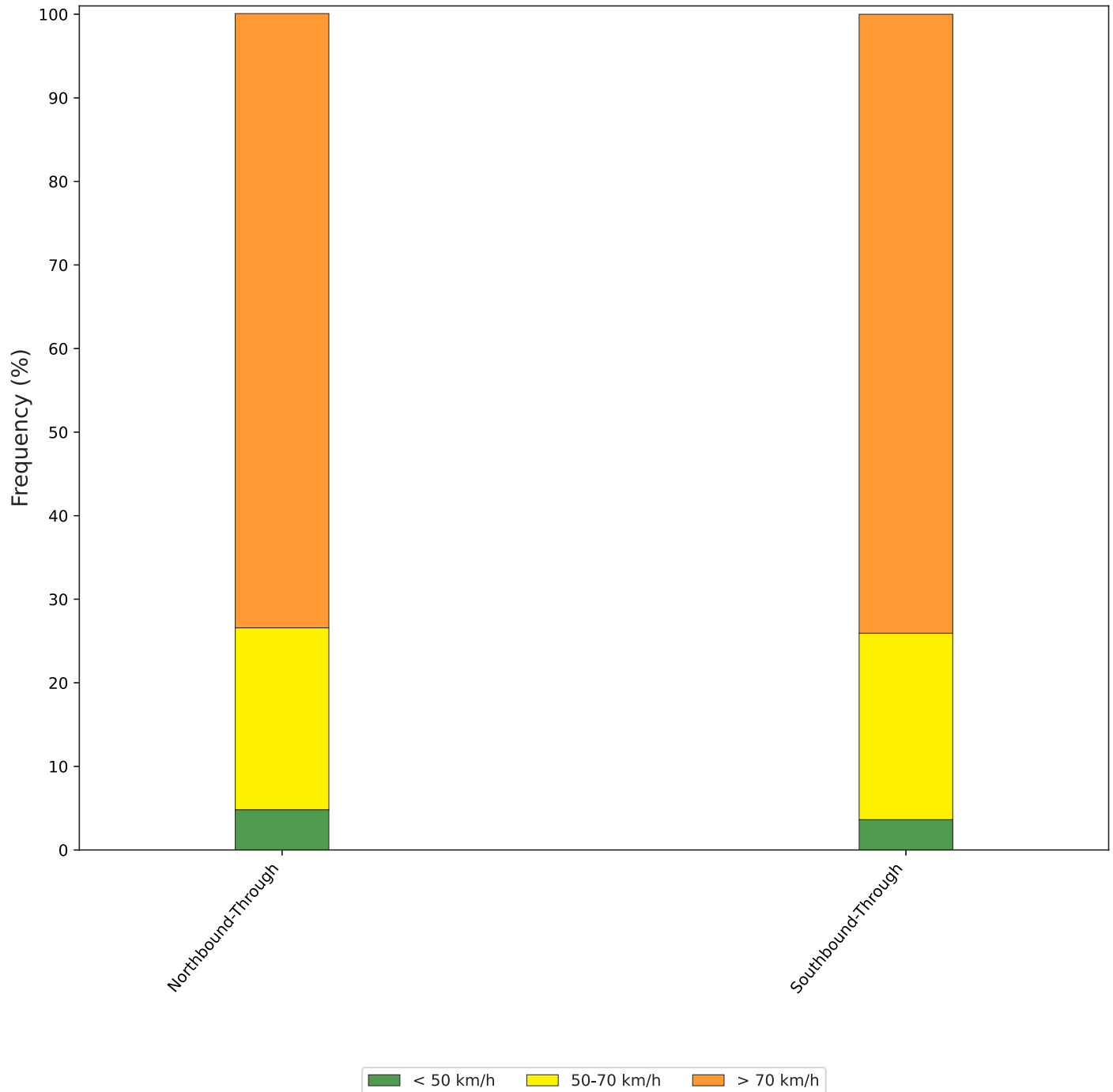


Definition of Metrics Used in Detail Pages

Metric	Definition of Metric
Measured Frequency	Number of conflicts measured in the respective risk category.
Annual Estimate	Simple extrapolation of measured frequency to an annual basis. The purpose of this metric is to provide an annualized context.
Conflict Rate	<p>Calculated as:</p> $\frac{\text{number of conflicts in a respective risk level}}{\text{frequency of estimated limiting movement}}$ <p>eg. if there is one North-left vs South-through high risk event and there are 1000 North-left vehicles, the high risk conflict rate for this configuration is 0.1%.</p>
Relative Risk	<p>Calculated as:</p> $\frac{\text{conflict rate at or above a specific risk level}}{\text{benchmark average conflict rate at or above that risk level}}$ <p>A Relative Risk of 1 means the conflict rate of road users at or above that risk level is the same as the benchmark average whereas a Relative Risk of 0.75 means the conflict rate is 0.75x the benchmark etc. Benchmark thresholds are developed locally for network screening applications and based on relevant sites from other jurisdictions otherwise. The purpose of this metric is to demonstrate which interactions have elevated risk and which do not.</p>



Results Summary – Through Vehicle Speed Distribution





Results Summary – Through Vehicle Speed Distribution

Vehicle Movement	Vehicles < 50 km/h	Vehicles 50-70 km/h	Vehicles > 70 km/h	Average Speed (km/h)	85th percentile (km/h)
Northbound-Through	5%	22%	74%	75	87
Southbound-Through	4%	22%	74%	75	86

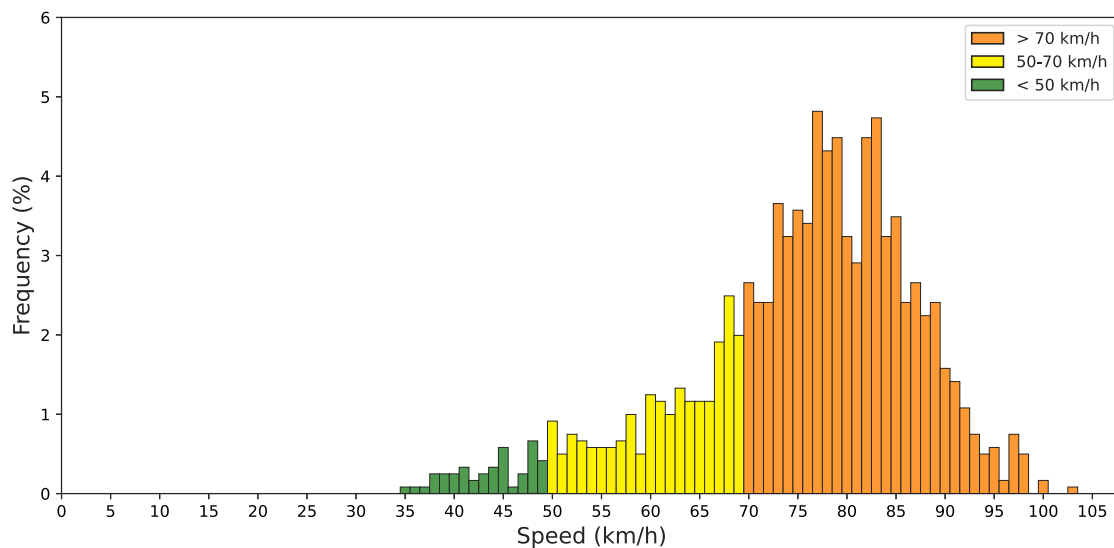
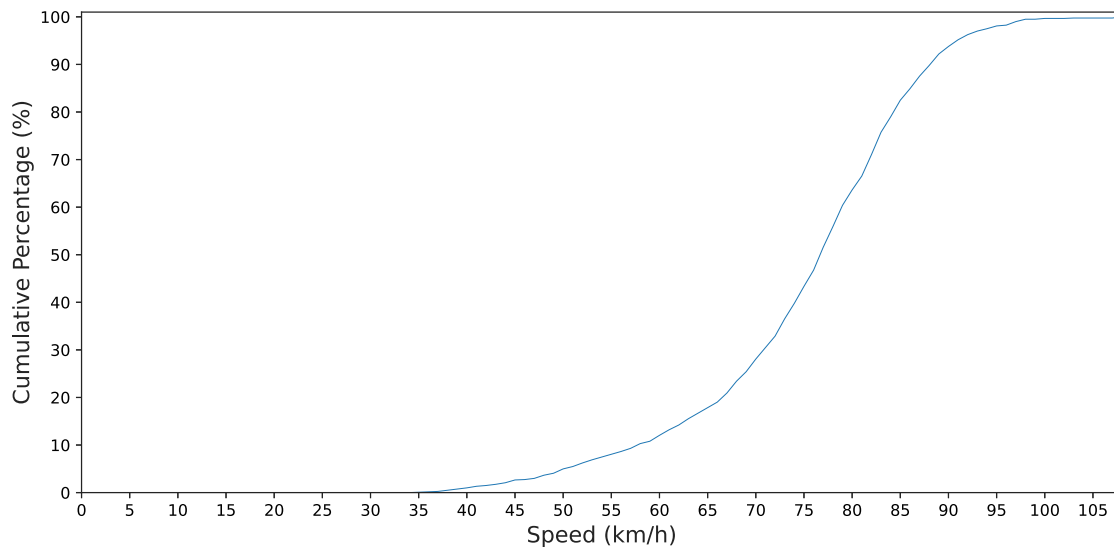


Northbound-Through Vehicle Speed

@ Trans-Canada Hwy- ON-11, 2020-Oct-19 to 2020-Oct-19



Vehicles < 50 km/h	5%
Vehicles 50-70 km/h	22%
Vehicles > 70 km/h	74%
Average Speed (km/h)	75
Standard Deviation	12
85th percentile (km/h)	87



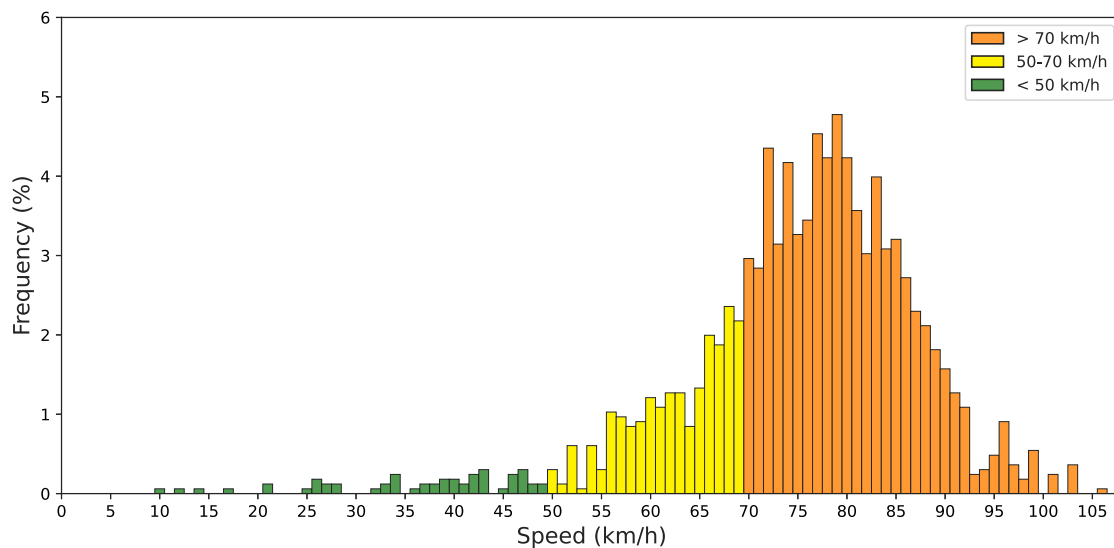
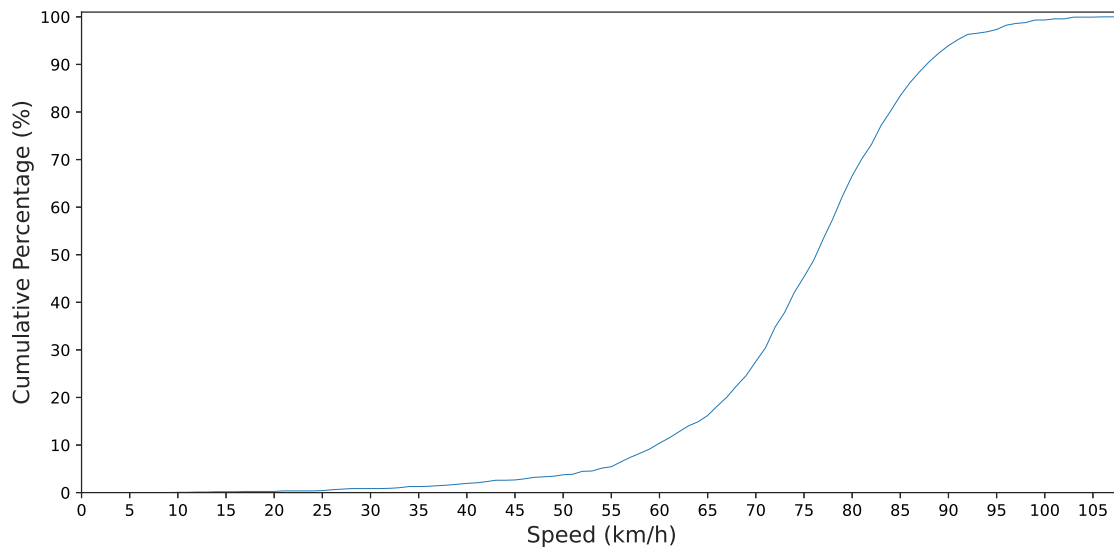


Southbound-Through Vehicle Speed

@ Trans-Canada Hwy- ON-11, 2020-Oct-19 to 2020-Oct-19



Vehicles < 50 km/h	4%
Vehicles 50-70 km/h	22%
Vehicles > 70 km/h	74%
Average Speed (km/h)	75
Standard Deviation	12
85th percentile (km/h)	86



Appendix D

REPORT N° 139-12476-29

ECOLE CATHOLIQUE ST. MICHEL - TRAFFIC IMPACT STUDY - FINAL

MAY 2015

ECOLE CATHOLIQUE ST. MICHEL TRAFFIC IMPACT STUDY - FINAL

Conseil Scolaire Catholique de District des Grandes Rivières

Project no: 139-12476-29
Date: May2015

WSP Canada Inc.
600 Cochrane Drive, 5th Floor
Markham, ON L3R 5K3

Phone: 905-475-7270
Fax: 905-475-5994

www.wspgroup.com





May 8, 2015

Ms. Karine Lafreniere
Conseil Scolaire Catholique de District des Grandes Rivières
896 Riverside Drive
Timmins, ON P4N 3W2

Subject: Ecole Catholique St. Michel Traffic Impact Study - Final

Dear Ms. Lafreniere,

Attached please find our Draft Traffic Impact Study Report for the proposed addition at the Ecole Catholique St. Michel located at 998075 Highway 11 North, in the City of Temiskaming Shores (New Liskeard).

After the traffic analysis was conducted, it was determined that the new staff complement could increase to as much as 16 rather than the 10 used in the Traffic Impact Study. WSP is confident the proposed parking supply will be sufficient to accommodate the potential increase of up to six staff with no adverse traffic impact. The report findings and recommendations remain unchanged.

The transportation study is summarised as follows:

- The existing Ecole Catholique St. Michel is located at 998075 Highway 11 North, in the City of Temiskaming Shores (New Liskeard).
- The existing school has an enrollment capacity of 377 students and a current student population of 310 students and 40 staff.
- Planned development at the school will see the addition of three classrooms, 57-child daycare and 10 staff. The school will have an ultimate student enrollment capacity of 467 students, 57 daycare children and 56 staff.
- The school is serviced by 13 school buses (eight large and five small) which will be maintained. The school has a current school bus modal split of 88 percent, which will be maintained with the increase of the student population.
- Future site traffic volumes for weekday AM and PM peak hours were generated using the school's existing site volumes, increase in enrollment capacity (157), future daycare children (57), additional staff (10) and existing school bus modal split of 88 percent. The proposed development is expected to generate 213 AM peak hour trips (122 inbound and 91 outbound) and 191 PM peak hour trips (86 inbound and 105 outbound).
- Results of the intersection capacity analysis for 2020 and 2025 total traffic conditions indicate that site driveways and turning movements will operate with

WSP Canada Inc.
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good level of service (LOS) B or better in both the AM and PM peak hours with all movements below capacity.

- The maximum queue length for any turning movement at the site is a 7m westbound queue out of the site at the north driveway access, which is approximately one car length and can be accommodated onsite.
- Ministry of Transportation of Ontario (MTO) left-turn lane warrants were reviewed for both the north and south driveway accesses and were not warranted. Therefore, no left-turn lanes on Highway 11 have been recommended. However, it is recommended that the existing right-turn taper at the south driveway be maintained and that the 3.0m shoulder between the south and north driveways be paved to further accommodate right-turn movements into the site.
- A revised redlined layout has been proposed for the site, which is shown in Figure 4-1.
- A vehicle turning simulation review indicates that vehicles expected on the site can ingress, egress, and circulate around the site without conflict.
- The proposed parking supply of 118 spaces in the redlined layout is greater than the by-law requirement of 98 spaces. Parking stall dimensions meet City standards. Six barrier-free parking spaces are proposed per the by-law requirement and are conveniently located near the building entrances.
- Signage and pavement markings for the site should be provided as shown in Figure 4-9.

The following roadway improvements are recommended to accommodate the site traffic:

- The site plan should be revised as shown in Figure 4-1.
- Maintain the existing right-turn taper for right-turns into site at south driveway.
- Paved the existing shoulder between the north and south driveways.
- Posted speed should be reduced to 60km/h in the vicinity of the school and an oversized School Zone Maximum Speed when Flashing Sign (Rb-106A) should be implemented.

The following conclusions are made:

- The future traffic volumes generated by the additions to the school can be accommodated on Highway 11 without any improvements beyond those recommended in this report.

Should you have any questions, please feel free to contact us.

Yours truly,



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KP/hs

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1

INTRODUCTION

WSP was retained to provide a Traffic Study Report on behalf of the Conseil Scolaire Catholique de District des Grandes Rivières for the Ecole Catholique St. Michel, currently located at 998075 Highway 11 North, in the City of Temiskaming Shores (New Liskeard). The site location is shown in Figure 1-1 .

The report was prepared based on the scope of work provided to City and Ministry of Transportation of Ontario (MTO) staff on February 24, 2015.

This report includes:

- assessment of the existing traffic operation conditions at the site driveways
- assessment of the future background conditions, including a review of traffic growth, and planned network, and transportation improvements in the study area
- estimation of the site-generated traffic from the proposed development
- assessment of the impact of site-generated traffic at the at the site driveways under the future total traffic conditions
- required recommendations to mitigate any identified traffic impacts on turning movements at the site access, particularly intersection configurations
- review of the proposed parking supply and comment on its appropriateness as it relates to the municipal requirement
- review of the appropriate of access locations in relation to City, MTO, and other applicable standards
- review on-site circulation for conformance to municipal standards, and safe, conflict free operations on site

Information used in the assessment includes:

- a site plan prepared by WSP dated February 2, 2015
- comments provided by the City and MTO on the terms of reference (TOR) for the study
- turning movement counts at the site driveways commissioned by WSP and completed on February 10, 2015
- plan and profile of Highway 11 in the vicinity of the site driveways
- Trip Generation, 9th Edition, Institute of Transportation Engineers (ITE)
- MTO TIS guidelines
- Ministry of Transportation Geometric Design Standards for Ontario Highways (GDSOH).
- Township of Dymond Zoning Bylaw 984
- City of Temiskaming Shores Traffic and Parking By-law 2012-101
- Commercial Site Access Policy and Standard Design (CSAS)

Intersection capacity analyses were completed using Synchro/SimTraffic 8.0 software and vehicular movements were simulated using AutoTURN 7.0 software.



Figure 1-1 – Site Location

Source: Google Maps

Conseil Scolaire Catholique de District des Grandes Rivières
Ecole Catholique St. Michel Traffic Impact Study – Final

2

PROPOSED DEVELOPMENT SITE PLAN

The school has a current student population of 310 students and enrollment capacity of 377 students. The proposed addition to the school will result in an increase in the student enrollment capacity from 377 students to 467. The number of classrooms at the school will increase from 30 to 33 and a new daycare facility will be provided that will accommodate 57 children. The staff complement at the school will also increase from 40 to 50 staff members. The future enrollment capacity will be used for trip generation purposes.

Table 2-1 highlights relevant summary statistics for future development at the school.

Table 2-1 – Site Statistics for Ecole Catholique St. Michel

	Current	Future
Classrooms	30	33
Staff	40	56
Student Capacity (design capacity)	377	467 students and 57 daycare children
Buses	13	13
Parking Supply	N/A ¹	118 ³
Barrier Free Parking Supply	N/A ²	3

Note: 1. Current parking supply at the site is not clearly defined due to lack of pavement markings to clearly identify parking spaces
 2. Existing barrier free parking supply not clearly defined at site
 3. Future total supply includes barrier free supply

2.1

SITE ACCESS

The site has two existing driveway accesses (a north and south driveway) which will be maintained at the site. The existing north and south site driveway accesses are located 95m apart. The north driveway is a full move driveway and the south driveway is an inbound-only driveway. However, a review of existing site operation shows a small number (two AM and three PM) of outbound trips at the south driveway.

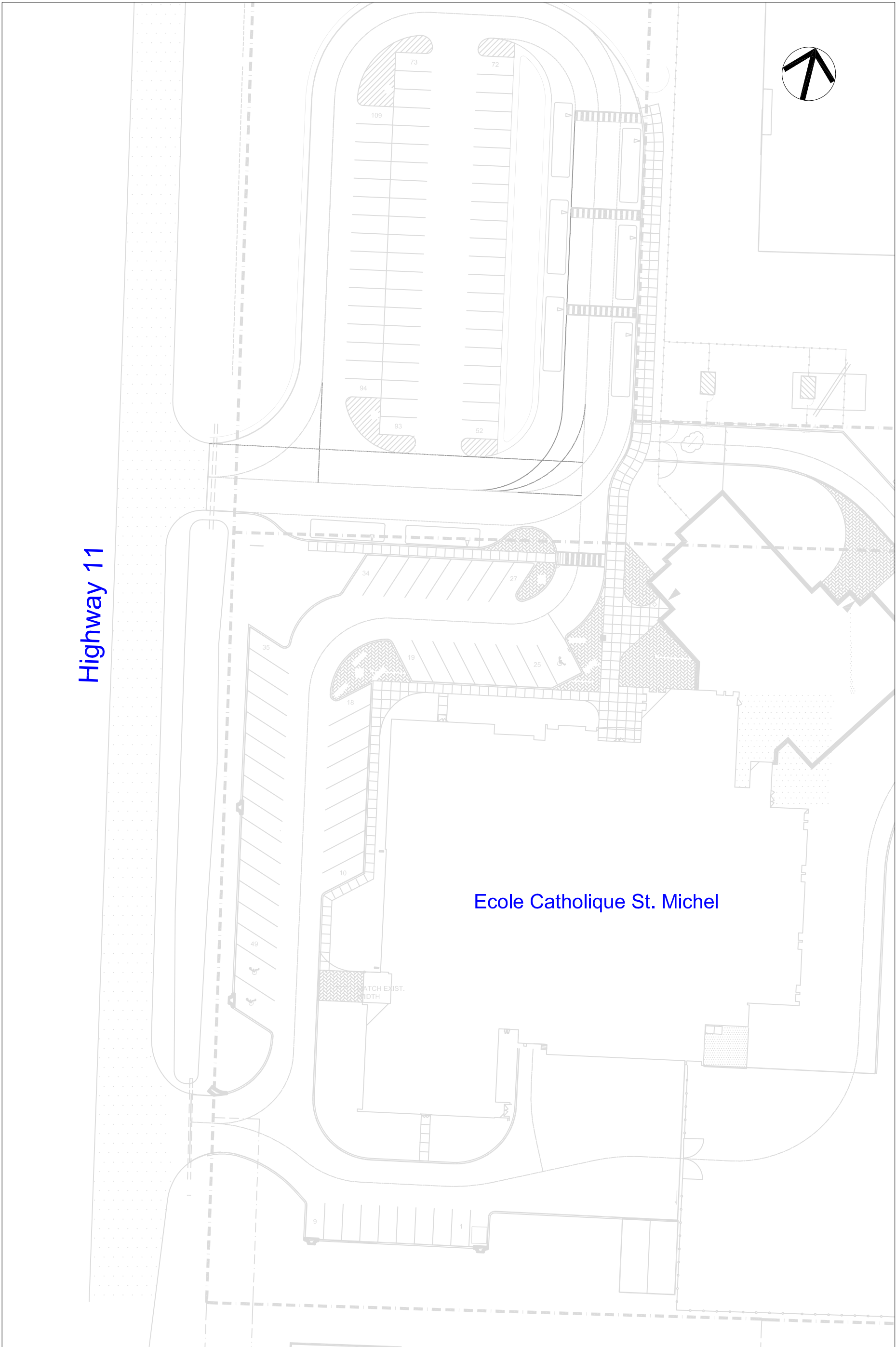
Future site operation will maintain full-moves operation at the north driveway and inbound-only operation at the south driveway. School buses will enter and exit the site from the north driveway, with bus loading operations taking place at the front of the northern end of the school. Daycare children pick-up and drop-off will also use the north driveway only. Dedicated parking spaces to accommodate daycare children will be provided in the north parking lot closest to the front of the school.

Passenger vehicles doing pick-up/drop-off (PUDO) for the school population will enter the site from the south driveway only. A PUDO area will be provided at the front of the southern portion of the school.

Both driveways (north and south) will provide access to separated parking areas at the school. Parking spaces in the north lot will be dedicated for daycare PUDO activity, visitor parking and some staff parking. The south parking lot will be used for staff parking only.

The site plan of the proposed development is shown in Figure 2-1.

S:\MA\15\139-12476-29 EcoleStMichelTrafficStudy\3.0 Technical\3.7 CAD & Figures or 3D (Optional out-dent)\Site Review\Design\Final



Source: Site Design Grading (Rick).dwg received from WSP February 2, 2015.

Scale: 1:600

Figure 2-1
Proposed (Original) Site Plan
Ecole Catholique St. Michel Traffic Impact Study



3

TRAFFIC REVIEW

3.1

EXISTING CONDITIONS

The school is located on the east side of Highway 11 in the City of Temiskaming Shores. Highway 11 is a two-lane road under the jurisdiction of the MTO and has a posted speed of 80km/h in the vicinity of the school.

The school starts at 8.45AM and terminates at 3.10PM. Turning movement counts were conducted at the school site driveways on Tuesday, February 10, 2015. Site driveway operation peaked at 8:00AM to 9:00AM and 2.45PM to 3:45PM.

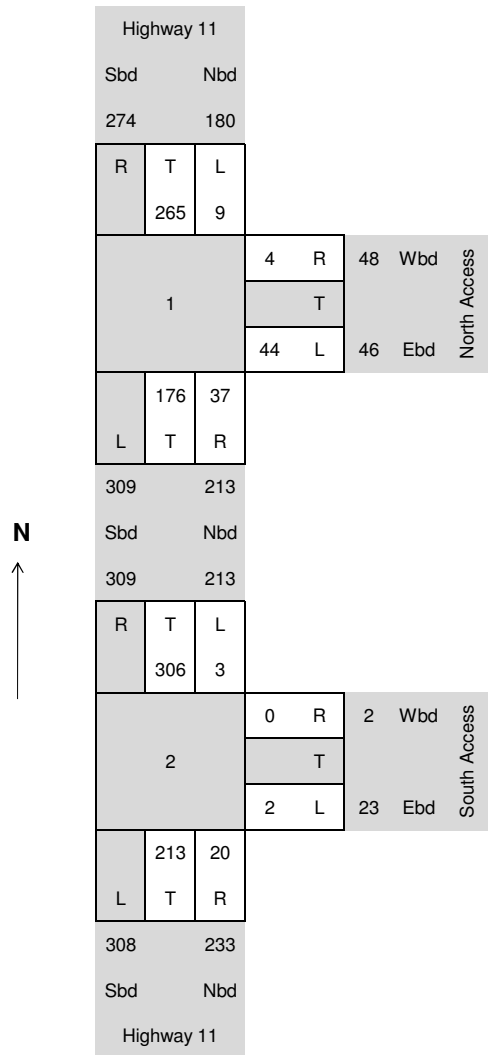
The roadway peak was observed from 7.30AM to 8.30AM and 3.00PM to 4.00PM. There is a 30-minute and 15-minute difference between the roadway peak and the site driveway AM and PM peak hours respectively.

In the AM period, the roadway peak hour has a net difference of 38 more trips than during the site peak hour. In the PM period the roadway peak hour has a net difference of 12 more trips than during the site peak hour.

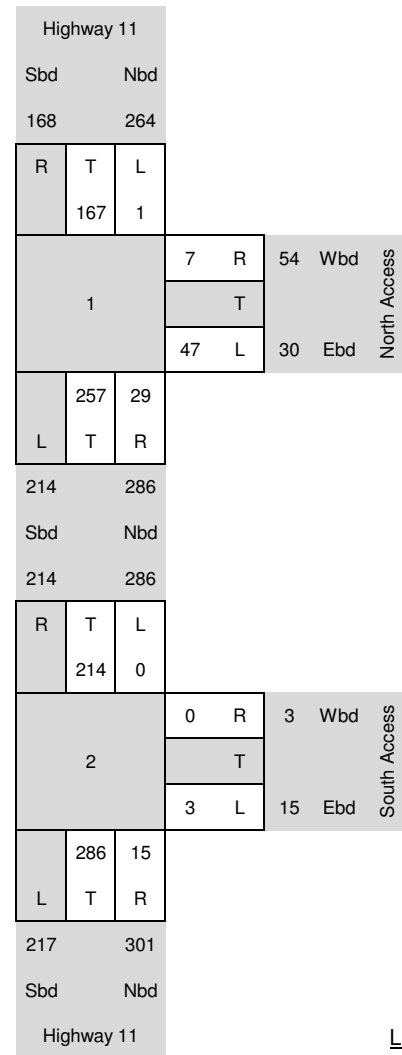
Due to the small overall difference in volumes during the roadway and site peak hours, the site peak hour volumes were used in the traffic assessment in this report to obtain the critical site driveway operation impact on the roadway.

Existing site AM and PM peak hour traffic volumes at Highway 11 are provided in Figure 3-1 and intersection turning movement count data is provided in Appendix A.

Existing Traffic Volumes, AM Peak Hour



Existing Traffic Volumes, PM Peak Hour



Legend

L - Left
T - Through
R - Right

Sbd - Southbound
Nbd - Northbound

Source: Horizon Data Services Ltd. February 10, 2015

Schematic

Figure 3-1
Existing 2015 Traffic Volumes, Weekday AM and PM Peak Hour
Ecole Catholique St. Michel Traffic Impact Study



3.2 EXISTING TRAFFIC ANALYSIS

The operation of study intersections was analyzed using Highway Capacity Manual (HCM) methodology and Synchro 8.0 software. Queuing at intersections was analyzed using Synchro 8.0 software. The analysis assumes the existing lane configurations, heavy vehicle percentages were determined from the existing traffic count volumes.

Peak hour factor (PHF) of 0.87 and saturation flow of 1,600 was provided by MTO staff to be used for study analysis.

Table 3-1 provides a summary of intersection LOS and volume-to-capacity (V/C) ratios for the site driveways under existing conditions for the AM and PM peak hour. LOS definitions are provided in Appendix B and intersection capacity and queue analysis reports for AM and PM peak hours are provided in Appendix C.

Table 3-1 – Existing Traffic Conditions

Intersection Movement	AM Peak Hour		PM Peak Hour	
	Delay (sec.)	LOS	Delay (sec.)	LOS
Highway 11 and North Driveway	2	A	1	A
Westbound Left/Right	14	B	13	B
Southbound Through/Left	0	A	0	A
Highway 11 and South Driveway	0	A	0	A
Westbound Left/Right	13	B	13	B
Southbound Through/Left	0	A	-	-

The capacity analysis shows that all study intersections operate below capacity with acceptable overall LOS B or better in both peak hours with no capacity deficiencies.

The estimated queue length (95th percentile) for the key movements in peak hours under the existing conditions for the study intersections are presented in Table 3-2.

Table 3-2 – Existing Traffic Conditions – Queue Lengths

Intersection Movement	Available Storage (m)	95th Percentile Queues	
		AM Peak Hour (m)	PM Peak Hour (m)
Highway 11 and North Driveway			
Westbound Left/Right	15	3	3
Southbound Through/Left	N/A ¹	<1	0
Highway 11 and South Driveway			
Westbound Left/Right	10	<1	<1
Southbound Through/Left	N/A ¹	<1	0

¹ – Queues will use available link length

The queuing analysis under existing conditions indicates minimal queueing at the site accesses with all site queues less than one car length in the peak hours.

3.3 SITE TRIP GENERATION

The Conseil Scolaire Catholique de District des Grandes Rivières has indicated that with the future addition to the school, the school will have a future enrollment capacity of 467 students. Traffic was therefore generated for the additional future capacity of the school based on existing school travel patterns. The school currently has a student population of 310 students. The school will therefore be able to accommodate a total of 157 additional students. WSP has been advised that the current enrollment will increase by 57 students. However, for the purposes of the traffic assessment, future trips were based on the 157-student addition.

Based on count data from the site driveway and data provided by the school board, 12 percent of the current student population (37 students) are transported by passenger vehicle and 88 percent of the existing school population (273 students) are transported by bus. This modal split was applied to the prospective future student capacity to determine site trips for the school.

The school has a current complement of 13 school buses (eight large and five small buses) which will not be increased with the addition to the school. The number of buses servicing the school can accommodate a total of 580 students at full capacity (60 students per large bus and 20 students per small bus), which exceeds the future total student capacity of 467 students and therefore has sufficient capacity to accommodate new students. The 13 buses servicing the school will therefore have no difficulty in accommodating the future student population.

Total school site traffic was derived based on:

- existing school operation (existing auto and bus trips)
- new potential maximum new students (157 students)
- new daycare (57 children)
- new staff members (10 new staff).

The projected school traffic is shown in Table 3-3. The vehicular traffic identified in the table represents all auto trips to the site during the AM (213) and PM (191) peak hours.

Table 3-3 - Estimated School Traffic, AM and PM Peak Hours

Site Plan - February 2015				Code		Item	AM Peak Hour			PM Peak Hour			
Site Component		Density					In	Out	Total	In	Out	Total	
1	New Student Population		157 Students	Site Data	Rate			0.12	0.12	0.24	0.12	0.12	0.24
	Bus Trips	88%					0	0	0	0	0	0	0
	Student Pick-up/Drop-off (Site Data)		12%				19	19	38	19	19	38	
2	Day Care		57	ITE Daycare Centre (565)	Directional Distribution (Fitted Curve Equation)			53%	47%	100%	47%	53%	100%
					Trips			24	22	46	22	24	46
	Student Trips							43	41	84	41	43	84
3	New Staff							10	0	10	0	5	5
	New Site Trips							53	41	94	41	48	89
	Existing Auto	273 Students						56	37	93	32	44	76
Existing Buses								13	13	26	13	13	26
Total								122	91	213	86	105	191

Note:

Assumed all trips are vehicular no walk cycle trips

Assumed all day care trips will be auto trips

Travel mode proportion for new students consistent with current travel mode split

assume all staff will arrive by auto

Assumed 100% of the 10 new teacher trips arrive during the AM peak hour and 50 % leave during PM peak hour

Daycare trips generated using fitted curve equation and directional splits from ITE Trip Generation Manual 9th Edition, ITE Code 565

T represents average vehicle trip ends and X represents number of students

3/17/2015

WSP

139-12476-29tab15-03-12EcoleSt.Michel_Model.xls

3.4 TRIP DISTRIBUTION AND ASSIGNMENT

Students attending the school, come from the surrounding areas of Temagami, Latchford, Cobalt, North Cobalt, Haileybury, New Liskeard, Belle Vallée, Hudson, Thornloe and Earlton. New site trips to the school have been assigned based on the existing driveway operation.

3.5 BACKGROUND TRAFFIC

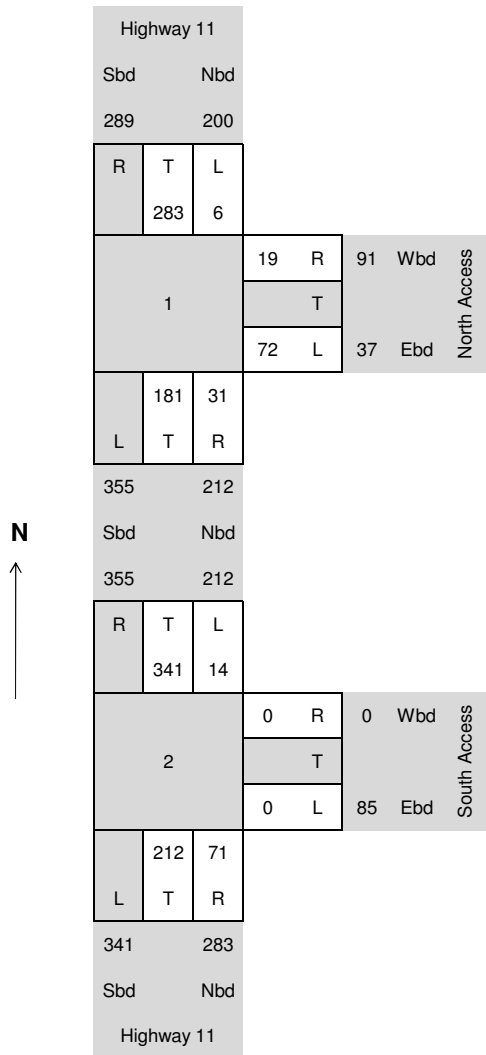
No background area developments were provided by MTO or the City to be included in this assessment, therefore no area development traffic was therefore included.

No growth rate was provided by MTO for Highway 11, however an annual growth rate of 0.5 percent was applied to through traffic for the first five year horizon (2020) and traffic was grown by 0.25 percent for the next five years for the 10 year horizon (2025).

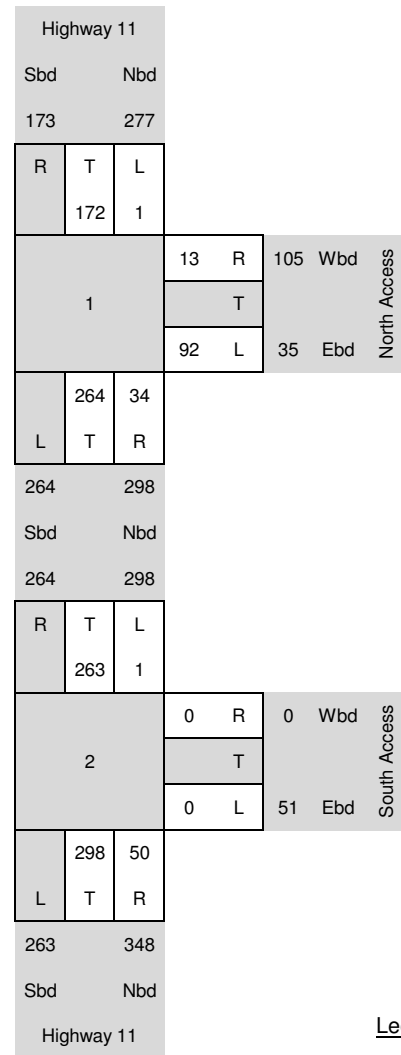
3.6 FUTURE TRAFFIC VOLUMES

Future total traffic conditions include the addition of existing traffic volumes, through traffic growth on Highway 11 and estimated site traffic volumes for new students and staff. 2020 future traffic volumes are shown in Figure 3-2 and 2025 future traffic volumes are shown in Figure 3-3.

2020 Future Traffic Volumes, AM Peak Hour



2020 Future Traffic Volumes, PM Peak Hour



Legend

L - Left
T - Through
R - Right

Sbd - Southbound
Nbd - Northbound

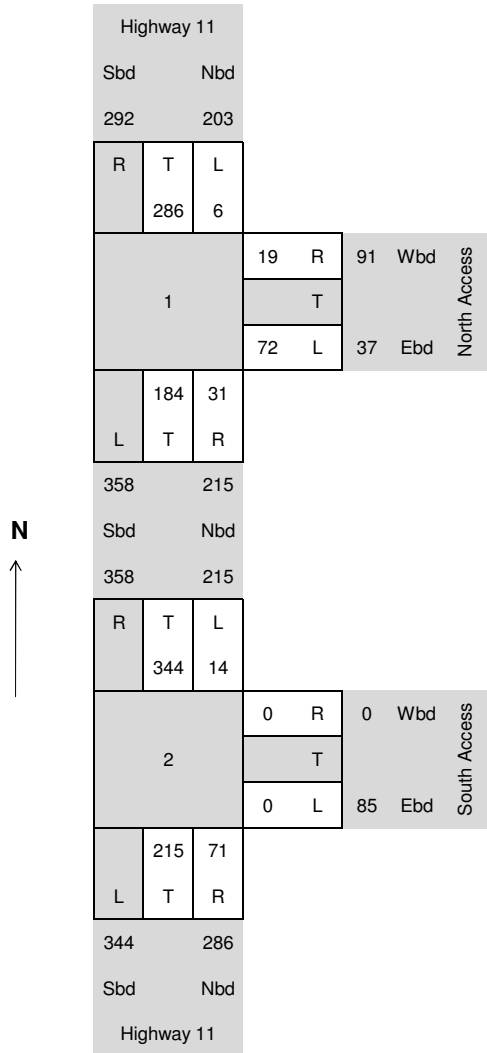
Schematic

Figure 3-2

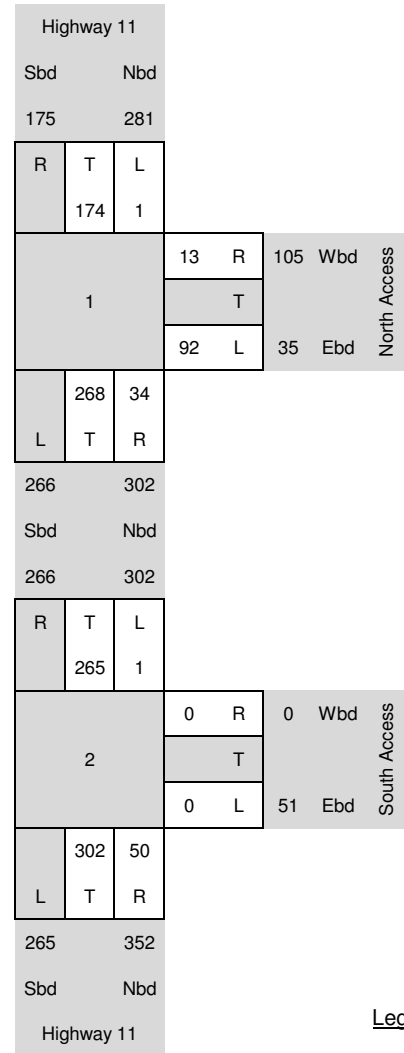
2020 Future Traffic Volumes, Weekday AM and PM Peak Hour
Ecole Catholique St. Michel Traffic Impact Study



2025 Future Traffic Volumes, AM Peak Hour



2025 Future Traffic Volumes, PM Peak Hour



Legend

L - Left
T - Through
R - Right

Sbd - Southbound
Nbd - Northbound

Schematic

Figure 3-3

2025 Future Traffic Volumes, Weekday AM and PM Peak Hour
Ecole Catholique St. Michel Traffic Impact Study



3.7 FUTURE TOTAL TRAFFIC ANALYSIS

Intersection capacity analyses for 2020 and 2025 future traffic conditions were completed for the site driveways to determine the future level of service during the site weekday AM and PM peak hours. Intersection capacity and queuing analyses were completed using Synchro 8.0 software.

The LOS and queuing analysis summaries for 2020 future traffic are presented in Table 3-4 and Table 3-5. The LOS and queuing analysis summaries for 2020 future traffic are presented in Table 3-6 and Table 3-7. LOS definitions are provided in Appendix B and intersection capacity and queue analysis reports for AM and PM peak hours are provided in Appendix C.

Table 3-4 – 2020 Future Traffic Conditions – Unsignalized Intersections

Intersection Movement	AM Peak Hour		PM Peak Hour	
	Delay (sec.)	LOS	Delay (sec.)	LOS
Highway 11 and North Driveway	2	A	3	A
Westbound Left/Right	14	B	15	B
Southbound Through/Left	<1	A	<1	A
Highway 11 and South Driveway	<1	A	0	A
Southbound Through/Left	1	A	0	A

The capacity analyses in Table 3-4 show that overall driveway operations and individual turning movements will operate with minimal delay and good LOS B or better both the AM and PM peak hours. A maximum turning movement delay of 15 seconds is experienced for outbound movements at the north driveway. This level of delay indicates that vehicles will enter and exit the site in a short period of time and will not create significant delays to through traffic. The LOS and delays indicate turning lanes will not be required along Highway 11.

Table 3-5 – 2020 Future Traffic Conditions – Queue Length

Intersection Movement	Available Storage (m)	95th Percentile Queues	
		AM Peak Hour (m)	PM Peak Hour (m)
Highway 11 and North Driveway			
Westbound Left/Right	15	6	7
Southbound Through/Left	N/A ¹	<1	0
Highway 11 and South Driveway			
Southbound Through/Left	N/A ¹	<1	0

Results of the 2020 future total traffic conditions, queuing analyses indicate a maximum queue of one outbound vehicle at the north driveway which can be accommodate on site, indicating turn lanes are not required.

Table 3-6 – 2025 Future Traffic Conditions – Unsignalized Intersections

Intersection Movement	AM Peak Hour		PM Peak Hour	
	Delay (sec.)	LOS	Delay (sec.)	LOS
Highway 11 and North Driveway	2	A	3	A
Westbound Left/Right	14	B	15	B
Southbound Through/Left	<1	A	<1	A
Highway 11 and South Driveway	<1	A	0	A
Southbound Through/Left	1	A	0	A

The 2025 capacity analysis in Table 3-6 indicates similar levels of operation to 2020 showing minimal delay and good LOS B or better both the AM and PM peak hours. No significant delay to through traffic is anticipated and turning lanes will not be required along Highway 11.

Table 3-7 – 2025 Future Traffic Conditions – Queue Length

Intersection Movement	Available Storage (m)	95th Percentile Queues	
		AM Peak Hour (m)	PM Peak Hour (m)
Highway 11 and North Driveway			
Westbound Left/Right	15	6	7
Southbound Through/Left	N/A ¹	<1	0
Highway 11 and South Driveway			
Southbound Through/Left	N/A ¹	<1	0

Results of the 2025 future total traffic conditions, queuing analyses indicate a maximum queue of one outbound vehicle at the north driveway which can be accommodate on site, indicating turn lanes are not required.

3.8 LEFT-TURN WARRANT ANALYSIS

A left-turn lane warrant analysis has been performed at both site driveways to determine if a left-turn lane is warranted on Highway 11 in the southbound direction for the forecasted 2020 and 2025 future horizons.

The variables used for the warrant analysis of two-lane roadways are:

- operational speed
- advancing volume (i.e., the approach volume)
- opposing volume
- proportion of left-turn movements

The latter is used to determine the curve that, in turn, serves to determine whether or not a left-turn lane is warranted, in accordance with the methodology described in the Geometric Design Standards for Ontario Highways (GDSOH).

For analysis purpose, the proportion of left-turn movements is rounded to the nearest 5 percent (or 5 percent if between 0 percent and 5 percent). The operational speed is assumed to be 90km/h (the posted speed limit is 80km/h).

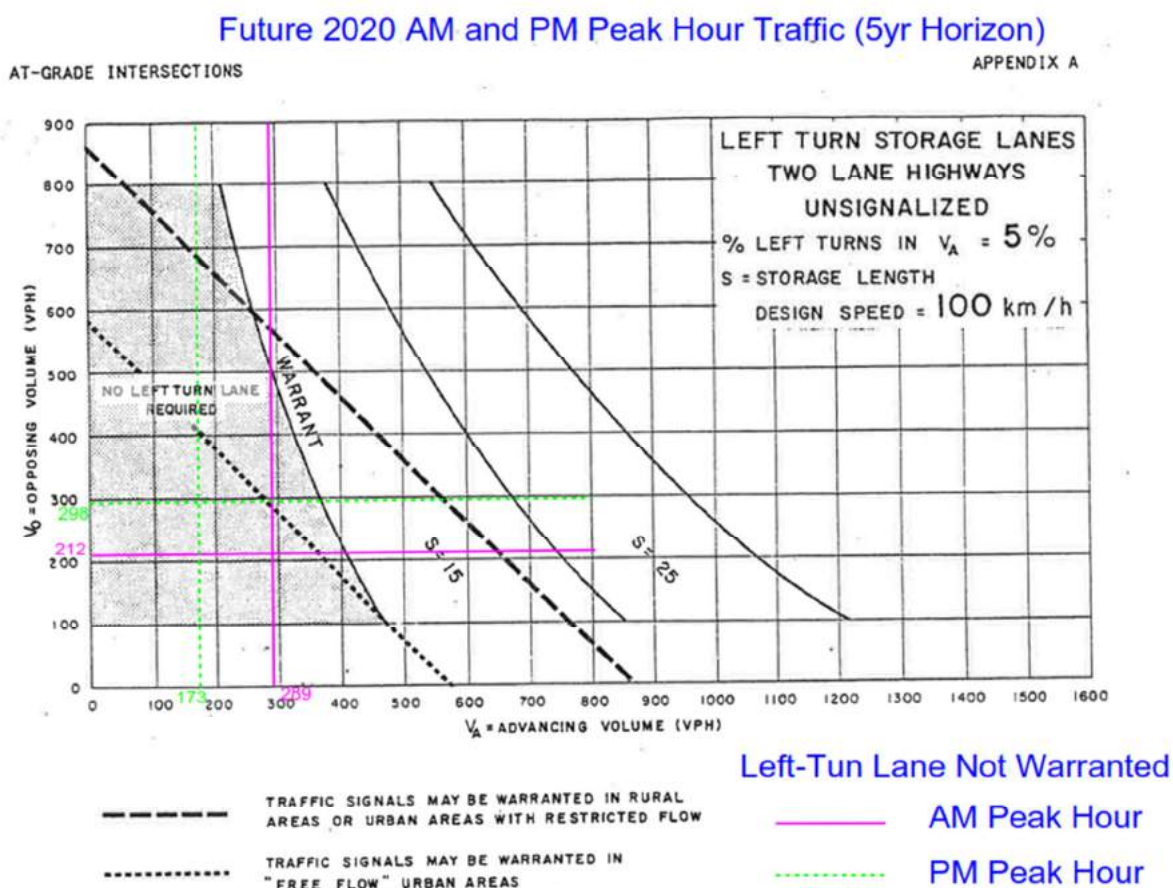
3.8.1 2020 HORIZON ASSESSMENT

Table 3-8 presents the variables that were used for the left-turn warrant analysis of the projected traffic for the 2020 future horizon. Figure 3-4 and Figure 3-5 presents the corresponding left-turn warrant chart for the north and south driveways respectively for the AM and PM peak hours.

Table 3-8 – Variables for the Left-Turn Warrant, North and South Driveways, 2020 Horizon

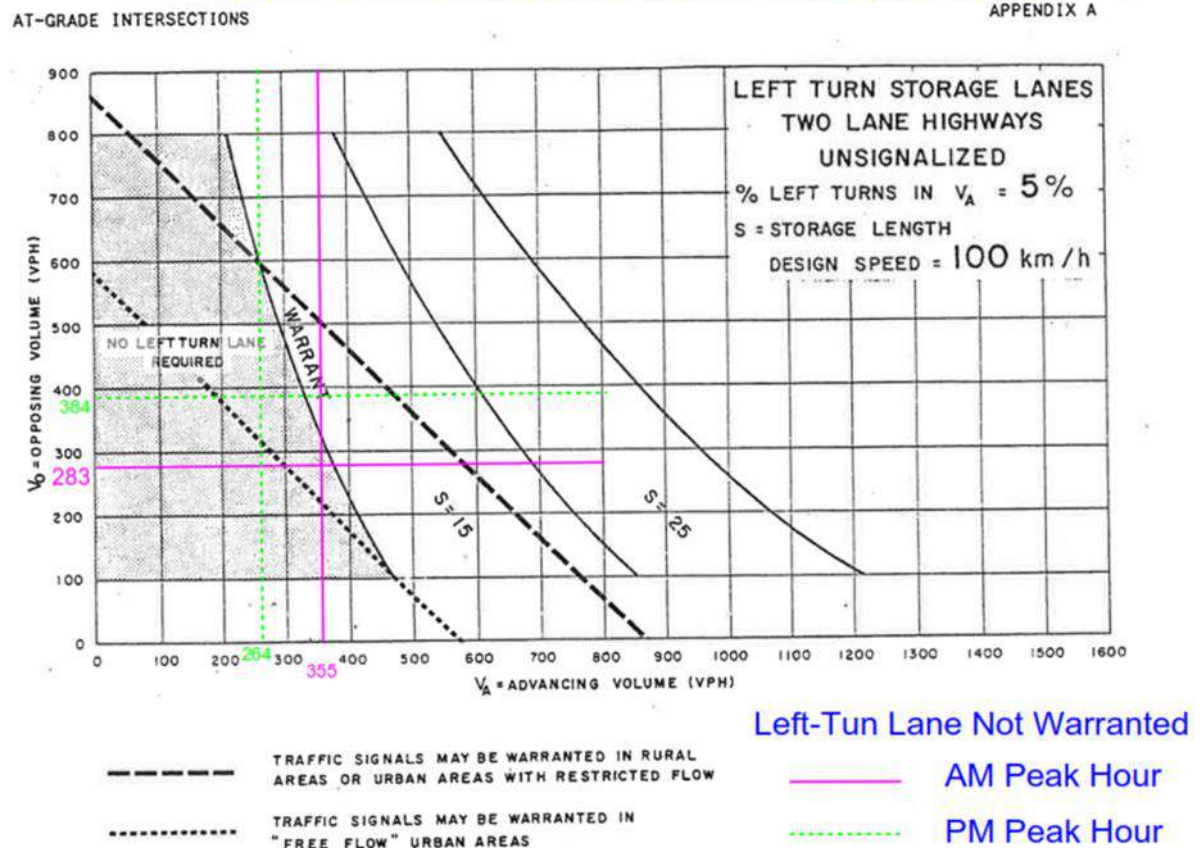
	Highway 11 at the North Access		Highway 11 at the South Access	
	AM Peak	PM Peak	AM Peak	PM Peak
Proportion of left-turns in advancing volume	5%	5%	5%	5%
Opposing volume (V_o)	212	298	283	348
Advancing volume (V_a)	289	173	355	264

Figure 3-4 – Left-Turn Lane Warrant Chart, North Driveway 2020 Horizon



The warrant chart indicates that a left-turn lane is not warranted for the north driveway during the AM or PM peak hour for the 2020 horizon.

Figure 3-5 – Left-Turn Lane Warrant Chart, South Driveway 2020 Horizon
Future 2020 AM and PM Peak Hour Traffic (5yr Horizon)



The warrant chart indicates that a left-turn lane is not warranted for the south driveway during the AM or PM peak hour for the 2020 horizon.

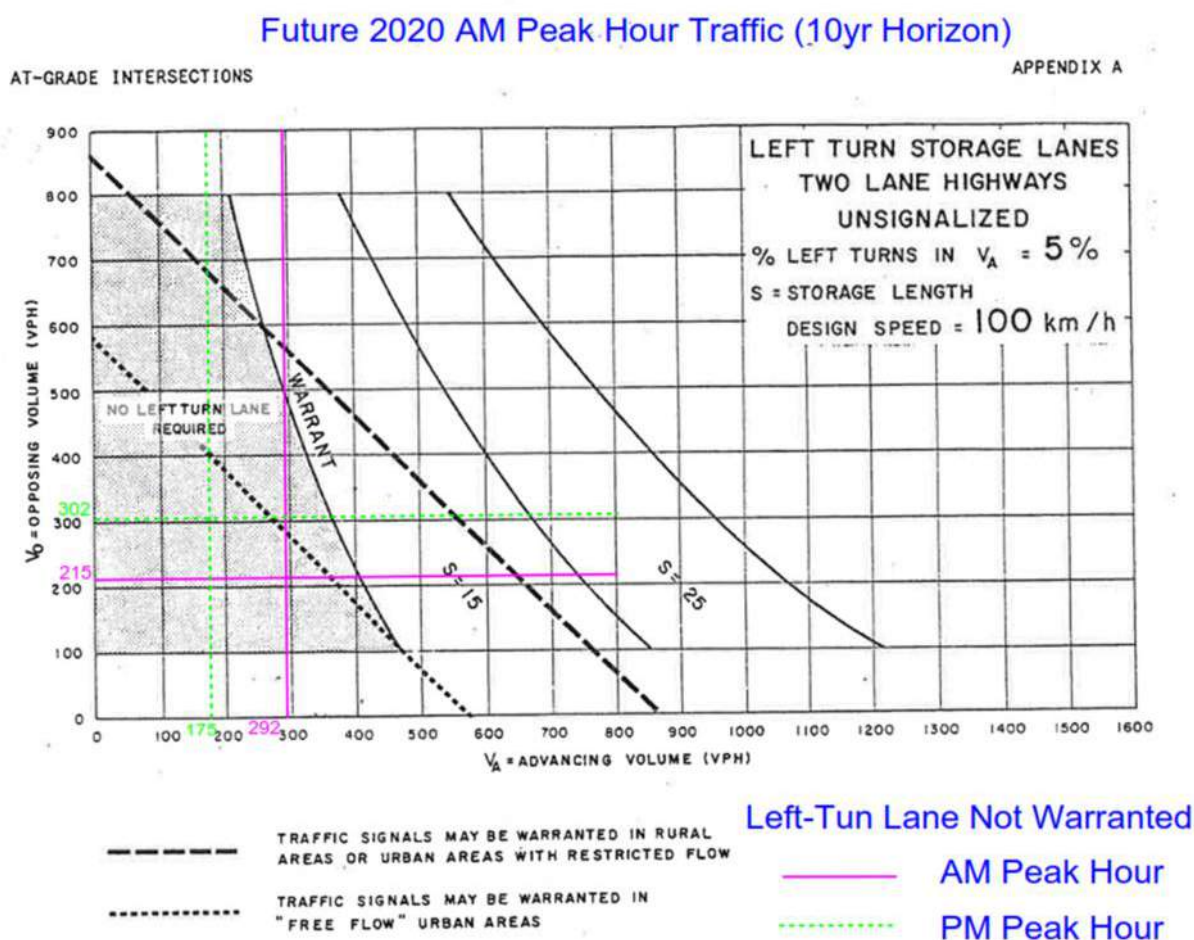
3.8.2 2025 HORIZON ASSESSMENT

Table 3-9 presents the variables that were used for the left-turn warrant analysis of the projected traffic for the 2025 future horizon. Figure 3-6 and Figure 3-7 presents the corresponding left-turn warrant chart for the north and south driveways respectively for the AM and PM peak hours.

Table 3-9 – Variables for the Left-Turn Warrant, North and South Driveways, 2025 Horizon

	Highway 11 at the North Access		Highway 11 at the South Access	
	AM Peak	PM Peak	AM Peak	PM Peak
Proportion of left-turns in advancing volume	5%	5%	5%	5%
Opposing volume (V_o)	215	302	286	352
Advancing volume (V_a)	292	175	358	266

Figure 3-6 – Left-Turn Lane Warrant Chart, North Driveway 2025 Horizon



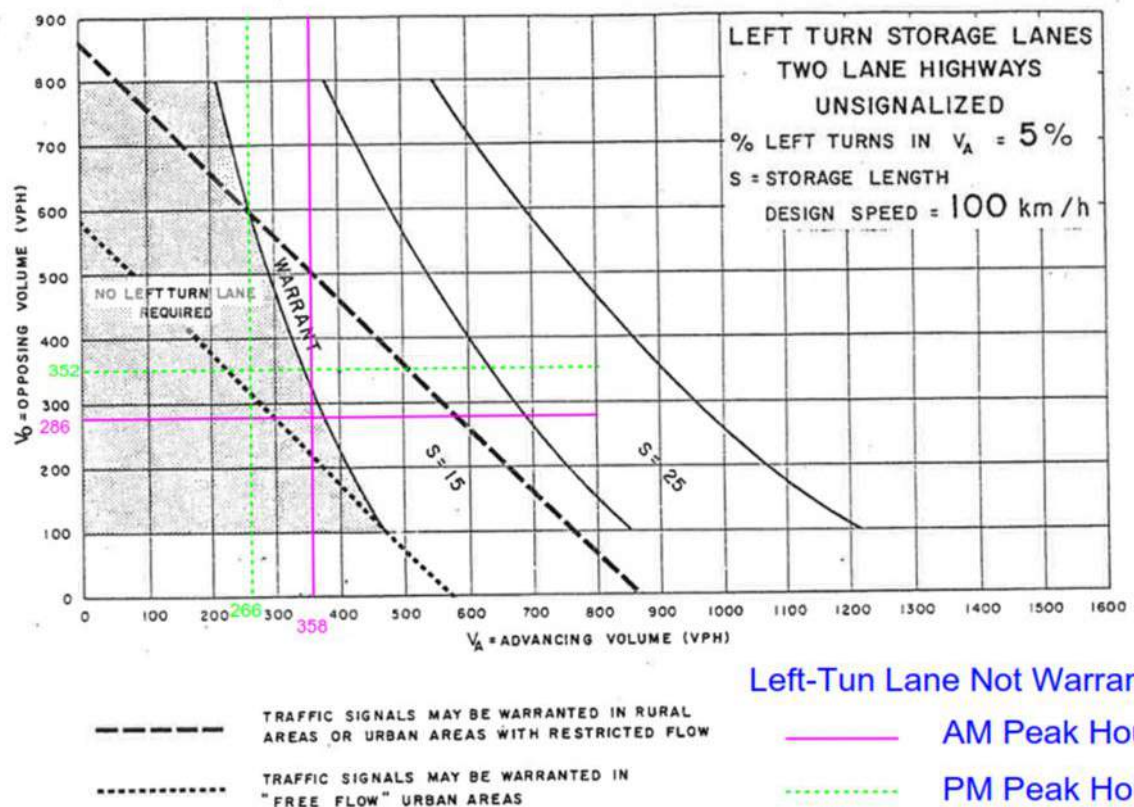
The warrant chart indicates that a left-turn lane is not warranted for the north driveway during the AM or PM peak hour for the 2025 horizon.

Figure 3-7 – Left-Turn Lane Warrant Chart, South Driveway 2025 Horizon

Future 2020 AM and PM Peak Hour Traffic (10yr Horizon)

AT-GRADE INTERSECTIONS

APPENDIX A



The warrant chart indicates that a left-turn lane is not warranted for the south driveway during the AM or PM peak hour for the 2025 horizon.

3.9

TRAFFIC SUMMARY

- The traffic analysis indicates that the additions to the school will have little or no impact on the operation of Highway 11 or the existing site driveways.
- The site driveways will operate at excellent levels of service.
- The estimated site traffic generated for the new students proposed at the school can be accommodated on the existing roadways without any improvements.
- Left-turn lanes are not warranted on Highway 11 at the site driveways

4 SITE PLAN REVIEW

This section provides a review of the site accesses and re-developed areas of the site. The MTO Geometric Design Standards for Ontario Highways (GDSOH) and applicable engineering design standards for the City of Temiskaming Shores and its component Townships were referenced where appropriate in this review. Site circulation was reviewed using AutoTURN 7.0 turning template software to simulate the required design vehicles. This review is based on proposed site plan dated February 2, 2015.

4.1 SITE PLAN RECOMMENDATIONS

Following a review of the proposed site plan, redline revisions of the site plan were made to, include a right-turn taper for access into the site, improve on-site circulation and safety of the site. Revisions of the site plan included the addition of a 3m wide pick-up and drop-off (PUDO) loop for students, 3m wide bus loading area, 6m wide one-way travel lane adjacent to bus loading area, on site walkway and designated parking revisions for teachers, daycare and visitors.

The revised redlined site plan is provided in Figure 4-1.

4.2 SITE ACCESS

4.2.1 SIGHT DISTANCE REVIEW

Stopping sight distance reviews were conducted at the north and south driveways based on design speed of 90km/h. Based on Table E3-1 of the MTO guidelines, a stopping sight distance of 160m is required at both driveways which has been met. Stopping sight distance reviews at the north and south driveways are shown in Figure 4-2 and Figure 4-3 respectively.

Table E3-1 is provided in Appendix D.

4.2.2 CURB RADII AND ACCESS DRIVEWAY WIDTH

Site driveways have been prepared based on Ontario Provincial Standard Drawing (OPSD) 350.010 and MTO Commercial Site Access Policy and Standard Design (CSAS) drawing 31. Based on OPSD Figure 350.010 required minimum and maximum driveway widths and curb radii are shown in Table 4-1.

Table 4-1 – Driveway Dimensions

Land Use	Width				Curb Radius	
	One-Way		Two-Way		Min.	Max.
	Min.	Max.	Min.	Max.		
Light Industrial, Commercial and Apartment	4.5	7.5	7.2	12.0	4.5	12.0

Note: Driveway dimensions based on OPSD 350.010

The north (12.0m) and south driveway (7.5m) widths meets the requirements in Table 4-1.

A northbound right-turn taper and 15m curb radii on the south side of both driveways consistent with CASA drawing 31 has been provided. The north side curb radii for both driveways (15.0m north driveway and 5.0m south driveway) are consistent with Table 4-1.

Site Driveway width and curb radii are shown in Figure 4-4. Standards used are provided in Appendix E.

4.2.3 DECELERATION LANE

MTO standards were reviewed for a deceleration lane at the site driveways and found not to be warranted. The existing right-turn taper for right-turns into the site at the south driveway was maintained at the site. The northbound shoulder between the two driveways is recommended to be paved and a right-turn taper provided for the north driveway into the site to facilitate right-turns into the site similar to the existing south driveway.

The proposed design for the paved shoulder and right-turn taper is shown in Figure 4-4.

4.3 SITE CIRCULATION

WSP reviewed the proposed development's circulation using AutoTURN 7.0 vehicle turning template software to determine if vehicles can ingress, egress and circulate the site in a safe and efficient manner. Site circulation was simulated using a school bus, a fire truck and a passenger vehicle.

4.3.1 EMERGENCY VEHICLE

Turning movements for a fire truck (centre turning radius of approximately 12m) was reviewed along the fire route. The fire truck ingresses the site via the South Driveway circulates around the PUDO and bus loading loops and egresses the site via the North Driveway.

As shown in Figure 4-5, the fire truck can complete required turning requirements, ingress and egress the site without conflict.

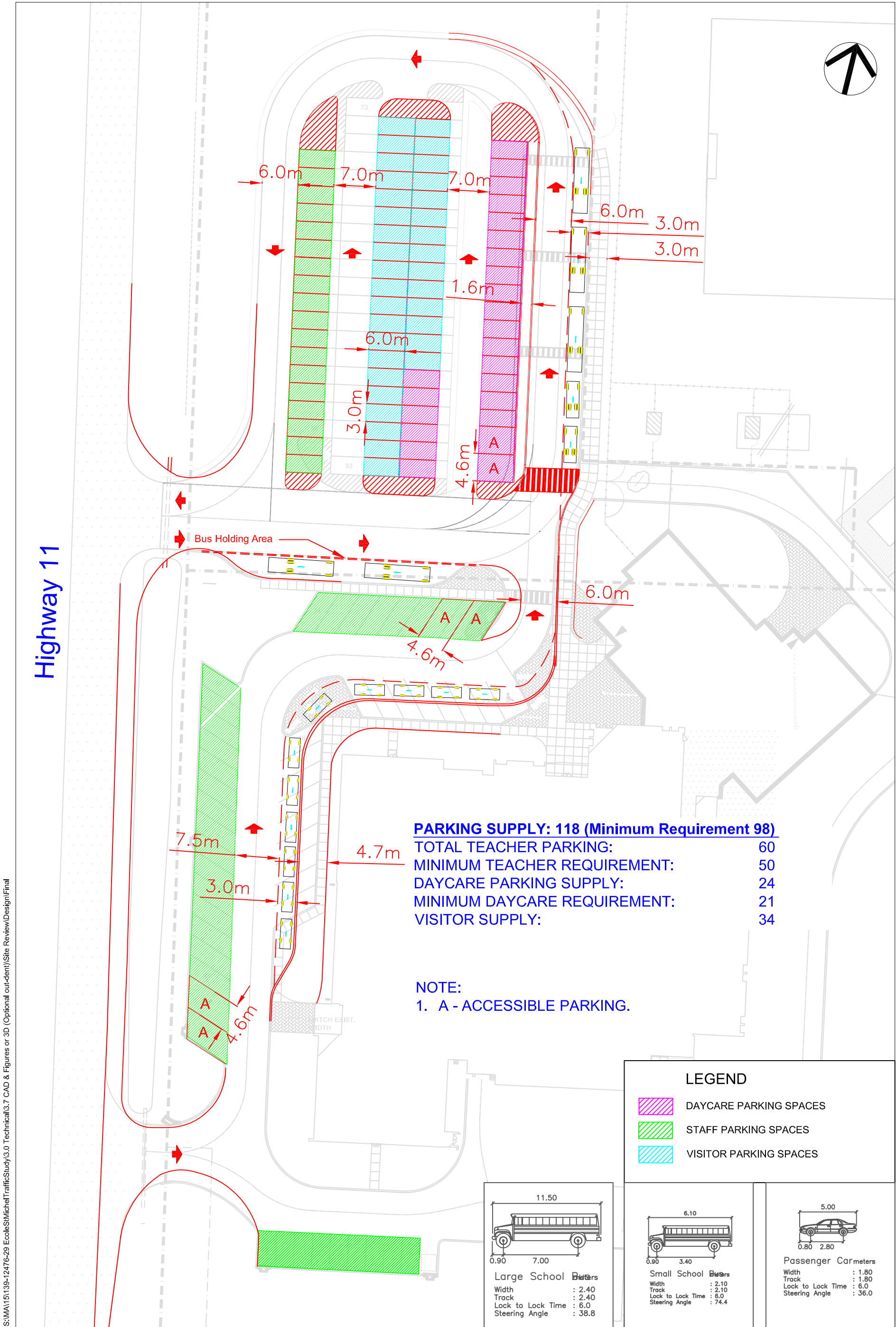
4.3.2 PICK-UP AND DROP-OFF AREA REVIEW

Simulations of the passenger vehicle pick-up and drop-off area indicate that the proposed area can accommodate 11 passenger vehicles without any conflicts, which will meet site peak demand of 8 vehicles. Turning movement simulations and stacking for passenger vehicle at the PUDO area is shown in Figure 4-6.

4.3.3 BUS LOADING FACILITY REVIEW

School bus drop-off and pick-up is proposed in the loop at the front of the school adjacent to the north parking lot. The bus facility is approximately 3.0m in width and 55m in length. The school board has indicated that current number of buses (13) servicing the school will be maintained.

A total of seven buses (five large and two small) can be accommodated on site at any given time. The site can accommodate two large buses in the holding area and three large bus and two small buses at the loading area. On-site bus operations for the holding and loading areas are shown in Figure 4-7.



Source: Site Design Grading (Rick).dwg received from WSP February 2, 2015.

Scale: 1:600

Figure 4-1
Redlined Site Plan Concept
Ecole Catholique St. Michel Traffic Impact Study



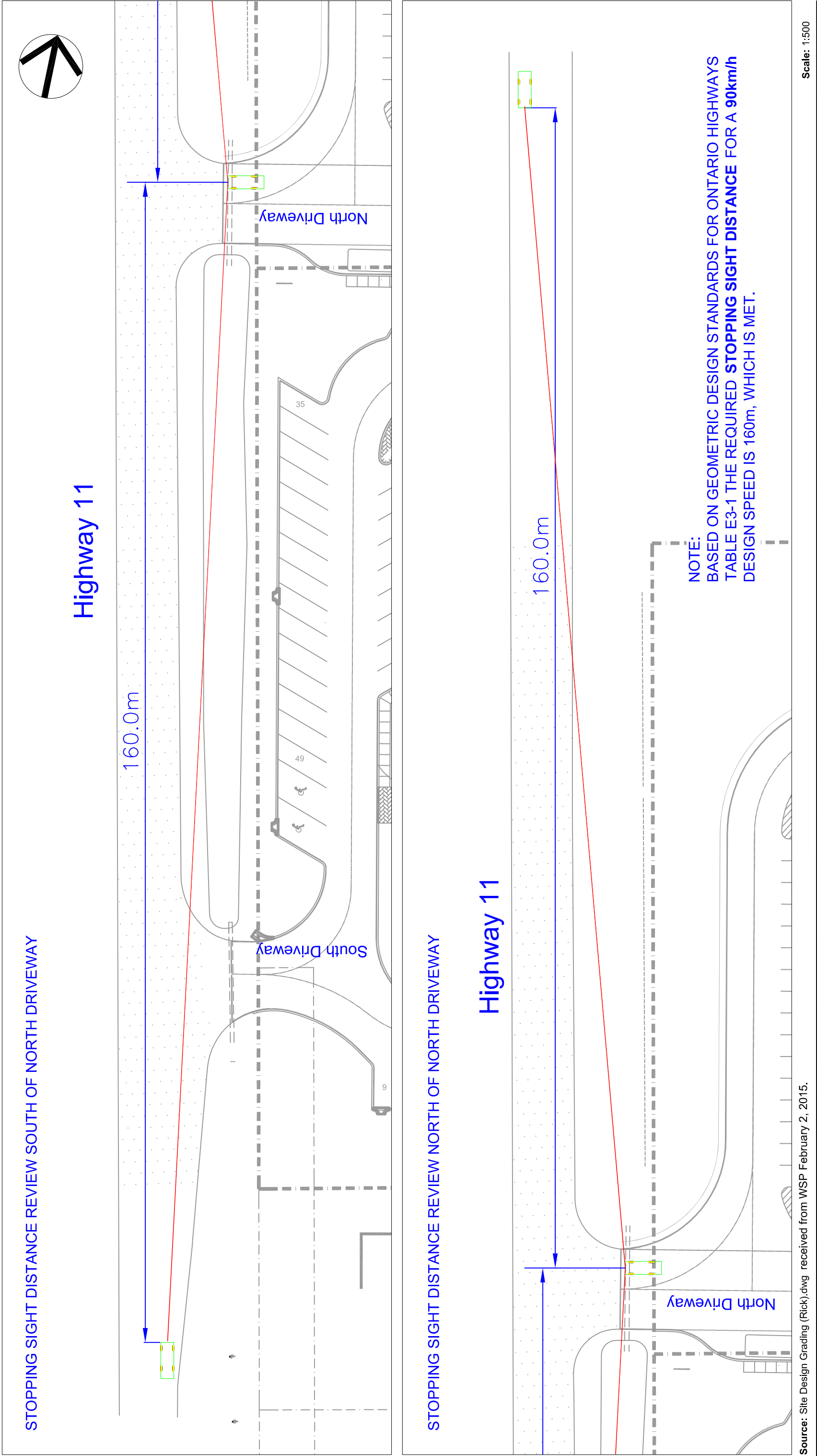
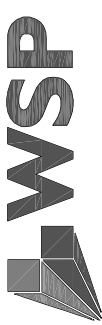
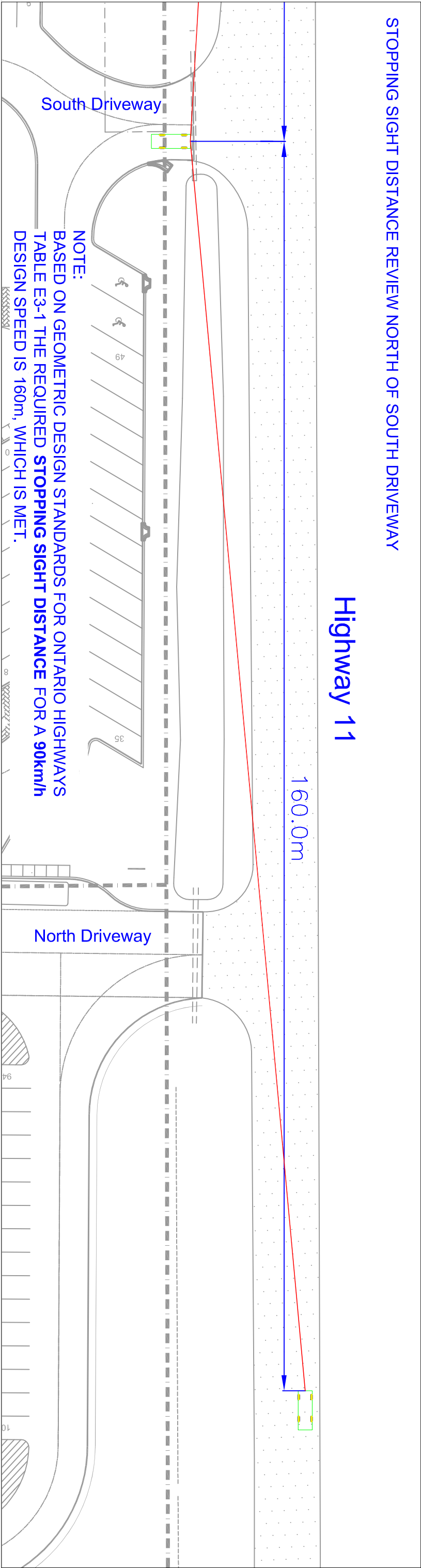
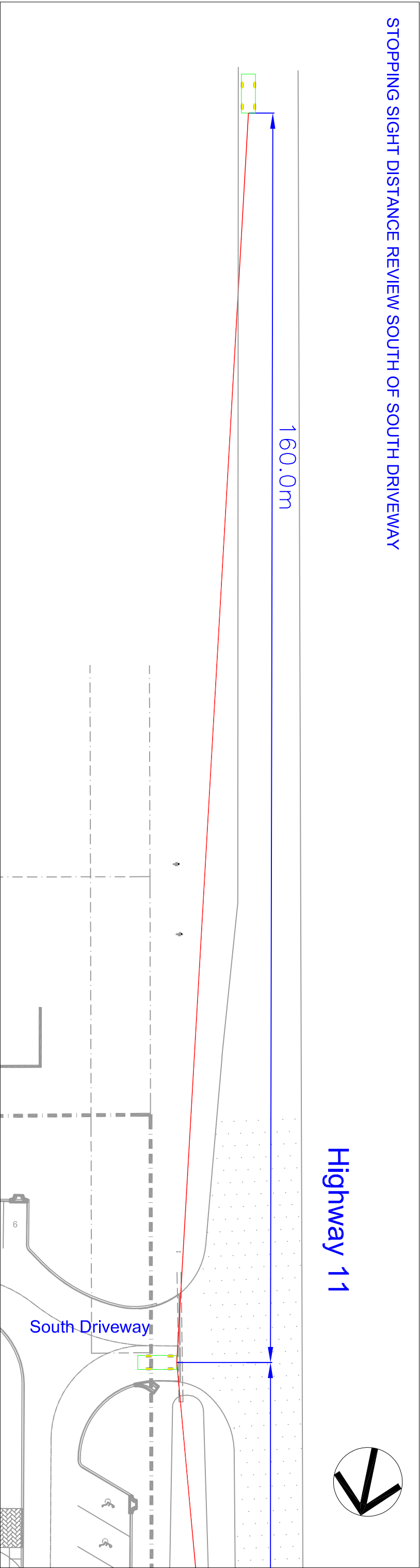


Figure 4-2
Stopping Sight Distance Review at North Driveway
Ecole Catholique St. Michel Traffic Impact Study



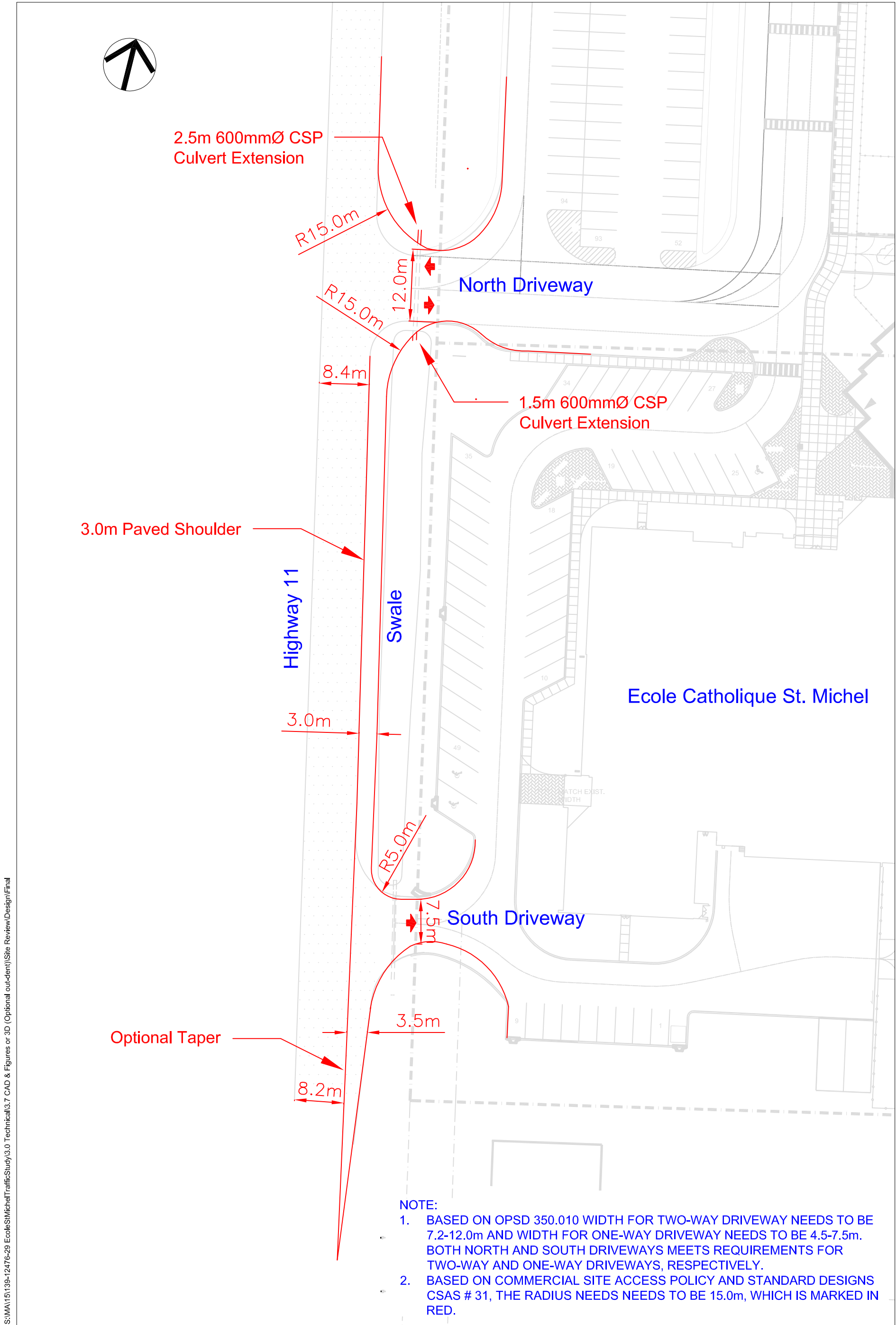


Source: Site Design Grading (Rtkk).dwg received from WSP February 2, 2015.

Scale: 1:500

Figure 4-3
Stopping Sight Distance Review at South Driveway
Ecole Catholique St. Michel Traffic Impact Study





Source: Site Design Grading (Rick).dwg received from WSP February 2, 2015.

Scale: 1:600

Figure 4-4
Curb Radii and Site Driveway Design
Ecole Catholique St. Michel Traffic Impact Study



S:\MA\15\139-12476-29 EcoleStMichelTrafficStudy\3.0 Technical\3.7 CAD & Figures or 3D (Optional out-dent)\Site Review\Design\Final

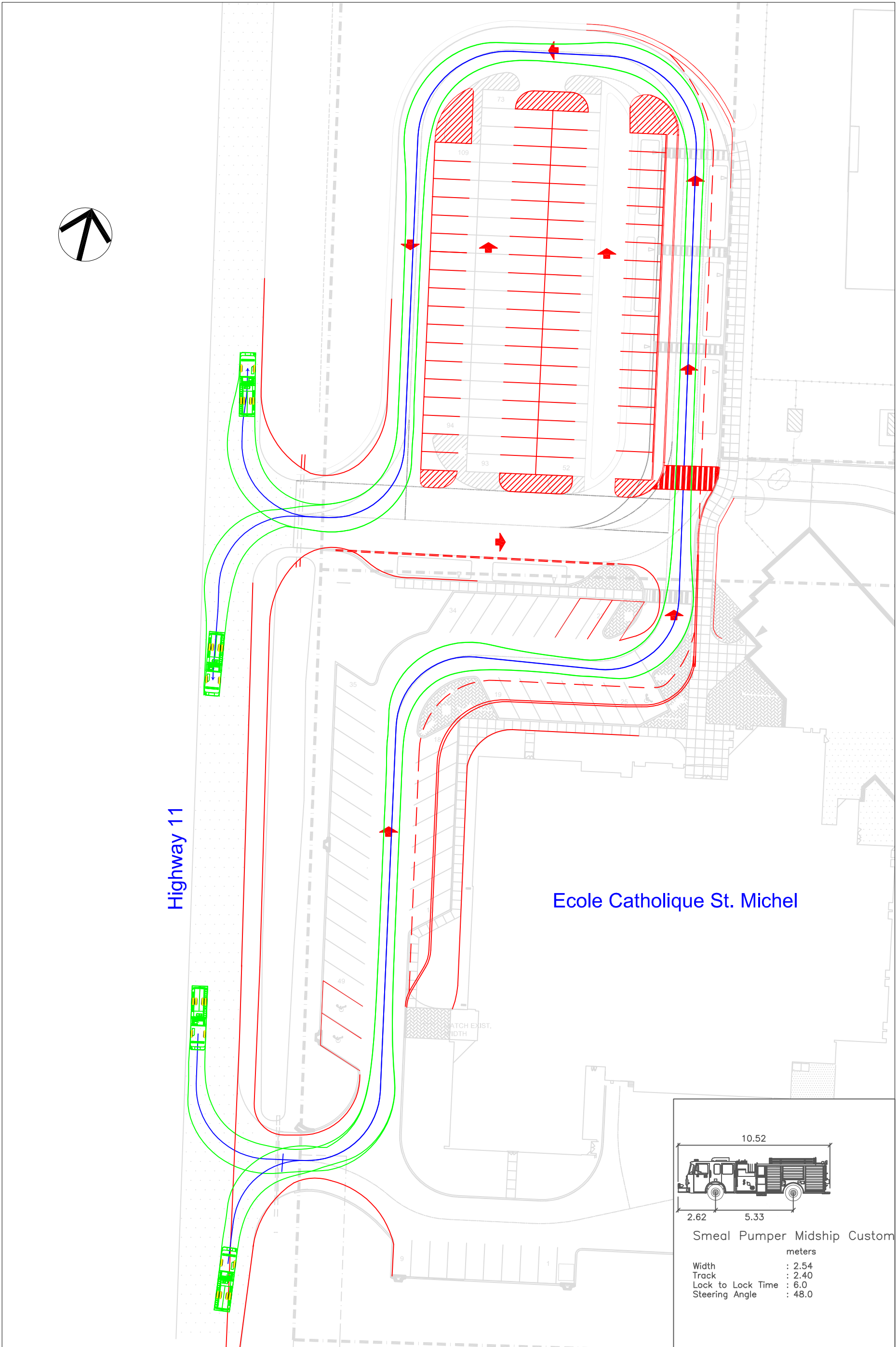
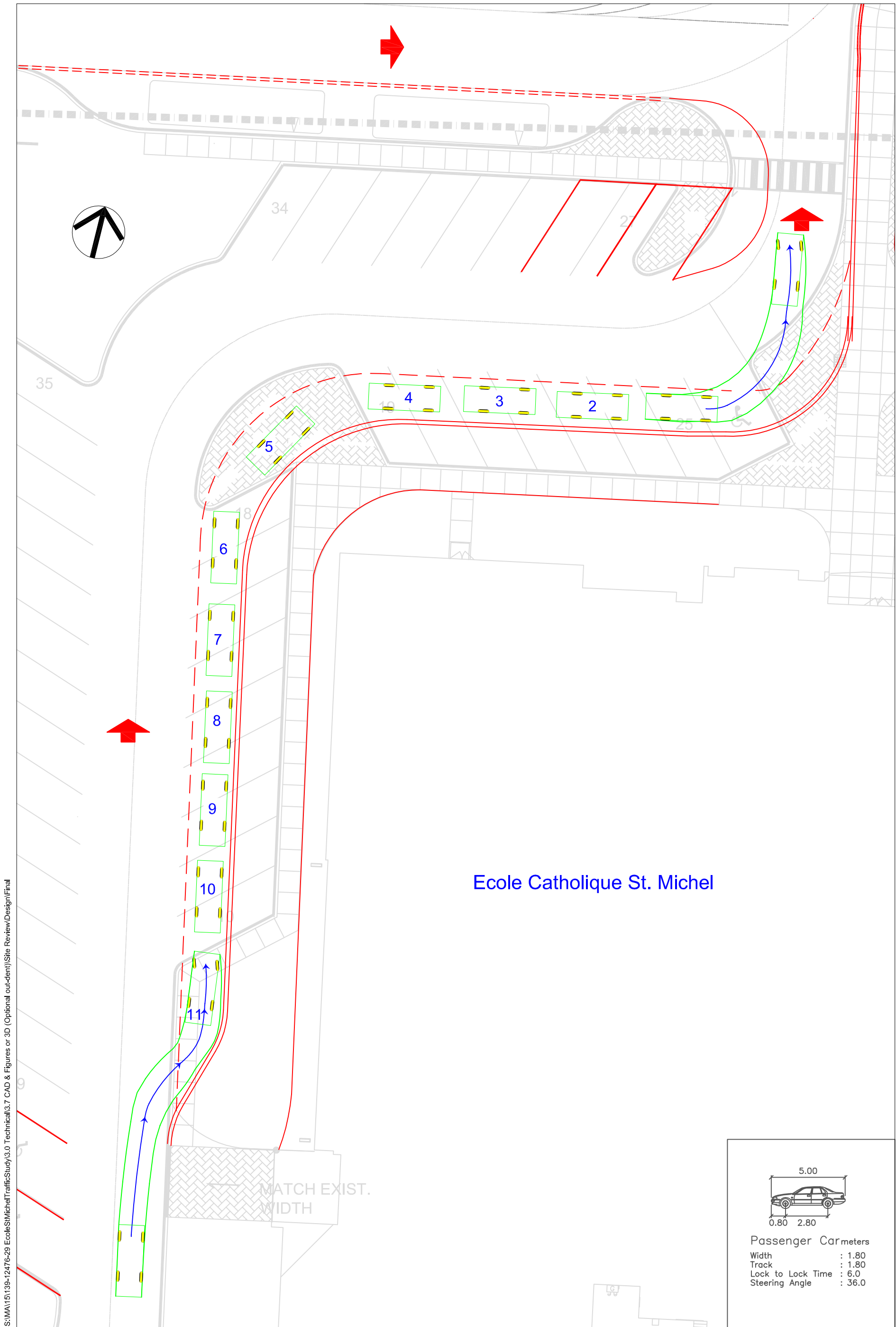


Figure 4-5
Review of Fire Truck Turning Movement Simulation between South Driveway
and North Driveway
Ecole Catholique St. Michel Traffic Impact Study





Source: Site Design Grading (Rick).dwg received from WSP February 2, 2015.

Scale: 1:250

Figure 4-6
 Review of Passenger Vehicle at Pick-up and Drop-off Area
 Ecole Catholique St. Michel Traffic Impact Study



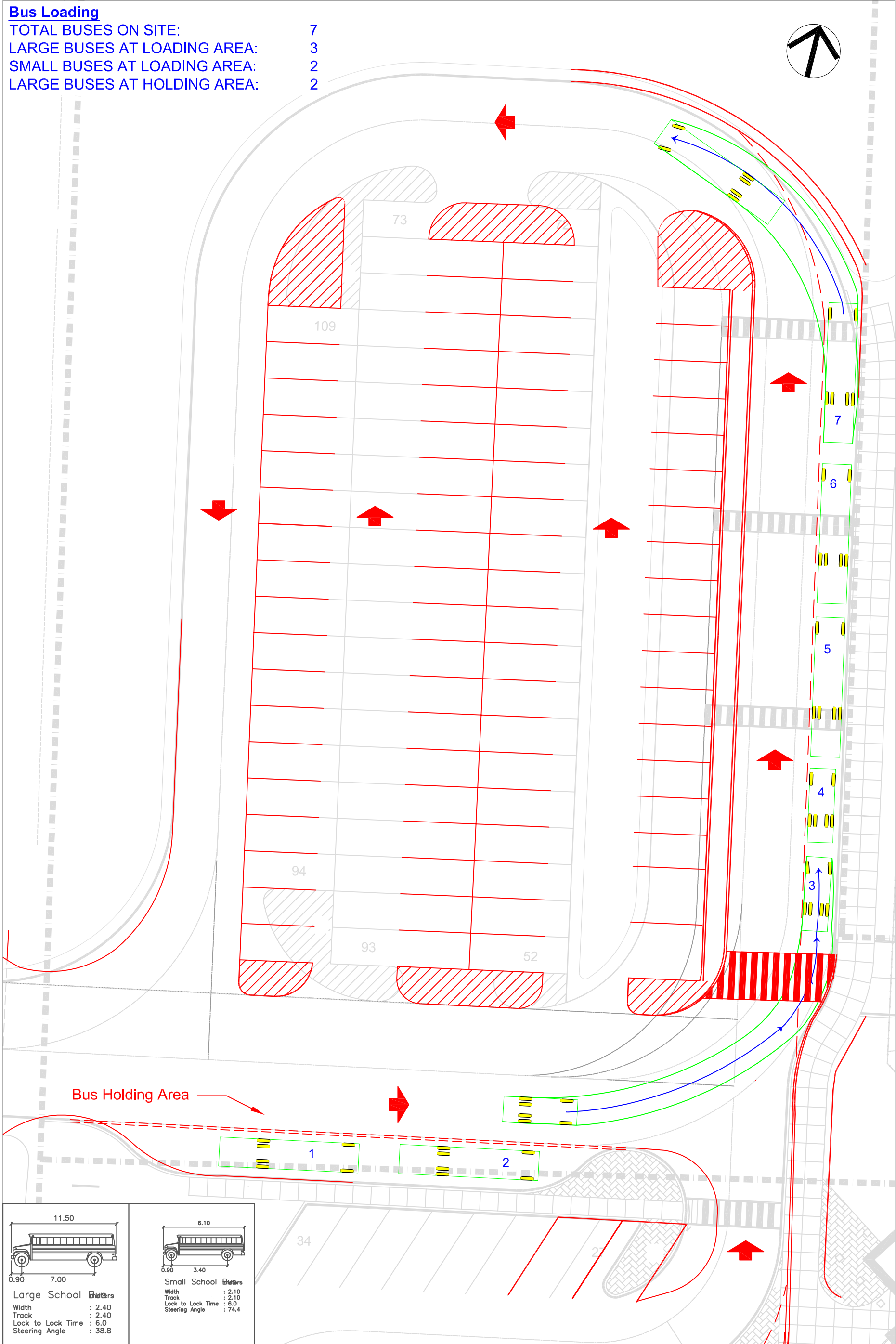


Figure 4-7
Review of School Bus Loading Area
Ecole Catholique St. Michel Traffic Impact Study



4.4 PARKING

4.4.1 PARKING SPACE DIMENSIONS

Parking space dimensions for school are based on the Township of Dymond Zoning By-Law 984 as provided by City of Temiskaming Shores staff. Per the By-Law Section 3 (17) (a) the minimum required parking space dimensions for parking stalls is 6.0m x 3.0m. The site plan provides 6.0m x 3.0m parking stalls, which meets the minimum requirement.

4.4.2 PARKING REQUIREMENTS, SUPPLY AND DESIGNATION

As per the Township of Dymond Zoning By-Law 984 Section 7 (2) (n) part (ii), the site parking requirement is for one parking space per 50m² of net floor area. The future school has a proposed net floor area of 50m², therefore, requiring a minimum of 98 parking spaces. The recommended site plan has a parking supply of 118 parking spaces which exceeds the minimum parking requirement for the site.

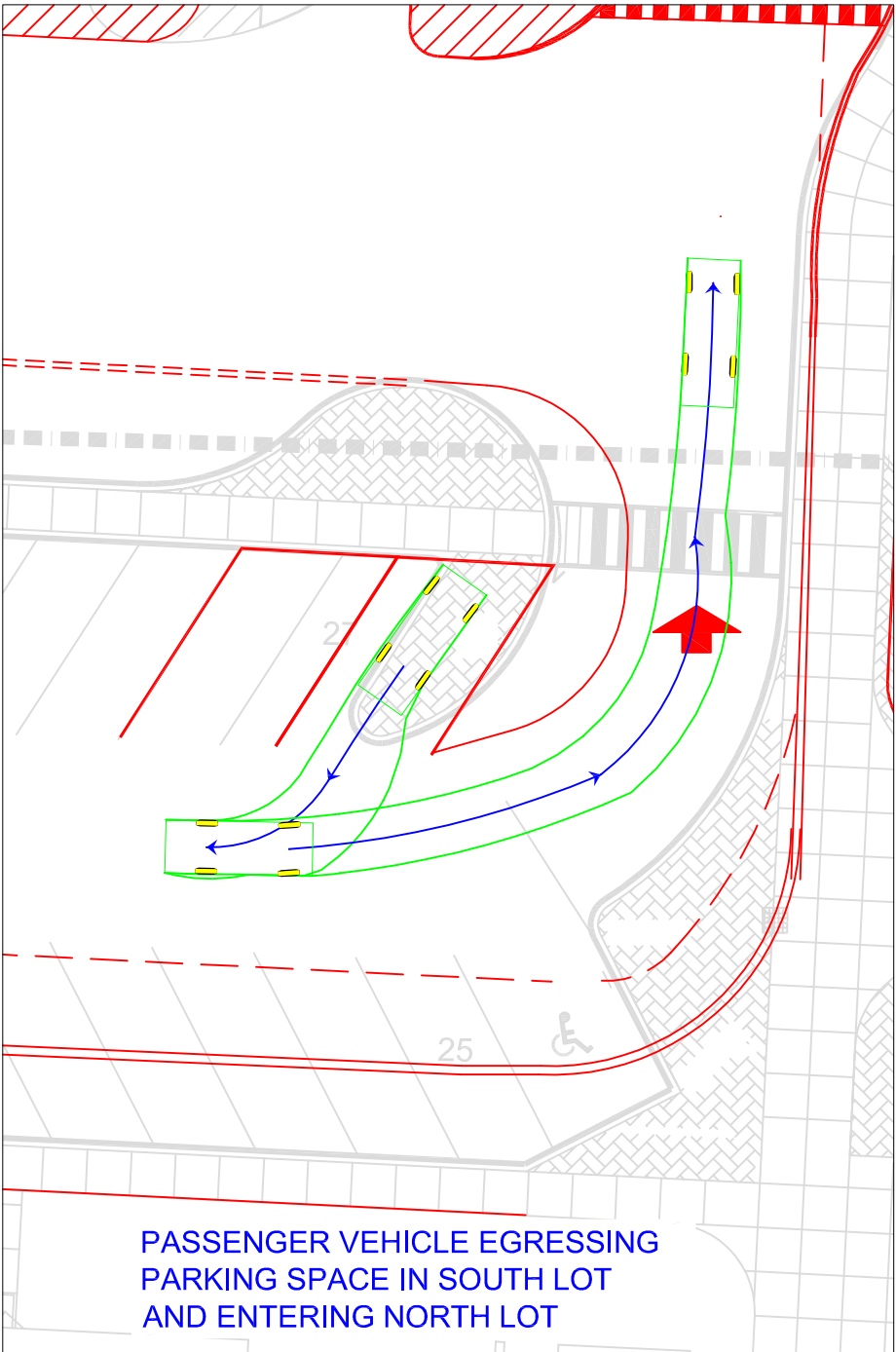
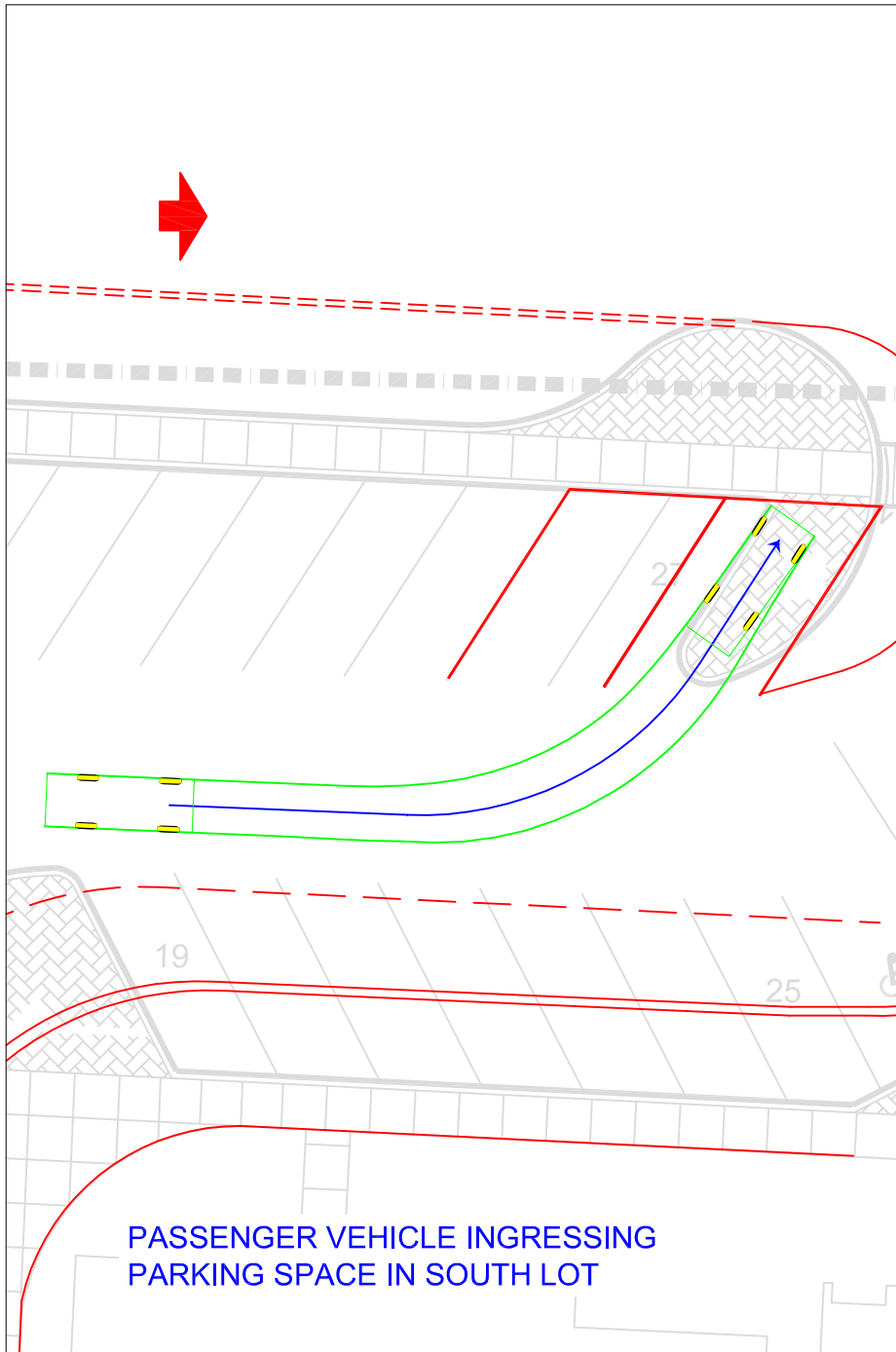
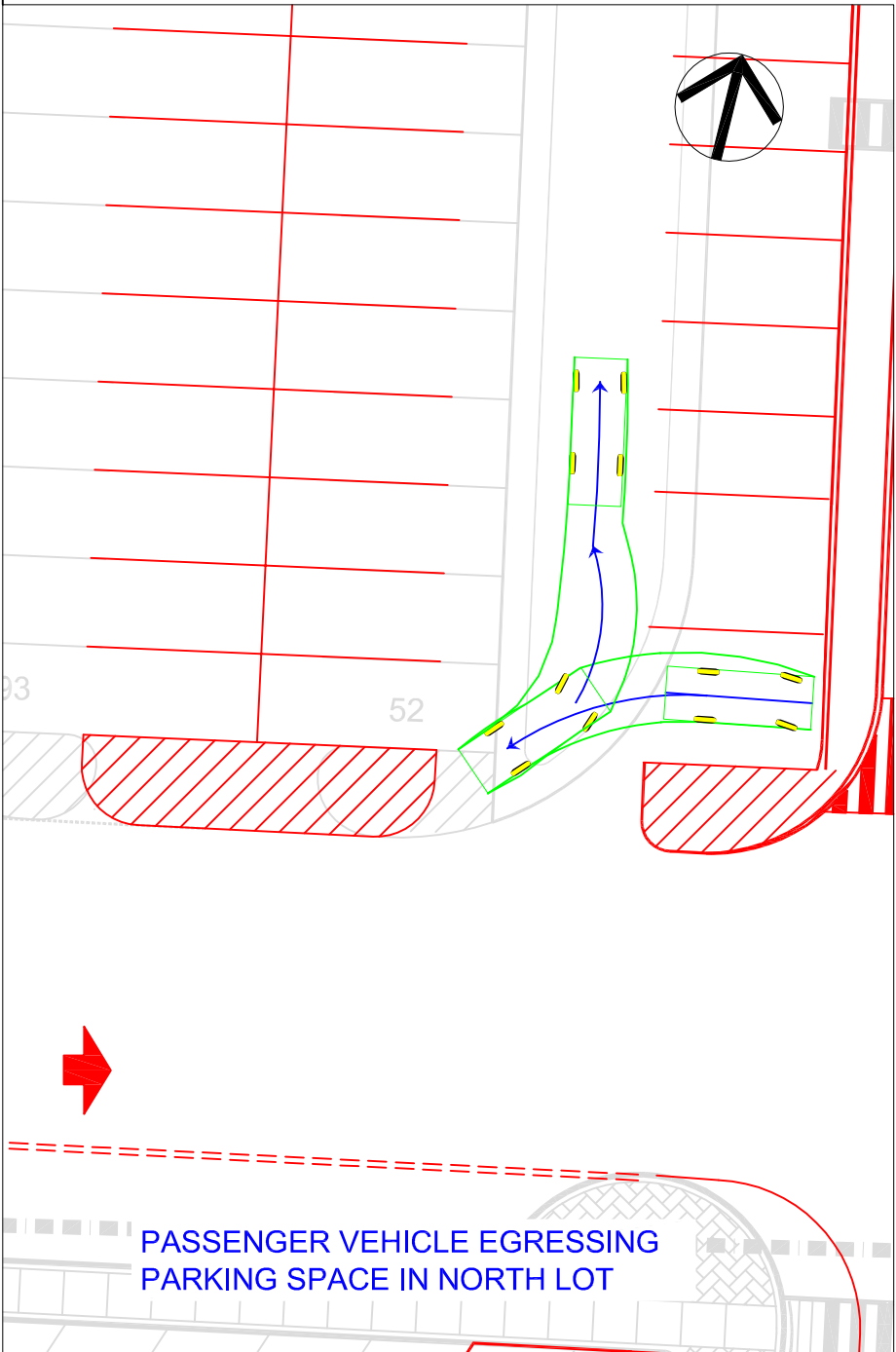
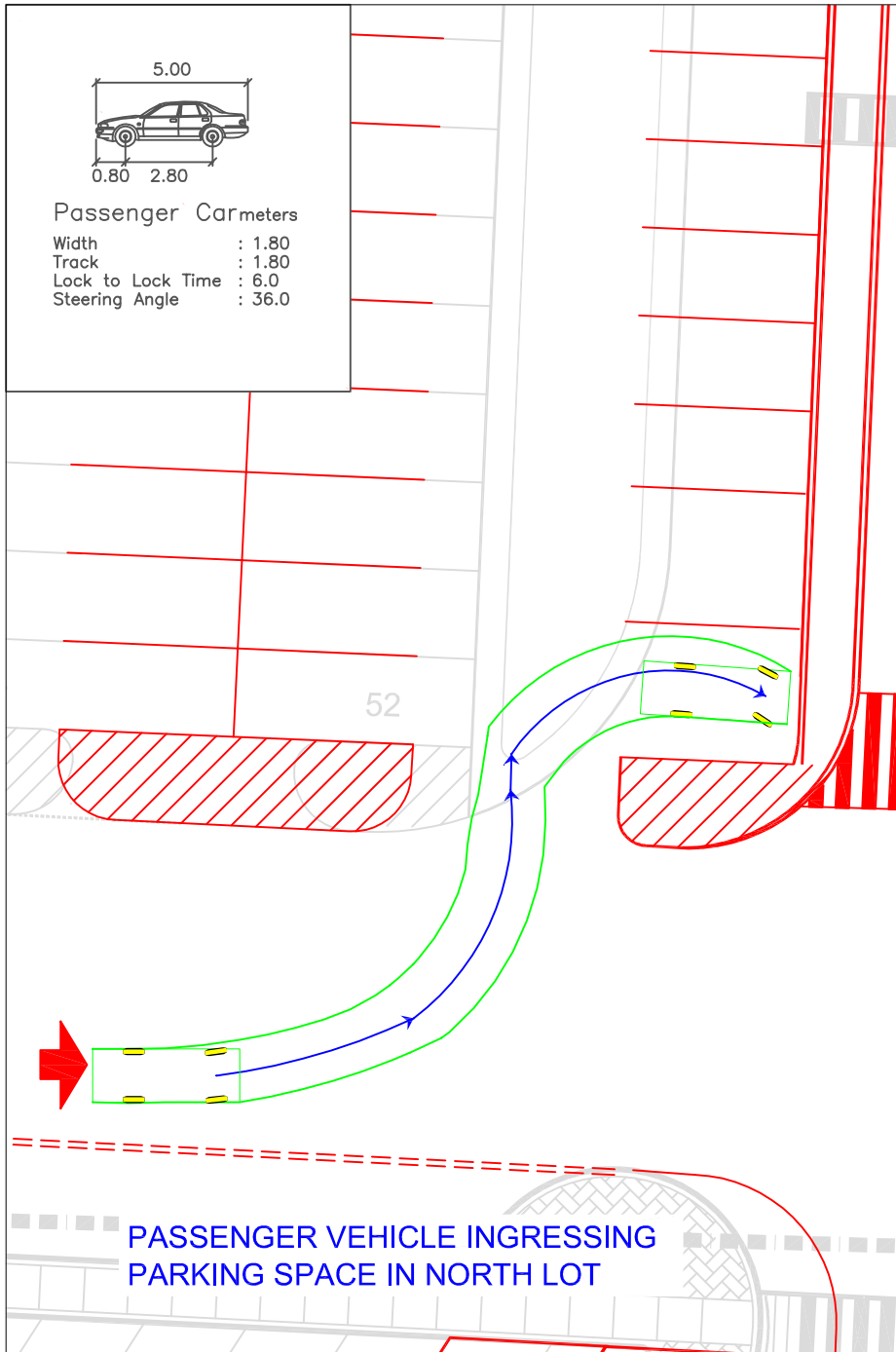
Of the proposed supply of 118 parking spaces, 60 should be designated for staff, 24 spaces have been dedicated for daycare and 34 spaces for visitor parking. Figure 4-1 provides details on the parking space designation for the site.

4.4.3 ACCESSIBLE PARKING

The City of Temiskaming Shores Zoning By-law 2012-101 indicates that six barrier-free parking spaces should be provided for a site with between 101 and 200 parking spaces. The provision of six barrier-free parking spaces meets the City's by-law requirement. The proposed barrier-free parking stalls are conveniently located nearest to the building entrances in the parking lot.

As per the City's By-law accessible parking spaces are required to have a minimum width of 4.6m. All accessible parking spaces provided on the site meet the City's minimum width of 4.6m, as shown in Figure 4-1.

A review of parking space operation is shown in Figure 4-8.



Source: Site Design Grading (Rick).dwg received from WSP February 2, 2015.

Scale: 1:500

Figure 4-8
Parking Space Operation Review
Ecole Catholique St. Michel Traffic Impact Study



4.5 SIGNAGE AND PAVEMENT MARKING

4.5.1 ON-SITE

The following section provides a brief description of the location of proposed regulatory signs for the Ecole Catholique St. Michel. The plan is based on the Ontario Traffic Manual for Regulatory Signs (Book 5) and WSP's experience completing similar assignments.

WSP's recommendations with respect to pavement marking and signage on the school site are briefly discussed below and approximate locations for the signs are shown in Figure 4-9.

PAVEMENT MARKING

Arrows should be provided along the main driving aisles to reinforce one-way travel where appropriate. The edge of the bus and passenger vehicle drop-off/pick-up areas should be delineated.

STOP SIGNS (RA-1)

Stop signs with painted stop bars should be provided at the outbound lane for north parking lot and the connection between the north and south loop as shown.

FIRE ROUTE SIGNS

Fire Route signs are to be installed along the outer edges of the designated fire route.

BUS LOADING AREA/ DROP-OFF /PICK-UP AREA SIGNS

These signs are to be installed at the beginning and end of the drop-off/pick-up area.

BUS HOLDING AREA SIGNS

These signs are to be installed at the beginning and end of the bus holding area.

DO NOT ENTER SIGNS (RB-19)

Do Not Enter signs are to be installed at the connections between the north and south loop and at the south driveway.

ONE-WAY SIGNS (RB-21)

One-way signs are to be installed along the outer edges of the main driving aisle encompassing the parking lots.

NO PARKING SIGNS (RB-51)

These signs are to be installed in front of the designated drop-off/pick-up area, the bus loading area and at the throat of the entrance/exit for the two-way driveway for the parking lot.

NO STOPPING SIGNS (RB-55)

No Stopping signs are to be installed along the outer edges of the main driving aisle, as shown.

DISABLED PARKING PERMIT SIGNS (RB-93)

Reserved parking spaces for person with disabilities. Vehicles using the reserved parking spaces must display a valid disables person parking permit.

DAYCARE / VISITOR / STAFF PARKING

Designated drop-off/pick-up for daycare, visitor and staff parking spaces are provided for in the parking areas. Daycare parking is located close to the building entrance with a crosswalk provision. Staff-only parking is allowed in the south lot and staff parking in the north lot is on the outer row of the provided parking supply.

4.5.2 OFF-SITE

The purpose of school zone signage is to capture and focus motorists' awareness that they need to undertake additional care in school zones due to increased volumes of pedestrian traffic that are comprised of children. WSP's recommendations with respect to on-street pavement marking and signage in the vicinity of the school zone are briefly discussed below and shown in Figure 4-9.

SCHOOL AREA SIGN (WC-1) AND SCHOOL ZONE SIGN (RB-106A)

An existing school area signs are provided along Highway 11 approximately 150m north of the north driveway and 250m south of the south driveway (locations beyond limit of plan and not shown on the signage plan).

A review of OTM Book 5 (Section 5 – Speed Control Signs), indicates that the posted speed along Highway 11 can be reduced to 60km/h from the current 80km/h in the vicinity of the school during school timings (Rb-106A sign).

Rb-106A sign is used only on Highways adjacent to the school and the flashing amber signals on the sign must be activated during school buses entering and leaving the school. The location criterion for the sign is outlined in OTM Book 1b, Section 12. The horizontal offset for the sign must be 2m to 4m from the outside edge of the outer traffic lane in rural areas without raised curbs.

Therefore it is recommended that the posted speed be reduced to 60km/h and an oversized School Zone Maximum Speed when Flashing sign (Rb-106A) be implemented.

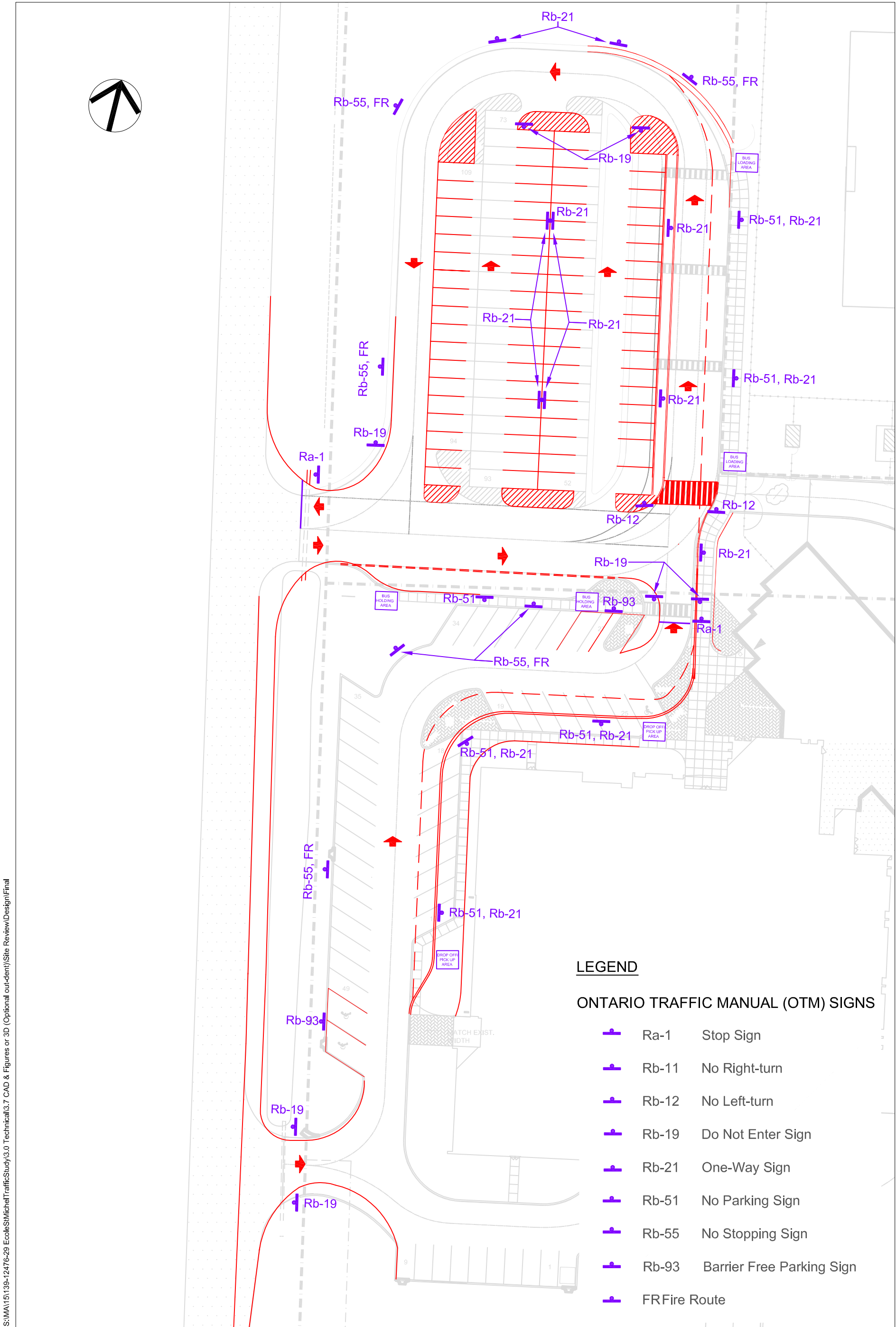


Figure 4-9
Pavement Marking and Signage
Ecole Catholique St. Michel Traffic Impact Study



5

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

5.1

SUMMARY

The **Traffic Impact Study** for the additions to the Ecole Catholique St. Michel is summarized as follows:

- The existing Ecole Catholique St. Michel is located at 998075 Highway 11 North, in the City of Temiskaming Shores (New Liskeard).
- The existing school has an enrollment capacity of 377 students and a current student population of 310 students and 40 staff.
- Planned development at the school will see the addition of three classrooms, 57-child daycare and 10 staff. The school will have an ultimate student enrollment capacity of 467 student and 50 teachers.
- The school is serviced by 13 school buses (eight large and five small) which will be maintained. The school has a current school bus modal split of 88 percent, which will be maintained with increase of the student population.
- Future site traffic volumes for weekday AM and PM peak hours were generated using the school's existing site volumes, increase in enrollment capacity (157), future daycare children (57), additional staff (10) and existing school bus modal split of 88 percent. The proposed development is expected to generate 213 AM peak hour trips (122 inbound and 91 outbound) and 191 PM peak hour trips (86 inbound and 105 outbound).
- Results of the intersection capacity analysis for 2020 and 2025 total traffic conditions indicate that site driveways and turning movements will operate with good level of service (LOS) B or better in both the AM and PM peak hours with all movements below capacity.
- The maximum queue length for any turning movement at the site is a 7.0m westbound queue out of the site at the north driveway access, which is approximately one car length and can be accommodated onsite.
- Ministry of Transportation of Ontario (MTO) left-turn lane warrants were reviewed for both the north and south driveway accesses and were not warranted. Therefore, no left-turn lanes on Highway 11 have been recommended. However, it is recommended that the existing right-turn taper at the south driveway be maintained and that the 3.0m shoulder between the south and north driveways be paved to further accommodate right-turn movements into the site.
- A revised redlined layout has been proposed for the site, which is shown in Figure 4-1.
- A vehicle turning simulation review indicates that vehicles expected on the site can ingress, egress, and circulate around the site without conflict.
- The proposed parking supply of 118 spaces in the redlined layout is greater than the by-law requirement of 98 spaces. Parking stall dimensions meet City standards. Six barrier-free parking spaces are proposed per the by-law requirement and are conveniently located near the building entrances.
- Signage and pavement markings for the site should be provided as shown in Figure 4-9.

5.2 RECOMMENDATIONS

The following roadway improvements are recommended to accommodate the site traffic:

- The site plan should be revised as shown in Figure 4-1.
- Maintain the existing right-turn taper for right-turns into site at south driveway.
- Paved the existing shoulder between the north and south driveways.
- Posted speed should be reduced to 60km/h in the vicinity of the school and an oversized School Zone Maximum Speed when Flashing Sign (Rb-106A) should be implemented.

5.3 CONCLUSIONS

The following conclusions are made:

- The future traffic volumes generated by the additions to the school can be accommodated on Highway 11 without any improvements beyond those recommended in this report.

APPENDICES

Appendix A – Study Intersection Turning Movement Count Sheets

Appendix B – Level of Service (LOS) Definitions for Unsignalized Intersections

Appendix C – HCM Intersection Capacity Analysis and Queue Report Sheets

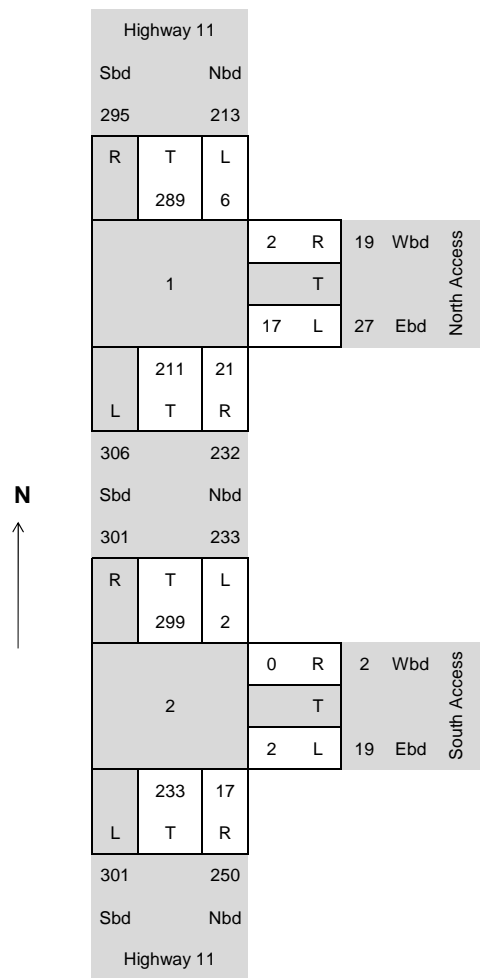
Appendix D – MTO Geometric Design Standards for Ontario Highways Table E3-1

Appendix E – OPSD and CSAS Design Standards

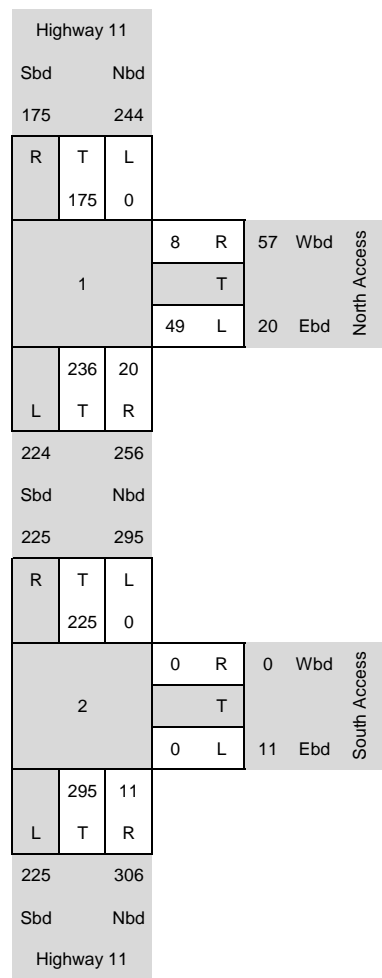
Appendix A

STUDY INTERSECTION TURNIN MOVEMENT COUNT SHEETS

Existing Traffic Volumes, AM Peak Hour



Existing Traffic Volumes, PM Peak Hour



Source: Horizon Data Services Ltd. February 10, 2015

Schematic

Appendix A1
Existing Traffic Volumesfor Roadway Peak, Weekday AM and PM Peak Hour
Ecole St. Michel Traffic Impact Study



139-12476-29tab15-03-12EcoleSt.Michel_Model.xls



Horizon Data Services Ltd

250 Cochrane Dr; Suite 6
Markham ON L3R 8E5
(416) 840-6619

"We do not estimate...we count"

Intersection Mode: Unsignalized
Intersection Type: T-intersection
Major Street runs: North-south
Weather Conditions: Clear

File Name : Hwy 11 at School Driveway (North Access)
Site Code : 20150013
Start Date : 2/10/2015
Page No : 1

Groups Printed- Cars + - Trucks - Heavys - School Busses																
Hwy 11										Hwy 11						
School Driveway (North Access)										Hwy 11						
Westbound										Northbound						
Eastbound										Southbound						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn
07:00	0	27	0	0	0	27	0	0	0	0	0	0	1	22	0	0
07:15	0	47	1	0	0	48	0	0	0	0	0	0	0	57	0	0
07:30	0	65	0	0	0	65	0	0	0	0	0	0	0	66	0	0
07:45	0	72	0	0	0	72	0	0	0	0	0	0	1	65	0	0
Total	0	211	1	0	0	212	0	0	0	0	0	0	2	210	0	0
08:00	0	71	4	0	0	75	0	0	0	0	0	0	6	41	0	0
08:15	0	81	2	0	0	83	2	0	17	0	0	0	14	39	0	0
08:30	0	54	3	0	0	57	0	0	22	0	0	0	10	34	0	0
08:45	0	59	0	0	0	59	2	0	5	0	0	7	7	63	0	0
Total	0	265	9	0	0	274	4	0	44	0	0	48	37	177	0	0
14:30	0	53	0	0	0	53	0	0	1	0	0	1	0	55	0	0
14:45	0	42	1	0	0	43	0	0	2	0	0	2	9	47	0	0
Total	0	95	1	0	0	96	0	0	3	0	0	3	9	102	0	0
15:00	0	37	0	0	0	37	5	0	16	0	0	21	17	71	0	0
15:15	0	35	0	0	0	35	1	0	24	0	0	25	3	62	0	0
15:30	0	52	0	0	0	52	1	0	5	0	0	6	0	70	0	0
15:45	0	51	0	0	0	51	1	0	4	0	0	5	0	72	0	0
Total	0	175	0	0	0	175	8	0	49	0	0	57	20	275	0	0
16:00	0	48	2	0	0	50	1	0	7	0	0	8	0	60	0	0
16:15	0	55	0	0	0	55	1	0	3	0	0	4	1	56	0	0
Grand Total	0	849	13	0	0	862	14	0	106	0	0	120	69	880	0	0
Approch %	0	98.5	1.5	0	0	100	11.7	0	88.3	0	0	7.3	7.3	92.7	0	0
Total %	0	44	0.7	0	0	44.6	0.7	0	5.5	0	0	6.2	3.6	45.6	0	0
Cars +	0	730	12	0	0	742	10	0	78	0	0	88	69	703	0	0
% Cars +	0	86	92.3	0	0	86.1	71.4	0	73.6	0	0	73.3	100	79.9	0	0
Trucks	0	22	1	0	0	23	0	0	2	0	0	2	0	20	0	0
% Trucks	0	2.6	7.7	0	0	2.7	0	0	1.9	0	0	1.7	0	2.3	0	0
Heavys	0	74	0	0	0	74	0	0	0	0	0	0	0	136	0	0
% Heavys	0	8.7	0	0	0	8.6	0	0	0	0	0	0	0	15.5	0	0
School Busses	0	23	0	0	0	23	4	0	26	0	0	30	0	21	0	0
% School Busses	0	2.7	0	0	0	2.7	28.6	0	24.5	0	0	25	0	2.4	0	0

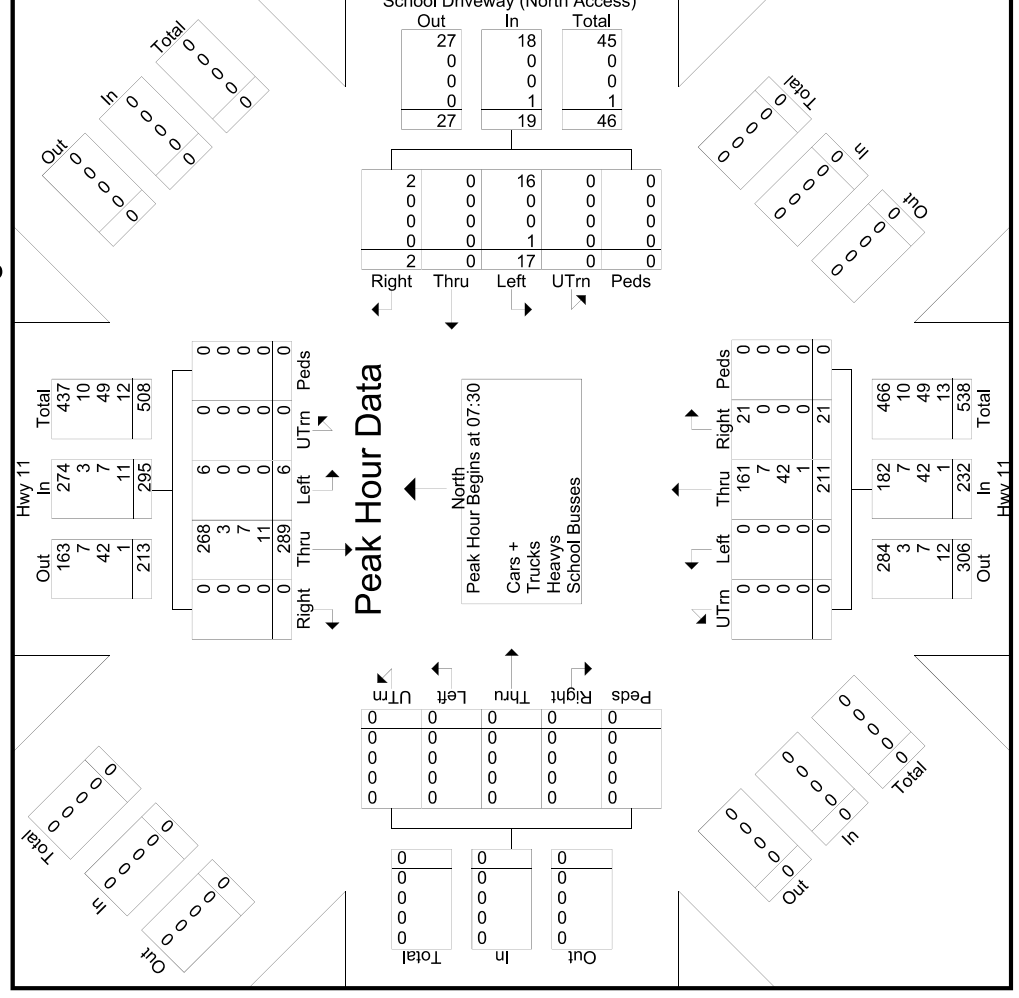


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"We do not estimate...we count"

File Name : Hwy 11 at School Driveway (North Access)
Site Code : 20150013
Start Date : 2/10/2015
Page No : 4



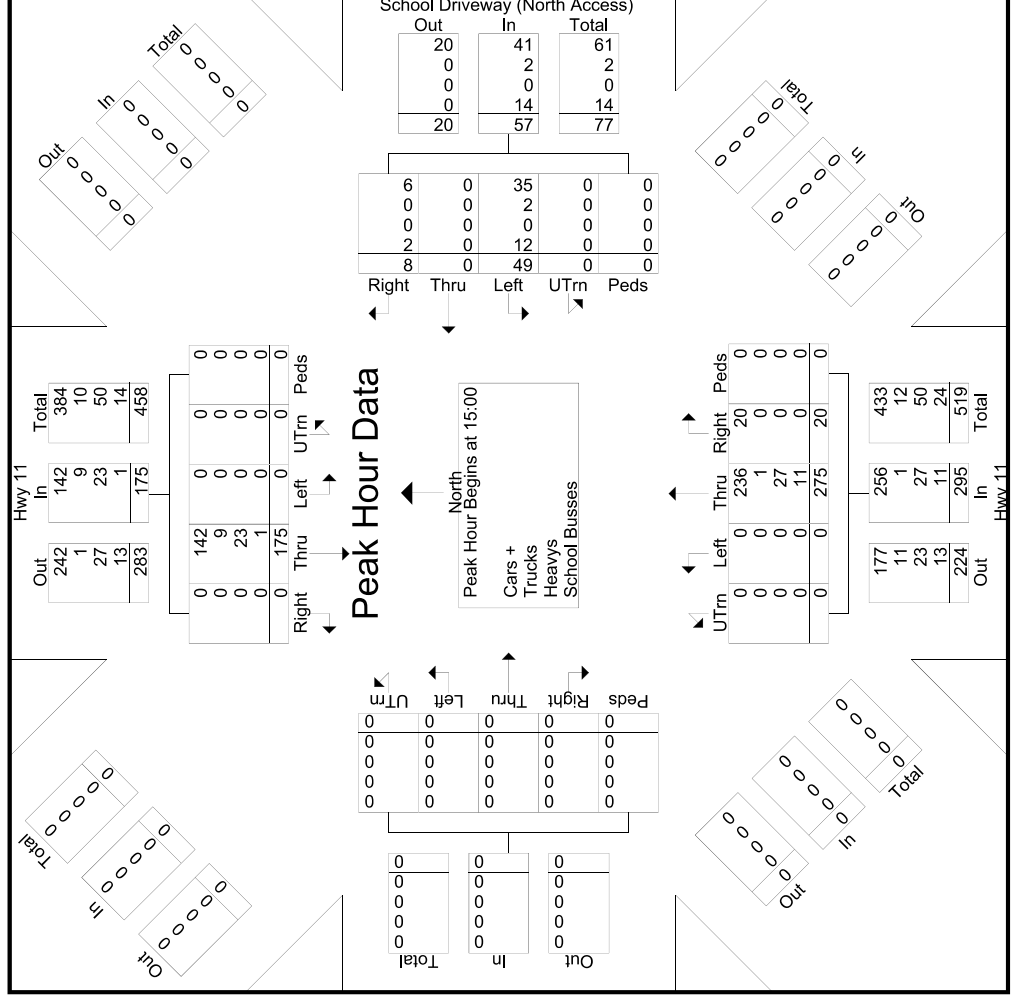


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File Name : Hwy 11 at School Driveway (North Access)
Site Code : 20150013
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Page No : 6





"We do not estimate... we count"

File Name : Hwy 11 at School Driveway (South Access)
Site Code : 20150012
Start Date : 2/10/2015
Page No : 1

Groups Printed- Cars + - Trucks - Heavys - School Buses																											
Hwy 11 Southbound														School Driveway (South Access)								Hwy 11 Northbound					
Start Time	Right	Thru	Left		UTrn	Peds	App. Total	Right	Thru	Left		UTrn	Peds	App. Total	Right	Thru	Left		UTrn	Peds	App. Total	Eastbound					
			Left	UTrn						Left	UTrn						Left	Thru				Right	Thru	Left	Thru	Right	App. Total
07:00	0	26	0	0	0	0	26	0	0	0	0	0	0	24	0	0	0	0	0	0	0	24	0	0	0	50	
07:15	0	47	0	0	0	0	47	0	0	0	0	0	0	58	0	0	0	0	0	0	0	58	0	0	0	105	
07:30	0	64	0	0	0	0	64	0	0	1	0	0	0	69	0	0	0	0	0	0	0	69	0	0	0	134	
07:45	0	71	0	0	0	0	71	0	0	0	0	0	0	69	0	0	0	0	0	0	0	69	0	0	0	140	
Total	0	208	0	0	0	0	208	0	0	1	0	0	1	220	0	0	0	0	0	0	0	220	0	0	0	429	
08:00	0	69	1	0	0	0	70	0	0	1	0	0	0	50	0	0	0	0	0	0	0	50	0	0	0	121	
08:15	0	95	1	0	0	0	96	0	0	0	0	0	0	62	0	0	0	0	0	0	0	62	0	0	0	158	
08:30	0	76	1	0	0	0	77	0	0	1	0	0	1	50	0	0	0	0	0	0	0	50	0	0	0	128	
08:45	0	66	0	0	0	0	66	0	0	0	0	0	0	71	0	0	0	0	0	0	0	71	0	0	0	137	
Total	0	306	3	0	0	0	309	0	0	2	0	0	2	233	0	0	0	0	0	0	0	233	0	0	0	544	
14:30	0	54	2	0	0	0	56	0	0	0	0	0	0	57	0	0	0	0	0	0	0	57	0	0	0	113	
14:45	0	44	0	0	0	0	44	0	0	0	0	0	0	62	0	0	0	0	0	0	0	62	0	0	0	106	
Total	0	98	2	0	0	0	100	0	0	0	0	0	0	119	0	0	0	0	0	0	0	119	0	0	0	219	
15:00	0	54	0	0	0	0	54	0	0	0	0	0	0	97	0	0	0	0	0	0	0	97	0	0	0	151	
15:15	0	61	0	0	0	0	61	0	0	1	0	0	1	65	0	0	0	0	0	0	0	65	0	0	0	127	
15:30	0	55	0	0	0	0	55	0	0	2	0	0	2	77	0	0	0	0	0	0	0	77	0	0	0	134	
15:45	0	55	0	0	0	0	55	0	0	3	0	0	3	67	0	0	0	0	0	0	0	67	0	0	0	125	
Total	0	225	0	0	0	0	225	0	0	6	0	0	6	306	0	0	0	0	0	0	0	306	0	0	0	537	
16:00	0	57	0	0	0	0	57	0	0	1	0	0	1	63	0	0	0	0	0	0	0	63	0	0	0	121	
16:15	0	60	0	0	0	0	60	1	0	1	0	0	2	59	0	0	0	0	0	0	0	59	0	0	0	121	
Grand Total	0	954	5	0	0	0	959	1	0	11	0	0	12	1000	0	0	0	0	0	0	0	1000	0	0	0	1971	
Approch %	0	99.5	0.5					8.3		91.7	0				0												
Total %	0	48.4	0.3				48.7	0.1		0.6	0		0.6	50.7	0							50.7	0			0	
Cars +	0	811	2	0	0	0	813	1	0	11	0	0	12	797	0	0	0	0	0	0	0	797	0	0	0	1622	
Cars +	0	85	40	0	0	0	84.8	100	0	100	0	0	100	79.7	0	0	0	0	0	0	0	79.7	0	0	0	82.3	
Trucks	0	15	0	0	0	0	15	0	0	0	0	0	0	13	0	0	0	0	0	0	0	13	0	0	0	28	
% Trucks	0	1.6	0	0	0	0	1.6	0	0	0	0	0	0	1.3	0	0	0	0	0	0	0	1.3	0	0	0	1.4	
Heavys	0	80	0	0	0	0	80	0	0	0	0	0	0	142	0	0	0	0	0	0	0	142	0	0	0	222	
% Heavys	0	8.4	0	0	0	0	8.3	0	0	0	0	0	0	14.2	0	0	0	0	0	0	0	14.2	0	0	0	11.3	
School Buses	0	48	3	0	0	0	51	0	0	0	0	0	0	48	0	0	0	0	0	0	0	48	0	0	0	99	
% School Buses	0	5	60	0	0	0	5.3	0	0	0	0	0	0	4.8	0	0	0	0	0	0	0	4.8	0	0	0	5	

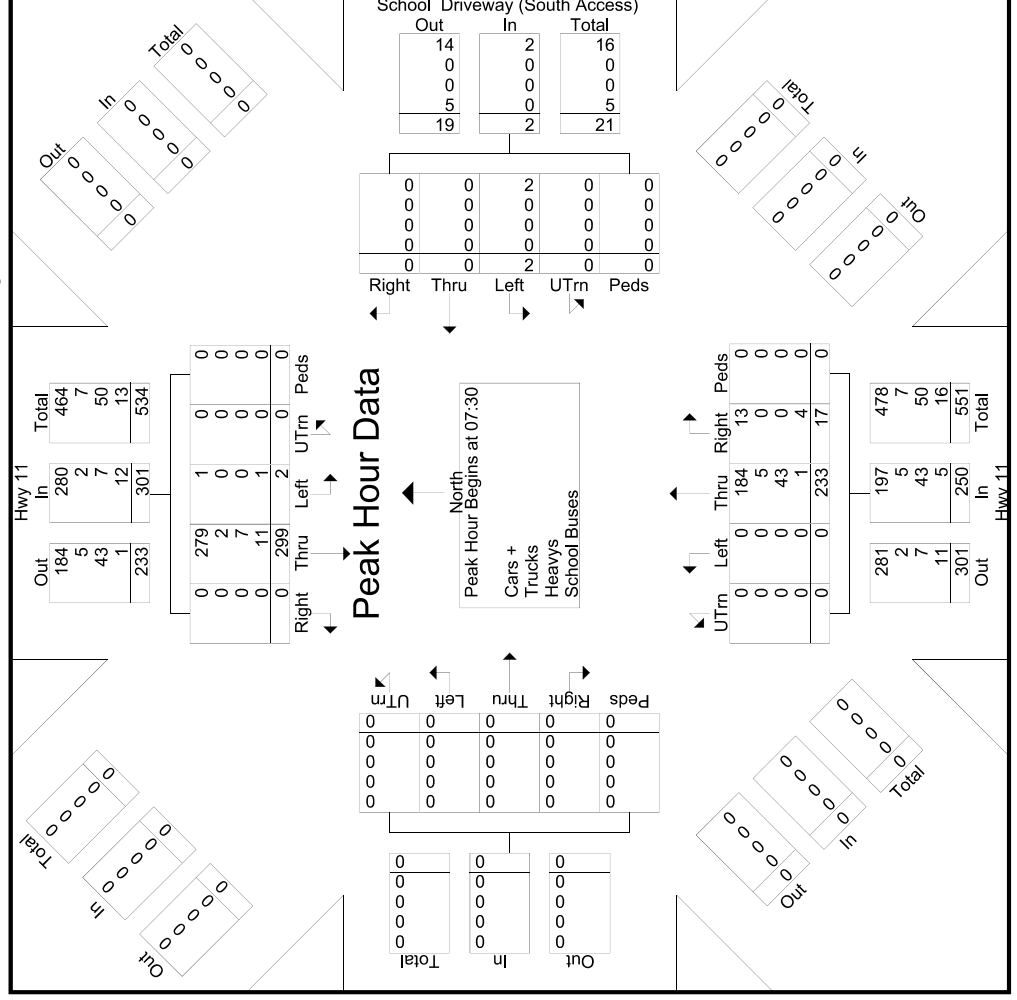


Horizon Data Services Ltd

250 Cochrane Dr; Suite 6
Markham ON L3R 8E5
(416) 840-6619

"We do not estimate...we count"

File Name : Hwy 11 at School Driveway (South Access)
Site Code : 20150012
Start Date : 2/10/2015
Page No : 4



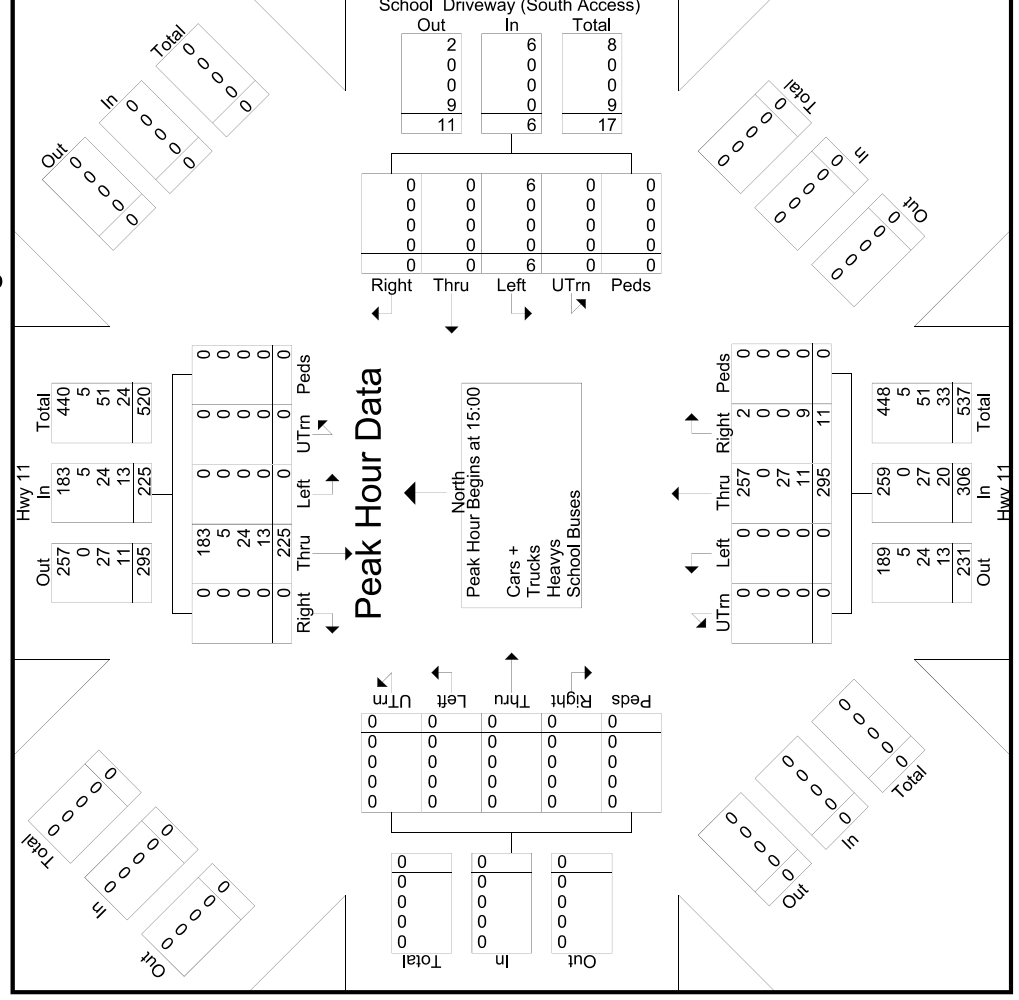


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Appendix B

**LEVEL OF SERVICE (LOS) DEFINITIONS FOR UNSIGNALIZED
INTERSECTIONS**

Levels of Service – Highway Capacity Manual

Unsignalized Intersection

Level of Service	Average Control Delays (s/veh)	Expected delay to Minor Street traffic from the Major Street
A	0 - 10	Little or no delay.
B	> 10 – 15	Short traffic delay.
C	> 15 – 25	Average traffic delay.
D	> 25 – 35	Long traffic delay.
E	> 35 – 50	Very long traffic delay.
F	> 50	Extreme delay encountered with queuing, which may cause severe congestion affecting other traffic movements in the intersection.

Source: Highway Capacity Manual, HCM 2000

UNSIGNALIZED LOS 12-09-18

Appendix C

**HCM INTERSECTION CAPACITY ANALYSIS AND QUEUE REPORT
SHEETS**

APPENDIX C-1










EXISTING TRAFFIC

HCM Unsignalized Intersection Capacity Analysis

1: Highway 11 & North Dirveway

<Existing> AM Peak Hour

3/9/2015











						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	44	4	176	37	9	265
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	51	5	202	43	10	305
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	549	224			245	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	549	224			245	
tC, single (s)	6.7	6.7			4.1	
tC, 2 stage (s)						
tF (s)	3.8	3.8			2.2	
p0 queue free %	89	99			99	
cM capacity (veh/h)	449	710			1333	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	55	245	315			
Volume Left	51	0	10			
Volume Right	5	43	0			
cSH	463	1700	1333			
Volume to Capacity	0.12	0.14	0.01			
Queue Length 95th (m)	3.1	0.0	0.2			
Control Delay (s)	13.8	0.0	0.3			
Lane LOS	B		A			
Approach Delay (s)	13.8	0.0	0.3			
Approach LOS	B					
Intersection Summary						
Average Delay		1.4				
Intersection Capacity Utilization		35.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

2: Highway 11 & South Driveway

<Existing> AM Peak Hour

3/9/2015










						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	2	0	213	20	3	306
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	2	0	245	23	3	352
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	603	245			268	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	603	245			268	
tC, single (s)	6.4	6.2			4.8	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.8	
p0 queue free %	100	100			100	
cM capacity (veh/h)	463	799			998	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	2	245	23	355		
Volume Left	2	0	0	3		
Volume Right	0	0	23	0		
cSH	463	1700	1700	998		
Volume to Capacity	0.00	0.14	0.01	0.00		
Queue Length 95th (m)	0.1	0.0	0.0	0.1		
Control Delay (s)	12.8	0.0	0.0	0.1		
Lane LOS	B			A		
Approach Delay (s)	12.8	0.0		0.1		
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			32.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: Highway 11 & North Dirveay

<Existing> PM Peak Hour

3/9/2015











						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	47	7	257	29	1	167
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	54	8	295	33	1	192
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	506	312			329	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	506	312			329	
tC, single (s)	6.7	6.5			4.1	
tC, 2 stage (s)						
tF (s)	3.8	3.6			2.2	
p0 queue free %	89	99			100	
cM capacity (veh/h)	479	669			1242	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	62	329	193			
Volume Left	54	0	1			
Volume Right	8	33	0			
cSH	497	1700	1242			
Volume to Capacity	0.12	0.19	0.00			
Queue Length 95th (m)	3.2	0.0	0.0			
Control Delay (s)	13.3	0.0	0.1			
Lane LOS	B		A			
Approach Delay (s)	13.3	0.0	0.1			
Approach LOS	B					
Intersection Summary						
Average Delay		1.4				
Intersection Capacity Utilization		28.4%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

2: Highway 11 & South Driveway

<Existing> PM Peak Hour

3/9/2015

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	3	0	286	15	0	214
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	3	0	329	17	0	246
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	575	329			346	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	575	329			346	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	483	717			1224	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	3	329	17	246		
Volume Left	3	0	0	0		
Volume Right	0	0	17	0		
cSH	483	1700	1700	1224		
Volume to Capacity	0.01	0.19	0.01	0.00		
Queue Length 95th (m)	0.2	0.0	0.0	0.0		
Control Delay (s)	12.5	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	12.5	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			27.9%		ICU Level of Service	A
Analysis Period (min)			15			

APPENDIX C-2











2020 TOTAL TRAFFIC

HCM Unsignalized Intersection Capacity Analysis

1: Highway 11 & North Dirveay

<2020 Total> AM Peak Hour

3/12/2015











						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	72	19	181	31	6	283
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	83	22	208	36	7	325
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	547	208			244	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	547	208			244	
tC, single (s)	6.7	6.7			4.1	
tC, 2 stage (s)						
tF (s)	3.8	3.8			2.2	
p0 queue free %	82	97			99	
cM capacity (veh/h)	451	725			1334	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	105	208	36	332		
Volume Left	83	0	0	7		
Volume Right	22	0	36	0		
cSH	489	1700	1700	1334		
Volume to Capacity	0.21	0.12	0.02	0.01		
Queue Length 95th (m)	6.1	0.0	0.0	0.1		
Control Delay (s)	14.3	0.0	0.0	0.2		
Lane LOS	B			A		
Approach Delay (s)	14.3	0.0		0.2		
Approach LOS	B					
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			36.2%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Highway 11 & South Driveway

<2020 Total> AM Peak Hour

3/12/2015











						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	212	71	14	341
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	0	244	82	16	392
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	668	244			325	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	668	244			325	
tC, single (s)	6.4	6.2			4.8	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.8	
p0 queue free %	100	100			98	
cM capacity (veh/h)	419	800			945	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	0	244	82	408		
Volume Left	0	0	0	16		
Volume Right	0	0	82	0		
cSH	1700	1700	1700	945		
Volume to Capacity	0.00	0.14	0.05	0.02		
Queue Length 95th (m)	0.0	0.0	0.0	0.4		
Control Delay (s)	0.0	0.0	0.0	0.5		
Lane LOS	A			A		
Approach Delay (s)	0.0	0.0		0.5		
Approach LOS	A					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			38.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: Highway 11 & North Dirveay











<2020 Total> PM Peak Hour

3/12/2015

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	92	13	264	34	1	172
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	106	15	303	39	1	198
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	503	303			343	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	503	303			343	
tC, single (s)	6.7	6.5			4.1	
tC, 2 stage (s)						
tF (s)	3.8	3.6			2.2	
p0 queue free %	78	98			100	
cM capacity (veh/h)	481	677			1228	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	121	303	39	199		
Volume Left	106	0	0	1		
Volume Right	15	0	39	0		
cSH	499	1700	1700	1228		
Volume to Capacity	0.24	0.18	0.02	0.00		
Queue Length 95th (m)	7.1	0.0	0.0	0.0		
Control Delay (s)	14.5	0.0	0.0	0.1		
Lane LOS	B			A		
Approach Delay (s)	14.5	0.0		0.1		
Approach LOS	B					
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			30.2%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 2: Highway 11 & South Driveway

<2020 Total> PM Peak Hour
3/12/2015

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	298	50	1	263
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	0	343	57	1	302
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	647	343			400	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	647	343			400	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	438	705			1170	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	0	343	57	303		
Volume Left	0	0	0	1		
Volume Right	0	0	57	0		
cSH	1700	1700	1700	1170		
Volume to Capacity	0.00	0.20	0.03	0.00		
Queue Length 95th (m)	0.0	0.0	0.0	0.0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A			A		
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			26.8%		ICU Level of Service	A
Analysis Period (min)			15			

APPENDIX C-3











2025 TOTAL TRAFFIC

HCM Unsignalized Intersection Capacity Analysis

1: Highway 11 & North Dirveay

<2025 Total> AM Peak Hour

3/12/2015











						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	72	19	184	31	6	286
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	83	22	211	36	7	329
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	554	211			247	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	554	211			247	
tC, single (s)	6.7	6.7			4.1	
tC, 2 stage (s)						
tF (s)	3.8	3.8			2.2	
p0 queue free %	81	97			99	
cM capacity (veh/h)	446	722			1331	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	105	211	36	336		
Volume Left	83	0	0	7		
Volume Right	22	0	36	0		
cSH	485	1700	1700	1331		
Volume to Capacity	0.22	0.12	0.02	0.01		
Queue Length 95th (m)	6.2	0.0	0.0	0.1		
Control Delay (s)	14.4	0.0	0.0	0.2		
Lane LOS	B			A		
Approach Delay (s)	14.4	0.0		0.2		
Approach LOS	B					
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			36.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Highway 11 & South Driveway

<2025 Total> AM Peak Hour

3/12/2015











						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	215	71	14	344
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	0	247	82	16	395
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	675	247			329	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	675	247			329	
tC, single (s)	6.4	6.2			4.8	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.8	
p0 queue free %	100	100			98	
cM capacity (veh/h)	415	797			942	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	0	247	82	411		
Volume Left	0	0	0	16		
Volume Right	0	0	82	0		
cSH	1700	1700	1700	942		
Volume to Capacity	0.00	0.15	0.05	0.02		
Queue Length 95th (m)	0.0	0.0	0.0	0.4		
Control Delay (s)	0.0	0.0	0.0	0.5		
Lane LOS	A			A		
Approach Delay (s)	0.0	0.0		0.5		
Approach LOS	A					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			38.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: Highway 11 & North Dirveay

<2025 Total> PM Peak Hour

3/12/2015











						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	92	13	268	34	1	174
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	106	15	308	39	1	200
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	510	308			347	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	510	308			347	
tC, single (s)	6.7	6.5			4.1	
tC, 2 stage (s)						
tF (s)	3.8	3.6			2.2	
p0 queue free %	78	98			100	
cM capacity (veh/h)	476	673			1223	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	121	308	39	201		
Volume Left	106	0	0	1		
Volume Right	15	0	39	0		
cSH	494	1700	1700	1223		
Volume to Capacity	0.24	0.18	0.02	0.00		
Queue Length 95th (m)	7.2	0.0	0.0	0.0		
Control Delay (s)	14.6	0.0	0.0	0.1		
Lane LOS	B			A		
Approach Delay (s)	14.6	0.0		0.1		
Approach LOS	B					
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			30.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Highway 11 & South Driveway

<2025 Total> PM Peak Hour

3/12/2015

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	302	50	1	265
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	0	347	57	1	305
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	654	347			405	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	654	347			405	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	434	701			1165	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	0	347	57	306		
Volume Left	0	0	0	1		
Volume Right	0	0	57	0		
cSH	1700	1700	1700	1165		
Volume to Capacity	0.00	0.20	0.03	0.00		
Queue Length 95th (m)	0.0	0.0	0.0	0.0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A			A		
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			27.0%		ICU Level of Service	A
Analysis Period (min)			15			

Appendix D

MTO GEOMETRIC DESIGN STANDARDS FOR ONTARIO HIGHWAYS
TABLE E3-1

Design Speed, km/h	20	30	40	50	60	70	80	90	100	110
Minimum Stopping Sight Distance, m	20	30	45	65	85	110	135	160	185	215

Table E3-1
Minimum Stopping Sight Distance

The no control condition may be adequate at the intersection of a local road with a local road where the following conditions exist:

- the total AADT for the intersection is 1000-1500 vehicles or less;
- the safe approach speed (stopping sight distance) is approximately equal to or greater than the 85 percentile speed or the speed limit whichever is less;
- accident history indicates two or less right angle collisions per year.

As an absolute minimum requirement, drivers approaching an uncontrolled intersection must have at least sufficient sight distance to adjust their speeds to avoid collision while continuing through the intersection. For this situation three seconds are needed along each approach roadway for driver perception, reaction and braking. Distances required to allow three seconds are listed in Table E3-2 for various approach speeds.

It is assumed that vehicles will seldom be required to stop at uncontrolled intersections. In the event that a vehicle has to stop, the sight distance requirements for departure would be the same as those shown for stop control.

E.3.2.2 Yield Control

Where an intersection is controlled by a yield sign, on the side road it is assumed that a driver on that approach will reduce speed sufficiently to enable him/her to stop or to accelerate and pass through the intersection. The sight line for this condition is established by applying:

- the minimum stopping sight distance at a reduced speed along the controlled side road and

- the minimum stopping sight distance along the uncontrolled highway.

For design values see Table E3-1.

Suggested speeds on the yield controlled approach are:

- urban conditions - 20km/h,
- rural conditions - 30 or 40 km/h.

See Table E3-1 for the minimum stopping sight distances relating to these speeds.

The yield control condition is most applicable to the intersection of a local road with a local road or a local road with a collector under the following conditions:

- total AADT entering the intersection is 1500-3000 vehicles;
- a safe approach speed (stopping sight distance) is equal to or greater than 20 km/h;
- a history of three or more right angle accidents per year.

The sight line for the safe departure and crossing of a standing vehicle on the yield controlled side road is established in the same manner as for stop control, as discussed below.

E.3.2.3 Stop Control

POLICY

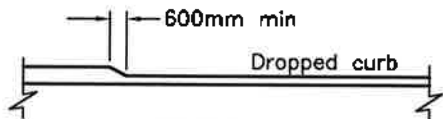
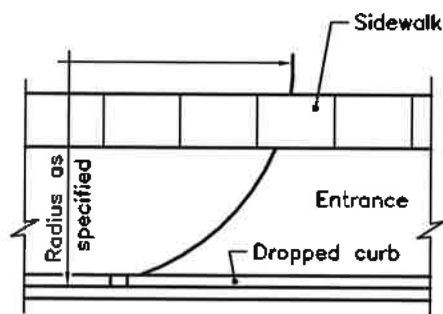
THE SIGHT DISTANCE ALONG THE MAJOR HIGHWAY SHOULD BE MEASURED FROM THE HEIGHT OF THE TURNING VEHICLE DRIVER'S EYE OF 1.05 M TO THE TOP OF THE APPROACHING VEHICLE 1.3 M ABOVE THE PAVEMENT. FOR THE EFFECT OF GRADE, TABLE C2-3 SHOULD BE APPLIED.

Design Speed, km/h	30	40	50	60	70	80	90	100	110
Distance, m	25	30	40	50	60	65	75	85	95

Table E3-2
Minimum Distance Travelled in 3 s

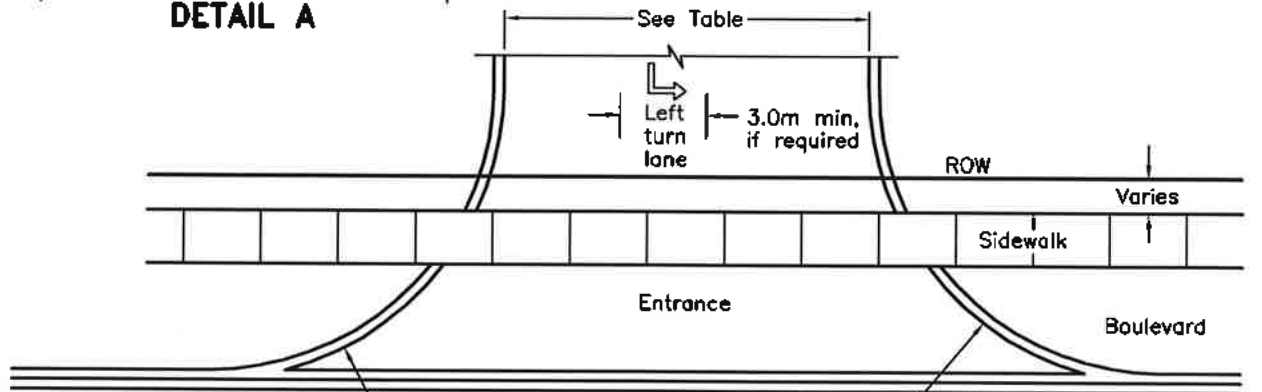
Appendix E

OPSD AND CSA S-DESIGN STANDARDS



DETAIL A

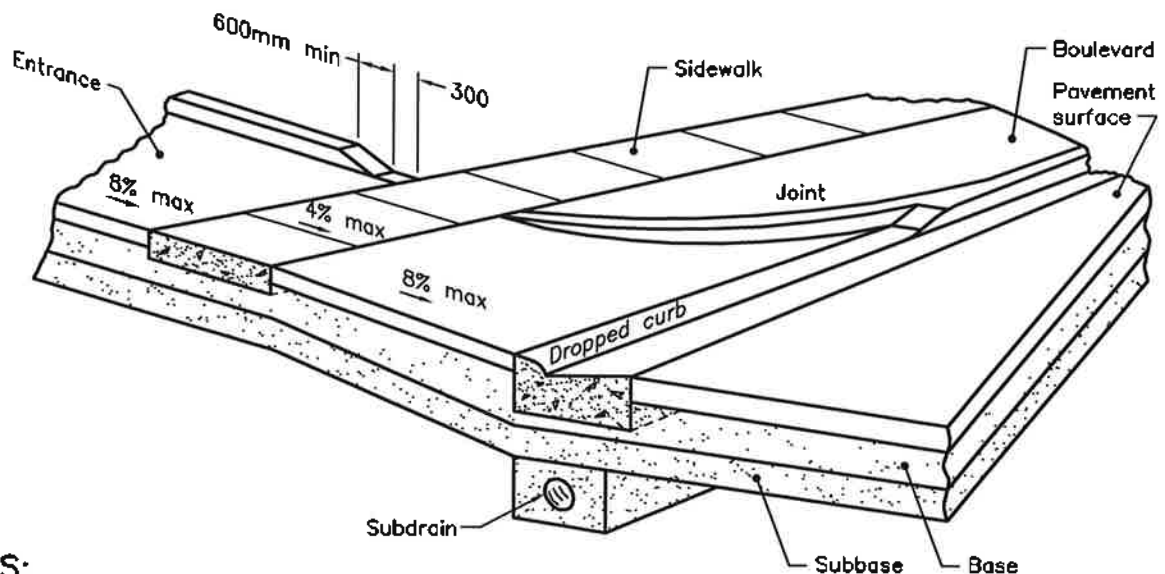
DRIVEWAY DIMENSIONS						
LAND USE	WIDTH m				RADIUS m	
	One-Way		Two-Way		min	max
	min	max	min	max		
Light Industrial, Commercial, and Apartment	4.5	7.5	7.2	12.0	4.5	12.0
Heavy Industrial	5.0	9.0	9.0	15.0	9.0	15.0



PLAN

Concrete curb or curb with gutter. For entrance without curb or curb with gutter see Detail A

See table for driveway radius



NOTES:

A All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING

URBAN
INDUSTRIAL, COMMERCIAL, AND
APARTMENT ENTRANCES

Nov 2009

Rev 1



OPSD 350.010

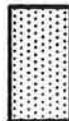
CSAS - 31

ENTRANCE TO SMALL BUSINESS

FOR RURAL AREAS

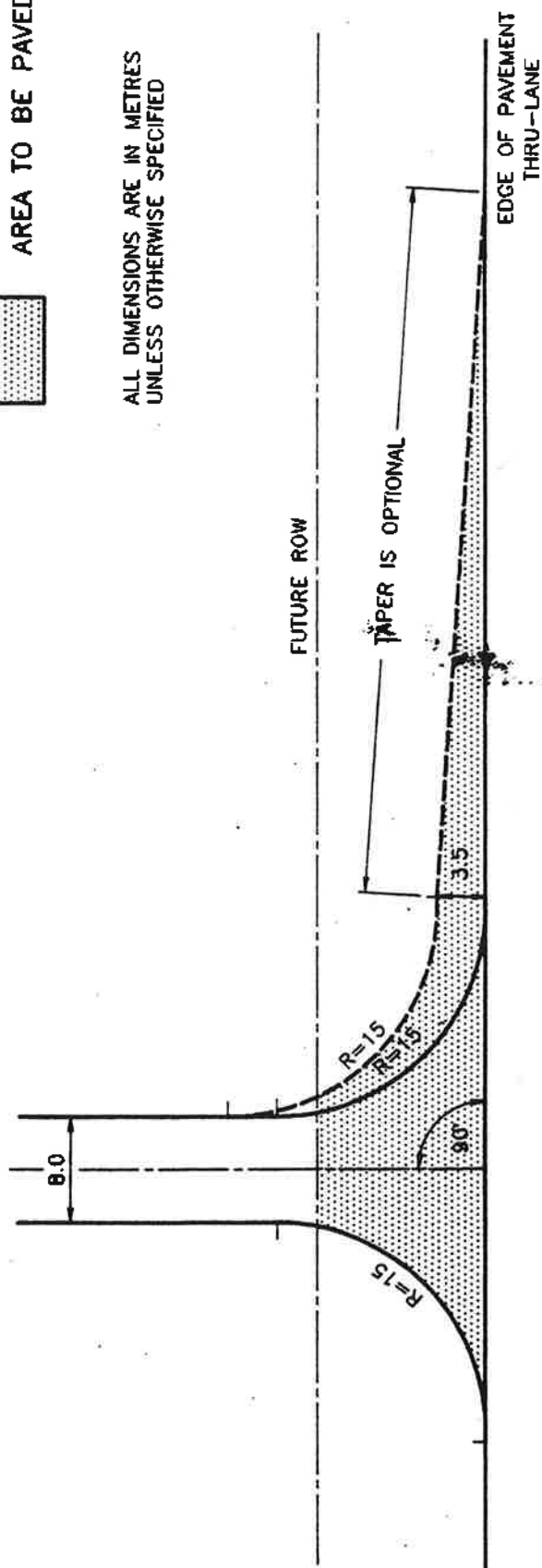
DATE: 1994-01

REV:



AREA TO BE PAVED

ALL DIMENSIONS ARE IN METRES
UNLESS OTHERWISE SPECIFIED



SCALE 1:500

Speed Enforcement Evaluator

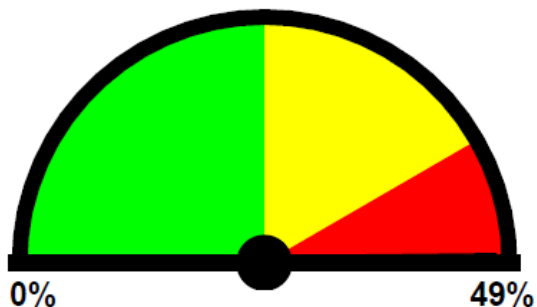
Location:
Highway 11

Total Percentage of
Enforceable Violations

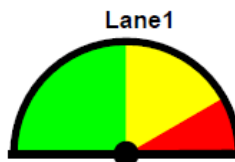
GPS:
0' 0.0000 South
0' 0.0000 East

Closest Cross Street:
St. Michel School

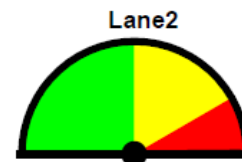
Analysis Dates:
Friday, June 28, 2019
Thursday, July 04, 2019
Times:
07:00 AM-09:00 AM
03:00 PM-05:00 PM



0% 49%
Posted Speed Limit: 80 KPH
Enforcement Tolerance: 0 KPH
Enforcement Limit: 81 KPH & Up
Percentage Above Limit: 51.8%
Enforcement Rating: HIGH



Percent Above Limit: 50.7%
Enforcement Rating: HIGH



Percent Above Limit: 56.4%
Enforcement Rating: HIGH

Combined

1-55	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	101-105	106-110	111-115	>115
166	78	126	265	358	1333	1216	619	653	312	176	58	14	6

85 percentile = 91

Lane1

1-55	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	101-105	106-110	111-115	>115
104	49	71	164	249	1007	880	451	424	186	98	33	8	5

85 percentile = 91

Lane2

1-55	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	101-105	106-110	111-115	>115
62	29	55	101	109	326	336	168	229	126	78	25	6	1

85 percentile = 92

Appendix F



The Corporation of the City of Temiskaming Shores
Regular Meeting of Council
Tuesday, December 3, 2019

Resolution

Highway 11 – Proposed upgrades from Highway 65 East (“the Cow”) to Highway 569 (9 Mile Corner)

Resolution No. 2019-634

Moved by: Councillor Laferriere
Seconded by: Councillor Foley

Whereas the Timiskaming Road Safety Coalition, the City of Temiskaming Shores and École catholique St. Michel have identified issues related to speed limits along Highway 11 in proximity to École catholique St. Michel to the Ministry of Transportation Ontario (MTO); and

Whereas Council for the City of Temiskaming Shores supported the Timiskaming Road Safety Coalition's petition to the MTO through Resolution No. 2019-211 to reduce the posted speed limit to 60 km/h from 0.1 km South of Highway 65 East to Tobler's Road on Highway 11 in Temiskaming Shores; and

Whereas the MTO has responded that they have completed an investigation and outlined that the results of the study did not identify any demonstrated operational concerns and are confident that the current posted speed limit is appropriate for all road users along this highway corridor; and

Whereas there are several schools in municipalities North of Temiskaming Shores along the Highway 11 corridor where the posted speed limit is either 60 km/h or 50 km/h; and

Whereas there have been informal discussions in regards to a secondary access to École catholique St. Michel through the Dymond Subdivision to alleviate access concerns onto Highway 11; and

Whereas the MTO will be initiating construction upgrades of Highway 11 from Highway 65 East northerly to Highway 569 (the 9 Mile Corner) which may or may not include turning lanes at École catholique St. Michel and traffic control lights at Golf Course Road/Drive-in Theatre Road.

Now therefore be it resolved that the Council of the City of Temiskaming Shores hereby petitions the Ministry of Transportation of Ontario to meet with representatives from the City, École catholique St. Michel and the Timiskaming Road Safety Coalition to review design criteria for the proposed upgrades to Highway 11 with the objective of ensuring safer access along Highway 11 from 0.1 km South of Highway 65 East to Tobler's Road; and

Further that a copy of this resolution be sent to the Honourable Caroline Mulroney, Minister of Transportation, École catholique St. Michel, John Vanthof, MPP Timiskaming-Cochrane) and the Road Safety Coalition.

Carried

Certified True Copy
City of Temiskaming Shores

A handwritten signature in black ink, appearing to read "David B. Treen".

David B. Treen
Municipal Clerk



THE CORPORATION OF THE CITY OF TEMISKAMING SHORES
REGULAR COUNCIL MEETING
April 2, 2019
RESOLUTION

**Support – Temiskaming District Road Safety Coalition – Speed Reduction
on Highway 11**

Resolution No. 2019-211

Moved by: Councillor Foley

Seconded by: Councillor McArthur

Whereas Highway 11 in Temiskaming Shores has an annual average daily traffic (AADT) of 14,900 as reported by the MTO in 2016 which is among the highest in North Eastern Ontario; and

Whereas this section of the highway also has the highest posted speed limit (80 km/hr) through any community that is transected by Highway 11 in Northern Ontario; and

Whereas the Highway Traffic Act (HTA), Part IX Rate of Speed section 128.1 states that no person shall drive a motor vehicle at a rate of speed greater than (a) 50 kilometers an hour on a highway within a local municipality or within a built-up area; and

Whereas the City of Temiskaming Shores has expanded considerably along Highway 11 in recent years, including residential and businesses and should qualify as a “built up area” by definition; and

Whereas École catholique St-Michel has expanded from a grade 5-8 school to now accommodate K-8 as well as a child care centre; and

Whereas the traffic impact study completed as part of the expansion resulted in a parking lot redesign as well as recommending the speed limit on Highway 11 be reduced to 60km/hr; and

Whereas the MTO has installed a school zone sign near École catholique St-Michel in 2017; and

Whereas this corridor is a preferred route for large commercial transports, which take more time to turn on and off of the highway to access restaurants and gas stations; and

Whereas a speed of 60km/h on this section of highway would be consistent with the speed on Highway 65 E within the City of Temiskaming Shores.


Now therefore be it resolved that the Council of Temiskaming Shores hereby supports the Timiskaming District Road Safety Coalition and petitions the Government of Ontario to reduce the posted speed limit to 60 km/h from 0.1 km south of Hwy 65 to Tobler's Road on Highway 11 in Temiskaming Shores; and

Furthermore, that MTO apply lane painting techniques that encourage road users to slow down as well as enhance signage to notify drivers of the reduced speed and that there is a school ahead; and

Furthermore, that a copy of this resolution be sent to The Honuorable Jeff Yurek, Minister of Transportation, John Vanthof, Timiskaming-Cochrane MPP and the Timiskaming District Road Safety Coalition.

CARRIED

Certified true copy


David B. Treen
Municipal Clerk

Appendix H

Petition to reduce speed on Highway 11 in Temiskaming Shores

TO The Legislative Assembly of Ontario

WHEREAS Highway 11 in Temiskaming Shores has an annual average daily traffic (AADT) of 14,900 as reported by the MTO in 2016. This is among the highest in North Eastern Ontario, this section of the highway also has the highest posted speed limit (80 km/hr) through any community that is transected by Highway 11 in Northern Ontario.

WHEREAS The Highway Traffic Act (HTA), Part IX Rate of Speed section 128.1 states that no person shall drive a motor vehicle at a rate of speed greater than (a) 50 kilometers an hour on a highway within a local municipality or within a built up area.

WHEREAS The City of Temiskaming Shores has expanded considerably along Highway 11 in recent years, including residential and businesses and should qualify as a “built up area” by definition.

WHEREAS École catholique St-Michel has expanded from a grade 5-8 school to now include K-8 and a child care centre. The traffic impact study completed for parking lot redesign due to this increased traffic recommended lowering speed limits to 60km/hr.

WHEREAS The City of Temiskaming Shores has supported designating a portion of the highway as a Community Safety Zone.

WHEREAS The MTO has installed a school zone sign near École catholique St-Michel in 2017.

WHEREAS This corridor is a preferred route for large commercial transports, which take more time to turn on and off of the highway to access restaurants and gas stations.

WHEREAS A speed of 60km/h on this section of highway would be consistent with the speed on Highway 65 within the municipality of New Liskeard.

WE the undersigned petition the Legislative Assembly of Ontario to reduce the posted speed limit to 60 km/h from 80 km/h south of Hwy 65 to Tobler’s Road on Highway 11 in Temiskaming Shores, as well as, employing lane painting techniques that encourage road users to slow down and enhancing signage to notify drivers of the reduced speed and that there is a school ahead



758070 2nd Line E
Mulmur, Ontario
L9V 0G8

Local **(705) 466-3341**
Toll Free from 519 only **(866) 472-0417**
Fax **(705) 466-2922**

April 12 2022

RE: MORE HOMES FOR EVERYONE ACT

At the meeting held on April 6, 2022, Council of the Township of Mulmur passed the following resolution regarding the More Homes for Everyone Act.

Moved by Clark and Seconded by Hawkins

WHEREAS Council supports removing red tape and expediting the creation of affordable housing through the proper review and approval

AND WHEREAS Council values citizen input, professional planning recommendations and elected Official decision making;

NOW THEREFORE, Council provides the following comments on Bill 109:

1. Final Decision making should rest with elected officials
2. Planner's recommendations should be subject to public input and local expertise
3. Ratepayers should not be subsidizing development applications through refunds to application fees intended to cover the cost of processing applications
4. That a definition of minor rezoning has not been established
5. Planners should not be put in a position of having to be experts and decision makers over all other disciplines
6. Delegating authority for site plans and creating penalties for site plan and minor rezonings will not solve housing crisis, as the proposed legislation targets single lot developments opposed to large scale residential development

AND FURTHER THAT a copy of this resolution be forwarded to the Province of Ontario, Ministry of Municipal Affairs and Housing, Environmental Registry, the County of Dufferin and all Ontario municipalities.

CARRIED.

Sincerely,

Tracey Atkinson

Tracey Atkinson, CAO/Clerk/Planner
Township of Mulmur

Niska Park



City of Temiskaming Shores
PO Box 2050
Haileybury, ON P0J 1K0

Tuesday, April 12, 2022

RE: **Niska Park in Memory of Nicole Guertin**

Dear Mayor and Council of the City of Temiskaming Shores,

Since Nicole's passing in October, we, a small group of close family, friends, and colleagues, have been contemplating ways in which we might commemorate her accomplishments and the phenomenal impact she had on our community.

To this end, the foundations of a lovely idea have emerged that we feel represent Nicole's values of community development, health and wellness, and connecting people: we would like to develop the little piece of parkland along Farr Drive, just south of City Hall. Working with a professional landscape architect, a beautiful, welcoming, useful, sustainable, environmentally-friendly, public green space would be created.

Niska (Canada geese in Cree) was an important symbol for Nicole: strength in working together, alternating lead, and maintaining flight over long distances; Niska Park would include elements such as a community garden, native plants, pathways, benches, and a Niska overlooking the lake.

Timeline

This idea has been taking shape over the course of the past several months; we are now ready to move forward and work with the City to help make Niska Park a reality. While we await news from Council about approval, we will begin the search for an appropriate professional landscape architect to help us design the space. We will establish a budget and begin to source potential funds.

Should Council approve the project by May, we would hire the architect to design the park as soon as possible, and begin in earnest to secure funding, with preliminary work on the park and gardens starting this fall. Plans and funding pending, we may decide to develop Niska Park in several phases; likely some elements may not be in place until 2023 - 2024. In any case, we commit to keeping the council informed as the project progresses.

Funding

Although in early stages with details yet to be determined, we expect the cost to get Niska Park up and running will be in the range of \$50,000.

Amongst our small group of volunteers working toward this beautiful goal there are those of us who have had years of experience with project planning and fundraising, including securing funding through grants and donations, both of which would be revenues for this project. We are confident in the development, as well as the long-term viability, of Niska Park.

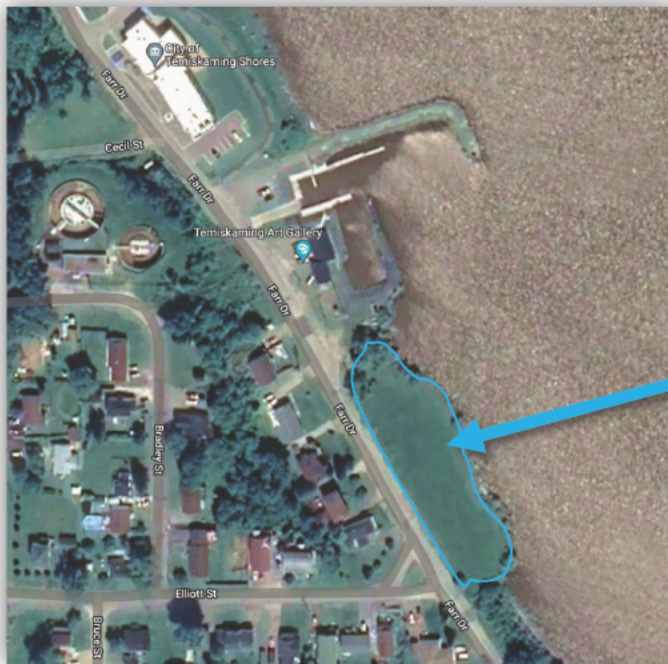
As a community garden and public green space developed with community engagement, sustainability, and the environment in mind, Niska Park will address several community gaps identified in The Temiskaming Foundation's Vital Signs Report, such as food insecurity, "health and well-being", "belonging and engagement", and "environment and sustainability". We therefore hope that the project would be considered for The Temiskaming Foundation's Vital Signs, as well as the TD Friends of the Environment Foundation, funding. We also expect that the City of Temiskaming Shores' Smart and Caring Communities fund, dedicated to "the improvement or maintenance of the environment and physical activity or enjoyment of the environment within the limits of the City of Temiskaming", might be an appropriate source of funding for this project.

Request

We are a committed group of volunteers wanting to work with the City to help our vision of Niska Park become a reality. We are at the very beginning stages of this project, and hope to secure approval from the Council to move forward with planning.

In particular, we request that the City:

- Agrees to support our volunteer efforts to transition the entire patch of land indicated below into Niska Park, dedicated to the memory of Nicole Guertin:



- Commits to take on regular maintenance of the space (garbage bins, mowing of any lawn areas, etc.) once established.
- Acts as sponsor/'flow-through' for any funding applications for which we, as an ad-hoc group of volunteers, would not be eligible. We would prepare formal letters of request to the City for each application prior to submission.
- Although we cannot yet foresee what might be deemed essential to the efficiency and effectiveness of Niska Park, we request that the City agrees to consider adding elements such as a water source for the community garden component; these details, and other potential in-kind contributions from the City, can be decided upon as we move forward.

We have faith that the City of Temiskaming Shores will support what we believe to be a wonderful community development initiative that will provide a useful, natural, beautiful green space for our residents while celebrating the life and legacy of Nicole Guertin, a remarkable soul who touched the lives of so many in our community, and who is dearly missed.

Yours,

Jocelyn Blais
Danielle Perras
Réjeanne Massie-Bélisle
Felicity Buckell
Michel Massie

April 12, 2022

Via email: TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca

Minister of Transport Canada
5th Floor
777 Bay St.
Toronto, ON
M7A 1Z8

Dear Hon. Omar Alghabra,

RE: Notice of Motion – Floating Accommodations

On behalf of the Council of the Corporation of the Township of Lake of Bays, please be advised that the above-noted motion was presented at the last regularly scheduled Council meeting on April 12, 2022 and the following resolution was passed.

“Resolution #8(a)/04/12/22

WHEREAS floating accommodations have become a growing concern in that they will affect the environment, character, tranquillity and the overall enjoyment of Lake of Bays and regulating these floating accommodations is a top priority for the Township of Lake of Bays;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Township of Lake of Bays hereby requests that Transport Canada amend the Canada Shipping Act 2001 by adding the following to the Act:

- **All vessel greywater be discharged into a holding tank and disposed of as per Provincial regulations for new vessels; and**
- **All floating accommodations are required to conform to all Provincial and municipal regulations and by-laws.**

...2

Page 2

AND FURTHER THAT the Council of the Corporation of the Township of Lake of Bays hereby requests that Northern Development, Mines, Natural Resources and Forestry (NDMNRF) amend Ontario Regulation 161/17 to include the following:

- **Post signs to restrict floating accommodation/camping on the water in southern Ontario (Muskoka south) and that a permit from the NDMNRF is required and a permit will not be granted without the consent of the local municipality;**
- **Camping is reduced from 21 days to 7 days;**
- **Not permit any camping on the water within 300m of a developed lot or within a narrow water body of 150m; and**
- **Should a municipality have more restrictive by-laws related to camping, these by-laws would apply.**

AND FURTHER, THAT Council hereby directs the Clerk to forward this resolution to the Minister of Transport Canada, the Premier of Ontario, Scott Aitchison, MP, Norm Miller, MPP, Minister of Northern Development, Mines, Natural Resources and Forestry (NDMNRF), Association of Municipalities of Ontario and all municipalities in Ontario.

Carried.”

In accordance with Council’s direction, I am forwarding you a copy of the resolution for your reference.

Please do not hesitate to contact me should you have any questions or require clarification in this regard.

Sincerely,



Carrie Sykes, *Dipl. M.A., CMO, AOMC*,
Director of Corporate Services/Clerk

CS/lv

Copy to: Premier of Ontario
Member of Parliament,
Local member of Provincial Parliament
Minister of Northern Development, Mines, Natural Resources & Forestry
Association of Municipalities
Municipalities in Ontario

**Ministry of the Solicitor General
Office of the Fire Marshal**

25 Morton Shulman Avenue
Toronto ON M3M 0B1
Tel: 647-329-1100
Fax: 647-329-1143

**Ministère du Solliciteur général
Bureau du commissaire des incendies**

25, avenue Morton Shulman
Toronto ON M3M 0B1
Tél.: 647-329-1100
Télééc.: 647-329-1143



MEMORANDUM TO: Heads of Council / Chief Administrative Officers

FROM: Tim Beckett
Acting Ontario Fire Marshal

DATE: April 14, 2022

SUBJECT: O. Reg. 343/22: Firefighter Certification

Dear Heads of Council and Chief Administrative Officers,

I am writing to provide an update on the work that we have been doing on firefighter certification under the [Fire Protection and Prevention Act, 1997](#).

I am pleased to let you know that O. Reg. 343/22: Firefighter Certification has been filed under the Act. It is available on e-Laws [here](#).

Throughout the consultation period, we received tremendous feedback and support from municipalities, fire chiefs, and partner associations including the Ontario Association of Fire Chiefs, Ontario Professional Fire Fighters Association and the Fire Fighters Association of Ontario. The Office of the Fire Marshal (OFM) has been working collaboratively with all partners to understand the regulation and how the OFM can best support departments at the local level throughout the implementation period.

The final regulation reflects changes related to exceptions, transition, and certification standards in response to feedback received during the Regulatory Registry posting period and during the municipal technical briefings. This feedback assisted in finalizing the firefighter certification regulation, which provides flexibility for local municipalities, while supporting firefighter and public safety.

With this regulation, we are not asking that firefighters train to higher levels than they already are. Certification is a process of verification, ensuring that a firefighter is trained to the standard they are required to perform, as set out in the level of service determined by a municipal council or territory without municipal organization.

Mandatory certification in Ontario will validate the training that firefighters receive and, in turn, will create safer communities.

Many of the comments received with respect to implementation have also been or will be addressed in the coming months. For instance, to address capacity pressures within the OFM, we are already increasing the staff complement for both the Ontario Fire College (OFC) and our Academic Standards and Evaluation Unit. This will ensure that we can respond to the current and ongoing demand for training and certification across Ontario.

We also continue to refine and enhance both our Adjunct Instructor and Regional Training Centre models to meet provincial demand. Learning Contract accessibility has been expanded allowing fire departments that already train together to continue to do so in order to achieve certification. The OFC will also be working with fire departments to increase their own internal training capacity and will be exploring opportunities to provide additional training for senior officers through upcoming seminars, conferences and webinars.

At the same time, we heard from many departments that purchasing textbooks and other training essentials is challenging. We have therefore explored options with the Fire Marshal's Public Fire Safety Council (FMPFSC) to look at supports that they can provide on the procurement of textbooks and other materials. The FMPFSC is supportive of the certification file and will be finalizing options that will be communicated to fire departments shortly.

I am pleased that we have been able to work so collaboratively with municipalities, fire departments, and other partners to have this regulation finalized. With a long implementation window, we are confident that certification is achievable and look forward to working with firefighters across Ontario as this regulation is operationalized.

Sincerely,

Tim Beckett
Acting Fire Marshal

c: Mario Di Tommaso, O.O.M.
Deputy Solicitor General, Community Safety



MINUTES OF THE SPECIAL MEETING OF THE BOARD

Held on Thursday, March 10th, 2022, at 5:30 PM via Zoom Videoconference

Present: Derek Mundle, Jesse Foley, Doug Jelly, Airianna Leveille, Ian Macpherson, Sharon Gadoury-East, Clifford Fielder, Patrick Adams, Pat Kiely, Kelly Black – CAO (Chair)

Staff: Michelle Caron – Communications and Executive Coordinator (Recorder)

Absent:

Guests:

The Special Meeting of the Board was called to order at 5:30 PM.

1.0 Disclosure of Pecuniary Interest

Nil

2.0 Petitions and Delegations

Nil

3.0 Acceptance/Additions to Agenda

Resolution 2022-35

Moved by Sharon Gadoury-East and seconded by Airianna Leveille

THAT the agenda of the special meeting of the Board held on March 10th, 2022, be accepted as presented.

Carried.

4.0 Adoption of Previous Minutes – February 16th, 2022, Regular Meeting of the Board

Resolution 2022-36

Moved by Pat Kiely and seconded by Patrick Adams

THAT the minutes of the regular meeting of the Board held on February 16th, 2022, be approved as amended.

Carried.

5.0 In-Camera Session

Resolution 2022-37

Moved by Doug Jelly and seconded by Ian MacPherson

THAT the Board move into the in-camera session to discuss an HR matter.

Carried.

6.0 Return to Regular Session

Resolution 2022-38

Moved by Clifford Fielder and seconded by Pat Kiely

THAT the Board resolve to rise from the in-camera session and reconvene with the regular meeting of the Board with report at 6:10 PM.

Carried.

Resolution 2022-39

Moved by Jesse Foley and seconded by Patrick Adams

THAT the Board approve the direction given in-camera regarding item 5.3.1 under Other Business.

Carried.

7.0 Adjournment/Next Meeting

Resolution 2022-40

Moved by Ian MacPherson and seconded by Clifford Fielder

THAT the Board meeting be hereby adjourned at 6:11 PM

AND

THAT the next regular meeting of the Board be held on March 23rd, 2022, or at the call of the Chair.

Carried.

Minutes signed as approved by the Board:


Derek Mundle, Chair

March 23rd, 2022
Date

Recorder: Michelle Caron

1.0 CALL TO ORDER

The meeting was called to order at 9:02 a.m.

2.0 ROLL CALL

PRESENT:	Councillor Mike McArthur (Chair) Mayor George Othmer, Town of Cobalt Councillor Pat Anderson, Town of Cobalt Mayor Carman Kidd Christopher Oslund, City Manager Mitch McCrank, Manager of Transportation Sylvie Lachance, Manager – Stock Transportation Matthew Johnson, Councillor, Town of Cobalt Kelly Conlin, Deputy Clerk (Committee Secretary)
REGRETS:	

3.0 DISCLOSURE OF PECUNIARY INTEREST AND GENERAL NATURE

None

4.0 REVIEW OF REVISIONS OR DELETIONS TO AGENDA

None

5.0 APPROVAL OF AGENDA

Recommendation TC-2022-006

Moved by: Mayor George Othmer

Be it resolved that:

The Temiskaming Transit Committee agenda for the March 28, 2022 meeting be approved as printed.

CARRIED

6.0 REVIEW AND ADOPTION OF PREVIOUS MINUTES

Recommendation TC-2022-007

Moved by: Mayor Carman Kidd

Be it resolved that:

The Temiskaming Transit Committee minutes for the January 31, 2022 meetings be adopted as printed.

CARRIED

7.0 CORRESPONDENCE/INTERNAL

8.0 UNFINISHED BUSINESS

a) Transit Shelter – New Liskeard Library

Staff provided the Committee with an update regarding the proposed location for the transit shelter around the area of the New Liskeard library. Once the snow is gone, staff will provide more details to the Committee on the exact location. Total cost will be approximately \$10,000 for the installation, plus the cost of concrete.

9.0 NEW BUSINESS

a) Financial Update

Staff presented the 2021 draft financials, which outlined the losses in revenue that were expected. Luckily the funding received did help offset a portion of this loss. Once the audit is complete, Cobalt will receive their portion of the subsidy. The Committee is hopeful to start returning to normal ridership and revenues in 2022.

b) Idling Issues

Mayor George Othmer and Councillor Matthew Johnson spoke to the Committee regarding a concern brought forward to them about the transit bus idling in front of a home in Cobalt in the early morning hours, prior to the transit starting its daily service. After much discussion, staff suggested that the first stop of the day be located at White Mountain Publication, which is away from the residential area.

Recommendation TC-2022-008

Moved by: Mayor George Othmer

Be it resolved that:

The Temiskaming Transit Committee hereby supports designating the stop at White Mountain Publication as stop number one on the transit route.

CARRIED

c) Transit stop – Timiskaming Plaza

The Committee was provided with information about the transit stop at the Timiskaming Plaza. The owners of the plaza have an issue with transit using the former middle entrance and have asked that the stop be relocated at north end bank entrance. The Committee and Stock have concerns with this location as it is very congested with people and traffic. Ideally, a suitable location would be found for the stop and a transit shelter. Staff will reach out the local manager to request a meeting to discuss options.

d) General Transit Update

The Committee was provided with a general update from staff, as well as from Stock regarding some of the issues transit is experiencing. One item of concern from the Committee was the use of all season tires on the buses instead of a winter tire. As this item is a part of the contract with Stock, a thorough review of this specific item will be part of the upcoming negotiations.

Another item for consideration is to develop and post a code of conduct for the Transit passengers as there continues to be issues with passengers and their treatment of the transit drivers.

Staff also spoke to the Committee about future bus purchases and researching other transit systems in the north to determine what make and model of bus is best suited for Northern Ontario winters.

10.0 NEXT MEETING

The next meeting of the Transit Committee is scheduled for May 30, 2022 at 9:00 a.m.

11.0 ADJOURNMENT

Recommendation TC-2022-009

Moved by: Councillor Patricia Anderson

Be it resolved that:

The Transit Committee meeting is adjourned at 10:35 a.m.

CARRIED

1.0 CALL TO ORDER

The meeting was called to order at 11:20 a.m.

2.0 ROLL CALL

PRESENT:	Councillor Danny Whalen (Chair) Mayor Carman Kidd Councillor Doug Jelly Christopher Oslund, City Manager Matt Bahm, Director of Recreation Paul Allair, Superintendent of Parks and Facilities Kelly Conlin, Deputy Clerk (Committee Secretary)
REGRETS:	

3.0 REVIEW OF REVISIONS OR DELETIONS TO AGENDA

None

4.0 DISCLOSURE OF PECUNIARY INTEREST AND GENERAL NATURE

None

5.0 ADOPTION OF AGENDA

Recommendation BM-2022-008

Moved by: Councillor Doug Jelly

Be it resolved that:

The Building Maintenance Committee Meeting Agenda for the March 23, 2022 meeting be adopted as printed.

CARRIED

6.0 APPROVAL OF PREVIOUS MINUTES

Recommendation BM-2022-009

Moved by: Mayor Carman Kidd

Be it resolved that:

The Building Committee Meeting previous meeting minutes of February 16, 2022 be adopted as presented.

CARRIED

7.0 PRESENTATIONS/CORRESPONDENCE

8.0 UNFINISHED BUSINESS

a) New Liskeard Marina Update

The tender for the Geotechnical study has been released and will be closing on March 29th. Following the opening of the bids, staff will return to the Committee with a further update prior to the awarding.

b) New Haileybury Fire Station

Staff reviewed two Change Work Orders for the fire station that include upgrades to the electrical components, additional windows and an increased generator for backup power. The Committee requested that Council also receive this update at an upcoming meeting.

c) Don Shepherdson Memorial Arena – Accessibility Project

Staff outlined changes to the scope of the project including the addition of automatic louvers, exhaust fan, air quality monitoring and new flooring throughout the lobby and front dressing rooms. The tender for this project has been released and will be closing on April 21st.

d) PFC Roof Replacement

The tender for this project has been released and will close on April 21st. The Committee was provided with the drawings that were part of the tender document for their information.

9.0 NEW BUSINESS

a) Building Maintenance Department Update

The Committee was provided with a departmental update outlining current projects and activities underway within the department. Staff reminded the Committee that the student hired to assist with Environmental/Climate Change matters will start at the beginning of May.

10.0 NEXT MEETING

The next meeting of the Building Maintenance Committee will be held on April 20, 2022 at 11:00 AM.

11.0 ADJOURNMENT

Recommendation BM-2022-010

Moved by: Councillor Doug Jelly

Be it resolved that:

The Building Maintenance Committee, be hereby adjourned at 11:54 a.m..

CARRIED

1. CALL TO ORDER

Meeting called to order at 12:00 p.m.

2. ROLL CALL

PRESENT:	Councillor Jeff Laferriere (Chair) Mayor Carman Kidd Councillor Danny Whalen Christopher Oslund, City Manager Shelly Zubych, Director of Corporate Services Logan Belanger, Municipal Clerk Stephanie Leveille, Municipal Treasurer Kelly Conlin, Deputy Clerk (Committee Secretary)
REGRETS:	

3. REVIEW OF REVISIONS OR DELETIONS TO AGENDA

Correspondence b) Letter from the Haileybury Golf Course – Permit Fees Request

4. DISCLOSURE OF PECUNIARY INTEREST AND GENERAL NATURE

Councillor Jeff Laferriere declared Conflict in Item 7 b) as he is a Board member with the Haileybury Golf Club

Mayor Kidd declared Conflict on New Business Item a) Tax Agreement with Temiskaming Shores Senior Housing Corporation as he is the Chair of the Board of Directors for that group.

Mayor Kidd declared Conflict on Closed Session Item c) Integrity Commissioner as he has part of an ongoing investigation.

5. APPROVAL OF AGENDA

Recommendation CS-2022-017

Moved: Councillor Danny Whalen

Be it resolved that:

The Corporate Services Committee agenda for the March 23, 2022 meeting be approved as amended.

CARRIED

6. REVIEW AND ADOPTION OF PREVIOUS MINUTES

Recommendation CS-2022-018

Moved by: Mayor Carman Kidd

Be it resolved that:

The Corporate Services Committee minutes of the February 11, 2022 (Special) and the February 16, 2022 meetings be approved as amended (Feb 16 2022) and presented (February 11,2022).

CARRIED

7. CORRESPONDENCE/PRESENTATIONS

a) Letter from Clair Shepherdson: Street naming request

The Committee acknowledged receipt of the letter from Clair Shepherdson requesting consideration to the naming of a street in New Liskeard after Charles Caldwell, the former Mayor of the Town of New Liskeard. The Committee suggested perhaps it could be considered in the event a new subdivision or street in New Liskeard required naming.

b) Letter from the Haileybury Golf Course – Permit Fee request

Councillor Jeff Laferriere declared Conflict on this matter as he is member of the Board

The Committee reviewed a letter that was referred to the Committee from the latest Council meeting.

Recommendation CS-2022-019

Moved by: Councillor Danny Whalen

Be it resolved that:

The Corporate Services Committee recommends that Council deny the request from the Haileybury Golf Course to waive the building permit fees for the rehabilitation of their rooftop patio.

CARRIED

8. NEW BUSINESS

a) Tax Agreement – Temiskaming Shores Senior Housing

Mayor Kidd declared Conflict this item as he is the Chair of the Board of Directors for this group.

Staff informed the Committee that there is no formal tax agreement in place between the City and Temiskaming Shores Senior Housing, only a resolution of Council. The terms contained in the Resolution would be carried forward into the agreement and signed off by both parties.

Recommendation CS-2022-020

Moved by: Councillor Danny Whalen

Be it resolved that:

The Corporate Services Committee hereby directs staff to prepare a formal tax agreement for the Temiskaming Shores Senior Housing Corporation for Council's consideration.

CARRIED

b) School Board Taxes (Payment in Lieu, retained by Municipality)

Staff made the Committee aware of a portion of funds from school board taxes that the City has been eligible to retain. Staff was able to retroactively claim \$126,113 from previous years (2017-2021), and moving forward, the annual amount will be approximately \$25,000.

c) Draft MOU – City of Temiskaming Shores and the Temiskaming Shores Public Library

The Committee was presented with a draft MOU for their review/comment.

Recommendation CS-2022-021

Moved by: Mayor Carman Kidd

Be it resolved that:

The Corporate Services Committee hereby supports the MOU with the Temiskaming Shores Public Library and further recommends that Council consider approving the MOU as presented.

CARRIED

d) Land Inquiry – Grant Drive

Staff presented a request for purchase of land on Grant Drive. Currently, this municipally owned land is part of a lease agreement with another party and the request is for half of the existing parcel. Staff wanted to determine whether there was interest from the Committee to potentially dispose of this parcel.

Recommendation CS-2022-022

Moved by: Councillor Danny Whalen

Be it resolved that:

The Corporate Services Committee supports the disposition of land as described in the request; and hereby directs staff to proceed as per the Disposition of Land By-Law.

CARRIED

e) Policy Direction – Application of Non-Resident Fee in Cemeteries

Staff is seeking the Committee's direction for the application of fees for non-residents who wish to be buried in a cemetery owned by the City. After discussion, the Committee asked staff to gather more information and present a recommendation at the next meeting.

f) 2022 Election

Staff presented the Committee with a general update regarding the 2022 Election. As part of the update, staff provided the Committee with a draft policy on the Use of Corporate Resources, which once approved by Council, will be provided to all the 2022 candidates.

9. CLOSED SESSION

Recommendation CS-2022-023

Moved by: Mayor Carman Kidd

Be it resolved that:

The Corporate Services Committee convene into Closed Session at 12:38 p.m. to discuss the following matters:

- a) Under Section 239 (a) of the Municipal Act; Security of the property of the municipality (Bank Fraud)
- b) Under Section 239 (d) of the Municipal Act; Labour Relations (Public Works)

- c) Under Section 239 (e) of the Municipal Act; Litigation or Potential Litigation (Integrity Commissioner Investigation)

Mayor Kidd left the meeting for this discussion as he declared a Conflict as he is subject to an investigation.

CARRIED

Recommendation CS-2022-024

Moved by: Councillor Danny Whalen

Be it resolved that:

The Corporate Services Committee rise without report at 12:58 a.m.

CARRIED

10. NEXT MEETING

The next Corporate Services Committee Meeting will be April 20, 2022 at 12:00 p.m.

11. ADJOURNMENT

Recommendation CS-2022-025

Moved by: Councillor Danny Whalen

Be it resolved that:

The Corporate Services Committee meeting is adjourned at 12:58 p.m.

CARRIED

1. CALL TO ORDER

Meeting called to order at 1:03 p.m.

2. ROLL CALL

PRESENT:	Mayor Carman Kidd (Chair) Councillor Doug Jelly Councillor Mike McArthur Christopher Oslund, City Manager Shelly Zubyck, Director of Corporate Services Steve Langford, Fire Chief Gabriel Tasse, By-Law Officer Kelly Conlin, Deputy Clerk (Committee Secretary)
REGRETS:	None

3. REVIEW OF REVISIONS OR DELETIONS TO AGENDA

Correspondence Item a) Letter from the Haileybury Golf Course – Permit Fee Request

4. DISCLOSURE OF PECUNIARY INTEREST AND GENERAL NATURE

None

5. APPROVAL OF AGENDA

Recommendation PPP-2022-005

Moved by: Councillor Doug Jell

Be it resolved that:

The Protection to Persons and Property Committee agenda for the March 23, 2022 meeting be approved as amended.

CARRIED

6. REVIEW AND ADOPTION OF PREVIOUS MINUTES

Recommendation PPP-2022-006

Moved by: Councillor Mike McArthur

Be it resolved that:

The Protection to Persons and Property Committee minutes of the January 19, 2022 meeting be adopted as presented.

CARRIED

7. PRESENTATIONS/CORRESPONDENCE

a) Letter from the Haileybury Golf Course – Permit Fee Request

The Committee reviewed a letter that was referred to the Committee from the latest Council meeting.

Recommendation PPP- 2022-007

Moved by: Councillor Danny Whalen

Be it resolved that:

The Protection to Persons and Property Committee recommends that Council deny the request from the Haileybury Golf Course to waive the building permit fees for the rehabilitation of their rooftop patio.

CARRIED

8. NEW BUSINESS

a) Fire Activity Report

The Committee reviewed the year-to-date Fire Activity Report for the three volunteer stations.

b) Potential Disposition of Land – Edward Lavallee; Portion of Andrews Street (referred from March 1, 2022 Council meeting)

Staff will be coordinating a meeting with all involved parties to discuss the concerns brought forward regarding this disposition of land. Staff will also be following up in the Spring with a site visit to address any property standards concerns.

c) Proposed Amendments – Noise By-Law; Bird Bangers

Staff presented the proposed amendments for the Noise By-Law to address concerns with the bird bangers being used during growing season and are the same guidelines included in the OMAFRA (Ontario Ministry of Agriculture, Food and Rural Affairs)

Recommendation PPP- 2022-008

Moved by: Councillor Doug Jelly

Be it resolved that:

The Protection to Persons and Property Committee hereby supports the proposed amendments to the Noise By-Law and further recommends that Council consider proceed with the amendments.

CARRIED

d) Short Term Accommodations

Staff wanted to make the Committee aware of a penalty fee that was added to the policy prior to third and final reading by Council. The penalty of \$2500 will be applied in the event of a short-term accommodation operates without a licence. The Committee was in support of this addition.

9. CLOSED SESSION

10. NEXT MEETING

The next Protection to Persons and Property Committee meeting is scheduled for April 20, 2022 at 1:00 p.m.

11. ADJOURNMENT

Recommendation PPP-2022-009
Moved by: Councillor Doug Jelly

Be it resolved that:

The Protection to Persons and Property Committee meeting is adjourned at 1:32 p.m.

CARRIED

**PROTECTION TO PERSONS AND PROPERTY
COMMITTEE MEETING MINUTES (SPECIAL)**

March 31, 2022 – 9:30 AM
Haileybury Boardroom
CHAIR – Mayor Carman Kidd

1. CALL TO ORDER

Meeting called to order at 9:30 a.m.

2. ROLL CALL

PRESENT:	Mayor Carman Kidd (Chair) Councillor Doug Jelly Councillor Mike McArthur Christopher Oslund, City Manager Shelly Zubyck, Director of Corporate Services Logan Belanger, Municipal Clerk Kelly Conlin, Deputy Clerk (Committee Secretary)
REGRETS:	None

3. REVIEW OF REVISIONS OR DELETIONS TO AGENDA

None

4. DISCLOSURE OF PECUNIARY INTEREST AND GENERAL NATURE

None

5. APPROVAL OF AGENDA

Recommendation PPP-2022-010

Moved by: Councillor Doug Jelly

Be it resolved that:

The Protection to Persons and Property Committee agenda for the March 31, 2022 meeting be approved as printed.

CARRIED

6. NEW BUSINESS

a) Salvation Army Foodbank – Mobile Canteen

The Committee was provided with a request for use of municipal land for a mobile canteen to serve hot meals/sandwiches to those in need. The proposed location is 101 Whitewood Avenue, which is in front of the Salvation Army store. The Committee felt that this area is much too congested with traffic on Fridays, which is the day the mobile canteen will be operating. Instead, the Committee suggested the municipal parking lots on Wellington Avenue, Riverside Place and Ferguson/Broadwood.

Recommendation PPP-2022-011

Moved by: Councillor Doug Jelly

Be it resolved that:

The Protection to Persons and Property Committee hereby recommends the following municipally owned parking lots for the Salvation Army Mobile Canteen: Wellington Avenue, Riverside Place and Ferguson/Broadwood.

CARRIED

b) Animal Control Services

Staff made the Committee aware that the contract for Animal Control Services is nearing its end. Staff is going to circulate an email to other area municipalities to determine if there is interest in shared services. The Committee agreed this would be beneficial.

7. NEXT MEETING

The next Protection to Persons and Property Committee meeting is scheduled for April 20, 2022

8. ADJOURNMENT

Recommendation PPP-2022-012

Moved by: Councillor Mike McArthur

Be it resolved that:

The Protection to Persons and Property Committee meeting is adjourned at 10:00 a.m.

CARRIED

1. CALL TO ORDER

The meeting was called to order at 9:01 a.m.

2. ROLL CALL

PRESENT:	Councillor Doug Jelly (Chair) Mayor Carman Kidd Councillor Danny Whalen Chris Oslund, City Manager Steve Burnett, Manager of Environmental Services Mitch McCrank, Manager of Transportation Services Jamie Sheppard, Transportation Superintendent Darrell Phanuef, Environmental Superintendent Kelly Conlin, Deputy Clerk (Committee Secretary)
REGRETS:	

3. REVIEW OF REVISIONS OR DELETIONS TO AGENDA

None

4. DISCLOSURE OF PECUNIARY INTEREST AND GENERAL NATURE

None

5. APPROVAL OF AGENDA

Recommendation PW-2022-015

Moved by: Councillor Danny Whalen

Be it resolved that:

The Public Works Committee agenda for the March 23, 2022 meeting be approved as printed.

CARRIED

6. REVIEW AND ADOPTION OF PREVIOUS MINUTES

Recommendation PW-2022-016

Moved by: Mayor Carman Kidd

Be it resolved that:

The Public Works Committee minutes for the February 10, 2022 (Special) and February 16, 2022 regular meeting be adopted as presented.

CARRIED

7. PRESENTATIONS/CORRESPONDENCE (INTERNAL/EXTERNAL)

a) Enterprise Fleet Management Program

The Committee was presented with information regarding group purchasing for our fleet requirements within the City. The presenters provided information on company background and the process used to procure fleet, as well as what happens with the vehicles when they are no longer required. The Committee thanked the presenters for their time and information and requested staff present further details at an upcoming Public Works meeting.

8. UNFINISHED BUSINESS

a) New Liskeard Landfill Expansion

Staff recently met with EXP regarding the tender documents for the construction of the landfill, which should be released within the next couple weeks.

b) Potential Sale of Land – Bay Street

No update

9. NEW BUSINESS

a) Water Break Summary

The Committee was provided with a summary of the year-to-date water breaks, as well as historical data from previous years. The information was broken down by year and location (Dymond, Haileybury, New Liskeard). With the significant number of breaks this far in 2022, staff are anticipating higher costs for patch repairs. To manage public expectations, the Committee stated it may be beneficial to provide education to the public regarding costs and process as it relates to water breaks and repairs.

b) Textile Collection Program

Staff inquired as to whether the Committee would be in support of providing a textile collection program for a one-week period in June. This program ran successfully in previous years.

Recommendation PW-2022-017

Moved by: Mayor Carman Kidd

Be it resolved that:

The Public Works Committee hereby recommends that Council consider entering into an agreement with Recycle Rewards for the Textile Collection Program.

CARRIED

c) Public Works Update

The Committee was provided with a general update regarding current operations with the department and upcoming projects planned for the spring/summer. Staff also outlined estimated arrival times for recently purchased fleet.

d) Rorke Ave Resurfacing & Crosswalk

With the resurfacing of Rorke Ave scheduled for this summer; staff presented the question of whether the crosswalk that is to be installed at Ste. Croix school should be a raised or not. The Committee and staff agreed that a raised crosswalk would be suitable for this location. As part of the Active Transportation Plan, it was recommended that a traffic study also be completed in this area which will require coordination between Recreation and Public Works.

e) Loader Attached Blower Discussion

Staff provided the Committee with information concerning the blower attachment used heavily during winter operations. Several breakdowns and inability to acquire parts, led to several weeks of downtime for the blower which hindered staff's ability to remove snow efficiently within the municipality. The Committee was in support of staff seeking other options, including the purchase of a new Loader/Blower attachment and return to the Committee for further discussion.

10. CLOSED SESSION

Recommendation PW-2022-018

Moved by: Mayor Carman Kidd

Be it resolved that:

The Public Works Committee convene into Closed Session at 10:51 a.m. to discuss the following matters:

- Under Section 239 (d) of the Municipal Act; Labour Relations (Org Chart)

CARRIED

Recommendation PW-2022-019

Moved by: Councillor Danny Whalen

Be it resolved that:

The Public Works Committee rise with/without report at 11:15 a.m.

CARRIED

11. NEXT MEETING

The next meeting for the Public Works Committee will be held April 20, 2022 starting at 9:00 AM.

12. ADJOURNMENT

Recommendation PW-2022-020

Moved by: Mayor Carman Kidd

Be it resolved that:

The Public Works Committee meeting is adjourned at 11:15 a.m.

CARRIED



CAPITAL FINANCIAL REPORT

For the Month of March 2022

GENERAL CAPITAL
Revenues & Expenditures
as at March 31, 2022

		2022					
Project		Actual	Budget	Variance			
REVENUES							
	Transfer from Operations		1,022,097	(1,022,097)			
	Transfer from Reserves		6,711,308	(6,711,308)			
	Borrowing		3,118,334	(3,118,334)			
	Provincial Funding		869,390	(869,390)			
	Federal Gas Tax		629,229	(629,229)			
	Efficiency Funding		143,747	(143,747)			
	Ontario Community Infastructure Fund (OCIF)		810,881	(810,881)			
	Enabling Accessibility Funding		100,000	(100,000)			
	Provincial Gas Tax		110,550	(110,550)			
	Investing in Canada Insfrastructure Program (ICIP)		224,450	(224,450)			
	Tranport Canada	165,810	527,848	(362,038)			
	Ontario Trillium Fund		500,000	(500,000)			
	Public / Private Partnerships	58,516	108,486	(49,970)			
TOTAL REVENUES		\$ 224,326	\$14,876,320	\$(14,651,994)			
EXPENSES							
					% Completion	G	Y R
Corporate Services:	Cemetery Zero Turn Mower		20,000	(20,000)	70%	X	
	Grant Drain		150,000	(150,000)	0%		
	Peters Road Drain		150,000	(150,000)	0%		
Fire:	Fire Alarm Station 2		8,000	(8,000)	10%	X	
	Irwin Fill Station 3		23,000	(23,000)	25%	X	
Public Works:	2022 Roads Program		3,000,000	(3,000,000)	5%	X	
	Grant Drive Ext. Construction	992	1,600,000	(1,599,008)	20%	X	
	West Road Culvert Relining		100,000	(100,000)	0%		
	Radley Hill - Road Upgrades	207,262	659,810	(452,548)	10%	X	
	Pedestrian Cross Walk		100,000	(100,000)	5%	X	
Solid Waste:	Landfill Expansion	2,050	3,000,000	(2,997,950)	20%	X	
Property Mtnce:	Haileybury Fire Station (carryover)	196,564	2,200,000	(2,003,436)	35%	X	
	NL Arena Accessibility Project	14,258	1,000,000	(985,743)	20%	X	
	PFC Upgrades (floor & water softener)		70,000	(70,000)	35%	X	
	Spurline Accessibility Upgrades		30,000	(30,000)	15%	X	
	Dymond Salt Shed Roof Repair		20,000	(20,000)	10%	X	
	PFC Roof Replacement		800,000	(800,000)	20%	X	
Fleet:	Small Fleet Replacement (carryover)	101,863	101,710	153	75%	X	
	Tri Axle Dump Truck (carryover)	205,233	215,700	(10,467)	100%	X	
	Fire Rescue (carryover)		430,100	(430,100)	75%	X	
	Dump Truck (box replacement)		25,000	(25,000)	50%	X	
	Backhoe	188,765	200,000	(11,235)	95%	X	
Transit:	Transit Bus	347,535	335,000	12,535	100%	X	
Recreation:	Air Runner Treadmill	5,806	7,000	(1,194)	100%	X	
	Haileybury Arena Chiller	25,515	100,000	(74,485)	50%	X	
	Splash Pad (carryover)		200,000	(200,000)	75%	X	
	Olympia Replacement (Electric)		170,000	(170,000)	70%	X	
	PFC Floor Machine	6,112	6,000	112	100%	X	
	Lawnmower Replacement		20,000	(20,000)	75%	X	
	Spurline Parking Lot Paving	18,047	115,000	(96,953)	0%		
	Utility Terrain Vehicle		20,000	(20,000)	0%		
	Wabi Pedestrian Bridget Project	2,584	-	2,584			
TOTAL EXPENSES		\$ 1,322,586	\$14,876,320	\$(13,553,734)			
SURPLUS / (DEFICIT)		\$(1,098,259)	\$ -	\$(1,098,259)			

ENVIRONMENTAL CAPITAL
Revenues & Expenditures
as at March 31, 2022

	2022		
	Actual	Budget	Variance
REVENUES			
Transfer from Operations	-	815,000	(815,000)
Borrowing	-	600,000	(600,000)
TOTAL REVENUES	\$ -	\$ 1,415,000	\$ (1,415,000)

EXPENSES				
ICI Water Meter Program	-	600,000	(600,000)	
Hlby WTP Filter Replacement	-	300,000	(300,000)	
Hlby WWP Rehabilitation	-	185,000	(185,000)	
Robert/Elm PS - By-pass Installation	-	250,000	(250,000)	
Farr Drive Pump Repairs*	4,510	80,000	(75,490)	
TOTAL EXPENSES	\$ 4,510	\$ 1,415,000	\$ (1,410,490)	

% Completion	G	Y	R
50%	X		
0%			
0%			
25%	X		
50%	X		

Memo

To: Mayor and Council
From: Jennifer Pye, Planner
Date: April 19, 2022
Subject: Deeming By-law for Pleau – 975202 Silver Centre Road and 115 Groom Drive
Attachments: Appendix 01: Legal Description
Appendix 02: Deeming By-law Application Form
Appendix 03: Draft Deeming By-law (**Please refer to By-law No. 2022-070**)

Mayor and Council:

Hazel and Maurice Pleau have submitted a request for a deeming by-law for their properties located at 975202 Silver Centre Road and 115 Groom Drive in North Cobalt (complete legal descriptions attached as Appendix 01). The owners have also submitted a request to purchase a portion of Fourth Street and a portion of Second Street, both directly abutting properties in their landholding. The previous owner purchased the portion of Second Street extending from Silver Centre Road to the existing residential dwelling in 2018. During staff circulation of the current land purchase request it was noted that the adjacent properties are made up of a number of lots on a plan of subdivision that was registered in 1910. The lots are primarily 33' wide and as municipal services are not available in this area, the individual lots are significantly undersized to support the on-site wells and septic systems that would be required for development.

The subject property is designated Rural Areas in the City of Temiskaming Shores Official Plan and is zoned Rural (RU) and Environmental Protection (EP) in the City of Temiskaming Shores Zoning By-law.

If the Deeming By-law is passed it will be registered on title at the owner's expense. It is recommended that Council pass the deeming by-law.

Prepared by:

Reviewed by:

Reviewed and submitted for
Council's consideration by:

"Original signed by"

"Original signed by"

"Original signed by"

Jennifer Pye, MCIP,
RPP
Planner

Shelly Zubycck
Director of Corporate
Services

Christopher W. Oslund
City Manager

Appendix 01 – Legal Description

61358-0095

PCL 193 SEC SST; LT 1827 PL M147NB BUCKE; LT 1828 PL M147NB BUCKE; LT 1829 PL M147NB BUCKE; LT 1830 PL M147NB BUCKE; LT 1831 PL M147NB BUCKE SRO; S/T LT16793; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE LANES; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0096

PCL 193 SEC SST; LT 1832 PL M147NB BUCKE; LT 1833 PL M147NB BUCKE; LT 1834 PL M147NB BUCKE; LT 1835 PL M147NB BUCKE; LT 1836 PL M147NB BUCKE SRO; S/T LT16793; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE LANES; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0097

PCL 193 SEC SST; LT 1543 PL 147NB BUCKE; LT 1544 PL 147NB BUCKE; LT 1545 PL 147NB BUCKE; LT 1546 PL 147NB BUCKE; LT 1547 PL 147NB BUCKE; LT 1548 PL 147NB BUCKE; LT 1549 PL 147NB BUCKE; LT 1550 PL 147NB BUCKE SRO; S/T LT16793; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE LANES; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0098

PCL 193 SEC SST; LT 1682 PL M147NB BUCKE; LT 1683 PL M147NB BUCKE; LT 1684 PL M147NB BUCKE; LT 1685 PL M147NB BUCKE; LT 1686 PL M147NB BUCKE; LT 1687 PL M147NB BUCKE; LT 1688 PL M147NB BUCKE; LT 1689 PL M147NB BUCKE; LT 1690 PL M147NB BUCKE SRO; S/T LT16793; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE LANES; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0099

PCL 193 SEC SST; LT 1535 PL M147NB BUCKE; LT 1536 PL M147NB BUCKE; LT 1537 PL M147NB BUCKE; LT 1538 PL M147NB BUCKE; LT 1539 PL M147NB BUCKE; LT 1540 PL M147NB BUCKE; LT 1541 PL M147NB BUCKE; LT 1542 PL M147NB BUCKE SRO; S/T LT16793; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE LANES; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0100

PCL 193 SEC SST; LT 1395 PL M147NB BUCKE; LT 1396 PL M147NB BUCKE; LT 1397 PL M147NB BUCKE; LT 1398 PL M147NB BUCKE; LT 1399 PL M147NB BUCKE; LT 1400 PL M147NB BUCKE; LT 1401 PL M147NB BUCKE SRO; S/T LT16793; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE LANES; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0101

PCL 193 SEC SST; LT 1253 PL M147NB BUCKE; LT 1254 PL M147NB BUCKE; LT 1255 PL M147NB BUCKE; LT 1256 PL M147NB BUCKE; LT 1257 PL M147NB BUCKE; LT 1258 PL M147NB BUCKE; LT 1259 PL M147NB BUCKE; LT 1260 PL M147NB BUCKE; LT 1261 PL M147NB BUCKE; LT 1262 PL M147NB BUCKE SRO EXCEPT PT 30 54R2772; S/T LT16793; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE LANES; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0102

PCL 193 SEC SST; LT 1263 PL M147NB BUCKE; LT 1264 PL M147NB BUCKE; LT 1265 PL M147NB BUCKE; LT 1266 PL M147NB BUCKE; LT 1267 PL M147NB BUCKE; LT 1268 PL M147NB BUCKE; LT 1269 PL M147NB BUCKE; LT 1270 PL M147NB BUCKE SRO EXCEPT LT113365 EXCEPT LT113827; S/T LT16793; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE LANES; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0103

PCL 3908 SEC TIM; LT 1392 PL M147NB BUCKE; LT 1393 PL M147NB BUCKE; LT 1394 PL M147NB BUCKE SRO; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0104

PCL 10886 SEC SST; LT 1238-1252 PL M147NB BUCKE; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0224

PCL 5013 SEC SST; THIRD ST PL M147NB BUCKE BTN MILL CREEK & ARGENTITE RD; TEMISKAMING SHORES; DISTRICT OF TIMISKAMING

61358-0225

PCL 5013 SEC SST; LANE PL M147NB BUCKE ABUTTING LTS 1263 TO 1270 PL M147NB & 1392 TO 1401 PL M147NB EXCEPT PT 31 54R2772; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0244

PT FOURTH ST PL M147NB BUCKE SRO DESIGNATED AS PT 1 54R6023 (CLOSED BY BY-LAW DT66077); S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE SAID LANES; CITY OF TEMISKAMING SHORES

61358-0186

PCL 4691 SEC NND; SECOND ST PL M147NB BUCKE SRO BTN ARGENTITE RD & N LIMIT OF MILL CREEK; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE SAID LANES; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0246

PT FOURTH ST PL M147NB BUCKE SRO; S/T ANY RIGHTS THAT THE PUBLIC OR ANY
OTHER PERSONS MAY HAVE IN RESPECT TO THE SAID LANES; CITY OF TEMISKAMING
SHORES

**Application for Deeming By-law
Under Section 50(4) of the Planning Act**

Approval authority:
Council of the City of Temiskaming Shores

Fee: \$200 + 13% HST
= \$226.00
+ legal and land titles fees required to register by-law
(billed directly from solicitor)

Office Use Only

File No.: D-2022-06
Date Received: April 4, 2022
Roll No.: 5418- 23-009-057.00 / 060.00

1. Owner Information

Name of Owner: Hazel Pleau
Mailing Address: [REDACTED]
Email Address: [REDACTED] Phone: [REDACTED]

If more than one registered owner, please provide information below (attach separate sheet if necessary):

Name of Owner: Maurice Pleau
Mailing Address: [REDACTED]
Email Address: [REDACTED] Phone: [REDACTED]

2. Applicant/Agent Information (if applicant is not the owner or applicant is an agent acting on behalf of the owner):

Name of Agent: _____
Mailing Address: _____
Email Address: _____ Phone: _____

3. Please specify to whom all communications should be sent:

☒ Owner ☐ Applicant/Agent

4. Property Information

a. Location of the subject land:

☐ Dymond ☐ New Liskeard ☒ Haileybury

Municipal Address

115 Groom Drive and 975202 Silver Centre Road

Legal Description (concession and lot numbers, reference plan and lot/part numbers)

see email for PINs and legal descriptions included

b. Date the property/properties were acquired by the current owner: 2 separate dates does not have to be exact

c. Are there any easements or restrictive covenants affecting the property/properties?

☒ Yes ☐ No

If yes, describe the easement or covenant and its effect:

Lower fourth street, Tobler c-cans will be either on or within 4 feet of our property.. We request the City move them as per building by laws, we do NOT grant him easement.

5. Reason a deeming by-law is required:

Purchasing the rural properties from the City and they need to be combined into 1.

6. Registration of By-law

If approved the deeming by-law must be registered on title to the property/properties to which it applies. The City will send the approved by-law directly to the lawyer of the applicant's choosing to ensure registration. The applicant is responsible for all fees associated with the registration of the by-law.

Name of Lawyer: Paul Crombeen

Name of Firm: Kemp Pirie Crombeen

Mailing Address: 22 Armstrong Street North, P.O. Box 1540, New Liskeard, ON P0J 1P0

Email Address: realestate2@kemppirie.com Phone: 705 647 7353

7. Applicant/Agent Authorization

If the applicant is not the owner of the land that is the subject of this application, the written authorization of the owner that the applicant is authorized to make the application must be included with this form or the authorization set out below must be completed.

I/We, Hazel Pleau and Maurice Pleau are the registered owners of the subject land and I/we hereby authorize _____ to make this application on my/our behalf and to provide any of my/our personal information that will be included in this application or collected during the processing of the application.

Date: _____ Signature of Owner: _____

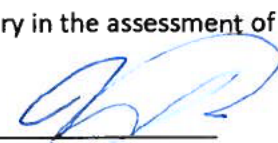
Date: _____ Signature of Owner: _____

8. Authorization for Site Visits

I/We authorize Municipal Staff and Council and/or Committee members, as necessary, to enter the subject property to gather information necessary in the assessment of the application.



Applicant Initial



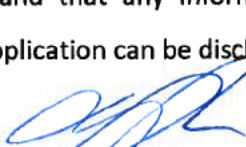
Applicant Initial

9. Notice re: Use and Disclosure of Personal Information

In accordance with the Planning Act and the Municipal Freedom of Information and Protection of Privacy Act, I/We acknowledge and understand that any information collected on this form and any supplemental information submitted as part of this application can be disclosed to any person or public body.



Applicant Initial



Applicant Initial

10. Declaration of Applicant

- ✓ If the application is being submitted by the property owner and there is more than one registered owner, each owner must complete a separate declaration.
- ✓ If the application is being submitted by the property owner and the owner is a firm or corporation the person signing this declaration shall state that he/she has authority to bind the corporation or affix the corporate seal.
- ✓ This declaration must be completed in front of a Commissioner for Taking Affidavits.

I, Maurice Pleau of the City of Cambridge
in the Regional Municipality of Waterloo make oath and say
(or solemnly declare) that the information contained in this application is true and that the information contained in the documents that accompany this application is true and I make this solemn declaration conscientiously knowing that it is of the same force and effect as if made under oath and by virtue of the Canada Evidence Act.

Sworn (or declared) before me

at the City of Temiskaming Shores
in the District of Temiskaming
this 4th day of April, 2022

Signature of Applicant

Jennifer Lynn Pye
A Commissioner for Taking Affidavits

Jennifer Lynn Pye, a Commissioner, etc.,
Province of Ontario, for the Corporation of the
City of Temiskaming Shores
Expires June 26, 2024.

10. Declaration of Applicant

- ✓ If the application is being submitted by the property owner and there is more than one registered owner, each owner must complete a separate declaration.
- ✓ If the application is being submitted by the property owner and the owner is a firm or corporation the person signing this declaration shall state that he/she has authority to bind the corporation or affix the corporate seal.
- ✓ This declaration must be completed in front of a Commissioner for Taking Affidavits.

I, Hazel Pleau of the City of Cambridge
in the Regional Municipality of Waterloo make oath and say
(or solemnly declare) that the information contained in this application is true and that the information contained in the documents that accompany this application is true and I make this solemn declaration conscientiously knowing that it is of the same force and effect as if made under oath and by virtue of the Canada Evidence Act.

Sworn (or declared) before me

at the City of Temiskaming Shores
in the District of Timiskaming
this 4th day of April, 20 22


Signature of Applicant


A Commissioner for Taking Affidavits

Jennifer Lynn Pye, a Commissioner, etc.,
Province of Ontario, for the Corporation of the
City of Temiskaming Shores
Expires June 26, 2024.

Memo

To: Mayor and Council
From: Logan Belanger, Municipal Clerk
Date: April 19, 2022
Subject: Ontario Road Network Memorandum of Understanding with the Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNRF)
Attachments: Appendix 01: Draft By-law (**Please refer to By-law No. 2022-071**)

Mayor and Council:

At the November 15, 2011 Regular Meeting, Council for the City of Temiskaming Shores adopted By-law No. 2011-168 to enter into an agreement with Her Majesty the Queen in the Right of Ontario, as represented by the Minister of Natural Resources for an Ontario Road Network Data Sharing Agreement. This agreement had a term for five (5) years.

The Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNRF) recently contacted the City to advise that the agreement was expired, and requested the use of the City of Temiskaming Shores road network data to update the Ontario Road Network (ORN). The data provided will be processed as required (addition/modification of road segments and road attributes) to update the ORN. Note: the NDMNRF would not distribute the City's road data and would take measures to protect the data from unauthorized access, loss or damage.

Under the proposed agreement, the City of Temiskaming Shores would agree to provide the Ministry of NDMNRF a perpetual, worldwide, non-exclusive, irrevocable license, free from royalties, to use, reproduce, modify, issue sublicenses for, and distribute the resulting ORN.

In addition, the Ministry of NDMNRF has moved away from the standard ORN agreement, and now uses a one-page Memorandum of Understanding (MoU). There are no costs or budgetary impacts related to entering into this MoU.

Therefore, it is recommended that Council acknowledges receipt of Memo No. 018-2022-CS and directs staff to prepare the necessary by-law to enter into a Memorandum of Understanding with the Ministry of Northern Development, Mines, Natural Resources and

Forestry to provide the City's road network data for the Ontario Road Network, for consideration at the April 19, 2022 Regular Council Meeting.

Prepared by:

Reviewed by:

Reviewed and submitted for
Council's consideration by:

"Original signed by"

"Original signed by"

"Original signed by"

Logan Belanger
Municipal Clerk

Shelly Zubycck
Director of Corporate
Services

Christopher W. Oslund
City Manager

Subject: Animal Control and Pound Services **Report No.:** CS-018-2022
Request for Proposals

Agenda Date: April 19, 2022

Attachments

Appendix 1- Draft Request for Proposal (CS-RFP-001-2022)

Recommendations

It is recommended:

1. That Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report CS-018-2022; and
1. That Council for the City of Temiskaming Shores directs staff to release Request for Proposal CS-RFP-003-2022 for Animal Control and Pound Services as presented.

Background

On July 1, 2022, the current contract for Animal Control and Pound Services will expire.

Analysis

In discussions with surrounding municipalities, it was determined there is difficulty recruiting and retaining Animal Control Officers. On March 23, 2022, the Corporate Services Committee met and agreed it would be advantageous to partner with surrounding municipalities for Animal Control and Pound Services.

The Town of Englehart, the Townships of Hudson, Harley, Kerns, and Casey have agreed to share Animal Control and Pounds Services.

Staff is recommending a Request for Proposal CS-RFP-003-2022 be released with a submission deadline of May 26, 2022. Once submissions are received, a committee with representatives from the municipalities will evaluate the proposals and interview the individuals.

The costs associated with the contract will be shared by the municipalities.

Based on the evaluations, the recommended proposal will be presented to Council for their consideration and approval at the June 21, 2022 Regular Meeting.

The start date for the new contract will be July 1, 2022 for a period of three (3) years.

In accordance with Section 1 of By-law 2019-089, the agreement will continue on a monthly basis at the current rate until a new agreement is signed or until cancelled on thirty (30) days' notice by either party at the termination date of this agreement.

Consultation / Communication

- Discussions with surrounding municipalities
- Consultation with Corporate Services Committee - March 23, 2022

Financial / Staffing Implications

This item has been approved in the current budget: Yes ☒ No ☐ N/A ☐

This item is within the approved budget amount: Yes ☒ No ☐ N/A ☐

Alternatives

No alternatives were considered.

Submission

Prepared by:

Reviewed and submitted for Council's
consideration by:

"Original signed by"

"Original signed by"

Shelly Zubyck
Director of Corporate Services

Christopher W. Oslund
City Manager



Dymond
Haileybury
New Liskeard

Discover a whole new Ontario • Découvrez un tout nouvel Ontario

City of Temiskaming Shores
Request for Proposal
CS-RFP-003-2022
Animal Control and Pound Services

City of Temiskaming Shores
P.O. Box 2050
325 Farr Drive
Haileybury, Ontario
P0J 1K0

COVID-19 Statement

The health and safety of our residents, employees, visitors and service providers is our highest priority. By responding to this RFP, Bidders undertake to follow the provincial and/or municipal requirements (including physical distancing, use of personal protective equipment, etc.) that may prevail while performing within the scope of this Proposal.

1. Objective

The overall objective of the Request for Proposal is to secure a qualified contractor to provide Animal Control and Pound Services for the Corporation of the City of Temiskaming Shores, the Town of Englehart, the Townships of Hudson, Harley, Kerns and Casey.

It is the intent of the Municipalities to enter into a three-year Agreement with a qualified contractor for the provision of Animal Control and Pound Services.

2. Background

The Municipalities require Animal Control and Pound Services in accordance with the provisions of their respective Animal Control By-laws as amended and, but not limited to, The Animals for Research Act, The Dog Owners Liability Act, The Pounds Act, The Provincial Offences Act, The Municipal Act, and as well, any regulations passed thereunder as amended from time to time. These Provincial Statutes contain certain provisions relating to animals, including provisions enabling municipalities to pass by-laws relating to animals.

3. Definitions

- 3.1 **City:** means the Corporation of the City of Temiskaming Shores.
- 3.2 **Municipalities:** means the City of Temiskaming Shores, Town of Englehart, and the Townships of Hudson, Harley, Kerns, and Casey.
- 3.3 **Proponent(s)/ Bidder(s):** means all persons, partnerships or corporations who respond to the RFP and includes their heirs, successors and permitted assigns.
- 3.4 **Request for Proposal;** means this Request for Proposal (RFP) document including all schedules, parts and attachments, as issued by the City, including any addenda or amendments made to it after initial issue.
- 3.5 **Successful Proponent/ Bidder/ Contractor:** means the Proponent/Bidder whose RFP submission is/are accepted to who has/have agreed to supply the goods and/or services, as outlined herein.

4. Submission

Submissions must be in a **.pdf format** and submitted electronically to:

tenders@temiskamingshores.ca

Subject Line: CS-RFP-003-2022 “Animal Control and Pound Services”

Addressed to: Logan Belanger, Clerk

Proponents will receive an automatic email response to indicate that the submission has been received, and to contact the Municipal Clerk for submission opening details. Contact the Clerk at 705-672-3363 ext. 4136 or at clerk@temiskamingshores.ca, should the Proponent not receive an email from the tenders@temiskamingshores.ca email account.

The closing date for the submission of Proposals will be at **2:00 p.m. local time on Thursday, May 26, 2022.**

- late Proposals will not be accepted;
- Proposals by fax will not be accepted;
- Proposals by mail will not be accepted;
- Partial Proposals are not accepted;
- The City reserves the right to accept or reject any or all Proposals;
- The lowest priced Proposal will not necessarily be accepted;
- The City reserves the right to accept any Proposal it considers advantageous;
- The City recognizes that **“best value”** is the essential part of purchasing a product and/or service and therefore the City may prefer a Proposal with a higher price, if it offers greater value and better serves the City’s interests, as determined by the City, over a Proposal with a lower price. The lowest priced proposal will not necessarily be accepted and the City’s decision shall be final.
- The City reserves the right to request clarification or supplementary information concerning a Proposal from any Proponent;
- The City reserves the right to enter into negotiations with a Proponent and any changes to the Proposals that are acceptable to both parties will be binding;
- The City reserves the right to confirm with the Proponent, a third party or references (whether provided in the Proposal or not), confirmation of any information provided by the Proponent in their Proposal.
- The Proposals shall be valid for 60 (days) days from submission date.

The Form of Proposal must be signed in the space provided on the form, with the signature of the Bidder or responsible official of the firm bidding. If a joint Bid is submitted, it must be signed and addressed on behalf of both of the Bidders. Any alterations or cross-outs must be initialed in ink by the Bidder. Failure to do so may result in the rejection of the Bidder’s Proposal by the City.

Line items and total contract price must be clearly indicated. The Bid must not be restricted by a statement added to the Proposal form or by a covering letter, or by alterations to the Proposal form, as supplied by the City of Temiskaming Shores unless otherwise provided herein.

H.S.T. will be applicable to the supply of labour and equipment.

The City and the Municipalities will not be held responsible for Proponent or third-party costs, claims, direct or indirect damages caused by the City exercising its rights reserved in this Section or otherwise expressed or implied in this RFP.

5. Questions

Any questions with respect to the specifications are to be directed to:

Shelly Zubycck

Director of Corporate Services

City of Temiskaming Shores

325 Farr Drive

Temiskaming Shores, ON P0J 1K0

Phone: (705) 672-3363 ext. 4107

Fax: (705) 672-3200

szubycck@temiskamingshores.ca

It will be the Proponent's responsibility to clarify any details in question not mentioned in this Proposal before presenting the submission. Questions relating to this proposal must be received by **Monday, May 16, 2022, 2:00 p.m. local time.**

To ensure fairness to all Proponents, any and all questions that require clarification or that may materially alter this RFP document will be responded to and shared with other Proponents via an addendum, as described herein. Questions received after this date and time will not receive a response. Proponents are notified that any errors or omissions in the proposal may render the proposal invalid.

6. Introduction

The City of Temiskaming Shores, the Town of Englehart and the Townships of Hudson, Harley, Kerns, and Casey are all surrounding municipalities who require Animal Control and Pound Services.

7. Period of Contract

The period of contract for the provision of Animal Control and Pound Services will be for three (3) years from July 1, 2022 to June 30, 2025 with the option for two, one-year extensions in accordance to the following: The annual renewal shall be subject to:

- a) Changes in current work alignment and policy within the Municipalities.
- b) Satisfactory performance of the contractor.
- c) Availability of funds.
- d) Successful negotiations and mutual agreement between the Municipalities and the contractor.

8. Provisions and Specifications of Services

As a Poundkeeper, the Successful Contractor shall provide, at least thirty (30) days prior to the start of the contract, a certified (inspected) pound pursuant to the Animals for Research Act R.S.O. 1990 c. A.22, as amended from time to time. This pound shall serve as the municipal pound for receiving and caring for animals, and for the burial, euthanizing or cremation of dead animals. The Successful Contractor shall also provide at his or her own expense all labour, vehicles, tools and equipment, etc. for the performance of such work. The bidder shall provide verification of the location of the pound and the most current Pound Inspection Report with their proposal.

Acknowledge	YES	NO	
--------------------	------------	-----------	--

The Successful Contractor shall provide a minimum of one (1) Animal Control Officer on duty with vehicle and equipment as required, on those days and times as follows:

Normal Hours of Operation - Animal Control Services

Days	Minimum Requirements
Monday to Friday	8:30 a.m. to 4:30 p.m.
Saturday	CLOSED (Emergency Calls Only)
Sunday	CLOSED (Emergency Calls Only)
Statutory Holidays	CLOSED (Emergency Calls Only)

Normal Hours of Operation – Pound Services

Days	Minimum Requirements
Monday to Friday	8:00 a.m. to 6:00 p.m. by appointment.
Saturday	8:00 a.m. to 6:00 p.m. by appointment.
Sunday	CLOSED (Emergencies Only)
Statutory Holidays	CLOSED (Emergencies Only)

After Hours Service

The Successful Contractor agrees to provide the following services to the Municipalities at such times of the day outside of the normal hours of operation:

- a) Response to calls within the geographic boundaries of the Municipalities with respect to injured dogs and/or cats that require emergency treatment;

- b) Response to calls within the geographic boundaries of the Municipalities involving vicious dog or vicious cat at large complaints;
- c) Respond to requests for assistance from Municipal By-law Enforcement Officers or the Ontario Provincial Police;
- d) The supply of an Animal Control Officer, vehicle and equipment as may be required to respond to any such calls as noted above.

The Successful Contractor shall carry out the duties of Poundkeeper and operate the Pound in accordance with the provisions of the Municipalities' Animal Control By-law; The Animals for Research Act; The Dog Owner's Liability Act; Protection of Livestock and Poultry from Dogs Act; The Livestock, Poultry and Honey Bee Protection Act; The Pounds Act; The Provincial Offences Act; The Municipal Act, as well as any other regulations passed thereunder.

Acknowledge	YES	NO	
--------------------	------------	-----------	--

The pound facility must be capable of housing a minimum of five (5) dogs and ten (10) cats.

Acknowledge	YES	NO	
--------------------	------------	-----------	--

Care and cleanliness within the pound shall comply with the standards prescribed by the Animals for Research Act and shall be inspected by the Ontario Ministry of Agriculture and Food, Animal Industry Branch Inspectors. Copies of all Animal Industry Branch Inspector reports carried out during the term of the agreement will be required to be forwarded to the City within seven (7) days of the inspection.

Acknowledge	YES	NO	
--------------------	------------	-----------	--

The Successful Contractor shall maintain a complete record of all Pound Services as stipulated under the Animals for Research Act – Regulation No. 23, Pounds, and submit a detailed Monthly Pound Services Report to the Municipalities by the 15th day of the next month.

Acknowledge	YES	NO	
--------------------	------------	-----------	--

The Successful Contractor may put up for adoption any animal in the Contractor's care after expiration of the redemption period. In such case, the Contractor shall be responsible for the cost or care of the animal from the date of impound.

Acknowledge	YES	NO	
--------------------	------------	-----------	--

In the event a dog or cat is adopted by a resident of the Municipalities then the Contractor agrees to sell a license to the new owner pursuant to the Animal Control By-law and record the name, address, telephone number and impound number.

Acknowledge	YES	NO	
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The Successful Contractor may arrange for euthanasia and dispose of impounded animals that have not been claimed, in accordance with the Animal Control By-law and The Animals for Research Act.

Acknowledge	YES	NO	
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The Successful Contractor agrees to provide for the legal disposal of animals.

Acknowledge	YES	NO	
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In the event a dead animal cannot be buried or otherwise disposed of immediately, freezing is permitted in an approved freezing appliance. Frozen cadavers shall be maintained at a constant temperature not higher than -5 degrees Celsius.

Acknowledge	YES	NO	
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The Successful Contractor shall be responsible for the care, feeding, impounding and quarantining of all animals placed in its care and for the payment of supplies, materials and equipment for the provision of such care and feeding.

Acknowledge	YES	NO	
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The Successful Contractor shall be responsible to issue Provincial Offence Notices to those persons who have violated the Animal Control By-law and appear in Provincial Court to give evidence regarding infractions of the Animal Control By-law or any associated provincial legislation, including but not limited to, The Animals for Research Act, The Dog Owners Liability Act, The Pounds Act, The Provincial Offences Act, The Municipal Act, as well, any regulations passed thereunder as amended.

Acknowledge	YES	NO	
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The Successful Contractor shall respond to and independently investigate complaints from the public in connection with dogs or cats running at large, making unnecessary noise, or vicious dog or vicious cat at large complaints.

Acknowledge	YES	NO	
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The Successful Contractor shall be required to co-operate with other enforcement agencies, as directed, in dealing with domestic animals.

Acknowledge	YES	NO	
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The Successful Contractor shall be required to maintain a complete record of Animal Control Services, including but not limited to a Monthly Animal Control Activity Report and a Monthly Occurrence Report to be submitted to the Municipalities on or before the 15th day of the next month. The Successful Contractor shall also be responsible to provide additional records and/or reports as required from time to time by the Municipalities.

Acknowledge	YES	NO	
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The Successful Contractor shall be required to provide patrols for a minimum of fifteen (15) hours per week and complete a Monthly Record of Patrols to be submitted to the Municipalities on or before the 15th day of the next month.

Acknowledge	YES	NO	
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The Successful Contractor shall be required to pro-actively sell dog and cat tags in accordance with the City's Animal Control By-law as well as the other Municipalities. The Successful Contractor shall be required to keep a detailed record of all dog and cat tags sold including where the tag was sold and then remit a Record of Monthly Collections on or before the 15th day of each month. Method of sale may include but is not limited to appointing License Agents, door-to-door sales, public service announcements, mail outs, website, kiosks etc.

Acknowledge	YES	NO	
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The Successful Contractor shall provide prior to the start of the contract, a Police Vulnerable Sector Check which satisfies the Municipalities for each Animal Control Officer employed by the Successful Contractor and appointed by the Municipalities.

Acknowledge	YES	NO	
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The Successful Contractor shall provide to the Municipalities prior to the start of the contract, proof of completion of Accessible Customer Service Training for each Animal Control Officer employed by the Contractor and appointed by the Municipalities.

Acknowledge	YES	NO	
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Animal Control Officer/s will be required to wear uniforms while in performance of their duties identifying the Officer/s as an Animal Control Officer. The cost of the uniforms shall be included in the contract. Uniforms must be maintained in an appropriate manner.

Acknowledge	YES	NO	
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The Successful Contractor shall be responsible for all required training for all Animal Control Officers.

Acknowledge	YES	NO	
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The Successful Contractor shall be required from time-to-time to assist the Municipalities with public education efforts and activities such as public speaking events, school visits, and other public engagements as requested by the Municipalities. The Successful Contractor shall also serve as a resource person for inquiries regarding the Animal Control By-law and other laws pertaining to animals, and also participate in the development of programs as may be requested.

Acknowledge	YES	NO	
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Minimum Qualifications and Experience

The Successful Contractor shall have the following minimum qualifications and experience:

- Must possess excellent verbal and written communication skills;
- Ability to communicate with the public and handle difficult situations with diplomacy;
- Demonstrate excellent administrative and note-taking skills;
- Proven ability to prepare comprehensive reports as required;
- Ability to interpret various legislation and to use discretion when receiving complaints and performing routine investigations;
- Ability to handle animals safely and humanely;
- Ability to work effectively without direct supervision in a manner to ensure their own safety;
- Ability to analyze the situation presented, identify the potential source of the problem, and to problem solve;
- Ability to stay calm in stressful situations.
- Knowledge of and ability to enforce the Municipalities' Animal Control By-law, as well as, all associated municipal policies, procedures and directives as amended from time to time.
- An understanding and ability to apply all related provincial legislation, including but not limited to, The Animals for Research Act, The Dog Owners Liability Act, The Municipal Act, The Pounds Act, The Provincial Offences Act, and as well as any regulations passed thereunder and amended.
- An understanding and familiarity of Court proceedings, knowledge of, and demonstrated ability to apply applicable sections of the Provincial Offences Act.
- Acquired investigative skills in the areas of identifying, collecting and preserving evidence, including, but not limited to, conducting interviews, making notes and presenting evidence at court proceedings.
- Knowledge, appreciation and ability to appropriately use the privileges conferred in the role of Peace Officer.
- Be physically capable of performing duties of Animal Control Officer.

Acknowledge	YES	NO	
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9. Proposal Evaluation Criteria

An evaluation team consisting of key municipal staff will conduct the evaluation of proposals as well as in person interviews and presentations.

The Municipalities reserve the right in its evaluation of the proposal to consider all pertinent criteria whether or not such criteria are contained in the Request for Proposals.

CITY PROPOSAL EVALUATION CRITERIA			MAXIMUM TOTAL POINTS
	WEIGHT	POINTS	
Qualifications and Expertise Possession or ability to possess minimum qualifications Knowledge of applicable legislation/Provincial Offences Communication skills 25%	10 10 5	____10 ____10 ____10	____ (100) ____ (100) ____ (50)
Ability to Meet Specifications and Quality Workmanship Completeness, accuracy and overall presentation Quality of vehicle and pound services proposed Ability to provide hours of operation coverage requested 25%	10 10 5	____10 ____10 ____10	____ (100) ____ (100) ____ (50)
Estimated Fees and Disbursements Cost estimates are evaluated for completeness and lowest is scored 10 points, next 8 points, etc. If more than 5 proposals, then only 5 lowest Bids are to receive points, and the remaining higher Bids will be given 0.25 points. Prices within a small differential will be scored as equal. 50%	50	____10	____ (500)

10. Payment Terms

The Municipalities shall pay the Successful Contractor, upon receipt of all required information in accordance to the agreement, the monthly contract amount by the 28th day of each month.

11. Goods, Materials and Equipment Suitable for Use

The Bidder warrants that any goods, materials, articles or equipment to be supplied under or pursuant to any official order or Agreement based on this RFP, that is or are to be made or used for a particular purpose, will be fit and suitable for that purpose.

The Successful Bidder may be required to provide written documentation that all materials or equipment offered in a Bidder's Proposal meet all applicable Municipal, Provincial and Federal Government standards, legislation and laws.

12. Amendments

The City at its discretion reserves the right to revise this RFP up to the final date for the deadline for receipt of proposals. The City will issue changes to the RFP Documents by addendum only. No other statement, whether oral or written, made by the City will amend the RFP Documents. The City

will make every effort to issue all addenda no later than the seventh (7th) day prior to the closing date. If an addendum is issued within seven days of the closing date, the bid submission date will be moved accordingly.

The Proponent shall not rely on any information or instructions from the City or a City representative except the RFP Documents, and any addenda issued pursuant to this Section.

The Proponent is solely responsible to ensure that it has received all addenda issued by the City. The Proponent shall acknowledge receipt of all addenda on the Form of Proposal. Failure to complete the acknowledgement may result in rejection of the proposal.

The City makes no promise or guarantee that addenda will be delivered by any means to any Proponent. By submitting a proposal submission in response to this RFP, the Proponent acknowledges and agrees that the addenda shall be posted on www.temiskamingshores.ca and it is the sole responsibility of the proponent to check this web site for said addenda. The City reserves the right to withdraw or cancel this Request for Proposal without notice.

13. Proposal Withdrawal or Amendment

Proponents may amend or withdraw their proposal, provided such withdrawal or amendment is received prior to the closing deadline. A Bidder who has already submitted a Proposal may submit a further Proposal at any time up to the official closing time; the last Proposal received shall supersede and invalidate all Proposals previously submitted by the Bidder for this RFP. A bid may be withdrawn at any time up to the official closing time by letter on original letterhead bearing the same signature as in the bid submission.

14. Right to Accept or Reject Submissions

The City does not bind itself to accept any proposal and may proceed as it, in its sole discretion, determines, following receipt of the proposals. The City reserves the right to accept any proposal in whole or in part or to discuss with any respondent different or additional terms to those envisaged in this RFP or in such respondent's proposal.

The City reserves the right to:

1. accept or reject any or all of the proposals;
2. if only one proposal is received, elect to reject it;
3. reject as informal any proposal that is received late or is incomplete or otherwise fails to comply with the requirements of the RFP;
4. elect not to proceed with the projects as it so determines in its sole and absolute discretion; and/ or
5. to waive irregularities and formalities at its sole and absolute discretion.

15. Solicitation

If any director, officer, employee, agent or other representative of a Proponent makes any representation or solicitation to any Mayor, Councillor, officer or employee of the City and/or Municipalities with respect to the RFP, whether before or after submission of the proposal, the City shall be entitled to reject or not accept the RFP submission.

16. Subcontracting

The Proponent acknowledges that in any potential agreement with the City and/or Municipalities, no subcontracting or assignment of rights and obligations of the Proponent will be permitted without the written consent of the City and/or Municipalities, which consent shall not be unreasonably withheld. At all times throughout the term of a potential agreement, including any renewals, the City and Municipalities shall communicate and respond directly with the Proponent.

17. Independent Contractor Status of Proponent; Declaration of Conflicts

The Municipalities will appoint the Successful Contractor and his/her designated Animal Control Officers as Municipal Law Enforcement Officers.

The Successful Proponent shall enter into an Agreement for services to be rendered to the Municipalities as an Independent Contractor. Such Agreement is not intended to create a joint venture, partnership or employee/employer relationship.

Neither the Proponent nor any of its personnel are engaged as an employee, servant or agent of the Municipalities. Any potential conflicts of interest in which a Proponent may have with the Municipalities or any employee of the Municipalities will be identified and described in detail in the proposal of each proponent (Conflict of Interest Declaration).

18. Insurance (from the Successful Proponent only)

The successful Proponent shall, at their own expense within 10 days of notification of acceptance and prior to the commencement of work, obtain, maintain and provide evidence of until the termination of the Agreement or otherwise stated, the following:

Commercial General Liability

The Successful Proponent shall maintain and pay for Comprehensive General Liability Insurance with coverage limits of no less than Five Million Dollars (\$5,000,000.00) inclusive per occurrence for bodily injury, death and damage to property including loss of use.

Automobile Liability Insurance (If Applicable)

The Successful Proponent shall maintain and pay for Automobile Liability Insurance with coverage limits of no less than Five Million Dollars (\$5,000,000.00) inclusive per occurrence for bodily injury, death and damage to property, in respect to licensed vehicles owned or leased by the Successful Proponent.

The policies shall include the Municipalities as an additional insured, and containing a cross liability clause.

All insurance policies referenced in this Section shall be maintained in good standing throughout the duration of the Agreement, and cannot be cancelled or permitted to lapse unless the insurer notifies the Municipalities in writing at least 30 days prior to the effective date of cancellation or expiry. The Municipalities reserves the right to request such higher limits of insurance or other types of policies appropriate to the work as the Municipalities may reasonably require.

19. Workplace Safety and Insurance Board (WSIB) (from the successful Proponent only)

The Successful Proponent shall, at their own expense within 10 days of notification of acceptance and prior to the commencement of work, obtain, maintain and provide evidence of until the termination of the Agreement or otherwise stated, a Certificate of good standing from the Workplace Safety & Insurance Board.

The onus is on the Successful Proponent to comply with all applicable local and territorial standards and regulations, in effect and applicable by law in Ontario, Canada.

20. AODA Compliance

The Bidder shall comply with the provisions of the Accessibility for Ontarians with Disabilities Act, 2005, and the Regulations thereunder with regard to the provision of its goods or services contemplated herein to persons with disabilities. Without limitation, if applicable, pursuant to section 6 of Ontario Regulation 429/07, Accessibility Standards for Customer Service, made under the Accessibility for Ontarians with Disabilities Act, 2005, the Bidder shall ensure that all of its employees, agents, volunteers, or others for whom it is at law responsible, receive training about the provision of its goods and services to persons with disabilities. The Bidder acknowledges that pursuant to the Accessibility for Ontarians with Disabilities Act, 2005, the City of Temiskaming Shores and Municipalities must, in deciding to purchase goods or services through its procurement process, consider the accessibility for persons with disabilities to such goods or services.

21. Freedom of Information

Upon submission, all proposals become the property of the City and will not be returned to the proponents. Proponents must be aware that the City is a public body subject to the provisions of the Municipal Freedom of Information and Protection of Privacy Act. The City may, at any time, make public the names and bid prices of all respondents. Proposals will be held in confidence by the City, subject to the provisions of the Municipal Freedom of Information and Protection of Privacy Act, or unless otherwise required by law.

Any proprietary or confidential information contained in the proposal should be clearly identified.

22. Nature of Request for Proposal

This RFP does not constitute an offer of any nature or kind whatsoever by the Municipalities to the Proponent.

23. Preparation of Proposals

All costs and expenses incurred by the Proponent relating to its Proposal will be borne by the Proponent. The Municipalities are not liable to pay for such costs and expenses, or to reimburse or to compensate the Proponent in any manner whatsoever for such costs and expenses under any circumstances, including the rejection of any or all proposals or the cancellation of this RFP.

24. Finalizing Terms

This RFP will not constitute a binding agreement, but will only form the basis for the finalization of the terms upon which the City and the Successful Proponent will enter into the contract documentation, and does not mean that the Successful Proponent's proposal is necessarily totally acceptable in the form submitted. After the selection of the Successful Proponent's proposal, the City has the right to negotiate with the Successful Proponent and, as part of that process, to negotiate changes, amendments or modifications to the Successful Proponent's proposal without offering the other proponents, the right to amend their proposals.

25. Commitment to Negotiate

The Successful Proponent shall execute any documentation, drafted in accordance with the terms of the Successful Proponent's proposal and any subsequent negotiations, within thirty (30) days of the date of notification of the Successful Proponent's selection.

Proponents not initially selected as the Successful Proponent hereby commit themselves, subject to notification by the City to execute documentation as aforesaid up to sixty (60) days following the date of submission of their proposals.

26. Agreement

A written agreement, prepared by the City shall be executed by the City and the Successful Proponent if the terms are mutually agreeable to all Parties. There is no guarantee that City Council will enter into any Agreement.

Any agreement resulting from this Request for Proposal shall be governed by and interpreted in accordance with the laws of the Province of Ontario.

27. Performance

Any undue delays in the execution of the work and/or costs incurred by the City due to inefficiencies in performance on behalf of the Successful Proponent shall be deemed to be the responsibility of that Proponent and as such, any and all costs, as deemed appropriate and reasonable compensation for the City, will be assessed to the Successful Proponent.

28. Errors & Omissions

It is understood, acknowledged and agreed that while this Proposal includes specific requirements and specifications, and while the City has used considerable efforts to ensure an accurate representation of information in this proposal, the information is not guaranteed by the City to be comprehensive or exhaustive. Nothing in the proposal is intended to relieve the Proponents from forming their own opinions and conclusions with respect to the matters addressed in the proposal. There will be no consideration of any claim, after submission of proposals, that there is a misunderstanding with respect to the conditions imposed by the Proposal and/or Agreement.

DRAFT

**City of Temiskaming Shores
CS-RFP-003-2022
Animal Control and Pound Services**

Form of Proposal

Proponent's submission of bid to:

The Corporation of the City of Temiskaming Shores

Stipulated Bid Price

We/I,

(Registered Company Name/Individuals Name)

Of,

(Registered Address and Postal Code)

Phone Number: _____ Email: _____

Animal Control and Pound Services for the Corporation of the City of Temiskaming Shores, the Town of Englehart and the Townships of Hudson, Harley, Kerns and Casey, as required in accordance to the proposal for a price of (must be CDN funds and without HST):

Lump Sum Price: \$ _____

Acknowledgement of Addenda

I/We have received and allowed for ADDENDA NUMBER _____ in preparing my/our proposal.

Bidder's Authorized Official: _____

Title: _____

Signature: _____

Date: _____

Form 1 to be submitted.

**City of Temiskaming Shores
CS-RFP-003-2022
Animal Control and Pound Services**

Non-Collusion Affidavit

I/ We _____ the undersigned am fully informed respecting the preparation and contents of the attached Proposal and of all pertinent circumstances respecting such bid.

Such bid is genuine and is not a collusive or sham bid.

Neither the bidder nor any of its officers, partners, owners, agents, representatives, employees or parties of interest, including this affiant, has in any way colluded, conspired, connived or agreed directly or indirectly with any other Bidder, firm or person to submit a collective or sham bid in connection with the work for which the attached bid has been submitted nor has it in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other bidder, firm or person to fix the price or prices in the attached bid or of any other Bidder, or to fix any overhead, profit or cost element of the bid price or the price of any bidder, or to secure through any collusion, conspiracy, connivance or unlawful agreement any advantage against the City of Temiskaming Shores or any person interested in the proposed bid.

The price or prices proposed in the attached bid are fair and proper and not tainted by any collusion, conspiracy, connivance or unlawful agreement on the part of the Bidder or any of its agents, representatives, owners, employees, or parties in interest, including this affiant.

The bid, quotation or proposal of any person, company, corporation or organization that does attempt to influence the outcome of any City purchasing or disposal process will be disqualified, and the person, company, corporation or organization may be subject to exclusion or suspension.

Dated at: _____ this _____ day of _____, 2022.

Bidder's Authorized Official: _____

Title: _____

Signature: _____

Date: _____

Form 2 to be submitted.

**City of Temiskaming Shores
CS-RFP-003-2022
Animal Control and Pound Services**

Conflict of Interest Declaration

Please check appropriate response:

☐ I/We hereby confirm that there is not nor was there any actual perceived conflict of interest in our Proposal submission or performing/providing the Goods/Services required by the Agreement.

☐ The following is a list of situations, each of which may be a conflict of interest, or appears as potentially a conflict of interest in our Company's Proposal submission or the contractual obligations under the Agreement.

List Situations:

In making this Proposal submission, our Company has / has no (*strike out inapplicable portion*) knowledge of or the ability to avail ourselves of confidential information of the City (other than confidential information which may have been disclosed by the City in the normal course of the RFP process) and the confidential information was relevant to the Work/Services, their pricing or quotation evaluation process.

Dated at: _____ this _____ day of _____, 2022.

Signature: _____

Bidder's Authorized Official: _____

Title: _____

Company Name: _____

Form 3 to be submitted.

**City of Temiskaming Shores
CS-RFP-003-2022
Animal Control and Pound Services**

**Accessibility for Ontarians with Disabilities Act, 2005 Compliance
Agreement**

I/We, by our signature below, certify that we are in full compliance with Section 6 of Ontario Regulation 429/07, Accessibility Standards for Customer Service made under the *Accessibility for Ontarians with Disabilities Act, 2005*. If requested, we are able to provide written proof that all employees have been trained as required under the act.

This regulation establishes accessibility standards for customer service as it applies to every designated public sector organization and to every person or organization that provides goods or services to members of the public or other third parties and that have at least one employee in Ontario.

Name: _____ Company Name: _____

Phone Number: _____ Email: _____

I, _____, declare that I, or my company, are in **full compliance** with Section 6 of Ontario Regulation 429/07, Accessibility Standards for Customer Service under the Accessibility for Ontarians with Disabilities Act, 2005.

OR

I, _____, declare that I, or my company, are **NOT** in full compliance with Section 6 of Ontario Regulation 429/07, Accessibility Standards for Customer Service under the Accessibility for Ontarians with Disabilities Act, 2005, yet fully agree to meet the required compliance training standards on or before the delivery of the required goods and/or services. In an effort to assist non-compliant vendors, please visit: <https://www.ontario.ca/page/how-train-your-staff-accessibility>.

Form 4 to be submitted.

Subject: Appointment of Volunteer Firefighters

Report No.: PPP-001-2022

Agenda Date: April 19, 2022

Attachments

None

Recommendations

It is recommended:

1. That Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report PPP-001-2022; and
2. That Council hereby appoints Matthew Golcic as Volunteer Firefighter to the Temiskaming Shores Fire Department in accordance with the *Recruitment and Retention Program*.

Background

In an effort to fill vacancies within the department at Station #1 and to help ensure adequate staffing levels are maintained, the Department is seeking to fill a Volunteer Firefighter position at Station #1.

Analysis

Section 4.02 of Schedule "A" to By-law 2008-030, being the Fire Department Establishing and Regulating By-law for the Temiskaming Shores Fire Department, states that for the purposes of ensuring adequate staffing, twenty (20) shall be used as a guideline for the minimum number of firefighters per District Station and in no case shall the number of firefighters per District Station exceed twenty-five (25).

Based on the identified need to fill vacancies at Station #1 an interview with the candidate was conducted by the Station Officers and the Fire Chief. Subsequently a recommendation from the District Chief of Station #1 was provided to the Fire Chief requesting consideration of the appointment of Matthew Golcic as Volunteer Firefighter to the Temiskaming Shores Fire Department.

The candidate being recommended has demonstrated a strong desire to be a member of the Temiskaming Shores Fire Department team. This coupled with his work experience, makes him an excellent candidate for the position being recommended.

Relevant Policy / Legislation / City By-Law

- By-law No. 2016-040, Temiskaming Shores Fire Department Recruitment and Retention Program.
- By-law No. 2008-030, Fire Department Establishing and Regulating By-law.

Consultation / Communication

- Consultation with Station #1 District Chief

Financial / Staffing Implications

This item has been approved in the current budget: Yes ☒ No ☐ N/A ☐

This item is within the approved budget amount: Yes ☒ No ☐ N/A ☐

Financial implications include the provision of appropriate Volunteer Firefighter Honorariums which have been included in the 2022 Fire and Emergency Management Services Operational Budget. All costs associated with the appointment would include the provision of dress uniforms and protective equipment that would be drawn from the fire departments operational budget.

Staffing implications associated with the proposed appointments are limited to normal administrative functions and duties, and the requirement to fill vacant positions within the fire department. Adequate staffing levels are established based on availability and the ability of fire department personnel to respond.

Current fire station staffing levels are as follows:

- 24 members Station #1 (four members on leave);
- 21 members Station #2; and
- 21 members Station #3 (one member on leave).

Alternatives

No alternatives were considered.

Submission

Prepared by:



Steve Langford
Fire Chief

Reviewed and submitted for Council's
consideration by:

"Original signed by"

Christopher W. Oslund
City Manager

Subject: Tender Award – Concrete Sidewalk & Curb Repairs **Report No.:** PW-013-2022

Agenda Date: April 19, 2022

Attachments

Appendix 01: Bid Results Summary

Appendix 02: Draft Agreement (**Please refer to By-law No. 2022-072**)

Recommendations

It is recommended:

1. That Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report PW-013-2022; and
2. That Council directs staff to prepare the necessary by-law to enter into an Agreement with Pedersen Construction (2013) Inc. for the award of the 2022 Concrete Sidewalk and Curb Repair contract, at unit costs of \$189.00 per square metre of sidewalk and \$189.00 per linear metre of concrete curb and gutter, plus applicable taxes, for consideration at the April 19, 2022 Regular Council meeting.

Background

Each year the City of Temiskaming Shores is required to repair a varying amount of concrete sidewalk and curb and gutter damaged during winter excavations for sewer and water repairs.

The work consists generally of the supply of all labour, equipment and as per specifications, for the successful repair of concrete sidewalk and curb & gutter various locations within the City boundaries as directed by the Superintendent of Transportation or designate. It is understood that the Contractor shall have sufficient knowledge and expertise in concrete placement and the repair process and shall have the ability to administrate the project as well as operate all equipment.

The Request for Tender document was prepared and PWO-RFT-005-2022 was distributed to local known potential bidders and was posted on the City's web site. The closing date was 2:00 p.m. on Thursday, March 31, 2022.

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Analysis

Two (2) electronic responses to the tender request were received by the closing date.

Bidder	Unit Price per Sq. Metre	Unit Price per Linear Metre
Pedersen Const.	\$189.00	\$189.00
Demora Const.	\$215.00	\$215.00

Pedersen Construction has successfully completed similar projects in Temiskaming Shores and has demonstrated the ability to successfully complete work as intended.

The tenders were analysed for errors and/or omissions and both were found to be correct and complete. The process for obtaining competitive pricing was in keeping with the City's Procurement Policy (By-Law 2017-015).

Relevant Policy / Legislation / City By-Law

- 2022 Public Works Operations Budget
- By-Law No. 2017-015, Procurement Policy, Section 10.3 Request for Tenders

Consultation / Communication

- 2022 Budget Deliberations
- Tender opening – March 31st, 2022

Financial / Staffing Implications

This item has been approved in the current budget: Yes ☒ No ☐ N/A ☐

This item is within the approved budget amount: Yes ☒ No ☐ N/A ☐

The monies required for the repair work will be drawn from the Environmental Operation Budget as per past practice (water and sewer repairs) or the Roadways Budget as required.

Staffing implications related to this matter are limited to normal administrative functions and duties as well as verifying field measurements.

Alternatives

Due to workload and staffing constraints, completing the work internally was not considered.

Submission

Prepared by:

Reviewed and submitted for Council's
consideration by:

"Original signed by"

"Original signed by"

Mitch McCrank, CET
Manager of Transportation Services

Christopher W. Oslund
City Manager

Document Title: PWO-RFT-005-2022 "Concrete Sidewalks & Curb Repairs"

Closing Date: **Thursday, March 31, 2022**

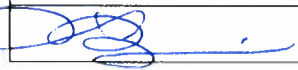

Closing Time: **2:00 p.m.**

Department: **Public Works**

Opening Time: **2:30 p.m.**

Attendees via teleconference: 705-672-2733 Ext. 4000

City of Temiskaming Shores:

Logan Belanger, Clerk	Kelly Conlin, Deputy Clerk	Mitch McCrank Manager of Transportation Services
		via teleconference

Others (teleconference):

Martha, Demora	Clint, Pedersen	
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Submission Pricing

Bidder: Pedersen Construction

Sidewalks (450 m ²):	\$ 85,050.00
Curbs (120 m):	\$ 22,680.00
Sub-Total:	\$ 107,730.00
HST:	\$ 14,004.90
Total:	\$ 121,734.90

Bidder: Demora Construction

Sidewalks (450 m ²):	\$ 96,750.00
Curbs (120 m):	\$ 25,800.00
Sub-Total:	\$ 122,550.00
HST:	\$ 15,931.50
Total:	\$ 138,481.50

Bidder:

Sidewalks (450 m ²):	\$
Curbs (120 m):	\$
Sub-Total:	\$
HST:	\$
Total:	\$

Bidder:

Sidewalks (450 m ²):	\$
Curbs (120 m):	\$
Sub-Total:	\$
HST:	\$
Total:	\$

Bidder:

Sidewalks (450 m ²):	\$
Curbs (120 m):	\$
Sub-Total:	\$
HST:	\$
Total:	\$

Bidder:

Sidewalks (450 m ²):	\$
Curbs (120 m):	\$
Sub-Total:	\$
HST:	\$
Total:	\$

Note: All offered prices are offers only and subject to scrutiny. Submissions will be reviewed for errors, omissions and accuracy by municipal staff prior to any awarding. All proponents whether successful or not will be notified of results, in writing at a later date.

Subject: Engineering Award – Robert/Elm
Pumping Station By-pass Design

Report No.: PW-014-2022

Agenda Date: April 19, 2022

Attachments

Appendix 01: Submission Results – PW-RFP-004-2022

Appendix 02: Draft Agreement (**Please refer to By-law No. 2022-073**)

Recommendations

It is recommended:

1. That Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report PW-014-2022; and
2. That Council directs staff to prepare the necessary by-law to enter into an agreement with EXP Services Inc. for engineering services related to the design of the by-pass system at the Robert/ Elm Pumping Station in the amount of \$20,295 (plus applicable taxes) for consideration at the April 19, 2022 Regular Council meeting.

Background

The Robert/Elm Pumping Station was constructed in 2017. The pumping station currently services an older section of the City and was designed/constructed to accommodate the anticipated construction of a new subdivision. The design and sizing of the pumping station incorporated the maximum limit for infiltration allowed under Ministry design criteria. In addition, the installation of a by-pass was not allowed at time of construction.

Since commissioning, major rainfall fall events have resulted in surcharging of the station. Staff investigated options for mitigation of the surcharging resulting in the requirement to install the by-pass system.

In September of 2021, the Ministry of Environment, Conservation and Parks (MECP) was consulted to discuss the above noted option. It was concluded that the by-pass system is the best option and was recommended by the MECP that the City proceed with the submission of the application to amend the Environmental Compliance Approval (ECA) for the Robert/Elm Sewage Pumping Station allowing for the inclusion of the by-pass system.

Throughout the 2022 budget deliberation process, Council approved the capital project for the installation of the by-pass system at the Robert/Elm Pumping Station in the amount of \$ 250,000.

As it is required to have a professional engineer design the by-pass system to allow for the ECA to be amended, Request for Proposal PW-RFP-004-2022 – Engineering Services – By-pass Design was prepared and released.

Analysis

The above noted Request for Proposal closed on April 7, 2022 with one submission being received.

The submission was reviewed for completeness and as a result, staff is recommending that Council enter into an agreement with EXP Services Inc for engineering services related to the design of the by-pass system at the Robert/Elm Pumping Station in the amount of \$ 20,295 (plus applicable taxes) for consideration at the April 19, 2022 Regular Council meeting.

Relevant Policy / Legislation / City By-Law

- By-Law No. 2017-015, Procurement Policy
- 2022 Public Works Capital Budget

Consultation / Communication

- PW-RFP-004-2022 – Engineering Services – By-pass Design

Financial / Staffing Implications

This item has been approved in the current budget: Yes ☒ No ☐ N/A ☐

This item is within the approved budget amount: Yes ☒ No ☐ N/A ☐

Sufficient funds are available within the approved Capital Project for the Robert/Elm Pumping Station By-pass System Installation.

Alternatives

No alternatives were considered.

Submission

Prepared by:

Reviewed and submitted for Council's
consideration by:

"Original signed by"

"Original signed by"

Steve Burnett
Manager of Environmental Services

Christopher W. Oslund
City Manager

Document Title: **PW-RFP-004-2022 "Engineering Services – By-pass Design"**

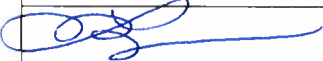

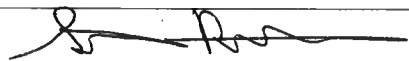
Closing Date: **Thursday, April 7, 2022**

Closing Time: **2:00 p.m.**

Department: **Public Works**

Opening Time: **2:30 p.m.**

Attendees via teleconference: **705-672-2733 Ext. 4000**
City of Temiskaming Shores:

Logan Belanger, Municipal Clerk 	Kelly Conlin Deputy Clerk 	Steve Burnett Manager of Environmental Services 
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Others (teleconference):

Doug Walsh, Exp		

Submission Pricing
Bidder: *Exp Services Cenc.*

Description	Amount
Lump Sum (without HST)	\$ 20,295.00

Bidder:

Description	Amount
Lump Sum (without HST)	\$

Bidder:

Description	Amount
Lump Sum (without HST)	\$

Bidder:

Description	Amount
Lump Sum (without HST)	\$

Bidder:

Description	Amount
Lump Sum (without HST)	\$

Bidder:

Description	Amount
Lump Sum (without HST)	\$

Note: Since this is a Request for Proposal all submissions are required to be evaluated based on a set of pre-determined evaluation criteria. All offered prices are offers only and subject to scrutiny. All proponents whether successful or not will be notified of results, in writing at a later date.

City of Temiskaming Shores
Administrative Report

Subject: Equipment Purchase – Blower Attachment

Report No.: PW-015-2022

Agenda Date: April 19, 2022

Attachments

Appendix 01: Specification Sheets

Appendix 02: Draft By-law (**Please refer to By-law No. 2022-074**)

Recommendations

It is recommended:

1. That Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report PW-015-2022;
2. That Council approves the purchase of two snow blower attachments as a new 2022 Capital Project and directs the Treasurer to reallocate \$330,000 from the Grant Drive Extension 2022 Capital Project Budget to fund the purchase and keep within the approved 2022 Capital Budget envelope; and
3. That Council directs staff to prepare the necessary by-law to enter into an agreement with RPM Tech for the purchase of snow blower attachments at a cost of \$320,104 plus applicable taxes and freight, for consideration at the April 19, 2022 Regular Council meeting.

Background

In conjunction with the Asset Management Plan, Fleet Replacement Plan, and more notably, Operational demands, staff have deemed it necessary to replace our existing snow blower attachment.

The current Tenco Blower is operationally deficient and cannot satisfy the City's established service levels. The Blower attachment should operate almost every night during the City's Winter Operations. This procedure begins in November and continues to the beginning of April, which includes a dedicated night shift crew to handle moving snow with less traffic and obstacles. This piece of equipment needs to be reliable and go to work for Public Works.

To provide perspective on how challenging our current Blower situation is, staff have identified down time and maintenance costs. The existing Tenco Blower was down three separate times this past Winter:

| December 9th – January 17th | January 17th – February 13th | February 22nd – March 12th |

City of Temiskaming Shores Administrative Report

The blower was only available 18 working days during 2022/2023 Winter Operations. The downtime affects a lot of additional aspects within our department, not to mention service level for residents.

When the only Blower we have is down, it means the PW department must use our four (4) Loaders to scoop and place snow in trucks, which is inefficient, costly and the potential for property damage is much higher. Public Works does not own a redundant or have access to a redundant piece of equipment that can fill in when needed.

When it comes to maintenance and repair costs, the existing Tenco Blower is expensive.

2021-2022 Repairs	Costs
TIME Shaft Rebuild	\$ 386.31
Can Chain Roller Chain	\$ 1,326.73
Pioneer Diesel Yoke	\$ 2,396.23
Pioneer Diesel Parts	\$ 1,412.73
Tenco Fuel Gage	\$ 504.66
Total:	\$ 6,026.66

2022-2023 Repairs	Costs
Tenco Output Shaft	\$ 4,569.83
Impeller Casing	\$ 6,506.34
Potential Costs:	\$ 11,076.17

This past Winter the City spent a total \$6,026.66. on maintenance/repairs of the unit. This does not include any of the PW shop time and costs associated with downtime of the equipment. To add to this, repairs that were not done for this Winter but should be completed by next Winter as preventative maintenance total \$11,076.17.

Both the Public Works and the Corporate Services Committees have been updated on Public Works situation and have considered the replacement of our current blower. The recommendation of both committees is to proceed with the replacement of the existing attachment with two (2) new Blowers, one larger to maintain service levels and one smaller to act as a versatile unit.

Recommendation PW-2022-023

Moved by: Mayor Carman Kidd

Be it resolved that:

The Public Works Committee hereby recommends the Blower Attachment presentation be reviewed and considered by the Corporate Services Committee; and further that Council consider the purchase of the Blower Attachments for use within the Public Works Department.

CARRIED

Recommendation CS-2022-028

Moved by: Mayor Carman Kidd

Be it resolved that:

The Corporate Services Committee hereby recommends that Council consider the purchase of the Blower attachments for use within the Public Works Department.

CARRIED

Analysis

The recommended approach is to sell our current Tenco Blower as surplus in the Spring/Summer of 2023 and order two new RPM Tech blowers as soon as possible to receive the units for next year's Winter Operations (November 2022 to April 2023).

One Blower would be the RPM 220 which has the capacity to handle 3,000 tons/hour and the other, more versatile, Blower would be the RPM 215 which has the capacity to handle 1,300 tons/hour. Both units will be equipped with specialized hardened steel wear plating to combat the immense pressure these pieces of equipment face as well as a standard warranty. Specification sheets for both units can be found in Appendix 1.

The Cost of the new Units:

Make / Model	Ability	Equipment	Cost excluding tax
RPM 220	3000 tons / hour	Fits Case 712 FXT Loader	\$ 185,910.00
RPM 215	1300 tons / hour	Fits Case 621G Loader, as well as JD 524K Loader and even with the right coupler could fit our two Backhoes	\$ 134,194.00
Total:			\$ 320,104.00

*Includes Canoe / Sourcewell procurement policy and discount.

Estimated Surplus:

Make / Model	Ability	Equipment	Estimated Sale price
Tenco 202A	2750 tons / hour	Fits Case 712 FXT Loader	\$ 75,000.00
Total:			\$ 75,000.00

*For reference a 2002 Tenco sold for \$36,000.00

Net Cost Estimated at: \$ 245,104.00

RPM Tech is a leader in the industry and currently is the successful proponent of the Canoe / Sourcewell Awarded Contract (Contract # 080818-RPM) for Snow & Ice Removal Equipment & Accessories. Canoe / Sourcewell is an approved agency through LAS of the Association of

Municipalities of Ontario that works with City's and Municipalities to procure equipment and/or services at competitive prices, following strict guidelines of procurement policy.

It is critical the units be ordered as soon as possible in order to ensure they are received in time for the 2022/2023 Winter Operations.

Financial Implications

As the 2022 Public Works Capital Budget has already been approved by Council; to proceed, Council will need to approve a Budget Reallocation.

It has come to staff's attention that a major project budgeted 100% for 2022 will need to be moved into phases. The paving and turning lane construction costs associated with Grant Drive Extension is scheduled to be undertaken in 2023.

Therefore, Phase 1 to be completed in 2022 will include Design, Tender, Award of Construction Contract, and Construction of the entire project except for paving. The MTO consultant will finalize their design for the Turning Lane off Highway 65, with the intent of tendering that portion and constructing in early 2023. The paving of the roadway and completion of the turning lane in 2023 will be coordinated together. The City still bears a 50% cost of the turning lane construction.

Currently, we have set aside \$600,000 in Reserves for the Grant Drive Construction. The deferral of both paving the roadway and turning lane construction until 2023 will result in unused funds of approximately \$490,000 in 2022.

As this cost is allocated to Public Works, it is staff's recommendation to reallocate \$330,000 of those available funds to purchase the Blowers described herein.

Estimated Paving costs: \$ 231,000.00

Estimated City cost for portion of Turning Lane: \$ 262,101.71

Estimated Total to be deferred: \$493,101.71

2022 PUBLIC WORKS CAPITAL PROJECTS

Project	Total Cost	Funding	Borrowing	Reserves	City Cost
Landfill Site Expansion (Multi-Year \$4m)	3,000,000		806,181	2,193,819 a	-
Roads Program (2 years)	3,000,000	1,308,148 1/4		1,691,852 b	-
Grant Drive Ext. Construction	1,600,000		900,449	600,000 b	99,551
West Road Culvert Relining	100,000	100,000 3			-
Radley Hill - Road Upgrades	659,810	659,810 2/4			-
Pedestrian Cross Walk - Rorke	100,000				100,000
Capital Projects Recommended	\$ 8,459,810	\$ 2,067,958	\$ 1,706,630	\$ 4,485,671	\$ 199,551

- 1 - Federal Gas Tax - \$629,228.54
 2 - Per agreement with Transport Canada (by-law 2021-062)
 3 - Northern Ontario Resource Development Support (NORDS) Fund
 4 - OCIF Funding
 a - Landfill Reserve
 b - Working Funds Reserve

Deferred Projects:

Decorative Street Light LED Upgrades Phase 1 (\$75,000)

This item has been approved in the current budget: Yes ☐ No ☒ N/A ☐

This item is within the approved budget amount: Yes ☐ No ☒ N/A ☐

Relevant Policy / Legislation / City By-Law

- 2022 Public Works Capital Budget
- By-Law No. 2017-015, Procurement Policy
- Canoe Procurement Group of Canada (LAS AMO Business Services) / Sourcewell Procurement Cooperative
 - To satisfy procurement policy and the action for competitive bids
 - Cooperative purchasing is "Procurement conducted by, or on behalf of, one or more Public Procurement Units"
 - Purchasing Analysts streamline the procurement process by developing RFP's for national, competitive solicitation that meet or exceed local requirements.

Consultation / Communication

- Consultation with City Manager throughout the discussions
- Consultation with Public Works Staff, RPM Tech, Environmental Staff, and Corporate Services Staff
- Consultation with both Public Works and Corporate Services Committees.

Alternatives

Alternatives including purchasing a second Blower and upgrading a Loader were considered but not feasible. Doing nothing and remaining the same is not recommended. Upgrading the blower and only having the one was also not recommended as redundancy was key to the PW committee.

Submission

Prepared by:

Reviewed and submitted for Council's
consideration by:

"Original signed by"

"Original signed by"

Mitch McCrank, CET
Manager of Transportation Services

Christopher W. Oslund
City Manager

RPM215

Two Stage Loader-Mounted Snow Blower

- ▶ Up to 1,300 tons/hour
- ▶ Tier 4 Stage 5 Diesel engine
- ▶ Reliable, high-performance transmission
- ▶ Suitable for Backhoes
- ▶ Heavy-duty construction

Sourcewell
Formerly NJPA
Awarded Contract
Contract # 080818-RPM



Watch Video



Actual product may vary from photos due to continuous product enhancements.



Uncompromising Performance and Reliability

The RPM215 is a two-phase loader-mounted snow blower for backhoes, swing loader, and compact size wheel loaders. This self-contained model provides surprising performance in a reduced format.

The RPM215 is equipped with an efficient powertrain providing an appreciable snow-clearing rate of 1,300 tons/hour. The high-performance transmission system is designed to use the Stage 5 engine's full power while minimizing energy losses and maintenance.

A Vigorous Engine

The RPM215 is powered by a 90 kW (121 hp) dual certified Tier 4 Stage 5 Diesel engine, equipped with particle post-treatment technology allowing fast engine recovery.

- Great performance
- Fuel efficient
- Quiet



A High-Performance Transmission

Designed with as few components as possible, the RPM215 transmission is very reliable and transfers maximum power from the engine. The transmission includes a single gearbox, which minimizes energy loss. Most blowers on the market have as many as three gearboxes and thus require a more powerful engine to compensate for performance.

- Highly reliable
- Optimal power transfer
- Fewer critical parts
- Low maintenance costs



Belt Drive System

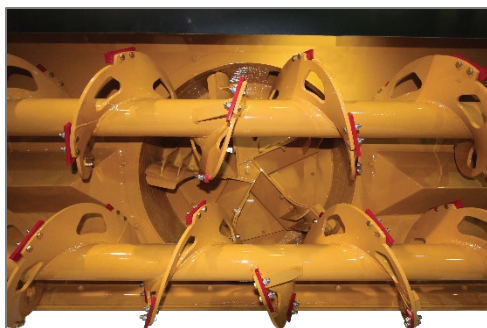
The RPM215 belt drive system provides many advantages over a chain drive as well as greater shock resistance.

- Transfers up to 98% of engine power
- Longer service life
- No oil bath
- No risk of leaks
- Reduces replacement of shear bolts
- Minimizes interruptions and down time

RPM215



The illustrated RPM215 is equipped with bolted ice breakers on augers



An Effective Impeller

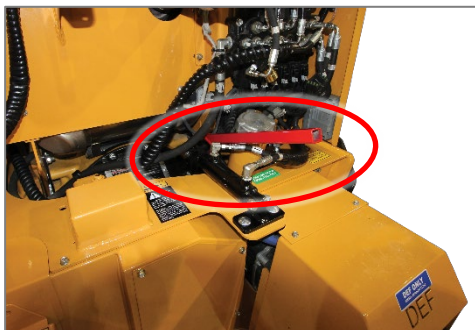
With its large impeller casing featuring an unrestricted intake, more snow is fed to the impeller blades thus better productivity.

- Blows a higher volume of snow
- Makes full use of engine power



Intuitive Operation

The large display screen gives the operator a fast read of the blower's operating parameters. An easy-to-use joystick controls all functions.



Emergency Clutch Engagement

In the event of a clutch failure, a lever allows for its manual activation to let you finish the job.



The Most Rugged Frame

The triangular frame design composed of two (2) oversize beams on each side, maintains the structure integrity during hard work and makes it more resistant to impacts. RPM Tech's snow blowers are built to last!

Easy Maintenance

The tilt-up engine cowl, swing doors grease zerks, and well-thought-out mechanical design provide easy access to main components or parts requiring regular maintenance, such as:

- Oil and fuel filters
- Hydraulic oil tank
- Radiator
- Shear bolts

The RPM215 is ideal for:

- Municipalities
- Snow removal contractors
- Regional airports
- Railway companies

RPM Tech Advantages

- Proven reliability and service life
- Designed for extended periods of hard use
- Heavy-duty construction resists deformation
- Engine application certified by Caterpillar®
- Weather-resistant electrical components
- Renowned brand for more than 55 years

Summary Technical Specifications – RPM215

Up to 1,300 tons/hour capacity¹

Casting¹: Up to 46 m (150 ft)

Clears fresh, heavy, and hard-packed snow

DIMENSIONS

- Cutting width: 2591 mm (102 in.)
- Overall height: 3277 mm (129 ½ in.) with telescopic chute retracted
- Overall length: 1956 mm (77 in.) without optional fixed steering vanes and without female coupler
- Working height: 1071 mm (42 in.)
- Weight : 2540 kg (5600 lb) approx. with fuel and DEF tanks full and without female coupler

AUGERS

- Two (2) interchangeable 381 mm (15 in.) diameter open flight augers welded in one piece

IMPELLER AND IMPELLER CASING

- 851 mm (33 ½ in.) diameter impeller
- Five (5) bolted concave blades
- Impeller casing :
 - Inside diameter : 867 mm (34 ¼ in.)
 - Intake diameter : 851 mm (33 ½ in.)
 - Depth : 321 mm (12 ⅝ in.)
 - Volume of 189.5 liters (50.35 usgal)
 - 45° rotation to the right for side casting
- Casting¹: Up to 46 m (150 ft)

TELESCOPIC CHUTE

- Adjustable height from 3277 to 4064 mm (129 ½ to 160 ¾ in.)
- Extension : 812 mm (32 in.) hydraulically activated
- Rotation : 282°
- Casting¹: From 1 to 12 m (3 to 40 ft)

ENGINE

- 90 kW (121 hp) C3.6 Caterpillar® dual certified Tier 4 Stage 5, turbocharged Diesel engine
- Winter starting aid: 600 W block heater and glow plugs

TRANSMISSION

- Belt transmission system with no oil bath
- One (1) gear box
- One (1) driveshaft
- Two (2) sets of shear bolt protect the gear box and the auger drive.

CLUTCH

- Twin Disc® make, hydraulically activated
- Accessible greasing system

FUEL TANK

- 82 L (22 gal) steel tank with gauge

CHASSIS

- Fully welded sturdy steel construction

STEERING VANES (OPTIONAL)

- Height : 1289 mm (50 ¾ in.); other height on demand
- Cutting width : 2794 mm (110 in.)

ELECTRICAL SYSTEM

- Sealed 12 V, 115 A alternator
- One (1) maintenance-free 31 1060 CCA battery

CONTROLS AND INSTRUMENTATION

- Heavy-duty Sauer Danfoss PLUS+1 control system
- High resolution LCD grayscale display screen
- Joystick with integrated functions

SKATES AND SCRAPER BLADES

- Four (4) steel skates covering 645 cm² (100 in²)
- Two (2) 44W steel reversible scraper blades

INCLUDED ACCESSORIES

- Radiator blanket
- DEF tank heated blanket

OPTIONAL EQUIPMENT (SHORT LIST)

- Carbide coating on impeller casing and/or chute
- Work lights on the blower (LED or Halogen)
- Battery and/or hydraulic oil heater
- High hydraulic oil temperature protection
- Wireless remote control system
- Bolted ice breakers
- Female quick attach system
- Color display screen

Tenco Inc. reserves the right to modify or discontinue any design, specifications, characteristics, model, or accessory without notice.

¹ Depending on snow conditions

Contact your representative for full details



A Trademark of Tenco Inc.

Sales Office
Laval, QC Canada

Tel.: **+1.450.687.3280**
1.800.631.9297
(North America)

info@rpmtechgroup.com

RPM220

Two Stage Loader-Mounted Snow Blower

► Up to 3,000 tons/hour

► Telescopic and side chutes

► Reliable, high-performance transmission

► Tier 4 Final Stage 5 engine

► Ultra-sturdy construction



Watch Video



Actual product may vary from photos due to continuous product enhancement.



Uncompromising Performance and Reliability

The RPM220 is a two phase loader-mounted snow blower for medium to large size wheel loaders. This self-contained model provides better performance and reliability than other available blowers of similar size.

The RPM220 is equipped with an efficient power train providing an outstanding snow-clearing rate of 3,000 tons/hour. The high-performance transmission system is designed to use the engine's full power while minimizing energy losses and maintenance.

A Vigorous Engine

The RPM220 is powered by a 225 kW (300 hp) dual certified Tier 4 Final Stage 5 Diesel engine equipped with particle post-treatment technology allowing fast engine recovery.

- Uncompromising performance
- Fuel efficient
- Quiet



A High-Performance Transmission

Designed with as few components as possible, the RPM220 transmission is very reliable and transfers maximum power from the engine. The transmission includes a single gearbox, which minimizes energy loss. Most blowers on the market have as many as three gearboxes and thus require a more powerful engine to compensate for performance.

- Highly reliable
- Optimal power transfer
- Fewer critical parts
- Low maintenance costs



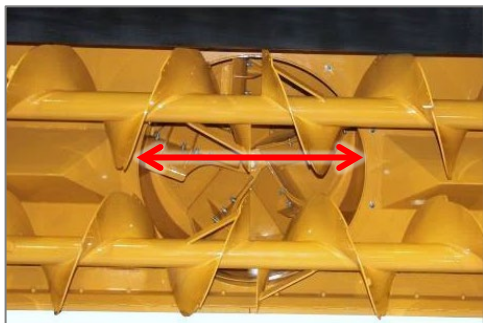
Belt Drive System

The RPM220 belt drive system provides many advantages over a chain drive as well as greater shock resistance.

- Transfers up to 98% of engine power
- Longer service life
- No oil bath
- No risk of leaks
- Reduces replacement of shear bolts
- Minimizes interruptions and down time

RPM220





An Effective Impeller

With its large impeller casing featuring an unrestricted intake, more snow is fed to the impeller blades thus better productivity.

- Blows a higher volume of snow
- Makes full use of engine power



Optional color screen

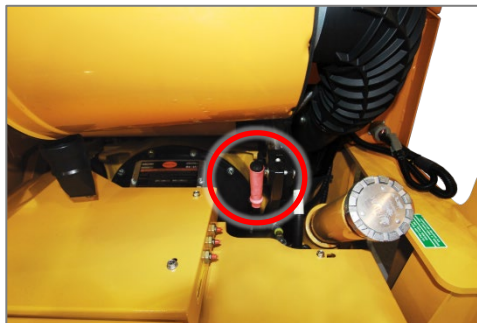
Intuitive Operation

The large display screen gives the operator a fast read of the blower's operating parameters. An easy-to-use joystick controls all functions.

Easy Maintenance

The tilt-up engine cowling, swing doors grease zerks, and well-thought-out mechanical design provide easy access to main components or parts requiring regular maintenance, such as:

- Oil and fuel filters
- Hydraulic oil tank
- Radiator
- Shear bolts
- Gear box



Emergency Clutch Engagement

In the event of a clutch failure, a lever allows for its manual activation to let you finish the job.



The Most Rugged Frame

The triangular frame design composed of two (2) oversize beams on each side, maintains the structure integrity during hard work and makes it more resistant to impacts. RPM Tech's snow blowers are built to last!



The RPM220 is ideal for:

- Municipalities
- Snow removal contractors
- Regional airports
- Railway companies

RPM Tech Advantages

- Proven reliability and service life
- Designed for extended periods of hard use
- Heavy-duty construction resists deformation
- Engine design audited by Caterpillar®
- Weather-resistant electrical components
- More than 55 years of experience designing and manufacturing snow-removal equipment

Summary Technical Specifications – RPM220

Up to 3,000 tons/hour capacity¹

Casting¹: Up to 46 m (150 ft)

Clears fresh, heavy, and hard-packed snow

DIMENSIONS

- Cutting width: 2795 mm (110 in.)
- Overall height: 3442 mm (135 ½ in.) with standard telescopic chute retracted
- Overall length: 2279 mm (89¾ in.) with steering vanes and without female coupler
- Working height: 1321 mm (52 in.)
- Weight: 4445 kg (9800 lb) with full fuel tank, and fixed steering vanes. Complies with SAAQ classes 1 and 6

AUGERS

- Two (2) interchangeable 510 mm (20 in.) diameter full flight and serrated augers, welded in one piece

IMPELLER AND IMPELLER CASING

- 990 mm (39 in.) diameter impeller
- Five (5) bolted concave blades
- Impeller casing:
 - Inside diameter: 990 mm (39 in.)
 - Intake diameter: 972 mm (38¾ in.)
 - Depth: 349 mm (13¾ in.)
 - Volume of 268.6 liters (71 usgal)
 - 145° rotation
- Casting¹: Up to 46 m (150 ft) through the impeller housing chute

STANDARD TELESCOPIC CHUTE

- Adjustable height from 3442 to 3899 mm (135 ½ to 153 ½ in.)
- Extension: 457 mm (18 in.) hydraulically activated
- Rotation: 300° minimum
- Casting¹: 1 to 16 m (3 to 50 ft)

ENGINE

- 225 kW (300 hp) C7.1 Caterpillar® dual certified Tier 4 Final Stage 5, turbocharged Diesel engine
- Winter starting aid: 1000 W block heater and glow plugs

TRANSMISSION

- Belt transmission system with no oil bath
- One (1) gear box
- Two (2) shear bolt assemblies protect the gear box and transmission shaft.

CLUTCH

- Twin Disc® make
- Greasing system easily accessible

FUEL TANK

- 300 L (79 gal) steel tank

CHASSIS

- Fully welded sturdy steel construction

FIXED STEERING VANES

- Height: 2,438 mm (96 in.)

ELECTRICAL SYSTEM

- Sealed 12 V, 100 A alternator
- Two (2) maintenance-free 2250 CCA batteries

CONTROLS AND INSTRUMENTATION

- Heavy-duty Sauer Danfoss PLUS+1 control system
- High resolution LCD grayscale display screen
- Joystick with integrated functions

SKATES AND SCRAPER BLADES

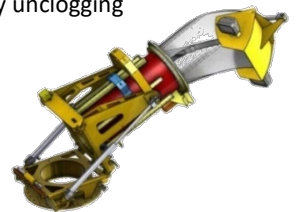
- Eight (8) abrasion resistant Trimay® skates under the unit
- Two (2) 44W steel reversible scraper blades

ACCESSORIES INCLUDED

- Radiator blanket cover
- DEF tank heater

OPTIONAL EQUIPMENT (SHORT LIST)

- Wireless remote control system
- 2946 mm (116 in.) cutting width steering vanes
- Arctic lubrication kit for constant temp. below -25°C (-13°F)
- Battery and/or hydraulic oil heater
- Bolted-on ice breakers
- Variable air flow fan
- Complete female quick coupler system
- Work lights on body and/or chute (LED or Halogen)
- Inclinal hydraulic tilt chute for easy unclogging



Tenco Inc. reserves the right to modify or discontinue any design, specifications, characteristics, model, or accessory without notice.

¹ Depending on snow conditions

Contact your representative for full details



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info@rpmtechgroup.com

Corporation of the City of The City

By-law No. 2022-067

Being a by-law to adopt a Use of Corporate Resources During an Election Policy

Whereas, Subsection 88.18 of the Municipal Elections Act, 1996, S.O. 1996, c. 32, as amended, states, “Before May 1 in the year of a regular election, municipalities and local boards shall establish rules and procedures with respect to the use of municipal or board resources, as the case may be, during the Election Campaign Period; and

Whereas Council considered Administrative Report No. CS-017-2022 at the April 5, 2022 Regular Council meeting, and directed staff to prepare the necessary by-law to adopt a Use of Corporate Resources During an Election Policy, for consideration at the April 19, 2022 Regular Council meeting; and

Whereas, the Council of the Corporation of the City of The City deems it expedient to adopt the aforementioned policy.

Now therefore, the Council of The Corporation of The City of The City enacts as follows:

1. The “Use of Corporate Resources During an Election Policy” is hereby adopted as set out in Schedule “A” attached hereto and forming part of this By-law.
2. This By-Law shall come into force and effect on the date of final passing thereof.

Read a first, second and third time and finally passed this 19th day of April, 2022.

Mayor

Clerk



Schedule “A” to

By-law No. 2022-067

Adopt a Use of Corporate Resources During an Election Policy

City of Temiskaming Shores Use of Corporate Resources During and Election Policy

1. Policy Statement

The Corporation of the City of Temiskaming Shores and its local boards and committees are committed to ensuring accountable and transparent election practices relating to the use of Corporate Resources.

In compliance with Section 88.18 of the Municipal Elections Act, 1996, S. O. 1996, Chapter 32, as amended, before May 1 in the year of a regular election, municipalities and local boards shall establish rules and procedures with respect to the use of municipal or board resources, during the Election Campaign Period.

2. Purpose

The purpose of this policy is:

- (i) to establish guidelines for Members of Council, Candidates, Registered Third Parties in a municipal election and school board election, and Municipal Employees on the appropriate use of Corporate Resources during the Election Campaign Period to protect the interests of both the Members of Council and the City of Temiskaming Shores; and
- (ii) to ensure transparent, accountable and equitable practices during elections.

3. Scope

This policy is applicable to all Members of Council, Candidates, Registered Third Parties in a municipal election, and Municipal Employees. This policy shall be in effect during an Election Campaign Period, including by-elections.

4. Definitions

For the purpose of this policy,

- (i) "The Act" means the Municipal Elections Act, 1996, S. O. 1996, Chapter 32, as amended, and includes any regulation made there under.
- (ii) "Campaign Related Materials" means materials that promote or oppose the candidacy of a person for elected office, or a question on the ballot, and includes, but is not limited to the distribution of materials (paper and electronic), advertising (including any form of electronic advertising), any form of promotion and/or communications (including by means of social media, website), display of signage, etc.

- (iii) "Candidate" means any person who has filed and not withdrawn a nomination for an elected office at the municipal and school board level in an election or by-election.
- (iv) "Clerk" means the Clerk for the City of Temiskaming Shores or his/her designate.
- (v) "Corporate Resources" means real property, goods and/or services owned, controlled, leased, acquired, or operated by the City of Temiskaming Shores including, but not limited to: facilities, equipment, supplies, services, Staff, information technology (IT) assets, infrastructure or data.
- (vi) "Election Campaign Period" means the interval of time wherein campaigning is permitted by law. In the case of municipal elections, the period between filing nomination for office and voting day, the latter being the fourth Monday in October.
- (vii) "Member of Council" means a person elected to an office of the Council of The Corporation of the City of Temiskaming Shores.
- (viii) "Municipal Employees" means full-time, part-time, contract, seasonal employees, paid by the City of Temiskaming Shores.
- (ix) "Nomination Day" for a regular municipal election means the third Friday in August in the year of the election.
- (x) "Registered Third Party" means an individual, corporation or trade union that has filed a registration as a third party advertiser in the municipal election.
- (xi) "City" means The Corporation of the City of Temiskaming Shores.

5. Policy Applications

- (i) Technology Related Resources
 - a. Members of Council, Candidates, Registered Third Parties in a municipal election or school board election, and Municipal Employees shall not use the following City Corporate Resources as applicable, for the creation of Campaign Related Material, or the recording of election campaign-related messages:
 - 1. Computers;
 - 2. cell phones;
 - 3. tablets;
 - 4. printers;
 - 5. scanners;
 - 6. photocopiers;
 - 7. electronic or other signage that can be used to display messages;

8. email or social media accounts;
9. web sites or domain names;
10. telephone system including the voice mail system; and/or
11. any other technology resources.

Notwithstanding the foregoing, this does not apply to the Candidates list on the City's website. In addition, messages posted to the City's social media accounts (including Facebook, Instagram and/or Twitter) may be shared in the case of Facebook and Instagram or re-tweeted on Twitter by a Member of Council, a Candidate, Registered Third Party, and/or a Municipal Employee, to their personal or campaign social media accounts using social media official channels and not partially reproduced.

- b. Corporate Resources, such as City-issued tablets and email addresses shall be provided to current Members of Council for council related purposes and to serve their constituents; however, shall not be used to support an election campaign.

Should a current Member of Council receive a message on their City-issued email address or telephone from a member of the public regarding his/her election campaign, the current Member of Council shall respond using his/her personal email address and/or telephone, and report to the Clerk.

(ii) The City Facilities/Property

Members of Council, Candidates, Registered Third Parties in a municipal election or school board election, and Municipal Employees shall not:

- a. Use any City facility or property for campaign events, unless the facility or property is rented in accordance with City rental agreements and the appropriate rates are paid. Facilities are booked on a first come first serve basis, subject to availability, and rentals are subject to the following conditions:
 1. all election Campaign Related Materials must only be displayed within the allotted rental period in the allotted rented area designated in the rental agreement;
 2. rentals of a City facility/ building cannot be used as a campaign office;
 3. rentals for campaign related activities are not permitted from the first date of advance voting to the day after voting day; and
 4. the City reserves the right to refuse or cancel a rental contract at any time, in accordance with the terms of the rental agreement, should it conflict with the City's corporate values or established policies or procedures, or presents a health and safety concern.

b. Notwithstanding the foregoing:

1. Rentals of space or boardrooms at City Hall, or at City Library facilities is not permitted.
2. The display of campaign related signs and any other election-related material must be in accordance with the City's Sign By-law.

(iii) Communications

Members of Council, Candidates, Registered Third Parties in a municipal election or school board election, and Municipal Employees shall not:

- a) print or distribute, through electronic or non-electronic means, any election Campaign Related Materials using the City's Corporate Resources; except in the case of a link to the City's website to obtain information about the municipal election only;
- b) campaign, distribute and/or display Campaign Related Materials in any municipal or local board facility, or at municipal or local board event including any municipal or board meeting;
- c) rent space (e.g., a booth) as part of a City organized event;
- d) print, distribute and/or display the City logo, slogan, Chain of Office, for any election Campaign Related Material;
- a) use City agreements with local media to print or distribute any election Campaign Related Materials, including but not limited to the City Bulletin in the Temiskaming Speaker and Temiskaming Weekender, or through CJTT FM;
- b) use photographs produced for and/or owned by the City for any election campaign related purposes; and/or
- c) Take a photograph or video recording of his or her marked ballot, in accordance with Section 49(3)(a) of the Act.

Notwithstanding the foregoing, Members of Council, Candidates, Registered Third Parties in a municipal election or school board election, and Municipal Employees may capture their own photos of City property for use in Campaign Related Materials, provided the photo is taken from a publicly accessible area, and does not contain a Municipal sign, logo, Chain of Office, or slogan in the background.

(iv) City Corporate Resources

1. The City is prohibited from making contributions in any form, using Corporate Resources, towards the promotion of, or opposition to the candidacy of a person for elected office.
2. City Employees shall not actively work in support of a Candidate's election campaign unless they are on a leave of absence without pay.
3. City Employees shall not post, promote or distribute Campaign Related Material on behalf of a Candidate or Registered Third Party at City facilities,

on City property or through City communication channels such as social media or media releases.

4. The City's appointed Integrity Commissioner is considered to be a Corporate Resource, under contract with the City and may receive, from time to time, compensation from the City in accordance with services provided. As such, current Members of Council shall not use the services of the City's Integrity Commissioner during the Election Campaign Period for the purposes of seeking advice related to their campaign.

6. Limitation

- (i) It is recognized that Members of Council are holders of their office until the end of the Council term. Nothing in this policy shall preclude Members of Council from performing their duties as a Member of Council, nor inhibit them from representing the interests of their constituents, including attending annual or regular scheduled events, until the official end of the term they are serving.
- (ii) Photographs, contact information and biographies of sitting members of Council shall remain static on the City's website.
- (iii) City election-related education meetings that are organized by City Employees may be held at any City facility and/or property.

7. Administration of the Policy

- (i) Individuals who have questions about this policy are encouraged to contact the Clerk.
- (ii) The Clerk is delegated the authority to make administrative changes to this policy that may be required from time-to-time due to legislative changes or if, in the opinion of the Clerk, the amendments do not change the intent of the policy.
- (iii) Should a written complaint be received alleging contravention of this policy, the Clerk or his/her designate, shall have the delegated authority to take the necessary action to give effect to this policy.

8. Review Period

- (i) This policy will be reviewed by the Clerk following each Municipal Election, and will be updated in accordance with legislative requirements.

The Corporation of the City of Temiskaming Shores
By-law No. 2022-068
Being a by-law to establish an Organizational Chart for the
City of Temiskaming Shores

Whereas under Section 8 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, the powers of a municipality shall be interpreted broadly to enable it to govern its affairs as it considers appropriate and to enhance the municipality's ability to responds to municipal issues; and

Whereas under Section 9 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act; and

Whereas under Section 10 (1) of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public; and

Whereas at the April 5, 2022 Regular Meeting, Council of the City of Temiskaming Shores adopted Resolution No. 2022-144 directing staff to prepare the necessary by-law to adopt the Organizational Chart for the City of Temiskaming Shores, reflecting changes to the Corporate Services and Public Works Departments, for consideration at the April 19, 2022 Regular Council Meeting.

Now therefore the Council of The Corporation of the City of Temiskaming Shores hereby enacts the following as a by-law:

1. That the Council hereby adopts an Organizational Chart for the City of Temiskaming Shores, a copy of which is attached hereto as Schedule "A" and forming part of this by-law.
2. That Council hereby repeals By-law No. 2020-070.
3. That the Clerk of the City of Temiskaming Shores is hereby authorized to make minor modifications or corrections of a grammatical or typographical nature to the by-law and schedule, after the passage of this by-law, where such modifications or corrections do not alter the intent of the by-law or its associated schedule.

Read a first, second and third time and finally passed this 19th day of April, 2022.

Mayor

Clerk



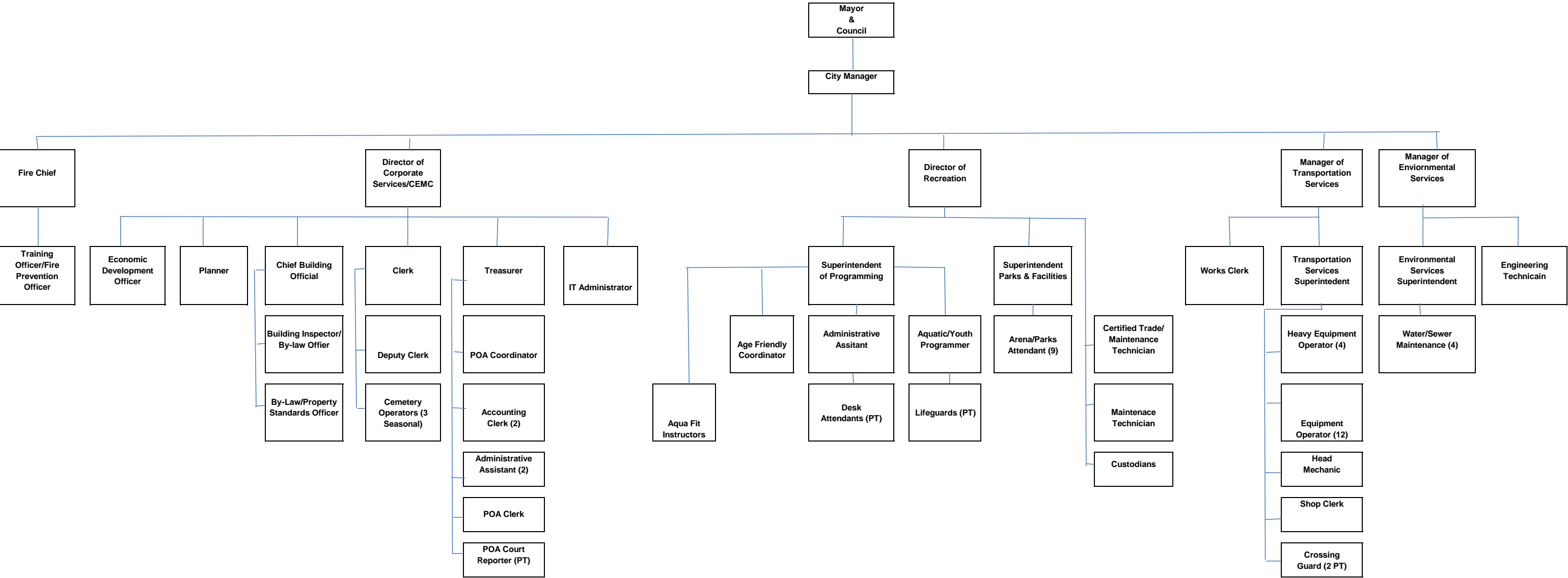
Schedule “A” to

By-law 2022-068

Being a by-law to establish an Organizational Chart for the
City of Temiskaming Shores

City of Temiskaming Shores
Organizaional Chart

Schedule "A" of By-law No. 2022-068



The Corporation of The City of Temiskaming Shores

By-Law No. 2022-069

Being a By-Law to Appoint a Deputy Clerk for the City of Temiskaming Shores

Whereas under Section 8 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, the powers of a municipality shall be interpreted broadly to enable it to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues; and

Whereas under Section 9 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act; and

Whereas under Section 10 (1) of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public; and

Whereas under Section 228 (2) of The Municipal Act, 2001, S.O., 2001, c.25, as amended, a municipality may appoint a Deputy Clerk who has all the powers and duties of the Clerk under The Municipal Act and any other Act; and

Whereas Rebecca Kirkey was hired for the Deputy Clerk 15-month position for the Corporate Services Department, effective Tuesday, April 19, 2022; and

Whereas Council deems it necessary to appoint Rebecca Kirkey as Deputy Clerk for a 15-month period, for The Corporation of the City of Temiskaming Shores.

Now Therefore the Council of The Corporation of the City of Temiskaming Shores hereby enacts the following as a by-law:

- 1) That Rebecca Kirkey be hereby appointed as Deputy Clerk for The Corporation of the City of Temiskaming Shores effective Tuesday, April 19, 2022.
- 2) That the Clerk of the City of Temiskaming Shores is hereby authorized to make minor modifications or corrections of a grammatical or typographical nature to the by-law and schedule, after the passage of this by-law, where such modifications or corrections do not alter the intent of the by-law or its associated schedule.

Read a first, second and third time and finally passed this 19th day of April, 2022.

Mayor

Clerk

The Corporation of the City of Temiskaming Shores

By-law No. 2022-070

Being a by-law to designate any plan of subdivision, or part thereof, that has been registered for eight years or more, which shall be deemed as not a registered plan of subdivision 115 Groom Drive and 975202 Silver Centre Road Roll No. 54-18-030-009-057.00 / 060.00

Whereas Section 50(4) of the Planning Act, R.S.O. 1990, c.P.13, as amended authorizes the Council of a municipality to designate by by-law, a plan of subdivision, or any part thereof, that has been registered for eight (8) years or more, which shall be deemed not to be a registered plan of subdivision for the purposes of subdivision control; and

Whereas Council considered Memo No. 017-2022-CS at the April 19, 2022 Regular Council meeting and directed staff to prepare the necessary by-law to deem 975202 Silver Centre Road and 115 Groom Drive, to no longer be lots on a plan of subdivision for consideration at the April 19, 2022 Regular Council meeting.

Now therefore the Council of the Corporation of the City of Temiskaming Shores enacts as follows:

1. That the lands hereinafter described shall be deemed not to be a lot or block on a Registered Plan of Subdivision for the purposes of Section 50(4) of the Planning Act R.S.O. 1990, c.P.13, as amended and as generally illustrated on Schedule "A" attached hereto and forming part of this by-law.
2. That the lands are described as:
 - 975202 Silver Centre Road; PLAN M147NB LOTS 1238 TO 1252 PT FOURTH ST RP 54R6023 PART 1 PT FOURTH ST RP 54R6248 PART 1;
 - 115 Groom Drive; PLAN M147 NB LOTS 1253 TO 1270 1392 TO 1401 1535 TO 1550 1682 TO 1690 1827 TO 1836 THIRD ST BETWEEN MILL CREEK & ARGENTITE RD LANE ABUTTING LTS 1263 TO 1270 & 1392 TO 1401 SECOND ST BETWEEN ARGENTITE RD & N LIMIT OF MILL CREEK RP 54R6023 PART 2;
3. That in accordance with Section 50(28) of the Planning Act, R.S.O. 1990, c.P.13, as amended, a certified copy or duplicate of this by-law shall be registered by the Clerk of the Corporation of the City of Temiskaming Shores at the Land Registry Office in Haileybury, Ontario.
4. That in accordance with Section 50(29) of the Planning Act, R.S.O. 1990, c.P.13, as amended, Council shall give notice of the passing of the by-law within 30 days of the passing to the owner of land to which the by-law applies.
5. That in accordance with Section 50(30) of the Planning Act R.S.O. 1990, c.P.13, as amended, Council shall hear in person or by an agent any person to whom a notice was sent, who within twenty days of the mailing of the notice gives notice to the Clerk of The Corporation of the City of Temiskaming Shores that the

person desires to make representations respecting the amendment or repeal of the by-law.

6. That the Mayor and Clerk are authorized to sign all necessary documents in connection with this by-law.
7. That this by-law shall not be effective until a certified copy or duplicate of this by-law is registered by the Clerk of The Corporation of the City of Temiskaming Shores at the Land Registry Office in Haileybury, Ontario.
8. That the passing of this by-law shall be subject to the provisions of the Planning Act.
9. That the Clerk of the City of Temiskaming Shores is hereby authorized to make any minor modifications or corrections of an administrative, numerical, grammatical, semantically or descriptive nature or kind to the By-law and schedule as may be deemed necessary after the passage of this By-law, where such modifications or corrections do not alter the intent of the By-law.

Read a first, second and third time and finally passed this 19th day of April, 2022.

Mayor

Clerk

Schedule “A”

City of Temiskaming Shores – 975202 Silver Centre Road and 115 Groom Drive



Schedule “B”

Complete Legal Descriptions

61358-0095

PCL 193 SEC SST; LT 1827 PL M147NB BUCKE; LT 1828 PL M147NB BUCKE; LT 1829 PL M147NB BUCKE; LT 1830 PL M147NB BUCKE; LT 1831 PL M147NB BUCKE SRO; S/T LT16793; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE LANES; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0096

PCL 193 SEC SST; LT 1832 PL M147NB BUCKE; LT 1833 PL M147NB BUCKE; LT 1834 PL M147NB BUCKE; LT 1835 PL M147NB BUCKE; LT 1836 PL M147NB BUCKE SRO; S/T LT16793; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE LANES; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0097

PCL 193 SEC SST; LT 1543 PL 147NB BUCKE; LT 1544 PL 147NB BUCKE; LT 1545 PL 147NB BUCKE; LT 1546 PL 147NB BUCKE; LT 1547 PL 147NB BUCKE; LT 1548 PL 147NB BUCKE; LT 1549 PL 147NB BUCKE; LT 1550 PL 147NB BUCKE SRO; S/T LT16793; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE LANES; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0098

PCL 193 SEC SST; LT 1682 PL M147NB BUCKE; LT 1683 PL M147NB BUCKE; LT 1684 PL M147NB BUCKE; LT 1685 PL M147NB BUCKE; LT 1686 PL M147NB BUCKE; LT 1687 PL M147NB BUCKE; LT 1688 PL M147NB BUCKE; LT 1689 PL M147NB BUCKE; LT 1690 PL M147NB BUCKE SRO; S/T LT16793; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE LANES; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0099

PCL 193 SEC SST; LT 1535 PL M147NB BUCKE; LT 1536 PL M147NB BUCKE; LT 1537 PL M147NB BUCKE; LT 1538 PL M147NB BUCKE; LT 1539 PL M147NB BUCKE; LT 1540 PL M147NB BUCKE; LT 1541 PL M147NB BUCKE; LT 1542 PL M147NB BUCKE SRO; S/T LT16793; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE LANES; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0100

PCL 193 SEC SST; LT 1395 PL M147NB BUCKE; LT 1396 PL M147NB BUCKE; LT 1397 PL M147NB BUCKE; LT 1398 PL M147NB BUCKE; LT 1399 PL M147NB BUCKE; LT 1400 PL M147NB BUCKE; LT 1401 PL M147NB BUCKE SRO; S/T LT16793; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE LANES; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0101

PCL 193 SEC SST; LT 1253 PL M147NB BUCKE; LT 1254 PL M147NB BUCKE; LT 1255 PL M147NB BUCKE; LT 1256 PL M147NB BUCKE; LT 1257 PL M147NB BUCKE; LT 1258 PL

M147NB BUCKE; LT 1259 PL M147NB BUCKE; LT 1260 PL M147NB BUCKE; LT 1261 PL M147NB BUCKE; LT 1262 PL M147NB BUCKE SRO EXCEPT PT 30 54R2772; S/T LT16793; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE LANES; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0102

PCL 193 SEC SST; LT 1263 PL M147NB BUCKE; LT 1264 PL M147NB BUCKE; LT 1265 PL M147NB BUCKE; LT 1266 PL M147NB BUCKE; LT 1267 PL M147NB BUCKE; LT 1268 PL M147NB BUCKE; LT 1269 PL M147NB BUCKE; LT 1270 PL M147NB BUCKE SRO EXCEPT LT113365 EXCEPT LT113827; S/T LT16793; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE LANES; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0103

PCL 3908 SEC TIM; LT 1392 PL M147NB BUCKE; LT 1393 PL M147NB BUCKE; LT 1394 PL M147NB BUCKE SRO; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0104

PCL 10886 SEC SST; LT 1238-1252 PL M147NB BUCKE; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0224

PCL 5013 SEC SST; THIRD ST PL M147NB BUCKE BTN MILL CREEK & ARGENTITE RD; TEMISKAMING SHORES; DISTRICT OF TIMISKAMING

61358-0225

PCL 5013 SEC SST; LANE PL M147NB BUCKE ABUTTING LTS 1263 TO 1270 PL M147NB & 1392 TO 1401 PL M147NB EXCEPT PT 31 54R2772; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0244

PT FOURTH ST PL M147NB BUCKE SRO DESIGNATED AS PT 1 54R6023 (CLOSED BY BY-LAW DT66077); S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE SAID LANES; CITY OF TEMISKAMING SHORES

61358-0186

PCL 4691 SEC NND; SECOND ST PL M147NB BUCKE SRO BTN ARGENTITE RD & N LIMIT OF MILL CREEK; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE SAID LANES; TEMISKAMING SHORES ; DISTRICT OF TIMISKAMING

61358-0246

PT FOURTH ST PL M147NB BUCKE SRO; S/T ANY RIGHTS THAT THE PUBLIC OR ANY OTHER PERSONS MAY HAVE IN RESPECT TO THE SAID LANES; CITY OF TEMISKAMING SHORES

The Corporation of the City of Temiskaming Shores

By-law No. 2022-071

**Being a by-law to adopt a Memorandum of Understanding with the
Ontario Ministry of Northern Development, Mines, Natural Resources
and Forestry for use the City of Temiskaming Shores Road Network
Data for the Ontario Road Network (ORN)**

Whereas under Section 8 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, the powers of a municipality shall be interpreted broadly to enable it to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues; and

Whereas under Section 9 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act; and

Whereas under Section 10 (1) of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public; and

Whereas the Council of The Corporation of the City of Temiskaming Shores acknowledged receipt of Memo No. 018-2022-CS at the April 9, 2022 Regular Council, and directed staff to enter Memorandum of Understanding with the Ministry of Northern Development, Mines, Natural Resources and Forestry to provide the City's road network data for the Ontario Road Network, for consideration at the April 19, 2022 Regular Council Meeting.

Now therefore be it resolved that the Council of The Corporation of the City of Temiskaming Shores enacts the following as a by-law:

1. That Council for the City of Temiskaming Shores hereby adopts a Memorandum of Understanding with the Ministry of Northern Development, Mines, Natural Resources and Forestry to provide the City's road network data for the Ontario Road Network, identified as Schedule "A" attached hereto and forming part of this by-law.
2. That this By-law shall come into force and take effect on the date of its final passing.
3. That the Clerk of the City of Temiskaming Shores is hereby authorized to make minor changes or corrections of a grammatical or typographical nature to the By-law and schedule, after the passage of this By-law, where such modifications or corrections do not alter the intent of the By-law.

Read a first, second and third time and finally passed this 19th day of April, 2022.

Mayor

Clerk



Schedule “A” to

By-law 2022-071

Agreement between

**Ontario Ministry of Northern Development, Mines, Natural Resources and
Forestry**

And

The Corporation of the City of Temiskaming Shores



Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry
300 Water St, 2nd Floor, North Tower
Peterborough ON K9J 8M5

March 23, 2022

City of Temiskaming Shores
325 Farr Drive, Haileybury, ON, P0J 1K0

Re: Permission to use the Organization's Road Network Data for the Ontario Road Network (ORN).

Dear Logan:

As per our discussion of March 23, we are requesting the use of the City of Temiskaming Shores road network data to update the Ontario Road Network (ORN). The data provided will be processed as required (addition/modification of road segments and road attributes) to update the ORN.

Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry will not distribute the City of Temiskaming Shores (road) data and shall take measures to protect the City of Temiskaming Shores data, from unauthorized access, loss or damage.

Under this agreement, the City of Temiskaming Shores agrees to provide the Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry a perpetual, worldwide, non-exclusive, irrevocable license, free from royalties, to use, reproduce, modify, issue sublicenses for, and distribute the resulting ORN.

Please indicate your acceptance of the above request by signing and returning this request to Kent Todd, Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry. If you have further questions or concerns regarding the above please feel free to contact me at any time.

Sincerely,

Agreed:

Kent Todd
Coordinator, Provincial Mapping Unit
Ontario Ministry of Northern Development,
Mines, Natural Resources and Forestry
705-761-8692

_____,
Title, Organization

I have authority to bind
Organization.

Date: _____

The Corporation of the City of Temiskaming Shores

By-law No. 2020-072

Being a by-law to enter into an agreement with Pedersen Construction (2013) Inc. for the supply of labour, equipment and material for Concrete Sidewalk and Curb Repair Services at various locations within the City of Temiskaming Shores

Whereas under Section 8 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, the powers of a municipality shall be interpreted broadly to enable it to govern its affairs as it considers appropriate and to enhance the municipality's ability to responds to municipal issues; and

Whereas under Section 9 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act; and

Whereas under Section 10 (1) of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public; and

Whereas Council considered Administrative Report No. PW-013-2022 at the April 19, 2022 Regular meeting of Council, and directed staff to prepare the necessary by-law to enter into an agreement with Pedersen Construction (2013) Inc. for the supply of labour, equipment and material for Concrete Sidewalk and Curb Repair Services for consideration at the April 19, 2022 Regular meeting of Council.

Now therefore the Council of The Corporation of the City of Temiskaming Shores hereby enacts the following as a by-law:

1. That Council authorizes the entering into an agreement with Pedersen Construction (2013) Inc. for the supply of labour, equipment and material for Concrete Sidewalk and Curb Repair Services at various locations in the City of Temiskaming Shores, at unit cost of \$189.00 per square metre of concrete sidewalk and \$189.00 per metre of concrete curb and gutter plus applicable taxes, a copy of which is attached hereto as Schedule "A" and forming part of this by-law;
2. That the Clerk of the City of Temiskaming Shores is hereby authorized to make minor modifications or corrections of a grammatical or typographical nature to the by-law and schedule, after the passage of this by-law, where such modifications or corrections do not alter the intent of the by-law or its associated schedule.

Read a first, second and third time and finally passed this 19th day of April, 2022.

Mayor

Clerk



Schedule “A” to

By-law 2022-072

Agreement between

The Corporation of the City of Temiskaming Shores

and

Pedersen Construction (2013) Inc.

for the Supply of Concrete Sidewalk and Curb Repair Services

This agreement made this 19th day of April 2022.

Between:

The Corporation of the City of Temiskaming Shores
(hereinafter called "the Owner")

and

Pedersen Construction (2013) Inc.
(hereinafter called "the Contractor")

Witnesseth:

That the Owner and the Contractor shall undertake and agree as follows:

Article I:

The Contractor will:

- a) Provide all material and perform all work described in the Contract Documents entitled:

**The Corporation of the City of Temiskaming Shores
Concrete Sidewalks & Curb Repairs
PWO-RFT-005-2022**

- b) Do and fulfill everything indicated by this Agreement and in the Form of Agreement attached hereto as Appendix 01 and forming part of this Agreement; and
- c) Complete, as certified by the Manager of Transportation Services, all the work by **October 31st, 2022.**

Article II:

The Owner will:

- a) Pay the Contractor in lawful money of Canada for the material and services aforesaid **at unit cost of \$189.00 per square metre of concrete sidewalk and \$189.00 per metre of concrete curb and gutter plus applicable taxes**, subject to additions and deductions as provided in the Contract Documents, if applicable.
- b) Make payment on account thereof upon delivery and completion of the said work and receipt of invoice, in accordance with the City of Temiskaming Shores Purchasing Policy, and with terms of Net 30 days after receiving such invoice.

Article III:

All communications in writing between the parties shall be deemed to have been received by the addressee if delivered to the individual or to a member of the firm or to an officer of the Owner for whom they are intended or if sent by hand, Canada Post, courier, facsimile or by another electronic communication where, during or after the transmission of the communication, no indication or notice of a failure or suspension of transmission has been communicated to the sender. For deliveries by courier or by hand, delivery shall be deemed to have been received on the date of delivery; by Canada Post, 5 days after the date on which it was mailed. A communication sent by facsimile or by electronic communication with no indication of failure or suspension of delivery, shall be deemed to have been received at the opening of business on the next day, unless the next day is not a working day for the recipient, in which case it shall be deemed to have been received on the next working day of the recipient at the opening of business.

The Contractor:

Pedersen Construction (2013) Inc.
177246 Bedard Road
New Liskeard, Ontario P0J 1P0

The Owner:

City of Temiskaming Shores
325 Farr Drive / P.O. Box 2050
Haileybury, Ontario P0J 1K0

The Manager of Transportation Services:

Manager of Transportation Services
City of Temiskaming Shores
P.O. Box 2050
325 Farr Drive
Haileybury, Ontario P0J 1K0

Remainder of Page left Blank Intentionally

In witness whereof the parties have executed this Agreement the day and year first above written.

Signed and Sealed in
the presence of

Pedersen Construction (2013) Inc.

Karl Pedersen, President

Municipal Seal

**The Corporation of the City of Temiskaming
Shores**

Mayor – Carman Kidd

Clerk – Logan Belanger



Appendix 01 to
Schedule "A" to

By-law No. 2022-072

Form of Agreement

City of Temiskaming Shores
PWO-RFT-005-2022
Concrete Sidewalks & Curb Repairs

Form of Tender

Each FORM OF TENDER should contain the legal name under which the Bidder carries on business, telephone number and fax number, as well the name or names of appropriate contact personnel which the City may consult regarding the Tender.

I/We, the undersigned, have carefully examined the Drawings, Specifications and OPS General Conditions of Contract referred to in the provisions, and has thorough knowledge of the work to be done under this contract. The Contractor understands and accepts the said Drawings, Specifications and General Conditions and, for the prices set forth in the Tender, hereby offer to furnish all machinery tools, apparatus and other means of construction, furnish all material, except as otherwise specified in the contract. The work must be completed in strict accordance with the Drawings, Specifications and General Conditions referred to in the said schedule.

All prices shall be inclusive of all costs such as but not limited to the cost of the goods/ services, overhead and profit, shipping and any other costs but net of taxes. Taxes on the total costs should be shown separately.

NOTE: All portions of "Form of Tender" must be accurately and completely filled out.

Item	Description	Estimated Quantity	Unit Price	Total
1	Construction and installation of concrete sidewalk in accordance with OPSS 351 (Nov. 2021)	Approx. 450 m2 - sidewalk at various locations	\$ 189.00 / m2	\$ 85,050.00
2	Construction and installation of concrete curb in accordance with OPSS 353 (Nov. 2021)	Approx. 120 metres - curb at various locations	\$ 189.00 /m	\$ 22,680.00
Sub-Total:				\$ 107,730.00
H.S.T.:				\$ 14,004.90
Total:				\$ 121,734.90

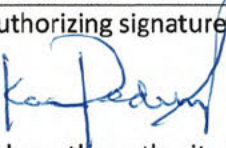

Form 1 to be submitted.

**City of Temiskaming Shores
PWO-RFT-005-2022
Concrete Sidewalks & Curb Repairs**

I/We Karl Pedersen offer to supply the requirements stated within for the total contract price of \$ 107,730.00 + H.S.T.

I/We hold the prices valid for 30 (thirty) days from submission date.

The specifications have been read over and agreed to this 31st day of March, 2022.

Company Name	Contact name (please print)
Pedersen Construction (2013) Inc.	Karl Pedersen
Mailing Address	Title
177246 Bedard Rd. New Liskeard, ON	President
Postal Code	Authorizing signature  "I have the authority to bind the company/corporation/partnership."
P0J 1P0	
Telephone	Fax
705-647-6223	705-647-8851
Cell Phone if possible 	Email kpedersen@pedersenconstruction.ca

Form 2 to be submitted

City of Temiskaming Shores
PWO-RFT-005-2022
Concrete Sidewalks & Curb Repairs

Non-Collusion Affidavit

I/ We Karl Pedersen the undersigned am fully informed respecting the preparation and contents of the attached Tender and of all pertinent circumstances respecting such bid.

Such bid is genuine and is not a collusive or sham bid.

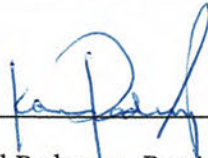
Neither the bidder nor any of its officers, partners, owners, agents, representatives, employees or parties of interest, including this affiant, has in any way colluded, conspired, connived or agreed directly or indirectly with any other Bidder, firm or person to submit a collective or sham bid in connection with the work for which the attached bid has been submitted nor has it in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other bidder, firm or person to fix the price or prices in the attached bid or of any other Bidder, or to fix any overhead, profit or cost element of the bid price or the price of any bidder, or to secure through any collusion, conspiracy, connivance or unlawful agreement any advantage against the City of Temiskaming Shores or any person interested in the proposed bid.

The price or prices proposed in the attached bid are fair and proper and not tainted by any collusion, conspiracy, connivance or unlawful agreement on the part of the Bidder or any of its agents, representatives, owners, employees, or parties in interest, including this affiant.

The bid, quotation or Tender of any person, company, corporation or organization that does attempt to influence the outcome of any City purchasing or disposal process will be disqualified, and the person, company, corporation or organization may be subject to exclusion or suspension.

Dated at: New Liskeard this 31st day of March, 2022.

Signed:



Title:

Karl Pedersen, President

Company Name:

Pedersen Construction (2013) Inc.

Form 3 to be submitted.

**City of Temiskaming Shores
PWO-RFT-005-2022
Concrete Sidewalks & Curb Repairs**

Conflict of Interest Declaration

Please check appropriate response:

☒ I/We hereby confirm that there is not nor was there any actual perceived conflict of interest in our Tender submission or performing/providing the Goods/Services required by the Agreement.

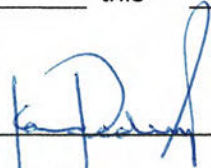
☐ The following is a list of situations, each of which may be a conflict of interest, or appears as potentially a conflict of interest in our Company's Tender submission or the contractual obligations under the Agreement.

List Situations:

In making this Tender submission, our Company has / has no (*strike out inapplicable portion*) knowledge of or the ability to avail ourselves of confidential information of the City (other than confidential information which may have been disclosed by the City in the normal course of the RFT process) and the confidential information was relevant to the Work/Services, their pricing or quotation evaluation process.

Dated at: New Liskeard this 31st day of March, 2022.

Signature:



Bidder's Authorized Official:

Karl Pedersen

Title:

President

Company Name:

Pedersen Construction (2013) Inc.

Form 4 to be submitted.

**City of Temiskaming Shores
PWO-RFT-005-2022
Concrete Sidewalks & Curb Repairs**

**Accessibility for Ontarians with Disabilities Act, 2005 Compliance
Agreement**

I/We, by our signature below, certify that we are in full compliance with Section 6 of Ontario Regulation 429/07, Accessibility Standards for Customer Service made under the *Accessibility for Ontarians with Disabilities Act, 2005*. If requested, we are able to provide written proof that all employees have been trained as required under the act.

This regulation establishes accessibility standards for customer service as it applies to every designated public sector organization and to every person or organization that provides goods or services to members of the public or other third parties and that have at least one employee in Ontario.

Name: Karl Pedersen Company Name: Pedersen Construction (2013) Inc.

Phone Number: 705-647-6223 Email: kpedersen@pedersenconstruction.ca

I, Karl Pedersen, declare that I, or my company, are in full compliance with Section 6 of Ontario Regulation 429/07, Accessibility Standards for Customer Service under the Accessibility for Ontarians with Disabilities Act, 2005.

OR

I, _____, declare that I, or my company, are **NOT** in full compliance with Section 6 of Ontario Regulation 429/07, Accessibility Standards for Customer Service under the Accessibility for Ontarians with Disabilities Act, 2005, yet fully agree to meet the required compliance training standards on or before the delivery of the required goods and/or services. In an effort to assist non-compliant vendors, please visit: <https://www.ontario.ca/page/how-train-your-staff-accessibility>.

Form 5 to be submitted.

**City of Temiskaming Shores
PWO-RFT-005-2022
Concrete Sidewalks & Curb Repairs**

List of Proposed Sub-Contractors

A list of Sub-Contractors that the Contractor proposes to employ in completing the required work outlined in this Tender must be included in the Tender documents submitted.

Name	Address	Component
Not Applicable		

I / We verify that the information provided above is accurate and that the individuals are qualified, experienced operators capable of completing the work outlined in this Tender document.

Dated at: New Liskeard this 31st day of March, 2022.

Signature:

Bidder's Authorized Official:

Title:

Company Name:


Karl Pedersen

President

Pedersen Construction (2013) Inc.

Form 6 to be submitted.

The Corporation of the City of Temiskaming Shores

By-law No. 2020-073

Being a by-law to enter into an agreement with EXP Services Inc. for engineering services related to the design of the by-pass system at the Robert/ Elm Pumping Station

Whereas under Section 8 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, the powers of a municipality shall be interpreted broadly to enable it to govern its affairs as it considers appropriate and to enhance the municipality's ability to responds to municipal issues; and

Whereas under Section 9 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act; and

Whereas under Section 10 (1) of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public; and

Whereas Council considered Administrative Report No. PW-014-2022 at the April 19, 2022 Regular meeting of Council, and directed staff to prepare the necessary by-law to enter into an agreement with EXP Services Inc. for engineering services related to the design of the by-pass system at the Robert/ Elm Pumping Station in the amount of \$20,295 plus applicable taxes, for consideration at the April 19, 2022 Regular meeting of Council.

Now therefore the Council of The Corporation of the City of Temiskaming Shores hereby enacts the following as a by-law:

1. That Council authorizes the entering into an agreement with EXP Services Inc. for engineering services related to the design of the by-pass system at the Robert/ Elm Pumping Station in the amount of \$20,295 plus applicable taxes, a copy of which is attached hereto as Schedule "A" and forming part of this by-law;
2. That the Clerk of the City of Temiskaming Shores is hereby authorized to make minor modifications or corrections of a grammatical or typographical nature to the by-law and schedule, after the passage of this by-law, where such modifications or corrections do not alter the intent of the by-law or its associated schedule.

Read a first, second and third time and finally passed this 19th day of April, 2022.

Mayor

Clerk



Schedule “A” to

By-law 2022-073

Agreement between

The Corporation of the City of Temiskaming Shores

and

EXP Services Inc.

for engineering services related to the design of the by-pass system at the
Robert/ Elm Pumping Station

This agreement made this 19th day of April 2022.

Between:

The Corporation of the City of Temiskaming Shores
(hereinafter called "the Owner")

and

EXP Services Inc.
(hereinafter called "the Contractor")

Witnesseth:

That the Owner and the Contractor shall undertake and agree as follows:

Article I:

The Contractor will:

- a) Provide all material and perform all work described in the Contract Documents entitled:

**The Corporation of the City of Temiskaming Shores
Engineering Services – By-pass Design
PW-RFP-004-2022**

- b) Do and fulfill everything indicated by this Agreement and in the Form of Agreement attached hereto as Appendix 01 and forming part of this Agreement; and
- c) Complete, as certified by the Manager of Environmental Services, all the work by **May 31, 2022.**
- d) The time limits referred to in this Agreement may be abridged or extended by mutual agreement by both Parties.

Article II:

The Owner will:

- a) Pay the Contractor in lawful money of Canada for the material and services aforesaid **Twenty-thousand, Two-hundred and Ninety-five dollars and Zero cents (\$20,295.00) plus applicable taxes**, subject to additions and deductions as provided in the Contract Documents, if applicable.
- b) Make payment on account thereof upon delivery and completion of the said work and receipt of invoice, in accordance with the City of Temiskaming Shores Purchasing Policy, and with terms of Net 30 days after receiving such invoice.

Article III:

All communications in writing between the parties shall be deemed to have been received by the addressee if delivered to the individual or to a member of the firm or to an officer of the Owner for whom they are intended or if sent by hand, Canada Post, courier, facsimile or by another electronic communication where, during or after the transmission of the communication, no indication or notice of a failure or suspension of transmission has been communicated to the sender. For deliveries by courier or by hand, delivery shall be deemed to have been received on the date of delivery; by Canada Post, 5 days after the date on which it was mailed. A communication sent by facsimile or by electronic communication with no indication of failure or suspension of delivery, shall be deemed to have been received at the opening of business on the next day, unless the next day is not a working day for the recipient, in which case it shall be deemed to have been received on the next working day of the recipient at the opening of business.

The Contractor:

EXP Services Inc.

310 Whitewood Avenue West
New Liskeard, Ontario P0J 1P0

The Owner:

City of Temiskaming Shores

325 Farr Drive / P.O. Box 2050
Haileybury, Ontario P0J 1K0

The Manager of Environmental Services:

Manager of Environmental Services

City of Temiskaming Shores

P.O. Box 2050
325 Farr Drive
Haileybury, Ontario P0J 1K0

Remainder of Page left Blank Intentionally

In witness whereof the parties have executed this Agreement the day and year first above written.

Signed and Sealed in
the presence of

EXP Services Inc.

Nolan Dombroski, Senior Director, Infrastructure

Municipal Seal

**The Corporation of the City of Temiskaming
Shores**

Mayor – Carman Kidd

Clerk – Logan Belanger



Appendix 01 to
Schedule "A" to

By-law No. 2022-073

Form of Agreement

**City of Temiskaming Shores
PW-RFP-004-2022
Engineering Services – By-pass Design
Form of Proposal**

Proponent's submission of bid to:

The Corporation of the City of Temiskaming Shores

Stipulated Bid Price

We/I, EXP Services Inc.
(Registered Company Name/Individuals Name)

Of, 310 Whitewood Ave West, New Liskeard, ON P0J 1P0
(Registered Address and Postal Code)

Phone Number: 705-647-4311 Email: nolan.dombroski@exp.com

We/I hereby offer to enter into an agreement for the services, as required in accordance to the Proposal for a price of (must be CDN funds and without HST):

Lump Sum Price: \$ 20,295.00, excluding HST

Acknowledgement of Addenda

I/We have received and allowed for ADDENDA NUMBER N/A in preparing my/our proposal.

Bidder's Authorized Official: Nolan Dombroski, P.En.g

Title: Senior Director, Infrastructure

Signature: 

Date: April 7th, 2022

Form 1 to be submitted.

City of Temiskaming Shores
PW-RFP-004-2022
Engineering Services – By-pass Design

Non-Collusion Affidavit

I/We EXP Services Inc. the undersigned am fully informed respecting the preparation and contents of the attached Proposal and of all pertinent circumstances respecting such bid.

Such bid is genuine and is not a collusive or sham bid.

Neither the bidder nor any of its officers, partners, owners, agents, representatives, employees or parties of interest, including this affiant, has in any way colluded, conspired, connived or agreed directly or indirectly with any other Bidder, firm or person to submit a collective or sham bid in connection with the work for which the attached bid has been submitted nor has it in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other bidder, firm or person to fix the price or prices in the attached bid or of any other Bidder, or to fix any overhead, profit or cost element of the bid price or the price of any bidder, or to secure through any collusion, conspiracy, connivance or unlawful agreement any advantage against the City of Temiskaming Shores or any person interested in the proposed bid.

The price or prices proposed in the attached bid are fair and proper and not tainted by any collusion, conspiracy, connivance or unlawful agreement on the part of the Bidder or any of its agents, representatives, owners, employees, or parties in interest, including this affiant.

The bid, quotation or proposal of any person, company, corporation or organization that does attempt to influence the outcome of any City purchasing or disposal process will be disqualified, and the person, company, corporation or organization may be subject to exclusion or suspension.

Dated at: New Liskeard this 7th day of April, 2022.

Bidder's Authorized Official: Nolan Dombroski, P.Eng.

Title: Senior Director, Infrastructure

Signature: 

Date: April 7th, 2022

Form 2 to be submitted.

**City of Temiskaming Shores
PW-RFP-004-2022
Engineering Services – By-pass Design**

Conflict of Interest Declaration

Please check appropriate response:

☒ I/We hereby confirm that there is not nor was there any actual perceived conflict of interest in our Proposal submission or performing/providing the Goods/Services required by the Agreement.

☐ The following is a list of situations, each of which may be a conflict of interest, or appears as potentially a conflict of interest in our Company's Proposal submission or the contractual obligations under the Agreement.

List Situations:

In making this Proposal submission, our Company has / has no *(strike out inapplicable portion)* knowledge of or the ability to avail ourselves of confidential information of the City (other than confidential information which may have been disclosed by the City in the normal course of the RFP process) and the confidential information was relevant to the Work/Services, their pricing or quotation evaluation process.

Dated at: New Liskeard, this 7th day of April, 2022.

Signature:

Bidder's Authorized Official:

Nolan Dombroski, P.Eng.

Title:

Senior Director, Infrastructure

Company Name:

EXP Services Inc.

Form 3 to be submitted.

**City of Temiskaming Shores
PW-RFP-004-2022
Engineering Services – By-pass Design**

**Accessibility for Ontarians with Disabilities Act, 2005 Compliance
Agreement**

I/We, by our signature below, certify that we are in full compliance with Section 6 of Ontario Regulation 429/07, Accessibility Standards for Customer Service made under the *Accessibility for Ontarians with Disabilities Act, 2005*. If requested, we are able to provide written proof that all employees have been trained as required under the act.

This regulation establishes accessibility standards for customer service as it applies to every designated public sector organization and to every person or organization that provides goods or services to members of the public or other third parties and that have at least one employee in Ontario.

Name: Nolan Dombroski, P.Eng. Company Name: EXP Services Inc.

Phone Number: 705-647-4311 Email: nolan.dombroski@exp.com

I, NOLAN DOMBROSKI, declare that I, or my company, are in full compliance with Section 6 of Ontario Regulation 429/07, Accessibility Standards for Customer Service under the Accessibility for Ontarians with Disabilities Act, 2005.

OR

I, _____, declare that I, or my company, are NOT in full compliance with Section 6 of Ontario Regulation 429/07, Accessibility Standards for Customer Service under the Accessibility for Ontarians with Disabilities Act, 2005, yet fully agree to meet the required compliance training standards on or before the delivery of the required goods and/or services. In an effort to assist non-compliant vendors, please visit: <https://www.ontario.ca/page/how-train-your-staff-accessibility>.

Form 4 to be submitted.



Engineering Design Services for Temiskaming Shores Robert & Elm By-Pass Design

The City of Temiskaming Shores

RFP Number: PW-RFP-004-2022

EXP Proposal Number: 999-22009124-PP

Prepared By: Chad Chenette, E.I.T.

Reviewed By: Alexander O'Beirn, P. Eng

EXP Services Inc.
310 Whitewood Ave. West
New Liskeard, ON P0J 1P0
Phone: +1.705.647.4311
Fax: +1.705.647.3111
EXP.com

Date Submitted: April 4th, 2022

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2 Understanding of Local Conditions2

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1 Introduction

EXP Company Profile

EXP New Liskeard, is a full-service multi-disciplinary engineering and architectural firm. We offer consulting, investigation, testing and problem-solving services in geosciences, environment, building science, mechanical, electrical, construction materials, pipeline services, fire and life safety, municipal, transportation and facilities engineering. We serve both private and public-sector clients across Canada, USA and internationally.

EXP has extensive experience and an excellent reputation in **Water and Wastewater Treatment**, including our numerous infrastructures, planning and feasibility studies for diverse assignments. With the support of our other service lines, we provide seamless delivery of integrated projects.

Declaration

EXP confirms that we intend to comply with all the provisions and requirements outlined in the document "City of Temiskaming Shores, Request for Proposal for Engineering Services-By-Pass Design, RFP Number: PW-RFP-004-2022".

2 Understanding of Local Conditions

General

The Robert/Elm Sewage Pumping Station is owned by the City of Temiskaming Shores (herein referred to as the City). The purpose of this proposal is to outline modifications to the Robert/Elm Sewage Pumping Station, with associated engineering costs, to allow the pumping station to be by-passed during heavy rain events in a safe and effective manner. These modifications will ensure that the station no longer surcharges during heavy rain events.

Project Scope

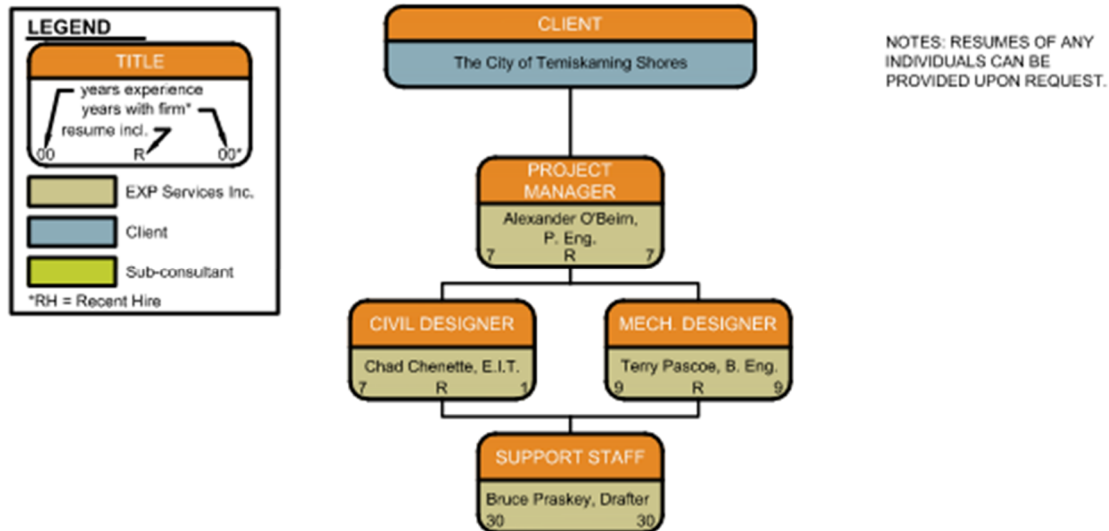
The primary objective of this system upgrade is to design an appropriately sized by-pass complete with emergency powered by-pass pump(s) and monitoring, measuring and treatment capabilities for the Robert/Elm Sewage Pumping Station. A ditch system, which will carry the sewage that has been by-passed to Lake Temiskaming, will be designed as well.

Compliance with all legislative requirements, including completion of the Municipal Class EA process, applications for the Ministry of Environment, Conservation & Parks approvals will be completed with the utmost urgency to ensure no delays in the permitting process.

Following the Final Design meeting, Tender Drawings and Documents will be prepared and, with the approval of the City, EXP will prepare for the Tender Call, respond to any questions arising during that period, review all submissions and prepare a recommendation for the City to consider.

3 Project Team

Organizational Chart



Project Team

Project Manager/Water Resource Engineer | Alexander O'Beirn, P.Eng.
8 years of Experience

Alexander will be the Project Manager and Civil/Water Resource Engineer on this project. Alexander has experience as project manager on numerous Water / Wastewater projects. He is experienced in the design and analysis of potable water distribution systems, municipal storm sewer and sanitary sewer systems, stormwater management, sanitary pumping stations, highways & municipal road design and site servicing. Alexander has experience as a design lead and project manager on municipal, provincial and private infrastructure projects.

Civil/Mechanical Designer | Terry Pascoe, B.Eng.
9 Years Experience

Terry has 9 years of experience as a Civil Designer at the EXP New Liskeard office. His experience includes involvement through multiple stages of various types of projects, including multiple street reconstruction, grading plans, and design of sanitary sewers, watermain, and storm sewers.

Civil Designer | Chad Chenette, E.I.T.
7 years of Experience

Chad will be the Civil designer on this project. Chad is experienced in the design and analysis of municipal storm sewer, sanitary sewer analysis, stormwater management, highways and municipal road design and site servicing.

4 Corporate Experience

Similar Projects

We are pleased to provide the following relevant project examples that demonstrate our capability to successfully undertake this assignment:

Robert/Elm Sewage Lift Station | 2010-2018

Client: The City of Temiskaming Shores

Contact: Steve Burnett, Manager Environmental Services – (705) 672-3363 ext. 4132

Project Value: \$9,000,000 (excl HST)

Relevance: This project included the design, tender and contract administration of the Robert/Elm Lift Station.

The Elm Street Reconstruction and Robert Street Lift Station portion of the project involved the replacement of the sanitary and storm collection services. A new sanitary pumping station was installed by the Robert/Elm intersection and was sized based upon the peak flows of the New Liskeard East catchment area which include the FPT Subdivision. The construction of a new sanitary pumping station was necessary to accommodate the anticipated construction of a new subdivision, as well as road reconstruction, including infrastructure, and the diversion of an existing syphon to the Whitewood Avenue pumping station.

Bracebridge Lagoon Lane STP Headworks Upgrades | 2018-2022

Client: District Municipality of Muskoka

Contact: Qamber Wadia, M.Sc., M. Eng., P.Eng – (705) 645-6764 x229

Project Value: \$6,000,000 - \$8,000,000 (excl HST)

Relevance: This project included retrofitting existing equipment to suit changing conditions as well as tendering.

This project involved upgrades to the WWTP headworks to ensure the plant continues to effectively treat wastewater at current rated capacities. The upgrades included retrofitting the existing clarifier building to accommodate the new screening and grit removal system, including required equipment, instrumentation devices, control upgrades, and transfer of the partially treated water to the existing MBR facility.

5 Work Plan

Project Management

Our Process

Strong project management is required throughout all phases of the project in parallel with the tasks described in the work plan. The major project management tasks to be carried out include:

- Effective and efficient communication with project team.
- Regular liaison activities with the project team, led by the EXP Project Manager.
- Maintenance of detailed financial and accounting records of the project by the Project Manager.

Our Data Collection Approach

Data collection is the first step in the site visit report. In previous studies, a great amount of information on assorted topics has been collected. Close co-ordination of the project team will be required to validate and update the data, so that it can be used for the preliminary phase of this project.

The required basic data are related to the following topics:

- Demography: present and past populations, population distribution and growth rate, existing demographic studies.
- Topography, climatology, hydrography, topographic maps, identification of main waterways, hydrologic parameters (imperviousness, area, land use, etc.).
- Existing infrastructure: information on present and planned water supply and for the distribution system.
- Related water quality and environmental norms and standards as applicable.

Our Design and Cost Evaluation Approach

The proposed method for treatment and pumping will be examined. The alternatives will be screened with respect to pre-set objectives resulting in the selection of a preferred alternative.

The design objective is to provide the lowest cost option which meets all project objectives. The option selected must adequately perform the necessary functions over the design service life of the system. Each alternative will be analyzed by comparing various pre-engineered solutions from vendors and their implementation costs (including appropriate contingencies).

Municipal Class Environmental Assessment, Schedule A+

General

It is through a comprehensive Environmental Assessment study (EA) that this project can be planned with confidence knowing that all possible impacts have been identified and mitigated. EXP has considerable Class EA Experience, covering all aspects of development planning, water and wastewater infrastructure, and delivers total solutions based upon thorough studies, qualified analysis, comprehensive documentation, and solid engineering.

Our phased work plan structure follows the accepted approach to undertake the Class EA process allowing for the study phases of problem definition, development and analysis of alternative solutions and design concepts, public facilitation and proper documentation. EXP will complete sufficient field investigations and engineering so that design requirements, construction impacts and mitigation measures have been clearly defined and result in sound conceptual design, accurate project costs and a realistic implementation plan. Through an effectively managed EA, we will identify preferred solutions that are environmentally responsible and sustainable, and that balance the costs with long term operability and mitigate impact.

Compliance with EA Legislation

To manage any project through the EA process, and particularly the public consultation component, the consulting engineer requires knowledge of the process, the essential needs of the project, the

documented communication with mandatory contacts and approval agencies and, perhaps most importantly, requires openness and confidence when communicating with the public.

Public Consultation

Excellent public consultation programs build and maintain community trust and credibility, improve project decision making and identify community issues far enough in advance that they can be effectively addressed.

The process of completing a Schedule "A+" Class EA Study for this project will involve advising the public by public consultation.

Preliminary Design

The Site Visit

The site visit is an important first step of the project and will take place immediately following the award of the project. This process consists of a preliminary field visit to the site by the Project Manager, and the Team Members to have a general overview of the project. The main objectives of the site visit are as follows:

- Establish a communication protocol.
- Establish a detailed work plan in consultation with the project team.
- Collect and conduct a preliminary review of background data, relevant documents, previous studies, and applicable laws and regulations.

EXP will meet with the project team and other stakeholders for the project to assess available studies and plans. We will prepare a detailed work plan to be approved. The final detailed work plan will consider comments of the project team and stakeholders. It will become the main guideline in terms of activities and schedule for the entire project.

The Pre-design Meeting

Key members of our team will attend a pre-design meeting with City staff within one week of project award. Specific items to be covered include:

- Reviewing the proposed work plan (including milestone dates),
- Establishing key design criteria,
- Determining the preferred tendering/design build approach, and
- Understanding any other unique project challenges or constraints.

Following the meeting, we will also take the opportunity to complete a full site walk-through.

Detailed Design

Mechanical Design for Piping and Pump

EXP will review the existing system installation, drawings specifications and operating parameters. This will assist in determining the optimum performance characteristics that the proposed upgrades must adhere to.

Our team will re-review the theoretical and actual flow data. This will ensure that the findings identified in the preliminary design are accurate and are practical for accurate equipment and piping selection.

Our engineers will calculate the system head loss curve (SHLC) using the Moody Diagram approach and the Hazen William formula. The SHLC will include head loss generated by all valves, fittings and other appurtenances. The SHLC is essential to establishing the capacity of the proposed system.

Civil Design for the Lift Station By-Pass

EXP will prepare detailed Site Grading and Ditching Plans of the by-pass ditch and site grading to the satisfaction of the City and the Ministry of Environment, Conservation & Parks. The plans will illustrate the existing and proposed grades of the ditch, the cross-section of the ditch, erosion protection, and the general slopes of the Site.

The ECA Submission Process

Based upon our experience with other Class EA's, we can assume this project falls under Schedule A+ guidelines. Schedule A+ projects require public consultation and communications.

Once the EA process, preliminary design and detailed design is complete, EXP will move forward with the ECA process. Our ECA process will begin by reviewing the existing ECA and determining the scope of amendments required to include the scope of the proposed project in the existing approval. Following this, EXP will coordinate a pre-consultation meeting, apply for priority status, and prepare the required ECA documents.

*The application fees will be covered by the Client.

The Tendering Process

EXP will prepare tender documents and Technical Specifications in accordance with procurement procedures to hire contractors for execution of the work. In addition, EXP will ensure that required approvals are in place prior to construction and that all contract documents are complete and contain sufficient detail necessary for the construction of the works.

During tendering, EXP will coordinate the publication of the call for tenders and the issuing of all tender documents with a nominal charge for the documents. During the tendering period, EXP will respond, in writing, to all questions and requests for information. If, because of questions or other circumstances, we realize a need for changes to the tender, an addendum will be issued to all bidders.

EXP will arrange for a mandatory tender site visit to be attended by all interested bidders. We will also respond to questions raised by bidders and conduct a site tour. We will administer the tender period and follow up of tenders.

EXP will chair and prepare minutes of pre-tender site meeting with the bidders, provide project overview and review the contract documents. As part of this process we will analyze and review bids with recommendation to the City regarding tender award, which will be supported with a digital spreadsheet on bids received.

6 Insurance

EXP is a Professional Consulting Engineering firm, as such, Professional Liability insurance for any actual or alleged error, omission, or negligent act arising out of the professional services provided by EXP, including environmental services, will be provided.

EXP will provide our generic insurance certificates upon award, if requested.

The insurance includes coverage for liability arising out of the actual, alleged or threatened discharge, dispersal, release or escape of pollutants, including, but not limited to, any solid, liquid, gaseous or thermal irritants, toxic or hazardous substances, and contaminants.

Our insurance certificates will show that we are covered for the following:

- General Liability \$2,000,000.00
- Professional Liability \$2,000,000.00
- Automobile \$2,000,000.00

7 Schedule

Assuming a project award date of April 19th, 2022, EXP is confident we will complete the design and submission of the ECA Amendment application by May 31st, 2022.

8 EXP'S Health and Safety Policy

At EXP, we are committed to fostering excellence in environment, health and safety ("EHS") performance in all aspects of our business. We strive to create an injury-free and environmentally responsible workplace for the benefit of our employees, our clients, our business partners and the communities where we work. Excellence in the management of EHS responsibilities and issues is a fundamental corporate responsibility and part of the EXP way of doing business.

EXP's Executive Committee has overall responsibility for EHS matters and leads the strategic direction and performance monitoring of activities carried out by the EHS function in the company. Our business unit leaders also have overall accountability for EHS matters within their businesses and are responsible for implementing organizational arrangements to ensure compliance with this policy and applicable laws.

EXP's employees, at all levels, have a personal responsibility to take due care and follow the company's EHS rules. They also have a responsibility to warn others of potential hazards and unsafe behaviors. Fulfilling these responsibilities is an employment obligation and is consistent with EXP's Worldwide Code of Ethics and Business Conduct.

EXP conducts its business in accordance with the following key EHS principles and is dedicated to creating effective management systems that are based upon the following:

- Meeting or exceeding all applicable laws, regulations and other requirements to which EXP is subject and monitoring compliance with such requirements through periodic assessment;
- Commitment to an injury-free workplace through employee involvement and continual improvement in EHS performance and hazard reduction;
- Robust training systems to ensure that all persons working for or on behalf of the company are competent to fulfill their EHS responsibilities;
- Promotion of health and wellness of our employees;
- Consideration of EHS issues during acquisitions and divestitures;

- Communicating with persons working for, or on behalf of, EXP and other stakeholders regarding EXP's EHS policies, programs and performance;
- Update and report to the Executive Committee, on a periodic basis, performance in respect of EHS goals and related metrics for continuous improvement;
- Existing Service locates;
- Design of roadways and dewatering systems for newly constructed easements.

Overall, EXP is committed to continually improving our EHS standards, culture and performance and will continue to maintain appropriate controls to ensure compliance with this policy.

9 Closure

Based upon the information provided, and the design methodology described in the previous sections, a budget with an upset limit of **\$20,295.00** (excluding HST) is proposed for this project. The project budget breakdown is included in Appendix E.

It should be noted that there is no provision for progressing beyond a standard Schedule "A+" Class EA. If there is a request for a Part II order on this project and/or the class EA is elevated to a higher Schedule, all costs associated with addressing these issues will be extra to the agreement.

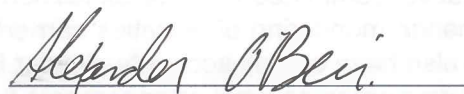
Disbursements will be charged at standard company rates or at cost plus 5% administration fee.

The Project Schedule is provided in Appendix D, with Engineering Design completion slated for May 31st, 2022.

We thank you for the opportunity of this submission and look forward to working with the City on this project.

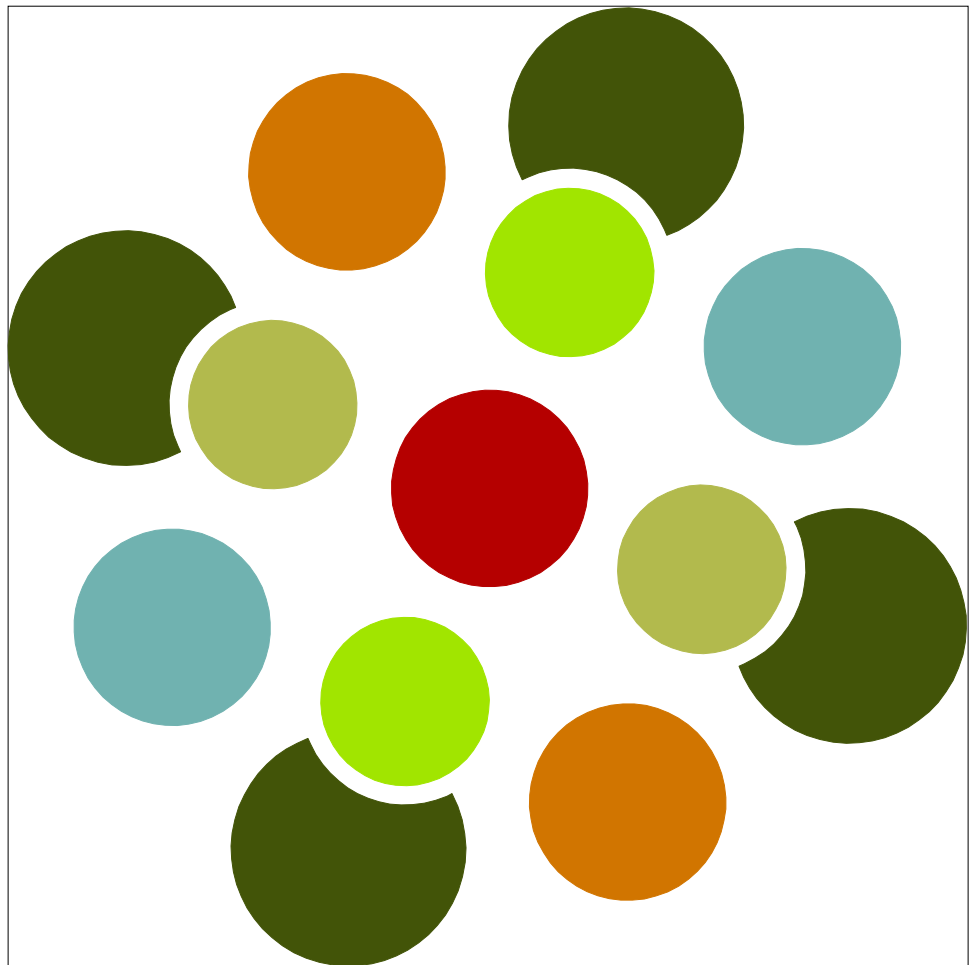


Chad Chenette, E.I.T.
Designer, New Liskeard.



Alexander O'Beirn, P.Eng.
Project Manager, New Liskeard.

Appendix C – QA/QC Plan





• Quality Manual

Updated: 2016-02-02
Revision: 7

Approved by:
Dave Crandall
Quality Vice President



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Certificates of Registration

Copies of certificates of registration are available on **exp** Intranet **explore**

- Les Services **exp** inc. (Quebec – Engineering)
Certificate of Registration ISO 9001:2008 - Intertek
- Les Services **exp** inc. (Quebec – Earth and Environment Laboratories)
Certificate ISO 9001: 2008 - BNQ
- **exp** Services Inc. (Burnaby)
Certificate of Registration ISO 9001:2008 - Pricewaterhouse Coopers LLP
- **exp** Energy Services Inc. (Houston, Tallahassee, Anchorage and Calgary)
Certificate of Registration ISO 9001:2008 - Intertek
- **exp** Services Inc. (Fredericton)
Certificate of Registration ISO 9001:2008 – SAI Global

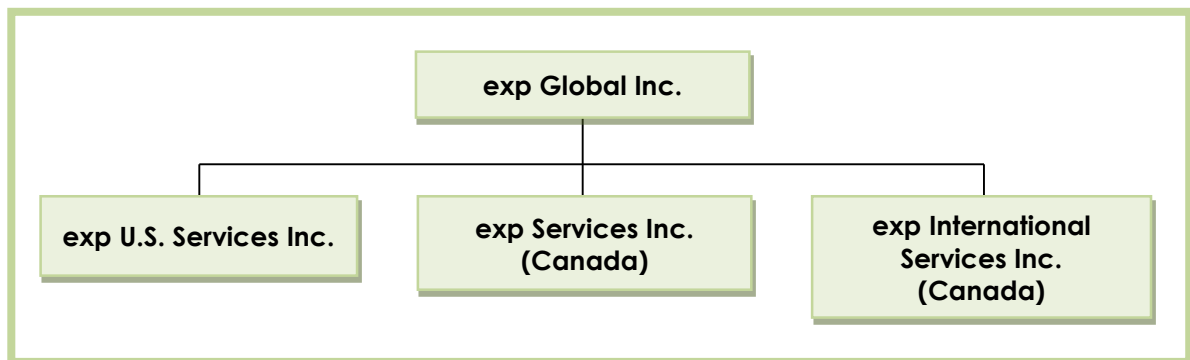
1. Scope of the QMS

A Quality Management System (QMS) has been implemented at **exp** Global Inc. (refer to Figure 1) to document the services provided to meet client requirements as well as legal and regulatory requirements. The QMS described in this Quality Manual complies with the requirements of the ISO 9001:2008 Standard. The QMS is reviewed annually to monitor its effectiveness and to implement continuous improvements as appropriate.

Exp has:

- Identified and documented the processes required for the QMS.
- Determined the sequence and interaction of the required processes.
- Documented the process to the extent necessary to assure their effectiveness operation and control.
- Provided the resources and information necessary to support the operation and monitoring of these processes.
- Monitored, measured and analysed these processes.
- Implemented action necessary in accordance with the requirements of the current ISO 9001 Standard.

Figure 1 – exp Corporate Structure



The scope includes all services offered, and the QMS applies to all projects undertaken. Specific scope of application or exclusion (if any) is documented in each procedure. The validation of processes for production and service provision (ISO 9001:2008 - Section 7.5.2) is excluded, as it is not applicable at **exp** at this time.

2. Statement on Ethics

Exp shall conduct its business and professional practice of its staff in a manner that reinforces the fundamental principles of ethical conduct respecting public safety, competency, integrity, rule of law and the dignity of the professional.

Management at **exp** believes that good ethical practices are reciprocated and lead to successful business. Employees at **exp** strive to uphold the professional nature of their profession and to work within the guidelines presented in their code of ethics.

Furthermore, all **exp** operations and employees are required to comply with the company's Worldwide Code of Ethics and Business Conduct, which focuses on the basic principles of ethical conduct: community protection and safety, knowledge, integrity, compliance to standards, and profession and employee dignity.

3. Company Profile

Exp provides professional, technical and strategic services to the world's built and natural environments in these main practice areas: Buildings, Earth & Environment, Energy, Industrial, Infrastructure, Project Management and Sustainability.

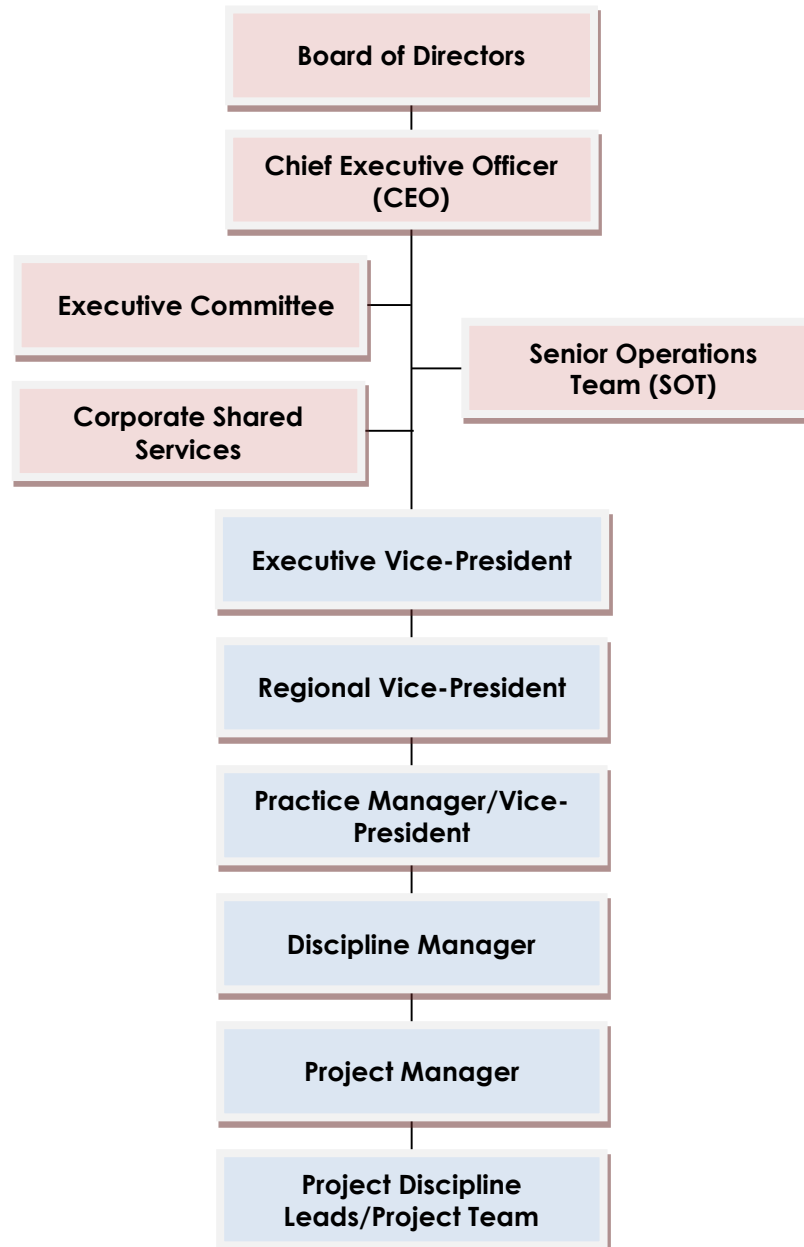
With a heritage dating back to early 1900s, and thousands of people in offices across North America and around the world, we provide the experience and expertise needed to deliver successful project outcomes for our clients and add value to their businesses. Clients have access to our global capability platform from our local office network to ensure the right people provide the right solution.

Many of our offices are registered to the ISO Standard 9001:2008 with different Registrars, among them Intertek, BNQ, SAI Global and Pricewaterhouse Coopers. Copies of the different Certificates of Registration are available on **exp** intranet, **explore**.

4. Organization

The **exp** organization is structured under a number of companies and some of them under geographical regions. The functional organization structure is depicted in the Figure 2 – **exp** Corporate Structure. All **exp** operations are supported by our shared services departments who ensure standardization and leverage of best practices across the organization.

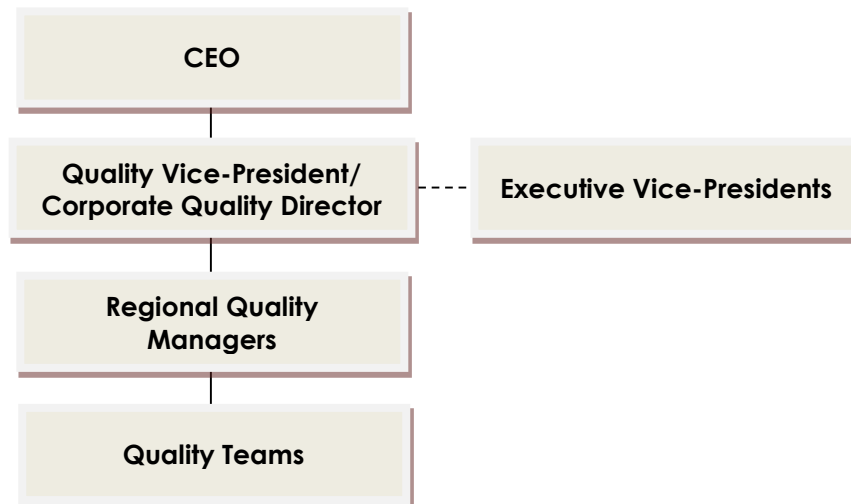
Figure 2 – exp Operational Structure



The Quality Management Team is part of the **exp** corporate shared services and reports directly to the Chief Executive Officer, as shown in Figure 3.

Each region is supported by its own quality team and works closely with the regional Executive Vice President.

Figure 3 – exp Quality Organizational Structure



4.1 Responsibilities

The responsibilities of the Quality Management Team in each region are defined as follows:

- Support the use and maintenance of the Quality Management System (QMS) by:
 - Updating and ensuring the control of all quality documents;
 - Providing training on **exp** QMS and quality concepts, quality documents and different quality tools;
 - Performing internal audits;
 - Conducting follow-ups of external audits (if applicable);
 - Performing client surveys, analysis and report to regional management team;
 - Providing follow-up on corrective and preventive actions, and supporting continuous improvement of processes;
 - Conducting management reviews with senior management; and
 - Initiating and/or supporting quality improvement projects.
- Promote the **exp** quality culture by supporting senior management in the:
 - Deployment of the **exp** mission, values and quality policy; and
 - Communication and use of the quality management procedures and tools.

- Support internal project teams by:
 - Taking part in the proposal process; and
 - Assisting in the development and implementation of project quality plans when required.
- Provide quality management services to external clients.

The integration of the QMS into projects will result in; improved efficiency, increased profitability and improved client satisfaction.

4.2 Management Commitment

Exp's Senior Management is committed to the continued improvement and success of the documented and implemented QMS. The Quality Policy statement and the Mission statement together emphasize the importance of meeting client as well as statutory and regulatory requirements. Each year, Senior Management establishes quality objectives that are measureable and are part of the Quality Management review process.

4.2.1 Mission

With a mission to ***Understand, Innovate, Partner and Deliver***, we provide professional, technical and strategic advisory services related to the world's built and natural environments. We offer a challenging and rewarding work environment to our employees and value to our clients.

4.2.2 Vision

Our vision is to create vibrant, sustainable communities. We will leverage our experience and expertise, create trusting and enduring relationships, ensure effective business operations and financial strength, and act in a safe and socially responsible manner.

4.2.3 Values

Respect for People. We respect people, honor diversity and treat each other fairly. These are the cornerstones of our culture and the key to our ability to work successfully as a global team. We are courteous, considerate and principled - not just to some people sometimes, but to everyone - all the time.

Unquestioned Integrity. We adhere to the **exp** Worldwide Code of Ethics and Business Conduct. We live and work by this code of ethics and business conduct – we say what we do and we do what we say.

Safety. We place the highest priority on the health and safety of our employees and protection of our assets and the environment. Our goal is zero work-related injuries.

Innovative, Creative Spirit. We lead with an innovative and entrepreneurial spirit and deliver a high level of performance while always seeking creative solutions. We approach our work with agility and flexibility, anticipating change and responding with effective solutions.

Excellent Client Service. We listen and respond to the changing needs of our clients, the industry and the environment, and draw upon lessons learned from our experiences around the world.

Impeccable Quality. We recognize that quality is fundamental in all of our operations - it is everyone's responsibility. We have established procedures, assessments and continuous improvement processes in place to ensure the quality of our work.

Community and Environmental Stewardship. We support the communities in which we live and work through community involvement and by conducting our business in an environmentally responsible manner.

4.2.4 Environmental

At **exp.**, we take our responsibility for the environment seriously. We encourage our stakeholders to be environmentally responsible. We promote an integrated approach to protecting our environment and to reducing waste and pollution. By working closely with clients for cost effective environmental protection and improvement, we aim to achieve a healthy environment and economic prosperity. We believe that a workforce committed to environmental responsibility is also committed to providing superior service to our clients.

4.2.5 Health and Safety

We're people who take our EHS responsibilities seriously, and at the same time, want to show our employees, clients and business partners that we're committed to EHS. Part of this commitment means articulating our EHS policy in a comprehensive, current, and consistent manner, right across the entire organization.

4.2.6 Quality

It's our goal to deliver the best value to our clients. Through our quality management and continual improvement program, we regularly evaluate ourselves and our work, in order to provide maximum client value and satisfaction. This value helps us to establish and maintain "world-class" services and ultimately, stronger client relationships

Quality Policy

Exp's management and staff are committed to:

- providing high value-added services to its clients in its areas of expertise;
- meeting its contractual obligations with the highest ethical standards;
- constantly reviewing the effectiveness of its Quality Management System to foster continuous improvement of all aspects of our business;
- embrace and be fully committed to Corporate Social Responsibility;
- establishing its quality objectives and reviewing them annually, along with the quality policy, for adequacy;
- communicating information about its Quality Management System;
- providing training on quality to its employees;
- measuring client satisfaction;
- promoting the development and maintenance of strong relationships with all business partners.

Exp's management and staff fulfill this commitment by being *close, reliable* and *committed* to its shareholders, employees, clients, suppliers and local communities.

A handwritten signature in black ink, appearing to read 'V. Stritesky', is positioned above the printed name.

Vlad Stritesky, P. Eng.
President & CEO

4.2.7 Quality Objectives

Quality objectives are established during the management review process and are measurable and consistent with our mission, vision, values, culture, quality policy and ethics statement. The three primary objectives of **exp** are to provide customer satisfaction, continual improvement of processes and risk management.

As such, quality objectives shall support the achievement of the following goals:

- Offer innovative, value-added solutions.
- Be recognized by our clients as a strategic partner and providing superior value and services.
- Provide sustained profitability to our shareholders.
- Invest in our people and practices.
- Improve operations, performance, and efficiency.

4.2.8 Management Review

The Regional Quality Manager schedules management review meetings with the regional management team at planned intervals, at least once each year in every region (fourth quarter of fiscal year), to ensure the continuing suitability, adequacy and effectiveness of the QMS. Management review inputs and outputs are presented in Figure 4.

Each action is documented on an “Improvement Form” and is followed-up on by the quality manager in each region. The status of the actions is presented and revised, if necessary, at the following management review meeting.

Figure 4 – Management Review Inputs and Outputs

Management Review Inputs

The inputs for the management review must include information on:

- Internal and external audit reports
- Customer/client feedback
- Follow-up on quality objectives and actions recommended during previous management review meetings
- Changes that could affect the QMS
- Recommendations for continuous improvement
- Process performance and product/service conformity
- Status of preventive and corrective actions.

Management Review Outputs

The outputs from the Management Review must include any decision and action related to:

- Improvement of the effectiveness of the QMS and its processes
- Improvement of service related to client requirements
- Resource needs (human resources, equipment, infrastructure, and work environment)
- Defined quality objectives for the upcoming year

5. Quality Management System (QMS)

Maintaining an effective QMS is more than just issuing policies and procedures. It is performing real value-added activities and continuously improving processes and business practices. It enables us to provide quality services that comply with our quality policies, ethics, legal and regulatory requirements, and that meet the needs of our clients.

Senior Management, through the QMs ensures that client requirements are determined and understood. We have implemented quality monitoring activities and feedback processes (internal audits, customer satisfaction surveys, corrective and preventive actions, and opportunities for improvement) to monitor and where required improve project delivery.

Every year, the quality management team reassesses which resources are needed for the planning and management of quality.

The QMS goals are the following:

- Ensure that the services provided to our clients comply with their requirements and that the clients are satisfied.
- Continuously improve processes and services for our clients.
- Standardize business practices.
- Provide and/or develop the working tools required for staff to undertake their work.
- Minimize risk.

To reach these goals, **exp** is committed to:

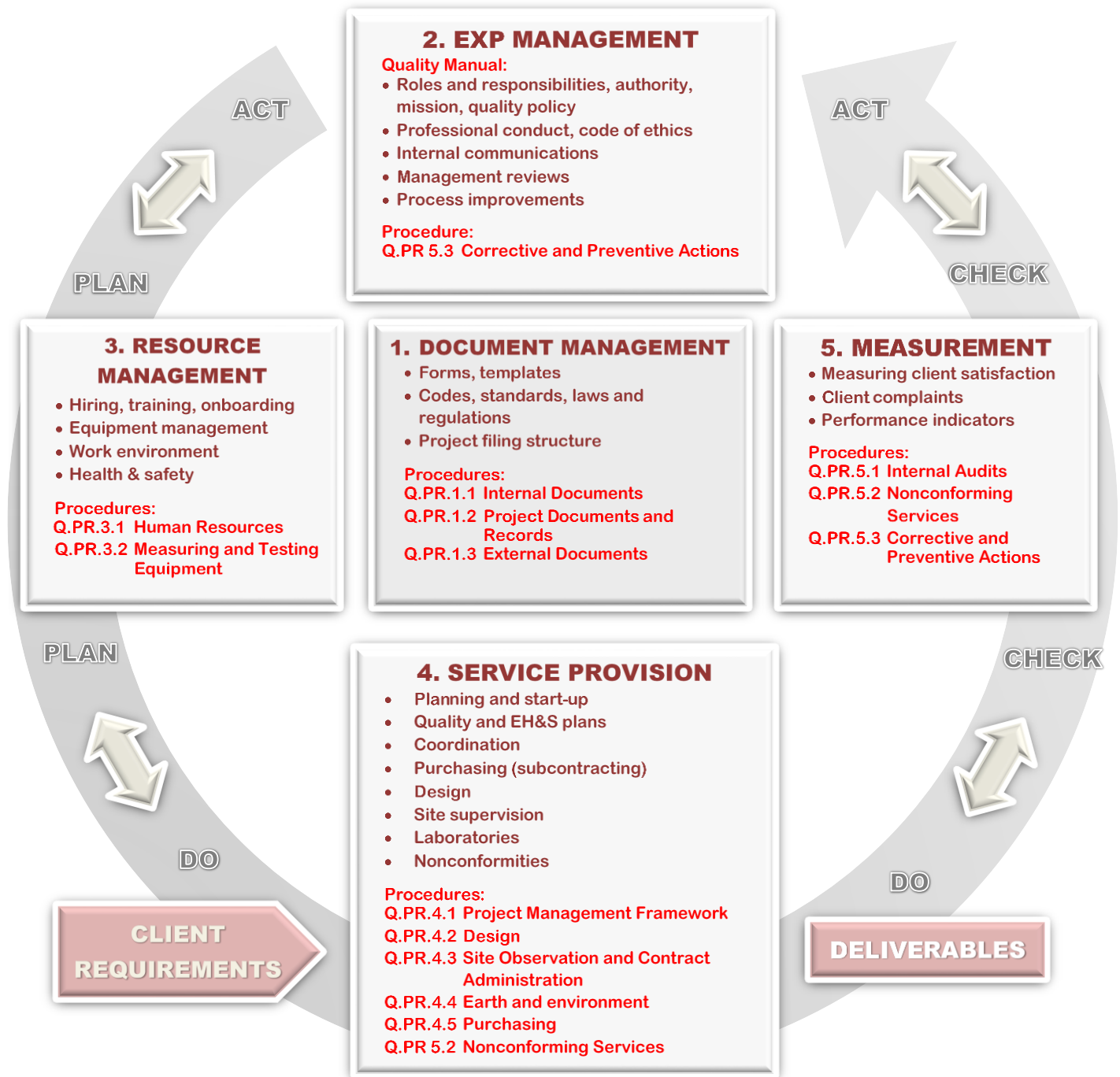
- Develop and document processes to support the QMS and meet the requirements of the ISO 9001:2008 Standard.
- Evaluate and control out-sourced processes that have an impact on the QMS and on the services delivered to the clients.
- Monitor information regarding customer satisfaction.
- Determine the sequence and interaction of the processes.
- Provide the resources and information necessary to support operations.
- Document the processes to the extent necessary to ensure their effective operation and control.
- Monitor, measure and analyse these processes and implement the required actions to achieve quality objectives.

Our QMS is constantly evolving and will never cease improving. We are committed to sharing lessons learned and to leverage best practices from local offices to other offices throughout the organization.

The **exp** QMS meets the requirements of the ISO 9001:2008 Standard and is illustrated in the form of a Deming wheel (PDCA – Plan, Do, Check, Act) - in Figure 5. These QMS

elements interact with each other to provide continuous improvement of services to internal and external clients.

Figure 5 - Continual Improvement of the exp QMS

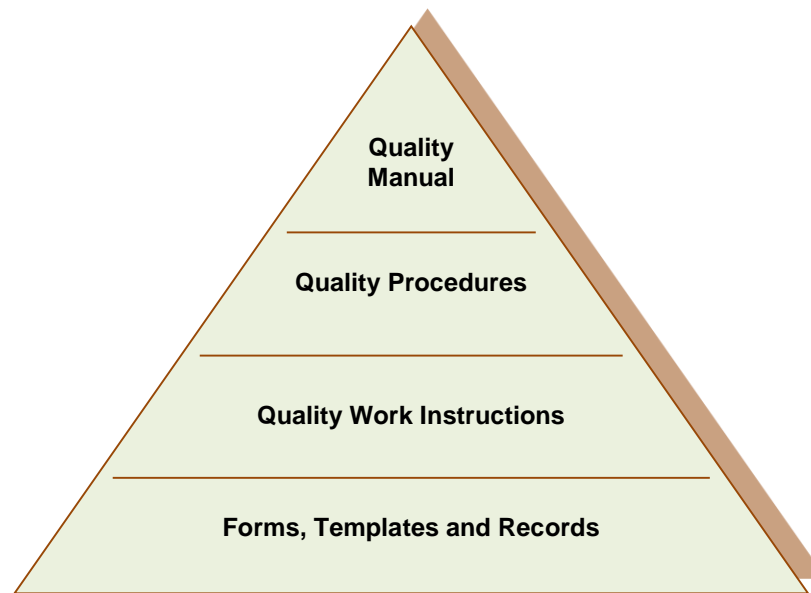


5.1 Document Management

Exp QMS documents include a quality manual, quality procedures, work instructions, quality forms, and numerous templates, continuously developed together with Operations, internal quality documents and external documents (codes, standards, laws and regulations).

The document structure of the **exp** QMS is depicted below, in Figure 5.

Figure 6 – Structure of QMS Documentation at exp



Quality Manual	<p>The Quality Manual is unique to the company. It contains the scope, mission, quality policy, quality organization, quality objectives and references to quality procedures. This document is required to meet the ISO 9001:2008 Standard. The quality manual is updated by the quality management team and is approved by the management of the company. This document is the only one that can be distributed to external clients depending on the requirements of request for proposal.</p> <p>To distribute the other documents outside of the company, one must obtain the authorization of Regional Quality Manager.</p>
Quality Procedures	<p>Quality procedures have been developed taking into account Operations and requirements of ISO 9001:2008. They describe the overall intentions and goals regarding a specific process. A quality procedure answers the questions "WHAT TO DO?" and "WHY DO IT?" It also describes specific ways to carry out the process, answering the question "HOW WE DO IT?"</p> <p>Procedures may be in the form of flowcharts and descriptive text and document the most critical processes to guide in operations management.</p>
Quality Work Instructions	<p>A quality work instruction is the detailed description of critical activities to perform and record a task that could be faulty due to the absence of the work instruction. Work instructions are developed based on needs identified through the quality monitoring and service as reference for production team.</p>

Forms, Templates and Records	Forms and templates are supporting documents used to demonstrate the implementation and monitoring of the different procedures and/or work instructions. When these documents are completed, they become "records". Records allow activities traceability and provide evidence of the proper functioning of the QMS during quality audits.
-------------------------------------	--

Exp has developed three procedures for document management which are outlined below:

Quality Procedure Q.PR. 1.1 Internal Documents Management

This procedure describes the process for approving, updating, identification, verification, distribution and status of quality documents (quality manual, quality procedures, work instructions, forms and templates, etc.).

Distribution on the latest versions of quality documents at **exp** is only through the corporate intranet. Users are informed of changes by email or communication message.

Quality Procedure Q.PR. 1.2 Project Documents and Records Management

This procedure defines the methods for the management and control of electronic and paper project files. In addition, this procedure ensures the control, storage, protection, retrieval and retention of records used or produced during project executions.

Quality Procedure Q.PR. 1.3 External Documents Management

This procedure describes the process to ensure control of documents from external origin. These reference documents may be codes, standards, laws, regulations or any other type of document used as external inputs during a project.

5.2 Resource Management

Exp identifies and provides the adequate resources, including trained and competent personnel, infrastructures, equipment and work environment to maintain and continuously improve the effectiveness of the QMS.

5.2.1 Human Resources

Management is responsible for determining that employees produce quality work according to the requirements for the provided service, and that they have the necessary skills (education, training or experience). The Human Resources Department has a procedure that deals with the following:

- Documenting the training and experience required to perform specific work that impacts quality.
- Planning the training or other action required to increase staff competency when their skills to perform a task have been judged inadequate.

- Documenting the evaluation of the effectiveness of the training or action taken to correct inadequate skills.

Quality Procedure Q.PR. 3.1 Human Resources Management

This procedure is used to ensure proper qualifications and skills required for **exp** employees in performing their assignments.

5.2.2 Infrastructure, Equipment and Work Environment

Management at **exp**, in consultation with employees, is responsible for identifying, providing, and managing the adequate infrastructure, equipment and work environment required for **exp** to carry out its business.

- The following elements are considered as “infrastructure and equipment”:
 - Office and laboratory work spaces;
 - Computer hardware, software and technical support services;
 - Communication systems;
 - Reference materials, libraries and records management system;
 - Document production and archiving facilities;
 - Measuring and testing equipment;
 - Vehicle and machinery; and
 - Personnel protective equipment (PPE).

Quality Procedure Q.PR. 3.2 Management of Measuring and Testing Equipment

This procedure is used to confirm that measuring and testing equipment which impacts on quality is used and tracked properly, calibrated and kept in good working condition.

- Work environment includes the following elements:
 - Healthy and safe working conditions (**exp's** Health & Safety Management System);
 - Sound work environment; and
 - Employee recognition.

5.3 Service Provision

Activities performed throughout project delivery have to be investigated to understand and determine where QMS processes will have the highest impact on end-result quality and client satisfaction.

Each region must document in the form of work instructions and guidelines, to the extend of its needs, the processes supporting the main services they are providing to client such as:

- Earth and Environmental Services (soil and material testing, environmental services, etc.)
- Site observation/monitoring, contract administration and field work.
- Design manual and guidelines (water & wastewater, land development, MEP, structural, etc.)
- Land surveying.
- Computer aided design and drafting (CADD).
- Etc.

In addition, **Exp** has developed the following procedures to manage project execution:

Quality Procedure Q.PR. 4.1 Project Management

This procedure provides an overview of the **exp** Project Management Framework that covers all services provided by **exp**. The Project Management at **exp** is a six phase process, as illustrated below and documented in the "Project Management Framework" section of the **exp** intranet "**explore**".

Figure 7 – Project Management Phases



Quality Procedure Q.PR. 4.2 Design

This procedure function is to confirm that all stages of design for a project be reviewed, the inputs and outputs data are checked and **exp** deliverables are validated against the contractual requirements before final delivery to the client. All project design/validation activities are documented and filed according to the procedure Q.PR. 1.2 Project Documents Filing and Records Management.

Quality Procedure Q.PR. 4.3 Site Observation and Contract Administration

This procedure is used to carry out on-site inspections.

It is intended to ensure that construction is conducted in accordance with the tender and construction documents, implement modifications that may be required during construction, and recommend final acceptance of the work.

Quality Procedure Q.PR. 4.4 Earth and Environmental Services

This procedure is used to perform activities relating to soils and materials testing, and environmental services.

It is intended to ensure the quality, reliability and repeatability of tests or analyses.

Quality Procedure Q.PR. 4.5 Purchasing

This procedure function is to confirm that services/products purchased comply with the requirements specified in procurement documents (work order/purchase order) and to ensure that:

- The selected sub-contractors and suppliers appear on the list of sub-contractors and suppliers approved by **exp.**
- The work orders/purchase orders properly describes the required service/product.
- The service/product provided complies with the work order/purchase order requirements.

5.4 Measurement, Analysis and Improvement

Exp continuously improves its QMS by holding management reviews, establishing quality objectives, analysing client feedback (survey results), conducting internal and external quality audits, studying data, implementing and monitoring corrective and preventive actions.

Exp has developed the following procedures to manage internal audits, nonconforming products/services and preventive and corrective actions:

Quality Procedure Q.PR. 5.1 Internal Audit

This procedure is used to conduct internal audits at planned intervals to determine the compliance and effectiveness of the QMS.

Quality Procedure Q.PR. 5.2 Nonconforming Services

This procedure is used to detect and eliminate nonconformities in our services throughout the project execution.

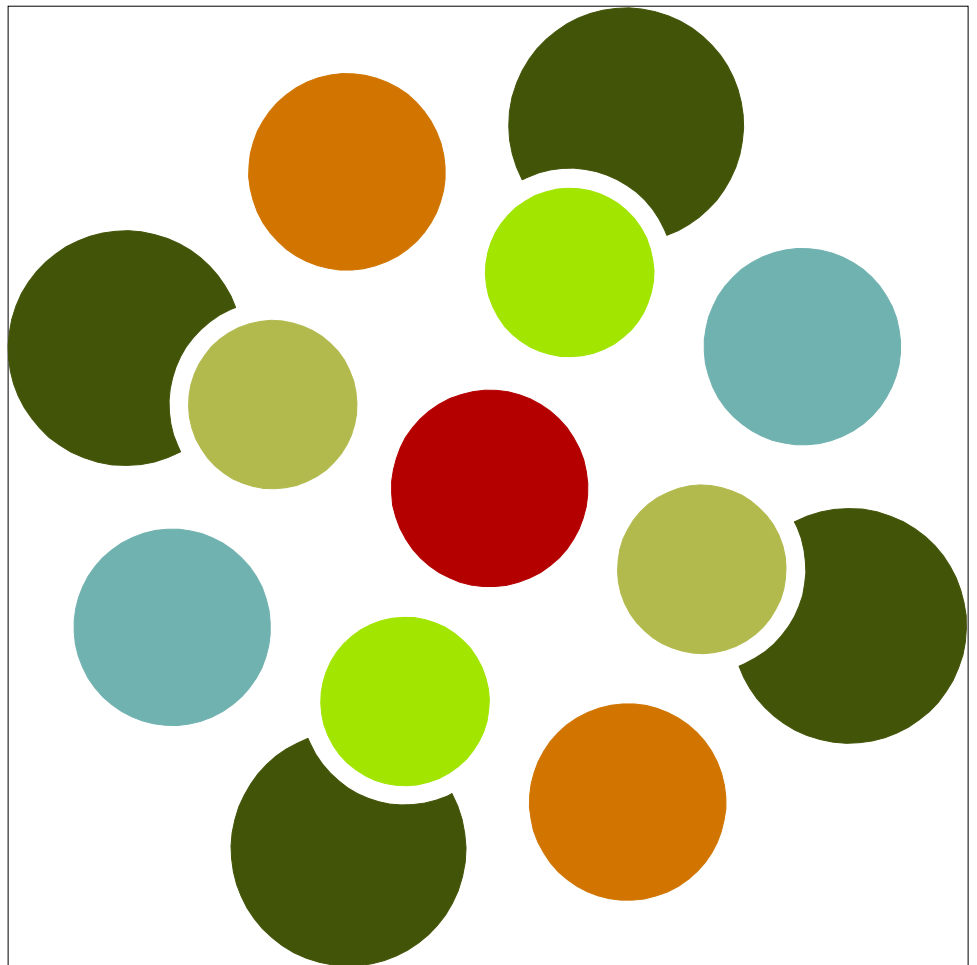
Quality Procedure Q.PR. 5.3 Corrective and Preventive Actions

This procedure is to ensure that corrective and preventive actions are used as tools to improve our operations processes, and to ensure the permanent elimination of the root causes of nonconformities.

6. Revision History

Date	Revision	Description	Approver
2012-03-29	1	Final review	Wilfrid Morin
2012-07-16	2	Appendix– exp ISO CERTIFICATES – page 4	Gaetan Miron
2012-11-15 2012-12-17	3/4	Figure 2, Figure 3, Par. 5.2.1 to 5.2.8 and 5.4 And numbering of procedure 4.1 to 4.6	Wilfrid Morin
2013-05-17	5	General update	Wilfrid Morin
	6	This revision has been skipped to harmonized with French version of the Quality Manual	David Crandall
2014-12-16	7	Major revision <ul style="list-style-type: none"> • Former sec. 1 and 2 revised and merged into sec. 1 • Statement on Ethics moved from sec. 5 to sec. 2 • Sec. 3 and 4 revised • Fig 2 and 3 revised • Management Commitment moved from sec. 5 to sec. 4: "philosophy" paragraph removed; "unquestioned integrity" value wording revised; Quality Policy updated. • Section 5: New introduction; "QMS goals" revised; fig 4 revised; new introduction to 5.1; description of quality documents revised; quality procedures description revised and renumbered; new introduction to 5.2.1; 5.2.2 revised; new introduction to 5.3 	David Crandall

Appendix D – Schedule



Robert/Elm Pump Station By-Pass



Project: Robert/Elm Sewage Pump Station By-Pass Design

Client: City of Temiskaming Shores

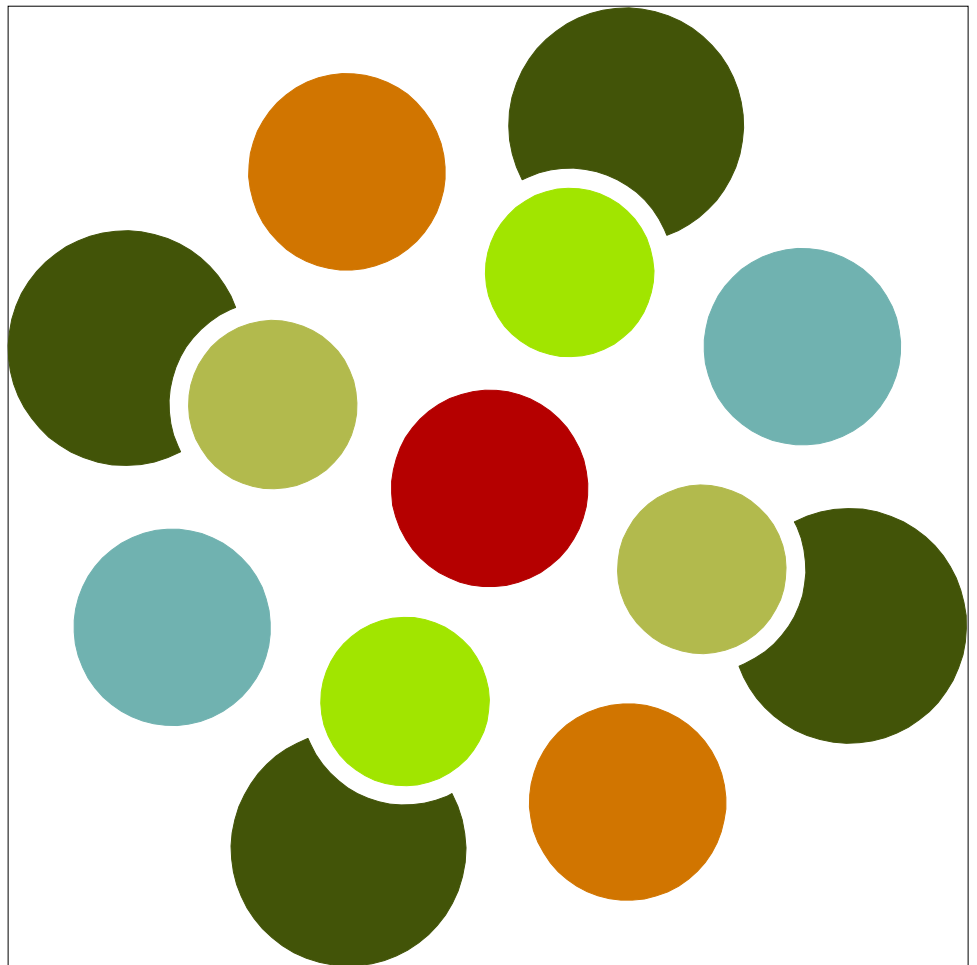
Date: April 4, 2022

Design Phase Schedule

Project Task/ Milestones	Week Ending											
	18-Apr-22	25-Apr-22	2-May-22	9-May-22	16-May-22	23-May-22	30-May-22	6-Jun-22	13-Jun-22	20-Jun-22	27-Jun-22	4-Jul-22
<i>Project Award*</i>												
1.0 Project Management and Controls												
2.0 Preliminary Design												
Pre-Design Meeting - Site Visit												
Preliminary Design Review Meeting												
3.0 Detailed Design												
Detailed Design Review Meeting												
4.0 Municipal Class EA and ECA Amendment												
5.0 Preparation/Assistance with Tender												

* Assumed project award date of April 19th, 2022.

Appendix E – Cost Estimate



Cost Estimate and Time Allotment Matrix

Project: Robert/Elm Sewage Pump Station By-Pass Design
City of Temiskaming Shores
Date: April 4, 2022



	Alexander O'Beirn		Terry Pascoe Chad Chenette		Drafting/Field					
DESCRIPTION of TASKS	Project Manager P.Eng \$130		Designer \$90		Drafting/Field \$65		Disbursements		TOTAL PROJECT COSTS	
	Hours Estimate	Actual	Hours Estimate	Actual	Hours Estimate	Actual	Estimate	Actual	Labour Estimate	Labour + Disb.
1.0 Project Management and Controls	12						\$240		\$ 1,560	\$ 1,800
Project Start up and Review Meetings	4						\$240		\$ 520	\$ 760
Budget Management/ Client Liaison	8								\$ 1,040	\$ 1,040
2.0 Municipal Class "A+" Environmental Assessment	9								\$ 1,170	\$ 1,170
Preparation of Consultation Documentation, File and Report Preparation	4.5								\$ 585	\$ 585
Schedule A+ Amendment	4.5								\$ 585	\$ 585
3.0 Preliminary Design	2		8		14		\$155		\$ 1,890	\$ 2,045
Review existing information and drawings			2		2				\$ 310	\$ 310
Pre-design meeting and site visit	1		2				\$155		\$ 310	\$ 465
Topographic and Building Survey					12				\$ 780	\$ 780
Preparation of Design Brief	1		4						\$ 490	\$ 490
4.0 Detailed Design	12		30		32				\$ 6,340	\$ 6,340
Civil, Mechanical design	12		30		32				\$ 6,340	\$ 6,340
5.0 Approvals	12		23		21				\$ 4,995	\$ 4,995
Review with MOECC	6		6		10				\$ 1,970	\$ 1,970
ECA Amendment	6		17		11				\$ 3,025	\$ 3,025
6.0 Preparation and Assistance with Tender	6		33		3				\$ 3,945	\$ 3,945
Develop specifications, and material quantities	1		20						\$ 1,930	\$ 1,930
Prepare contract for bidding and Tender Ad	1		6						\$ 670	\$ 670
Attend Bidders Site meeting & document event	2		2						\$ 440	\$ 440
Respond to Bidders Inquiries during Tender Period & Issue Addenda	1		3		3				\$ 595	\$ 595
Evaluate & analyze bids, and prepare recommendation report	1		2						\$ 310	\$ 310
	53		94		70		\$395		\$ 19,900.00	\$20,295.00

The Corporation of the City of Temiskaming Shores

By-law No. 2022-074

**Being a by-law to enter into an agreement with RPM Tech for
the supply of snowblower attachments**

Whereas under Section 8 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, the powers of a municipality shall be interpreted broadly to enable it to govern its affairs as it considers appropriate and to enhance the municipality's ability to responds to municipal issues; and

Whereas under Section 9 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act; and

Whereas under Section 10 (1) of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public; and

Whereas Council considered Administrative Report No. PW-015-2022 at the April 19, 2022 Regular Council meeting, and directed staff to prepare the necessary by-law to enter into an agreement with RPM Tech for the purchase of two (2) snow blower attachments at a cost of \$320,104 plus applicable taxes and freight, for consideration at the April 19, 2022 Regular Council meeting.

Now therefore the Council of The Corporation of the City of Temiskaming Shores hereby enacts the following as a by-law:

1. That the Mayor and Clerk be authorized to execute an agreement with agreement with RPM Tech for the purchase of two (2) snow blower attachments at a cost of \$320,104 plus applicable taxes and freight, a copy of which is attached hereto as Schedule "A" and forms part of this by-law.
2. That the Clerk of the City of Temiskaming Shores is hereby authorized to make minor modifications or corrections of a grammatical or typographical nature to the by-law and schedule, after the passage of this by-law, where such modifications or corrections do not alter the intent of the by-law or its associated schedule.

Read a first, second and third time and finally passed this 19th day of April, 2022.

Mayor

Clerk



Schedule “A” to

By-law 2022-074

Agreement between

The Corporation of the City of Temiskaming Shores

And

RPM Tech

for the supply of snowblower attachments

This agreement made this 19th day of April, 2022.

Between:

The Corporation of the City of Temiskaming Shores
(hereinafter called "the Owner")

and

RPM Tech
(hereinafter called "the Supplier")

Witnesseth:

That the Owner and the Supplier shall undertake and agree as follows:

Article I:

The Supplier will:

- a) Provide two (2) snowblower attachments, in accordance to the specifications contained in the submission attached hereto as Appendix 01.
- b) Do and fulfill everything indicated by this Agreement and in the Form of Agreement attached hereto as Appendix 01 and forming part of this agreement.
- c) Delivery of the two (2) snowblower attachments no later than **November 30, 2022**.
- d) The time limits referred to in this Agreement may be abridged or extended by mutual agreement by both Parties.

Article II:

The Owner will:

- a) Pay the Supplier in lawful money of Canada for services aforesaid, in the amount of **Three-Hundred and Twenty-Thousand, One-Hundred and Four Dollars and Zero Cents (\$320,104.00)**, plus applicable taxes and freight.
- b) Make payment on account thereof upon delivery and completion of the said work and receipt of invoice, in accordance with the City of Temiskaming Shores Purchasing Policy, and with terms of Net 30 days after receiving such invoice.

Article III:

All communications in writing between the parties shall be deemed to have been received by the addressee if delivered to the individual or to a member of the firm or to an officer of the Owner for whom they are intended or if sent by hand, Canada Post, courier, facsimile or by another electronic communication where, during or after the transmission of the communication, no indication or notice of a failure or suspension of transmission has been communicated to the sender. For deliveries by courier or by hand, delivery shall be deemed to have been received on the date of delivery; by Canada Post, 5 days after

the date on which it was mailed. A communication sent by facsimile or by electronic communication with no indication of failure or suspension of delivery, shall be deemed to have been received at the opening of business on the next day, unless the next day is not a working day for the recipient, in which case it shall be deemed to have been received on the next working day of the recipient at the opening of business.

The Supplier:

RPM Tech
2220 Michelin
Laval, QC H7L 5C3

The Owner:

City of Temiskaming Shores
325 Farr Drive / P.O. Box 2050
Haileybury, Ontario P0J 1K0

Remainder of Page left Blank Intentionally

In witness whereof the parties have executed this Agreement the day and year first above written.

Signed and Sealed in
the presence of

RPM Tech

Gilbert Bédard, VP Development

Municipal Seal

**The Corporation of the City of Temiskaming
Shores**

Mayor – Carman Kidd

Clerk – Logan Belanger



Appendix 01 to
Schedule “A” to

By-law No. 2022-074

Form of Agreement



Tenco inc.

1318 Principale
St-Valérien-de-Milton, QC J0H 2B0
Canada
Tél. : 450-388-1328
Fax. : 450-549-2415

April 14th, 2022

Temiskaming Shores
325 Farr Drive
Haileybury, Ontario
P0J 1K0

Att : Mitch McCrank
Manager of Transportation Services

Subject : Proposal for snow blowers acquisition through Sourcewell Program * 080818RPM

	RPM220	RPM215
Basic unit	168 276,00 \$	121 651,00 \$
Hydraulic tilting chute	6 930,00 \$	N/A
116 in. Mobiles steering vanes	4 444,00 \$	N/A
110 in, Mobiles steering vanes	N/A	2 846,00 \$
Carbide scraper blade	1 885,00 \$	1 675,00 \$
Racor heated diesel filter	1 142,00 \$	N/A
LED work lights	726,00 \$	726,00 \$
Trimay Impeller casing	7 946,00 \$	7 946,00 \$
Trimay chute	4 713,00 \$	4 713,00 \$
Coupler	4 856,00 \$	4 856,00 \$
Artic oil package	1 158,00 \$	N/A
Trimay skid shoes	INCLUDED	1 450,00 \$
Wireless control	INCLUDED	INCLUDED



Tenco inc.

1318 Principale
St-Valérien-de-Milton, QC J0H 2B0
Canada
Tél. : 450-388-1328
Fax. : 450-549-2415

LED chute lights	INCLUDED	INCLUDED
DEF tank blanket heater	INCLUDED	INCLUDED
Ice breakers	INCLUDED	INCLUDED
Training	INCLUDED	INCLUDED
Engine block heater	INCLUDED	INCLUDED
TOTAL	202 076,00 \$	145 863,00 \$
DEALER DISCOUNT 8%	-16 166,00 \$	-11 669,00 \$
TOTAL AFTER DISCOUNT	185 910,00 \$	134 194,00 \$

Freight cost estimation is about \$ 4400.00

Training is included

Installation extra.

Need to confirm what models of couplers will be required.

Lead time to be confirmed at time of the order, will not be later than November 2022

Price are valid until end of June 2022

If you need additional details, please do not hesitate to contact us.

Best regards,

Gilbert Bédard

The Corporation of the City of Temiskaming Shores
By-law No. 2022-075
Being a by-law to confirm certain proceedings of Council of The
Corporation of the City of Temiskaming Shores for its Regular
meeting held on April 19, 2022

Whereas under Section 8 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, the powers of a municipality shall be interpreted broadly to enable it to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues; and

Whereas under Section 9 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act; and

Whereas under Section 10 (1) of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public; and

Whereas it is the desire of the Council of The Corporation of the City of Temiskaming Shores to confirm proceedings and By-laws.

Now therefore the Council of The Corporation of the City of Temiskaming Shores hereby enacts the following as a by-law:

1. That the actions of the Council at its Regular meeting held on **April 19, 2022**, with respect to each recommendation, by-law and resolution and other action passed and taken or direction given by Council at its said meeting, is, except where the prior approval of the Ontario Municipal Board is required, hereby adopted, ratified and confirmed.
2. That the Mayor, or in his absence the presiding officer of Council, and the proper officials of the municipality are hereby authorized and directed to do all things necessary to give effect to the said action or to obtain approvals where required, and except where otherwise provided, the Mayor, or in his absence the presiding officer, and the Clerk are hereby directed to execute all documents required by statute to be executed by them, as may be necessary in that behalf and to affix the corporate seal of the municipality to all such documents.

Read a first, second and third time and finally passed this 19th day of April, 2022.

Mayor

Clerk